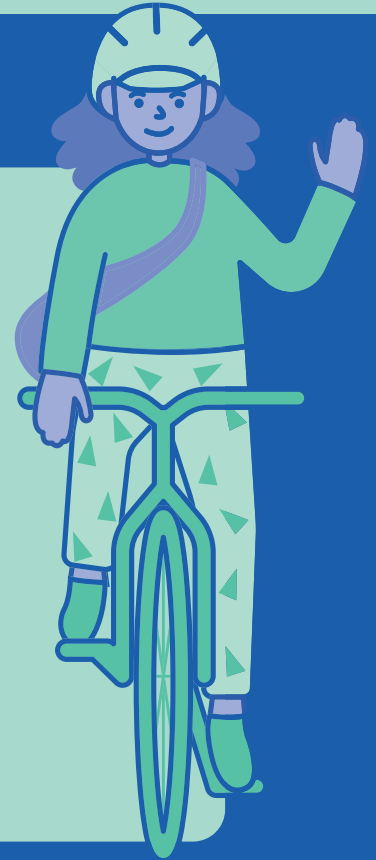


SAFE STREETS

FOR 17TH STREET & MICHIGAN AVENUE



Since the opening of the Metro Expo (E) Line in 2016, 17th Street has experienced a large increase in pedestrian and bicycle traffic. This project promotes a safe and accessible urban environment for cyclists, pedestrians, and drivers alike. Investing in high-quality transportation infrastructure is a crucial step toward promoting sustainability, building healthier communities, and tackling climate change. The project connects local neighborhoods to transit, other bikeways, schools, jobs, and entertainment.

Community outreach for the project began in 2017 and the design incorporates feedback from the community, as well as internal City departments.

Since the start of construction in 2021 the project has installed:

- 8,000 linear feet of concrete protected bikeway
- Two fully protected intersections and two partially protected intersections
- Pedestrian and bicycle scale lighting
- Nineteen curb extensions
- Signal timing adjustments
- New paint to clarify the use of space for all modes of travel
- Neighborhood traffic circles
- A resurfaced street for a smooth ride

KEY PROJECT ELEMENTS

1 PROTECTED BIKE LANE

The project replaced conventional painted bike lanes with protected bike lanes located between parked cars and the sidewalk. **This design is intended to prevent fatal and severe-injury collisions, prevent vehicles from blocking the bike lane, and create a connected bike network that promotes sustainability and encourages ridership for all ages.**

With the new design, the vehicle lanes are at least ten feet wide, and the parking lanes are eight feet wide, while the bike lane and buffer zone widths remain the same as before. These widths follow State and National regulations and comply with City standards. Left turn pockets were also removed at Broadway, Colorado Ave, and Michigan Ave.

2 PROTECTED INTERSECTION

Protected intersections improve safety and visibility for all road users at intersections, by installing physical barriers that separate different modes of transportation. The corner islands tighten the vehicle turn radius to reduce turning speeds and shorten the crossing distance, reducing exposure to traffic for pedestrians and bicyclists. The design allows cyclists to make left turns without having to merge into traffic, by following the traffic signals in a counterclockwise direction.

3 PEDESTRIAN AND BICYCLE SCALE LIGHTING

During the community engagement process, residents stated that improved lighting was critical. The project installed pedestrian and bicycle scale lighting where there was none before. **Lighting improves visibility and increases safety and comfort for those using the street.** The lighting also creates a cohesive design connection with the [Michigan Avenue Neighborhood Greenway \(MANGO\)](#).

4 NEIGHBORHOOD TRAFFIC CIRCLE

Like the additional lighting, the traffic circles on Michigan Ave at 16th and 18th Streets are a continuation of the [MANGO](#) plan. **These circles slow traffic at intersections and organize the flow of traffic in a counterclockwise direction around the circles.**

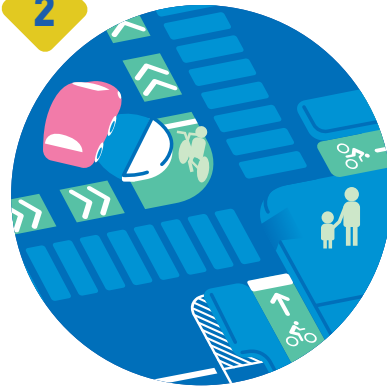
5 SIDEWALK-LEVEL BIKE LANE

The 17th Street bike facility transitions from in-street to sidewalk-level between Michigan Ave and Pico Blvd. White bike symbols will be painted onto the bicycle path to show cyclists where they should ride to avoid conflicts with pedestrians.

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MODIFICATIONS BASED ON COMMUNITY FEEDBACK

The following modifications have been implemented to address feedback received from residents about the project.

6 PROTECTED INTERSECTION – CORNER ISLANDS

The corner islands of the protected intersections on 17th Street at Broadway and Arizona Ave were modified to remove the “lip” where the asphalt and concrete meet **to smooth the path of travel for drivers as they make right turns.**

7 EXTENDING RED CURB – “DAYLIGHTING”

To increase visibility and improve sight lines, the City is extending red curbs around driveways (also known as “day-lighting”) between Wilshire Blvd and Colorado Ave, while striving to minimize the reduction of on-street parking spaces.

8 FLEX POSTS WITH REFLECTIVITY

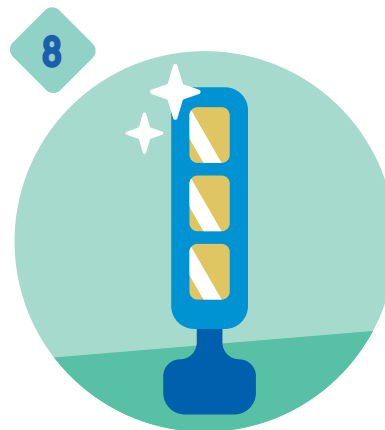
Approximately 40 new **high visibility markers have been installed on the concrete medians to increase visibility.** Yellow reflective paint will also be added to the concrete medians at key locations to make them more visible.

9 LOADING ZONES & EMERGENCY ACCESS

Loading zones will be added at key locations between Colorado Ave and Arizona Ave to improve curbside access for deliveries and other short-term uses. Additional red curb will be installed at 17th Street and Broadway to improve access for emergency vehicles.

10 BLUE ZONES AND ADA ACCESS

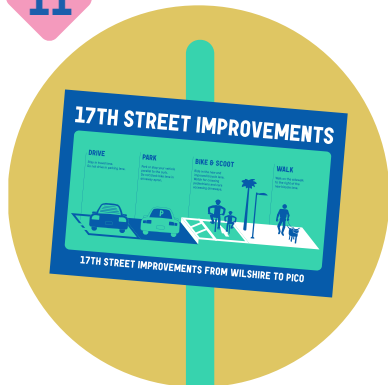
Accessible parking will be installed at the southeast corner of 17th St and Broadway and two accessible parking spaces that had been slated for removal have been retained based on feedback. Additionally, in some sections, the concrete curbs were omitted to facilitate easier passage for those with increased mobility needs as they enter and exit their vehicle.



WHAT'S NEXT?

A few more items remain—such as paint markings, signage, and signal timing adjustments—before the project is complete at the end of July 2023.

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EDUCATIONAL SIGNAGE

The city will produce and post additional **educational signage of the protected intersection treatment** that describes the benefits of the design and how to use it.

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MINI SWEEPER

With the growing number of protected bikeways being installed, the City of Santa Monica has purchased a new mini sweeper to help **keep our bike lanes clean and safe**.

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SAFE STREETS FOR 17TH ST AND MICHIGAN AVENUE – EVALUATION REPORT

A comprehensive **post-project evaluation** will be conducted after the project has been in place for approximately one year.



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OUR CONTACT

For any inquiries regarding the project, please email transportation.planning@santamonica.gov.

PROJECT WEBSITE



santamonica.gov/mobility-projects/safe-streets-for-17th-street-and-michigan-avenue