

EAST PICO SAFETY PROJECT SUMMARY REPORT

OCTOBER 2026

SCAG
INNOVATING FOR A BETTER TOMORROW

City of Santa Monica

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

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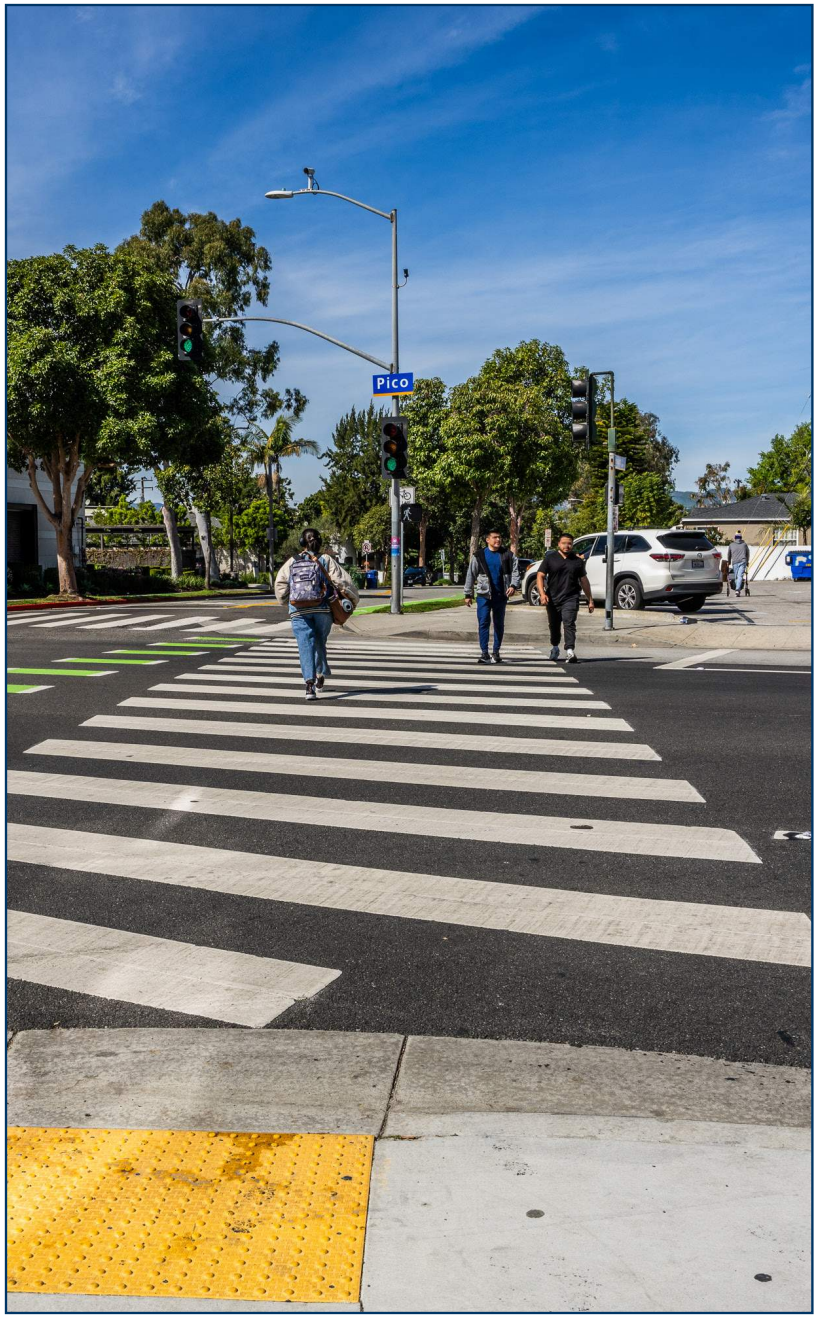
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ACKNOWLEDGMENTS

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#BeautifyEarth

INTRODUCTION

The City of Santa Monica's Mobility Division leads the City's effort to advance safe, sustainable, and accessible transportation options while supporting increased biking, walking, and transit use for people of all ages and abilities. The East Pico Safety Project supports this commitment by delivering targeted, quick-build improvements along a 0.6-mile segment of Pico Boulevard between 27th Street and Centinela Avenue (Figure 3). Pico Boulevard is a crucial multimodal link in the City's transportation network, serving regional traffic from the eastbound Interstate 10 (I-10) off-ramp while providing everyday access to homes, businesses, schools, and key services.

The project is funded by the California Transportation's Active Transportation Program (ATP) and administered by the Southern California Association of Governments (SCAG) Sustainable Community Program.

The focus of the project is to implement near-term safety enhancements that respond directly to community needs and recorded collision patterns, including:

- Builds off existing projects identified in the 2022 Local Roadway Safety Plan, 2017 Vision Zero Plan, 2016 Pedestrian Action Plan, and others.
- Identifies existing transportation safety concerns along the boulevard for all road users through data analysis.
- Engages the community to understand local travel patterns, experiences, and safety improvement priorities.
- Implements temporary, quick-build safety measures to enhance pedestrian comfort, access, and safety.
- Establishes a foundation for long-term, permanent infrastructure improvements.

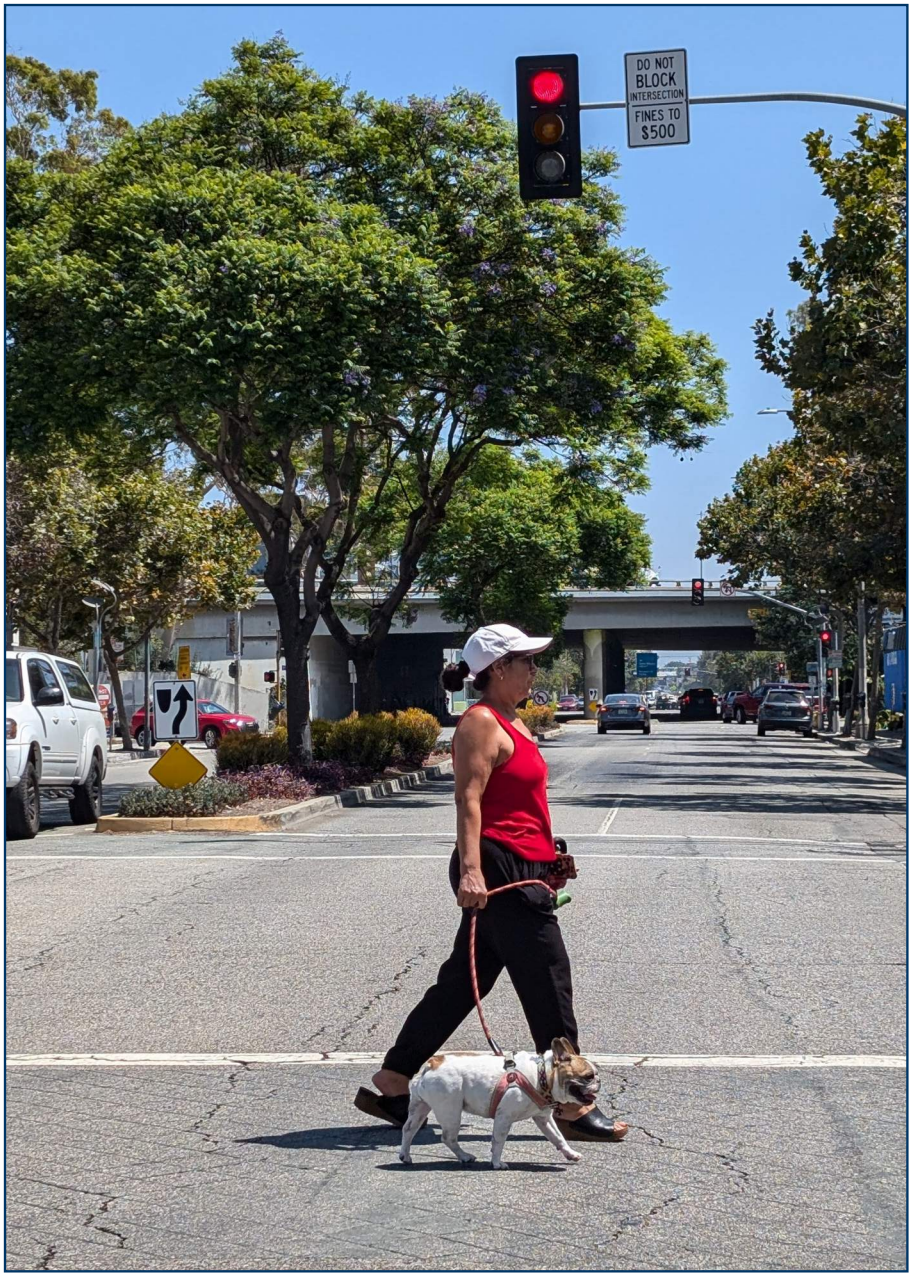


Figure 1 Pedestrian crossing 33rd Street

Approach

The eastern boundary of the Project, Centinela Avenue, serves as the border between the City of Santa Monica and the City of Los Angeles. Pico Boulevard active pedestrian corridor with significant transit use. This segment of the corridor also serves motorist traveling from the I-10 eastbound off-ramp. Locally, Pico Boulevard provides access to commercial uses for people traveling along the corridor and living in adjacent neighborhoods.

Recorded crash data in the Project boundary, between 2015 and 2020, shows pedestrians represent 42 percent of all fatal and severely injured crashes, despite being involved in only 17 percent of total crashes. The 2022 Local Roadway Safety Plan (LRSP) identifies this segment of Pico Boulevard amongst the 14 percent of roadways that account for 50 percent of all fatal and severe traffic collisions in Santa Monica, where a disproportionate share of severe crashes occurs. Previously, the 2017 Vision Zero Plan identified Pico Boulevard as a Priority Corridor for safety improvements.

Equity considerations further elevate the importance of this corridor. The Pico neighborhood (zip code 90404), home to the City's highest proportion of Latino residents (26 percent), is partially designated as a Disadvantaged Community (disproportionately burdened by multiple sources of pollution) by the State's Office of Environmental Health Hazard Assessment's CalEnviroScreen 4.0 tool. The LRSP identifies Pico Boulevard, east of 28th Street, as a priority location for safety countermeasures based on the combined analysis of crash history and community demographics.

The Project builds on previous planning efforts, targeted data collection, and a robust community engagement process to deliver quick-build improvements that enhance safety and usability for all roadway users. These near-term treatments advance the City's Vision Zero goals while informing future phases of investment that will continue to strengthen Pico Boulevard as a safe, connected, and people-focused corridor.



Figure 2 Big Blue Bus at 33rd Street



Figure 3 East Pico Safety Project Location Map


28th St
2200
big blue bus
EARN $25.90 AN HOUR

COMMUNITY ENGAGEMENT

The Project was shaped by a comprehensive, multi-year community engagement effort designed to improve safety along the corridor and reflect the needs and perspectives of all road users. The engagement process reached a broad cross-section of stakeholders, including residents, businesses, visitors, and neighborhood groups.

The Project team presented to community groups and business owners along the corridor. Outreach also included canvassing the corridor and interviewing local stakeholders. The Team also leveraged digital channels, such as the Take the Friendly Road newsletter, social media, and webpage updates, to keep the community informed and involved. In-person engagement materials were accessible in both English and Spanish, with translation services provided to support inclusive participation. Translators were also available at all in-person events.

Collaboration with City departments, including Public Works, Big Blue Bus (BBB), the Santa Monica Police Department, and the Santa Monica Fire Department, helped ensure that operational and safety concerns were addressed within the Project.

Community input was gathered throughout the Project, beginning with early outreach to inform communities of the Project's development and aid data collection efforts, continuing through the development of the quick-build design safety improvements. The project team developed and collaborated with a project-specific stakeholder group, the Community Advisory Committee (CAC), to share findings and gather feedback that directly informed both the quick-build treatments and longer-term strategies.



Figure 4 East Pico Safety Project Location Map

Activities

To achieve the Project goals, the Project Team implemented the following engagement strategies between August 28, 2023, and March 7, 2026:

- four community advisory committee meetings
- one walk audit
- three pop-up engagement activities
- an online travel experience survey (Social Pinpoint)
- a post quick-build construction survey
- a Go Human Kit of Parts temporary demonstration (Figure 7)
- and a quick-build scavenger hunt Celebration event



Figure 6 Collecting community feedback at the Westside Food Mobile Pantry food distribution event



Figure 5 Collecting public input along the corridor on Small Business Saturday



Figure 7 Kit of Parts temporary demonstration on Urban Avenue



Figure 8 Community Engagement Outcomes

Community Advisory Committee

The Project's community engagement approach focused on collaborating with the CAC. This committee brought together representatives from the following organizations:

- Pico Neighborhood Association
- Pico Improvement Organization
- Community Corporation of Santa Monica
- Santa Monica Spoke
- Santa Monica College
- Friends of Sunset Park

The CAC also broadened outreach efforts by connecting the project team with a wider range of stakeholder groups, with members sharing project information and updates within their respective networks. The collected feedback helped achieve the following goals:

- Increase Project awareness
- Identify corridor-wide and location-specific safety challenges and concerns
- Refine quick-building treatments
- Ensure feedback reflects the diversity of the community

The CAC played a crucial role in guiding the Project, providing a range of perspectives and local expertise. The Project Team hosted four CAC meetings in-person with a virtual option to share Project updates, facilitate meaningful dialogue, and gather meaningful input. They reviewed the preliminary, conceptual, and final quick-build treatment designs, and informed the permanent enhancement recommendations discussed at the end of this report. Additionally, the committee shared the conceptual designs with their respective stakeholder groups and conveyed feedback back to the Project Team regarding specific design elements. The committee's feedback was directly integrated into Project planning and decision-making, ensuring that community voices shaped both the process and outcomes (Figure 9).



Figure 9 CAC Meeting #1 at Community Corps of Santa Monica

Key Takeaways: Location-Specific

Public comments identified several location-specific multimodal challenges tied to conditions at individual intersections and street segments. Feedback was primarily concentrated at the Urban Avenue/33rd Street, 31st Street, and Stewart Street/28th Street intersections (Figure 12). Notably, 23 percent of all comments cited difficult crossings as a key priority (Figure 11). These comments have been analyzed and summarized by intersection in the following section.

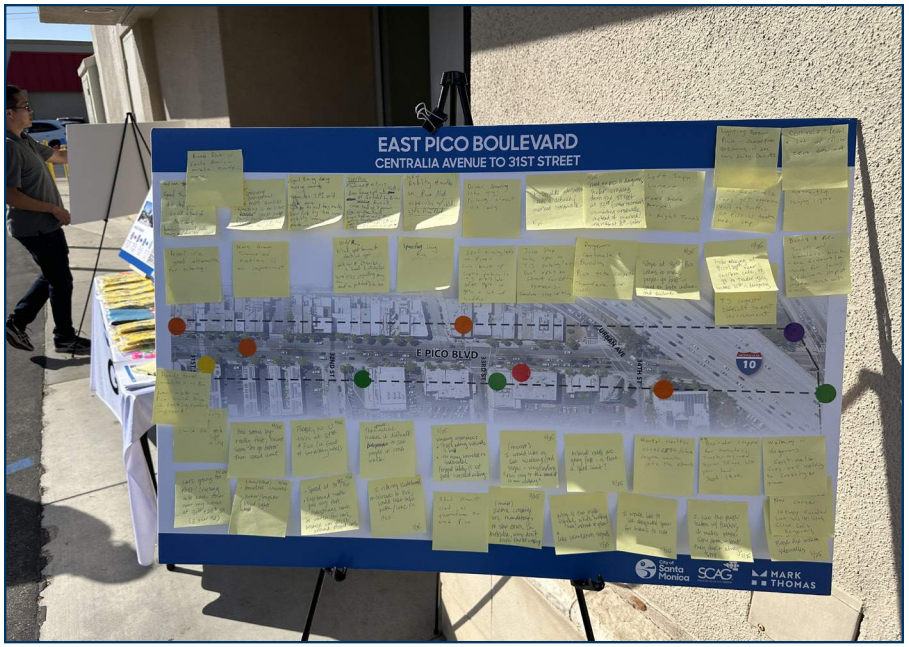


Figure 10 Community feedback on engagement poster boards

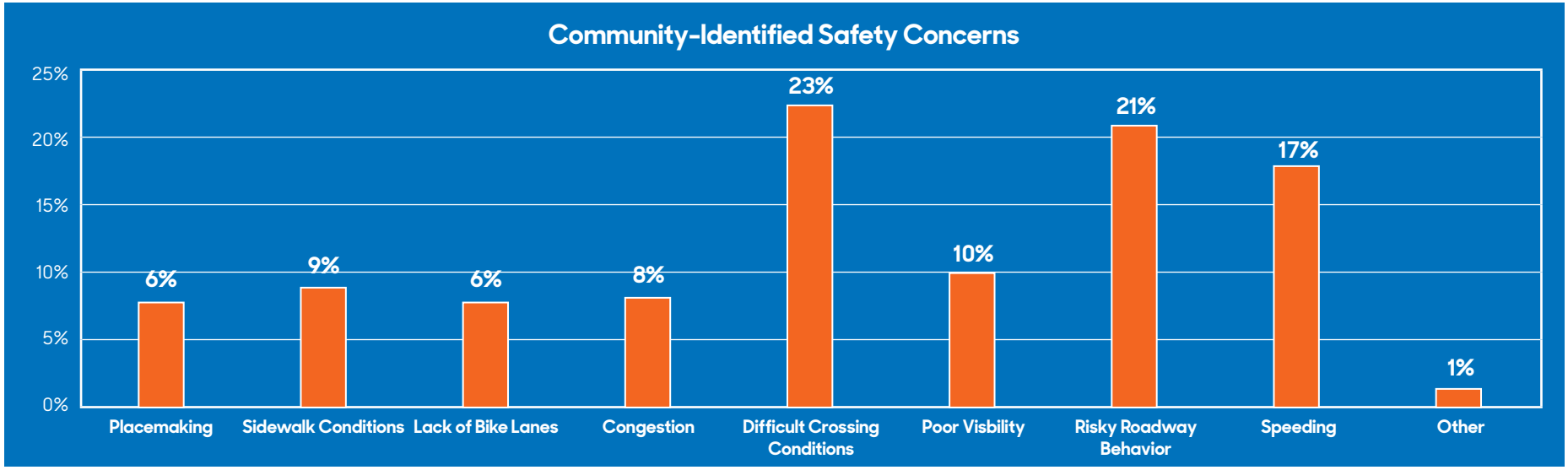


Figure 11 Community-identified safety concerns

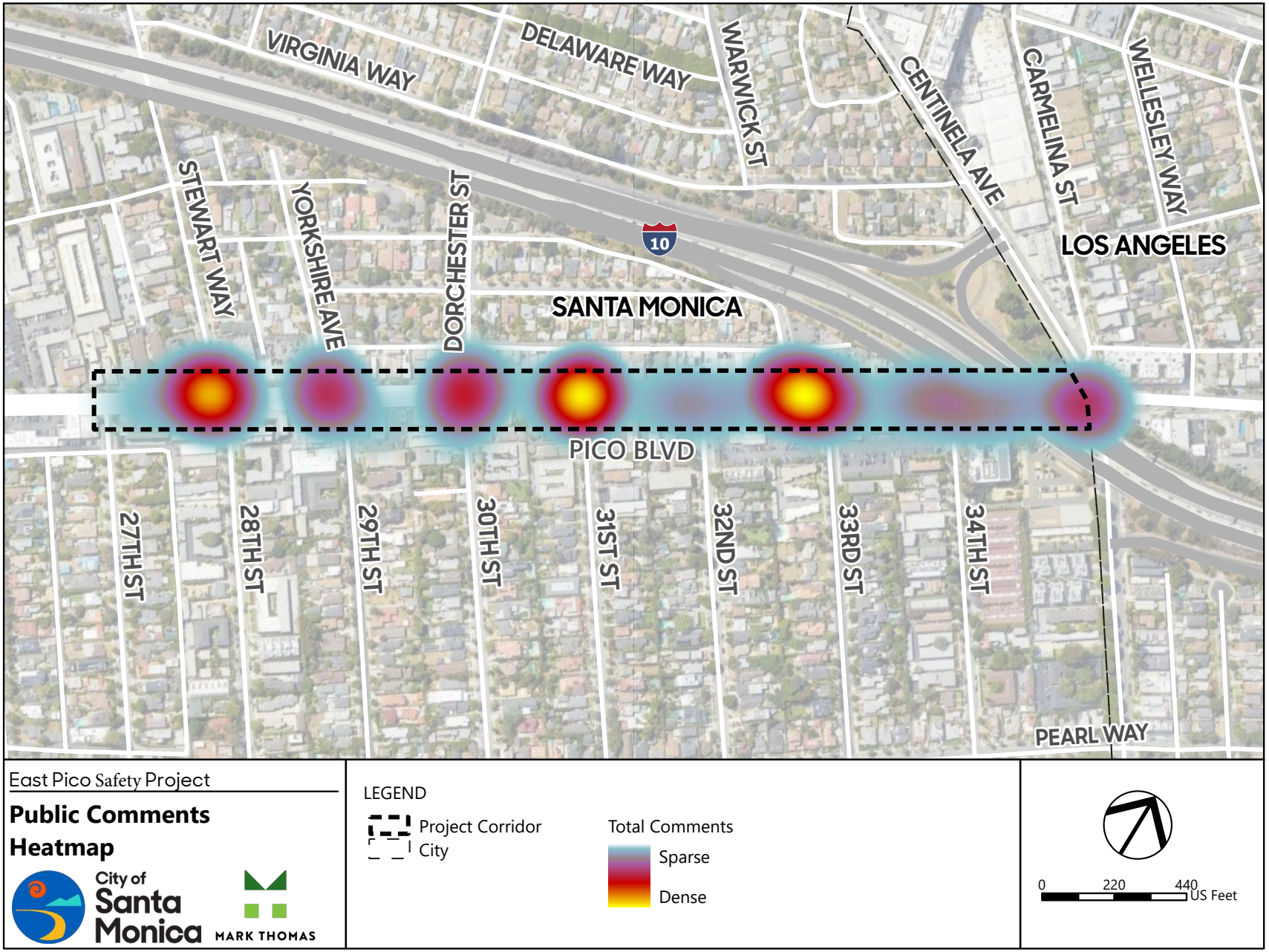


Figure 12 Public Comments Heat Map

27th Street and Stewart Street/28th Street

Ten percent of comments reported blocked pedestrian visibility in crosswalks and restricted access to BBB stops due to traffic overflow from the Starbucks driveway (Figure 13). Respondents also noted unsafe driver behavior, including excessive speeds and illegal left and U-turns into the driveway. Queuing vehicles frequently obstruct the northwest sidewalk and the east and north crosswalks, forcing pedestrians into low-visibility areas adjacent to moving traffic (Figure 14).



Figure 13 Traffic Congestion Blocking Sidewalk



Figure 14 Motorist Blocking Pedestrian Travel

Yorkshire Avenue and 29th Street

Community feedback indicated difficult crossing conditions and speeding. Participants requested right-turn-only restrictions for southbound motorists on Yorkshire Avenue, due to difficult visibility conditions on Pico Boulevard. This intersection was identified as a location with challenging pedestrian crossings that should be prioritized for safety improvements due to the absence of a marked north-south crosswalk across Pico Boulevard (Figure 15).



Figure 15 Pico Boulevard at Yorkshire Avenue and 29th Street

Dorchester Avenue and 30th Street

Five percent of comments across all engagement activities cited poor pedestrian visibility when crossing Dorchester Avenue or 30th Street. Stakeholders attributed visibility issues to the grade change between Yorkshire Avenue/29th Street and Dorchester Avenue/30th Street, as well as sun glare affecting drivers' sight lines in both directions. Community feedback also highlighted challenging crossing conditions. Field observations revealed that the intersection is frequently used for pedestrian and bicycle crossings. The intersection should be prioritized for pedestrian and bicyclist improvements such as marked north-south crossing across Pico Boulevard (Figure 16).

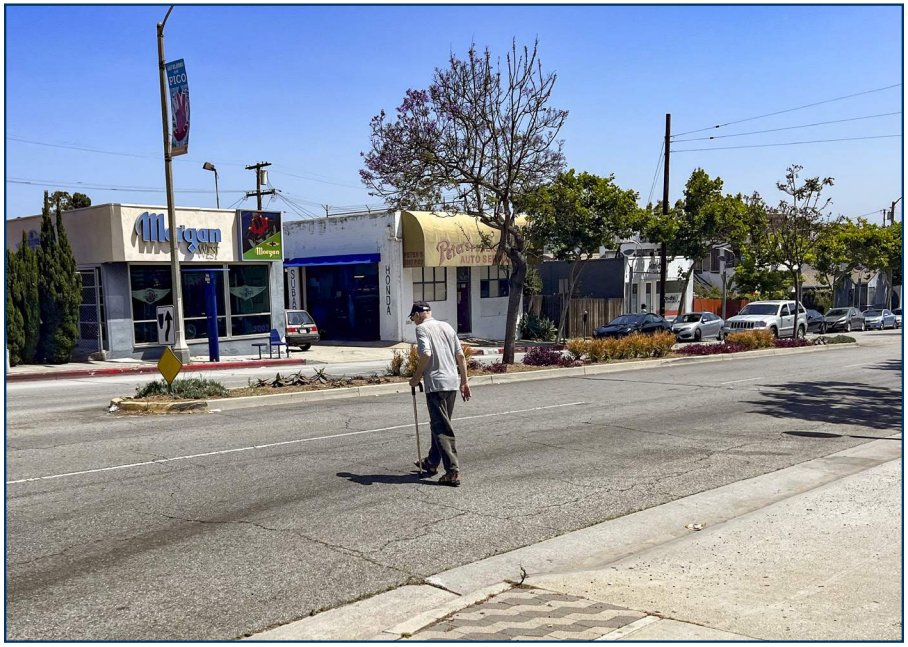


Figure 16 Pedestrian Crossing at Unmarked Dorchester Avenue and 30th Street

31st Street

Speeding and poor pedestrian visibility were the number one issues identified, along with concerns about narrow sidewalks between 31st Street and 32nd Street. Respondents identified challenges exacerbated by high vehicle speeds and motorist failing to yield (Figure 17), despite the presence of a marked crosswalk and Rectangular Rapid Flashing Beacon (RRFB). A roadway grade change contributes to speeding, with eastbound vehicles accelerating on the downgrade and westbound vehicles gaining speed on the uphill approach (Figure 18). Late afternoon sun glare further reduces visibility for westbound drivers.

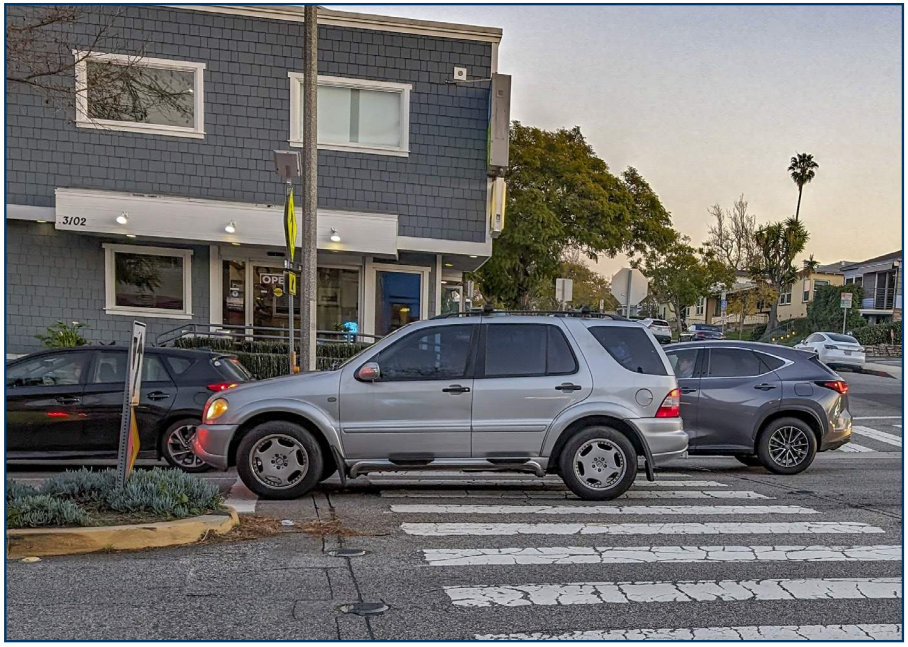


Figure 17 Motorist obscure crosswalk during peak commute time



Figure 18 Westbound Grade Change View of 30th Street and 31st Street Intersections

32nd Street

Stakeholders reported speeding and difficult crossing conditions, as well as a conflict point created by a gap in the Pico Boulevard median between 32nd Street and Urban Avenue. This gap encourages mid-block crossings, with pedestrians using the median as a refuge while waiting for a break in traffic (Figure 19). The location also lacks a marked north-south crosswalk across Pico Boulevard, contributing to challenging crossing conditions.



Figure 19 Midblock crossing between 32nd Street and Urban Avenue

Urban Avenue and 33rd Street

Public input identified difficult crossing conditions, poor visibility, and conflicts associated with speeding. Respondents noted faded crosswalk markings between Urban Avenue and 33rd Street, reducing pedestrian safety. Motorists frequently fail to yield at the Trader Joe's driveway and at both intersections when accessing Pico Boulevard. Additional concerns include unreliable pedestrian signal timing at 33rd Street and missing or inadequate curb ramps (Figure 20), many of which are cracked, uneven, or too narrow to accommodate pedestrian volumes, strollers, and mobility devices.



Figure 20 Pedestrian midblock crossing at Urban Avenue

Interstate-10 Eastbound Ramp and 34th Street

Difficult crossing conditions, poor visibility, and speeding were the key issues observed throughout the corridor. Vehicles exiting the I-10 southbound off-ramp frequently accelerate eastbound through the intersection, creating an uncomfortable environment for all users. Additional concerns included the wide west leg crossing (Figure 21) and motorists blocking the right-turn slip lane crosswalk, which impedes pedestrian movement and increases exposure to traffic conflicts.

Centinela Avenue

Respondents highlighted difficult crossing conditions, risky driver behavior, and poor pedestrian visibility on Centinela Avenue, particularly near the eastern entrance of the I-10 underpass (Figure 22) and the westbound slip lane. Respondents noted that the slip lane for vehicles exiting the I-10 off-ramp onto Pico Boulevard increases pedestrian exposure to conflicts with fast-moving motorists.



Figure 21 E-Scooter user traveling on the corridor



Figure 22 Wide crossing near the westbound slip lane at Centinela Avenue

Key Takeaways: Corridor-Wide

Key corridor-wide multimodal challenges were identified through the evaluation of comments collected throughout the community engagement process. Analysis highlighted the following priority issues:

- **Lack of unmarked north-south pedestrian crossings** at critical intersections, limiting adequate crossing opportunities.
- **Dangerous motorist maneuvers,** including speeding, failure to yield to pedestrians (Figure 23), and unpredictable
- **Wide crossing distances** across four or more travel lanes create crossing challenges, particularly for older adults, pedestrians with strollers, carts, or mobility assistance devices.
- **Long gaps between marked crossings** and the absence of controlled pedestrian signals at key intersections reduce predictable travel patterns. For example, there are no marked crossings at Yorkshire Avenue / 29th Street, Dorchester Avenue / 30th Street, and 32nd Street, where pedestrians frequently cross Pico Boulevard mid-block.
- **Narrow and obstructed sidewalks** caused by drive-through traffic queues, landscaping, utility boxes, or poles restrict pedestrian space and access.
- **Blocked crosswalks** due to motorists' failure to keep crossings clear or queues from drive-through traffic.
- **Poor pedestrian visibility,** particularly at 30th Street, where roadway slopes, early-morning, and sunset glare impact motorists' sight lines (Figure 24).
- **Accessibility barriers** for strollers and mobility assistance devices, due to frequent driveways and diagonal curb ramp designs.



Figure 23 Self-driving car encroaching crosswalk at 33rd Street



Figure 24 Grade change at the 30th Street intersection


30th St
2200
Pico Blvd
3000
big blue bus

SAFETY ANALYSIS

This Project uses a community-driven and data-driven approach to identify and address critical safety concerns along the corridor. It evaluates collision patterns, traffic trends, roadway conditions, and observed behaviors to understand factors contributing to crashes and user vulnerability. By analyzing historical crash data and operational characteristics, the study identifies locations where improvements can reduce severe injuries and fatalities. These findings support targeted, corridor-wide quick-build treatments intended to improve safety for all road users.

The Local Roadway Safety Plan identifies Pico Boulevard as a priority corridor, with the segment between 28th Street and 33rd Street showing the highest concentration of severity-weighted crashes. Additionally, CalEnviroScreen 4.0 identifies the 28th Street and Urban Avenue segment as a priority area. Crash data was analyzed over a five-year period from 2015 to 2019. Key safety findings are shown in Figure 25.

East Pico Boulevard is approximately 65 feet wide, curb-to-curb, within the study area. Each direction includes two travel lanes and on-street parking, separated by an intermittently raised landscape center median.

Despite the width of the corridor and the level of pedestrian activity, marked north-south crossings are limited and do no provide consistent crossing opportunities along the corridor. As a result, in order to cross on the corridor, pedestrians must rely primarily on widely spaced signalized intersections and one pedestrian-activated crossing at 31st Street.

Signalized intersections are located at the Stewart Street/28th Street, 33rd Street, 34th Street, and Centinela Avenue intersections, with an additional pedestrian-activated control device at 31st Street. The limited frequency of controlled and marked crossings creates significant gaps in pedestrian connectivity along Pico Boulevard and results in challenging crossing conditions. Unique safety challenges at each intersection are discussed below.

SAFETY ANALYSIS



14% of all roadways in Santa Monica account for 50% **OF ALL FATAL AND SEVERE CRASHES.** **Pico Boulevard is one of those roadways.**

50% of all pedestrian or bicyclist-involved collisions on Pico Boulevard occurred at the **27TH OR STEWART STREET / 28TH STREET INTERSECTIONS.**



24% of all crashes on Pico Boulevard involved **IMPROPER TURNING VIOLATIONS AT CONTROLLED INTERSECTIONS.**

21% of all pedestrian or bicyclist-involved crashes on Pico Boulevard involved **A DRIVER'S FAILURE TO YIELD TO A PEDESTRIAN.**

93% of all pedestrian or bicyclist-involved crashes occurred at an **INTERSECTION ALONG THE CORRIDOR.**



Figure 25 Key safety analysis findings

27th Street and Stewart Street/28th Street

The 27th Street intersection is a three-way T-intersection controlled by a northbound stop sign, while Stewart Street/28th Street is a signalized four-way intersection.

This segment of roadway accounts for four of the collisions on the corridor, including one pedestrian fatality (Figure 26). At Pico Boulevard and Stewart/28th Street, twenty-three (23) crashes were recorded, incldluing 1 fatality, which is the highest concentration of any intersection in the study area. Six collisions involving seven pedestrians and bicyclists occurred at this intersection (Figure 27). Across both intersections, a total of twenty-six (26) crashes were documented, **including two fatal collisions and one severe injury collision**. Improper Turning is the leading contributed factor, accounting for thirty-two (32) percent of crashes, well above the corridor average of twenty-four (24) percent. This indicates a clear pattern of dangerous driver behavior.

At Stewart/28th Street, conditions are further compounded by high pedestrian demand, with the eastbound and westbound stops serving the highest BBB ridership and boardings along the corridor. Despite existing improvements such as south leg curb extensions and a pedestrian advance signal, residents to continue to report insufficient pedestrian crossing time across five east-west travel lanes.

Together, the crash history, severity of incidents, and observed operational conditions demonstrate a clear and urgent need to address turning movements, improve signal timing, and implement additional pedestrian safety measures to reduce both crash frequency and severity at these intersections.

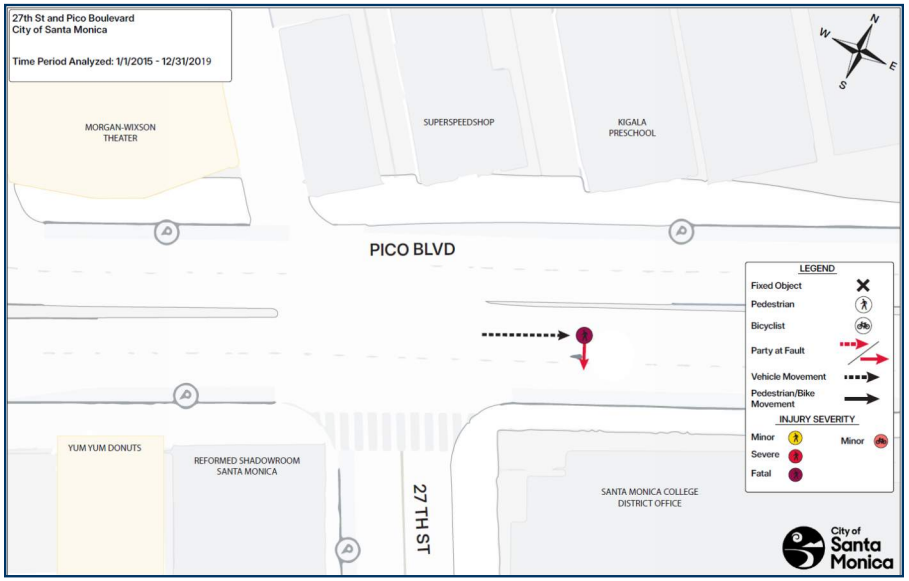


Figure 26 Pedestrian fatality near 27th Street

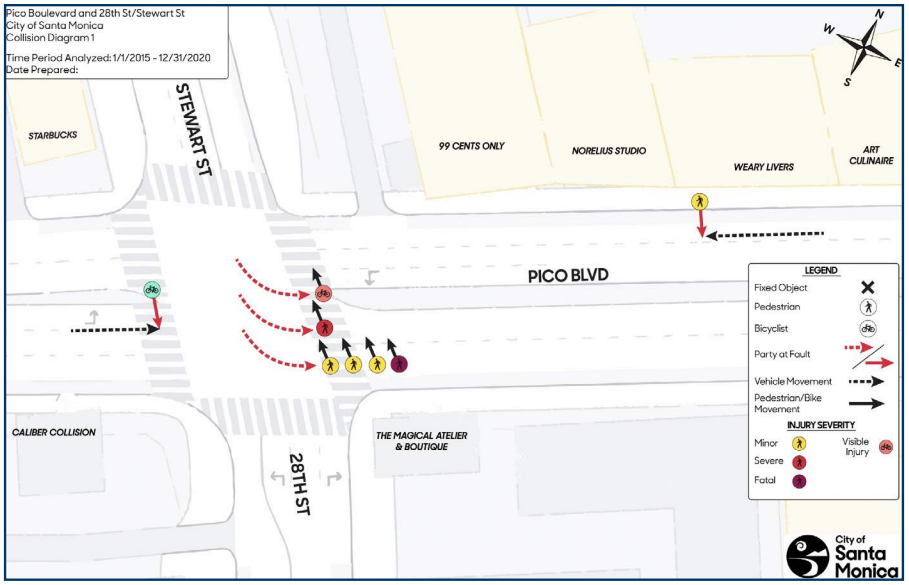


Figure 27 Pedestrian and bicyclist-involved collisions at Stewart Street and 28th Street

Yorkshire Avenue and 29th Street

Yorkshire Avenue and 29th Street is an offset intersection, with stop control only on the north and south approaches. The absence of traffic signals, marked crosswalks across Pico Boulevard, and a continuous median network creates fragmented and uncomfortable conditions for pedestrian travel. This location also marks the beginning of a roadway grade change on Pico Boulevard, which reduces sight distance and contributes to increased vehicle speeds and reduced yielding behavior. Crash data reflects these operational and geometric conditions, with five property damage only collisions recorded near the intersection. The existing conditions present clear exposure risk due to speed, limited visibility, and discontinuous pedestrian infrastructure. These findings support the need for measures that improve visibility, complete pedestrian connectivity, and reduce vehicle speeds.

Dorchester Avenue and 30th Street

The Dorchester Avenue and 30th Street intersection is slightly offset, with four travel lanes on Pico Boulevard and stop control only on the north-south approaches. This configuration creates safety concerns due to limited pedestrian protection and constrained crossing conditions.

Crash data identifies four total collisions near Pico Boulevard and 30th Street/Dorchester Avenue, including one pedestrian minor injury crash (Figure 28). In that incident, the motorist traveling eastbound on Pico Boulevard was determined to be at fault, with unsafe speed identified as the primary contributing factor. BBB eastbound and westbound stops are located at this intersection, generating consistent pedestrian activity.

Dorchester Avenue functions as a key pedestrian and bicycle connection to the I-10 underpass leading to the Metro E-Line 26th Street/Bergamot Station. The north end of Dorchester includes a tunnel that lacks a direct ramp access for bicycles and pedestrians.

Additionally, the intersection of Dorchester Avenue and Pico Boulevard provides no protected or controlled crossing to cross Pico Boulevard to access the tunnel. As a result, pedestrians and bicyclists must navigate multiple high-speed travel lanes without dedicated crossing protection to reach the tunnel.

These conditions underscore the need for speed management, improved visibility, and enhanced, protected pedestrian and bicycle crossings to reduce crash risk and ensure safe access to transit and key corridor connections.

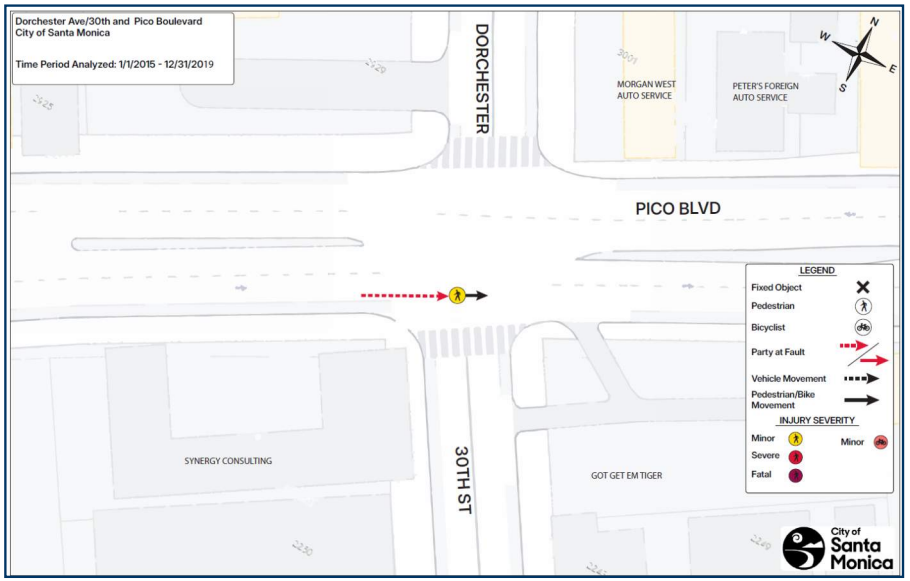


Figure 28 Pedestrian involved in a collision at 30th Street

31st Street

The 31st Street Intersection is a three-way T-intersection with northbound stop control and serves as the most significant pedestrian crossing point between Yorkshire Street/29th Street and Urban Avenue. It features an extended curb, marked crosswalk, and a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) to alert drivers to pedestrian activity (Figure 30). Despite these improvements, safety features, eleven total crashes occurred near Pico Boulevard and 31st Street, with six resulting in minor injuries. Two of those injury crashes were attributed to speeding. Additionally, two collisions involved bicyclists, including one caused by a motorist making an improper turn while a bicyclist was crossing east in the 31st Street crosswalk (Figure 29). These findings emphasize the need for stronger speed control, improved driver compliance at crossings, and enhanced protection for pedestrians and cyclists.



Figure 30 Motorist not yielding to pedestrian crossing 31st Street

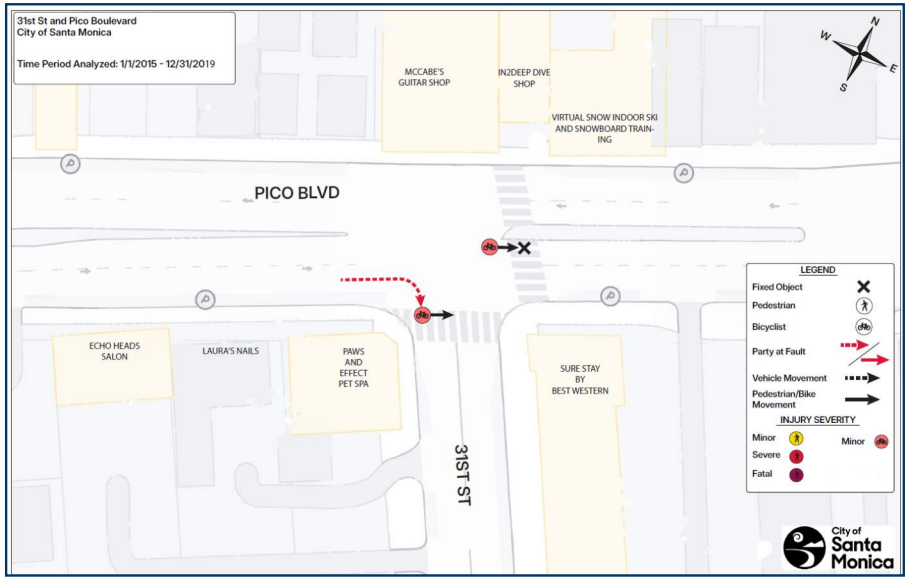


Figure 29 Recorded bicyclist involved collisions at 31st Street



Figure 31 Pedestrian crossing 31st Street

32nd Street

The 32nd Street Intersection is a three-way T-intersection with northbound stop control. Safety concerns exist at this location due to observed conflict patterns and operational issues. Crash data identified four (4) total collisions near the intersection, including a motorist-bicyclist minor injury collision between 32nd Street and Urban Avenue (Figure 32). In addition to recorded crashes, public input and field observations indicate recurring unsafe illegal U-turn movements by commercial delivery trucks serving the Trader Joe's location (Figure 33), further increasing conflict potential for all roadway users and contributing to unpredictable vehicle movements along the corridor. These conditions highlight the need to improve visibility, address illegal turning behaviors, enhance bicycle safety treatments, and implement targeted strategies to reduce crash risk at this location.



Figure 33 Big rig shipment performing U-turn at 32nd Street intersection

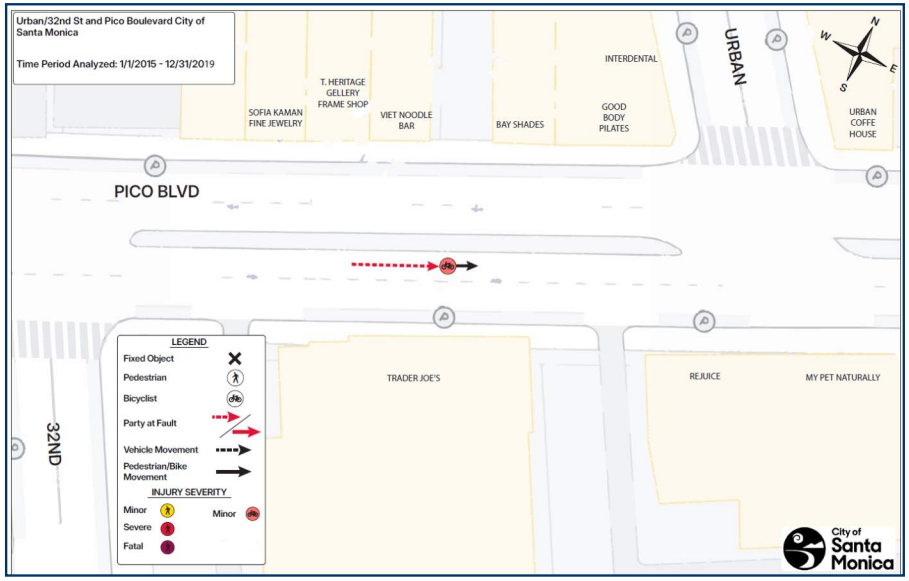


Figure 32 Bicyclist involved in a collision between 32nd Street and Urban Avenue



Figure 34 Pedestrian crossing 32nd Street

Urban Avenue and 33rd Street

Urban Avenue is a stop-controlled T-intersection, and 33rd Street is a signalized three-way T-intersection, together forming an offset alignment. Urban Avenue functions as a frequent cut-through route for motorists accessing the Eastbound I-10 freeway as well as the Trader Joe's grocery store, resulting in high turning volumes and complex vehicle movements that reduce predictability (Figure 35).

Crash data identified eight property damage only collisions near the 33rd Street and Urban Avenue intersections. Cut-through traffic, frequent unsafe turning movements, a mid-intersection westbound BBB bus stop, and constrained sightlines result in ongoing conflict for all roadway users.

These conditions, combined with high pedestrian volumes, underscore the need to manage cut-through traffic, improve intersection visibility, and implement targeted pedestrian safety enhancements to reduce conflict points and improve overall safety performance.



Figure 35 Pedestrian midblock crossing west of Urban Avenue

Interstate-10 Eastbound Ramp and 34th Street

The I-10 southbound off-ramp and 34th Street intersection is a three-way signalized crossing that includes the eastbound I-10 egress lanes. Pedestrians must navigate a slip lane and a through lane, with a small island for refuge between them. Limited sightlines make it difficult for eastbound pedestrians to see vehicles exiting the freeway at high speeds, resulting in only a few seconds for drivers to notice pedestrians in the crosswalk. Crash data reveals thirteen collisions near the intersection, including three pedestrian-involved minor injury crashes involving three pedestrians crossing in a marked crosswalk (Figure 36). These conditions necessitate treatments to improve visibility, reduce vehicle speeds, and strengthen pedestrian protections at this intersection.

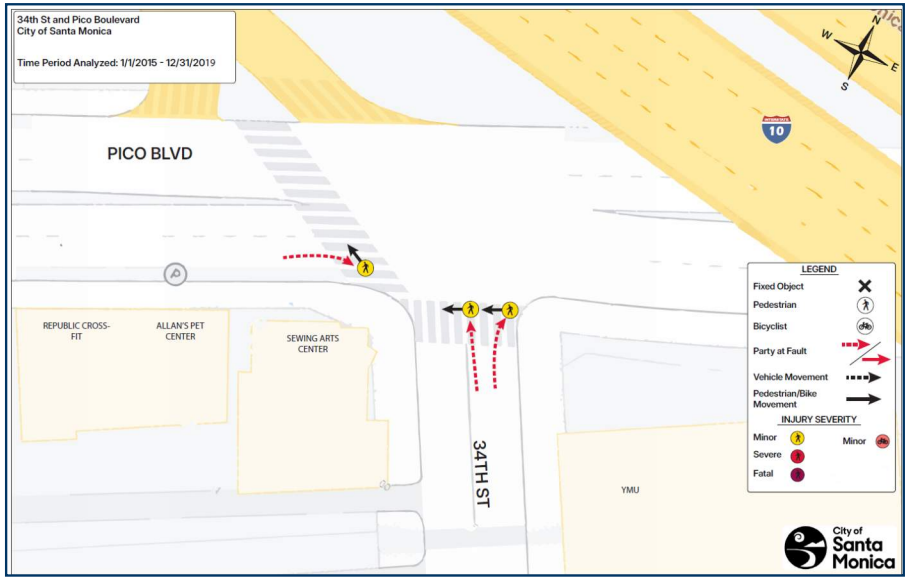


Figure 36 Pedestrian crashes attributed to motorist encroaching marked crosswalk

Centinela Avenue

The Centinela Avenue intersection is a signalized four-way crossing and serves as the easternmost boundary of the corridor and the City limits. One collision was reported at this intersection.



Figure 37 Motorist encroaching 34th Street marked crosswalk

Key Findings: Corridor-wide

Corridor-wide crash records, traffic volumes, and travel speeds were analyzed to identify trends and patterns that could be addressed through quick-build treatments.

Crash Analysis

Between January 1, 2015, and December 31, 2020, a total of 101 crashes were recorded in the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) database and the City's local database (Table 2). The analysis identified two fatal (2), fourty six (46) minor injuries, and one (1) severe injury collision involving pedestrians or bicyclists along the corridor (Table 1). Pedestrians and bicyclists are disproportionately impacted on Pico Boulevard. They account for the two fatality collisions recorded during the study period. Based on U.S. Census commuting data for Satna Monica (2019-2023), pedestrians and bicyclists account for 8.1 percent of trips but are involved in 19 percent of crashes, indicating a disproportionate safety risk. The most frequent Primary Collision Factor (PCF) was Improper Turning (Table 3), which includes turning from the wrong lane, failing to signal, failing to yield, illegal U-turn, and improving turning radius movements.

Table 1: Crash Severity on Pico Boulevard

Crash Severity	Pico Boulevard	
	Total Crashes	Percentage
Fatal	2	1%
Severe Injury	1	1%
Minor Injury	46	46%
Property Damage Only	52	52%
Total:	**101**	**100%**

Source: SWITRS and City Data (2015-2020)

Table 2: Top 5 PCF on Pico Boulevard

PCF	Pico Boulevard	
	Total Crashes	Percentage
Improper Turning	23	23%
Unsafe Speed	11	11%
Other Hazardous Movements	11	11%
Automobile Right-of-way	9	9%
Traffic Signs and Signals	9	9%

Source: SWITRS and City Data (2015-2020)

Table 3: Pedestrian and Bicyclist Crash Victims

#	PED OR BIKE	CRASH SEVERITY	PCF CATEGORY	AT FAULT	PRIMARY ROAD	SECONDARY ROAD
1	Pedestrian	Fatal	Pedestrian Violation	Pedestrian	Pico Blvd	27th St
2	Pedestrian	Fatal	Pedestrian Right-of-Way	Driver	Pico Blvd	28th St
3	Pedestrian	Severe Injury	Pedestrian Right-of-Way	Driver	Pico Blvd	28th St
4	Bicycle	Injury (Complaint of Pain)	Traffic Signals and Signs	Bicyclist	28th St	Pico Blvd
5	Bicycle	Other Visible Injury	Failure to Yield-Left or U-Turn	Driver	Stewart St	Pico Blvd
6	Bicycle	Other Visible Injury	Automobile Right-of-Way	Driver	Stewart St	Pico Blvd
7	Pedestrian	Injury (Complaint of Pain)	Other Hazardous Violation	Driver	Stewart St	Pico Blvd
8	Pedestrian	Visible Injury	Pedestrian Right-of-Way	Driver	Stewart St	Pico Blvd
9	Pedestrian	Visible Injury	Pedestrian Right-of-Way	Driver	Stewart St	Pico Blvd
10	Pedestrian	Minor Injury	Pedestrian Violation	Pedestrian	Pico Blvd	Stewart St
11	Pedestrian	Visible Injury	Unsafe Speed	Driver	Pico Blvd	30th St
12	Bicycle	Visible Injury	Improper Turning	Driver	Pico Blvd	31st St
13	Bicycle	Visible Injury	Other Than Driver (or Pedestrian)	N/A	Pico Blvd	31st St
14	Bicycle	Visible Injury	Other Hazardous Violation	Driver	Pico Blvd	32nd St
15	Pedestrian	Other Visible Injury	Other Hazardous Movement	Driver	Pico Blvd	34th St
16	Pedestrian	Other Visible Injury	Pedestrian Right-of-Way	Driver	34th St	Pico Blvd
17	Pedestrian	Injury (Complaint of Pain)	Pedestrian Right-of-Way	Driver	34th St	Pico Blvd

Source: SWITRS and City Data (2015-2020)



East Pico Safety Project

Collisions Map

City of Santa Monica

MARK THOMAS

Study Area

Pedestrian Collisions

- Fatality (2)
- Severe (1)
- Minor / Visible Injury (6)
- Complaint of Pain (2)

Bicycle Collisions

- Other / Visible Injury (5)
- Complaint of Pain (1)

Vehicle Only Collisions

Less Collisions

More Collisions

Severity	Count
Complaint of Pain	9
Other Visible Injury	16
Property Damage Only	52

Traffic Volumes

Pico Boulevard is classified as an Other Principal Arterial according to Caltrans functional classification of roadways. Other Principal Arterials serve major centers of metropolitan areas and provide a high degree of mobility. Traffic counts collected along Pico Boulevard in 2023 between 28th Street and Centinela Avenue found Average Daily Traffic (ADT) ranging between 22,000 and 31,000 vehicles per day, and 4,000 to 7,000 vehicles during the 4:00 PM to 7:00 PM peak. The 34th Street intersection has the highest ADT of any intersection within the Project limits. Bicyclist and pedestrian counts collected at the intersections between Stewart Street/28th Street and 34th Street, during the same time frame, show a range of 16 to 112 ADT and 123 to 677 ADT, respectively. **The 28th Street intersection was observed as having the highest volume of both bicycle and pedestrian activity anywhere along the Project corridor because it is the primary north-south bicycle route network.** Pico Boulevard is the primary corridor for BBB Route #7, which currently offers weekday service every 10 to 15 minutes or better. This frequency is the result of BBB's Brighter Blue initiative launched in Spring 2025, and service is expected to continue improving over the next five years.



Figure 38 BBB Route #7 traveling westbound at 31st Street



Figure 39 Peak commuter hour on Pico Boulevard

Travel Speeds

The posted speed limit along Pico Boulevard is 35 miles per hour (mph) in both the eastbound and westbound directions. Motorists' travel speed data was collected along the corridor between Stewart Street/28th Street and 32nd Street using radar surveys during midday and evening periods. Analysis of the 85th percentile speed, the speed at which or below 85 percent of vehicles travel, indicates that while most drivers comply with the posted limit, a significant portion exceeds it.

Average observed speeds were slightly below the posted limit, with eastbound traffic averaging approximately 33 mph and westbound traffic averaging 34 mph. However, 85th percentile speeds were recorded at 39 mph eastbound and 40 mph westbound, indicating a notable share of motorists travel at higher speeds, particularly westbound.

Speeding is more prevalent between 6 PM to 6:45 PM and 2 PM to 2:50 PM, with a small percentage of drivers observed to exceed 45 mph. Elevated speeds along Pico Boulevard increase crash severity and contribute to roadway safety concerns. They also create uncomfortable conditions for pedestrians and bicyclists, who must cross multiple lanes of traffic. There is a well-documented correlation between vehicle speed and pedestrian and bicyclist safety; as speed increases, the likelihood of severe injury or fatality rises. To effectively reduce speeds and improve safety, physical geometric modifications to the roadway can improve motorist behavior.



Figure 40 Bicyclist on Pico Boulevard, approaching 29th Street


DO NOT
BLOCK
INTERSECTION
FINES TO
$500
33rd
interDental
3231
PICO
SANTA MONICA
Urban
Pico
Urban Organic
Coffee House

FOCUS LOCATIONS

Community engagement and safety analysis identified several focus locations where community concerns aligned with documented crash history, roadway conditions, and operational characteristics. The locations described below received the highest concentration of public comments and helped inform the prioritization of quick-build improvements.

27th Street and Stewart Street/28th Street

Stakeholders identified concerns about blocked crosswalk visibility, difficult access to transit stops, speeding, illegal turning movements, and vehicles queuing across sidewalks and crosswalks. This was supported by crash data showing 24 crashes at Stewart Street/28th Street and four crashes near 27th Street, **including two pedestrian fatalities and one severe injury collision**. The intersection also recorded the highest concentration of pedestrian and bicyclist-involved crashes along the corridor, with improper turning identified as the primary collision factor.

Yorkshire Avenue and 29th Street

Pedestrians experience difficult crossing conditions due to speeding vehicles, limited visibility, and the lack of a marked north-south crossing. Community members also expressed concerns about turning movements from Yorkshire Avenue onto Pico Boulevard. This was supported by safety analysis identifying five crashes near the intersection, visibility constraints associated with the offset intersection geometry, and roadway conditions that may contribute to higher vehicle speeds and failure-to-yield behavior.

Dorchester Avenue and 30th Street

Roadway grades, sun glare, and limited sight distance create challenging crossing conditions for pedestrians. Community members also identified the lack of a marked north-south crossing as a concern. This was supported by crash data documenting four total collisions near the intersection, including a visible injury pedestrian-involved crash where unsafe speed was identified as the primary contributing factor. The intersection also serves as an important connection to Bergamot Station and the I-10 underpass, generating regular pedestrian and bicyclist activity.

31st Street

Speeding vehicles, motorists failing to yield, and poor pedestrian visibility caused by roadway grades and sun glare were the primary concerns raised by stakeholders. This was supported by crash data showing 11 crashes near the intersection, including six minor injury collisions and two bicycle-involved crashes. Two minor injury crashes were attributed to unsafe speed, while corridor speed studies documented vehicle speeds exceeding the posted 35 mph speed limit.

32nd Street

We heard concerns about speeding, difficult crossing conditions, and a median opening that encourages pedestrians to cross outside designated crossing locations. This was supported by crash data identifying four minor injury crashes near the intersection, including a bicyclist-involved collision. While traffic volumes are lower than at other corridor locations, crash history and field observations indicate ongoing concerns related to visibility, bicycle safety, and crossing behavior.

Urban Avenue and 33rd Street

This portion of the corridor was highlighted as having difficult crossings, faded crosswalks, poor visibility, motorists failing to yield, and conflicts associated with nearby commercial driveways. Community members also identified concerns with pedestrian signal timing and curb ramp accessibility. This was supported by crash data showing eight minor injury crashes near the intersection. The offset intersection geometry, transit activity, driveway access, and high pedestrian volumes create multiple conflict points and operational challenges.

I-10 Off-Ramp and 34th Street

High vehicle speeds, poor visibility, wide crossings, and conflicts associated with freeway traffic and slip-lane movements were common concerns raised during outreach. This was supported by crash data identifying 13 minor injury collisions near the intersection, including two pedestrian-involved crashes involving three pedestrians. The intersection geometry requires pedestrians to cross both freeway off-ramp and local traffic movements, increasing exposure to conflicts.

Centinela Avenue

Stakeholders noted concerns about visibility limitations, driver behavior, and conflicts associated with freeway ramp movements, particularly near the slip lane and I-10 underpass. This was supported by field observations that identified challenging crossing conditions at this multimodal gateway location. While only one reported minor injury collision occurred during the analysis period, the intersection serves as an important connection between Santa Monica and Los Angeles and experiences substantial pedestrian, bicycle, transit, and vehicle activity.

Overall, community feedback consistently identified speeding, difficult crossings, visibility limitations, and failure-to-yield behavior as primary concerns along East Pico Boulevard. The safety analysis confirmed these concerns through documented crash patterns, speed data, and field observations, demonstrating a strong alignment between community experience and technical findings.

QUICK-BUILD IMPLEMENTATION

Building on a comprehensive safety analysis, community engagement, and evaluation of existing conditions, the City implemented targeted quick-build treatments along Pico Boulevard. The improvements address corridor-wide safety issues as well as specific challenges at individual intersections.

The final design plan and cost estimates were developed by the Consultant team and refined through input from the Technical Advisory Committee (TAC) and the CAC. Design development followed a phased review process (30%, 60%, 90%, and 100%).

The resulting treatments were implemented to provide immediate safety and operation improvements for people driving, walking, and bicycling along the corridor, while also allowing for adjustments based on observed performance over time.

The following maps and Quick-Build countermeasures table (Table 4) highlight the full set of location-specific countermeasures implemented along the Corridor. In addition to the quick-build treatments, supplementary improvements such as corridor repaving, bus stop relocations, and loop detector installations strengthen overall safety effectiveness. Each treatment was selected in response to the corridor's distinct crash patterns, geometric challenges, observed travel behaviors, and priorities identified through extensive community engagement. The Project delivers targeted safety and operational benefits that complement the broader corridor-wide strategy.

Table 4: Quick-Build Countermeasures

COUNTERMEASURE	ISSUES ADDRESSED	SAFETY IMPACT
Crossbike	Bicyclist Visibility, Motorist and Bicyclist Conflict	Improves motorist awareness of bicyclists in intersection
High-Visibility Continental Crosswalk	Pedestrian Visibility, Vehicle Speed	May reduce pedestrian injury crashes by up to 40%[1]
Stop Line	Pedestrian Visibility, Motorist Yielding Compliance	Reduces failure-to-yield conflicts
Quick-Build Curb Extension	Pedestrian and Motorist Conflict, Pedestrian Crossing Distance, Vehicle Speed	Reduces pedestrian crossing distance, slows turning vehicles
Red Curb	Pedestrian Visibility	Improves sightlines at intersections and driveways
Vertical Centerline	Lane Departure, Head-on Collisions, Vehicle Traffic Flow, Broadside Collisions	Visually narrows travel lanes, discourages hazardous maneuvers
Bike Route Markings	Bicyclist Visibility, Motorist and Bicyclist Conflict	Signals to motorists to share the road or bicyclists may be present
Left-Turn Restriction	Pedestrian and Motorist Conflict, Obstructed Sightlines	Discourages hazardous maneuvers
FUTURE Bus Stop Relocation (not quick-build)	Pedestrian Visibility,Vehicle Traffic Flow	Enhances sightlines, may reduce pedestrian and motorist conflict
Speed Feedback Sign	Vehicle Speed	Encourages speed reduction
Bike Route Markings	Bicyclist Visibility, Motorist and Bicyclist Conflict	Signals to motorists to share the road or bicyclists may be present
'KEEP CLEAR' Pavement Marking	Intersection Blockage, Emergency Access	Reduces motorists stopping in conflict zones, Clear pedestrian crossing space
Advanced Yield Line	Motorist Yielding Compliance, Pedestrian Visibility	Increases pedestrian visibility
'Yield Here to Pedestrian' Signage	Pedestrian Priority, Motorist Yielding Compliance	Reinforces yielding compliance, Prioritize pedestrian crossing
Intersection Through-Line	Lane alignment, intersection navigation	Clarifies intended path of travel

[1]Crash Reduction Factor is based on the Federal Highway Administration's Proven Safety Countermeasures

27th Street and Stewart Street/28th Street



Green crossbike pavement striping were installed to visibly identify bicyclist travel paths through intersections and increase motorist awareness of bicyclist movements. The markings improve visibility in conflict zones where vehicle and bicycle paths intersect.

At Stewart Street/28th Street, a priority segment of the City's bikeway network, the striping enhances connectivity between existing bicycle facilities and improves route continuity.

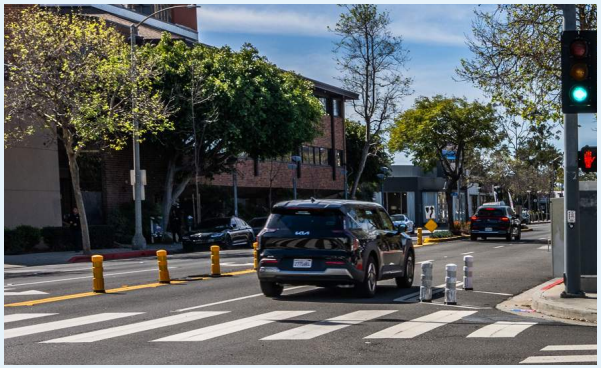
Pavement markings were installed to improve driver awareness of pedestrians at intersections and reduce failure-to-yield collisions. Faded standard markings at all four legs of the Stewart Street/28th Street and Pico Boulevard intersection were replaced with high-visibility continental crosswalks.

Stop lines were added in advance of each crosswalk to set back vehicle stopping positions, improving sightlines between pedestrians and approaching drivers, reducing crosswalk encroachment, and clarifying yielding expectations. Together, these treatments define pedestrian space more clearly and support more predictable driver behavior.

Curb extensions were used to reduce crossing distances and slow turning vehicles. A hardened curb extension already existed at the southeast corner of the intersection, and a quick-build curb extension was added at the northwest corner to balance corner treatments and shorten crossing distances across all approaches. Additionally, the curb extension on the northwest corner was introduced to reduce the width of the roadway in an effort to eliminate unsafe U-turns at the intersection.

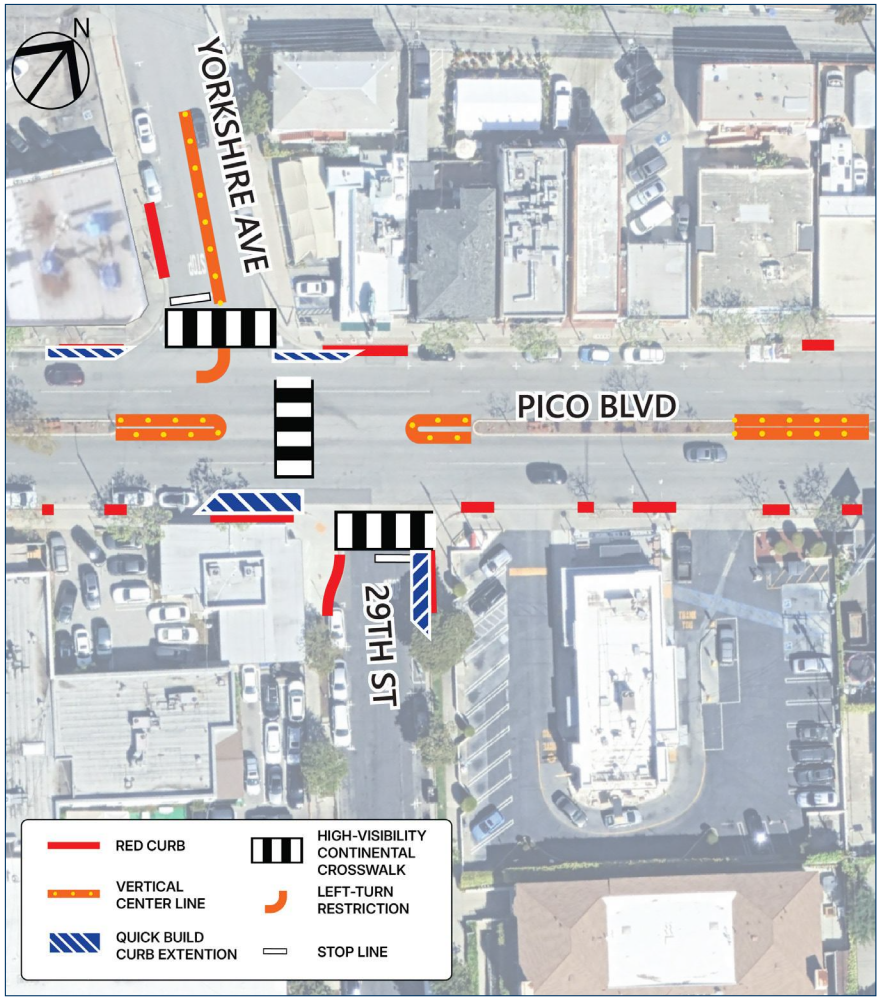
Daylighting was implemented to improve visibility at intersections by removing visual obstructions near crosswalks. At the Stewart Street/28th Street and Pico Boulevard intersection and the 27th Street intersection, curbside areas were restriped near seven adjacent driveways to improve sightlines and reduce conflicts between drivers, pedestrians, and bicyclists.

Vertical centerlines were installed on the west and east legs of Pico Boulevard to reduce unsafe turning movements, speeding, mid-block crossing behavior, and unsafe queuing blocking the westbound travel lanes. The treatments consist of painted striping reinforced with bollards, providing both visual guidance and physical separation to reinforce proper vehicle positioning and improve compliance at intersections.

Stewart Avenue	Before Improvements	After Improvements
Crossbike and High-Visibility Crosswalks		
Vertical Centerline Median Extension		

Yorkshire Avenue and 29th Street

The Yorkshire Avenue and 29th Street intersection is offset from Pico Boulevard, creating visibility constraints for roadway users. To improve safety, a quick-build restriction was implemented prohibiting eastbound left turns from Yorkshire Avenue. The restriction was installed using pavement striping and bollards to eliminate high-risk turning movements and simplify driver decision-making at the intersection.



High-visibility continental crosswalks replaced worn markings at the north left of Pico Boulevard at the Yorkshire Avenue crossing. Stop lines were added in advance of each crosswalk to increase yielding compliance, improve sightlines, and reduce vehicle encroachment into pedestrian space.

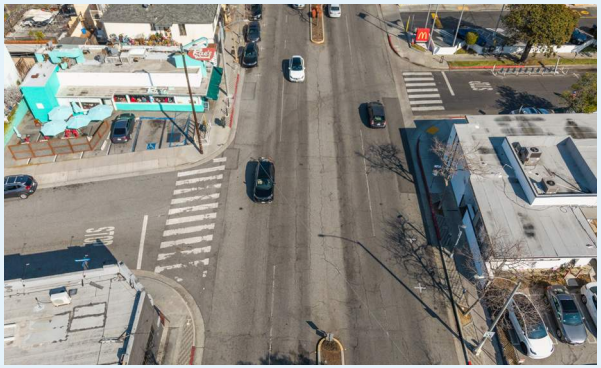
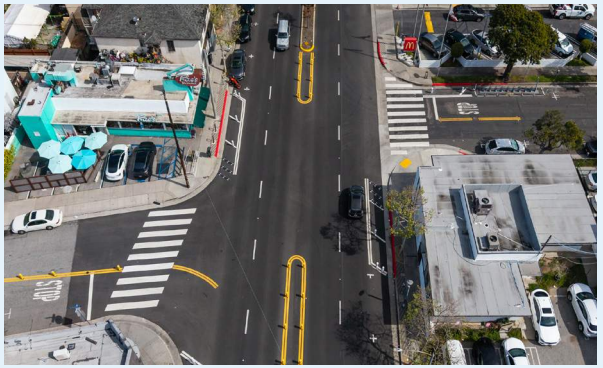
Paint and post curb extensions were installed to shorten crossing distances and improve pedestrian visibility. Treatments were added at both ends of the Yorkshire Avenue crossing at the east left of 29th Street, complementing the existing west leg extension. The improvements reduce pedestrian exposure time in the roadway and help moderate turning speeds.

Daylighting was enhanced at the Yorkshire Avenue and 29th Street intersections and along five adjacent driveways on Pico Boulevard. By removing visual obstructions near crosswalks, daylighting improves sightlines between drivers and pedestrians, reduces failure to yield risk, and supports slower, more predictable turning movements.

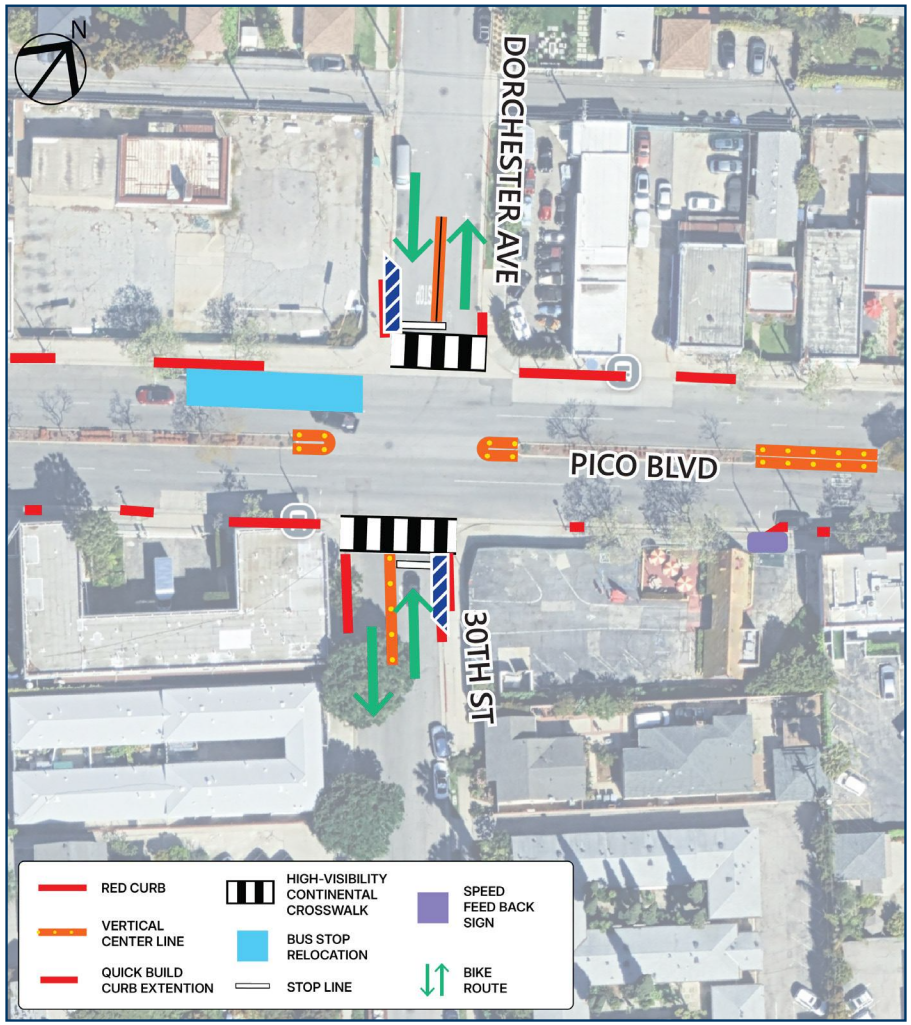
Vertical Centerlines were installed at three key locations to discourage unsafe behaviors and manage traffic flow:

- On both the west and east legs of Pico Boulevard approaching the offset Yorkshire Avenue and 29th Street intersections.
- On Yorkshire Avenue, connecting to the left-turn restriction.
- On Pico Boulevard between 29th Street and 30th Street.

These treatments create a physical and visual narrowing of travel lanes. They discourage dangerous maneuvers such as U-turns, reduce excessive speeds, and help prevent cut-through traffic into the Pico neighborhood traveling to the I-10 freeway on ramps.

Yorkshire Avenue	Before Improvements	After Improvements
Left-turn Restriction		
29th Street	**Before Improvements**	**After Improvements**
Center Median Line Extension		

Dorchester Avenue and 30th Street



A solar-powered speed feedback sign was installed to provide drivers with real-time displays of their vehicles speed. This measure reinforces awareness of the posted speed limit to motorists and discourages excessive speeds, particularly for eastbound traffic where the downslope grade change between 30th Street to 32nd Street can encourage higher travel speeds.

Faded sharrow bicycle pavement markings were restriped to reinforce "share the road" guidance and designate space for bicyclists traveling north and southbound. These markings connect the existing bicycle boulevard to the I-10/Dorchester pedestrian tunnel and the 26th Street and Bergamot Metro E Line station, improving continuity for bicyclists and pedestrians.

The westbound Big Blue Bus stop (#1352) serving Route 7 was relocated to the far side of Dorchester Avenue. The relocation included moving the concrete bus pad, pole and signage, bench, shelter, and trash can. This adjustment improves pedestrian visibility, reduces conflicts at the intersection, and supports smoother traffic operations along the corridor.

The Dorchester Avenue continental crosswalk was restriped, and new markings were added at the existing conventional crosswalk at 30th Street. Stop lines were added ahead of each crosswalk to reinforce pedestrian priority. These markings improve sightlines between pedestrians and approaching motorists. This treatment is designed to reduce the risk of motorists encroaching in the crosswalk, and encourage drivers to yield.

Paint-and-post curb extensions were installed at the west leg of Dorchester Avenue and the east leg of 30th Street. These extensions shorten pedestrian crossing distance, increase visibility, and reduce the speed of turning motorists.

Building off the new curb extensions, daylighting was enhanced at the Dorchester Avenue and 30th Street intersections and at five adjacent driveways along the corridor. Daylighting improves sightlines between pedestrians and approaching motorists awareness by removing visual obstructions near intersections and opening clear sightlines between pedestrians and approaching motorists. This measure is designed to encourage slower, more cautious turning movements.

Vertical Centerlines were installed at three key locations to discourage dangerous behaviors and manage traffic flow:

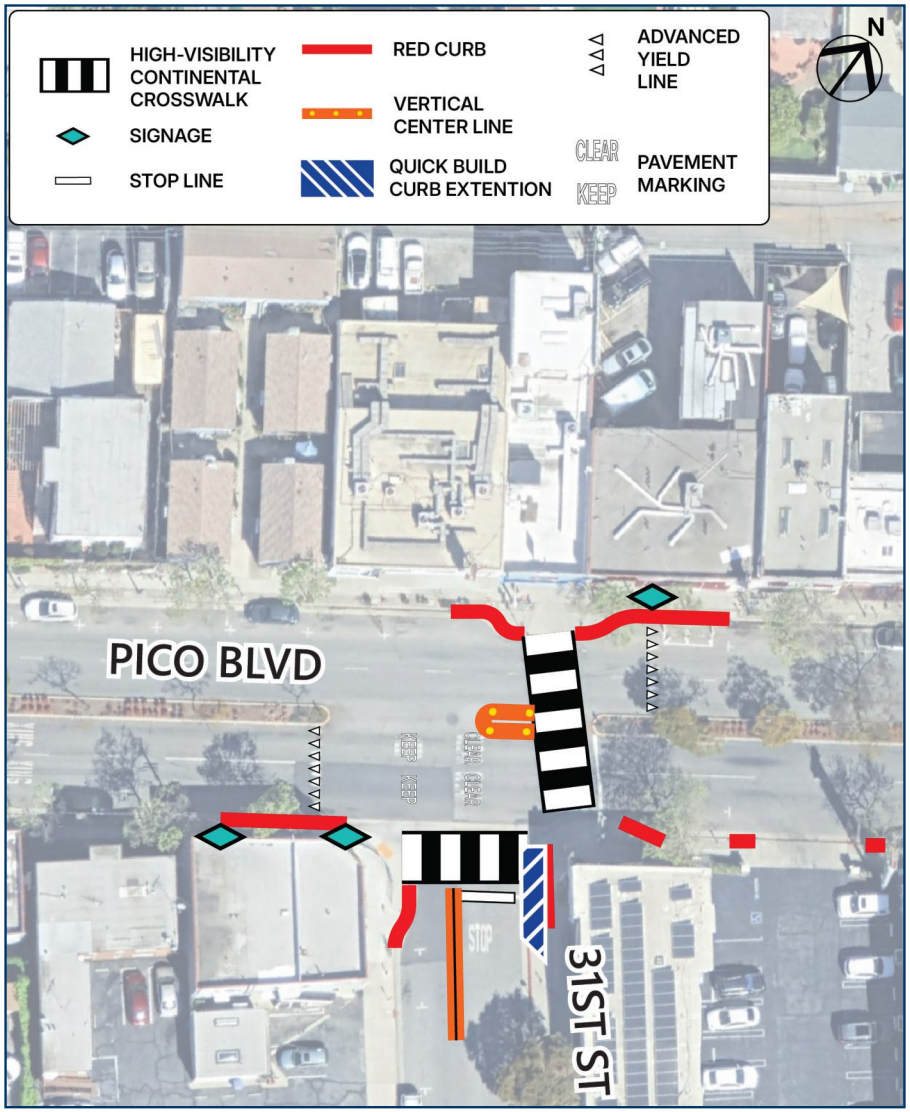
- On both the west and east legs of Pico Boulevard approaching the offset Dorchester Avenue and 30th Street intersections.
- On Pico Boulevard between 30th Street and 31st Street.

The treatments, consisting of painted striping and bollards, which creates a physical and visual narrowing of travel lanes. They discourage dangerous maneuvers such as U-turns, reduce excessive speeds, and discourage pedestrians crossing outside of marked crosswalks.

Dorchester Avenue	Before Improvements	After Improvements
Bike Route Markings		
High-Visibility Crosswalk and Curb Extension		

30th Street	Before Improvements	After Improvements
High-Visibility Crosswalk and Bike Route Markings		

31st Street



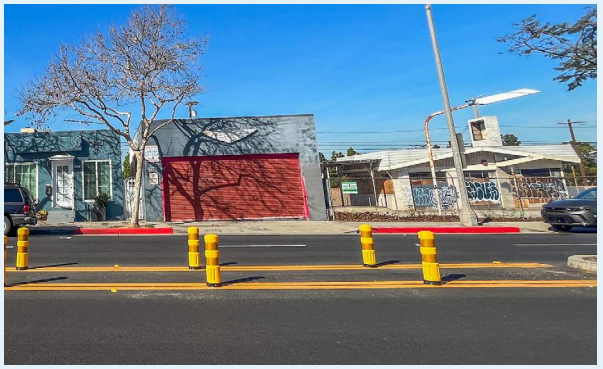
The continental crosswalk on the east leg of Pico Boulevard and the crossing at 31st Street were restriped to improve pedestrian visibility and reinforce driver yielding behavior.

The upgrades clarify and emphasize pedestrian right-of-way at the intersection.

Stop lines were added in advance of each crosswalk to improve sightlines, reduce vehicle encroachment, and position drivers farther back from the crossing area. "KEEP CLEAR" markings were also refreshed in both eastbound travel lanes to maintain crosswalk visibility and prevent blockage.

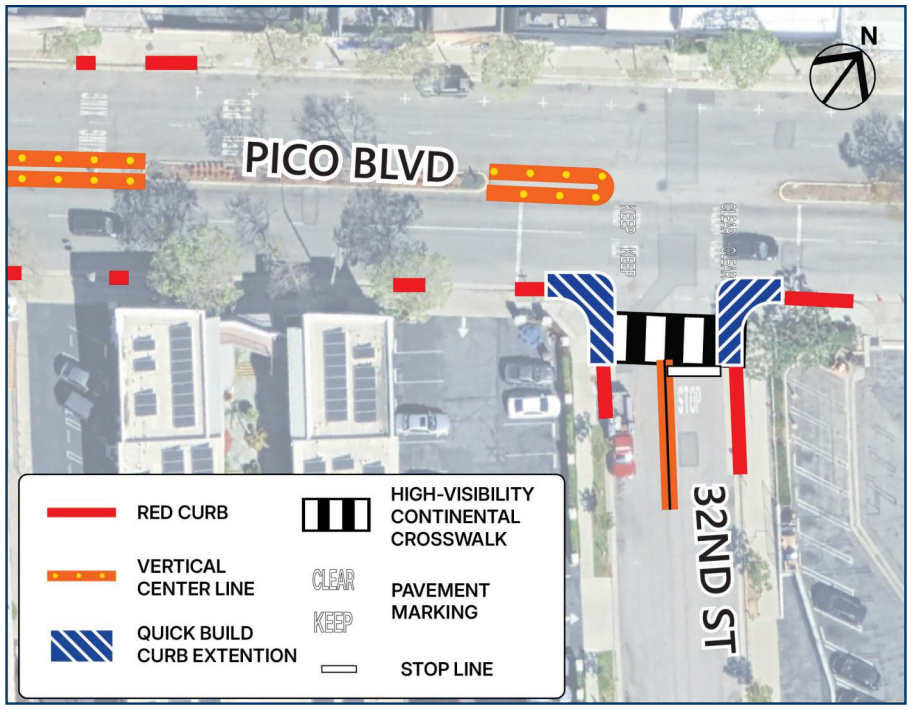
Advanced yield lines were restriped on the eastbound and westbound approaches. Together, the treatments reinforce yielding expectations, improve driver awareness, and support more predictable crossing conditions. A paint and post curb extension was installed on the east leg of the 31st Street crossing, complementing existing curb extensions on the west and north legs of Pico Boulevard. This treatment reduces crossing distance and slows turning vehicles.

Daylighting was enhanced at the east and west legs of 31st Street, at the marked crossing on Pico Boulevard, and at a nearby driveway. Removing visual obstructions at these locations improves sightlines between drivers and pedestrians and reduces the likelihood of failure to yield collisions. A vertical centerline was installed on the west approach of the Pico Boulevard crossing. The combination of painted striping and bollards discourages unsafe maneuvers and helps regulate vehicle movements through the intersection.

31st Street	Before Improvements	After Improvements
Refreshed High-Visibility Crosswalks and Median Gap Closure		
		

32nd Street

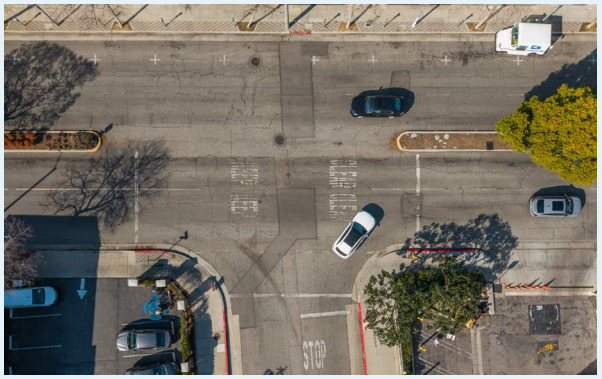
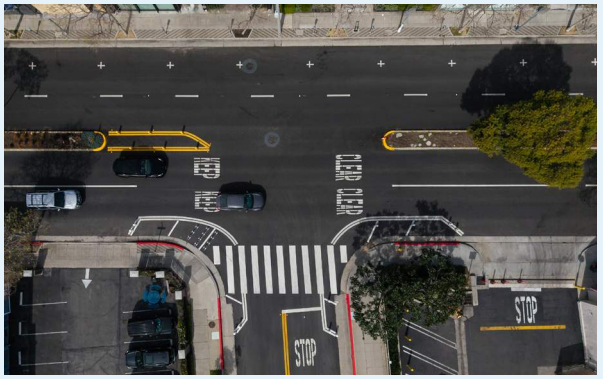
A new continental crosswalk was installed at 32nd Street, replacing the existing conventional marked crossing. The upgrade enhances pedestrian visibility, provides enhanced delineation of pedestrian right-of-way, and encourages drivers to yield. Stop lines were placed ahead of the crosswalk to reinforce pedestrian priority. The markings improve sightlines between pedestrians and motorists and reduce the risk of cars entering the marked crosswalk. Complementing these measures, 'KEEP CLEAR' pavement markings were refreshed on the eastbound travel lanes, ensuring the intersection remains unobstructed and supporting consistent motorist compliance.



Two curb extensions were installed on both sides of the 32nd Street crossing. The curb extensions shorten pedestrian crossing distances, improve visibility for pedestrians and motorists, and reduce the speed of turning vehicles entering or exiting the intersection.

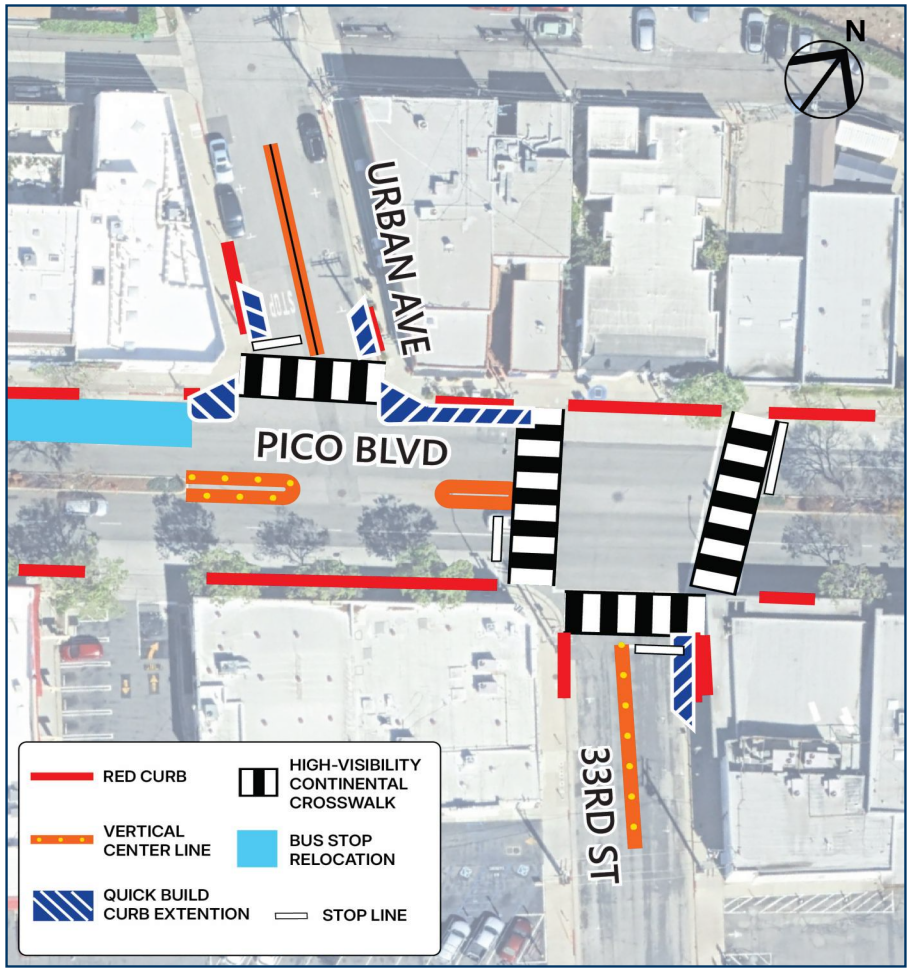
Daylighting was enhanced at five driveways, including the Trader Joe's outbound driveway, and on both sides of the 32nd Street intersection. Removing parking near intersections and driveways, daylighting improves sightlines between pedestrians and approaching motorists. This measure reduces the likelihood of failure-to-yield collisions and encourages slower, more cautious turning movements.

Vertical centerlines were installed to close the median gap on Pico Boulevard between 31st Street and 32nd Street, and the west end of 32nd Street. These treatments visually and physically narrow travel lanes. They discourage hazardous maneuvers such as U-turns, reduce excessive speeds, and help manage traffic flow through the corridor.

32nd Street	Before Improvements	After Improvements
Curb Extension and High-Visibility Crosswalk		

Urban Avenue and 33rd Street

The westbound Big Blue Bus stop (#1347) serving route #7 was relocated from the middle of the 33rd Street intersection to the far side of Urban Avenue. The relocation included moving the concrete bus pad, pole, and signage. This adjustment improves pedestrian visibility, reduces conflicts at the intersection, and supports smoother traffic operations. Route 7 connects the Downtown Santa Monica Metro E Line station on the west end to the Wilshire/Western Metro D Line station on the east end, providing a critical transit link across the corridor.



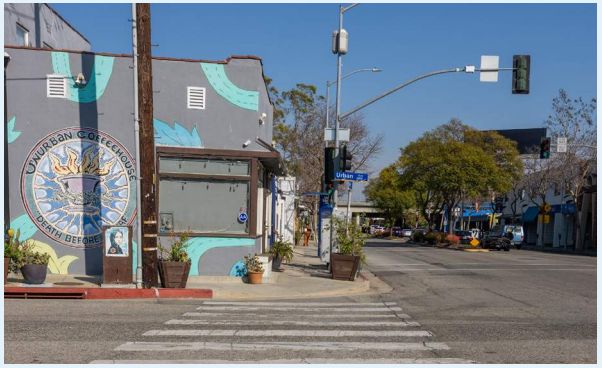
The Urban Avenue/33rd Street intersection is one of four signalized intersections along the corridor, with the closest westside intersection being over 1,800 feet away at the Stewart Avenue / 28th Street intersection. The Urban Avenue continental crosswalk was restriped, and three new continental crosswalks were installed to replace existing conventional crosswalks on all three legs of the 33rd Street intersection. These upgrades enhance visibility, reinforce driver yielding compliance, and provide improved delineation of pedestrian right-of-way.

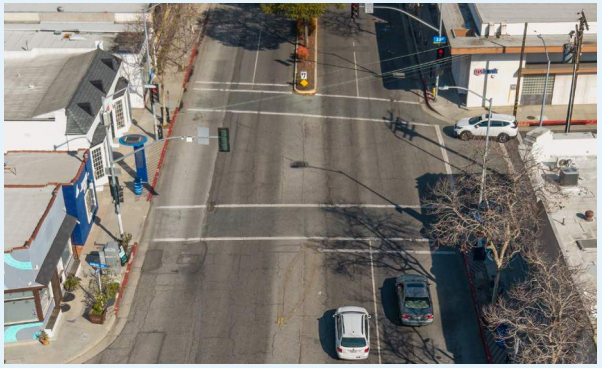
To reinforce pedestrian priority, stop lines were installed before each crosswalk. By positioning vehicles farther back, these markings open clear sightlines between people walking and motorists, reduce the likelihood of motorists encroaching into the crossing, and create a more comfortable crossing environment. In combination with the high-visibility crosswalk markings, the stop lines encourage more predictable motorist behaviors by queuing where to stop.

Three new curb extensions were installed, two at both ends of the Urban Avenue crossing and the east leg of the 33rd Street crossing. These treatments shorten pedestrian crossing distances, improve visibility for pedestrians and motorists, and reduce the speed of turning vehicles.

Daylighting was enhanced at the Urban Avenue and 33rd Street intersections. By removing parking near intersections, this measure improves sightlines between pedestrians and approaching motorists, reduces the likelihood of failure-to-yield collisions, and encourages slower, more cautious turning movements.

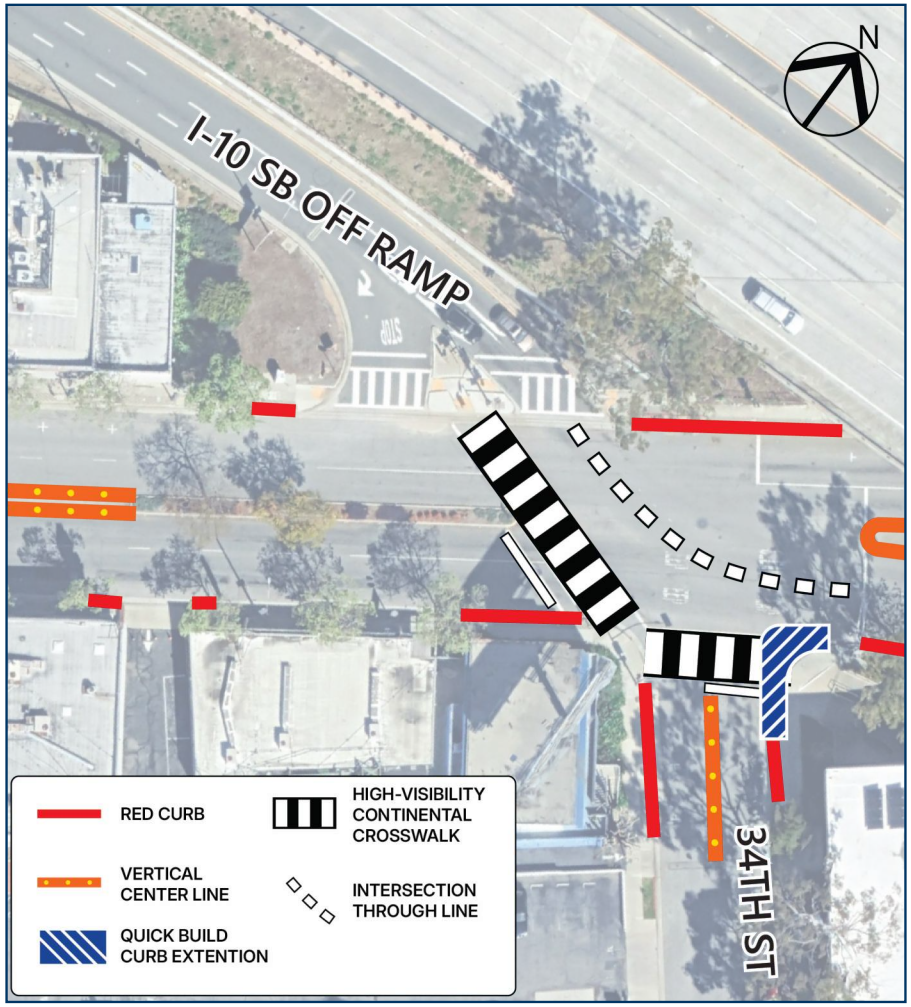
Vertical centerlines were installed on 33rd Street and on both the west and east leg of the Urban Avenue intersection. These treatments visually and physically narrow travel lanes, creating tighter turn radii. They discourage hazardous maneuvers, reduce excessive speeds, and help manage traffic flow through the corridor.

Urban Avenue	Before Improvements	After Improvements
Curb Extension and High-Visibility Crosswalk		

33rd Street	Before Improvements	After Improvements
Bus Stop Relocated and High-Visibility Crosswalk		

I-10 Offramp and 34th Street

The faded intersection through-line was restriped to guide vehicles exiting Caltrans I-10 southbound off-ramp and traveling eastbound. This treatment clarifies intended travel paths, reduces driver confusion, and improves traffic flow through the offset intersection.



High-visibility continental crosswalks were installed on the south and west legs of the intersection, replacing the existing conventional crosswalks. These upgrades enhance pedestrian visibility, reinforce driver yielding compliance, and provide clearer delineation of pedestrian right-of-way. To reinforce pedestrian priority, stop lines were installed before each crosswalk. By positioning vehicles farther back, these markings open clear sightlines between people walking and motorists, reduce the likelihood of motorists encroaching into the crossing, and create a more comfortable crossing environment. In combination with the high-visibility crosswalk markings, the stop lines expand designated pedestrian space within the roadway and encourage more predictable motorist behaviors.

A paint-and-post curb extension was added on the east leg of the 34th Street crossing. This treatment shortens pedestrian crossing distances, improves visibility, and reduces the speed of turning vehicles entering or exiting the intersection.

Daylighting was enhanced at the 34th Street intersection, I-10 Southbound off-ramp, and two adjacent driveways to improve visibility where freeway traffic merges with the local road network.

A vertical centerline was installed to close the media gap between 33rd Street and 34h Street, and on Pico Boulevard at the east end of 34th Street. These treatments visually and physically narrow travel lanes and discourage dangerous maneuvers such as U-turns and pedestrians crossing outside of marked crosswalks.

Centinela Avenue



A high-visibility continental crosswalk was installed on the west leg of the Centinela Avenue intersection, complementing existing markings and reinforcing pedestrian priority at this key gateway to the neighboring City of Los Angeles. Stop lines were added on the approaches to position motorists farther back, improving sightlines and reducing encroachment into the crossing. The continental crosswalk was extended through the right-turn slip lane to provide continuous pedestrian protection. To strengthen compliance, two 'Yield Here to Pedestrian' signs and a restriped advanced yield line were installed, guiding motorists where to stop and improve pedestrian visibility.

Summary of Corridor-Wide Countermeasure

Table 5: Quantity of Countermeasures

COUNTERMEASURE	QUANTITY
High-Visibility Continental Crosswalks	18
Stop Line	18
'KEEP CLEAR' Pavement Marking	4
Advanced Yield Line	3
'Yield Here to Pedestrian' Signage	4
Quick-Build Curb Extension	14
Daylighting	25
Vertical Centerlines	15
Crossbike	1
Raised pavement markers	~2,300
Left-Turn Restriction	1
Speed Feedback Sign	1
Bicycle Pavement Markings	4
Bus Stop Relocation (not quick-build)	2
Intersection Through-Line	1
Repaved Roadway (not quick-build)	~0.6-mile

Several countermeasures were repeatedly implemented along Pico Boulevard to address recurring safety and accessibility challenges. Eighteen high-visibility continental crosswalks paired with stop lines were installed. Fourteen quick-build curb extensions were added to shorten pedestrian crossing distances, while more than 610 feet of vertical centerlines were installed to close median gaps and add median extensions.

Additional non-quick-build improvements were installed throughout the corridor to support and maximize the effectiveness of the quick-build elements. This work included repaving the entire 0.6-mile Project area, providing a smoother surface for new striping and bollard treatments and improving crossing conditions by eliminating uneven or cracked pavement. Five parking meter stalls were removed to accommodate the relocation of two far-side bus stops at Dorchester Avenue and Urban Avenue, improving transit access, pedestrian visibility, and traffic circulation.

This Project represents the first phase of improvements along Pico Boulevard, delivering immediate safety benefits while establishing a foundation for future enhancements. The lessons learned and impacts observed from these quick-build treatments will guide subsequent phases, ensuring that ongoing investments continue to strengthen safety, comfort, and accessibility for all corridor users.


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EVALUATION AND NEXT STEPS

Following implementation of the East Pico quick-build treatments, the City evaluated roadway performance and community response using pre- and post-implementation traffic counts, field observations, and a post-construction community survey. The evaluation demonstrated immediate safety benefits of the project and identified locations where additional improvements are needed. While the interim measures ameliorate some safety concerns, some locations require more comprehensive, permanent infrastructure improvements to meet the City's long-term safety, mobility, and complete streets goals. Phase II recommendations focus on areas where quick-build treatments could not fully address existing conditions or where documented safety challenges require stronger long-term solutions.

The quick-build evaluation and Phase II recommendations establish a clear path for advancing corridor safety and accessibility improvements through a coordinated funding strategy that leverages regional, state, and federal programs to support permanent corridor upgrades.

Evaluation

The City assessed changes in corridor conditions through pre and postimplementation traffic counts, field observations, and analysis of community feedback collected through a postconstruction survey.

The evaluation focuses on identifying measurable changes in travel behavior and operations, documenting observed strengths and challenges of the installed treatments, and capturing community perspectives on safety, visibility, comfort, and needed refinements. Findings from this evaluation directly inform the Opportunities and Constraints discussion and the recommended Phase II next steps, ensuring that future investments build on realworld performance and community priorities.

Traffic Count

Traffic counts collected along Pico Boulevard before implementation of the Quick-Build Project in 2023 between 28th Street and Centinela Avenue found Average Daily Traffic (ADT) ranging between approximately 22,000 and 31,000 vehicles per day, with the highest volumes occurring near the eastern end of the corridor. The highest post-project traffic volumes remained concentrated near the I-10 eastbound off-ramp and Centinela Avenue, while more moderate volumes were observed between 28th Street and 34th Street.

Bicyclist and pedestrian activity continued to be concentrated at key crossing locations following implementation of the project. Similar to the pre-project conditions, 28th Street remained the most active intersection for both walking and bicycling due to its role as a primary north-south bicycle route and neighborhood access corridor.

Analysis of post-project count data also shows a distinct difference between peak-period and midday travel patterns. Pedestrian and bicyclist activity was generally highest during the AM and PM peak periods, when commuting, school-related, and local trip-making activity is concentrated. However, midday volumes remained relatively consistent throughout the corridor, demonstrating that Pico Boulevard continues to support walking and bicycling trips beyond traditional commute periods. Bicycle and pedestrian crossings on Pico Boulevard increased throughout most of the cooridor following the implementation of the quick-build improvements. This demostrates a need for hardened and enhanced improvements corridor wide.

Overall, the post-implementation counts indicate that while motor vehicle volumes on Pico Boulevard decreased modestly compared to pre-project conditions, the corridor continues to accommodate substantial pedestrian and bicyclist activity at key crossings. The concentration of active transportation activity at 28th Street and adjacent intersections demonstrates the continued importance of the corridor within Santa Monica's bicycle and pedestrian network. Pico Boulevard also remains the primary corridor for BBB Route #7, which currently offers weekday service every 10 to 15 minutes or better.

Table 7: Bicyle and Pedestrian Crossings

Intersection	Pre-Project Crossings	Post-Project Crossings	Change
28th St	293	297	+4
29th St	113	130	+17
30th St	106	119	+13
31st St	72	123	+51
32nd St	95	106	+11
33rd St	118	106	-12
34th St	63	64	+1

Travel Speeds

The posted speed limit along Pico Boulevard within the study area is 30 miles per hour (mph). Travel speed data were collected in April 2026 using radar surveys at two locations - between 28th and 29th Streets and between 31st and 32nd Streets - during both midday and evening periods.

The analysis focused on the 85th percentile speed, meaning the speed at or below which 85 percent of vehicles travel. Results show that speeds along the corridor generally decreased relative to pre-project conditions and are now much closer to the posted limit.

Before the Quick-Build Project, average speeds were approximately 33 mph eastbound and 34 mph westbound, and 85th percentile speeds reached 37 mph eastbound and 40 mph westbound. After implementation, average travel speeds were 28 mph eastbound and westbound.

The 85th percentile speeds fell substantially as well. Post-project values ranged were 33 mph eastbound and 33 mph westbound- reductions of roughly 4 to 7 mph from the pre-project range of 37 mph to 40 mph.

The share of drivers traveling within the 10-mph pace also remained high. An estimated 77 to 81 percent of motorists at the 28th-29th Street segment and approximately 67 to 78 percent at the 31 Street - 32nd Street segment traveled within the dominant pace range, while only about 11 to 18 percent exceeded it - indicating less speeding than during the pre-project evaluation.

Overall, the post-implementation data indicate that the Quick-Build improvements were effective in moderating vehicle speeds along the East Pico corridor. Although most motorists continue to travel near the posted limit, both average and 85th percentile speeds are lower than before the project, particularly on the western portion of the corridor near 28th Street. This reduction in higher-speed travel supports the project's goal of creating a safer multimodal corridor and complements the post-project volume findings, which show that Pico Boulevard continues to carry substantial vehicle traffic while supporting pedestrian, bicycle, and transit activity.

Table 8: Countermeasures Impact on Speed

Metric	Pre-Project	Post-Project	Change
Average Speed	33 mphEB / 34 mph WB	28 mph EB / 28 mph WB	↓ 5-6 mph
85th Percentile Speed	37 mph EB / 40 mph WB	33 mph EB / 33 mph WB	↓ 4-7 mph

Yield Compliance

Driver yield compliance data were collected both before and after quick-build implementation in 2026, measuring the number of vehicles that yielded to a staged pedestrian, the distance at which vehicles yielded, and average pedestrian delay. Comparing the two sets of observations provides an indication of whether the project improved yielding behavior and pedestrian crossing conditions.

Observations indicate that yield compliance improved following project implementation. Before construction, 74 of 104 eastbound vehicles yielded to staged pedestrians (approximately 71 percent) and 71 of 95 westbound vehicles yielded (approximately 75 percent). After implementation, eastbound compliance rose to approximately 78 percent (60 of 77 vehicles), while westbound compliance held roughly steady at approximately 72 percent (57 of 79 vehicles). The eastbound increase suggests the quick-build treatments strengthened driver yielding, while westbound compliance remained high and generally consistent. Across both periods, observed yield compliance ranged from approximately 71 to 78 percent in both directions.

The data also indicate that after implementation, many yielding vehicles stopped well back from the crosswalk, suggesting improved driver recognition of the crossing environment. Eastbound vehicles most frequently yielded more than 40 feet in advance of the crosswalk, while westbound vehicles most frequently yielded between 10 and 40 feet from it. These results suggest that the quick-build treatments may have improved the visibility and legibility of the crossing, particularly for eastbound drivers approaching 31st Street.

Average pedestrian delay improved substantially following implementation. The post-implementation staged-crossing surveys recorded average delays of approximately 4.6 to 4.8 seconds in both directions. By comparison, an October 2025 pre-implementation observation recorded much longer delays - approximately 14.1 seconds eastbound and 15.9 seconds westbound - with yield compliance of only approximately 44 and 58 percent, respectively. A second 2025 pre-implementation observation recorded higher baseline compliance but still showed average delays of approximately 5.0 to 5.5 seconds, longer than the post-implementation results.

Overall, the yield compliance findings build on the post-quick-build travel volume and speed results, showing that the corridor continues to accommodate vehicle activity while providing a more responsive crossing environment for pedestrians. Post-implementation traffic volumes decreased modestly, vehicle speeds were generally lower and closer to the posted limit, and yield compliance at Pico Boulevard and 31st Street stayed consistently above 70 percent during the March 2026 observations. Together, these findings indicate that the quick-build improvements helped moderate driver behavior and improve pedestrian crossing conditions at a key neighborhood access point along the Pico corridor.

Opportunities and Constraints

Quick-build projects address urgent safety concerns while allowing communities to test treatments, gather feedback, and refine designs prior to permanent investment.

Quick-Build Characteristics

- Interim capital infrastructure project
- Immediately address some safety and access needs
- Low to moderate-cost materials
- Moderate design flexibility to allow for adjustments
- Easily installed
- Test the project improvements before permanent installation
- Promotes multimodal mobility by adding visual cues designating roadway space



Figure 41 Community members sharing feedback on the quick-build treatments

See Figure 42 for a comparison on Demonstration Projects, Quick-Build Projects, and Capital Infrastructure Projects.

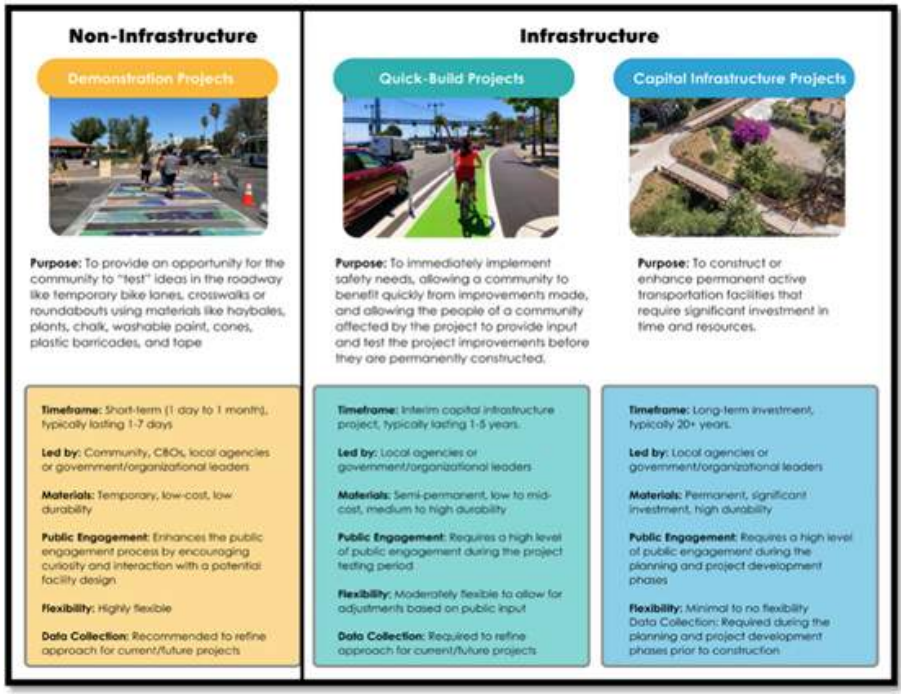


Figure 42 Caltrans Active Transportation Program Quick-build Project Supplemental Guidance 2024

Opportunities

Several corridor and system-level characteristics supported the use of quick-build safety treatments along the corridor:

- **Active storefront frontage and grid street network** create frequent pedestrian activity and multiple access points, reinforcing the need for, and visibility of, enhanced crossing treatments, traffic calming, and pedestrian-scale improvements.
- **Strong citywide and regional multimodal connectivity**, including proximity to the Metro E (Expo) Line, Expo Line Bikeway, Big Blue Bus Route 7, and Santa Monica's expanding bicycle network, creates opportunities to improve first- and last-mile connections through low-cost, rapidly deployable interventions.
- **Transit access and multimodal integration**, particularly connections to Big Blue Bus route line #7, allowed quick-build treatments to focus on improving pedestrian comfort and safety at transit-adjacent locations.
- **Community engagement and feedback loops** inherent to quick-build projects created opportunities to test concepts, observe real-world performance, and incorporate community input before advancing permanent and costly capital designs.

Together, these conditions make Pico Boulevard well-suited for interim safety treatments that support walking, bicycling, and transit access while building momentum toward long-term corridor improvements.

Constraints

The constraints encountered during the Project shaped where and how quick-build treatments could be deployed. These limitations are not failures of the approach itself; rather, they reflect the intentional boundaries of quick-build projects, which prioritize low-cost, high-impact improvements while identifying unresolved issues for Phase II permanent capital projects.

ADA and Accessibility Constraints

Quick-build projects have limited ability to address Americans with Disabilities Act (ADA) deficiencies because they rely primarily on surface-level or semi-permanent treatments. For example, enhanced crosswalks or new pedestrian crossings cannot be implemented where curb ramps are substandard or noncompliant. These locations may include Yorkshire Avenue, Dorchester Avenue, and 31st Street. ADA-compliant curb ramps generally require full capital reconstruction rather than paint-and-post solutions, directly limiting where crossings or accessibility upgrades can be introduced through quick-build methods.

Temporary and Semi-Permanent Nature

Quick-build installations are intended to be interim, typically remaining in place for one to five years. They rely on flexible, low-cost materials such as striping, vertical delineators, and signage, which limits durability, long-term performance, and the ability to integrate vertical or structural elements such as raised medians, permanent drainage improvements, or grade-separated treatments.

Inability to Address Major Civil, Utility, and Right-of-Way Restrictions

Quick-build projects cannot resolve underlying civil engineering or utility constraints, including drainage, subsurface conflicts, or roadway geometry issues. These conditions generally require full design, permitting, and capital construction processes. These locations may include Yorkshire Avenue and Dorchester Avenue. Additionally, quick-build treatments are constrained by existing right-of-way widths and by jurisdictional boundaries. Along Pico Boulevard, improvements near the Caltrans-controlled I-10 off-ramp facility were particularly limited. Any treatments affecting Caltrans jurisdiction require external approvals and coordination that are incompatible with rapid deployment timelines.

Aesthetics and Placemaking Limitations

Because quick-build materials prioritize speed and cost efficiency, treatments can be perceived as temporary or utilitarian in appearance. Community feedback expressed interest in more visually appealing and placemaking-oriented designs; however, aesthetic options are limited compared to permanent materials. Also, aesthetic and placemaking design and implementation are not funded by this Project grant. Temporary enhancements, such as stenciling or chalk paint at the Michigan Avenue Neighborhood Greenway Project, may support short-term demonstrations but are not durable or scalable as mid- or long-term solutions. See figure 43 and 44 for existing placemaking treatments.



Figure 43 Geometric designs between along Pico business frontage



Figure 44 Street light sign at Dorchester Avenue

Restricted Scope for Complete Infrastructure Treatments

Given these combined constraints, quick-build projects are best suited for targeted safety enhancements rather than comprehensive corridor reconstruction. Treatments such as protected intersections, raised crossings, widening of sidewalks, or full roadway reconfiguration fall outside the scope of quick-build implementation and are more appropriately addressed through future capital investment.

Implications for Next Steps

The constraints identified through the East Pico Safety Project provide clear direction for future phases. Locations where quick-build treatments were infeasible due to ADA, right-of-way, or jurisdictional limitations should be prioritized for permanent capital improvements. Community feedback and observed performance of interim treatments can inform durable designs that address both safety and placemaking goals at a corridor-wide scale.



Figure 45 Pico resident sharing feedback on the quick-build treatments

Phase II: Next Steps

The goal of a quick-build project is to identify the lowest-cost, highest-impact infrastructure enhancements that can be deployed rapidly to address immediate safety concerns while testing concepts prior to permanent implementation. The East Pico Safety Project successfully demonstrated the value of this approach by piloting interim safety treatments, gathering realworld performance data, and collecting detailed community feedback to update the infrastructure improvements to best meet the community's needs.

To fully realize the City's and community's long-term safety, mobility, and complete streets vision for Pico Boulevard, additional investment beyond the quick-build phase is recommended. Phase II improvements are intended to address locations where interim treatments were infeasible due to constraints or where additional enhancement is needed to fully resolve documented safety concerns.

The following Phase II recommendations are informed by:

- The project safety analysis and collision history
- Community feedback received during initial outreach and post quickbuild construction surveys
- Observed performance and limitations of the installed quickbuild treatments and observed roadway user behavior

Community survey results indicate that while several improvements were supported, the most frequent responses to safety and visibility questions were "Unsure" or "Unsure/With Modifications." This pattern suggests that many community members recognize improvements but believe that additional changes are necessary to fully address safety concerns along the corridor. These responses highlight the importance of advancing more comprehensive, permanent improvements.

Recommended Phase II Improvements

Based on safety data analysis and community input, the following improvements are recommended for Phase II implementation and illustrated in Figure 50 and Figure 51. Additional technical analysis and community engagement is necessary to refine hardened treatment types, dimensions, and locations.

Harden Quick-build Curb Extensions

Convert existing quick-build curb extensions to hardened treatments at the following intersections: Stewart Avenue, Yorkshire Avenue, 29th Street, Dorchester Avenue, 30th Street, 31st Street, 32nd Street, Urban Avenue, 33rd Street, and 34th Street. These improvements will shorten pedestrian crossing distances, reduce vehicle and turning speeds, and enhance visibility at intersections.

Additional Controlled and Marked North-South Pedestrian Crossings

Increase the number of controlled, high-visibility north-south pedestrian crossings along Pico Boulevard to improve safety and connectivity for pedestrians traveling between destinations on both sides of the corridor. A Pedestrian Hyprid Beacon (PHB) or Pedestiran Half Signal are recommended as the primary controlled-crossing treatment. Dorchester Avenue received the strongest community support for a marked and controlled crossing and serves as a key multimodal connection to the Dorchester Avenue Pedestrian Tunnel. Yorkshire Avenue was also identified as a priority location for a new crossing. Implementing controlled crossings at one or both of these locations would address documented safety concerns and improve crossing visibility.



Figure 46 City Council Members at the Pico Community Celebration Event

Controlled North-South Bicyclist Crossing at Dorchester Avenue and 30th Street

A controlled bicyclist crossing would strengthen connections to the Dorchester Avenue pedestrian tunnel and help clarify appropriate bicyclist movements. Community feedback indicated confusion about whether bicyclists are encouraged to cross Pico Boulevard at Dorchester Avenue due to missing crossing treatments.

Upgrade Substandard Curb Ramps

Upgrading noncompliant curb ramps at key locations, including Yorkshire Avenue and Dorchester Avenue Street, to meet current accessibility standards. Existing ramp conditions at these intersections currently limit or preclude the installation of new high-visibility crosswalks. Upgrading curb ramps will improve accessibility for all users and enable the implementation of new pedestrian crossing treatments.

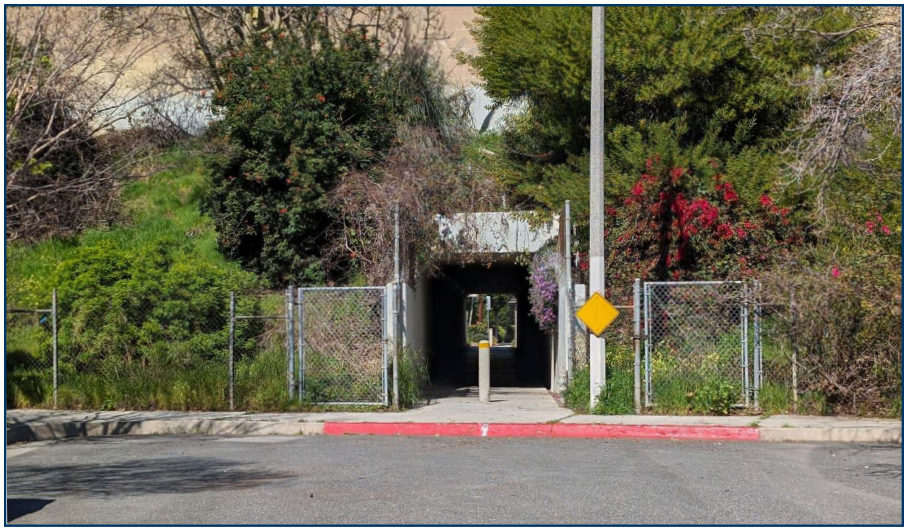


Figure 47 No curb ramp accessing the I-10 Freeway Pedestrian tunnel at Dorchester Avenue

Lighting Improvements at the Dorchester Avenue Pedestrian Tunnel

Increase lighting levels within the tunnel to improve visibility, personal safety, and perceived comfort. Lighting upgrades were among the most widely supported Phase II improvements identified by the community. Improvements to the Dorchester Avenue Pedestrian Tunnel. In addition to lighting, upgrades should include ADA-compliant curb ramps (Figure 47) at both ends of the tunnel to improve accessibility and address existing deficiencies that could not be resolved through quick-build methods.

Improvements to the Dorchester Avenue Pedestrian Tunnel

In addition to lighting, upgrades should include ADAcompliant curb ramps (Figure 47) at both ends of the tunnel to improve accessibility and address existing deficiencies that could not be resolved through quickbuild methods.

Coordination with Caltrans at the I-10 Off-Ramp and 34th Street

Work with Caltrans to explore safety improvements at the I-10 southbound offramp and 34th Street intersection. This location remains a significant safety challenege but requires interagency coordination and approvals beyond the scope of quickbuild implementation.

Improvements to the I-10 Underpass Lighting (Between 34th Street and Centinela Avenue)

Enhanced lighting under the I-10 underpass would address safety concerns related to low visibility, particularly for pedestrians and bicyclists traveling through this segment.

Aesthetics and Placemaking

Community feedback requests more visually appealing safety improvements and placemaking-oriented designs to leverage existing art along the corridor and to build a unique character and establish a sense of place for neighborhood residents and visitors, which can encourage more active transportation. See Figure 48 for existing enhanced aesthetics.



Figure 48 Mural on Pico Boulevard business



Figure 49 Pico Boulevard Quick-Build Treatments



Figure 50 Phase II Recommendations, 27th Street to 31st Street

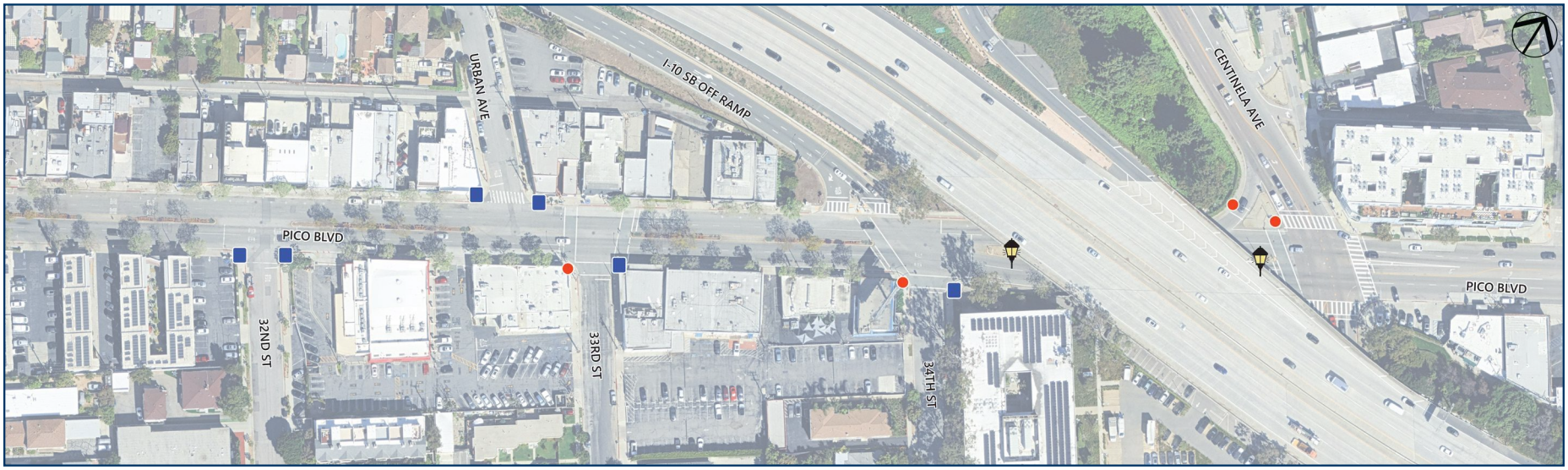


Figure 51 Phase II, 32nd Street to Centinela Avenue

Advancing Toward Permanent Investment

Phase II represents a critical step in transitioning from interim safety improvements to permanent corridor enhancements. The recommendations outlined above build on lessons learned from the quickbuild phase and respond directly to community priorities. Advancing these improvements through capital programming, grant funding, and interagency coordination will ensure that East Pico Boulevard continues to progress toward a safer, more accessible, and more comfortable corridor for all road users.

Funding Opportunities

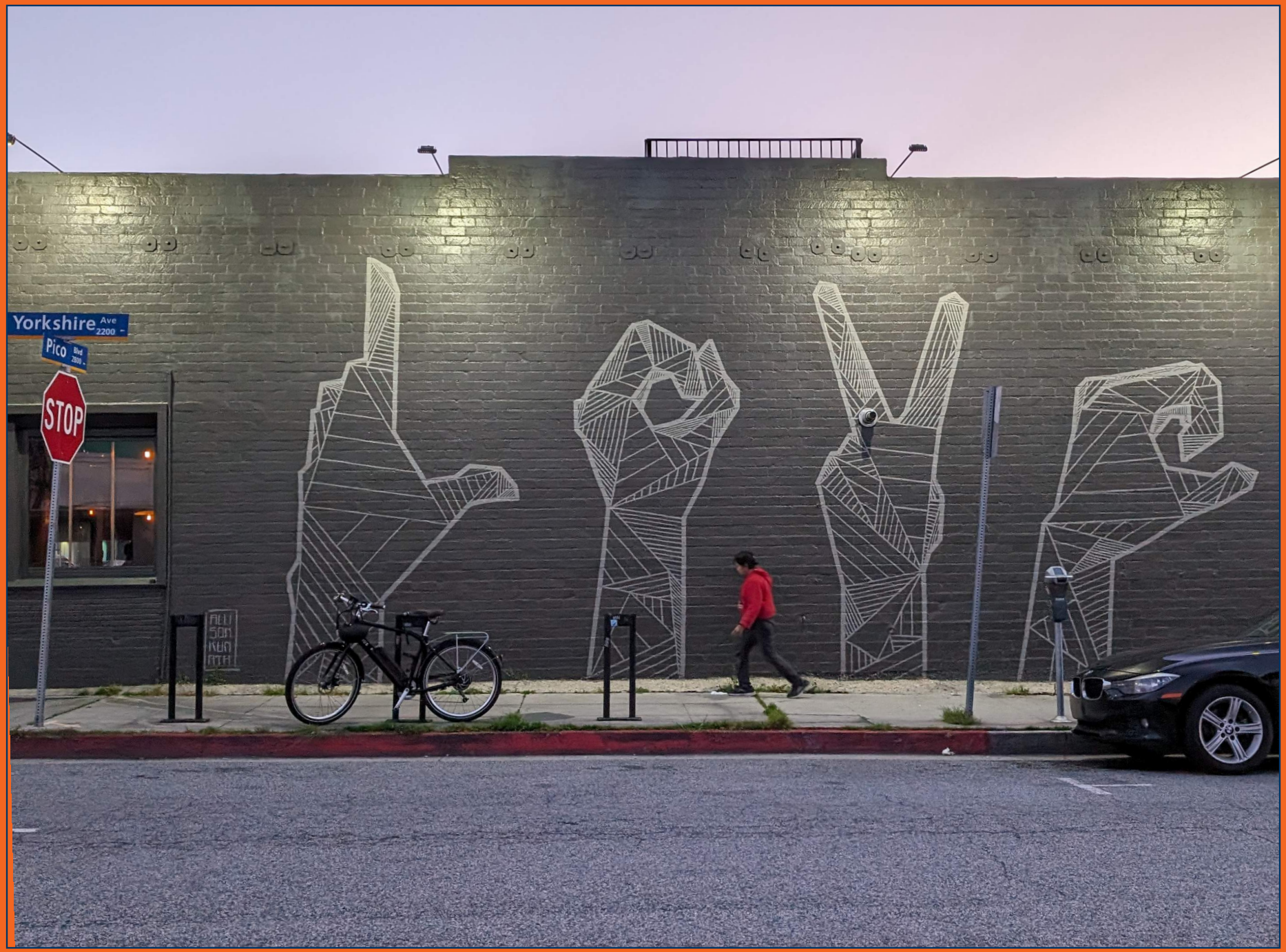
The recommended Phase II improvements and quick-build evaluation position the City to advance safety and accessibility improvements by leveraging a combination of regional, state, and federal funding opportunities. The following funding programs were selected for their strong alignment with the Plan's key goals: safety, mobility, and accessibility. A multi-program funding strategy positions the City to fund and deliver high-impact improvements while advancing longer-term corridor strategies that support safe and equitable goals across Santa Monica.

Program	Type	Description	Consideration
ATP (Active Transportation Program)	State	Funds projects that increase walking and bicycling trips, increase safety and mobility of active transportation users, contribute to goals to reduce greenhouse gases, and enhance public health. Eligible project types include bicycle and pedestrian facilities and non-infrastructure programs such as education and encouragement campaigns.	The Pico neighborhood qualifies as a disadvantaged community under multiple state and federal equity indicators, strengthening its competitiveness for funding.
HSIP (Local Highway Safety Improvement Program)	State	The Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means.	Projects are prioritized based on: ● Benefit/Cost Ratio (BCR) (primary criterion) ● HR3 eligibility ● Max per-agency funding limit ● Project readiness and LRSP requirement
BUILD (Better Utilizing Investments to Leverage Development) Grant Program	Federal	Provides discretionary grants for surface transportation infrastructure projects that have a significant local or regional impact. Eligible projects include any surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	Consider projects in areas that meet federal funding priorities, such as those with higher birth rates and marriage rates.

Program	Type	Description	Consideration
PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) Initiative	Federal	The PROTECT program provides federal funding to help local agencies improve the resilience of transportation infrastructure. It supports projects that address vulnerabilities related to extreme weather, natural disasters, and climate change. Funding is also available for planning transportation improvements and emergency response strategies.	Consider bundling projects that align with efforts to protect community infrastructure from natural hazards and enhance resilience, such as improving evacuation routes.
Local Developer Fees	Local	Developer fees are collected from land development projects based on their impact. These fees can be used to help fund transportation or infrastructure improvements when there is a clear connection (nexus) between the project and the development.	Use developer fees as matching funds or for full project implementation where a direct nexus exists.

Program	Type	Description	Consideration
Metro (Los Angeles County Metropolitan Transportation Authority) Call for Projects	Regional	The Metro Call for Projects (CFP) is a competitive funding program for allocating regional, state, and federal transportation funds to locally sponsored capital projects that advance safety, mobility, and multimodal access. For the City of Santa Monica, the CFP provides a key mechanism to move priority pedestrian safety improvements on Pico Boulevard from quick-build evaluation into permanent capital implementation.	Metro's Call for Projects prioritizes projects that demonstrate regional benefit, not just local impact, and that improve outcomes for non-motorized users. Pico Boulevard is well-positioned to meet this standard because: ● Functions as a major east-west arterial connecting Santa Monica to neighboring jurisdictions ● Serves transit riders accessing Big Blue Bus routes and regional Metro rail and bus connections, and ● Provide first-/last-mile pedestrian access to employment centers, schools, and community destinations. ● By framing pedestrian safety improvements as investments that improve regional connectivity and safety, the City can strengthen competitiveness under the CFP evaluation criteria.
Proposition-Based Funding	State	State propositions provide funding for projects related to parks, green streets, and active transportation. Previous measures, such as Proposition 68, supported the creation of regional parks and the development of green streets. The Urban Greening Grant Program was commonly used to fund improvements for active transportation.	Monitor upcoming state propositions that could help meet the needs identified in the Regional Active Transportation Plan.

Program	Type	Description	Consideration
RMRA (SB 1)	State	SB 1 established RMRA to address deferred maintenance on the State Highway System and local streets and roads. A portion of RMRA funds is distributed by formula to cities and counties for road maintenance, rehabilitation, and safety improvements, as outlined in Streets and Highways Code Section 2032(h).	RMRA and related funding sources can support active transportation improvements when integrated into broader roadway projects. Relevant funding sources may include: • RMRA & Highway Users Tax Account (HUTA); SHOPP – for Caltrans-led projects on the State Highway System; • STBG (Surface Transportation Block Grant) Program; and • STIP (State Transportation Improvement Program) To use RMRA funds for complete streets elements, local agencies must include those improvements in their annual SB 1 project lists.


Yorkshire Ave 2200
Pico Blvd 2800
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