

# Consideration of Traffic, Bicycle and Pedestrian Safety Measures along Sepulveda Boulevard

Parking and Public Improvements Commission – March 26, 2026



\*Note: This PowerPoint presentation is intended solely as a visual aid to an oral staff presentation of an agenda report topic. In the event of any differences between the presentation and the agenda report, the information in the agenda report prevails.\*

# Background

- State Highway (SR-1), six lane regional arterial roadway
- 10 signalized / 20 unsignalized intersections
- Fatal pedestrian collision December 16, 2024
- Fatal motorist collision, January 8, 2025
- Fatal pedestrian collision May 4, 2025
- City Council directed staff to conduct study – 5/20/2025
- City/Caltrans Safety Analysis 6/2025 – 2/2026



# Immediate Actions

- Increased traffic violation and speed enforcement
- Deployed surveillance cameras
- Conducted DUI checkpoint – July 2025
- Deployed educational message boards
- Posted social media safety awareness content
- Purchased two electronic speed feedback signs
- Initiated comprehensive safety analysis on Sepulveda Bl.



# Safety Analysis

- Utilized Latest Safety Analysis Guidelines
- Caltrans/City Field Meeting 7/6/2025
- Existing Conditions Inventory
- Current Speed Survey
- Crash History Analysis
- Potential Safety Countermeasures Review
- Safety Measure Evaluation



# Engineering and Traffic Survey – 2023

- Length – 2 miles
- Traffic Volume – 41,500 to 56,000 vehicles per day
- Speed Limit – 35 MPH

| SEGMENT                                      | 85 <sup>TH</sup> %TILE SPEED |    | 10 MPH PACE |       |
|----------------------------------------------|------------------------------|----|-------------|-------|
|                                              | NB                           | SB | NB          | SB    |
| Artesia Blvd. to Longfellow Ave.             | 37                           | 34 | 28-37       | 26-35 |
| Longfellow Ave. to 2 <sup>nd</sup> St.       | 31                           | 39 | 22-31       | 30-39 |
| 2 <sup>nd</sup> St. to 8 <sup>th</sup> St    | 37                           | 34 | 26-35       | 25-34 |
| 8 <sup>th</sup> St. to Manhattan Beach Blvd. | 41                           | 39 | 32-41       | 30-39 |
| Manhattan Beach Blvd. to Marine Ave.         | 39                           | 40 | 27-36       | 31-40 |
| Marine Ave. to Rosecrans Ave.                | 39                           | 38 | 26-35       | 29-38 |



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CONSIDERATION OF SAFETY MEASURES ON SEPULVEDA BOULEVARD  
**PPIC MEETING – MARCH 26, 2026**

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# Crash History

| SEGMENT                                      | FATAL AND INJURY CRASHES |           |           |           |           |              |
|----------------------------------------------|--------------------------|-----------|-----------|-----------|-----------|--------------|
|                                              | 2021                     | 2022      | 2023      | 2024      | 2025*     | Ave.         |
| Artesia Blvd. to Longfellow Ave.             | 3                        | 3         | 3         | 2         | 0         | 2.31         |
| Longfellow Ave. to 2 <sup>nd</sup> St.       | 0                        | 2         | 0         | 0         | 3         | 0.63         |
| 2 <sup>nd</sup> St. to 8 <sup>th</sup> St    | 1                        | 1         | 1         | 2         | 2         | 1.47         |
| 8 <sup>th</sup> St. to Manhattan Beach Blvd. | 2                        | 2         | 2         | 1         | 1         | 1.68         |
| Manhattan Beach Blvd. to Marine Ave.         | 4                        | 1         | 6         | 3         | 6         | 4.21         |
| Marine Ave. to Rosecrans Ave.                | 3                        | 4         | 6         | 3         | 2         | 3.79         |
| <b>TOTAL</b>                                 | <b>13</b>                | <b>13</b> | <b>18</b> | <b>11</b> | <b>14</b> | <b>14.53</b> |
| Fatal                                        | 0                        | 0         | 0         | 1         | 2         | 0.63         |
| # Injured                                    | 24                       | 18        | 28        | 12        | 19        | 21.26        |
| Pedestrian                                   | 1                        | 1         | 3         | 2         | 3         | 2.10         |
| Bicycle                                      | 2                        | 1         | 1         | 0         | 2         | 1.26         |
| Motorcycle                                   | 0                        | 0         | 3         | 2         | 2         | 1.47         |
| Fatal/Injury Crashes per MVM                 | 0.36                     | 0.36      | 0.50      | 0.30      | 0.39      | 0.41         |
| Statewide Ave. F/I Crashes/MVM               | 0.50                     | 0.50      | 0.50      | 0.50      | 0.50      | 0.50         |
| Fatal Crashes per MVM                        | 0                        | 0         | 0         | 0.28      | 0.56      | 0.084        |
| Statewide Average Fatal Crashes per MVM      | 0.013                    | 0.013     | 0.013     | 0.013     | 0.013     | 0.013        |



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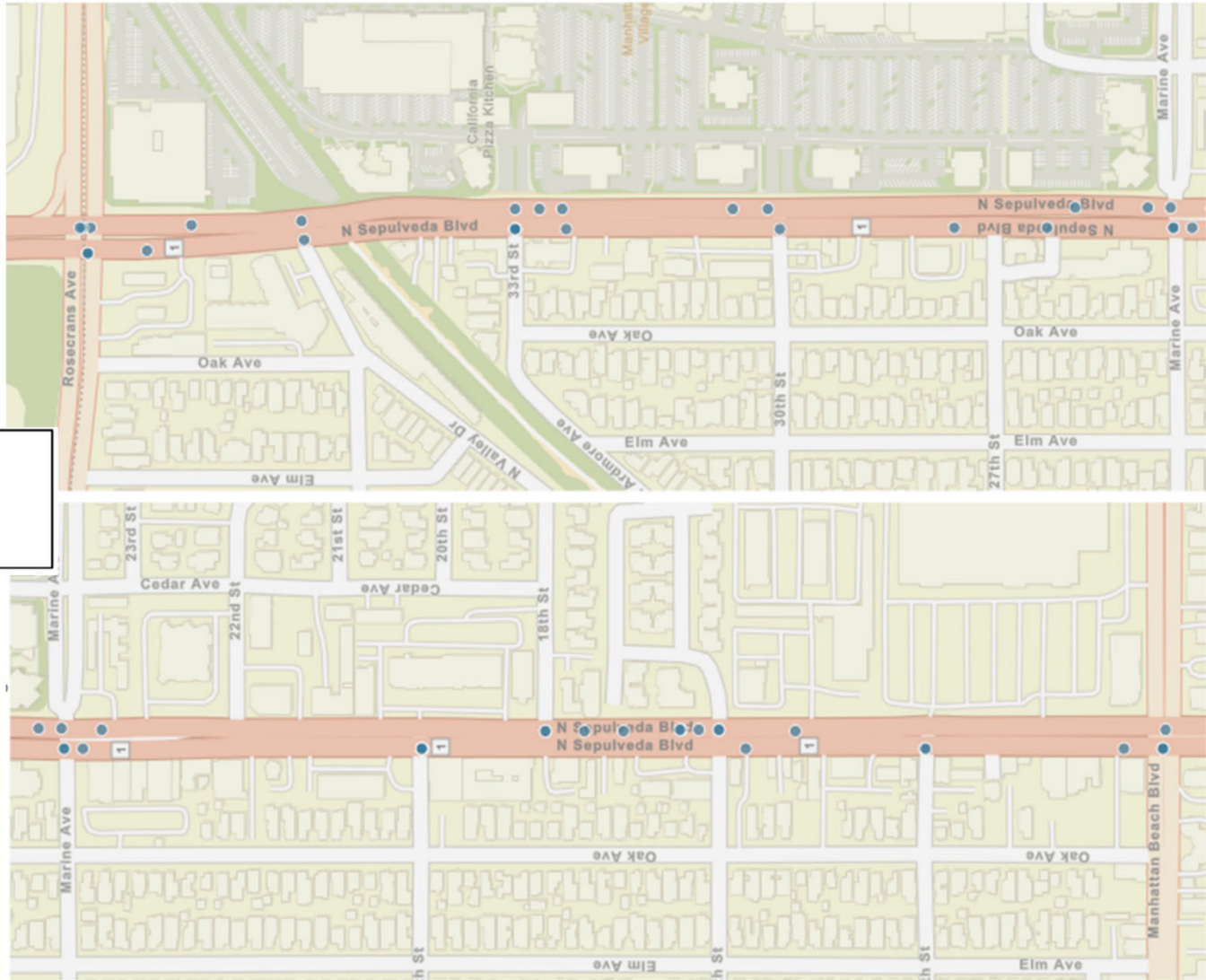
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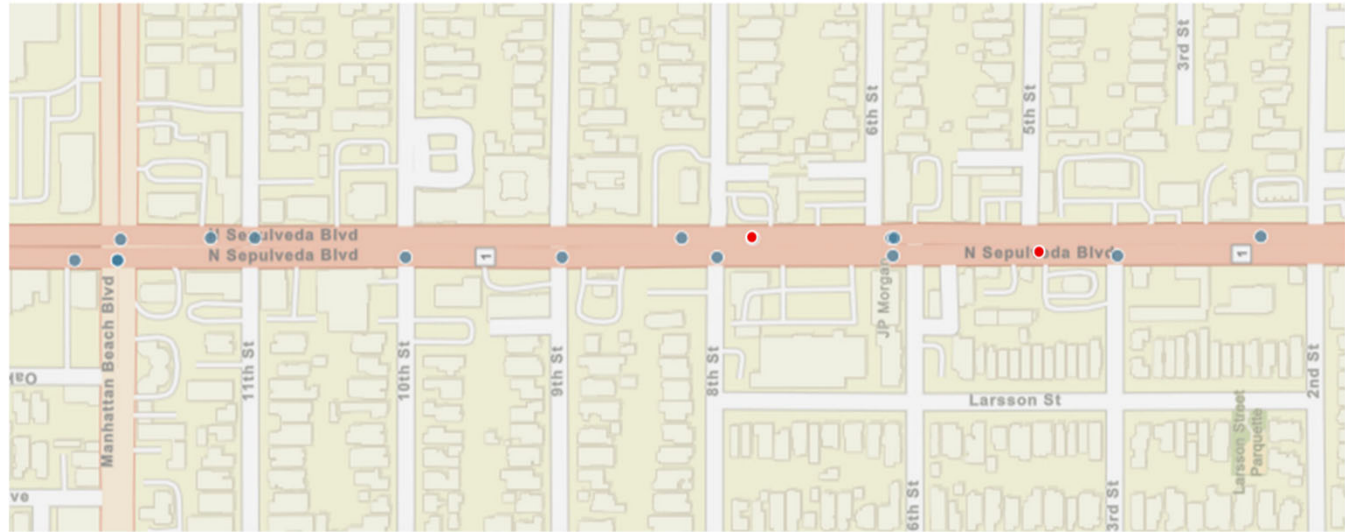
# Crash History Map 2021-9/2025

## Legend

- Injury Crash
- Fatal Crash

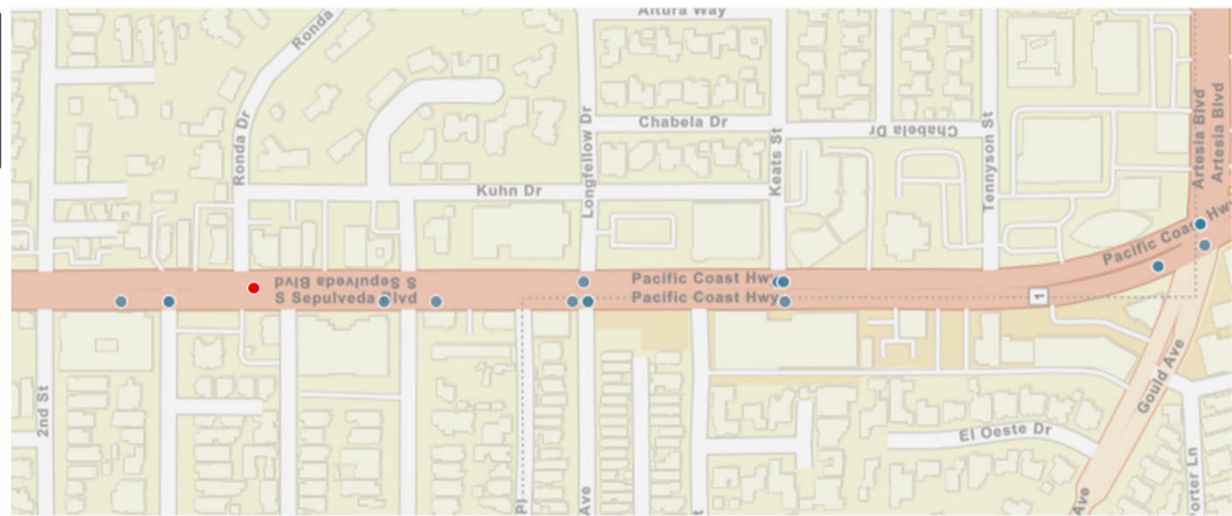


# Crash History Map 2021-9/2025



## Legend

- Injury Crash
- Fatal Crash



## Potential Safety Countermeasures

- Access Management (to reduce points of conflict between vehicles)
  - Construct median barriers to prohibit high-conflict turning movements (TBD)
- Advanced Technology and ITS (for driver education and crash prevention)
  - Install speed feedback signs (In process)
  - Install traffic monitoring sensors (In process)
- Bicyclists (to improve safety for vulnerable road users)
  - Install bicycle lanes, sharrows and bike detection on specific cross-streets (TBD)



# Potential Safety Countermeasures

- Delineation (to channelize and separate traffic flow)
  - Install Keep Clear, speed and yield pavement markings (Under construction)
  - Add lane extension lines through intersection (Under construction)
  - Restripe with high-reflectivity striping after resurfacing (Under construction)
- Intersection Geometry (for positive guidance through intersections)
  - Add dual left turn lanes at Manhattan Beach Blvd. (In Design)
  - Construct channelizing islands to prohibit illegal turns (TBD)



## Potential Safety Countermeasures

- Intersection Traffic Control (to improve pedestrian safety and reduce points of conflict)
  - Install leading pedestrian signal timing at all traffic signals **(Completed)**
  - Add vehicle detection at signalized intersections **(Under Construction)**
  - Prohibit left turns at some unsignalized intersections **(TBD)**
  - Install right turn only restrictions on some high-conflict side streets **(TBD)**



# Potential Safety Countermeasures

- Pedestrians (to improve pedestrian safety, give positive guidance and driver awareness)
  - Install high-visibility crosswalks (Under construction)
  - Construct sidewalks, remove barriers (In design)
  - Construct directional access ramps (Under construction)
  - Construct ADA compliant ramps (Under construction)
  - Install pedestrian crossing prohibition signs (Under construction)
- Pavement Condition and Friction (to improve braking performance and driver visibility)
  - Resurface roadway for all-weather, high contrast striping (Under construction)



# Potential Safety Countermeasures

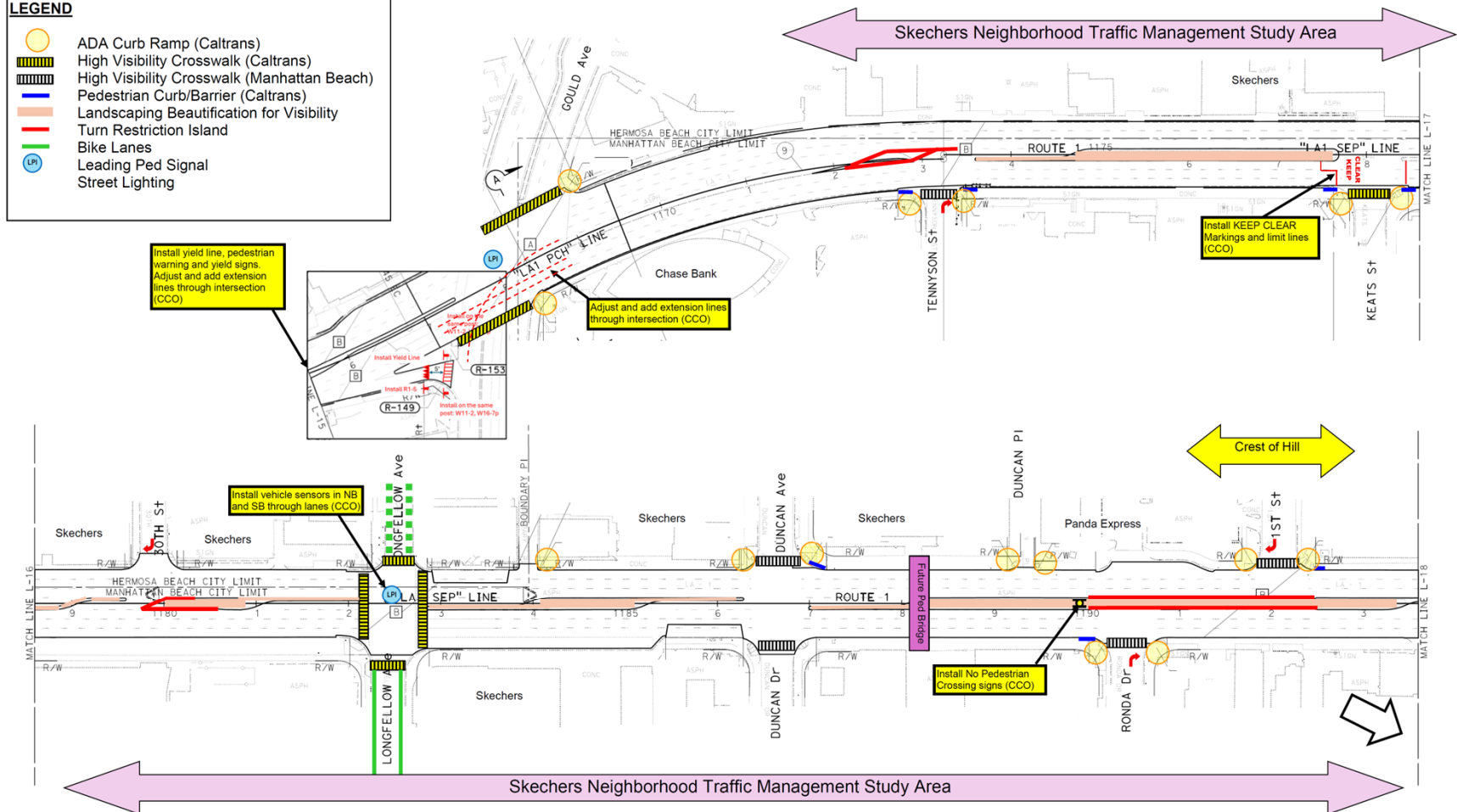
- Shoulder Treatments (for positive lane control)
  - Reduce shoulder width restriping (**Under construction**)
- Signs (to educate drivers and reduce unsafe pedestrian activity)
  - Install pedestrian crossing prohibition signs (**Under construction**)
  - Install speed limit signs (**Under construction**)
- Speed Management
  - Install speed feedback signs (**In process**)
  - Conduct targeted speed enforcement (**Ongoing**)
  - Conduct DUI and vehicle safety checkpoints (**Ongoing**)



# Potential Safety Countermeasures

## LEGEND

-  ADA Curb Ramp (Caltrans)
-  High Visibility Crosswalk (Caltrans)
-  High Visibility Crosswalk (Manhattan Beach)
-  Pedestrian Curb/Barrier (Caltrans)
-  Landscaping Beautification for Visibility
-  Turn Restriction Island
-  Bike Lanes
-  Leading Ped Signal
-  Street Lighting

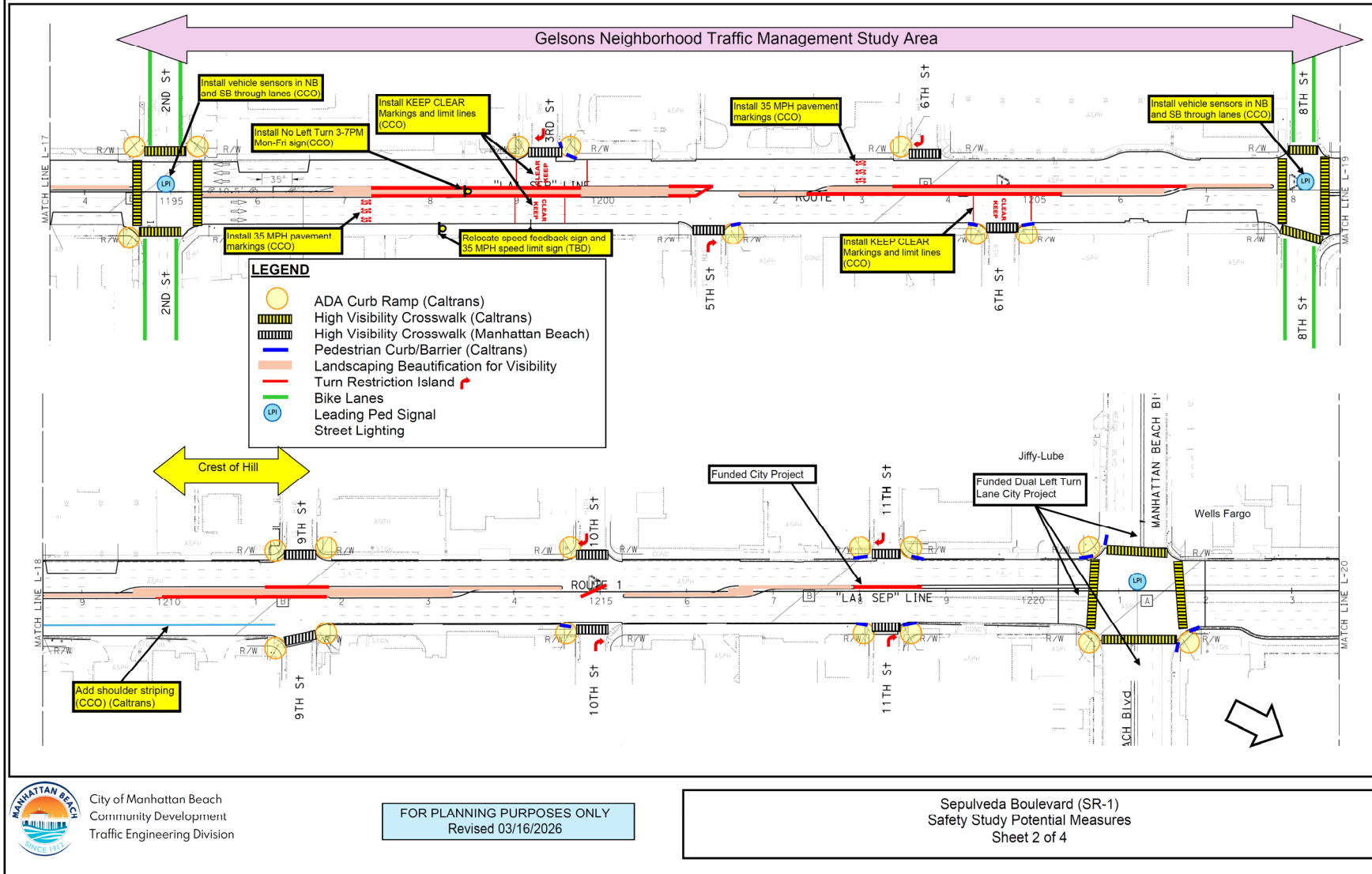


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Community Development  
Traffic Engineering Division

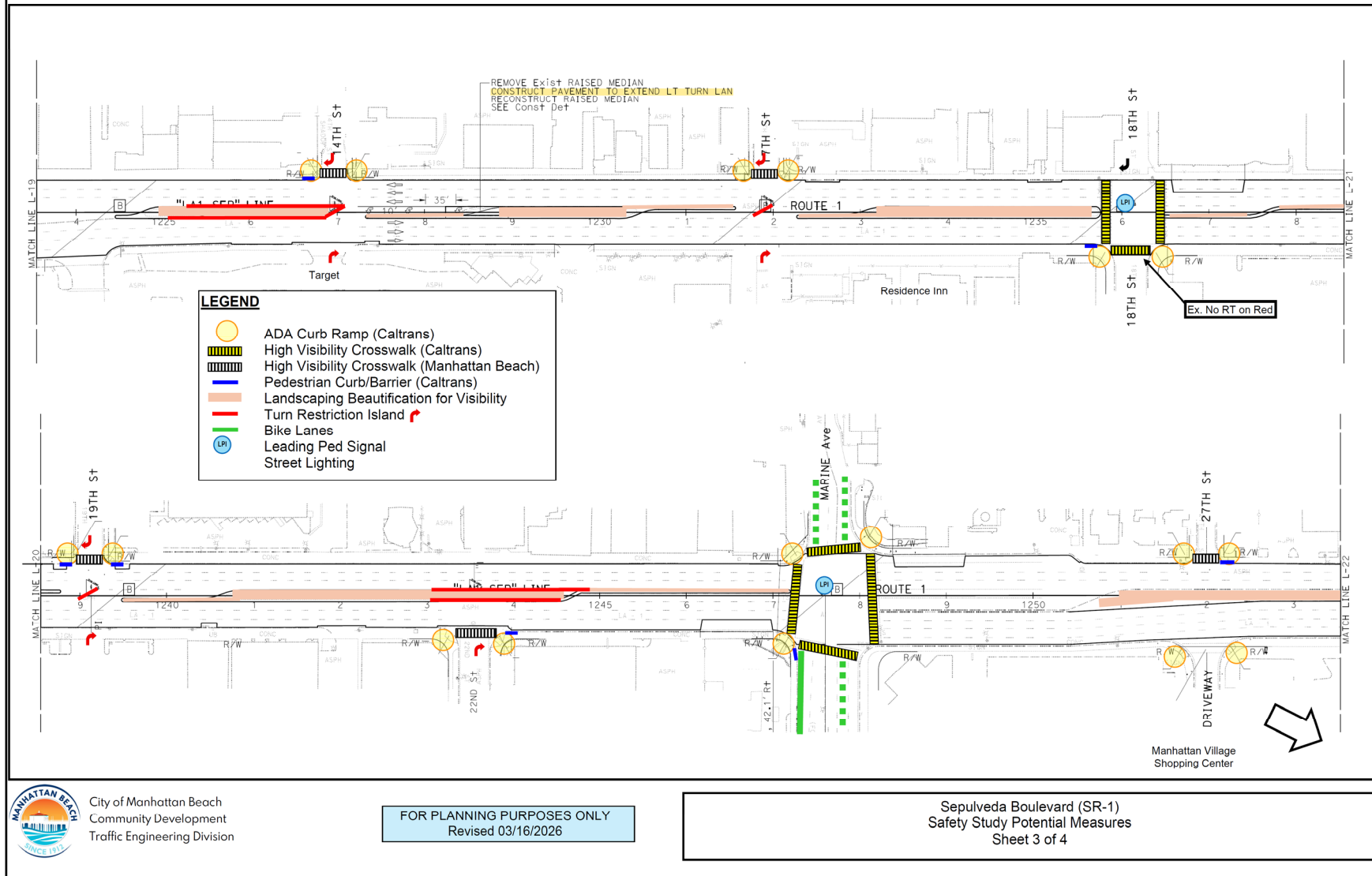
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Revised 03/16/2026

Sepulveda Boulevard (SR-1)  
Safety Study Potential Measures  
Sheet 1 of 4

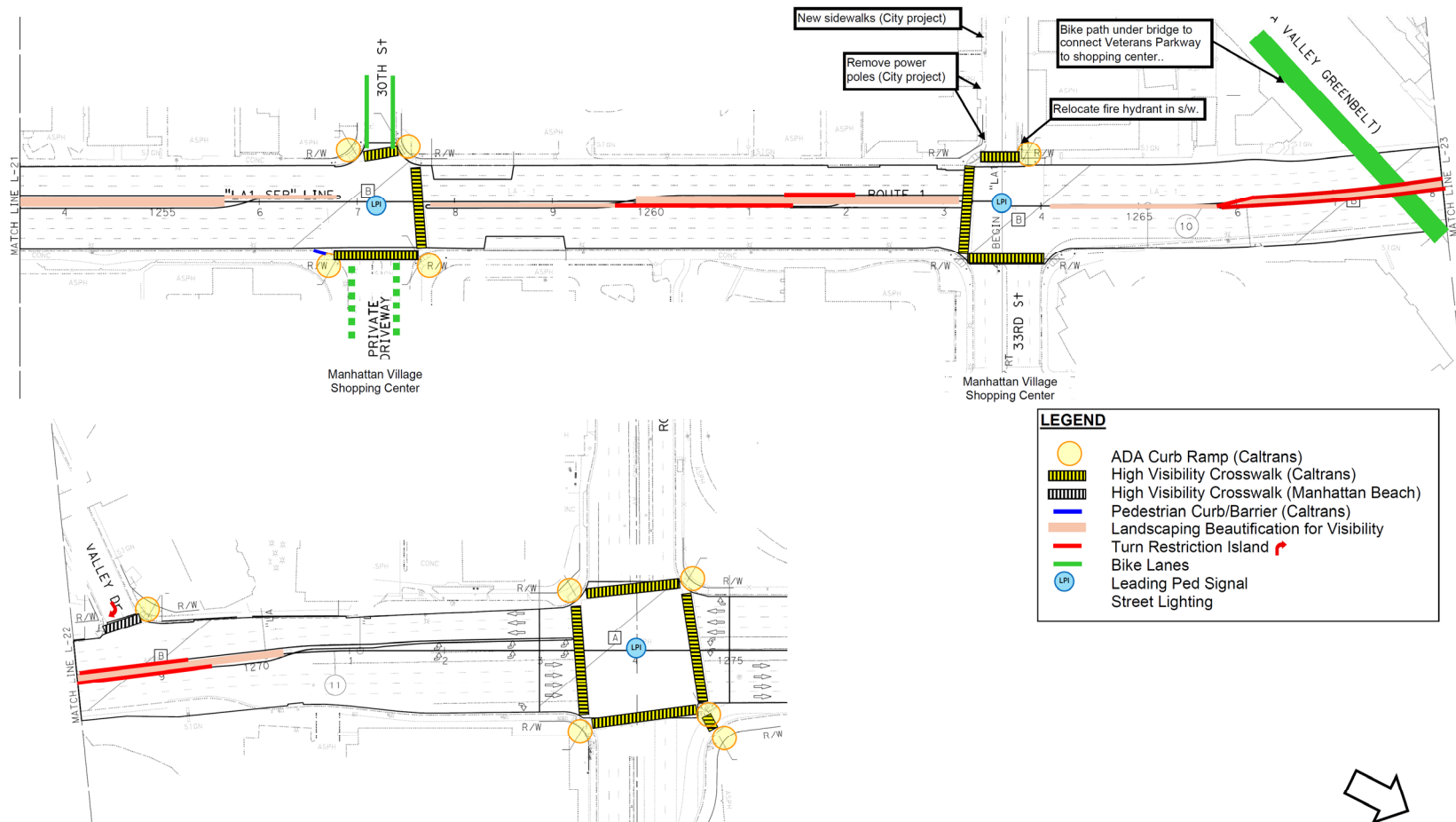
# Potential Safety Countermeasures



# Potential Safety Countermeasures



# Potential Safety Countermeasures



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Sepulveda Boulevard (SR-1)  
Safety Study Potential Measures  
Sheet 4 of 4

# Potential Safety Countermeasures

| #   | DESCRIPTION                                                                                                              | LEAD AGENCY   | SCHEDULE | COST   | NOTES                                               |
|-----|--------------------------------------------------------------------------------------------------------------------------|---------------|----------|--------|-----------------------------------------------------|
| 1   | Construct ADA accessible curb ramps (various locations)                                                                  | Caltrans      | Short    | \$\$\$ | CAPM project                                        |
| 2   | Install high visibility crosswalks (various locations)                                                                   | Caltrans      | Short    | \$\$   | CAPM project                                        |
| 3   | Install high visibility crosswalks (various locations)                                                                   | City          | Short    | \$\$   |                                                     |
| 4   | Install pedestrian curb/barrier at corners (various locations)                                                           | Caltrans      | Short    | \$\$   | Part of CAPM project                                |
| 5   | Install yield line, pedestrian warning and yield signs at Artesia Bl. Adjust and add extension lines in intersection.    | Caltrans      | Short    | \$\$   | CCO to CAPM project                                 |
| 6   | Install vehicle sensor loops at three intersections (2 <sup>nd</sup> Street, 8 <sup>th</sup> Street, and Longfellow Ave) | Caltrans      | Short    | \$\$   | CCO to CAPM project                                 |
| 7   | Install leading pedestrian interval at intersections                                                                     | Caltrans      | Short    | \$     | Completed. This is standard operation for Caltrans. |
| 8   | Prohibit WB left turns at Tennyson St.*                                                                                  | City          | Medium   | \$     | Skechers NTMP                                       |
| 9   | Install limit line, KEEP CLEAR pavement markings NB and high visibility crosswalk at Keats St.                           | Caltrans      | Short    | \$     | CCO to CAPM project                                 |
| 10  | Prohibit EB left turns at 30 <sup>th</sup> St (Hermosa Beach)                                                            | Hermosa Beach | Short    | \$     | In Hermosa Beach                                    |
| 11  | Install bike lanes and sharrows on Longfellow Ave.                                                                       | City          | Medium   | \$     | Skechers NTMP (Remove parking)                      |
| 12  | Install No Ped Xing signs at Ronda Dr. in the center median.                                                             | Caltrans      | Short    | \$     | CCO to CAPM project                                 |
| 13  | Prohibit WB left turns at Ronda St. *                                                                                    | City          | Medium   | \$     | Skechers NTMP                                       |
| 14  | Install bike lanes and sharrows on 2 <sup>nd</sup> Street                                                                | City          | Short    | \$     | Gelsons NTMP (Remove parking)                       |
| 15  | Install 35 MPH pavement markings NB and SB between 2 <sup>nd</sup> St. and 6 <sup>th</sup> St.                           | Caltrans      | Short    | \$     | CCO to CAPM project                                 |
| 16  | Install 35 MPH speed limit sign on NB and add additional sign prohibiting NB left turns 3-7PM M-F at 3 <sup>rd</sup> St. | Caltrans      | Short    | \$     | CCO to CAPM project                                 |
| 17  | Relocate speed feedback sign from 8 <sup>th</sup> St. to 3 <sup>rd</sup> St.                                             | City          | Short    | \$     | TBD                                                 |
| 18  | Install limit line and KEEP CLEAR pavement markings for NB lanes.                                                        | Caltrans      | Short    | \$     | CCO to CAPM                                         |
| 18b | Prohibit EB left turns at 3 <sup>rd</sup> St.*                                                                           | City          | Short    | \$     | Gelsons NTMP                                        |
| 19  | Prohibit WB left turns at 5 <sup>th</sup> St.*                                                                           | City          | Medium   | \$     | Gelsons NTMP                                        |



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# Potential Safety Countermeasures

| #   | DESCRIPTION                                                                              | LEAD AGENCY | SCHEDULE | COST     | NOTES                                 |
|-----|------------------------------------------------------------------------------------------|-------------|----------|----------|---------------------------------------|
| 20  | Prohibit EB left turns at 6 <sup>th</sup> St.*                                           | City        | Medium   | \$       | Gelsons NTMP                          |
| 21  | Install limit line and KEEP CLEAR pavement markings for NB lanes at 6 <sup>th</sup> St.* | Caltrans    | Short    | \$       | CCO to CAPM                           |
| 21b | Prohibit WB left turns at 6 <sup>th</sup> St.*                                           | City        | Short    | \$       | Gelsons NTMP                          |
| 22  | Install NB shoulder diagonal markings between 8 <sup>th</sup> St. to 9 <sup>th</sup> St. | Caltrans    | Short    | \$       | CCO to CAPM project                   |
| 23  | Install bike lanes and sharrows on 8 <sup>th</sup> St.                                   | City        | Medium   | \$\$     | Gelsons NTMP (Widen street)           |
| 24  | Prohibit WB and EB left turns at 10 <sup>th</sup> St.*                                   | City        | Medium   | \$       | Gelsons NTMP                          |
| 25  | Prohibit EB and WB left turns at 11 <sup>th</sup> St.*                                   | City        | Medium   | \$\$     | Existing City Project at MBB          |
| 26  | Construct dual NB, EB and WB left turn pockets at MBB                                    | City        | Medium   | \$\$\$\$ | Existing City Project at MBB          |
| 27  | Prohibit EB and WB left turns at 14 <sup>th</sup> St.*                                   | City        | Medium   | \$       |                                       |
| 28  | Prohibit EB and WB left turns at 17 <sup>th</sup> St.*                                   | City        | Medium   | \$       |                                       |
| 29  | Prohibit EB and WB left turns at 19 <sup>th</sup> St.*                                   | City        | Medium   | \$       |                                       |
| 30  | Prohibit WB left turns at 22 <sup>nd</sup> St.*                                          | City        | Medium   | \$       |                                       |
| 31  | Install bike lanes and sharrows on Marine Ave.                                           | City        | Long     | \$\$\$   | Widen Street                          |
| 32  | Install bike lanes and sharrows on 30 <sup>th</sup> St.                                  | City        | Long     | \$\$\$   | MV shopping center driveway           |
| 33  | Install sidewalks on 33 <sup>rd</sup> Street                                             | City        | Medium   | \$\$\$   | Existing City Project                 |
| 34  | Relocate poles and fire hydrant in sidewalk on 33 <sup>rd</sup> Street                   | City        | Long     | \$\$\$   |                                       |
| 35  | Construct bike path west of Veterans Parkway bridge                                      | City        | Long     | \$\$\$   |                                       |
| 36  | Prohibit EB left turns at Valley Dr.*                                                    | City        | Short    | \$       |                                       |
| 37  | Reconfigure crosswalks at Rosecrans Ave with dual curb ramp                              | City        | Medium   | \$\$\$   | New curb ramps, signal modification   |
| 38  | Center median landscaping beautification on entire corridor                              | City        | Medium   | \$\$\$\$ | Drought tolerant, remove obstructions |
| 39  | Construct pedestrian bridge between Duncan Dr and Ronda                                  | Skechers    | Long     | \$\$\$\$ | Proposed by Skechers                  |
| #   | ENFORCEMENT                                                                              | LEAD AGENCY | SCHEDULE | COST     | NOTES                                 |
| 40  | Conduct DUI checkpoints                                                                  | City        | Short    | \$       | July 2025, More in progress           |
| 41  | Deploy video surveillance cameras with targeted enforcement                              | City        | Short    | \$       | In progress                           |
| 42  | Pursue State Priority Corridor status                                                    | City        |          |          |                                       |
| #   | EDUCATION                                                                                | LEAD AGENCY | SCHEDULE | COST     | NOTES                                 |
| 43  | Deploy changeable message boards with educational messaging                              | City        | Short    | \$       | In progress                           |
| 44  | Conduct social media and online educational campaign                                     | City        | Medium   | \$       | Consider logo and identity            |



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## Public Notification, Outreach, and Comment

- The public has been informed of this agenda item as part of the City's standard meeting notice practices via public bulletin boards, website calendar, and social media postings.
- All persons who contacted the City about safety along Sepulveda Boulevard were sent an email with staff report and invitation to attend.



## Next Steps

- Discuss potential safety measures pros and cons
- Hear public comments
- Recommend that City Council direct staff to pursue certain safety measures for implementation or further study
- Continue to implement safety measures that are in process or under construction
- Return to the PPIC with the Gelsons and Skechers Neighborhood Traffic Management Studies with a recommendations to implement additional measures



