

# 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.

## 4<sup>TH</sup> 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.

## 6<sup>TH</sup>/7<sup>TH</sup> 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 7<sup>th</sup> and 6<sup>th</sup>

Street. There is no direct connection, requiring one to walk their bike along Pico and use the signalized crossing at 6<sup>th</sup> 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.

## 11<sup>TH</sup> 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.

### 17<sup>TH</sup> 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 17<sup>th</sup> 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, 20<sup>th</sup> Street, Pearl Street and 16<sup>th</sup> 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 17<sup>th</sup> 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 28<sup>th</sup> 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.



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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***

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

