

BERGAMOT AREA FIRST/LAST MILE IMPROVEMENTS



Funded in part by Metro,
a partner in the community



April 2, 2024

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PROJECT
BACKGROUND



2

PROJECT
DESIGN



3

CONSTRUCTION
SCHEDULE



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BACKGROUND & GUIDING PLANS



Bergamot Area Plan (2013/2023)



Bike Action Plan Amendment (2020)



Climate Action & Adaptation Plan (2019)



Vision Zero & Local Roadway Safety Plan (2022)

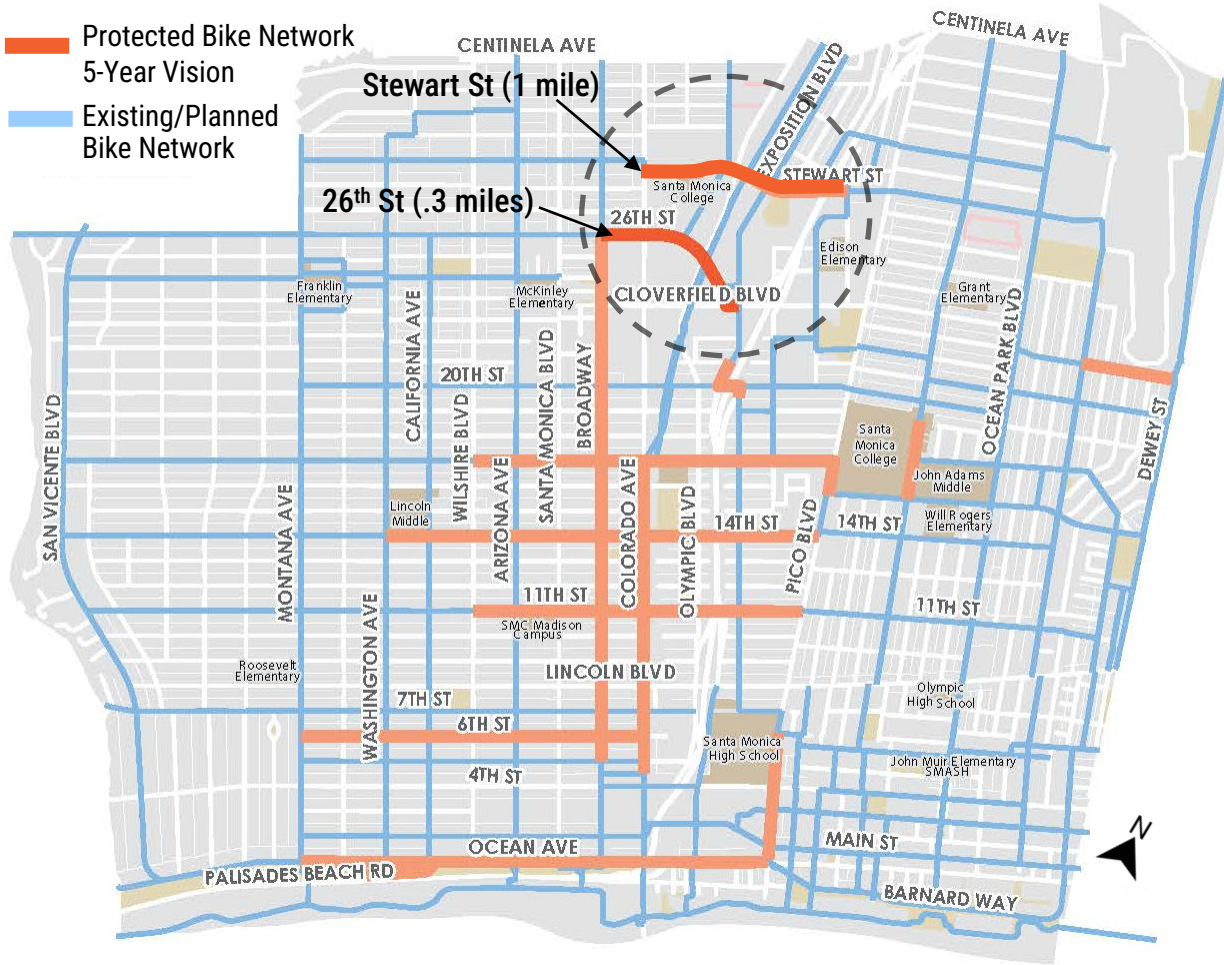


Pedestrian Action Plan (2016)

KEY CORRIDORS & INTERSECTIONS

Santa Monica Protected Bike Network 5-Year Vision

- Protected Bike Network 5-Year Vision
- Existing/Planned Bike Network



Santa Monica Priority Network (Collisions 2015-2019)



OUTREACH

Community Presentations

- 9/2013 – Bergamot Area Plan Adopted by Council
- 7/2015 – Land Use & Circulation Element Amendment
- 9/2017 – First/Last Mile Workshop Bergamot Area
- 1/23/2018 – City Council Awards Design Contract
- 11/14/2019
- 12/2/2019
- 2/20/2022
- 3/13/2024 – Pico Neighborhood Association
- 3/19/2024 – Mid-City Neighbors
- 4/2/2024 – SM Spoke

Open Houses

- 12/14/2019 Virginia Avenue Park Library Annex
- 12/18/2019 Edison Language Academy

Booths at Community Events

- 5/18/2023 – Bike to Work
- 8/1/2023 – National Night Out
- 12/2/2023 – 17th St Ribbon Cutting
- 5/16/2024 – Bike Month

Booths at Community Events

- 5/18/2023 – Bike to Work
- 8/1/2023 – National Night Out
- 12/2/2023 – 17th St Ribbon Cutting
- 4/22/2024 – Earth Day
- 5/16/2024 – Bike Month

Mailers and Door-to-door

- 9/2019
- 5/2024

Project Website, Notices, and Flyers

Ongoing through end of construction

Stewart and Pennsylvania Safety Enhancement Project
Proyecto de Mejoramiento de Seguridad para la calle Stewart y Pennsylvania

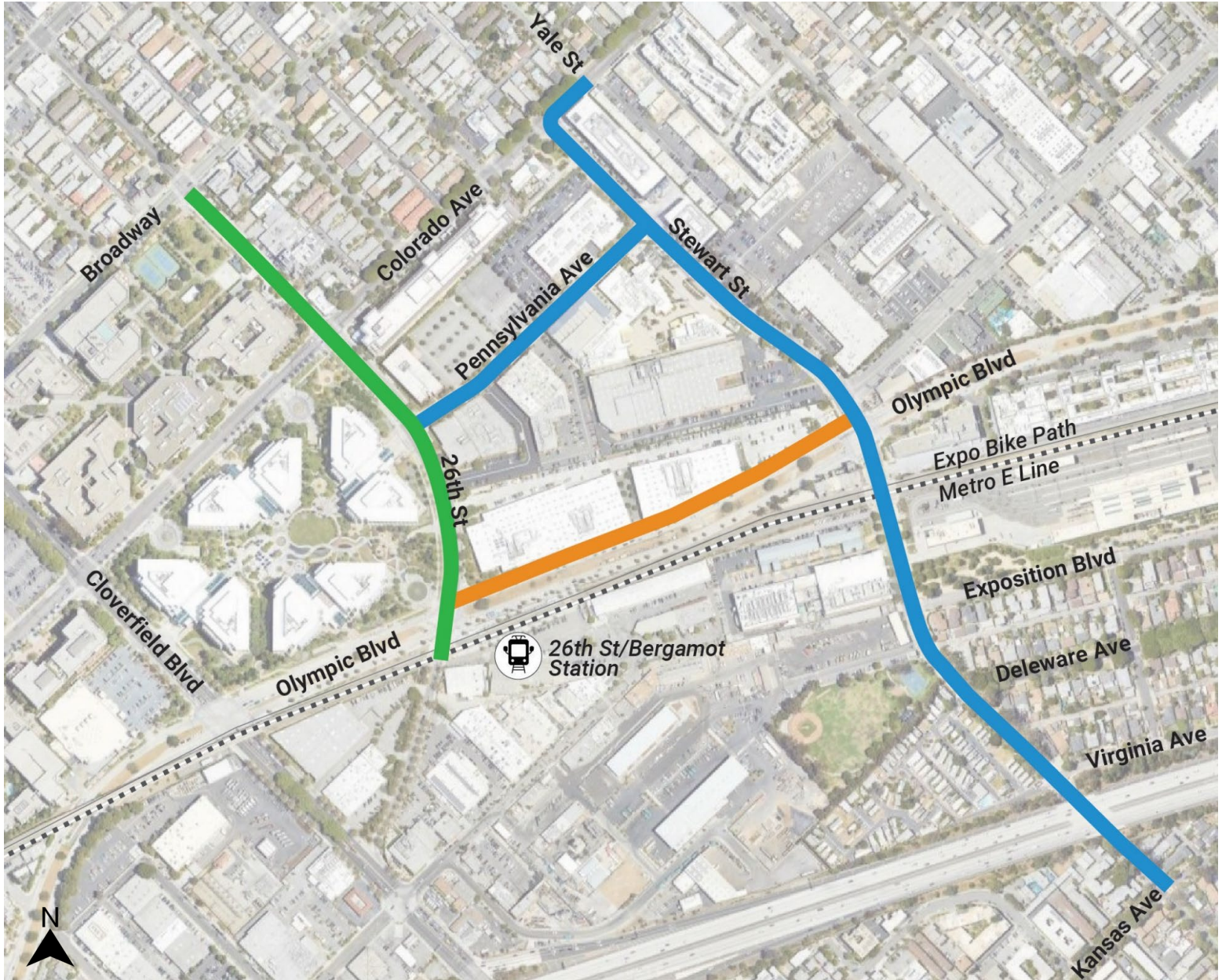
Project Context / Contexto del Proyecto

The graphic includes an 'Improvement Overview' section with icons for Curb Extensions / Accessible Ramps, Protected Bike Lane, and Pedestrian Lighting. It features a map of the project area with various improvement locations marked. A 'Timeline / Cronograma' section shows three stages: 'Concept Plan Plan Conceptual' (Now / Ahora), 'Final Design Diseño Final' (2020), and 'Construction Construcción' (2021).




Mailers sent to residents and businesses within 750 feet of project area



KEY CORRIDORS



Bergamot Area First/Last Mile Improvements

-  Olympic Blvd from 26th St to Stewart St (.3 miles)
-  26th St from Olympic Blvd to Broadway (.3 miles)
-  Stewart St from Colorado Ave to Kansas Ave;
Colorado Ave from Stewart St to Yale St;
Pennsylvania Ave from 26th St to Stewart St (1 mile)

A NEED FOR HIGH QUALITY INFRASTRUCTURE

Parked cars in bike lanes block bicyclists and scooter users, forcing unsafe conditions



Broadway & 19th St

Drivers destroy plastic bollards



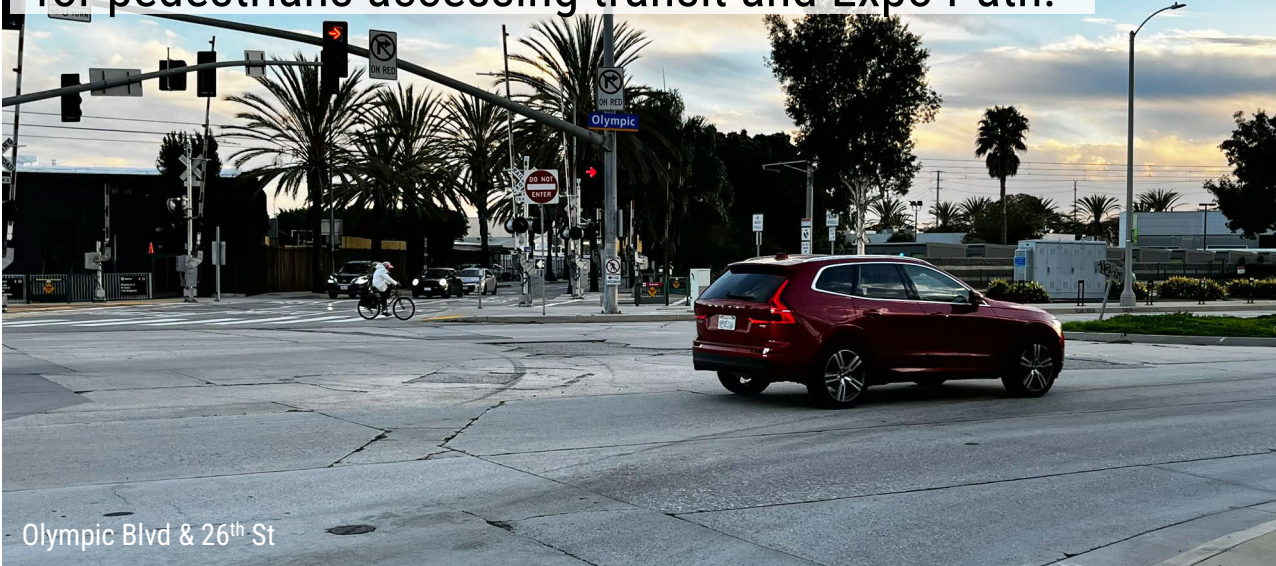
Ocean Ave & Colorado Blvd

Moving cars next to regular bike lanes create high stress networks



Ocean Park Blvd & Lincoln Blvd

Missing crosswalk and sidewalk creates a barrier for pedestrians accessing transit and Expo Path.



Olympic Blvd & 26th St

Illegal maneuvers and poor visibility.



Stewart St & Nebraska Ave

Gaps in bike network force riders to compete for space among moving vehicles and unpredictable turns.



Colorado Ave & Yale St

Sidewalk gaps force pedestrians to navigate unstable conditions or to walk in the street.



Pennsylvania Ave between Stewart St & 26th St

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NEXT
STEPS



OLYMPIC BLVD FROM 26TH ST TO STEWART ST

PROJECT ELEMENTS



New Sidewalk, Trees, & Street Lights

The project will construct a new 7' sidewalk where there is not one today to close gaps in the pedestrian network and reduce barriers for people walking and rolling to/from the Metro train station and the surrounding employment area. In addition, thirty-two (32) trees and ten (10) streetlights will be installed.



Close Slip Lane

The project will modify the northeast corner of Olympic Blvd and 26th St to remove the channelized right turn or slip lane. This will reduce speeds for turning vehicles and improve sightlines.

26TH ST FROM OLYMPIC BLVD TO BROADWAY

PROJECT ELEMENTS



Protected Bike Lane

Concrete barriers will be installed to create a protected bikeway on 26th St from Olympic Blvd to Broadway, eventually forming a connected network to the future Broadway protected bike lanes from 5th to 26th and to the Expo Bike Path.

Leading Pedestrian Interval (LPI)

Traffic signal timing adjustments such as an LPI will be implemented at signalized intersections to give pedestrians the opportunity to enter an intersection a few seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk and are more visible to motorists which improves yielding compliance.

Bike Box & Turn Restrictions

A bike box will be installed on 26th St and Broadway for northbound travel to make space for bicyclists and scooter users to have a head start through the intersection while drivers wait behind the stop line. A bike box also helps bicyclists and scooter users be more visible, helps with making left turns, and avoids right hook-type crashes. Drivers will be precluded from turning right on red at the southeast corner.

STEWART ST & PENNSYLVANIA AVE

PROJECT ELEMENTS



Protected Bike Lane

Concrete barriers will be installed on Stewart St from Colorado Ave to the I-10 freeway underpass to create a protected bike lane. The new design will shift the existing bike lanes closer to the curb while parking will shift away from the curb. This treatment increases safety and comfort while also attracting more riders of all ages and abilities.



Leading Pedestrian Interval (LPI)

Traffic signal timing adjustments such as an LPI will be implemented at signalized intersections to give pedestrians the opportunity to enter an intersection a few seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk and are more visible to motorists which improves yielding compliance.



Bicycle Traffic Signals

A dedicated signal alerting bicyclists that they can cross through the intersection without vehicular traffic moving.

Bicycle signals will be installed at Stewart St/Colorado Ave and Stewart St/Olympic Blvd.

STEWART ST & PENNSYLVANIA AVE

DESIGN ELEMENTS OF THE BIKE FACILITY



23rd St & Marine St

Plastic Bollards (K71s)

Plastic bollards will be installed along Colorado Ave from Stewart St to Yale St.



17th St & Colorado Ave

Concrete Curb

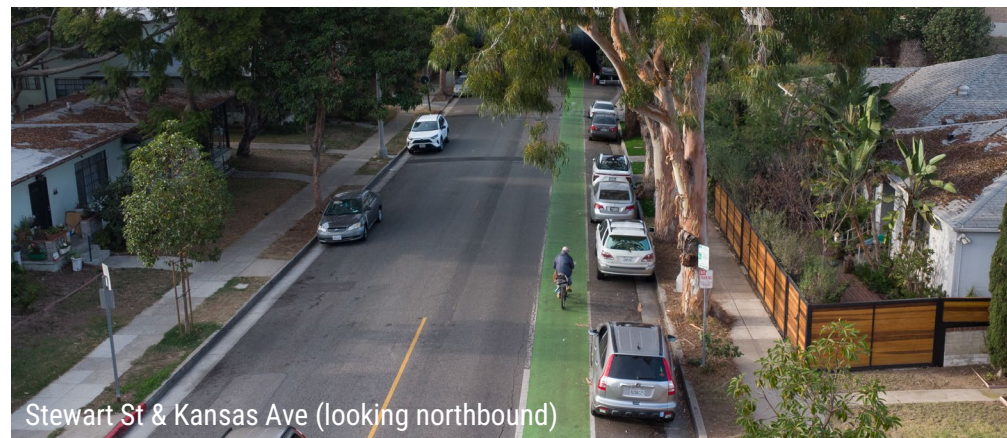
Concrete barriers will be installed along Stewart St from Colorado Ave to I-10 freeway underpass.



Stewart St & Kansas Ave - rendering

Sidewalk Level

Raised facility on Stewart St from Virginia Ave to Kansas Ave.



Stewart St & Kansas Ave (looking northbound)

Standard Bike Facility

East side only - Existing facility on Stewart St from Delaware Pl to Kansas Ave will remain as is, with no barrier installation.

STEWART ST & PENNSYLVANIA AVE

PROJECT ELEMENTS



Colorado Ave & Yale St



Ocean Ave & Colorado Ave



Stewart St & Nebraska Ave

Bike Gap Closure & Turn Restrictions

Bicyclists will have a dedicated left turn to connect to Yale St. Left turns from Colorado Ave onto Yale St will be restricted for drivers. The existing crosswalk at Colorado Ave and Yale St will be removed to reduce conflicts and decision points that need to be made within this tight space.

Bus Boarding Island

Two bus boarding islands will be installed on Stewart St; one near Colorado Ave and one near Pennsylvania Ave for southbound and northbound buses. Bus operators will stop in-lane with traffic to load/unload passengers. This design improves transit efficiency and eliminates bus/bike conflicts.

Curb Extension & Turn Restrictions

A curb extension will be added on the south corner of Nebraska Ave to shorten crossing distance, reduce pedestrian exposure to moving vehicles, and reduce turning speeds; a right-turn only sign will also be installed on Nebraska Ave.

A 5' center median will be installed on Stewart St to prevent left-turns out of and into Nebraska Ave.

STEWART ST & PENNSYLVANIA AVE

PROJECT ELEMENTS



Existing - Stewart St & Kansas Ave



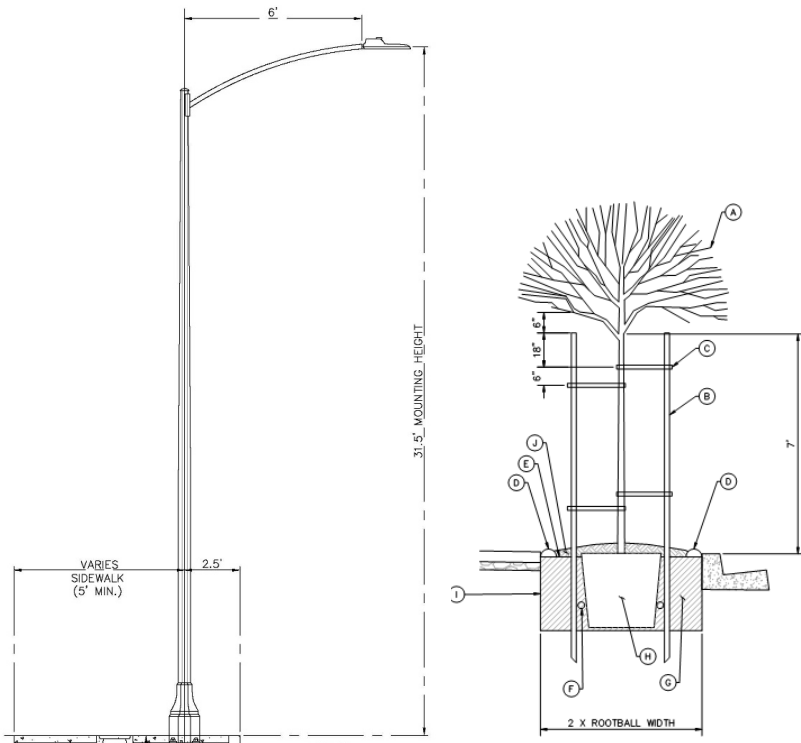
Planned - Stewart St & Kansas Ave

Raised Bicycle Facility

A short section (240 feet) of the bike facility from the I-10 freeway underpass to Kansas Ave, will be raised to sidewalk level. The 8-foot bikeway will contain signage and bike markings to clarify the space allocated for bicyclists and scooter. The project terminates at Kansas Ave, connecting users to nearby schools, parks, and the Michigan Ave Neighborhood Greenway (MANGo).

STEWART ST & PENNSYLVANIA AVE

PROJECT ELEMENTS



Install Lighting & Street Trees

Twenty (20) new trees and nineteen (19) new street and pedestrian light poles will be installed along Pennsylvania Ave. between 26th St and Stewart St.





New Sidewalk

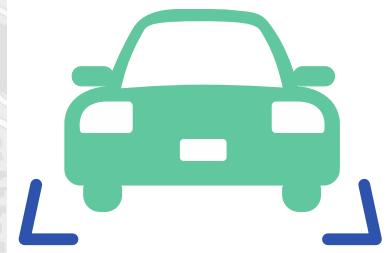
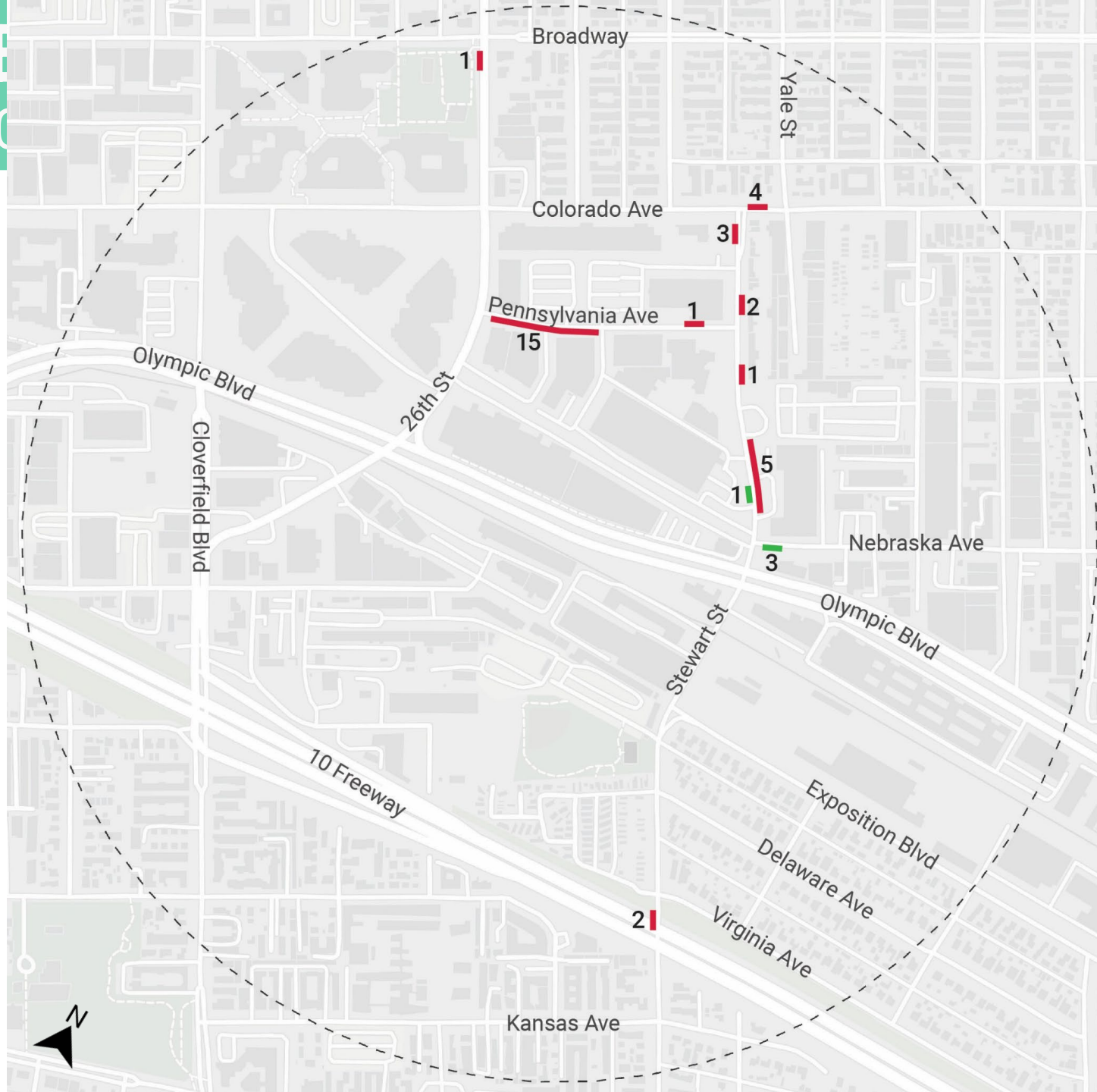
A new sidewalk, ranging from 5' to 15' wide, will be constructed on Pennsylvania Ave. between 26th St. and Stewart St. where there is not one today.

Parking on the south side of Pennsylvania Ave will be removed to accommodate the new sidewalk which will provide a safe path of travel for people walking and bicycling to/from work, home, Santa Monica College, Metro E Line, and Expo Bike Path.

PARKING INVESTMENT

SPACES TO BE REMOVED

-  Parking space removed
-  Parking space added



LOADING & ACCESS



Loading Access

Loading zones will be maintained. Identify if there is new demand and deter potentially dangerous and illegal parking activity such as double parking, bike lane obstruction or parking in red zones.



ADA Needs

Ensure access for individuals with disabilities per the Americans with Disabilities Act (ADA).



Emergency and Street Services

Design review and coordination with internal departments to ensure access for emergency vehicles, trash pickup, and street sweeping.

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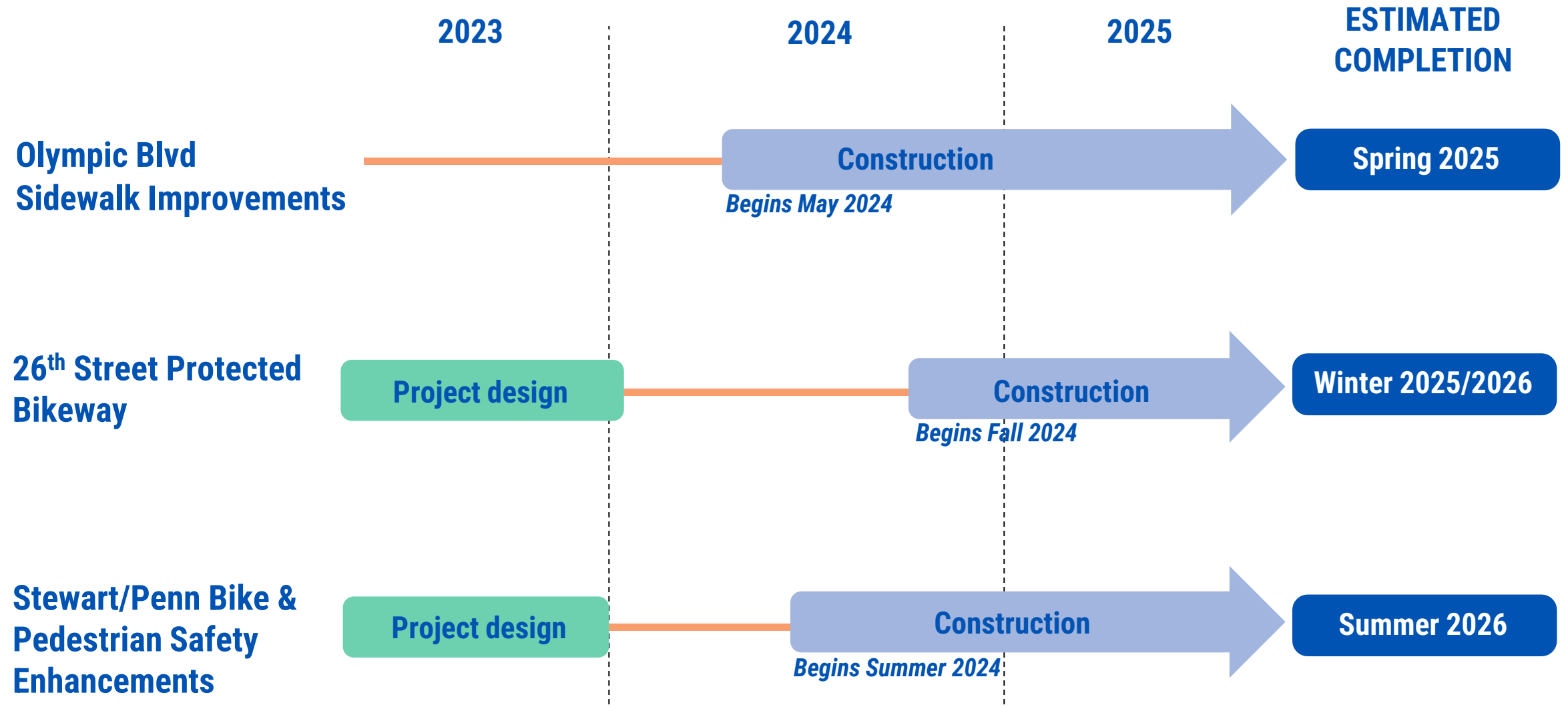
PROJECT
DESIGN

3

CONSTRUCTION
SCHEDULE



CONSTRUCTION SCHEDULE



Schedule may be subject to change.

THANK YOU



Visit the project webpage to learn more
santamonica.gov/mobility-projects/bergamot-first-and-last-mile-improvements
or contact jacqui.swartz@santamonica.gov