

# BERGAMOT AREA FIRST/LAST MILE IMPROVEMENTS



Funded in part by Metro,  
a partner in the community



April 2, 2024



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## PROJECT BACKGROUND



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## PROJECT DESIGN



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## CONSTRUCTION SCHEDULE



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PROJECT  
BACKGROUND

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CONSTRUCTION  
SCHEDULE



# BACKGROUND & GUIDING PLANS



Bergamot Area Plan (2013/2023)



Bike Action Plan Amendment (2020)



Climate Action & Adaptation Plan (2019)



Vision Zero & Local Roadway Safety Plan (2022)

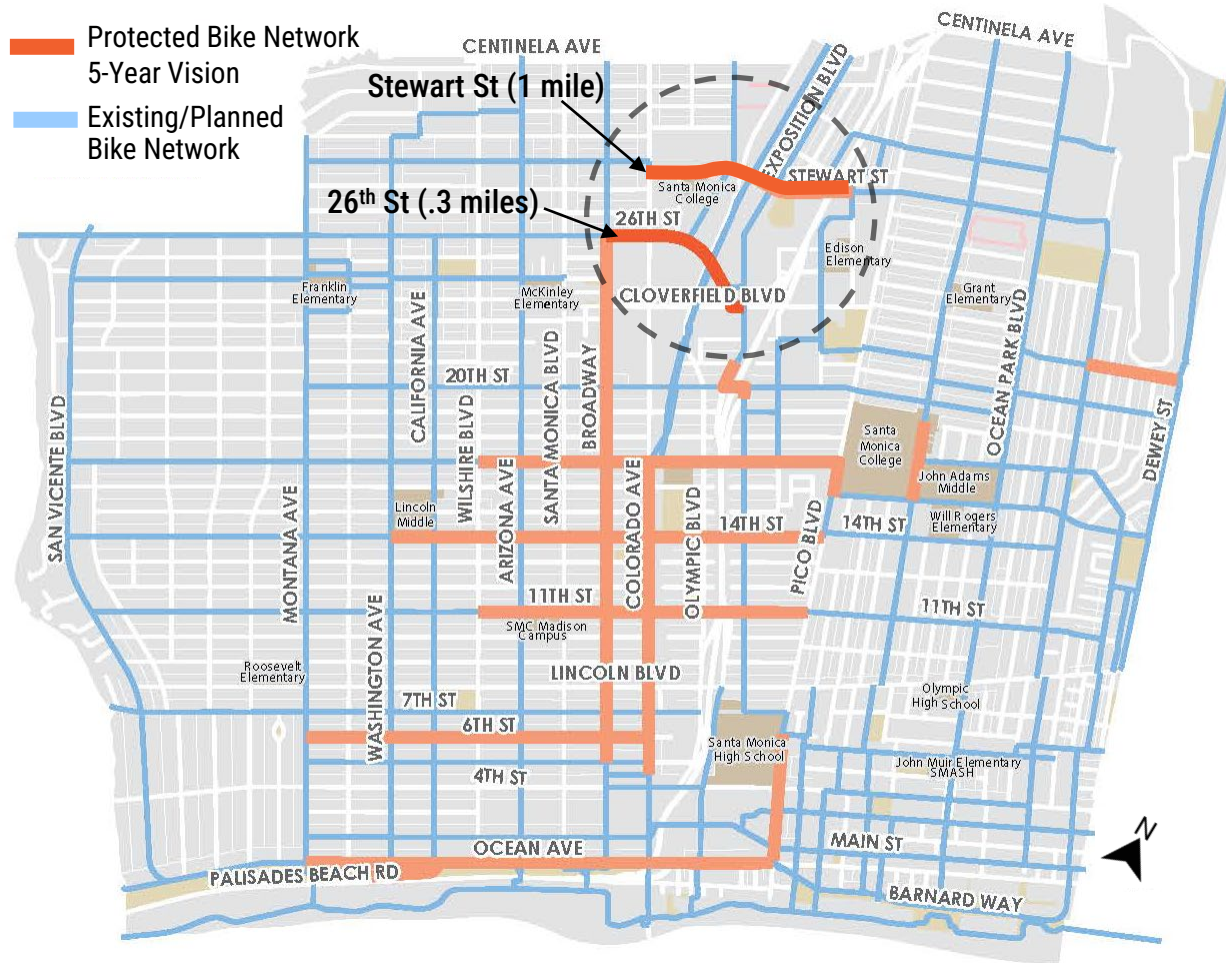


Pedestrian Action Plan (2016)



# KEY CORRIDORS & INTERSECTIONS

Santa Monica Protected Bike Network 5-Year Vision



Santa Monica Priority Network (Collisions 2015-2019)





# OUTREACH

## Community Presentations

11/14/2019

12/2/2019

2/20/2022

3/13/2024

3/19/2024

4/2/2024

## Booths at Community Events

5/18/2023 – Bike to Work

8/1/2023 – National Night Out

12/2/2023 – 17<sup>th</sup> St Ribbon Cutting

## Open Houses

12/14/2019 Virginia Avenue Park Library Annex

12/18/2019 Edison Language Academy

## Mailers and Door-to-door

9/2019

4/2024

## Project Webpage, Construction Notices, Project Flyers, and Newsletter

Ongoing through end of construction

### Stewart and Pennsylvania Safety Enhancement Project Proyecto de Mejoramiento de Seguridad para la calle Stewart y Pennsylvania Project Context / Contexto del Proyecto



December 16, 2019

Colonial Manor Inc.  
2609 Centinela Avenue #B  
Santa Monica, CA 90405-3117

RE: **SECOND NOTICE**  
Stewart Street & Pennsylvania Avenue Safety Enhancement Project  
Proposed improvements adjacent to 2711 Kansas Avenue

Dear Property Owner:

The City of Santa Monica has initiated the design of the Stewart Street and Pennsylvania Avenue Safety Enhancement Project. This letter serves to inform you of proposed improvements within the City's right-of-way adjacent to your property at 2711 Kansas Avenue.

The Project will enhance safety conditions along Pennsylvania Avenue between 26th Street and Stewart Street and along Stewart Street from Kansas Avenue to Colorado/Yale. Improvements include intersection safety enhancements at Stewart Street/Colorado/Yale and Stewart/Nebaska; installation of sidewalks and pedestrian scale lighting along Pennsylvania Avenue, where none exists today; curb ramp accessibility improvements; and creation of a protected bikeway along Stewart Street from Kansas to Colorado/Yale. A protected bikeway allows people of all ages and abilities to bike on a facility that is physically separated from motor traffic, and parking lanes. The goal of the project is to promote pedestrian and bicyclist safety and access to and from the Expo 26<sup>th</sup> Street/Bergamot Station and address safety issues identified on the City's High Priority Network.

Specific to your property, the Project proposes to shift the sidewalk to the west and install a shared use path between the sidewalk and the existing parkway. Attached is a photo rendering of the proposed improvements within the City's right-of-way: new 4' sidewalk and new 4'-5' bikeway.

We have an OPEN HOUSE on Wednesday December 18, 2019 at Edison Language Academy starting at 5:30pm. We hope to complete our community outreach soon and expect to complete design by mid-2020 to meet our federal funding schedule with construction anticipated by mid-2021.

Thank you for your time and attention to this matter. Please contact me at 310-434-2670 or [Carlos.Morales@smgov.net](mailto:Carlos.Morales@smgov.net) to schedule a convenient time to meet.

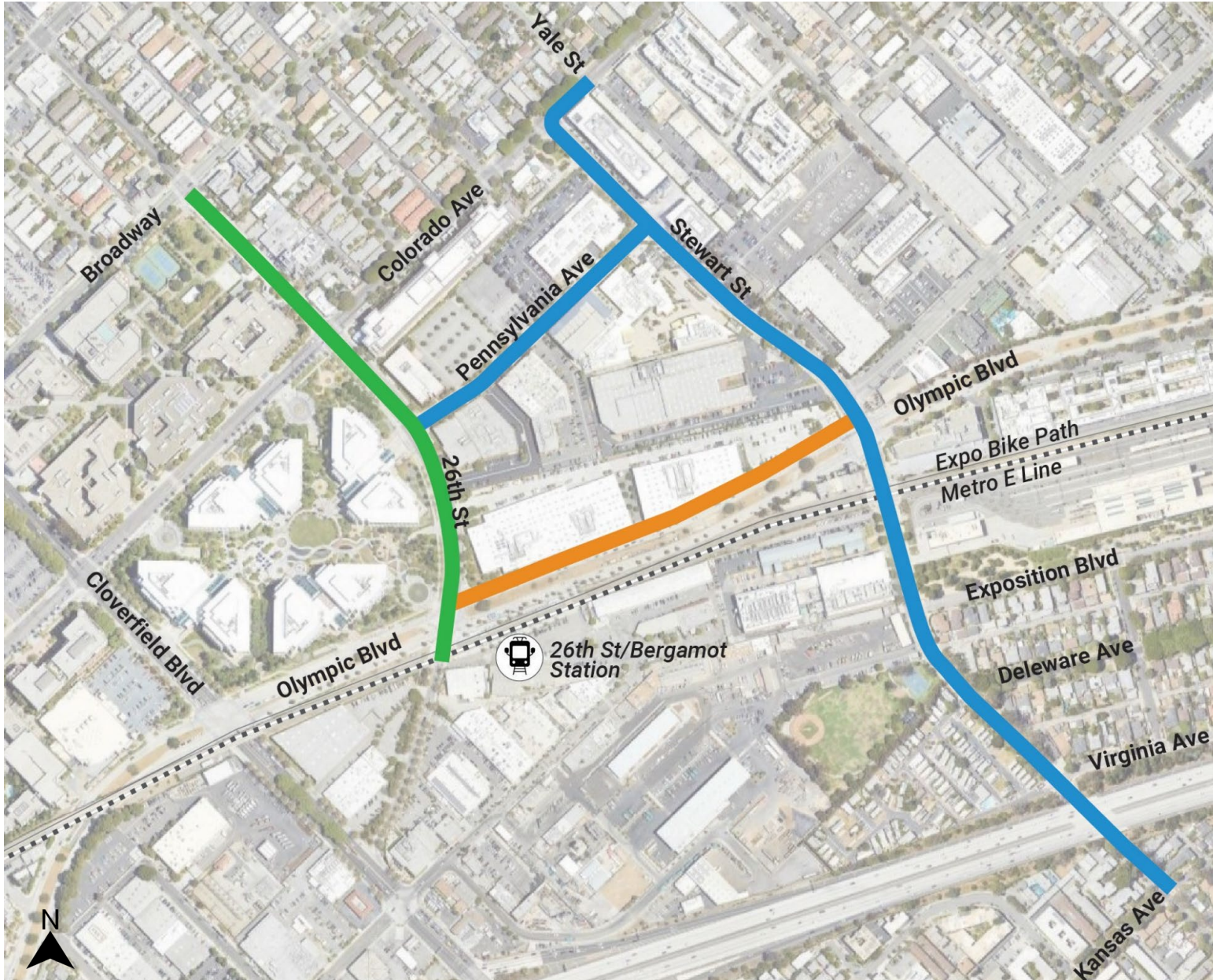
Sincerely,

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








# KEY CORRIDORS



## Bergamot Area First/Last Mile Improvements

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



# A NEED FOR HIGH QUALITY INFRASTRUCTURE

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



Drivers destroy plastic bollards



Moving cars next to regular bike lanes create high stress networks





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



Olympic Blvd & 26<sup>th</sup> St

Illegal maneuvers and poor visibility.



Stewart St & Nebraska Ave

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



Colorado Ave & Yale St

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



Pennsylvania Ave between Stewart St & 26<sup>th</sup> St



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NEXT  
STEPS





# OLYMPIC BLVD FROM 26<sup>TH</sup> ST TO STEWART ST

## PROJECT ELEMENTS



Olympic Blvd (north side) from 26<sup>th</sup> St to Stewart St

### **New Sidewalk, Trees, & Street Lights**

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



Olympic Blvd & 26<sup>th</sup> St

### **Close Slip Lane**

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



# 26<sup>TH</sup> ST FROM OLYMPIC BLVD TO BROADWAY

## PROJECT ELEMENTS



### Concrete Barriers

Concrete barriers will be installed on 26<sup>th</sup> St from Olympic Blvd to Broadway, connecting bicyclists and scooter users to the future Broadway protected bike lanes from 5<sup>th</sup> to 26<sup>th</sup>.



### Leading Pedestrian Interval (LPI)

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



### Bike Box & Turn Restrictions

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



# STEWART ST & PENNSYLVANIA AVE

## PROJECT ELEMENTS



### Concrete Barriers

Concrete barriers will be installed on Stewart St from Colorado Ave to Kansas Ave to create protection from moving traffic. The existing bike lanes will shift curbside while parking will shift away from the curb. This treatment increases safety and comfort while also attracting more riders of all ages and abilities.



### Leading Pedestrian Interval (LPI)

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



### Bicycle Traffic Signals

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

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



# STEWART ST & PENNSYLVANIA AVE

## PROJECT ELEMENTS



### Bike Gap Closure & Turn Restrictions

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

### Bus Boarding Island

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

### Curb Extension & Turn Restrictions

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

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



# STEWART ST & PENNSYLVANIA AVE

## PROJECT ELEMENTS



Existing - Stewart St & Kansas Ave



Planned - Stewart St & Kansas Ave

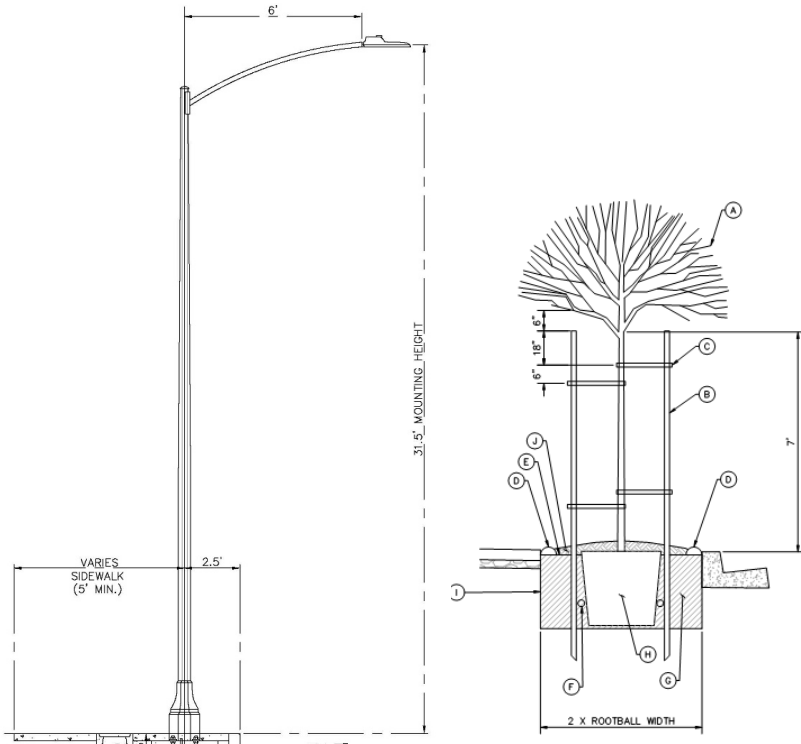
### **Raised Bicycle Facility**

A short section (240 feet) of the bike facility from the 10 Freeway underpass to Kansas Ave, will be raised to sidewalk level. The 8' bikeway will contain signage and bike markings to clarify the space allocated for bicyclists and scooter. The project terminates at Kansas Ave, leading users to nearby schools and parks.



# STEWART ST & PENNSYLVANIA AVE

## PROJECT ELEMENTS



### Install Lighting & Street Trees

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



### New Sidewalk

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

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



# PARKING INVENTORY

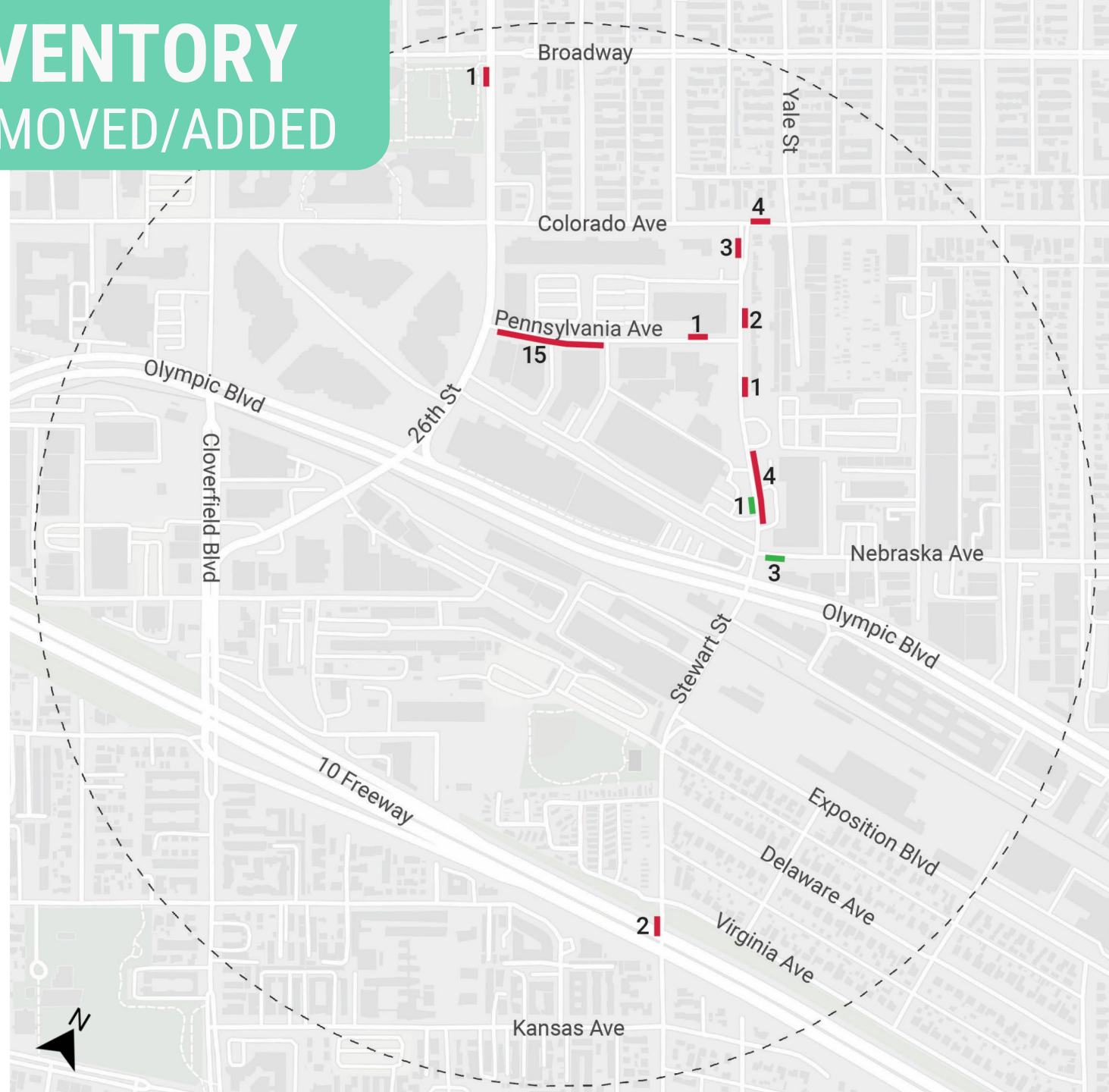
## SPACES TO BE REMOVED/ADDED

- Parking space removed
- Parking space added

### Parking Inventory

Within the project area, there will be a 20% parking loss; some blocks will have spaces removed and others will have spaces added.

The biggest change in parking inventory will be on the south side of Pennsylvania Ave, where 15 parking spaces will be removed to add a new sidewalk where there is not one today.





# LOADING & ACCESS



## Loading Access

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



## ADA Needs

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



## Emergency and Street Services

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



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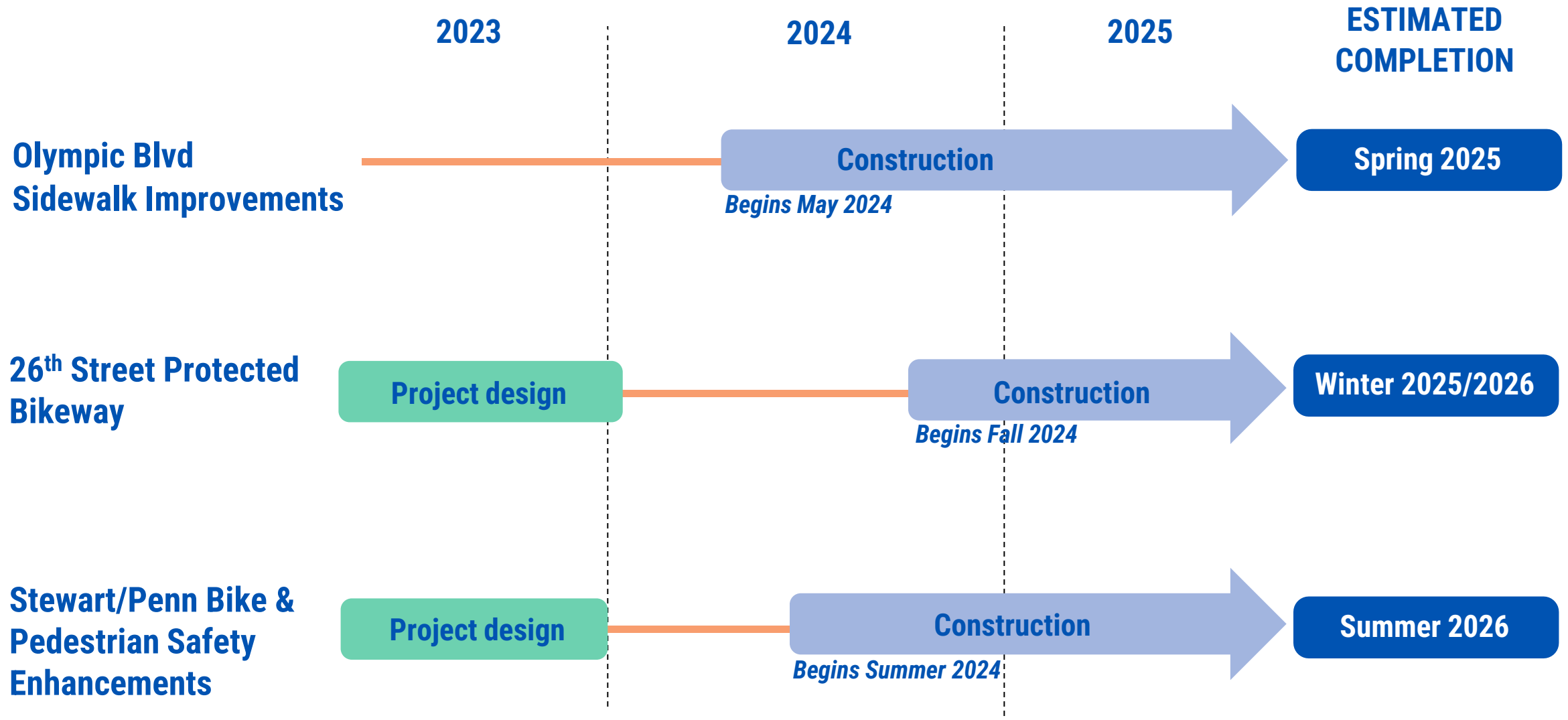
3

CONSTRUCTION  
SCHEDULE





# CONSTRUCTION SCHEDULE



*Schedule may be subject to change.*



# THANK YOU



Visit the project webpage to learn more  
[santamonica.gov/mobility-projects/bergamot-first-and-last-mile-improvements](https://santamonica.gov/mobility-projects/bergamot-first-and-last-mile-improvements)  
or contact [jacqui.swartz@santamonica.gov](mailto:jacqui.swartz@santamonica.gov)