

Better Bike <mark.elliott@betterbike.org>
 To: "mayorandcitycouncil@beverlyhills.org" <mayorandcitycouncil@beverlyhills.org>
 Content-Type: multipart/mixed; boundary="Apple-Mail=_A97F5397-345A-4C6D-A02A-9EE02DB3E031"
 X-Smtp-Server: secure123.inmotionhosting.com:mark.elliott@betterbike.org
 Message-Id: <C379D0D9-FD86-412B-8B51-A870E1D4618A@betterbike.org>
 X-Universally-Unique-Identifier: d0f5c315-dc65-4954-88d8-700ce690d7a7
 Mime-Version: 1.0 (Mac OS X Mail 6.6 (1510))
 Pedestrian safety on Wilshire

January 12, 2015 7:38 PM



2 Attachments, 161 KB

To the Mayor and City Council:

While walking home with an armful of groceries tonight at 6:10 I was nearly struck by an westbound driver running the red light at the Wilshire-Canon intersection. I was midway across the curb lane at this signalized intersection, having stepped off the north curb well into my green signal. Suddenly a driver passed though and swerved into the #1 lane to avoid me.

I'd earlier discussed with councilmember Krasne the hazards at this very intersection after a similar close call. In both cases, it occurred on a weekday at about 6pm and the near-miss margin was about a foot or so. That's plenty enough to seriously frighten me. In both cases, the westbound driver was speeding to get to the Beverly red light. This is a city-identified "pedestrian-oriented area" (see the attached map).

That margin is too close for my comfort, and indeed for anybody's comfort. Our city can't be proud of the anxiety pedestrians feel when crossing the street. And I'm sure our city doesn't boast about our top ranking in collision injury rates across similar-sized California cities.

Yet a recent H&S Commission's recent 'Dangerstoppers' video suggested that pedestrians take defensive measures when crossing - rather than caution the driver who would pose a threat to pedestrians at intersections with crosswalks and unmarked.

Likewise, every month our T&P commissioners receive a BHPD stats update, yet no commissioner to my knowledge has asked, Why can't we reduce the incidence of pedestrian-involved crash injuries on our city streets? That rate ticked up between 2012 and 2013. (Tonight I'll add 2014 BHPD data to this annual chart.)

Policy change is slow, so would enforcement be the first step to take? I've lived here many years, and I've never - not on a single occasion - seen a BHPD traffic officer enforce the law against red-light runners at a Wilshire cross street. These lawbreakers seem to enjoy free rein between Beverly and Doheny without the specter of a fine or license points.

Is it a management failure, a staffing problem, or, worse, complacency when it comes to pedestrian safety?

One close call is enough, thank you, but a second at the same intersection, at the same time of day and under the same conditions really begs for policymaker attention. I hope that Council will take an interest and perhaps direct T&P to add pedestrian safety to its priority list.

I thank you very much. You know, I do appreciate the considerable time each of you invest in doing the people's business.

Mark Elliott

