

MEMORANDUM

To: Shayne Smith
 Cc: Kyle Kozar, Rachel Om
 From: Paul Martin, PE, TE
 Date: February 22, 2024
 RE: Public Input Summary

Project No.: 22-00208

As requested by the City of Santa Monica, we have prepared this memorandum summarizing public input for the East Pico Quick Build Safety Project.

Project Overview

The East Pico Safety Project (Project) represents a pivotal step in enhancing pedestrian and bicycle safety along the key stretch of Pico Boulevard between South Centinela Avenue and 27th Street. Using grant funding provided by the Southern California Association of Governments (SCAG), this project will deliver targeted roadway safety improvements developed through a comprehensive community engagement process. Figure 1 below outlines the Project location map.

The City of Santa Monica’s approach has been multifaceted. Initially, we conducted a detailed analysis of traffic collision data to identify critical areas needing attention, ensuring that our efforts are data-driven and targeted. In tandem with this, we launched a robust community engagement strategy, which included forming a Community Advisory Committee (CAC), a representative group comprising leaders from neighborhood groups, non-profits, affordable housing sectors, parents, schools, and local businesses.



Figure 1 Project Location Map of East Pico Boulevard between 27th St. and Centinela Ave.

The CAC has played a crucial role in shaping the project, providing diverse perspectives and localized knowledge. City staff hosted the CAC to present project details and facilitate meaningful dialogue, ensuring that the committee’s feedback is intricately woven into the project’s framework.

Further elements of our community engagement strategy included a walk audit, three (3) community outreach events, and an online map-based survey. Engagement opportunities were promoted to the community through email newsletters, flier distribution, and social media posts. The walk audit offered community members a hands-on opportunity to assess the area, providing valuable perspectives into specific challenges and potential solutions. The community touchpoints fostered interactive dialogue and idea exchange during popular community events, such as the Virginia Avenue Park Farmers Market. The online survey built upon these efforts by offering an accessible platform for wider community participation, ensuring a broad spectrum of perspectives.

The input gathered from these community interactions is invaluable. The findings will not only guide the project’s quick-build safety improvements but also inform our long-term safety strategies. Documenting this engagement process serves a dual purpose – memorializing the collective effort and diverse voices that have contributed to this project while strengthening our position to obtain grant funding needed to fully realize the community’s vision. This documentation will also act as a reference for evaluating the project’s impact over time, ensuring continuous improvement and alignment with community needs.

The East Pico Boulevard Safety Project, through its data-driven and community-focused approach, represents a model for roadway safety improvements. It underscores the City of Santa Monica’s commitment to creating safer, more inclusive public spaces by harmoniously blending technical analysis with active community participation.

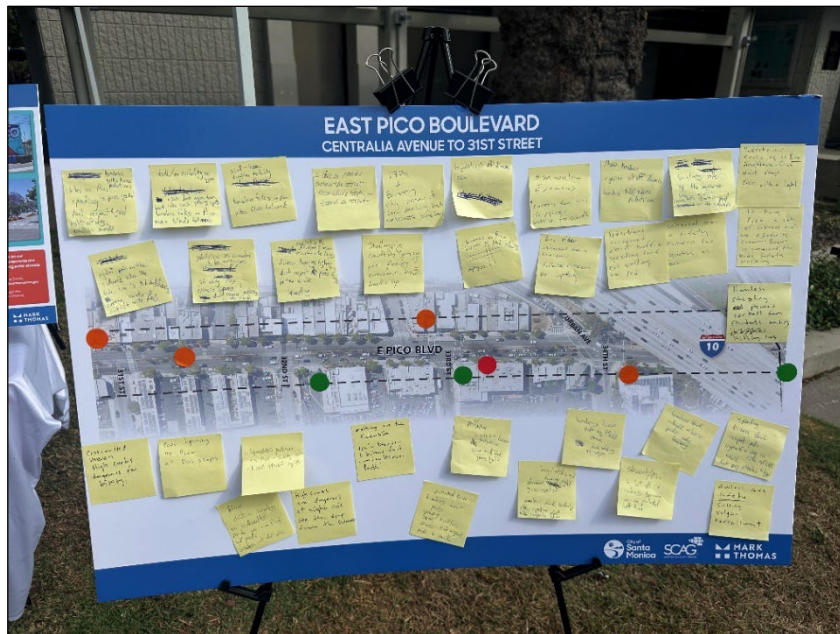


Figure 2 Feedback Board with Comments

Community Engagement

The community engagement process provides an opportunity to both inform the community and obtain feedback that guides project development. The information component outlines the project purpose, benefits, and timeline. The feedback component collects community input that identifies issues and challenges and guides project location selection and design. The Community Engagement process focused on the following goals:

- Increase project awareness.
- Identify safety challenges and location-specific concerns.
- Ensure feedback represents a broad and diverse swath of the community.

Community Engagement materials such as event marketing, information exhibits, feedback posters, and flyers were provided in English and Spanish, with translators available at all community engagement events.



Figure 3 In-Person Engagement with Community Residents

Walk Audit

On Saturday, October 7, 2023, the City of Santa Monica hosted a walk audit open to the general public. In total 32 members of the community converged on McCabe’s Guitar Shop to hear about the project and participate in the walk audit of the East Pico Safety Project area. The presentation introduced the project goals and was followed by a Q&A session where community members offered preliminary comments and queries. Event participants included Santa Monica Families for Safe Streets, Pico Business Improvement District, Santa Monica Unified School District crossing guards, Urban Avenue neighborhood residents, McCabe’s business owner, In2Deep Diving business owner, and residents from the adjacent neighborhoods.

The walk audit itself was strategically divided into three (3) routes, each covering different segments of the project corridor to ensure a thorough assessment of the entire area. Figure 4 Walk Audit Routes tracks the routes through the Project study corridor and neighboring community.

1. Route 1: Pico Boulevard and 31st Street to South Centinela Avenue.
2. Route 2: Pico Boulevard and 31st Street to 27th Street.
3. Route 3: Loop around Dorchester Avenue towards a pedestrian tunnel under the freeway and return to the start on Urban Avenue.



Figure 4 Walk Audit Routes

Participants were organized into groups and guided by project team leaders. During the audit, participants were prompted with a series of questions designed to elicit observations on safety issues specific to their route. These questions encouraged participants to identify safety concerns not apparent in pre-existing data, such as near-misses, unmarked pedestrian crossings, instances of unsafe roadway behavior, and areas with traffic congestion.

Primary walk audit feedback includes:

- Insufficient North/South pedestrian crossings.
- Despite bike parking, few brave the speeding traffic due to the absence of bike lanes.
- Trees offer shade but obstruct store visibility and street safety. Concerns include tree damage, debris, and routine upkeep.
- Excessive noise from speeding cars along Pico Boulevard discourages pedestrians and disrupts conversations.
- The community values art and design in beautifying Pico Boulevard for better bike and pedestrian friendliness.

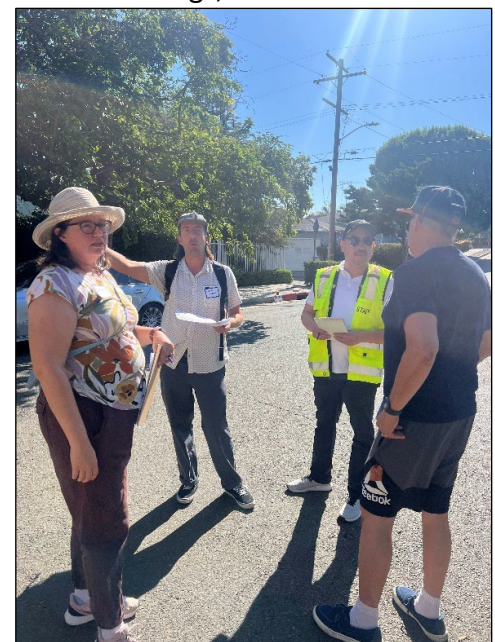


Figure 5 Walk Audit Discussion

The walk audit’s interactive format enabled a deep and meaningful dialogue between community members and the project team. Such engagement is highly valuable, allowing for nuances and unique community challenges to be fully captured and understood. The input gathered from this exercise is instrumental in shaping the project’s final recommendations, ensuring the project’s design is both data-informed as well as reflective of the community’s lived experiences and safety needs.

The full Walk Audit Report is in Appendix A.

Community Outreach Events

The City of Santa Monica organized three (3) public outreach opportunities to inform community members of the project and to collect feedback to guide project development. The Community Outreach events were hosted at the following:

- Westside Food Mobile Pantry at Virginia Avenue Park on November 13, 2023, from 8:30 a.m. to 12 p.m.
- Small Business Saturday at the 33rd Street and 31st Street intersections on November 25, 2023, from 9:00 a.m. to 1:00 a.m.
- The Virginia Avenue Park Farmer’s Market on December 2, 2023, from 9 a.m. to 1 p.m.

The public outreach event locations directly overlapped with several prescheduled community programs including the City’s Annual Candy Cane Drive, weekly local farmers market, busy shopping centers, health screening clinic, community sewing class, and the mobile food pantry’s turkey giveaway before the Thanksgiving holiday.

Participants sharing safety feedback could select one of several giveaways including pre-loaded Big Blue Bus TAP cards, Go SaMo-branded bags/T-shirts/hats/socks, and bicycle helmets.

The Project Team featured League Cycling Instructors who performed helmet fittings for recipients to ensure appropriate fit (See Figure 7). The team also provided additional education materials on existing City resources including a City-provided Homelessness Services Resources document.

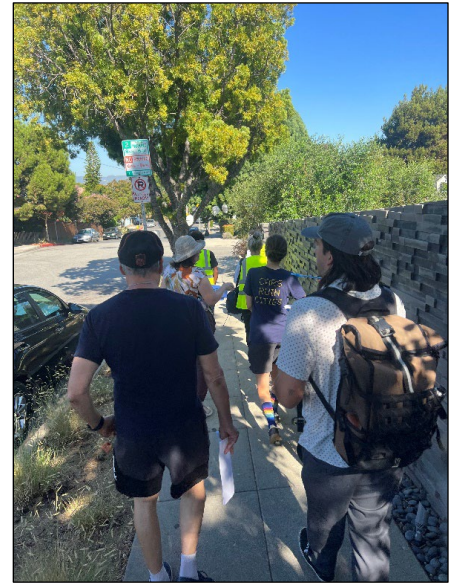


Figure 6 Walk Audit Participants



Figure 7 Project Team Member Fitting a Helmet with Participant

As a result of the events-based outreach, the City collected 357 unique comments from 161 participants. The strategy to go to residents, aided in ensuring feedback that is representative of the diverse community, such as collecting input from 74 monolingual Spanish speakers. In total, the input was collected from the following:

- Community-Based Organizations including Pico Neighborhood Association, Santa Monica Families for Safet Streets, Pico Business Improvement District, and Friends of Sunset Park.
- Local business owners and staff
- Customers of Trader Joe’s, Best Western, McCabe’s, and In2Deep Diving school
- Out-of-town participants, primarily Best Western customers, emphasized dependence on transit and walking during their stay in Santa Monica.



Figure 8 Community Touch Outreach Event



Figure 9 Project Engagement Table



Figure 10 Project Team meeting with Community Members

Online Survey Map

The City of Santa Monica developed and hosted an online survey map from October 1, 2023, to December 31, 2023. The map was hosted on the Social Pinpoint platform and provided a comprehensive project overview and featured user-friendly comment options. Participants could select a comment type from six (6) predetermined categories: Difficult Crossing Conditions, Poor Visibility, Speeding, Risky Roadway Behavior, Sidewalk Conditions, Lack of Bike Lane, Congestion, or Other. Participants could then place a marker within the project area map and submit open-ended comments. Participants could also submit basic demographic information and photos to further describe their safety concerns. This digital engagement opportunity provided an accessible option for community members unable to attend in-person engagements. Figure 11 illustrates the Social Pinpoint interface. The numbers indicate the number of comments at each location and the color represents a comment category.

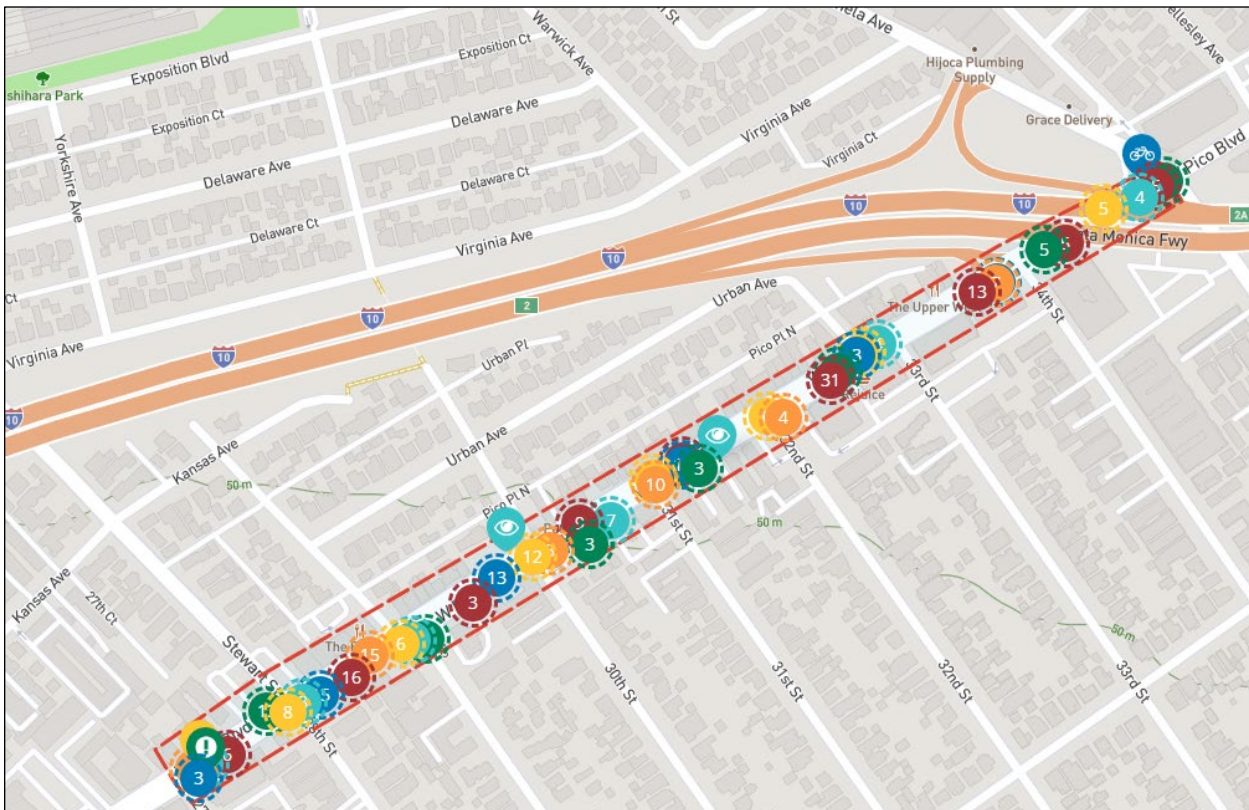


Figure 11 Screen Grab of Social Pinpoint Interface

Key Safety Issues

Key safety issues were identified through the evaluation of comments collected from each of the community engagement options. The Key Safety Issues include several components centered around behavior/causal factors and locations.

The Community Engagement process collected 357 comments that were categorized as Placemaking, Sidewalk Conditions, Lack of Bike Lanes, Congestion, Difficult Crossing Conditions, Poor Visibility, Risky Roadway Behavior, and Speeding as the major issues, with Other representing less frequently noted issues.

Placemaking refers to the corridor’s general built environment and how it serves to attract visitors and foster a sense of community. Placemaking issues included lack of maintenance, landscaping needs, and urban design that centers businesses away from the street.

Sidewalk Conditions include access challenges regarding curb ramp conditions, uneven pavement, narrow widths that cannot accommodate mobility devices and strollers, and obstructions such as electrical boxes.

Difficult Crossing Conditions include drivers failing to yield to pedestrians, traffic blocking crosswalks and driveways, absence of crosswalks and traffic signals, crossing distances, and signal timing.

Risky Roadway Behavior actions include drivers entering driveways at unsafe speeds, driving distracted, and failing to obey traffic signals, stop signs, and the RRBF signal.

Figure 12 Key Issues measures the Community’s safety concerns throughout the corridor with Difficult Crossing Conditions as the primary issue followed by Risky Roadway Behavior and Speeding.

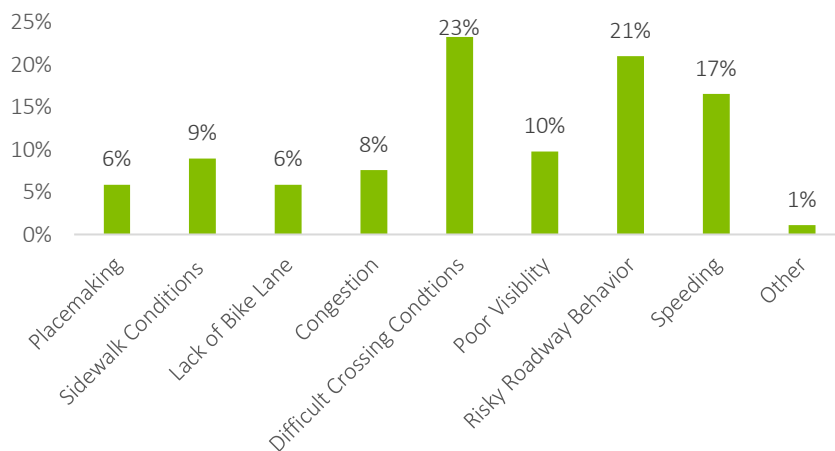


Figure 12 Key Issues

The community identified location-specific challenges within the Project corridor. Figure 13 provides a heat index to reflect the number of comments submitted per location. Most comments were located at the intersections, with the 31st Street intersection receiving the most comments, followed by the Urban Avenue/33rd Street intersection, and the Stewart Street/28th Street intersection. The non-intersection comments were located primarily between 31st Street and 32nd Street.

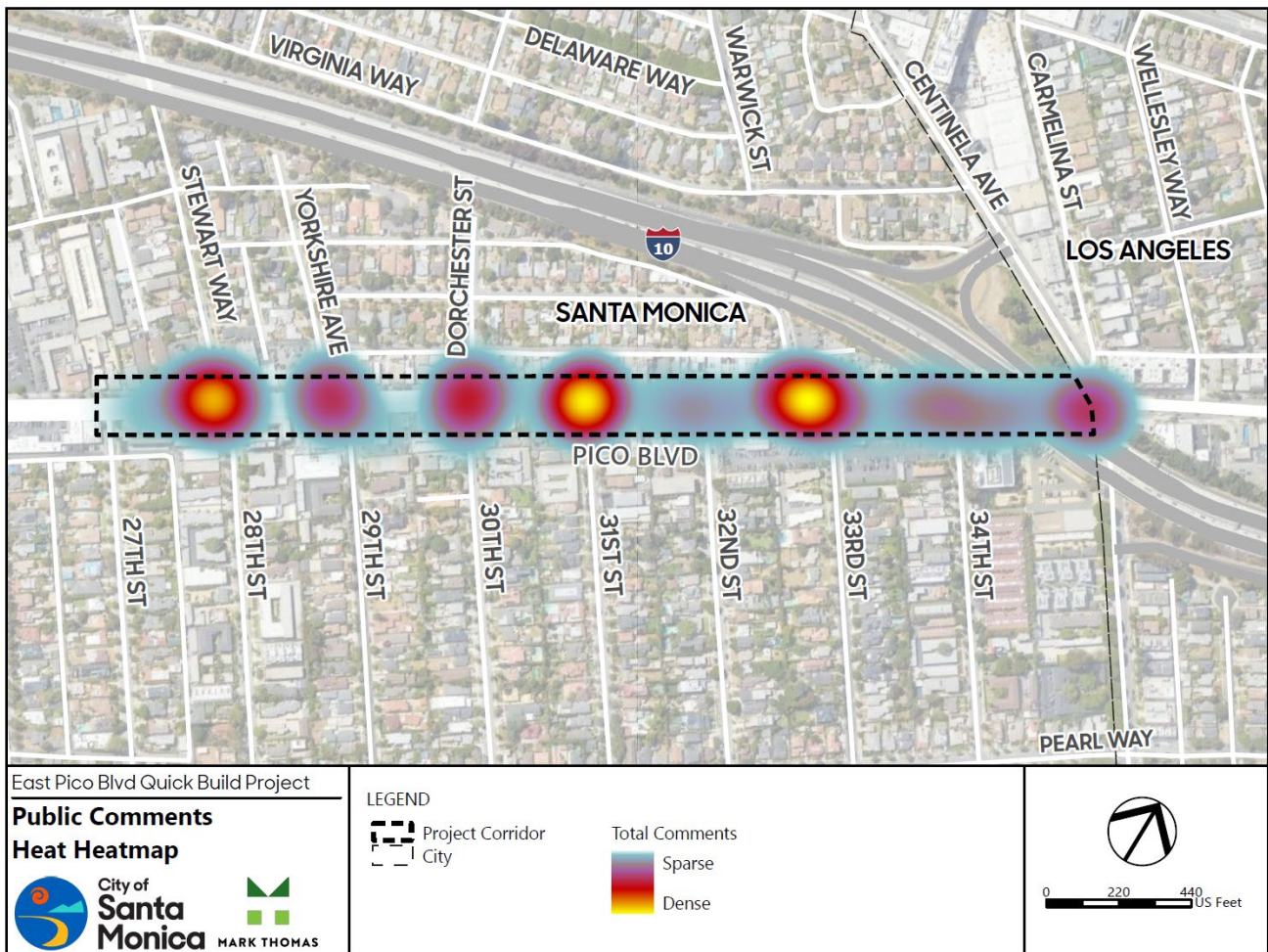


Figure 13 Issue Location Heat Map

Based on analysis of the Community Engagement comments, several primary safety and access issues impact the Project study corridor overall. The Project’s Key Issues include:

- Poor driver behavior such as speeding and failing to yield to pedestrians.
- Unmarked crossings at key intersections
- Absence of pedestrian crossing signals at key intersections.
- Blocked sidewalks and crosswalks due to drive-through traffic queues.
- Poor visibility of pedestrians due to grade at 30th Street and late day sun impacts on drivers.
- Access issues for strollers and mobility assistance devices due to curb ramp designs and narrow and obstructed sidewalks.
- Crossing Challenges due to distance (intersection width) and time (pedestrian signal timing).



Figure 14 Car in Driveway Blocking Sidewalk



Figure 15 Person Crossing at Unmarked Intersection

27th Street and Stewart Street/28th Street Intersections

Between 27th Street and Stewart Street/ 28th Street, residents noted traffic queues that often impede access to bus stops and decrease pedestrian visibility to drivers when crossing. Comments also included poor driver behavior defined by excessive driving speeds and illegal left and U-turns. The 28th Street/Stewart Street intersection has some of the highest traffic volumes in the corridor and experiences a high number of pedestrian traffic. Residents noted challenges for both people walking and driving, especially when encountering queuing traffic due to the Starbucks drive-through. During the morning rush hour, the Starbucks drive-through queue typically extends onto both the westbound approach on Pico Boulevard and Stewart Street.



Figure 16 Traffic Congestion and Cars Blocking Sidewalk

For pedestrians, the queuing traffic obstructs the northwest sidewalk and the intersection’s east and north leg crosswalks, forcing residents into low visibility situations around moving traffic. Despite recent improvements including extensions on the southern curbs and a pedestrian advance signal, residents noted insufficient crossing times for the five-(5) lane west and east crosswalks. In addition, residents expressed concerns about crossing safety hazards such as vehicle speeds, and drivers not yielding to pedestrians.



Figure 17 Car Blocking Northwest Sidewalk

For drivers, the drive-through queues pose hazards because stopped traffic results in erratic driver behavior such as swerving, illegal left turns on the eastbound lane, and illegal U-turns. The queuing traffic also impacts bus access to the Big Blue Bus transit stop.



Figure 18 Pedestrian Maneuvering Through Sidewalk Obstacles

Yorkshire Avenue/29th Street Intersection

The absence of traffic signals and marked crosswalks between Yorkshire Avenue/ 29th Street and Urban Avenue (except at 31st Street) contributes to poor driver behavior, particularly speeding and failure to yield to pedestrians. The sunset exacerbates poor driver behavior hazards by significantly impacting westbound drivers' vision. Residents requested marked crosswalks at each of the intersections and additional pedestrian crossing signals at Yorkshire Avenue/ 29th Street, Dorchester Avenue/30th Street, 32nd Street, and Urban Avenue. The Yorkshire Avenue/ 29th Street intersection marks the start of the Pico Boulevard grade change that creates visibility issues and encourages poor driver behavior, where residents noted issues at the 31st Street T-intersection.



Figure 19 Pedestrian Crossing at Unmarked Dorchester Ave./ 30th St.



Figure 20 Unmarked Intersection at Yorkshire Ave./ 29th St.

31st Street Intersection

The 31st Street T-Intersection represents the most significant pedestrian crossing infrastructure between Yorkshire Avenue/ 29th Street and Urban Avenue. The intersection incorporates an extended curb, crosswalk and a pedestrian-activated Rectangular Rapid Flashing Beacon (RRF) signal that visually indicates pedestrian crossings to oncoming traffic.

Despite the crosswalk and RRF, residents identified crossing challenges due to vehicle speeds and drivers failing to yield.

Residents noted the grade change encourages eastbound speeding due to the downgrade and accelerating speeds due to the westbound grade increase. In addition, the late afternoon/sunset impacts westbound drivers' vision exacerbating the unsafe crossing conditions.



Figure 21 Pedestrian Crossing Facilities at 31st St.



Figure 22 Grade Change

Urban Avenue and 33rd Street Intersection

The Urban Avenue and 33rd Street Intersections are configured in an offset orientation and are often used as a cut-through for traffic and customers visiting Trader Joe’s. The orientation and volume of traffic present multiple challenges to pedestrian safety. Residents observed that drivers fail to yield to pedestrians at the Trader Joe’s driveway as well as Urban Avenue and 33rd Street when they are attempting to access Pico Boulevard.

Residents also noted that the 33rd Street pedestrian signal timing is unreliable, and that missing/narrow sidewalk curb ramps are inadequate for moderate pedestrian traffic, strollers, and mobility assistance devices.



Figure 23 Pedestrians Crossing at Urban Ave.

34th Street and I-10 Eastbound and Southbound Exit Intersection

The 34th Street intersection includes the eastbound I-10 egress lane. Comments indicated that the slip lane for the I-10 egress ramp at Pico Boulevard creates unsafe crossing conditions for pedestrians. Pedestrians must cross a slip lane and a through lane, with an island between the two lanes for respite. Eastbound pedestrians have a short sightline to view traffic exiting the I-10, often traveling at a high rate of speed, and conversely, drivers have little notice to see pedestrians crossing.

Also, it is common for merging drivers to consistently look east to merge, often at a high rate of speed, rarely looking to the west for crossing pedestrians.

While not receiving the most overall comments, the intersections of Pico Boulevard at Yorkshire Avenue/29th Street, 30th Street, and 32nd Street were identified by the community as intersections with difficult crossing conditions that should be prioritized for pedestrian improvements.

The full inventory of public input is in Appendix B.



Figure 24 Pedestrian Crossing at I-10 Intersection



Figure 25 Pedestrian Sight Line at West Edge of I-10 Intersection

Appendix A

Walk Audit Report

Background

The East Pico Safety Project (Project) is exploring safety improvements from 28th Street/Stewart Street to South Centinela Ave. The Project will assess current roadway conditions and engage the public to address safety issues to ensure access to essential destinations. The project will result in the implementation of quick build pedestrian improvements that will offer community members an opportunity to experience the enhancements first-hand and provide feedback to City staff to ensure the long-term improvements meet the community's needs and vision.

The Project development incorporates several public engagement opportunities to ensure the Project locations and design meet the community's needs, including a Project corridor Walk Audit.

Overview

On Saturday, October 7, the East Pico Safety Project Walk Audit was conducted at McCabe's Guitar Shop, 3101 Pico Boulevard. The Walk audit was facilitated by California Walks with support from City staff, Mark Thomas and Leslie Scott Consulting. The Walk Audit included three (3) routes that focused on separate corridor sections, but aggregated, covering the entire Project area (Stewart Street/28th Street to South Centinela Avenue).

The Walk Audit was conducted from 10am to 11am, with a brief presentation introducing the Project and outlining its goals and objectives and providing an opportunity for community members to ask questions and provide preliminary comments. Initial discussions raised concerns about how changes along Pico Boulevard would impact the immediate surrounding neighborhoods.



Walk audit attendees listen to California Walks Deputy Director Kevin Shin introduce materials that will be used during the walk audit.

In total, 32 community members attended. The attendees consisted of representatives from various communities, including the immediately adjacent neighborhood along Urban Avenue, Mid-City, and local businesses, community organizations, and the local business improvement association (See [Attachment A Attendance Sheet](#)).

The following summary outlines the Walk Audit Routes and Recommendations. The Walk Audit Routes section addresses specific intersections on each route and the general themes derived from participant feedback. The Recommendations section provides a list of infrastructure and programming improvements based on participant input.

Walk Audit Routes

The Project Walk Audit incorporated three (3) routes covering different corridor segments. The strategy of breaking the Project corridor into segments (as opposed to having Participants cover the entire Project corridor), was to avoid physically taxing participants on a warm day, as well to ensure that Participants could focus on specific sections within the allotted time.

As mentioned, the Routes cover three (3) different Project corridor locations. From McCabe's Guitar shop, the Routes include:

- Route 1: East to South Centinela Avenue.
- Route 2: West Pico Boulevard west towards 28th Street/Stewart Street.
- Route 3: Loop around Dorchester Avenue towards a bike/pedestrian tunnel under the freeway and return to the start on Urban Avenue.



Route 1 Findings

Route 1 audited East Pico Boulevard east of McCabe's Guitar Shop to South Centinela Avenue. The items below summarize participant feedback along East Pico Boulevard:

Positives:

- The street “looks nice” with the artwork and trees (see Figure 3) along the sidewalk and in the median.
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- The overall condition of the pavement/concrete sidewalks is smooth and free from tripping hazards.



Figure 3. Sidewalks and medians along Pico Blvd.

Concerns:

- The overall width of the sidewalk, particularly at some corners.
- Drivers' speed beyond the posted 35 mph speed limit (unverified).
- Many storefronts along this stretch do not have or do not use their doors facing Pico Boulevard, creating an extremely unfriendly environment for pedestrians.

Specific intersections of concern include:

31st Street /Pico Boulevard

- Rectangular Rapid Flashing Beacon (RRFB) is ineffective in stopping vehicles to allow pedestrians to cross.
- Bulb-out here is appreciated, there are no ADA compliant early warning strips at this location.

33rd Street/Urban Avenue and Pico Boulevard

- This intersection was reconfigured when the medians were installed, creating an offset intersection that does not line up with the curb cut for Trader Joe's.
- Drivers heading westbound on Pico Boulevard make illegal left turns that place them into conflict with oncoming traffic.
- Pedestrian crossing is at 33rd Street and does not align with Urban Avenue, resulting in pedestrians choosing to cross where no crosswalk is marked.
- The corners of this intersection do not have the ADA compliant detectable warning strips.

10 FWY off-ramp/ Pico
Boulevard

- Visibility concerns at the rightmost lane exiting the freeway. It comes to a stop at a pedestrian crosswalk, but many community members shared stories of near misses as drivers were unable to slow their vehicles sufficiently to stop. (See Figure 4)



Figure 4. Freeway exit ramp on the south side of Pico Blvd.

10 FWY underpass

- Lack of sufficient lighting in this underpass is a concern for those walking/biking at night.
- Artistic lighting in the center median does not offer much in the way of usable light.
- Houseless communities often set up camp here, resulting in further narrowing of the already limited sidewalk space.



Centinela Avenue/ Pico
Boulevard

Figure 5. The slip lane at Centinela Ave and Pico Blvd has visibility of a crosswalk blocked by vegetation.

- Centinela Avenue southbound has a slip lane for individuals making a right turn onto Pico Boulevard. The slip lane has a pedestrian crosswalk that is largely obscured by the ivy present on the chain-link fence at this corner. (See Figure 5)
- Tree branches and overgrowth obstruct the driver's view of pedestrians crossing the slip lane at the intersection.

Route 2 Findings

Route 2 audited East Pico Boulevard, the area to the west of McCabe's Guitar Shop to 28th Street/Stewart Street. The items below summarize participant feedback along East Pico Boulevard:

Concern:

- The bike lane on Stewart Street is not in both directions and there is a desire for more bike lanes along Pico Boulevard.
- There is a need for more north-south crossing opportunities throughout this section of the project area.
- Uneven sidewalks in this section of the project area. (See Figure 6)
- Speeding drivers.

Specific intersections of concern include:

28th Street /Stewart Street and Pico Boulevard

- The bike lane here is only on the Northbound side of the street.
- The bulb out on the Southeast corner in front of 2802 Pico Boulevard is the only corner out of the four that has that treatment and is also the only corner to have ADA compliant early warning strips. (See Figure 7)



Figure 6. Uneven sidewalks along Pico Blvd.



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- The entry driveway for the 99-Cent Only Store is very close to the corner, although as it is entry only, presents slightly less of a conflict than if it were an exit or if it were two-way.
- On the North side of the street, there are several unmetered parking spaces which are extremely popular and result in that section of the sidewalk always being crowded.

Figure 7. The curb extension at 28th/Stewart St and Pico Blvd is the only location at this intersection with ADA compliant early warning strips.

29th Street /Yorkshire Avenue and Pico Boulevard

- There is no north/south pedestrian crossing marked at this intersection.
- There are sidewalks in both directions on 29th Street, with unmarked crosswalks that result in pedestrians attempting to cross. Community members relayed that their neighbors often do not want to go all the way to 28th Street or 31st Street to use the marked crosswalks and will therefore try their luck at crossing the street here.
- South of this intersection is an abandoned bike share station.
- North and South sides of this intersection, there are newspaper distribution boxes that intrude into the sidewalk space.
- Only one of the four corners at this intersection has ADA compliant early warning strips

30th Street/Dorchester Avenue and Pico Boulevard

- There is no marked North/South pedestrian crossing here. The presence of sidewalks results in unmarked crossings. People frequently cross here regardless of the presence of marked crossings.
- The former Wienerschnitzel location is set to become a popular coffee chain with a drive-thru, which elicited safety concerns.
- ADA compliant early warning strips are not present at this intersection.

31st Street/Pico Boulevard

- Cars fail to stop here.

Route 3 Findings

This route covered the area north of Pico Boulevard From Dorchester Avenue to Urban Avenue as well as a section of the North side of Pico Boulevard. The items below summarize participant feedback along East Pico Boulevard:

Positives:

- The presence of the medians with trees and plants is a positive highlight.

Concerns:

- The pedestrian/bike tunnel at the end of Dorchester Avenue has a number of issues including the design, the constant presence of houseless individuals, and a lack of lighting.
- More crosswalks are needed and/or the position of crosswalks needs to be reconsidered to make it easier for community members to access locations along the street.

Specific intersections of concern include:

Dorchester Avenue/ Pico Boulevard

- There is a need here for additional North/South crossing opportunities.

Dorchester Avenue/ Urban Avenue

- People run the stop sign. There is a need to manage pass through traffic that results when Pico Boulevard is backed up.

Dorchester Avenue/ Pedestrian Tunnel

- The pedestrian tunnel concerns include a lack of lighting, there is no ramp at the exit of the tunnel to access the street if you are on bike, and the constant presence of members of the houseless community here.

Urban Avenue/ Pico Boulevard

- The positioning of the North/South crosswalk and access to the Trader Joe's on the South side of the street is a concern. The community would prefer to see the crosswalk moved to improve pedestrian safety and accessibility.
- Motorists Violating traffic rules to access the Trader Joe's parking lot present a safety concern.

General Themes:

1. Insufficient North/South pedestrian crossings and more need to be provided.
2. Storefronts not facing Pico Boulevard create an unwelcoming environment for pedestrians and cyclists.
3. Lack of bike lanes makes biking along Pico Boulevard challenging. (See Figure 8)
4. Despite bike parking, few brave the speeding traffic due to the absence of bike lanes.
5. Trees offer shade but obstruct store visibility and street safety. Concerns include tree damage, debris, and routine upkeep.
6. The 33rd Street/Urban Avenue and Pico Boulevard intersection configuration poses a significant challenge, requiring review and potential redesign.
7. Concerns exist about the safety of youth and elderly community members traversing Pico Boulevard.
8. Business owners seek solutions for parking, metered parking and aim to enhance walkability and bikeability.
9. Excessive noise from speeding cars along Pico Boulevard discourages pedestrians and disrupts conversations.
10. Limited trash disposal options lead to littering and cleanliness concerns.
11. Balancing walkability and bikeability improvements with traffic congestion on adjacent streets is a challenge.
12. The community values art and design in beautifying Pico Boulevard for better bike and pedestrian friendliness.



Figure 8. A lack of bike infrastructure causes people to bike along the sidewalk.

Recommendations

Based on Participant feedback, California Walks offers the following infrastructure and programmatic recommendations.

Infrastructure Recommendations

Review and redesign the intersection of Urban Avenue/33rd Street and Pico Boulevard.

Consider bicycles to travel North-South across Pico Boulevard, but not allow cars to cross. This could require preventing left turns from Urban Avenue and 33rd Street onto Pico Boulevard, which may require further review of traffic patterns. Changes to the intersection should also include a redesign of the sidewalk access ramps, which currently create very narrow areas that are hard to access for community members with reduced mobility and all curb ramps should be upgraded to the latest ADA compliance standards.

Install North-South crosswalks

Consider installing crosswalks along the corridor that use curb extensions to shorten the crossing distance, recommend HAWK crossing indicators or other crossing beacons with higher visibility and require more action from drivers. Crossing opportunities should use curb extensions to reduce the crossing distance and facilitate both quicker, but also safer crossings.

Reduce the speed limit and further apply traffic calming measures to reduce individual travel speeds.

(See Figure 9)

A reduction of speed along this section of the corridor to 25 mph would help ensure lower traffic speeds and reduce the potential for fatal collisions with pedestrians as new North-South crossings are added. The speed reduction in concert with the narrowed lanes due to the presence of curb extensions can help reduce individual travel speeds significantly while potentially not reducing average travel speeds by very much given the already high level of congestion.

Re-examine the approach to biking along this corridor.

Cycling can offer benefits by promoting, engaging with, and supporting businesses along the corridor. The lack of any real infrastructure is definitely a deterrent, but also the feeling that some of the existing infrastructure that is on nearby or adjacent streets creates too much of an imposition on the people riding bicycles to be effective at attracting them to the corridor. The presence of bike racks for parking is laudable, but many store owners indicated they have rarely or never seen bikes using those racks. This is an area where an examination of how to integrate



Figure 9. Speed limits along this corridor are at 35 mph.

bicycle infrastructure into a broader road safety plan could help bridge the gap between the ready apparent desire and the current reality of the situation.

Programming Recommendations

Encourage businesses to re-open their entrances located along Pico Boulevard.

The current practice of closing entrances to Pico Boulevard creates an environment that feels inhospitable to pedestrians and prioritizes those who drive over those who are walking. Creating an education program, hosting walking or biking tours that bring patronage, and otherwise demonstrating to the businesses that such a change will have positive benefits can also help to sway their approach.

Host miniature open-streets events in this area.

Organizing brief, regular open-street events can help the community grasp the vision for a more pedestrian-friendly Pico Boulevard. Short, frequent closures, even just a few hours on a weekend day or evening, can showcase the potential of a vibrant and people-centric boulevard, making it easier for the community to imagine the possibilities.



Create programming along the street to highlight the artwork and businesses along the street.

Collaborate with local community organizations to develop self-guided or guided walking/biking tours. These tours should highlight artwork, architecture, and their positive impact on local businesses' success, sustainability, and resilience.

Tree coverage challenges need to be addressed in a timely manner.

Education on engaging with the city to request regular tree trimming and debris

removal along the streets and sidewalks. Enabling community members and business owners to establish approved mitigation strategies could significantly alleviate this concern.

Driver education to help reduce dangerous behavior.

Driver behavior significantly impacts safety along the corridor, with concerns about excessive speed and traffic law violations. Implementing changes is crucial, and emphasizing driver education is a vital part of the outreach effort. Potential education strategies include:

- Speed Limit Awareness: Promote awareness of and adherence to speed limits with visible signage and campaigns.
- Host Driver Safety Community Workshops: Conduct workshops to educate drivers about the importance of safe behavior on the road.
- Public Awareness Campaigns: Use media and community initiatives to educate drivers on safe practices and encourage responsible driving.

- Community Policing: Engage with local law enforcement to ensure traffic laws are consistently enforced and road safety is a priority.

Additional/Non-Project Corridor Recommendations

The community provided corridor-specific insights and suggested ideas that may require broader implementation to be effective. The recommendations below, drawn from community feedback, are crucial in addressing their concerns.

Additional programming is needed to address the housing shortage and homelessness.

Key among the challenges for the community was the presence of houseless community members seeking shelter in the underpass and pedestrian tunnel for the 10 Freeway. There was not a desire necessarily to remove those individuals, but rather to create more humane conditions that also seek to reduce the danger and obstruction that can be created by the houseless community members seeking to meet their basic needs. The goal here is to find a dignified approach to helping these struggling community members that also seeks to reduce potential counterproductive and dangerous behaviors that place other community members at risk.

Revise or review drainage designs to reduce the presence of rodents.

Concerns were raised around the way the current drainage infrastructure is designed and the propensity for wild animals to take up residence in these spaces due to the presence of trash as a food source. If infrastructure is being added, there may be an opportunity to concurrently address this matter.

Law enforcement was mentioned, but not necessarily seen as an answer.

Throughout the discussion, there were mentions of law enforcement needing to be stepped up, but no one necessarily pointed to added enforcement as an answer to the traffic violation challenges. People wanted there to be a law enforcement presence to serve as a deterrent to particular driver behaviors, but stopped short of indicating that ticketing and other enforcement actions would lead to significant improvements in the conditions without also making changes to the environment.

Appendix B

Public Input Comments

OBJECT ID	Type	Intersection	Comment
1	Poor Visibility	27th Street – 28th Street / Stewart Street	heavy traffic blocks transit buses and pedestrians visibility.
2	Other	28th Street / Stewart Street Intersection	We should give a community feel to Pico Corridor by naming it Pico Village and having signage at Pico and 34th as well as Pico and 28th. In the same way Larchmont Village has created its own identity, Pico Village would be the new marker for local businesses (“McCabe’s has been located in Pico Village in Santa Monica since 1958”) and its own destination. Other neighborhoods have a defined character like Montana Avenue but Pico doesn’t. We need to make it more attractive to visitors.
3	Difficult Crossing Conditions	30th Street / Dorchester Avenue	There is no crosswalk here, but I see many people crossing the street. It’s very dangerous because cars are speeding and do not stop for pedestrians.
4	Difficult Crossing Conditions	30th Street / Dorchester Avenue	A crosswalk and light to make it safe for pedestrians to cross and also slow the speed of traffic is needed. Not having a light from 28th to 33rd coupled with a downhill slope allows cars to pick up too much speed. Need to put more safety measures in
5	Difficult Crossing Conditions	30th Street / Dorchester Avenue	All Westbound traffic in the afternoon through to sunset is driving directly into the sun. It is unsafe to position the crosswalk at 30th where pedestrians and cyclists
6	Difficult Crossing Condition	30th Street / Dorchester Avenue	This neighborhood is dangerous for cyclists and cars during peak travel times, school and commute hrs. Which is why for residents and businesses who need access better
7	area of conflict	31st Street Intersection	Whereas left turns here are executable during the day, the slope of Pico at this point makes it difficult to do so safely. This is a convenient outlet for the neighborhood, but
8	Difficult Crossing Conditions	31st Street Intersection	Although there are warning lights here, the median can obscure the crossing pedestrian. At this point on Pico, motorists in both directions have begun to accelerate and often treat the flashing lights like a yellow light. The flashers are a massive improvement, however.
9	Difficult Crossing Conditions	31st Street Intersection	Customers at Sure Stay are out of town visitors who are walking and transit dependent. They need to cross Pico at 31st to access the Big Blue Bus #7 and restaurants on northside of Pico (only Mcdonald's) on southside.
10	Difficult Crossing Conditions	31st Street Intersection	There is already a cross walk a block to the East. How many lights and crosswalks are needed within this area?
11	Difficult Crossing Conditions	31st Street Intersection	Needs brighter lights on the road along the marked crosswalk and more leading pedestrian intervals - Sure Stay Customer2

12	Difficult Crossing Conditions	31st Street Intersection	I prefer to cross at 33rd Streets unmarked crosswalk instead of the 31st street marked crosswalk. Driver's speed
13	Difficult Crossing Conditions	31st Street Intersection	I prefer crossing at Pico at 33rd St. to get to Trader Joe's, instead of crossing at 31st
14	Difficult Crossing Conditions	31st Street Intersection	Close calls at 31st with pedestrian crossing
15	Difficult Crossing Conditions	31st Street Intersection	Crossing needs better marking [31st and Pico]
16	Difficult Crossing Conditions	31st Street Intersection	The crosswalk at 31st is dangerous. Should be a 3-way stop or traffic light.
17	Difficult Crossing Conditions	31st Street Intersection	At crossing near McCabes driver don't stop at lights. Unsafe to get to north of Pico.
18	Difficult Crossing Conditions	31st Street Intersection	Install pedestrian-controlled walk signals at all controlled intersections. No money is needed for this improvement. Green route 31st to freeway on Pico.
19	Other	31st Street Intersection	need signals at 31st street, very noisy from cars at this intersection.
20	Other	31st Street Intersection	[Add] Entrance on Pico Better entrance from LA into Santa Monica from Pico .. at 31st and Pico"
21	Risky Roadway Behavior (Cyclists)	31st Street Intersection	Driver's dont stop at 31st, a signal light would be beneficial. Residents need access to Pico
22	Risky Roadway Behavior (Cyclists)	31st Street Intersection	Please no u-turn at 31st Street
23	Risky Roadway Behavior (Cyclists)	31st Street Intersection	Cars don't always stop at crosswalk [between 31st St and Pico]
24	Risky Roadway Behavior (Cyclists)	31st Street Intersection	Cars do not stop for pedestrians [31st and Pico]
25	Risky Roadway Behavior (Cyclists)	31st Street Intersection	Drivers fail to yield at RRFB [31st and Pico Blvd]
26	Risky Roadway Behavior (Cyclists)	31st Street Intersection	Like the RRFB I go out of my WQ [31st St and Pico Blvd]
27	Speeding	31st Street Intersection	Folks speeding. Parking lot during rush hour. 31st, 32nd, 33rd used as cut thru for traffic. Limit turns into neighborhoods during rush hour.
28	Speeding	31st Street Intersection	Cars accelerate up the incline.
29	Speeding	31st Street Intersection	Speeding along Pico - Sure Stay Customer

30	Speeding	31st Street Intersection	Drivers traveling east on Pico turning right onto 31st are rear-ended by drivers speeding down hill, cause back up, and pressure pedestrians in the crosswalk. Drivers traveling west on Pico perform dangerous u-turns. Drivers turning left onto 31st wait in the crosswalk and cause back up traffic.
31	Speeding	31st Street Intersection	drivers speed through this intersection but pedestrians in this crosswalk are also distracted. We need more protected bike paths
32	Speeding	31st Street Intersection	dangerous speeding at this intersection. crosswalk needs better lighting and paint needs refresh.
33	Speeding	31st Street Intersection	Slope at the 31st St intersection seems to make people go fast on the incline and decline
34	Speeding	31st Street Intersection	Speeding at 31st street intersection; pedestrians have to watch for cars because cars drive around cars stopped for pedestrians crossing
35	Poor Visibility	31st Street Intersection	marked crosswalk at 31st needs more visibility, should be a red light or stop sign. houseless folks walk into traffic
36	Poor Visibility	31st Street Intersection	lack of visibility at 31st/Pico marked crosswalk, especially with children - Sure Stay Customer1
37	Poor Visibility	31st Street Intersection	the street incline makes it difficult to see people in the crosswalk
38	Speeding	31st Street Intersection	cars go too fast and crash into each other near my house at 31st St. and 28th St.
39	Poor Visibility	31st Street Intersection	Daylighting is needed at the 31st St. intersection for better crosswalk visibility.
40	Poor Visibility	31st Street Intersection	Driving westbound, its difficult to see the RRFB and marked crosswalk at 31st, sunlight and parking impacts visibility. Need better daylighting
41	Area of Conflict	31st Street – 32nd Street	Narrow sidewalk by driveway, people with walking disabilities creates uneven and unsafe walking [between 31st and 32nd]
42	Speeding	31st Street – 32nd Street	Folks speeding. Parking lot during rush hour. 31st, 32nd, 33rd used as cut thru for traffic. Limit turns into neighborhoods during rush hour.
43	Area of Conflict	32nd Street – Urban Avenue	Not a fan of the medians. Narrows the road too much.

44	area of conflict	32nd Street Intersection	"Narrow sidewalk pinch point at sidewalk corner [32nd St and Pico] Few trash cans
45	Difficult Crossing Conditions	32nd Street Intersection	32nd - Crossing wasn't very designed here due to lack of desired destinations.
46	Difficult Crossing Conditions	32nd Street Intersection	Blinking light walking RRFB at 32nd and Pico"
47	Difficult Crossing Conditions	32nd Street Intersection	Unmarked crosswalk [in 32nd St and Pico]
48	Other	32nd Street Intersection	Encourage Trader Joe's to open street side entrance and add bike parking [32nd St and Pico]
49	Other	32nd Street Intersection	The storefronts between 34th and 32nd face parking lots and there are no entrances from the street. How can we encourage these stores to open to the street? Create a better entrance into our city from LA, more inviting, more indicative of our lovely city. Opportunity to do artwork here, special charcter, instead of just painted.
50	Area of Conflict	33rd Street Intersection	Drivers speed into the Trader Joe's parking lot. Turning left onto Pico from 33rd, cars back up. The juice shop's street front entrance is closed for safety reasons; homeless people have shoplifted in the past.
51	Area of Conflict	33rd Street Intersection	Traffic backs up at left turning lane to 33rd St./Trader Joes
52	Area of Conflict	33rd Street Intersection	This sort of applies to all of Pico Blvd, but why are the sidewalks so tiny relative to the size of the road lanes? The sidewalks remind of those cute tiny sidewalks found in old quaint streets in Europe, but in those places there isn't usually more than one lane of road each way. The road doesn't match this quaint character at all. Most of all it's hard to walk on when there's foot traffic, especially around the Trader Joes.
53	Area of Conflict	33rd Street Intersection	33rd street used to cut through traffic and avoid Pico
54	Area of Conflict	33rd Street Intersection	Traffic light at 33rd and Pico doesn't work sometimes.
55	area of conflict	33rd Street Intersection	Sidewalks to narrow on both side of the Trader Joes entrance. There is no bike parking lot at Trader Joes. If you reduce travel lanes you can add a protected bike lanes and widen the sidewalk. Need to trim trees above store signage
56	area of conflict	33rd Street Intersection	Ramp at 33rd on sidewalk corner is very awkward to navigate on bike
57	area of conflict	33rd Street Intersection	Widen center lane to allow safer turns [33rd St and Pico]
58	area of conflict	33rd Street Intersection	"No bike parking at Trader Joe's Add trees [in front of Trader Joe's]"

59	area of conflict	33rd Street Intersection	"Trader Joes needs bike parking, improve Trader Joes traffic flow. Timing of Pico/33rd light (delay) leading pedestrian interval. Extend the median near Trader Joes.
60	Difficult Crossing Conditions	33rd Street Intersection	The timing of the light is usually pretty terrible for pedestrians (long cycle), the ramp on the SW corner makes it very awkward. Bikes don't seem to get well detected when trying to cross Pico here, so they're forced onto the awkward sidewalk, and I can't imagine how difficult this must be for people with ADA requirements. This seems like an important intersection for people outside of cars, since this is the only light around the Trader Joe's.
61	Difficult Crossing Conditions	33rd Street Intersection	Who wrote this? There is a light a block away. I find this light easy from any direction. Pedestrians can use north or south side of the street. Any ADA improvements are up to the city, state and others, like everywhere else. And who is outside of their cars here, but people looking for parking, not found near their destination.
62	Difficult Crossing Conditions	33rd Street Intersection	Need bike access to Trader Joes from Urban, like a crosswalk from Urban to Trader Joes - controlled by signal at 33rd Street. Make larger intersection at Urban/33rd. Delay leading at signal for Peds. Need Ped. stripes at 33rd and at Urban on west side.
63	Other	33rd Street Intersection	Lots of near misses as people turning left into the Trader Joe's. Extend the median.
64	Other	33rd Street Intersection	Stores entrances from alley [between 33rd St and Pico]
65	Other	33rd Street Intersection	"Very few pedestrians. Store entrance face parking lots [33rd St] Bus stop does not have real time arrival info (one person waiting) [33rd St and Pico]"
66	Speeding	33rd Street Intersection	Folks speeding. Parking lot during rush hour. 31st, 32nd, 33rd used as cut thru for traffic. Limit turns into neighborhoods during rush hour.
67	Poor Visibility	33rd Street Intersection	Westbound traffic turning left at 33rd backs up; insufficient lighting
68	Poor Visibility	33rd Street Intersection	the electrical box on the northwest corner of Pico and 33rd blocks visibility for pedestrians entering the crosswalk. homeless people jaywalk along Pico and Pico needs a protected bike lane.

69	Poor Visibility	33rd Street Intersection	Lighting intersection on 33rd and Pico
70	area of conflict	34th Street / I-10 Eastbound and	"Sign in sidewalk pinch point [between 33rd and 34rd]
71	Difficult Crossing Conditions	Urban Avenue – 33rd Street	33rd at Urban intersection: needs a clearly defined crosswalks, bright paints.
72	Difficult Crossing Conditions	Urban Avenue Intersection	Need crosswalk at TJ's
73	Area of Conflict	34th Street / I-10 Eastbound and	Challenging conditions getting past freeways entrances, traffic backs up
74	Area of Conflict	34th Street / I-10 Eastbound and	crosswalk at the slip lane is unsafe
75	Area of Conflict	34th Street / I-10 Eastbound and	Agreed. This space feels so unsafe as people exit the freeway at rapid speed, and those turning right disregard pedestrians.
76	Area of Conflict	34th Street / I-10 Eastbound and	West to 34th Street (South side) businesses have an incline to the entrance (probably for flooding) but difficult to people with walking disabilities.
77	area of conflict	34th Street / I-10 Eastbound and	"Sign in sidewalk pinch point [between 33rd and 34rd] Trash and weeds [next to freeway entrance] "
78	Other	34th Street / I-10 Eastbound and	We should give a community feel to Pico Corridor by naming it Pico Village and having signage at Pico and 34th as well as Pico and 28th. In the same way Larchmont Village has created its own identity, Pico Village would be the new marker for local businesses ("McCabe's has been located in Pico Village in Santa Monica since 1958") and its own destination. Other neighborhoods have a defined character like Montana Avenue but Pico doesn't. We need to make it more attractive to visitors.
79	Other	34th Street / I-10 Eastbound and	Area along 10 freeway "no mans land" where sidewalk vegetation is over grown
80	Area of Conflict	34th Street / I-10 Eastbound and	Close slip lane, expand the park/add right turn lane [freeway exit and Pico in front of 34st St]
81	Area of Conflict	34th Street / I-10 Eastbound and	I avoid the freeway underpass when I walk in the area
82	Other	34th Street / I-10 Eastbound and	10 Freeway- A lot of unhoused that are a safety concern. Parent is concerned for kid safety while walking.
83	Other	34th Street / I-10 Eastbound and	Homeless block sidewalk or harass pedestrians under the freeway
84	Other	34th Street / I-10 Eastbound and	Homeless encampment under 10 Freeway block the sidewalk; avoid walking during low light
85	Speeding	34th Street / I-10 Eastbound and	Drivers speed on Pico near the freeway
86	Poor Visibility	34th Street / I-10 Eastbound and	10 fwy underpass does not feel safe, needs to be brighter and cleaner.

87	Difficult Crossing Conditions	34th Street / I-10 Eastbound and	A crosswalk would be advisable as many pedestrians cross here on their way to/from the tunnel under the 10 freeway.
88	Other	34th Street / I-10 Eastbound and	Homeless folks in the right-of-way along the freeway.
89	Area of Conflict	34th Street / I-10 Eastbound and	4th/Lincoln to Freeway entrance is a safety concern. "No turn on red" sign needed.
90	Difficult Crossing Conditions	34th Street / I-10 Eastbound and	We frequently walk this path to get to Marukai and the cars go so fast through this little road making it so dangerous. There needs to be a pedestrian light or something before the curve on Centinela so that drivers can know to watch out.
91	Poor Visibility	S. Centinela Avenue Intersection	This slip road has poor visibility for drivers turning from Centinela onto Pico.
92	Risky Roadway Behavior (Cyclists)	34th Street / I-10 Eastbound and	drivers get aggress at the 10fwy off ramp south on Centinela
93	Area of Conflict	S. Centinela Avenue Intersection	Congestion at Pico/Centinela backs up down to Pico/33rd
94	Area of Conflict	S. Centinela Avenue Intersection	A lot of crashes occur at the Centinela intersection with zero enforcement
95	Area of Conflict	S. Centinela Avenue Intersection	this intersection is dangerous because of congestion
96	area of conflict	S. Centinela Avenue Intersection	"Close slip lane [in Centinela and Pico]
97	area of conflict	S. Centinela Avenue Intersection	The freeway exit onto Centinela should be Right turn on arrow only, difficult to turn onto Pico from Centinela. Need more seats at bus stops.
98	Difficult Crossing Conditions	S. Centinela Avenue Intersection	Centinela/Pico stop light crossing dangerous 2nd part no ____ for/to cars to see pedestrians. Scary to walk under the freeway.
99	risky roadway behavior	S. Centinela Avenue Intersection	Cars do not yield for pedestrians crossing at Centinela. Walking is dangerous
100	poor visibility	S. Centinela Avenue Intersection	Gateway mural opportunity, vey poor lighting [under the freeway and Centinela]
101	Poor Visibility	S. Centinela Avenue Intersection	low visibility, homeless encampments, and many close calls at the Centinela intersection.
102	Poor Visibility	S. Centinela Avenue Intersection	Sign not legible [between Centinela and Pico]
103	Other	S. Centinela Avenue Intersection	Weeds and trash in median islands [in Centinela] Freeway sign covered in graffiti [next to Centinela]"

104	Area of Conflict	S. Centinela Avenue Intersection	Turns are sharp/narrow at Centinela intersection. I only make turns at intersections with protected turns via traffic light. Trader Joes intersection is busy, avoids these businesses because of congestion and parking issues.
105	area of conflict	30th Street / Dorchester Avenue	Broken streetlight [Pico Blvd between Dorchester Ave and Urban Ave]
106	Difficult Crossing Conditions	30th Street / Dorchester Avenue	Add Pedestrian crosswalk at 30th St. Will get busier when coffee shop opens (Go Get em Tiger)
107	Difficult Crossing Conditions	30th Street / Dorchester Avenue	Crosswalk needed at 30th/Pico.
108	Difficult Crossing Conditions	30th Street / Dorchester Avenue	"Would like an additional crosswalk along the corridor While RRFB is there, many drivers don't stop. Resident believes crosswalk at Dorchester would be most helpful for safety"
109	Difficult Crossing Conditions	30th Street / Dorchester Avenue	A crosswalk at Dorchester and Pico would be appreciated, but do not put a light because it will encourage cut-through traffic.
110	Difficult Crossing Conditions	30th Street / Dorchester Avenue	"Unmarked crossing Hawk signal [Dochester Ave and Pico Blvd]
111	Other	30th Street / Dorchester Avenue	Curb ramp missing at Dorchester tunnel
112	Other	30th Street / Dorchester Avenue	"Frequently homeless [Dochester Ave] Keep Left Turn [Dochester Ave and Pico Blvd] Like the median trees landscaping [Pico Blvd]"
113	Other	34th Street / I-10 Eastbound and	"Opportunity to widen and improve sidewalk near tunnel. Concerns with homeless in tunnel and lighting. 30th will have a drive through coffee"
114	Other	28th Street / Stewart Street Inter	The tunnel needs a lot of attention. Stewart and tunnel needs cameras and lights.
115	Difficult Crossing Conditions	30th Street / Dorchester Avenue	This should have a crosswalk, and probably a light (not a stop sign). There's too much residential and retail activity for it to function as a high speed arterial without seriously compromising the quality of life of residents. The 10 is literally less than 30 feet away, drivers can use that if they want to zip through the area at high speeds. This boulevard has a nice feeling of containment (feels narrow) but it's completely ruined by the sound, smell, and sight of fast moving cars.
116	Risky Roadway Behavior (Cyclist)	30th Street / Dorchester Avenue	"People [drivers] don't stop at [stop] sign [Dorchester Ave]
117	Speeding	30th Street / Dorchester Avenue	Motorvehicles race through dark tunnel [Dorchester Ave]

118	Poor Visibility	30th Street / Dorchester Avenue	For all westbound drivers on Pico the glare of the sun in the afternoon until sunset is directly in their eyes. Crossing Pico from 30th have to step way into the intersection and heavy commuter traffic and then face drivers blinded by the sunlight to get to Dorchester
119	Poor Visibility	30th Street / Dorchester Avenue	The topography of Pico is at an incline. It is hard for drivers to see pedestrians and cyclists with an appropriate amount of distance and time to react if they attempt to enter the intersection from 30th. The right most lane is nearly blind.
120	Area of Conflict	27th Street – 28th Street / Stewart Street	A lot of traffic around Starbucks, need more RRFBs
121	Area of Conflict	27th Street – 28th Street / Stewart Street	drivers traveling eastbound perform illegal left turns into the starbucks lot, creating conflicts with pedestrians in the driveway
122	Area of Conflict	27th Street – 28th Street / Stewart Street	This is a massive hazard in both directions. We are frequently left backed up behind people waiting to turn left, or, at risk when we head West and people are making illegal u-turns. Lane blockers would be helpful.
123	Area of Conflict	28th Street / Stewart Street Intersection	The Starbucks here has proven quite popular. During the morning rush, customers both entering and leaving the drive through create a hazard for motorists traveling westbound on Pico, or turning right from Stewart onto Pico. Both arriving and departing customers cause unsafe conditions: Arrivals create a stoppage that sometimes extends to the corner of Stewart and Pico, thus creating further congestion. Departing customers are often attempting to make dangerous left turns.
124	Area of Conflict	28th Street / Stewart Street Intersection	Stewart/Pico - a lot of car crashes because of no protected left turn
125	Area of Conflict	28th Street / Stewart Street Intersection	Starbucks driveway line spills out on the street and blocks pedestrian visibility
126	Area of Conflict	28th Street / Stewart Street Intersection	Starbucks line overflows and blocks driveway. Cars almost hit me as I walk in the driveway.
127	Area of Conflict	28th Street / Stewart Street Intersection	the Starbucks drive through line spills onto Pico Blvd, blocking the flow of traffic and pedestrians crossing the driveway.
128	Area of Conflict	28th Street / Stewart Street Intersection	Starbucks drive-thru line blocks traffic at this intersection.
129	Area of Conflict	28th Street / Stewart Street Intersection	Starbucks drive-thru line blocks traffic on Pico; Speeding along Pico
130	Area of Conflict	28th Street / Stewart Street Intersection	Starbucks traffic backs up into the street; drivers speed by Stewart intersection

131	Area of Conflict	28th Street / Stewart Street Inter	Starbucks drive-thru line spills into the street; speeding at the Stewart intersection
132	Area of Conflict	28th Street / Stewart Street Inter	On weekday mornings, there are challenges here related to traffic going west on Pico, traffic turning west onto Pico from Stewart, the line-up of cars trying to turn into/out of the Starbucks drive-thru and parking lot, and pedestrians trying to cross Pico safely (including young children going to school at Edison)
133	Area of Conflict	28th Street / Stewart Street Inter	<p>This has become a very dangerous intersection since the Starbucks opened. Drivers traveling east on Pico Blvd frequently make illegal left turns across the west bound lane into the Starbucks entry. This holds up traffic in both directions, and causes chaos for vehicles in the far left eastbound lane looking to turn left into Stewart/28th.</p> <p>I urge the City of Santa Monica to install bollards along the median of Pico Blvd to prevent cars turning left into Starbucks from the eastbound lane.</p>
134	Area of Conflict	28th Street / Stewart Street Inter	Why must the city accommodate a drive-thru at this location? The car line regularly backs onto Pico; meanwhile pedestrians must navigate 2 driveways (ingress/egress) contending with often inattentive/impatient drivers (ex; turning left from the EB lane on Pico, looking down at their phones on exit). There's not even seating in this SBUX! It's not a "3rd place" by any means, and does little to enhance community/sociability. Ask yourself: would this fly north of Wilshire?
135	Area of Conflict	28th Street / Stewart Street Inter	Uneven sidewalks, because falling hazard, especially for older adults walking toward Stewart
136	Area of Conflict	28th Street / Stewart Street Inter	Need protected bike lanes connecting Pico with Stewart.
137	Area of Conflict	28th Street / Stewart Street Inter	<p>"No bike lanes on Pico</p> <p>Sidewalk is difficult to maneuver, uneven [Stewart and Pico]</p> <p>South side sidewalks is better [Stewart and Pico]</p> <p>What is happening with Go Get Em Tigers site? [Stewart and Pico]"</p>
138	Area of Conflict	28th Street / Stewart Street Inter	When there is a backup by Starbucks preventing lanes from turning onto 28th

139	Difficult Crossing Conditions	28th Street / Stewart Street Inte	As someone who crosses here regularly when going to and from Clover Park in the mornings the biggest issues I see are the line of cars backed up heading West on Pico at the Starbucks. Often the line extends into the intersection and blocks the crosswalk. So I'm not sure how making this area narrower would help. Also there are trucks that must navigate this intersection to make deliveries to the 99 cent store etc. How would they be able to do so if the intersection were made narrower?
140	Difficult Crossing Conditions	28th Street / Stewart Street Inte	Extending the median xwlk impacts traffic flow in neighborhood. Forcing majority to exit via Kansas to Stewart an already dangerous corner with pedestrians hit. Kansas is narrow inclined street, no room for bicyclists and those who need access to local businesses and 80+single family highly coveted homes. Bigger scope required. Homeowners are not happy with current discussions.
141	Difficult Crossing Conditions	28th Street / Stewart Street Inte	There is a light at Stewart and Pico along with crosswalks.
142	Difficult Crossing Conditions	28th Street / Stewart Street Inte	Pedestrians crossing at Stewart do not have enough time to cross
143	Difficult Crossing Conditions	28th Street / Stewart Street Inte	crossing at Stewart feels unsafe, poor visibility for pedestrians. A lot of litter at bus stops and a lot of crashes at Stewart.
144	Difficult Crossing Conditions	28th Street / Stewart Street Inte	crossing at Stewart feels unsafe, poor visibility for pedestrians. A lot of litter at bus stops and a lot of crashes at Stewart.
145	Difficult Crossing Conditions	28th Street / Stewart Street Inte	Not enough time for pedestrians to cross Pico/28th; cars speed along Pico; when biking I pull into parking lots to avoid vehicles
146	Risky Roadway Behavior	28th Street / Stewart Street Inte	Consider adding bump outs/calming or banning right on red at this intersection; poor visibility (due to slope of Pico just east of Stewart) is compounded by speeding drivers who have sun in their eyes during peak morning/afternoon commute. Also need safer crossing for Edison students who live south of Pico.
147	Risky Roadway Behavior (Cyclist:	28th Street / Stewart Street Inte	The Pico and 28th xwlk should be 4way for pedestrians and include a Bike Light to allow for cyclists to move through the intersection quickly. NS or EW Also Have a Pico 28 branch green lined on E & W bound to 30th to rejoin the bike route. This allows Starbucks congestion to subside. Best choice to reduce risk of collision, injury with in the Pico Terrace neighborhood area where roadways are narrow, it has steep inclines, it is congested at Kansas/ Stewart and stop signs are problems or absent.

148	speeding	28th Street / Stewart Street Intersection	Cars going uphill on Pico can't be seen from Stewart lights, going fast, intersection is blocked
149	Speeding	28th Street / Stewart Street Intersection	Drivers speed along Pico and Starbucks clients perform illegal turns
150	Poor Visibility	28th Street / Stewart Street Intersection	Dark walking at night - homeless harass pedestrians by 99Cents store
151	Poor Visibility	28th Street / Stewart Street Intersection	This corner is tricky because traffic backs up and it is the entrance to the 99 store and that driveway gets backed up sometimes
152	Poor Visibility	28th Street / Stewart Street Intersection	99 store poor lighting, no lighting and building lights not adjusted to time change. Parking lot dark and difficult to navigate in evenings.
153	Difficult Crossing Conditions	30th Street / Dorchester Avenue Intersection	Yes pedestrians try to cross there. But there is a crosswalk with beacons just a block or two to the East. And a light at Stewart/Pico. Why do they not make use of those safer areas?
154	Other	27th Street – 28th Street / Stewart Street Intersection	Bus stops don't have sufficient shade, trash cans are needed at bus stops
155	Area of Conflict	28th Street / Stewart Street Intersection	The bike lane disappears at Stewart and needs to be extended; sidewalk along Pico is too narrow for pedestrians to safely travel along
156	Other	28th Street / Stewart Street Intersection	Homeless encampments block sidewalks on Stewart/Pico
157	Risky Roadway Behavior (Cyclist)	28th Street / Stewart Street Intersection	Bicycles run stop signs [Stewart and Pico]
158	Speeding	28th Street / Stewart Street Intersection	cars go too fast and crash into each other near my house at 31st St. and 28th St.
159	Speeding	28th Street / Stewart Street Intersection	Drivers going north on Stewart from Pico often race, ignore pedestrians and race through stop signs all the way through. Drivers use Stewart and parallel streets to Pico to circumvent traffic back up each evening for East bound traffic. They then speed through surrounding neighborhoods.
160	Difficult Crossing Conditions	29th Street / Yorkshire Avenue Intersection	There is no real crosswalk on Pico between 28th and 33rd.
161	Other	33rd Street Intersection	Maintenance weeds [Urban Ave next to freeway]
162	area of conflict	Urban Avenue – 33rd Street	Keep Left Turn [Urban Ave and Pico Blvd]
163	Difficult Crossing Conditions	Urban Avenue – 33rd Street	33rd and Urban should be a pedestrian and bike crossing with the existing signal controlling it.
164	Difficult Crossing Conditions	Urban Avenue – 33rd Street	Faded crosswalk [in Urban Ave and Pico]
165	Area of Conflict	Urban Avenue Intersection	"Need a ramp [Route 3 unspecified location] Broken sidewalk [Urban Ave]"
166	Area of Conflict	Urban Avenue Intersection	Cars at driveway exit at TJ's block sidewalk as they wait to exit [Urban Ave]
167	Area of Conflict	Urban Avenue Intersection	Community wants to keep left at Urban,
168	Area of Conflict	Urban Avenue Intersection	Curb ramp could be better [in Urban Ave and Pico]

169	Area of Conflict	Urban Avenue Intersection	"Left turn essential [Urban Ave] Needs more shade [Urban Ave and Pico Blvd] Peak hour restriction [Urban Ave and Pico Blv] "
170	Difficult Crossing Conditions	Urban Avenue Intersection	difficult crossing Urban; cars speed on Urban; Trader Joe's traffic backs up in the turning lane
171	Difficult Crossing Conditions	Urban Avenue Intersection	crosswalk at Urban is unsafe to cross, speeding drivers do not stop for pedestrians in the crosswalk
172	Difficult Crossing Conditions	Urban Avenue Intersection	Need to redesign Urban/Pico intersection - unsafe with odd angles. Add bulb-outs, raised crosswalks, intersection art, redirect bollards (restricted turns), etc.
173	Difficult Crossing Conditions	Urban Avenue Intersection	Reconfigure intersections for safe crossings [Urban Ave. and Pico]
174	Difficult Crossing Conditions	Urban Avenue Intersection	Unmarked crossing [Urban Ave]
175	Difficult Crossing Conditions	Urban Avenue Intersection	33rd and Urban should be a pedestrian and bike crossing with the existing signal controlling it.
176	Difficult Crossing Conditions	Urban Avenue Intersection	Put crosswalk at Urban to Trader Joes
177	Difficult Crossing Conditions	Urban Avenue Intersection	Time delay on Urban and Pico "leading pedestrian interval"
178	Difficult Crossing Conditions	Urban Avenue Intersection	Add a leading pedestrian interval at Urban Pico intersection. Paint pedestrian crosswalks at Urban/Pico to highlight at 31st/Pico.
179	Other	Urban Avenue Intersection	"Storefronts face street [next to Urban Ave] No street access to store [next to Urban]
180	Risky Roadway Behavior (Cyclist)	Urban Avenue Intersection	People [drivers] don't stop at [stop] sign [Urban Ave]
181	Poor Visibility	Urban Avenue Intersection	Sight issues cannot see WB traffic from Urban
182	Area of Conflict	29th Street / Yorkshire Avenue	cars exiting mc donalds turning west onto pico across double double street markings, and cars trying to enter mc donalds from west lanes also cross double double street markings
183	Difficult Crossing Conditions	29th Street / Yorkshire Avenue	McDonalds intersection needs a defined marked crosswalk
184	Area of Conflict	29th Street / Yorkshire Avenue	[Sidewalk] Obstacle newspaper stand and trees [Yorkshire and Pico]
185	Area of Conflict	29th Street / Yorkshire Avenue	Cars and trucks attempting to exit on Yorkshire prefer to use Dorchester because Yorkshire due to the topography and street orientation make it hard to look for oncoming vehicles.
186	area of conflict	29th Street / Yorkshire Avenue	no left turn at Yorkshire is desired since it is very unsafe

187	area of conflict	29th Street / Yorkshire Avenue Ir	Yes, I almost never make a left turn from here because it is so tricky. Also, those who are attempting a left turn can hold up the street for quite a while causing those who are making a right turn wait for 5 or more minutes.
188	difficult crossing condition	29th Street / Yorkshire Avenue Ir	[Add a] Flashing light or crosswalk here [29th St and Pico]
189	Difficult Crossing Conditions	29th Street / Yorkshire Avenue Ir	Need a safer crossing at Yorkshire
190	Difficult Crossing Conditions	29th Street / Yorkshire Avenue Ir	Need more places for pedestrians to cross Pico. Ok to restrict light off of Yorkshire to Pico. There is a slope by Rae's traffic.
191	Other	29th Street / Yorkshire Avenue Ir	Sidewalk good until driveway [29th St and Pico]
192	Speeding	29th Street / Yorkshire Avenue Ir	Brixton hit when one lost control. cars zip down Yorkshire w/out stopping make a left onto Kansas and into another back up of cars waiting to turn at the Kansas/Stewart intersection.
193	Speeding	29th Street / Yorkshire Avenue Ir	Yorkshire is susceptible to speeding cars and the area has a nigh number of young kids who live and play in both Yorkshire and Kansas. Anything to address this problem and/or ensure it is not amplified would be great.
194	Speeding	29th Street / Yorkshire Avenue Ir	A stop sign at Yorkshire and Kansas for traffic heading North on Yorkshire would be very helpful, and a way to calm down speeding drivers..

OBJECT ID	Type	Intersection	Comment
195	Area of Conflict	Complete Project Area	General: Electric scooters on sidewalks create points of conflict with pedestrians; Scooters cut off drivers
196	Area of Conflict	Complete Project Area	General Location: Parked cars acting as buffers to bicycle lanes blocks driver and cyclist visibility, causing points of conflict.
197	Area of Conflict	Complete Project Area	Bicyclists run into concrete barriers on Pico
198	Area of Conflict	Complete Project Area	Uneven sidewalks, abandoned scooters left on sidewalk, bicycles and skateboard riders ride on the sidewalk.
199	Area of Conflict	Complete Project Area	The street is loud, unsafe at intersection corners, not enough traffic lights.
200	Area of Conflict	Complete Project Area	Narrow sidewalks. Lack of street trees/shade. Vehicles are loud. Remove sidewalk obstructions like newspaper stands.
201	Area of Conflict	Complete Project Area	"English: I noticed that it is not safe for wheelchairs and walkers either. We need maintenance on the sidewalks. There is no bike lane.
202	Area of Conflict	Complete Project Area	"Pedestrian tunnel needs improvement, owned by Caltrans. Lighting, homeless, cameras, add trash can No turn lanes for left turns which causes frustrated drives and dangerous conditions."
203	Area of Conflict	Complete Project Area	"Bikers do not feel safe on Pico. Only one bike lane installed in one direction. Bicyclists avoids riding on Pico at all costs. Avoid walking on Pico due to noise and traffic."
204	Area of Conflict	Complete Project Area	This sort of applies to all of Pico Blvd, but why are the sidewalks so tiny relative to the size of the road lanes? The sidewalks remind of those cute tiny sidewalks found in old quaint streets in Europe, but in those places there isn't usually more than one lane of road each way. The road doesn't match this quaint character at all. Most of all it's hard to walk on when there's foot traffic, especially around the Trader Joes.
205	Area of Conflict	Complete Project Area	General Location: sidewalks uneven- safety for kids walking to school
206	Area of Conflict	Complete Project Area	26th/ near Virginia -- traffic near misses with children going to school
207	Area of Conflict	Complete Project Area	Need a bike lane along Pico, RRFB, and shark teeth before crosswalks
208	Area of Conflict	Complete Project Area	Need bike lanes on Pico; Big vehicles cause lanes to feel narrow

209	Area of Conflict	Complete Project Area	A lack of bike lane on Pico blvd. keeps me from riding, I use another street to bike
210	Area of Conflict	Complete Project Area	Bike lane needs to be extended; Pico feels industrial
211	Area of Conflict	Complete Project Area	I avoid riding my bike on Pico because I feel unsafe
212	Area of Conflict	Complete Project Area	protected bike lane needed along Pico
213	Area of Conflict	Complete Project Area	more bike lanes and signage that bikes can take full lane is needed
214	Area of Conflict	Complete Project Area	road diets in Santa Monica make traffic worse
215	Area of Conflict	Complete Project Area	I would like a bike lane along Pico
216	Area of Conflict	Complete Project Area	I would like to see designated space for bikes to ride
217	Area of Conflict	Complete Project Area	Skateboarders need space on the road as well
218	Area of Conflict	Complete Project Area	I avoid Pico to cycle because there is no bike lane, I go around to find another bike lane
219	Area of Conflict	Complete Project Area	Sidewalks are too narrow they feel unsafe. There are no bike lanes. Go Get 'Em Tiger to open with drive through-makes traffic worse.
220	Area of Conflict	Complete Project Area	Pico needs a bike lane! Trashcans are needed along Pico
221	Area of Conflict	Complete Project Area	General Location: Cyclists on the sidewalks because of narrow bike lanes
222	Area of Conflict	Complete Project Area	General Location: Walking on the sidewalk is unsafe. People on skateboards and E-bikes are coming in fast.
223	Difficult Crossing Conditions	Complete Project Area	We need more narrow crossing.
224	Difficult Crossing Conditions	Complete Project Area	Need lights for peds.
225	Difficult Crossing Conditions	Complete Project Area	Difficult to find a place to cross the street
226	Difficult Crossing Conditions	Complete Project Area	General location: Crosswalks are uneven. high curbs are dangerous for biking
227	Difficult Crossing Conditions	Complete Project Area	Clover/Virginia - Red light doesn't change for people on crosswalk
228	Difficult Crossing Conditions	Complete Project Area	More visible crossing. Stop light. Easier to bike.
229	Difficult Crossing Conditions	Complete Project Area	Pico Blvd has long been one of the main East/West routes into and out of the city. Where would traffic go if we made this route more difficult for drivers?
230	Difficult Crossing Conditions	Complete Project Area	Not enough marked crosswalks along Pico.
231	Difficult Crossing Conditions	Complete Project Area	Difficult to see electronic devices in marked crosswalks; sidewalks are too narrow
232	Difficult Crossing Conditions	Complete Project Area	we need more crosswalks for pedestrians; sidewalks are too narrow; high vehicle speeds
233	Difficult Crossing Conditions	Complete Project Area	I feel unsafe crossing Pico, need RRFB

234	Difficult Crossing Conditions	Complete Project Area	Pico needs more marked crossings and enforcement at stop signs
235	Difficult Crossing Conditions	Complete Project Area	Not enough crosswalks on Pico, crosswalks should have stop lights because drivers do not look out for pedestrians and bicyclists
236	Difficult Crossing Conditions	Complete Project Area	difficult to cross Pico Blvd, lack of small businesses
237	Difficult Crossing Conditions	Complete Project Area	Cars speeding and frequently fail to stop at the crosswalk even when pedestrians are in the crosswalk and the warning lights are flashing. I have narrowly avoided being run over on far too many occasions. I honestly don't know what more the City can do beyond having an active police presence to deter speeding and enforce traffic laws. Currently, a significant number of drivers just do not care and speed without fear of consequence.
238	Difficult Crossing Conditions	Complete Project Area	[make street] easier to cross. Area around the Freeway looks neglected.
239	Difficult Crossing Conditions	Complete Project Area	"English: There are not enough crossing signals. Cars don't respect people crossing the street
240	Difficult Crossing Conditions	Complete Project Area	Add bulbouts (curb extensions) at all crossing widen sidewalks (can be just plastic bollards) whole length of project
241	Difficult Crossing Conditions	Complete Project Area	General Location: Not safe. Please make it safe
242	Difficult Crossing Conditions	Complete Project Area	General Location: Use scooter and walk and bus works as a crossing guard on Virginia
243	Difficult Crossing Conditions	Complete Project Area	jay walking is a problem on Pico
244	Difficult Crossing Conditions	Complete Project Area	Pico needs a bike lane, more marked crosswalks, and RRFBs
245	Difficult Crossing Conditions	Complete Project Area	I would reframe this to say there would be less jaywalking if there were more crosswalks and crosswalks were safe. Drivers do not respect the few crosswalks, even with lights flashing and a pedestrian IN the crosswalk
246	Other	Complete Project Area	This could be our end spot for our Pico Village sign. (I also left a longer comment re: the Upper West corner.) Creating a Pico Village will also give visitors who come to stay at the Sure Stay a sense of neighborhood identity. We have great restaurants, a historic diner (Rae's) and shops. Let's make it so visitors want to spend their day not only at the Promenade but within Pico Village.
247	Other	Complete Project Area	Well, there is only street parking. The workers cannot park nearby due to parking restrictions. How will you handle more traffic? Also any restrictions to East bound traffic would make it very difficult during peak traffic.

248	Other	Complete Project Area	General Location: Homeless population on Pico - safety issues
249	Other	Complete Project Area	General Location: High curbs are dangerous at night, can't see the drop from the sidewalk
250	Other	Complete Project Area	Homeless folks on Pico makes me feel unsafe
251	Other	Complete Project Area	I live on Kansas, across from Whole Foods-- trash on the street
252	Other	Complete Project Area	General Location: Homeless harass pedestrians
253	Other	Complete Project Area	General location: homeless harass pedestrians/drivers
254	Other	Complete Project Area	General Location: Homeless stealing phones and earbuds from students walking; hitting cars
255	Other	Complete Project Area	General Location: Homeless are safety concern- cussing, vulgar, harassment.
256	Other	Complete Project Area	General Location: Unhoused people are a safety concern for youth taking the bus.
257	Other	Complete Project Area	General Location: Unhoused bus riders are a safety concern;
258	Other	Complete Project Area	General Location: Homeless folks harass pedestrians
259	Other	Complete Project Area	General location: Homeless folks harass pedestrians
260	Other	Complete Project Area	General Location: Homeless on Pico harass or block sidewalk
261	Other	Complete Project Area	Homeless block sidewalks
262	Other	Complete Project Area	emergency vehicles hindered my medians along Pico Blvd to make a left in the travel lane cause rear ends
263	Other	Complete Project Area	Too much traffic, traffic lights poorly timed
264	Other	Complete Project Area	Parking enforcement is a challenge. Enforcing traffic rules within parking lots. Difficult traffic conditions in general. Install actual stop sign. Bikers need to be safer on the roads. Bikers and cars don't pay attention to each other.
265	Other	Complete Project Area	Interested in bike lanes on Pico. Currently Pico is not for bikes
266	Other	Complete Project Area	I do not drive or walk along Pico because of heavy traffic conditions. I would drive on Pico if parking conditions improved. Pearl is a good alternative for biking.
267	Other	Complete Project Area	Trash and homeless people block the sidewalks. Transit stops are blocked with trash
268	Other	Complete Project Area	Need more tree canopy, can increase pedestrian comfort. Make Pico into a pedestrian promenade

269	Other	Complete Project Area	landscaping upkeep is needed along Pico
270	Other	Complete Project Area	sidewalks are not ped friendly because they are narrow and uneven with tree roots. lack of safe crosswalks on Pico
271	Other	Complete Project Area	More trees for shade and medians are important
272	Other	Complete Project Area	The trees make it nice for shade; I like walkable neighborhoods
273	Other	Complete Project Area	trash along sidewalk is bad; houseless people camp on sidewalk and harass pedestrians
274	Other	Complete Project Area	I would like to see walking/pedestrian/wayfinding signs
275	Other	Complete Project Area	Trash cans need to be cleaned out and streets need to be cleaned
276	Other	Complete Project Area	Cover drain holes with screen to keep rodents out and trash from the ocean. Need more seats at bus stops. Need to make capsule hotel for homeless, seniors, students along freeway or under freeway. Get rid of the problem then everything will be fine.
277	Other	Complete Project Area	"Need parking for store employees on local streets. Extend meters to 6-9 hours for shoppers and diners."
278	Other	Complete Project Area	"I live in Sunset Park, one block off Pico. Everyone in the neighborhood (I've been here 27 years) would LOVE a more inviting, attractive stretch between Stewart and Centinela on Pico. Specific ideas below from the group I walked with, but the BIG TAKEAWAY is that this could be a nicer, more inviting, safer entrance into Santa Monica. Right now this stretch feels neglected and uninviting.
279	Other	Complete Project Area	Pico is loud, I avoid walking out. Popular destination at 99 cent store, Trader Joes, Laura's nails, and Rae's.
280	Other	Complete Project Area	Many stores are appointment only. Why? Not conducive to creating a neighborhood.
281	Other	Complete Project Area	Bloomberg Philanthropies study from April 2022 has great data on the impact of street art on pedestrian safety. Would love to see this implemented on all the Pico crosswalks as well as the Caltrans underpass. An obvious bike/walking connection from Pico to the train would benefit our business (McCabes). Parking capacity is always on issue for our customers. We could use more. Perhaps consider back-in perpendicular/diagonal parking vs. parallel. (Such as found on Ventura Blvd.)

		"Street is beautiful, pavement quality quite good. Storefronts are lacking on Pico's south side - any way to change that and get businesses entrance in front. Oct 12 SM Chamber of Commerce - Livable cities - address security on homelessness"
282	Other	Complete Project Area
283	Other	Complete Project Area
284	Other	Complete Project Area
285	Other	Complete Project Area
286	Risky roadway behavior	Complete Project Area
287	Risky Roadway Behavior	Complete Project Area
288	risky roadway behavior	Complete Project Area
289	Risky Roadway Behavior (Cyclists)	Complete Project Area
290	Risky Roadway Behavior (Cyclists)	Complete Project Area
291	Risky Roadway Behavior (Cyclists)	Complete Project Area
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293	Risky Roadway Behavior (Cyclists)	Complete Project Area
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296	Risky Roadway Behavior (Cyclists)	Complete Project Area
297	Risky Roadway Behavior (Cyclists)	Complete Project Area
298	Risky Roadway Behavior (Cyclists)	Complete Project Area
299	Risky Roadway Behavior (Cyclists)	Complete Project Area

300	Risky Roadway Behavior (Cyclist:	Complete Project Area	General location: Drivers turning right ignore cyclists; other cyclists don't make complete stops
301	Risky Roadway Behavior (Cyclist:	Complete Project Area	General Location: People with disabilities are not safe. Cars are not conscious of walkers. Cars are trying to beat the light.
302	Risky Roadway Behavior (Cyclist:	Complete Project Area	Electric Bikes on sidewalks
303	Risky Roadway Behavior (Cyclist:	Complete Project Area	General Location: Scooters on sidewalks and don't wear a helmet. Bicyclists use the sidewalks.
304	Risky Roadway Behavior (Cyclist:	Complete Project Area	General Location: Walking everywhere directly in front of flashing beacon. Cars run the red light.
305	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers don't respect pedestrians right-of-way when crossing Pico
306	Risky Roadway Behavior (Cyclist:	Complete Project Area	Lots of illegal u-turns
307	Risky Roadway Behavior (Cyclist:	Complete Project Area	Please consider that not all cyclists follow the rules and may create an even more dangerous environment in a congested are.
308	Risky Roadway Behavior (Cyclist:	Complete Project Area	Pedestrians jay walk along Pico. Pico is not well lit. Would like Park and Ride options to use public transportation, I would use it. There are a lot of crashes at Cloverfield and Virginia
309	Risky Roadway Behavior (Cyclist:	Complete Project Area	drivers speed and engage in unsafe behavior
310	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers do not pay attention to pedestrians in the crosswalk; need a designated space for bikes along Pico; the Ficus tree roots are shallow and push concrete up causing falling hazards.
311	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers don't stop for pedestrians in marked crosswalks; more visibility and lighting need for pedestrians
312	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers don't stop at stop signs, need more marked crosswalks
313	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers don't stop at stop signs and speed along Pico. The sidewalk along Pico zig-zags
314	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers don't stop at crosswalks or at stop signs
315	Risky Roadway Behavior (Cyclist:	Complete Project Area	cars don't respect stop signs and speed along Pico. More RRFB's are needed
316	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers do not stop at the traffic light; need another crosswalk at the medical center
317	Risky Roadway Behavior (Cyclist:	Complete Project Area	drivers don't yield to pedestrians in crosswalks along Pico. Drivers speed
318	Risky Roadway Behavior (Cyclist:	Complete Project Area	drivers don't yield for pedestrians crossing, sidewalks are uneven
319	Risky Roadway Behavior (Cyclist:	Complete Project Area	drivers don't always stop for pedestrian crossings at RRFB; houseless people sleep in bushes and don't make pedestrians feel safe

320	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers are reckless; Pico needs a bike lane; Pico needs better lighting and protected left turns
321	Risky Roadway Behavior (Cyclist:	Complete Project Area	Drivers don't stop at stop signs and pedestrians zig zag (jaywalk) throughout Pico Blvd.
322	Risky Roadway Behavior (Cyclist:	Complete Project Area	drivers don't stop for pedestrians and pedestrians zig zag (jaywalk) across Pico
323	Risky Roadway Behavior (Cyclist:	Complete Project Area	I beg to disagree: it's the bicyclists who ignore all traffic rules and run top signs and lights and almost run over pedestrians.
324	Risky Roadway Behavior (Cyclist:	Complete Project Area	Left turn only out of TJ's not respected"
325	Risky Roadway Behavior (Cyclist:	Complete Project Area	Motorists ignore stop signs. Motorists not signaling. Lack of pedestrian-controlled walk signals at controlled intersections. Motorist ignore crosswalks.
326	Risky Roadway Behavior (Cyclist:	Complete Project Area	"English: It is the first time I come to this meeting and I liked it because I learned that I have to pay more attention when I walk on the streets. I would tell them to be very careful when crossing the streets, because many motorists don't check if someone is going to cross, but personally I would not let children walk alone and I don't ride my bike anymore because I am afraid to ride on the streets.
327	Risky Roadway Behavior (Cyclist:	Complete Project Area	"English: It is my first time to participate in this walk but I liked it very much. I would like to be called back to participate again. When we walked I noticed that the sidewalks and wheelchair ramps need to be maintained and Pico Blvd needs a designated road for bicycles. Many drivers do not respect the pedestrian lights, it is sad because it is something personal.
328	Risky Roadway Behavior (Cyclist:	Complete Project Area	Stopping at stop signs is an issue.
329	Speeding	Complete Project Area	General Location: Pedestrian as commuter and for exercise. Drivers speed all along Pico
330	speeding	Complete Project Area	Speeding along the corridor
331	Speeding	Complete Project Area	Speeding, too much traffic, and narrow lanes on Pico keep me from riding my bike.
332	Speeding	Complete Project Area	cars speed along pico and parallel streets, especially between 4-6pm heading to freeway onramp
333	Speeding	Complete Project Area	Speeding on Pico is a concern
334	Speeding	Complete Project Area	General location: Seniors fearful of cars speeding
335	Speeding	Complete Project Area	General Location: Speeding along Pico

336	Speeding	Complete Project Area	Speeding drivers
337	Speeding	Complete Project Area	General Location: Drivers speeding, don't feel safe crossing
338	Speeding	Complete Project Area	distracted drivers; drivers speeding
339	Speeding	Complete Project Area	Speeding is an issue along Pico Blvd.
340	Speeding	Complete Project Area	Speeding long the corridor, especially during peak traffic. I avoids Pico anytime after 2:30pm M-F. I leave early to avoid traffic.
341	Speeding	Complete Project Area	speeding, narrow road, and congestion makes riding my bike feel unsafe.
342	Speeding	Complete Project Area	We also need left turn lanes and no right turns
343	Speeding	Complete Project Area	Challenges with drivers turning right on red and I do not feel safe riding my bike on Pico.
344	Speeding	Complete Project Area	Cars speed along Pico; sidewalks are too narrow
345	Speeding	Complete Project Area	need more signage and wayfinding; traffic builds up heading east towards freeway; more marked crosswalks are needed along Pico.
346	Speeding	Complete Project Area	Drivers speed; driver's don't respect traffic lights
347	Speeding	Complete Project Area	speeding along Pico, need RRFPs and landscaping improvements
348	Speeding	Complete Project Area	Drivers speed along Pico
349	Speeding	Complete Project Area	speeding - is there a speed limit?
350	Speeding	Complete Project Area	drivers seem to go faster than speed limits; Bus zooms by really fast
351	Speeding	Complete Project Area	Cars speeding and frequently fail to stop at the crosswalk even when pedestrians are in the crosswalk and the warning lights are flashing. I have narrowly avoided being run over on far too many occasions. I honestly don't know what more the City can do beyond having an active police presence to deter speeding and enforce traffic laws. Currently, a significant number of drivers just do not care and speed without fear of consequence.
352	Speeding	Complete Project Area	[Pico feels like] half freeway exit street, neighborhood street
353	Speeding	Complete Project Area	[Pico] Street could be slower
354	Speeding	Complete Project Area	Drivers constantly speeding, reckless driving. Need to apply various treatments to slow down traffic - reduce to one lane in each direction.
355	Speeding	Complete Project Area	The speed of cars on Pico is an overarching problem.
356	Speeding	Complete Project Area	If there will be no police enforcement on speed, use speed bumps on Pico. Motorist speed problem
357	Speeding	Complete Project Area	Cars speed going east and west on Pico
358	Speeding	Complete Project Area	Vehicle speeds to fast.

359	Speeding	Complete Project Area	Speeding is an issue.
360	Speeding	Complete Project Area	Neighborhood would like traffic calming measures like middle median - bulbouts are desired as second preference.
361	Speeding	Complete Project Area	"Cars speeding, need protecting bike lane connecting with Stewart Narrow sidewalks - cars flying by, does not feel friendly to pedestrians [Pico Blv]"
362	Poor Visibility	Complete Project Area	General Location:no lighting
363	poor visibility	Complete Project Area	Bus stops along Pico feel unsafe, especially at night, because of lack of lighting and houseless folks sleeping. RRFB would be good at marked crosswalks
364	Poor Visibility	Complete Project Area	Overall the city should invest in brightening and making this area walker-friendly. Need more trashcans.
365	Poor Visibility	Complete Project Area	General Location: Pico needs street lights
366	Poor Visibility	Complete Project Area	Dark/no visibility on 21st St
367	Poor Visibility	Complete Project Area	23rd- Ocean -- dark/ no visibility
368	Poor Visibility	Complete Project Area	General Location: Poor lighting on Pico at bus stops.
369	Poor Visibility	Complete Project Area	dark/no visibility on 21st St
370	Poor Visibility	Complete Project Area	Poor lighting on side streets of 23rd St.
371	Poor Visibility	Complete Project Area	Need better lighting along Pico blvd. Would like buffer cones and white bollards on Pico. Too much traffic and pedestrian congestion
372	Poor Visibility	Complete Project Area	Trees on Pico are overgrown and drop leaves all year making sidewalks messy and signage of stores/restaurants not visible. Some streetlights are hidden by larger trees.
373	Poor Visibility	Complete Project Area	Need more lighting on side streets - I walk in the street at night.
374	Poor Visibility	Complete Project Area	Trees are not ideal. They are overgrown, dropping limbs causes visibility issues for business signs, street lights, crossing lights. Just sidewalk trees. Do not like the aesthetics.