4. ROLLING IT OUT

INTRODUCTION

The LUCE envisions a transformation in Santa Monica and, propelled by the community's energy and enthusiasm for bicycling, the Bike Action Plan shows exactly how to make it happen. This chapter identifies an immediate implementation strategy for programs and bicycle facilities that reflect community input, staff and consultant analysis, funding opportunities, and feasibility. The strategy is both innovative and practical. It accounts for existing conditions, looking at ways to enhance bikeways with complementary programs and better facilities. Together these programs and facility improvements form a bridgeway to get more people to bicycle over the next five years. This approach will inform investment and funding decisions, guide grant applications, and coordinate bicycle-related efforts over the next five years.

Bike Action Plan implementation will invest in education, encouragement, awareness, facility development, parking, wayfinding, bike sharing, and bikeway network development. Proposed programs comprise a comprehensive and aggressive campaign to encourage and support new and current bicyclists. Proposed bikeways provide fundamental improvements on most streets, advance a core network, showcase key projects, and elevate the profile of bicycling in Santa Monica. All recommendations are informed by the City's coordinated land use and transportation planning efforts and the opportunities to capitalize on investment in the three Expo Light Rail stations in Santa Monica.

HIGH VISIBILITY BIKEWAYS

As part of the 5-Year Implementation Plan, the City of Santa Monica will begin striping high visibility bikeways enhanced with green color pavement treatments. Corridors that will be enhanced with these highly visible treatments are those that experience high bicycle demand and connect into major transit hubs or future Expo Light Rail stations. The City is adopting a bike lane striping standard that includes green colored bike lanes for some buffered bike lanes. The corridors that are prioritized for initial investment include:

- 2nd/Main Bikeway
- Broadway Bikeway
- Ocean Park Bikeway west of Lincoln Boulevard

The Bike Action Plan includes both a 5-Year Implementation Plan and a 20-Year Vision. The 5-Year Implementation Plan consists of critical projects and programs that should be completed first to provide a strong and balanced initial program of improvements. This includes installation of shared lane markings and buffered bike lanes on streets with adequate space for striping and bikeway development that will involve more significant changes to curbs, parking, or roadway configuration. The 20-Year Vision includes facility and program development that will require larger investments in staff resources, study, design, and public processes and provide additional network breadth or capacity to meet future needs.

Bike Action Plan implementation envisions ongoing outreach, collaboration, monitoring, and dialogue with bicycle groups, bicyclists, and the community at large. Partnerships are an essential tool in the implementation of the Plan. The Plan must reflect and respond to community needs to keep programs and bikeways appealing and current.

Recommendations will be enabled by current and anticipated resource availability. Existing grant awards are summarized in Figure 4-5.

Some flexibility in project and program selection enables for adjustments based on funding opportunities and community priorities at any given point in time. In this way, the Bike Action Plan offers a roadmap that sets a course—guided by community participation—for making Santa Monica a bicycle-friendly community for all.

The following outlines the 5-year Implementation Plan and procedures for measuring and monitoring implementation and effectiveness.

Source: Los Angeles County Bicycle Coalition

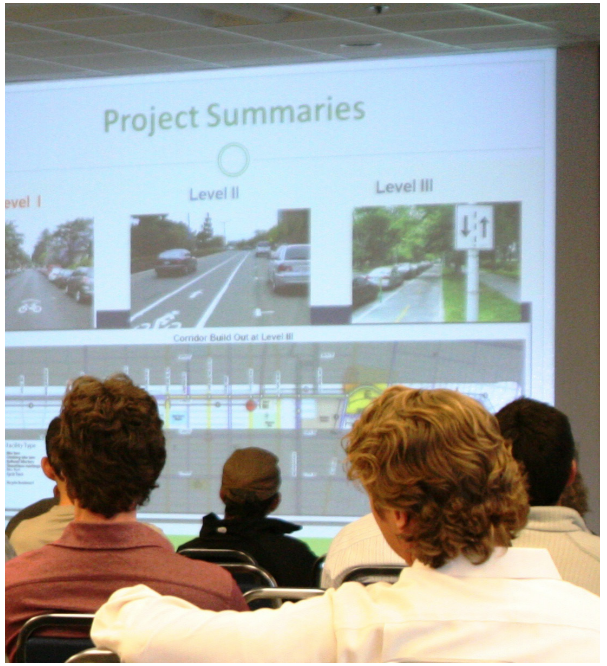
5-YEAR IMPLEMENTATION PLAN: PROGRAMS REFLECTING COMMUNITY PRIORITIES

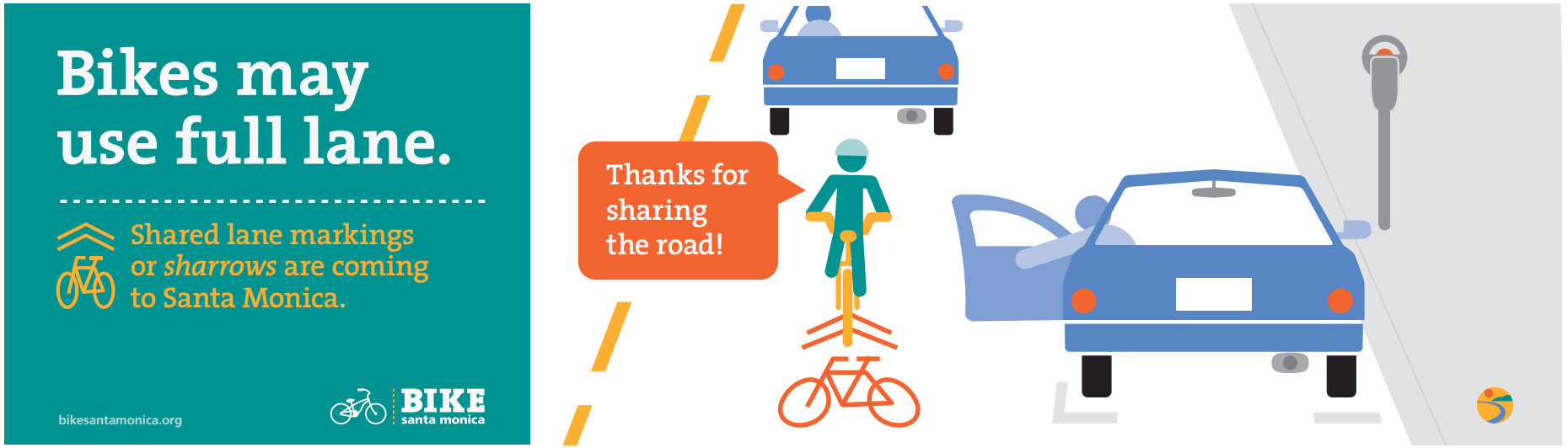
Chapter 3 provides a broad menu of options and a toolkit for programs. The following implementation strategy outlines more specific investments in programming over the next five years.

The programs that are prioritized highest in the 5-Year Implementation Plan strongly reflect what the public signaled as important. During the community outreach process, citizens identified education, awareness, encouragement, and supporting facilities such as wayfinding and bike parking as critical needs. Therefore, the plan calls for moderate to aggressive funding levels for these program categories, and to deploy programs that may require a higher level of investment and effort in these areas.

The level and type of program implementation will be guided using the following actions:

- Prioritize education, awareness, and encouragement as a complement to bikeway network development.
- Deliver programs concurrent with bikeway projects that require education, awareness, and promotion (e.g. shared lane markings may not be understood by the general public immediately after installation).
- Maintain flexibility and responsiveness to changing community needs and adjust the types or intensity of programs.





When shared lane markings were installed on 14th Street, the City of Santa Monica initiated a bus advertisement education campaign.

PROGRAM IMPLEMENTATION

Figure 4-1 identifies specific projects within program category priorities identified through community outreach. These programs will complement and support ongoing bicycle network development. The **bold** print indicates that some funding has been secured for that item.

5 YEAR | 20 YEAR

Figure 4-1 Program Implementation Strategy

Program Category	Base	Medium	High
Education	**Bicycle Campus Planning, Develop a City TV episode highlighting benefits of biking, safety, etc.,** Bike Education at events, Bike Rodeos, **One time bike training for city workers**	Educational videos, **Bicycle Campus Opening, Classes offered through City Bike Center**, Additional City TV Episodes, **Bike Training for adults and additional training for youth and targeted groups like Seniors**	Develop Core Educational Programming, Ongoing Bicycle Training, Bicycle Repair Skills
Events	**Bike to Work Day, Bike It! Day, Bike to Park Day, Presence at special events (Glow, Marathon), Technical support for events with bike element (i.e. Tour da Arts)**	Bike cross promotion at events, Success celebrations for programs and facilities, **Revise event requirements regarding bicycles**, **Bike Center Tours,** Car Free Street Elements at existing events such as Glow, Santa Monica Festival	Cyclovia, Major car free street events, Upgrade bike-friendly status of Santa Monica events
Awareness	**Attend public forums and existing group and or commissions meetings, Create Bike Program Identity, One targeted campaign including bus tailcards**	**Continued collaboration with Advocacy Groups, Regular Cycle Talks,** Awareness Campaigns, Bicycle Showcase Tours, Giveaways with targeted campaigns	Ongoing targeted campaigns, Legislative advocacy, Promotion of high profile facilities including green paint, bike boxes, and signalization
Information	**Request System (City Go App and Web Page), Bike info. at City Events, Self-guided bike tour maps, bike on bus web information and on maps**	**Electronic map information on City website and others**, Updated Bike Map, Directions to major destinations, Encourage others to include cycling in promos, **New resident packet, Info incorporated into event process, Web Improvements, Web based multi-modal trip planning**	Real-time bike parking availability information
Encouragement	**Offer technical assistance to schools for access, Support BikeIt! Day, Employer TDM web services, Provide information to employers regarding Bike@Work and Bike Parking, Work with bicycle advocacy groups, New resident outreach**	**Safe Routes to School (Samohi, Middle School bicycle training, Middle and Elementary encouragement)**, Mobile School Bike Training, Bike Friendly Business Recognition, Support Buy Local, Encourage Bike Local bike to business discounts, Car-Free Tourism support, **TMA Formation Planning**, Bike Pooling, Partner with SMC on programming	TMA Outreach, **Santa Monica High School access and parking improvements, No Net New Trips Toolkit that provide help and incentives for employers**, Bicycle ownership programs, Mobile bike assistance, Bike-friendly districts, Work with School District to identify and improve good bicycle routes to each school and to provide information about these routes to school communities and neighbors of schools

Figure 4-1 Program Implementation Strategy

Program Category	Base	Medium	High
Enforcement	**PD Bicycle Ambassador**, Establish Ticket Diversion Program, Encourage bike registration	Prioritize enforcement based on safety, Agency coordination on rules and rights of the Road	Consider anti-harassment rules
Supporting Infrastructure			
Bicycle Parking (Valet, Bike Centers, and public racks)	**Bike Valet at Sunday Farmers' Market, Bike Parking at Santa Monica High School, 800 New public bike parking spaces**	**Increased bike parking requirements and amenities**, Bike Valet at additional Farmers' Markets, **2,500 new bike parking spaces for public, provide on site bike racks for schools and businesses as part of TDM toolkit, Create four bike corrals**	**Complete and Operate Bike Centers – full and self service at Parking Structures 7 and 8**, additional Bike Centers at two rail stations
Bike Share	Planning efforts for local and citywide Bike Share	**Pilot Bike Share Program in Downtown or another area**	**Citywide Public Bike Share Program – 25 locations with 10 bikes each,** Develop and pursue opportunities to accelerate the implementation of bike share in Santa Monica, Expand the scope of the initial bike share program as needed to provide good coverage throughout the city, Encourage and support the development of a bike share program at the regional level
Wayfinding	**Planning Beach Bike Trail signage improvements, Initial wayfinding to downtown Santa Monica Bike Center**	**Install Beach Trail signage and striping plans**, Citywide wayfinding to major destinations and on primary bikeways	Design and phased implementation of comprehensive wayfinding system

Figure 4-2 expands upon the types of programs that Santa Monica plans for near- and long-term deployment and the level of funding required. Potential program partners include a wide range of community-based and business groups including advocacy groups that will be engaged early in the planning process. The action steps will also help programs operate as effectively as possible and will facilitate progress towards implementation.

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
EDUCATION >>				
Bike Rodeos	Hands-on bike training and progiving awareness and skill building for youth	Low	City, Schools	▸ Bring in other partners ▸ Schedule rodeos
Bicycle Training	Support the provision of a range of bicycle education and training courses such as Confident City Cycling, "B.E." Bike Education, Beginning Bicycling, League Certified Instructor (LCI) Certification, Use of bikes on transit	Med	City, Bike Center, Santa Monica College, Advocacy Groups, Schools, Transit Agencies	▸ Identify target audiences ▸ Coordinate with training groups such as TMA, Bike Center, Sustainable Streets ▸ Work with schools to target particular grades/ classrooms ▸ Develop suggested core curriculum ▸ Aid in outreach/marketing
Bicycle Repair Skills	Support the provision of bike repair training and assistance	Low – Med	Bicycle Advocacy Groups, Major Employers, Bike Shops, Santa Monica College, School and Youth Organizations	▸ Collaborate with community bicycle organizations, such as Bikerowave ▸ Coordinate programming and marketing ▸ Co-host repair skills workshops in Santa Monica
Bicycle Campus	Provides a protected environment for beginning cyclists to learn how to ride on the streets. Includes a skills handling course and street demonstration course.	Low	City, Advocacy Groups, Bicycle Instructors, Bike Center, Bike Shops	▸ Complete installation of the bicycle campus and signage ▸ Market the Bicycle Campus at schools, libraries, beach, etc. ▸ Encourage local employers to send interested employees to Bicycle Campus classes ▸ Expand upon existing curriculum
Bike Education Materials	Create a bicycle curriculum to teach safe riding, bike handling, increase bike awareness, and increase respect among all road users. Materials will support bike campus, ticket diversion programs, outreach, and encouragement with schools, employers, and residents. Materials will also be tailored to important groups: children, commuters, seniors, employees.	Med	City, Bike Center, Advocacy Groups	▸ Identify core issues ▸ Develop educational materials ▸ Tailor messages to the needs of key groups ▸ Adapt content for different media and purposes

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
AWARENESS >>				
Cycle Talks	Regularly hosted discussion to explore bicycle issues	Low	City, Public, Advocacy Groups	▸ Schedule regular dates and times ▸ Identify discussion themes and potential speakers (local and state leaders / practitioners in bicycle planning, research, and advocacy ▸ Promote Cycle Talks at schools and colleges (including SMC, UCLA, USC, etc.), libraries, businesses, community centers
Collaboration with Advocacy Groups	Collaborate with established bicycle advocacy and support groups to create synergy	Low	LACBC, Santa Monica Spoke, City, C.I.C.L.E., Sustainable Streets	▸ Meet with support and advocacy groups and maintain ongoing communications ▸ Explore joint program and mutual support opportunities ▸ Attend public forums and existing group and commissions' meetings
Santa Monica's Bike Network Showcase	Self-guided or guided tours highlighting Santa Monica bike programs and facilities	Low – Med	City, Bike Shops, Public	▸ Create and schedule a tour of new and current bicycle programs and facilities ▸ Promote on website and through other means
Bike Program Identity	Development of a new visual identity that has the ability to encompass the entire suite of current and future bicycle programs and facilities	Low	City, Design Consultant	▸ Hire a graphic designer to create consistent branding and eye-catching design work ▸ Develop tailored logos
Targeted Campaigns	Educate all road users about the rules of the road, benefits of cycling, etc. in a fun and catchy way such as Celebrity PSAs, television spots, giveaways and more	Med	City, Advocacy Groups, Local Celebrities and Bike Champions, City TV, Neighboring Jurisdictions	▸ Develop messaging ideas ▸ Establish outlets for a list of places to have signage ▸ Roll out a campaign at a strategic time of year (i.e. start of the school year) ▸ Regularly review key messages for current bicycle topics
Promote New Designs and Technologies	Develop and support experimentation	Med	City, Neighboring Jurisdictions, Advocacy Groups	▸ Develop experimental design features such as expanded use of green paint, bike boxes, and signalization
Legislative Advocacy	Develop and lobby for improved bicycle regulations at the State and National level	Med	City, Neighboring Jurisdictions, Advocacy Groups	▸ Consider changes to vehicle code, licensing requirements, enforcement programs

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
EVENTS >>				
Bike to Work Month/ Week/Day	Celebratory events during the month of May including "pit stops" providing food, giveaways, information and specials to encourage bicycling.	Low	Advocacy groups, Bike Shops, Major Employers, City, Schools, Convention and Visitors Bureau	▸ Appoint a Bike to Work leader to coordinate and expand the program ▸ Develop employer-based competition with prizes and recognition
BikeIt! Day	Student-led event to encourage biking, walking, and taking a bus to school.	Low	Advocacy Groups, Schools, City	▸ Outreach to all schools ▸ Invite more partners (such as businesses) ▸ Create incentives for participation like free bicycle gear ▸ Promote the success of recent BikeIt! Days
Car-Free Street Events	In conjunctions with other events, close streets to automobiles and open them to bicycles, pedestrians, etc.	High	City, Event Organizers, Advocacy Groups	▸ Identify existing street closure events that could incorporate bicycle use before or after the event ▸ Identify ideal streets ▸ Work with Police Department on traffic re-routing options ▸ Consider adding car free street element to Santa Monica Festival ▸ Approach Los Angeles regarding participation in potential westside extension of CicLAvia
Bike Cross-Promotion at Events	Integrate bicycling into Santa Monica events such as the Farmers' Markets, GLOW, Twilight Dance Series, Pier Drive-In, etc.	Low – Med	City, Special Events Organizers	▸ Assist in promoting bike access and information for distribution ▸ Identify strategies for incorporating unique bike efforts ▸ Coordinate with event organizers ▸ Revise event requirements regarding bikes
Bike Center Tours	Occasional tours of the City by bike that may be focused on a special theme.	Low – Med	Volunteers, City, Advocacy Groups, Bicycle and Tourism-based Businesses	▸ Develop schedule of community bicycle rides and resources ▸ Provide logistical support ▸ Offer rides through Bike Center
Bicycle Event Support	Technical support to encourage others to host successful bicycle events (i.e. Tour da Arts and Bike to Park Day)	Low	Businesses, Artists, City, Advocacy Groups	▸ Coordinate with local event sponsors ▸ Include events on upcoming event calendars
Success Celebrations	Host ribbon cuttings, openings, and provide award recognition	Low	City, Community Leaders, Advocacy Groups	▸ Plan and organize press releases and opening ceremonies

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
INFORMATION >>				
Updated Website	Create a more comprehensive and robust online bicycle-information source	Med	City	▸ Launch and promote website domain name ▸ Develop a list of website content ▸ Work with a web developer to create site ▸ Provide new resident information
Request System Santa Monica GO App and Website	Online and mobile applications which enable the public to connect to the City to report needs and issues	Low	City	▸ Better advertise this service ▸ Monitor customer service requests and responses regularly
Bicycle Maps and Trip Planning	Printed, reusable bicycle maps and online bicycle maps which support local and regional bicycle and multi-modal trip planning and tour routes	Med – High	City, Advocacy Groups, Convention and Visitors Bureau, Bike Centers, Metro, Neighboring Jurisdictions	▸ Update existing map as needed ▸ Print and distribute maps as available and needed ▸ Determine feasibility of coordinating with other trip planning resources such as Google maps ▸ Maintain integration with Big Blue Bus multi-modal maps ▸ Coordinate data to develop resources for regional trip planning ▸ Create self-guided tour map ▸ Provide information on bicycle requirements for deveopers and events
Directions to Major Destinations	Encourage destinations to provide directions and parking information for cyclists to easily arrive by bike	Med	Convention And Visitors Bureau, Chamber of Commerce, Major Destinations, Advocacy Groups	▸ Reach out to businesses on the importance of supporting cyclists ▸ Provide major destinations resources on how to map bicycle routes ▸ Encourage others to include cycling in promos
Bike Information at City Events and Info Outlets	Provide information about bicycles at Santa Monica events, such as the Santa Monica Festival, and information outlets such as the Visitor's Center	Low	City, Advocacy Groups, Bike Shops, Bike Center, Event Organizers	▸ Create a bicycle awareness materials for distribution ▸ Identify distribution locations and outlets ▸ Coordinate distribution of bicycle information and materials
Transit Connectivity	Provide information about how and where to make connections to transit via bicycle	Low – Med	Metro, City, Bicycle Advocacy Groups, Santa Monica College, Neighboring Jurisdictions	▸ Identify major transit locations ▸ Develop materials on making connections ▸ Coordinate distribution and upkeep of materials

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
ENCOURAGEMENT >>>				
Biking to School	Encourage biking to school through access planning, facility improvements, training for students, outreach to parents, mobile school bike training, BikeIt! Day, etc.	Med – High	City, Schools, Santa Monica-Malibu Education Foundation, Private Schools	▸ Continue to apply for Safe Routes to School grants ▸ Identify volunteers that have a passion for bicycling to help deploy programs and monitor success ▸ Develop access plans for schools within the city ▸ Place more emphasis on safe routes to transit as light rail service commences and future bus transfer centers are created ▸ Continually monitor (before and after) indicators of success like mode share, bicycle counts, event participation, parking utilization, and attitudinal surveys
Bike-Pooling	Organized routes for biking to/from school and work that provide safety, comfort, and encouragement	Low	City, Major Employers, Schools, PTA, Advocacy Groups	▸ Determine best mechanisms to coordinate bike-pooling (e.g. basic database, online form) ▸ Advertise bike-pooling ▸ Track success
Santa Monica College Programming	Collaborate with SMC on ways to encourage biking to campus	Low – Med	SMC, City, Advocacy Groups, Major Employers	▸ Meet with SMC staff, students, and student groups ▸ Coordinate pilot events ▸ Assist in the identification of routes to campus ▸ Explore the possibility of SMC as a bike share location ▸ Identify and piggyback on existing SMC events ▸ Share Bike Santa Monica marketing and promotional material for distribution and/or advertising campaigns
Bicycle Friendly Business Promotion	Recognize businesses that exceptionally promote bicycling for employees and customers. Promote and support car-free tourism and Bike Friendly districts	Med	City, SMC, Chamber, Bike Shops, Advocacy Groups	▸ Develop program in conjunction with the Green Business Certification Program or Sustainable Quality Awards ▸ Identify criteria for recognition and inclusion ▸ Advertise programs to businesses and customers ▸ Create packages of supporting materials and services
Buy Local Bike Local	Integrate bicycling into Buy Local efforts	Low	Buy Local, City, Local Businesses, Advocacy Groups, BIDS and Merchant Associations, SMC	▸ Encourage development of bicycle-focused tie-ins for Buy Local ▸ Provide technical support ▸ Coordinate local businesses directly with cyclists
Bike to Business Special Offers	Encourage special offer promotions for bicycle customers to support vehicle trip reduction	Med – High	Buy Local, Convention And Visitors Bureau, Local Businesses, Advocacy Groups, City, Chamber of Commerce	▸ Research other model programs ▸ Determine feasibility for Santa Monica ▸ Develop toolbox of strategies

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
Mobile Bike Assistance	Provide access to mobile bike repairs and emergency bike repair services	Low – Med	Bike Center, Bike Shops, City, TMO's	▸ Provide information about available repair resources ▸ Provide access to repair stands and air program ▸ Develop 24-hour mobile assistance
Employee Incentives	Prioritize bicycling in employer TDM packages and provide incentives including bike parking, training and web-based trip planning	High	Major Employers, Bike Shops, City	▸ Identify specific companies and incentives that have potential to be models for others ▸ Connect curious employers with successful examples ▸ Develop material to support employer bike promotions ▸ Distribute materials annually through the TMA ▸ Target smaller employers that aren't covered under existing ordinance
Bike@Work	Use City Bike@Work as an example to promote the establishment of employee bike sharing programs	Med	City, Major Employers	▸ Identify potential employee participants ▸ Create regular events using Bike@Work bicycles ▸ Encourage, track and advertise usage internally as a way to recognize enthusiastic participants ▸ Promote Bike Center program as Bike@Work option for downtown employees
Transportation Management Association	Integrate bicycling into TMA formation	Med	City, Major Employers, future TMA	▸ Incorporate bicycling into initial TMA programming
Bicycle Ownership	Makes it easier to obtain and own a bike	Med – High	City, BBB, Schools, student centers such as Pico Youth and Family Center, Chrysalis, Bikerowave	▸ Research other model programs ▸ Define opportunities for bike ownership program ▸ Explore collaboration with local job training
New Resident Outreach	Communicating that bicycles are part of the culture from when residents arrive	Med	City, realtors, Chamber of Commerce	▸ Identify resources to be included in packet ▸ Include information prior to information packet mailings
ENFORCEMENT >				
Police Bicycle Ambassadors	Facilitate communication on enforcement and safety and develop best practices	Low	SMPD, City, Advocacy Groups	▸ Coordinate with Police Department ▸ Identify avid utilitarian and recreational cyclists within Police Department ▸ Develop training and procedures ▸ Host training events, including on-the-ground training
Ticket Diversion Program	Provision of bicycle safety courses in exchange for a ticket dismissal for bicyclists	High	City, Advocacy Groups, LCI Instructors	▸ Research other programs ▸ Work with partners and develop curriculum ▸ Implement program
Agency Coordination on the Rules and Rights of the Road	Shared information on the rules and rights of the road to provide a more coordinated message	Low	City, Westside COG, Neighboring Jurisdictions	▸ Consolidate all relevant rules and regulations ▸ Host a training event with multiple agencies ▸ Monitor and evaluate through GO app

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
Bicycle Registration	Encourage bicycle owners to use national bicycle registries and retain identifying numbers	Low – Med	Advocacy Groups, Westside COG	▸ Post registration information on web ▸ Provide links to registration information on bike racks ▸ Encourage people to register bikes and report theft
SUPPORTING FACILITIES >>>				
Bike Sharing >>>				
Bike Sharing	Comprehensive system of publicly accessible bicycles strategically placed at popular destinations such as the City's business districts, transit stations, hospitals, and schools. Bike sharing provides convenient access to a bicycle for one-way trips, supports car-free tourism, and provides last-mile connections to and from transit. It also invites people to bicycle by making bicycling easy for anyone.	High	City, Independent bike sharing agency, Bike Advocacy Groups, Major Employers, Educational Institutions	▸ Identify strategies to prepare for Metro grant coming in July 2016 ▸ Conduct a feasibility study to determine station locations, phasing, and a business plan ▸ Host bike sharing focus groups geared towards corporate sponsorship opportunities (should include major employers, hotels, and potential maintenance contractors) ▸ Pursue amending the City's Municipal Code to allow for advertising and sponsor identification at bike share stations and on individual bicycle units ▸ Partner with local businesses and the Chamber of Commerce to identify bike share "champions" ▸ Schedule public workshops to educate about and incorporate public input in bike share deployment
Bike Centers >>				
Bike Centers	Parking facilities geared towards providing secure short- and long-term bike parking with high quality amenities like showers, lockers, and repair stations. Some centers may be full service with an attendant who can offer repair, sales, tours, and training.	High	City, Major Employers, Educational Institutions	▸ Identify locations and develop plans for Bike Centers at each Expo light rail station ▸ Considering amending the zoning code to require shower, changing, and locker facilities in new developments and major renovations (depends on land use type and intensity) ▸ Develop guidelines for developments to include secure bike parking areas ▸ Develop survey tools for employers to ascertain employees' current and potential needs ▸ Educate the business community, particularly major employers, of the costs and benefits of developing these facilities

Figure 4-2 5-Year Program Implementation Recommendations

Program	Description	Effort/ Funding Needs	Partners	Action Items
Bike Parking>>>				
Bicycle Parking	Bike parking to serve short- and long-term parking needs. Parking can include racks on public property—curbside and in-street corrals—or on private property. New developments will be required to provide additional bike parking. Existing vehicle parking may be recycled into bicycle parking as bicycle numbers increase.	High	City, Employers and Merchants, Big Blue Bus	▸ Track and respond to business and employer requests for bicycle parking ▸ Continually apply for grants to expand upon existing parking supply ▸ Systematically replace undesirable parking types (such as wave racks, coat-hanger racks, and "wheel-bender" racks ▸ Identify locations of on-street bike corrals (may require advertising pilot application opportunities to interested businesses) ▸ Monitor utilization seasonally to evaluate need for more bicycle parking at key destinations ▸ Provide enough parking at schools to meet student needs ▸ Develop new private property parking standards ▸ Add more bike parking to City facilities ▸ Install bike corrals
Bike Valet >>>				
Bike Valet	An attendant service that provides a secure and convenient place to leave a bicycle at popular destinations	Med – High	City, Major Employers	▸ Explore permanent siting opportunities such as at the Farmers' Market, Third Street Promenade, Santa Monica Place, and major employment centers ▸ Expand on special events
Wayfinding >>>				
Wayfinding and Advisory Signage	Signage that identifies key destinations and bikeways enabling people to easily navigate the City. Used in conjunction with bike parking, Bike Center, bike sharing stations, and at major transit stops/station.	High	City	▸ Design wayfinding signing system ▸ Formalize the Bike Santa Monica program by incorporating its logo into wayfinding sign designs ▸ Initially focus wayfinding along neighborhood greenways and dedicated bikeways; then expand to other bicycle corridors ▸ Create unique and eye-catching branded wayfinding for neighborhood greenways ▸ Develop a phased wayfinding plan that coordinates with bicycle network and Expo light rail implementation ▸ Ensure that wayfinding is maintained and visible by removing graffiti and trimming trees and landscaping

AGGRESSIVELY IMPLEMENTING THE BIKEWAY NETWORK

The Bike Action Plan consists of an ambitious implementation strategy for the bikeway network that balances high quality demonstration projects with projects that could be installed without major changes to the streetscape. Project sequencing and implementation are guided using the following actions:

- First and foremost, prioritize bikeway projects that foster connections to downtown and future light rail stations, enhance school access, and improve upon existing heavily used bicycle corridors
- Prioritize projects that are easy to implement, fill gaps in the network, and feature innovative treatments that ensure safe and convenient bicycling
- Prioritize major bikeway projects that provide some physical separation between motor vehicles and bicycles
- Group corridor segments into reasonable and implementable projects considering variations in facility type, curb-to-curb street widths, cost, and level of effort and planning
- Leverage funding opportunities including future Exposition light rail station connections and LUCE's policy implementation
- Make a commitment to creating beautiful neighborhood greenways that provide low stress connections for bicycles
- Coordinate with the cities of Los Angeles, Culver City, West Hollywood, and Beverly Hills to develop bikeway connections
- In addition to the bikeways listed on the 20-year Vision Plan, explore the creation of a recreational bicycle trail around the Santa Monica Airport and consider development of additional bicycle trails as opportunities arise through private and public lands and development projects

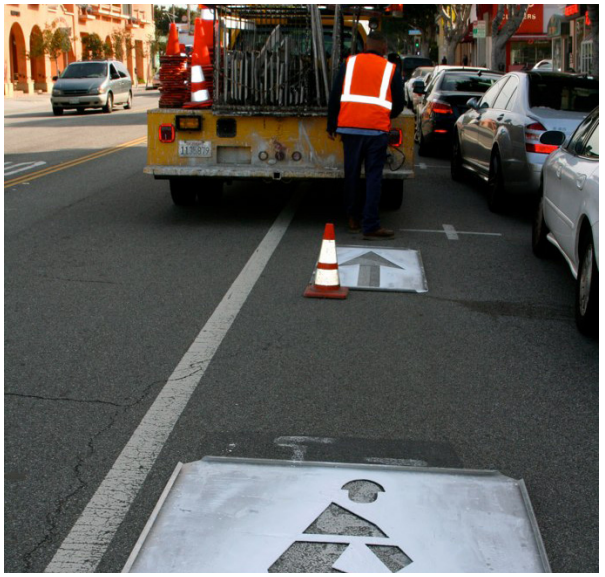
The following two charts list projects in disaggregated street segments for specific bikeways. Stand-alone projects are shown with the 5-year Implementation Plan (Figure 4-3) and the 20-year Vision Plan (Figure 4-4). In some cases, all segment improvements within a corridor are recommended for implementation at one time to ensure full corridor connections. The high priority corridors found in the 5-year Implementation Plan are detailed even further in corridor sheets located in Appendix B.

Using conceptual-level preliminary cost estimation, the 5-year bikeway network would cost roughly $5.8 million, while 20-year build-out would cost an additional $23.6 million. Planning, project development procurement, public outreach, and environmental review costs are not incorporated in these estimates.

Recommendations may be easily implemented with City repaving projects or may require further public outreach to determine the specifics of the project that best meet the community's needs. Some projects require technical and feasibility analysis and coordination with other governmental agencies.

The highest priority corridors for development include (in alphabetical order):

- 2nd/Main Bikeway
- 11th Street Bikeway
- 14th Street Bikeway
- 17th Street Bikeway
- Broadway Bikeway
- Colorado Esplanade
- Expo Bike Path
- Michigan Avenue/Michigan Wiggle Neighborhood Greenway
- Yale/Stewart/28th Bikeway



City crew installs bike symbols and arrows.

Figure 4-3 5-Year Implementation Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
San Vicente Bikeway ▸ San Vicente	Ocean Avenue	26th Street	2.02	Buffered bike lanes	$20,000
Montana Avenue Bikeway ▸ Montana	Ocean Avenue	21st Street	1.51	Buffered bike lanes	$15,000
Montana Avenue Bikeway ▸ Montana	21st Street	Stanford Avenue	0.68	Buffered bike lanes, Shared lane markings, Raised median crossing	$25,000
California Avenue Bikeway ▸ California Incline	Pedestrian Bridge	Ocean Avenue	0.2	Bike path (determined by design process)	N/A
California Avenue Bikeway ▸ California	17th Street	26th Street	0.68	Climbing bike lanes, Shared lane markings	$5,000
Arizona Avenue Bikeway ▸ Arizona	26th Street	Centinela Avenue	0.52	Climbing bike lane, Shared lane markings	$5,000
Broadway Bikeway ▸ Broadway ▸ Santa Monica Boulevard	Ocean Avenue	7th Street / 6th Street	0.83	Shared lane markings (Green "Super-sharrow"), Bus-bike lane	$150,000
Broadway Bikeway ▸ Broadway	6th Street	Centinela Avenue	2.04	Buffered bike lanes (green)	$400,000
Santa Monica Pier Improvements ▸ N/A - Off-Street	Ocean Avenue	SM Pier	N/A	Determined by design process, Short-term shared lane markings	N/A
Colorado Esplanade ▸ Colorado	Ocean Avenue	7th Street	0.45	Buffered bike lanes (green), Shared lane markings	N/A
2nd/Main Bikeway ▸ Main	Colorado Avenue	South City Limit	1.27	Buffered bike lanes (green)	$300,000
Exposition Bike and Pedestrian Path	17th Street	Centinela Avenue	1.36	Bike path (determined by design process)	N/A
Virginia Avenue Shared Lane Markings ▸ Virginia	Stewart Street	Dorchester Tunnel	0.2	Shared lane markings	$5,000

N/A incorporated in other City projects

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Figure 4-3 5-Year Implementation Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
Michigan Avenue Neighborhood Greenway ▸ Arcadia Terrace ▸ Appian Way ▸ Pacific Terrace ▸ Olympic Drive ▸ East Olympic Boulevard	Ocean Front Walk	7th Court	0.6	Neighborhood greenway, Bike path, Shared lane markings, New intersection, Bicycle signal	$1,200,000
Michigan Avenue Neighborhood Greenway ▸ Michigan ▸ 7th Court	East Olympic	19th Court	0.98	Neighborhood greenway, Shared lane markings, Neighborhood traffic circles, Bicycle access enhancement	$250,000
Michigan Avenue Neighborhood Greenway ▸ Michigan ▸ 20th Street ▸ I-10 right-of-way	19th Court	21st Street	0.17	Shared use path, Bicycle Signal	$500,000
Michigan Avenue Neighborhood Greenway ▸ Michigan	21st Street	Bergamot Station	1.85	Contraflow bike lane, Buffered bike lanes, Bike lanes, Shared lane markings, Bike path	$15,000
Michigan Wiggle Neighborhood Greenway ▸ 19th ▸ Delaware ▸ 22nd ▸ Virginia ▸ Kansas ▸ Yorkshire ▸ Urban ▸ Dorchester ▸ 30th	Michigan Avenue	Ocean Park Blvd	1.69	Neighborhood greenway, Shared lane markings, Neighborhood traffic circles, Median diverter with refuges	$350,000
Pearl Street Bikeway ▸ Pearl ▸ Bay ▸ Bicknell ▸ Pacific ▸ Hollister	Barnard Way	Centinela Avenue	4.14	Buffered bike lanes, Bike lanes, Climbing bike lanes, Shared lane markings	$20,000
Ocean Park Boulevard Bikeway ▸ Ocean Park	Main Street	Lincoln Boulevard	0.52	Buffered bike lanes (green)	N/A
Ocean Park Boulevard Bikeway ▸ Ocean Park	Cloverfield Boulevard	Centinela Avenue	0.83	Bike lanes, Shared lane markings	$5,000

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Figure 4-3 5-Year Implementation Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
Ashland Avenue Neighborhood Greenway ▸ Ashland ▸ 28th Street	Barnard Way	28th Street	1.91	Neighborhood greenway, Shared lane markings	$60,000
Marine/Navy/Ozone/Dewey/Airport Bikeway ▸ Marine ▸ Navy ▸ Ozone ▸ Dewey ▸ Airport Way	Barnard Way	Bundy	4.85	Climbing bike lane, Shared lane markings, Full closure retrofit	$30,000
Marvin Braude Bike Trail	North City Limit	South City Limit	3.07	Bike path, wheel troughs	$75,000
Ocean/Barnard Way Bikeway ▸ Ocean	North City Limit	Pico Boulevard	1.89	Climbing bike lane, Double bike lanes, Buffered bike lanes (green)	$325,000
Ocean/Barnard Way Bikeway ▸ East Ocean ▸ Barnard Way	Pico Boulevard	Neilson Way	1.11	Bike lanes, Climbing bike lane, Shared lane markings	$5,000
2nd/Main Bikeway ▸ 2nd Street	Montana Avenue	South Colorado	1.02	Buffered bike lanes (green), Intersection redesign	$250,000
3rd Street Bikeway ▸ 3rd Street	Main Street	South City Limit	0.88	Shared lane markings	$5,000
4th Street and 5th Street Shared Lane Markings ▸ 4th Street ▸ 4th Court ▸ 5th Street	California Avenue	Olympic Boulevard	1.42	Shared lane markings	$10,000
6th Street / 7th Street Bikeway ▸ 6th Street ▸ 7th Street	North City Limit	Olympic Boulevard	1.76	Buffered bike lanes, Climbing bike lane, Shared lane markings	$20,000
6th Street / 7th Street Bikeway ▸ 6th Street ▸ 7th Street ▸ Pico ▸ Bay ▸ Raymond ▸ Highland	Michigan Avenue	South City Limit	1.17	Shared lane markings, Bicycle Signal, Bicycle access enhancement	$100,000

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Figure 4-3 5-Year Implementation Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
11th Street Bikeway ▸ 11th Street	San Vicente Boulevard	Wilshire Boulevard	1.14	Climbing bike lane, Shared lane markings	$10,000
11th Street Bikeway ▸ 11th Street	Wilshire Boulevard	Marine Street	1.86	Buffered bike lanes (green), Climbing bike lane, Shared lane markings	$375,000
14th Street Bikeway ▸ 14th Street	San Vicente Boulevard	Ashland Avenue	1.58	Climbing bike lane, Shared lane markings	$10,000
14th Street Bikeway ▸ 14th Street	Wilshire Boulevard	Pico Boulevard	1.29	Buffered bike lanes (green)	$300,000
17th Street / 16th Street Bikeway ▸ 17th Street	San Vicente Boulevard	Wilshire Boulevard	1.20	Climbing bike lane, Shared lane markings	$10,000
17th Street / 16th Street Bikeway ▸ 17th Street ▸ Pico	Wilshire Boulevard	Pico Boulevard	1.25	Side path, Cycle track	$1,000,000
17th Street / 16th Street Bikeway ▸ 17th Street ▸ 16th Street ▸ Hill	Pico Boulevard	Marine Street	1.66	Climbing bike lanes, Shared lane markings	$10,000
20th Street Bikeway ▸ 20th Street	Montana Avenue	Ocean Park Blvd	2.12	Shared lane markings	$10,000
22nd Street and 21st Street Shared Lane Markings ▸ 21st Street ▸ 22nd Street	Virginia Avenue	Dewey Street	1.02	Climbing bike lane, Shared lane markings	$5,000
23rd Street Bikeway ▸ 23rd Street	Ocean Park Boulevard	Dewey Street	0.19	Buffered bike lane, Climbing bike lane, Shared lane markings	$3,000
24th Street Shared Lane Markings ▸ 24th Street ▸ La Mesa Way/Drive ▸ Chelsea ▸ Park	26th Street	Broadway	1.91	Shared Lane Markings	$10,000

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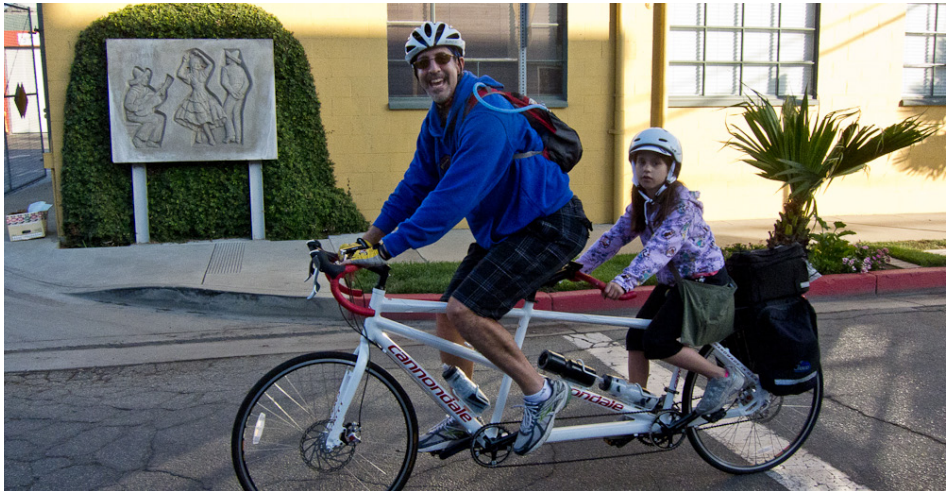
Figure 4-3 5-Year Implementation Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
26th Street Shared Lane Markings 26th Street	North City Limit	Exposition Bike Path	1.88	Shared Lane Markings	$10,000
Yale/Stewart/28th Bikeway ▸ Yale	Montana Avenue	Colorado Avenue	1.03	Climbing bike lane, Shared lane marking, Neighborhood traffic circle	$85,000
Yale/Stewart/28th Bikeway ▸ Stewart ▸ Colorado	Colorado Avenue	Kansas Avenue	0.34	Cycle Track, Buffered bike lanes, Median Bicycle Only Turn Pocket	$100,000
Yale/Stewart/28th Bikeway ▸ Stewart ▸ 28th Street	Kansas Avenue	Santa Monica Airport	0.75	Buffered bike lane, Climbing bike lanes, Shared lane markings, Half closure	$125,000
Dorchester Tunnel Improvements ▸ N/A - Off-Street	Virginia Avenue	Urban Avenue	N/A	Tunnel enhancements	$25,000
				TOTAL 5-Year Conceptual Construction Cost Estimate	$6,233,000



* This is a preliminary estimate of construction costs based on 2011 unit prices and is only intended to provide a projection of future funding needs. Actual design may require additional or different improvements that may change the estimate. All estimates should be reviewed and updated periodically to reflect the most current cost information. Some corridors will require additional technical and feasibility analysis by City departments and other governmental agencies to determine the potential impact to transportation and public safety response. The costs of these analyses have not been included in the estimates shown herein.

The 20-Year Vision Plan includes all projects outside of the 5-year Implementation Plan. The 20-year Vision Plan is flexible in that the City can implement 20-year projects if funding is available.

Figure 4-4 20-Year Bikeway Vision Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
San Vicente Bikeway ▸ San Vicente	Ocean Avenue	26th Street	2.02	Bike path, Buffered bike lanes	$6,000,000
Washington Avenue Neighborhood Greenway ▸ Washington ▸ Stanford ▸ Lipton ▸ Berkeley	Ocean Avenue	Arizona Avenue	2.65	Neighborhood greenway, Shared lane markings, Neighborhood traffic circles, Bicycle access enhancement	$500,000
California Avenue Bikeway ▸ California	Ocean Avenue	17th Street	1.20	Buffered bike lanes	$10,000
Arizona Avenue Bikeway ▸ Arizona	Ocean Avenue	26th Street	2.41	Buffered bike lanes, Neighborhood traffic circles	$250,000
Nebraska Avenue Bikeway ▸ Nebraska	26th Street	Centinela Avenue	0.68	Buffered bike lanes, Shared lane markings	$5,000
Michigan Avenue Neighborhood Greenway ▸ N/A – Off-street	Marvin Braude Bike Trail	Appian Way	0.08	Bike Path	$150,000
Michigan Avenue Neighborhood Greenway ▸ N/A – Off-street	Bergamot Station parking lot	Stewart Street	0.16	Shared use path	$250,000
Pearl Street Bikeway ▸ Pearl	Barnard Way	Centinela Avenue	0.67	Buffered bike lanes, Neighborhood traffic circles, Intersection refuge	$350,000
Ocean Park Boulevard Bikeway ▸ Ocean Park	Barnard Way	Main Street	0.13	Buffered bike lanes	$3,000
Ocean Park Boulevard Bikeway ▸ Ocean Park	Lincoln Boulevard	Cloverfield Boulevard	1.22	Buffered bike lanes, Bike lanes	$30,000
Ocean Park Boulevard Bikeway ▸ Ocean Park	Cloverfield Boulevard	Centinela Avenue	0.67	Buffered bike lanes, Raised median extension	$100,000
Ashland Avenue Neighborhood Greenway ▸ N/A – Off-street at Clover Park	Barnard Way	Douglas Loop	0.03	Shared use path, Shared lane markings	$65,000

* This is a preliminary estimate of construction costs based on 2011 unit prices and is only intended to provide a projection of future funding needs. Actual design may require additional or different improvements that may change the estimate. All estimates should be reviewed and updated periodically to reflect the most current cost information. Some corridors will require additional technical and feasibility analysis by City departments and other governmental agencies to determine the potential impact to transportation and public safety response. The costs of these analyses have not been included in the estimates shown herein.

Figure 4-4 20-Year Bikeway Vision Plan Conceptual Construction Cost Estimates

Bikeway Name (Streets)	From	To	Length (mi)	Facility Type(s)	Conceptual Construction Cost Estimate*
Marine/Navy/Ozone/Dewey/Airport Bikeway ▸ Dewey Street alley	Lincoln Boulevard	Dewey Street closure	0.48	Shared use path, Shared lane markings	$750,000
Virginia Avenue Shared Lane Markings ▸ Virginia	Stewart Street	Dorchester Tunnel	0.19	Shared lane markings	$2,000
Marvin Braude Bike Trail	North City Limit	South City Limit	3.06	Bike path, Stair troughs (partnering with LA County/City of LA)	$4,800,000
3rd Street Bikeway ▸ 3rd Street	Pico Boulevard	South City Limit	0.13	Bike path	$200,000
6th Street / 7th Street Bikeway ▸ 6th Street	Michigan Avenue	South City Limit	0.06	Bike/pedestrian bridge, Neighborhood greenway, Bike path/Cycle track	$8,000,000
17th Street Bikeway ▸ Pearl ▸ 16th Street ▸ Pico	Pico Boulevard	Pearl Street	0.43	Side path/Bike path	$750,000
20th Street Bikeway ▸ 20th Street	Wilshire Avenue	Pico Boulevard	1.12	Buffered bike lanes	$275,000
24th Street Neighborhood Greenway ▸ La Mesa Drive ▸ La Mesa Way ▸ 24th Street ▸ Chelsea ▸ Park	26th Street	Broadway	N/A	Neighborhood greenway, Curb ramps, Intersection enhancements, Crossing treatments	$150,000
26th Street Bikeway ▸ 26th Street	North City Limit	Exposition Bike Path	1.88	Buffered bike lanes (green)	$700,000
Airport Loop (Bikeway)	Recreational loop roughly circumnavigating Santa Monica Airport site, Airport Park, and Clover Park		3.00	Shared use path	$5,000,000
				TOTAL 20-Year Vision Conceptual Construction Cost Estimate	**$28,340,000**

* This is a preliminary estimate of construction costs based on 2011 unit prices and is only intended to provide a projection of future funding needs. Actual design may require additional or different improvements that may change the estimate. All estimates should be reviewed and updated periodically to reflect the most current cost information. Some corridors will require additional technical and feasibility analysis by City departments and other governmental agencies to determine the potential impact to transportation and public safety response. The costs of these analyses have not been included in the estimates shown herein.

The City has aggressively pursued funding for programs and bikeways.

Figure 4-5 Existing Grant Funding for Bicycle Facilities and Programs

Project Type	Description	Status	Outside Grant Funding
Bikeway Improvements	Bike network enhancements to support Exposition line. Increased safety and convenience with signal detection, highly visible lane markings and new bike racks.	Funding Secured Available 2013	$2,057,489
Bikeway Improvements	Design, installation and evaluation of several bicycle technologies in Santa Monica and development of toolkit by use of Westside Cities.	Funding Secured	$279,000
Bikeway Improvements	Michigan Avenue Neighborhood Greenway (planning)	Funding Secured	$138,600
		FACILITY TOTAL	$2,475,089
Program – Bike Sharing	System of shared public bicycles supporting major destinations such as transit stops, commercial districts, large employers, and educational institutions.	Funding Secured Available 2016	$1,542,925
Program – Encouragement	No Net New Trips' Rideshare Toolkit	Funding Secured	$541,206*
Program – Education	Confident City Cycling Training	Funding Secured	$33,000
Program – Education	Safe Routes to School – Bicycle infrastructure improvements at and around Santa Monica High School such as improved intersection configurations, crosswalks, and pavements markings. Also includes student educational component, signage and bicycle storage.	Funding Secured	$880,000
Program – Education	Safe Routes to School – Consultant services to coordinate education, outreach, evaluation and documentation of pedestrian and bicycle programs at the two middle schools and two elementary schools.	Funding Secured	$197,000
Program – Education	Save Routes to School – School-based bicycle training program (Curriculum developments, educational activities, hands-on training, outreach, evaluation and documentation) for middle school students.	Funding Secured	$85,000
Program – Supporting Facilities	Bike Parking is provided for schools, employers and at transit stations as a component of several grants listed above.	Funding Secured	
Program – Supporting Facilities	Santa Monica Bike Center – Create green transportation hub in downtown with 350 secure bike parking spaces, lockers, showers, and supporting services and programs.	Funding Secured	**
		PROGAMS TOTAL	$2,737,925
		TOTAL GRANT FUNDING	$5,213,014

* Not exclusively bike funding.

** Included in current expenditures

MEASURING AND MONITORING

Evaluating progress and performance creates transparency and accountability over time and can provide the impetus for new approaches or refined strategies to continue build out of the Plan's vision. Since 2005, the City of Santa Monica has published a *Sustainable City Report Card*, summarizing the City's progress toward meeting the 2003 Sustainable City Plan goals. The Report Card is based upon a detailed analysis of indicator data found in the Sustainable City Progress Report. Building upon this precedent, the Bike Action Plan calls for monitoring and evaluation of the implementation of the Land Use and Circulation Element (LUCE) bicycle goals, as well as its own objectives. The evaluation will be designed to:

- Use measures that relate clearly to the Bike Action Plan and LUCE goals.
- Minimize data collection costs, focusing on data that is already being collected or that can be regularly collected with minimal effort.
- Continue monitoring simple and understandable data, and use the fewest possible measures that still capture all of the city's aspirations.

The Bike Action Plan's performance measures have been categorized into the following areas: Mode Share, Safety, Infrastructure and Services, and Connectivity. The indicators for the Bike Action Plan relate to the Plan's core components and quantify elements of progress of bicycling in the Santa Monica community. While trends and targets are identified, they are not intended to generate additional goals but are to create a means by which the City can measure the performance of the Plan. In addition to monitoring based on these indicators, the City will track progression and participation in 5-Year Plan programs and facilities and seek grant funding, if available, for supplemental monitoring measures. The City will report annually on the progress of plan implementation and the status of performance measures for Mode Share, Safety, Infrastructure and Services, and Connectivity listed in Figure 4-6. The annual report will be available to inform decisions on investments and resource allocation.

Figure 4-6 Santa Monica Bicycle Action Plan Performance Indicators

Indicator	Trend	Data Source	Frequency	Baseline	Costs/Time Consumption to Monitor*
Mode Share					
Journey to Work – Bicycle Usage	Increase over time (to 15%)	US Census American Community Survey 3- and 5-year estimates	Annual	3.4% (2009 Estimate)	Low
Bicycle Ownership	Increase over time	Resident survey	2 years	62% own a bicycle (2011)	Low
Frequency of Bicycle Riding	Increase over time	Resident survey	2 years	5% daily riders; 16% a few times a week (2011)	Low
Bike Mode Share	Increase over time	Employer Emission Reduction survey	Annual	66% drove alone; 3.3% bicycle (FY09-10)	Low
Walk/Bike Trips by Children	Increase over time	BikeIt! Day participation; student surveys	Bi-Annual (Bike It! Day); every 2-3 years (surveys)	BikeIt! Day: 270 participants (Santa Monica High School and Lincoln MS,Oct .2010) No baseline for surveys	Low; High
Safety					
Perception of Safety when Riding	Increase over time (to 50% in FY2012-13)**	Resident survey	2 years	19% very safe; 24% somewhat safe; 39% neutral (2011)	Low
Bicyclist Crash Rate	Decrease over time	City of Santa Monica, Police Department	Annual	Baseline for crash, injury, or, fatality rates: 134 total crashes (2010), 126 total injuries (2010), 0 total fatalities(2010)	Low
Infrastructure and Services					
Bicycle Network Completeness "Connectivity"	Increase over time (5 new miles per year in FY2011-12 and FY2012-13)**	Bikeway Recommendations map	Annual	37 miles of bikeways	Low
Bicycle Deficiencies	Decrease over time	Walking and Bicycling Demand GIS model	2 years	Travel Demand Model -map in Chapter 3 (2010)	Med
Bicycle Parking	Increase over time (150 new spaces in both FY2011-12 and FY2012-13 plus 4 new bike corrals in FY2011-12)**	Work orders and purchase records	Annual	920 spaces (December 2010)	Med
Bicycle Valet	Increase over time	Transportation staff	Annual	25,100 bikes valeted and 157 bike valet events (FY10-11)	Low

* Low – already being done, Medium – can be implemented easily; High – will be costly and/or time consuming

** City of Santa Monica, Planning and Community Development Budget Goal

LOOKING AHEAD

Keep It Current

The Bike Action Plan is a 5-Year Bicycle Implementation Plan, meeting all of the requirements of the State of California's Bicycle Transportation Account. It is also a forward-looking strategy that implements the bold vision of the City's Land Use and Circulation Element, including its commitment to sustainability, land-use and transportation integration, livability, and a complete-street transportation system that embraces and encourages bicycling as an important component of mobility. The 5-year plan provides priorities emphasizing Awareness, Education, Encouragement, investments in parking, wayfinding, bike stations, bike sharing and transit integration. The bikeway network provides a backbone of high quality bikeways that is woven with strong connections and expanded coverage into Santa Monica's street network, transit network, and community life.

To keep the Bike Action Plan current, the City will review progress using specific measures identified in the plan, and revisit the recommendations in this chapter, based on progress, opportunities, future needs, and resources. To keep it strong, the Bike Action Plan expresses the City's policy commitment to bicycling, partnerships and collaboration, bold action, and requests for grant funding.

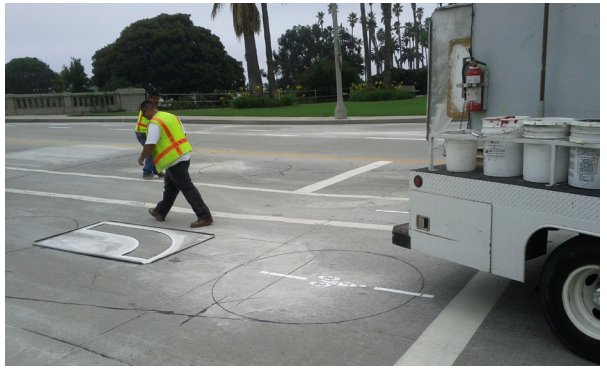
The 5-year update cycle for the Bike Action Plan provides the City with opportunities to improve based on lessons learned, incorporate new innovative approaches, reinforce the most effective programs and eliminate those that are no longer useful. Successful bicycling facilities can be extended or supplemented with connecting facilities, while corridors that are unpleasant for bicyclists can be given more attention.

Make It Happen

The Bike Action Plan is a strategy document, setting out priorities for investment in programs and bikeways and recommending specific actions in these areas. Strong support by the City, its collaborators and partners will result in visible progress over the next five years including:

Education, Awareness, and Encouragement: Safe Bicycling on Complete Streets

Bicycles will be visible all over Santa Monica on streets which provide more room for them and more cues about where bicycles belong and how bicyclists, vehicles, and pedestrians can use and share Santa Monica streets safely. More people will be familiar with and follow rules of the road that guide safe and respectful interaction on streets, sidewalks, and bikeways. More people, including students, employees, visitors, and seniors will feel safe and confident riding in Santa Monica. Bicycle classes will be available and the City of Santa Monica will have a Bike Campus, showcasing new roadway design elements as well as providing a skill development course. The bicycling community and the public will have access to resources and programs at the City's Bike Center, which will serve as a "hub" for the bicycling community and the City's green transportation network.



City crews install bicycle lane symbols and directional arrows.

Bike Sharing

A strong public bike share system will be rolling out or already on the street. The City has secured grant funding for capital investment in the system and will be actively exploring with community partners ways to provide a revenue stream for operations and to accelerate implementation as feasible. With 25 stations or hubs operating in partnership with surrounding

businesses and destinations, the bike share system will extend mobility for people without cars and ensure that bikes and regional transit provide an attractive alternative to driving for most people. The City will pursue opportunities to advance and expand the bike share program within Santa Monica and also to encourage the development of complementary compatible programs in the region.

Public Bike Parking: Racks, Corrals, and Secure Facilities

The number of dedicated public bike parking spaces and bike corrals will increase by 2,500 spaces. This parking will be enhanced with safety and locking information, good design standards, and in some places, amenities including air pumps or repair stands. The parking locations will be available to bicyclists on a web-based map and bicyclists, merchants, and residents will be able to request more racks in locations where they are needed. The City will begin to deploy secure long-term parking facilities, including 400 spaces in the downtown area for regular bicycle commuters. The City will explore policy changes necessary to allow needed bike parking to replace some vehicle parking and serve more people.

Wayfinding

With community partners, including Downtown Santa Monica Inc. and leaders of other popular destinations, the City will develop and begin to deploy a wayfinding system that will allow cyclists to find appropriate bikeways to popular destinations, bike parking, supporting retail and services, as well as connections to the bikeway network of surrounding Los Angeles and the westside cities.

Transit Support and Integration

With its emphasis on connecting the City to new Expo stations and to existing and planned transit stops, the Bike Action Plan promotes the key partnership between bikes and transit. Transit stations will have nearby secure bike parking and bikesharing stations, supported by wayfinding and improved, high-quality bikeways. The regionally significant Expo bikepath is being developed in tandem with the Expo light rail and ongoing efforts are underway to make it easier for bicycles to share transit priority streets including "bus-only" lanes, and opportunities to bring bikes on transit vehicles. There will be a continuing effort to create and share coordinated outreach and support materials and services including mobility information on the City's Bike/Bus map and website.

Bikeways

The City's bicycle network will be expanded and enhanced by key projects including improvements on 75 percent of the LUCE bike

network including green bike lanes, cycletracks, buffered bike lanes, climbing bike lanes, sharrows, neighborhood greenways, and bike paths/trails. The improved bikeway network will include both high-quality demonstration projects and some projects that can be easily installed without restriping or major changes to the streetscape. Priority projects include:

- New high-quality improvements
  - 17th Street: Link to Memorial Park Expo line Station and Santa Monica College
  - Michigan Avenue/20th Street crossing: Link between beach, Civic Center, High School, Expo stations
- Buffered Green Bike Lane cross
  - Main Street/Second Street: Improve visibility and comfort on popular north/south bikeway
  - Broadway: Improve visibility and comfort on popular east/west bikeway

- North/South Improvements on
  - 6th Street: Emerging neighborhood greenway south of Pico
  - 7th Street: Better crosstown connection from Olympic to north City limit
  - 11th Street: Better crosstown connection with additional lanes
  - 14th Street: Better crosstown connection with new lanes
- Better Beach Connections on California Incline and Pier Bridge/Ramp
- Enhanced School Access
- Potential bicycle connections (requiring collaboration) through and around:
  - Santa Monica High School
  - Santa Monica College
  - Major office complexes
  - Marine Park/Penmar Park
  - Clover Park
  - Bikeway Development

Zoning Ordinance Standards and Development Agreement Guidelines

The development process can be a useful tool for integrating bicycle accommodations in large developments. Development agreements are contracts between the City and a developer whereby the developer is allowed vested rights typically coupled with offers of public benefits that are negotiated with the City, including measures to mitigate specified impacts from the development. In exercising development agreements, the City should:

- Consider requiring all new development agreements to incorporate high quality facilities in accordance with this Bike Action Plan;
- Require or incentivize the inclusion of high-quality short- and long-term bicycle parking facilities in all development agreements;
- Require or incentivize showering and changing facilities for bicycle commuters for commercial components of developments; and
- Require bicycle accommodations on new proposed roadways.

Transportation Demand Management and Transportation Management Associations

The establishment of Transportation Demand Management (TDM) programs and Transportation Management Associations (TMAs) are key to ongoing implementation and enforcement of bicycle supporting programs. The City should continually work with employers to incorporate bicycle elements into their TDM package. TMAs will play a vital role in educating employers and employees of their transportation options and obligations, and in working with property owners and developers to integrate support facilities from the start to ensure their success.

Pavement Resurfacing & Bicycle Network Maintenance Guidelines

Each year Santa Monica repaves miles and miles of roads, making pavement resurfacing a seamless way to implement Bike Action Plan elements and build out the on-street bicycle network in Santa Monica. To supplement stand-alone bicycle infrastructure projects that may take longer to come to fruition, cycling facilities will be incorporated into pavement resurfacing and road maintenance projects that the City undertakes. By tapping into economies of scale, this approach offers the easiest and most cost-effective way to build up Santa Monica's bikeway network.

Moving forward, to integrate the Bike Action Plan into pavement resurfacing decisions, the City will incorporate the following procedures when setting its work plan for repaving and resurfacing projects:

- In initiating the work plan or any changes thereto, the Bike Action Plan will be consulted as a primary source of information for decision-making.
- Streets that are designated in this plan to include pavement markings such as shared lane markings or the various types of bicycle lanes will be given priority in the work plan.
- Where feasible, on-street bicycle facilities will be included in ongoing pavement resurfacing and reconstruction projects.

While resurfacing will vastly improve bicycling conditions, equally important will be the City's attention to sweeping and maintenance activities to help the bikeway network function effectively and ensure bicycles operate safely. Debris and clutter along the bikeways are hazardous to bicyclists and may lead to compromising conditions as cyclists weave around obstructions. To ensure a robust maintenance program, the City should:

- Identify the entities responsible for maintaining bicycle facilities;
- Determine a city-wide maintenance and sweeping schedule that specifically considers bikeway cleanliness;
- Focus maintenance and sweeping resources on the city's most heavily traveled bicycle corridors;
- Regularly inspect bicycle facilities for irregularities, pavement drift, and cracks in asphalt and concrete; and
- Better market the City's GO Santa Monica reporting mechanism for the public to report bikeway maintenance concerns and for the City to address reported maintenance needs.

Grants

With adoption of the Bike Action Plan, the City will be more competitive when applying for grant funds from numerous sources. The clarity of programs, bikeways and supporting facilities, along with the Plan's community-based vision to increase cycling numbers will stand out among grant applicants. Key funding agencies include Metro, the State of California, including Caltrans, and many others (see Appendix E). The City should continually seek outside grant funds to leverage local funding.

Capacity Building

Partnerships among City departments as well as with and among community members are critical components of plan implementation. The Plan seeks to build on the energy and enthusiasm of all bicycle advocates to expand programming and to facilitate and support bikeway network completion. An ongoing dialogue will be fostered to share information and drive implementation.

As the City's bicycle network evolves and as new land uses develop based on the LUCE, demand for bicycling and, in turn, bicycle facilities is expected to increase. These changing conditions will be factored into each 5-year update and may result in re-distribution of infrastructure improvement priorities across the City to address underserved areas. The Bike Action Plan will remain a living document, and the City's investments will make bicycling appealing in Santa Monica; the momentum will keep on building.

Program and Project Development

The City will engage community partners and the public as it develops programs and projects to implement this Plan. City staff will outline a rolling bicycle workplan based on the Bike Action Plan and available resources. This will allow public involvement in shaping and monitoring the work effort as well as progress toward Bike Action Plan goals and objectives.

Leadership for a More Bike-Friendly World

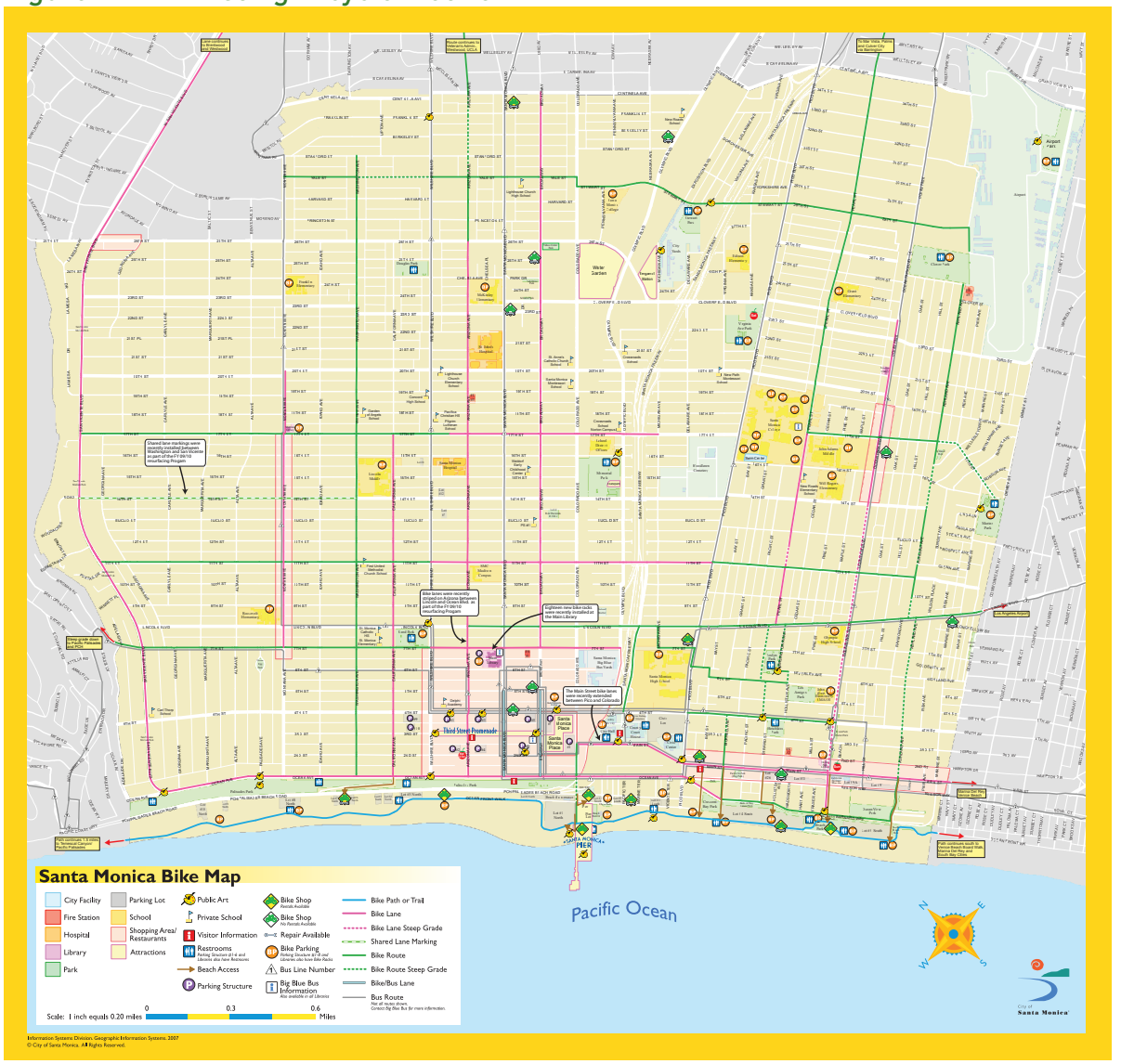
The Bike Action Plan reflects a desire for Santa Monica to upgrade its Bicycle Friendly City bronze designation and begin to lead in the area of bicycling. It includes innovative bikeway treatments and complementary program improvements to get more people on bikes. With the adoption and implementation of this Plan, coupled with ongoing implementation of the LUCE and the forthcoming arrival of Expo Light Rail, the City will further its efforts to provide a model of how to create a livable community based on bikes, walking, and transit.

A. EXISTING BIKEWAY NETWORK DESCRIPTIONS

Santa Monica's existing bikeway network provides a general backbone for expanding the network as guided by the 2011 Santa Monica Bike Action Plan. Using the LUCE classification terminology, the City currently contains a total of 37 aggregate miles of Primary Bikeways (Lanes/Paths) and 38 miles of Bicycle Routes.

Figure A-1 depicts the bikeway network today. Also shown are existing bicycle shops, rental facilities, and repair facilities, along with key destinations throughout the city.

Figure A-1 Existing Bicycle Network



Existing Bikeways Running North and South

MARVIN BRAUDE BIKE TRAIL

Current Conditions

- Classification: Bike Path
- From: Santa Monica's northern border
- To: Santa Monica's southern border

The Marvin K. Braude Bike Trail, known locally as the beach bike path, is popular among recreational bicyclists as well as utilitarian cyclists making regional trips. The portion of this route that runs through Santa Monica is fully separated from auto traffic and allows users to view the ocean, the Pier, the city and the Santa Monica Mountains as they ride. To the north, the path connects into Pacific Palisades. To the south, the path makes connections to Venice and Marina del Rey.

The beach path is also part of the greater "Pacific Coast Bicycle Route" running from the Canadian border to the Mexican border along the Pacific Coast developed as part of the Bicentennial celebration in 1976.

The existing beach path is well-used, but often experiences conflicts between cyclists and pedestrians. Many pedestrians, joggers, roller skaters, and other non-bicycle users travel along the entire length of the path, including in sections where dedicated pedestrian walkways are provided and signage indicates the path is reserved for bicycles only. The path was constructed by the County of Los Angeles on the Santa Monica State Beach. The County of Los Angeles assumes primary responsibility for maintenance.

The topography of the surrounding area presents challenges for connecting the beach path to other primary bikeways, as most of the western edge of the city is situated on a high blufftop that overlooks the beach, particularly in the Downtown area. The high traffic volumes and speeds along Pacific Coast Highway to the north of the pier complicate this problem. Also challenging are the crossing under the Pier and pedestrian flow to the main Pier parking lot.

One option for reaching the Downtown area from the beach path is to cross through a parking lot, carry one's bike up a stairway and walk across a bridge at the pier, Broadway, Arizona, Idaho or Montana. Another option is to cross PCH and climb a difficult grade on the California Incline, which sees heavy automobile use. Yet another option is to ride south of the pier, climb a slightly easier grade at either Seaside Terrace or Bay Street, and double back toward downtown along Main or Ocean. All of these routes require improvements in order to make the beach path more accessible from the rest of the city.

OCEAN AVENUE + BARNARD WAY BIKEWAY

Current Conditions: Ocean Avenue Segment

- Classification: Bike Lane
- From: San Vicente Boulevard
- To: Pico Boulevard NB/Bicknell SB

Current Conditions: Barnard Way Segment

- Classification: Bike Route
- From: Bicknell Avenue
- To: Ashland Avenue

This bikeway comprises Ocean Avenue and Barnard Way and connects with the bikeway on San Vicente Boulevard that serves northern Santa Monica and Brentwood. The Ocean Avenue segment also provides connections to Downtown Santa Monica and the beach.

Ocean Avenue carries many buses, taxicabs, delivery vehicles, and private cars, and provides valet and driveway access to popular restaurants and hotels along its length in the Downtown and Civic Center area. Local cyclists complain about the frequency of automobiles and buses turning onto other streets, frequent vehicle valets and placement of the bike lane adjacent to parking lane as it places riders in the way of opening car doors.

Finally, the southern end of the southbound Ocean Avenue bike lane ends at Neilson Way (which has no bike facilities) and Barnard Way splits off southwesterly all while crossing busy Pico Boulevard. Making this transition even more challenging, the southbound bike lane ends abruptly a full block before Pico at Vicente Terrace, leaving bike and auto traffic to mix awkwardly just before a busy and complex intersection. The lane picks up again for two blocks only in the southbound direction.

The intersection of Ocean Avenue and Seaside Terrace is an important connection to Downtown and the Civic Center from the beach bike path. This connection is currently unsignalized and is complicated by nearby on- and off-ramps for Pacific Coast Highway access.

MAIN STREET BIKEWAY

Current Conditions

- Classification: Bike Lane
- From: Colorado Avenue
- To: Santa Monica's southern border

This bikeway follows Main Street from its start at Colorado, through the Civic Center, and along the Main Street retail corridor to the city's southern border. Main Street includes one travel lane and one bike lane in each direction with left turn lanes at the intersections.

The Main Street bikeway connects to Ocean Avenue via a bicycle route on Colorado Avenue. This segment of Colorado also serves vehicle traffic into and away from the Santa Monica Pier and Downtown parking garages from the Interstate 10 on/off-ramps at 4th Street. The current striping on northbound Main at Colorado is configured to facilitate left turns onto Colorado, with the bike lane continuing all the way to the limit line and splitting the left and right turning lanes.

As with the Ocean Avenue bike lanes, cyclists note that the Main Street bike lanes can conflict with frequent opening car doors and entering and exiting passengers.

4TH STREET BIKEWAY

Current Conditions

- Classification: Bike Route
- From: Pico Blvd
- To: Ocean Park Blvd

This bikeway runs along 4th Street from Ocean Park Boulevard to Pico Boulevard and through the Civic Center Specific Plan area as a bicycle route. The route provides access to the Civic Center, Santa Monica High School, and Hotchkiss Park. The existing roadway presents several traffic-calming measures including bulbouts, a raised median, and a roundabout at Strand Street.

The bike route ends at Pico and 4th Street just before it crosses through the Civic Center and Downtown, making connections to surrounding destinations challenging.

6TH/7TH STREET BIKEWAY

Current conditions: Northern Segment

- Classification: Bike Route
- From: Northern city limit
- To: Wilshire Boulevard

Current Conditions: Central Segment

- Classification: Bike Lane
- From: Wilshire Boulevard
- To: Olympic Boulevard

Current Conditions: South 7th + Michigan + 6th Street Segment

- Classification: Bike Route
- From: Lincoln Boulevard/Michigan Avenue
- To: 6th Street/Hollister Avenue

This bikeway travels primarily along 7th Street and provides a link from central Santa Monica to the northern and southern beaches, Saint Monica's High School, Reed Park, the Main Library, Santa Monica High School, and Los Amigos Park. Northern beaches may be accessed by continuing north on 7th across the city line into Los Angeles, where it becomes

Entrada Drive and descends to Pacific Coast Highway.

The bikeway consists of three distinct segments. The northern segment runs as a signed bicycle route from the northern city limit just north of San Vicente Boulevard to Wilshire Boulevard. From Wilshire, the central segment runs to Olympic Boulevard as a striped bike lane. The southern segment is physically separated from the northern and central segments by Interstate 10 and Santa Monica High School. It follows a "wiggle" route from the intersection of Michigan Avenue and Lincoln Boulevard to the intersection of 6th Street and Hollister Avenue, via Michigan, 7th Street, Pico Boulevard, Bay Street, and 6th Street.

The bike lane on the central segment generally is striped only in the middle portion of each block, with auto and bike traffic placed in mixed flow shortly before and after intersections in order to accommodate left turn pockets in the center of the roadway. The remaining travel lane is an optional through traffic/right turn lane, and contains no bike lane markings, per recommended practices contained in the California Manual of Uniform Traffic Control Devices (MUTCD). The southern segment is also broken up by Pico Boulevard that contains a median between 7th and 6th Street. There is no direct connection, requiring one to walk their bike along Pico and use the signalized crossing at 6th and Pico.

LINCOLN BOULEVARD BIKEWAY

Current Conditions

- Classification: Bike Route
- From: Arizona Avenue
- To: Southern city limit

This bikeway travels along the busy Lincoln commercial corridor, sharing space with heavy automobile traffic from Arizona Avenue to the southern city limit. Previously, Lincoln Boulevard was maintained as Caltrans right-of-way as part of California State Route 1. This right-of-way is in the process of being relinquished to the City.

11TH STREET BIKEWAY

Current Conditions: North 11th Street Segment

- Classification: Bike Route
- From: San Vicente Boulevard
- To: Wilshire Boulevard

Current Conditions: Central 11th Street Segment

- Classification: Bike Lane
- From: Wilshire Boulevard
- To: Pico Boulevard

Current Conditions: South 11th Street Segment

- Classification: Bike Route
- From: Pico Boulevard
- To: Ashland Avenue

This bikeway is the longest north-south bicycle corridor that crosses the Santa Monica Freeway without crossing entrance and exit ramps. It extends from San Vicente Boulevard to Ashland Avenue consisting of three distinct segments. The northern segment extends as a bike route from San Vicente Boulevard to Wilshire Boulevard, crossing the popular Montana Avenue commercial corridor. The central segment includes a bike lane from Wilshire to Pico Boulevard, passing commercial destinations on intersecting streets, as well as the Santa Monica College Performing Arts Center at Arizona Avenue. The southern segment reverts to a bike route, running from Pico to Ashland.

The existing bike lane segment on 11th Street contains bike lane gaps prior to intersection approaches at Arizona Avenue, Santa Monica Boulevard, Broadway, Olympic Boulevard, Michigan Avenue and Pico Boulevard. The bike lane is replaced with mixed-flow lanes just before and after the intersection to create room for left and/or right turn pockets. These treatments are technically consistent with the

California Manual of Uniform Traffic Control Devices, but improvements would add to cyclist comfort.

Additionally, there is limited signage or markings indicating the presence of a bike lane to motorists along the central segment.

17TH STREET BIKEWAY

Current Conditions: Northern Segment

- Classification: Bike Route
- From: San Vicente Boulevard
- To: Arizona Boulevard

Current Conditions: Central Segment

- Classification: Bike Lane
- From: Wilshire Boulevard
- To: Michigan Avenue

Current Conditions: Southern Segment

- Classification: Bike Route
- From: Pearl Street
- To: Marine Park

The 17th Street bikeway connects residential areas at the city's northern edge with commercial corridors and the main campus of Santa Monica College (SMC) to the south. It is composed of three distinct segments. The northern segment runs from San Vicente Boulevard to Arizona Avenue as a bike route, passing the Montana Branch Library and crossing Wilshire Boulevard. The central segment is striped with bike lanes from Wilshire to Michigan Avenue, stopping a few blocks to the north of SMC. The southern segment resumes as a bike route at Pearl and continues to the city's southern border, descending a steep grade toward Marine Park.

There is approximately a half-mile gap in the bikeway near the SMC campus. Seventeenth Street is interrupted by the campus itself, which occupies a large block between Pico Boulevard, 20th Street, Pearl Street and 16th Street. Due to the high number of students, faculty and staff commuting to and from SMC, there is demand for an improved bicycle connection through or around the campus between the central and southern segments of 17th Street.

YALE STREET/STEWART STREET/ 28TH STREET BIKEWAY

Current Conditions

- Classification: Bike Route
- From: Montana Avenue
- To: Clover Park

This bikeway connects locations on the east end of Santa Monica, serving office and retail uses along Ocean Park Boulevard, the large office district around Santa Monica Airport, the future Bergamot Station transit-oriented district along the Expo Line, and residential neighborhoods to the north. The bikeway starts on Yale Street, takes a slight jog onto Colorado Avenue, then continues on Stewart Street until it follows 28th Street. It terminates at the parking area at the south end of Twenty-Eighth Street, adjacent to Clover Park and the Santa Monica Airport property. The bikeway also provides access to Lighthouse Church and High School, Santa Monica College's Arts Campus, the Stewart Street municipal facilities, and Stewart Street Park.

The brief jog onto Colorado to get between Yale and Stewart involves one left turn off of Colorado, which could deter less experienced or less confident cyclists. It is preferable to provide guidance for making these turns via pavement markings or some other method. South of Ocean Park, there are angled parking spaces on either side of the roadway.

Existing Bikeways Running West and East

SAN VICENTE BOULEVARD BIKEWAY

Current Conditions

- Classification: Bike Lane
- From: Ocean Avenue
- To: 26th Street/eastern city limit

San Vicente Boulevard serves recreational cyclists, as well as commuters to downtown Santa Monica, Brentwood, Westwood, and UCLA through the city's northern neighborhoods. This bike lane runs along a two-lane roadway separated by a broad parkway with a landscaped median and few traffic signals, making it ideal for fast riding.

The existing bike lane is in overall good condition. The current connection to the Ocean Avenue bikeway could be improved for cyclists traveling westbound on San Vicente. Through the public outreach process cyclists indicated a desire to widen the current bike lanes.

MONTANA AVENUE BIKEWAY

Current Conditions

- Classification: Bike Lane
- From: 7th Street
- To: 20th Street

The Montana Avenue bikeway provides connections to sites such as Roosevelt Elementary, the Montana Branch Library, and various destinations along the Montana commercial corridor.

From 7th Street to 20th Street, Montana has one auto through lane and one bike lane in each direction, along with a center turn lane. As with other popular commercial areas, Montana Avenue exhibits frequent turnover of on-street parking spaces requiring cars to pull toward and away from the curb across the bike lane. The lane stops several blocks short of the Ocean Avenue bike lanes on its western end, with bikes running in mixed-flow traffic from 7th to Ocean.

WASHINGTON AVENUE BIKEWAY

Current Conditions

- Classification: Bike Route
- From: Ocean Avenue
- To: Stanford Avenue

The Washington Avenue Bikeway was established to provide service along an east-west residential corridor north of Wilshire Boulevard and south of Montana Avenue. Washington Avenue provides access to Palisades Park on its western end and connects with the Yale Street/Stewart Street/28th Street Bikeway for travel to the Ocean Park Boulevard business district.

The Washington Avenue Bikeway provides a quiet and low-stress corridor for travel to and from Downtown, St. Monica's Elementary and Catholic High School, First United Methodist Church, and Lincoln Middle School. As with many residential streets, frequent stop signs on the western end of the route can make Washington inconvenient for longer-distance travel.

CALIFORNIA AVENUE BIKEWAY

Current Conditions

- Classification: Bike Lane
- From: Ocean Avenue
- To: 17th Street

The California Avenue bikeway serves centrally located destinations in Santa Monica, providing connections to Reed Park and Lincoln Junior High School. Its western terminus at Ocean Avenue provides a key point of access to Palisades Park, while the California Incline offers a connection to the Beach Bike Path and Pacific Coast Highway. West of 7th Street, California has one auto through lane, one bike lane and curbside parking in each direction, with a narrow median in the center of the roadway. The median is replaced by a double-yellow centerline east of 7th Street.

Frequent stop signs on California can make longer-distance bicycle trips inconvenient. In addition, the incline is a difficult ascent from PCH and carries heavy auto traffic in both directions.

ARIZONA AVENUE BIKEWAY

Current Conditions: West Arizona Segment

- Classification: Bike Lane
- From: Ocean Avenue
- To: 26th Street

Current Conditions: East Arizona Segment

- Classification: Bike Route
- From: 26th Street
- To: Centinela Avenue, continuing into Los Angeles

This bikeway includes two segments that link the center of Santa Monica with neighborhoods and destinations to the east, continuing as a bike route across the Los Angeles city limit toward West Los Angeles, Westwood and UCLA. Key Santa Monica destinations include McKinley Elementary, St. John's Health Center, Santa Monica UCLA Medical Center, and the Santa Monica College Madison Campus, as well as Downtown-area destinations such as the Third Street Promenade and Palisades Park. A stairway and bridge from Arizona Avenue to the beach bicycle trail and Pacific Coast Highway provide a challenging connection.

The Downtown portion of the bikeway sees high on-street parking turnover and demand for vehicle access. Outside of Downtown the bikeway connects into Los Angeles; however, frequent stop signs slow the pace of riding.

The bikeway currently consists of the following two segments: West Arizona, with striped bike lanes between Ocean and 26th Street; and East Arizona, a bike route running from 26th Street to the city's eastern border at Centinela Avenue.

BROADWAY BIKEWAY

Current Conditions

- Classification: Bike Lane
- From: 5th Street EB/7th Street WB
- To: Centinela Avenue

The Broadway Bikeway is the primary east-west bicycling corridor in the central part of the city. This bikeway provides access to offices in the eastern part of the City and to Downtown destinations, as well as West Los Angeles. From 7th Street to 26th Street, Broadway consists of one auto through lane, one bike lane and curbside parking in each direction, with a two-way left turn lane in the center (a bike lane is also striped from 5th Street to 7th, but only in the eastbound direction). East of 26th Street, the center turn lane is replaced by a median, and Broadway becomes a residential street environment.

The bike lane stops several blocks short of key Downtown destinations such as the 3rd Street Promenade and Santa Monica Place. Additionally, the western portions of the bikeway see high parking turnover, with popular on street parking adjacent to the bike lane. Finally, the western end of the existing bikeway from 5th Street to 7th Street contains a bike lane only in the eastbound direction, with westbound bikes and autos running in mixed-flow traffic from 7th Street to 5th Street.

SANTA MONICA HIGH SCHOOL BIKEWAY

Current conditions

- Classification: Bike Route
- From: 4th Street
- To: Lincoln Boulevard

This one-way bikeway follows the northern edge of Santa Monica high school as a bike route, stretching from 4th Street to Lincoln Boulevard along Olympic Drive. This stretch of Olympic serves as a frontage road for the high school and parallels Interstate 10.

PEARL STREET + JOSLYN PARK NEIGHBORHOOD + BICKNELL AVENUE BIKEWAYS

Current Conditions: East Pearl Street Segment

- Classification: Bike Route
- From: 17th Street
- To: Centinela Boulevard

Current Conditions: West Pearl Street Segment

- Classification: Bike Lane
- From: Lincoln Boulevard
- To: 17th Street

Current Conditions: Strand Street + Kensington Road + Beverly Avenue + Hollister Avenue + 6th Street Segment

- Classification: Bike Route
- From: 4th Street
- To: Lincoln Boulevard

Current Conditions: Bicknell Avenue Segment

- Classification: Bike Route
- From: 4th Street
- To: Barnard Way

The segments combining to form this collection of bikeways serve as the southernmost link between the City's Main Street retail corridor and neighborhoods and destinations to the east. Connections along this bikeway serve Grant Elementary, Santa Monica College, John Adams Middle School, New Roads Elementary School, Will Rogers Elementary School, Joslyn Park, Los Amigos Park, Hotchkiss Park, Crescent Bay Park, and the beach.

Two segments run along Pearl Street from the city limit at Centinela Avenue to Lincoln Boulevard; with a signed bike route to the east of 17th and striped bike lanes to the west. The next segment continues with a jog north or south on Lincoln to two parallel bike routes that connect to 4th Street. The northern segment runs along Strand Avenue, while the southern segment travels via Kensington Road, Beverly and Hollister Avenues, joining up with the Strand segment via the 6th Street north-south bike route. The north-south bike route on 4th Street provides a connection to Bicknell Avenue, which continues as a bike route from 4th to Barnard Way and the beach.

Topography presents a challenge, as the western segments ascend and/or descend steep grades between Lincoln and Main, and the eastbound bike lane on Pearl makes a brief yet steep climb just east of 11th Street. Additional challenges occur to get across Lincoln, which requires at least one non-signalized turn onto or off of Lincoln, which carries heavy auto traffic.

OCEAN PARK BOULEVARD BIKEWAY

Current Conditions

- Classification: Bike Lane
- From: Barnard Way
- To: Cloverfield Boulevard

The Ocean Park Boulevard Bikeway provides local connections to Fairview Library, the Main Street retail corridor, Olympic High School, John Muir Elementary School, Ocean Park Library, and Dorothy Green Park. From Barnard Way to Cloverfield Boulevard, Ocean Park contains one bike lane in each direction in addition to one auto through lane and on-street parking, with a two-way left turn lane in the center of the roadway.

The topography on Ocean Park is difficult, as the street traverses an area of rolling hills between Main and 14th Streets and makes multiple moderately steep ascents in each direction.

ASHLAND AVENUE BIKEWAY

The Ashland Avenue Bikeway consists of two segments running the length of Ashland Avenue, broken only by a slight jog at Lincoln Boulevard. It runs from Barnard Way through a residential neighborhood to its terminus at Clover Park and 25th Street. The bike-way crosses the Main Street and Lincoln Boulevard commercial corridors along the way.

The jog at Lincoln requires an unsignalized left turn when traveling eastbound, which can be an intimidating obstacle for even the most experienced cyclists. Though inconvenient, cyclists can dismount and walk to the light. The other challenge for this bikeway is the steep terrain changes throughout its course.

Current Conditions: Western Segment

- Classification: Bike Route
- From: Barnard Way
- To: 25th Street