

The Proposed Venice Bikeway Network

Phase 1 Report¹

A. Purpose:

Venice should be an ideal neighborhood for bicycle travel. Venice Beach is a regional magnet for visitors, many of whom arrive by bicycle. Its flat terrain, moderate climate, relatively compact size, and interesting neighborhoods encourages the use of bicycles. Venetians already ride bicycles five times the rate of other Angelenos.

The City of Los Angeles' *Mobility Report 2035* is designed to guide transportation decisions through 2025. Its Venice Bikeway Network, however, is minimal and inadequate. To be fair, these local networks should best be developed locally. That is the purpose of the Committee's effort: to define a far more useful Venice Bikeway Network that, over time, will reconfigure its designated bikeway streets with bicycling safety as a major objective.

Phase 1 of this multi-phase effort is simply to reach consensus on which streets in Venice should be part of an enhanced Venice Bikeway Network. This Network is a working document, firm but not set in stone. There may be reasons to modify it over time. Future work will define what would make each segment more comfortable and safer for bicycles. Based on the results of the survey, Washington Boulevard will be network link to be studied.

B. Summary:

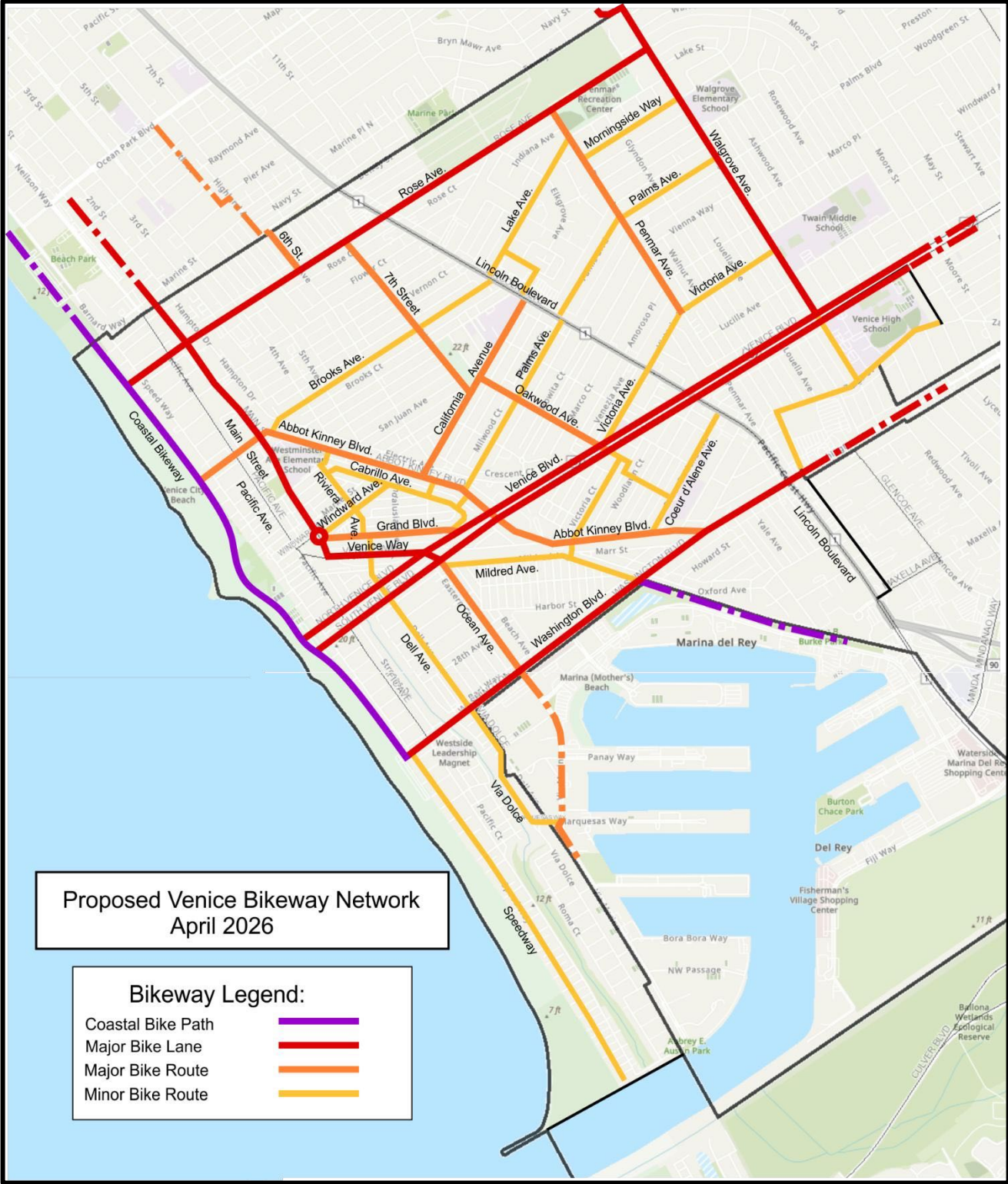
An integral part of Phase 1 was a survey that had two objectives. First, the survey was intended to solicit from the public their thoughts about bicycle travel and what they would do to make cycling more attractive. There were 749 responses submitted over the 6-week period of the survey.

Responders to the survey bicycle quite frequently: 80% bicycle at least weekly, half of those daily. Many, however, nevertheless feel unsafe doing so. The main reason is the lack of physically-separated bike lanes. Consequently, that was the most requested improvement, especially on Washington Boulevard to fill the "gap" of the Marvin Braude Coastal Bike Trail. Poor pavement quality, insufficient traffic enforcement, and lack of safe bike parking facilities are also impediments.

The second objective of the survey was to present a proposed Venice Bikeway Network so that survey responders could review it and suggest additions, deletions or changes. Four hundred comments were reviewed by the study team and some changes were made. The result, shown as Map 1, is the Venice Bikeway Network that the Venice Neighborhood Council will be asked to adopt with the understanding that over time reasonable changes may be made to the Network. The survey results in their entirety (PDF), this Report, and an accompanying PowerPoint presentation are available on the VNC's website on the PTI Committee's webpage.

¹ This effort has been undertaken by the Venice Neighborhood Council's Parking, Transportation, and Infrastructure Committee. The results of this study will be presented to the VNC for its approval. The Committee's study team members were Colin Ware, Andreas Kemkes, and Richard Stanger.

Map 1: Proposed Venice Bikeway Network – April 2026



C. The Existing Situation:

The City of Los Angeles's guiding transportation document, the *Mobility Plan 2035*, includes a number of policy statements that allude to increased bicycle use and safety. For example:

1.3 Safe Routes to Schools: Prioritize the safety of school children on all streets regardless of highway classification including implementing a Safe Routes to School Program that would create more opportunities for children to walk or bike to school.

1.4 Design Safe Speeds: Design streets to target unsafe operating speeds as defined in the Complete Streets Design Guide.

2.4 Neighborhood Enhanced Networks: Provide a slow speed network of locally-serving, non-arterial streets that are comfortable and safe routes for walking and cycling.

2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types or abilities.

2.15 Allocation of Transportation Funds: Expend funding to improve the built environment for people who walk, bike, and for other vulnerable roadway users.

Map 2 shows how these policies have so far been defined for Venice. The map shows only a few streets in Venice forming its bikeway network. The map shows Lincoln Boulevard as a fourth-level bikeway (yellow).

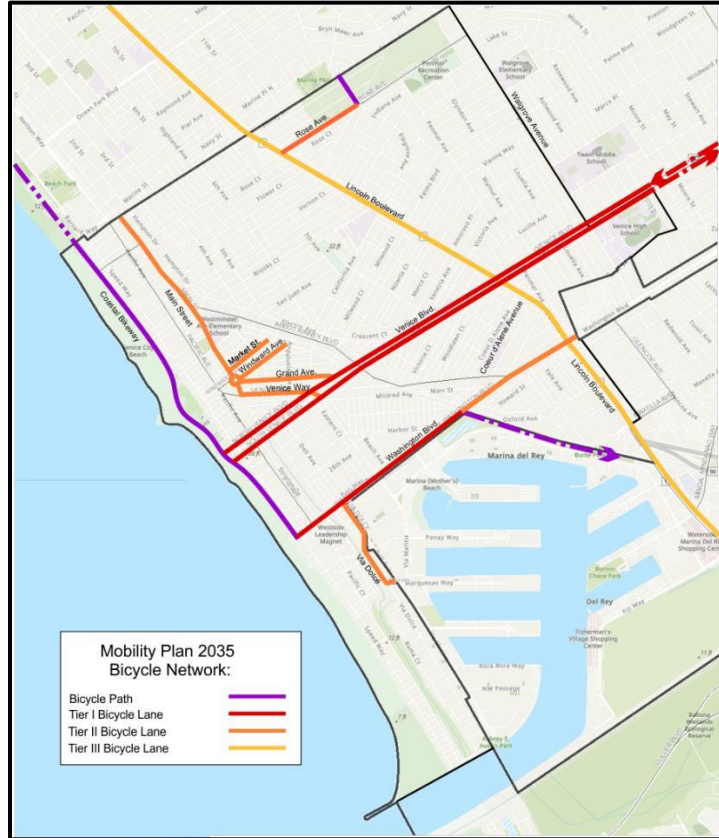
Map 3, from the City's *NavigateLA* website, shows The NavigateLA Bikeway Network. It depicts where City agencies have placed bicycle roadway markings. The color red indicates a white line lane marking separating cyclist from vehicle traffic. Light blue indicates where a white line with a 3-foot buffer strip further separates cyclists from cars. Basic blue indicates streets with "sharrow" markings. It is not clear how *NavigateLA*'s additional streets were chosen and by whom. Nevertheless, most of the streets on the *NavigateLA* map might be logical segments of a comprehensive bikeway network.

D. The Draft Proposed Bikeway Network for Public Review:

Bicycles, of course, may use any of Venice's streets at any time. The purpose of developing a bikeway network on only select streets is to make those streets safer for bicycling by reconfiguring street markings or pavement design over time. How this might be done for any particular street will take careful thought, public involvement, and funding. First, Venetians must agree on what streets best serve its bicycling community.

In developing the Proposed Bikeway Network, the study team took the City's *Mobility Plan 2035* and *NavigateLA* bicycle maps as starting points. Most of Venice's streets were ridden and checked for possible inclusion in a more useful and robust bikeway network that could be used to get to Venice's major attractions and schools. A draft of the proposed Venice Bikeway Network was developed for public review. It is shown in Map 4.

Map 2: Mobility 2035 Plan Bikeway Network for Venice



Map 3: NavigatELA's Bikeway Network



Map 4: Draft Proposed Venice Bikeway Network



E. What Do the Colors on the Map Mean?:

Bicycle networks, like street systems, include a hierarchy of bike facilities labelled “tiers”. We have used the Caltrans Bikeway Classifications described in Appendix A. The most important bikeway segments, **Tier I** or **Bike Paths**, are physically separated from vehicle traffic (purple on the maps). The Marvin Braude Coastal Bike Trail, a completely separated bicycle facility, is at the top of the classification hierarchy. Nevertheless, this Trail includes

Washington Boulevard from the beach to Oxford Avenue that is separated from traffic only by white paint.

The next classification level is often referred to as a **Tier II** or **Bicycle Lane**. Washington Boulevard, Venice Boulevard, and Main Street connect with the larger region and are of Tier II importance (red). Rose Avenue, although not as important a regional connector, nevertheless is an important east-west bikeway within Venice and should also be in this second tier.

Lincoln Boulevard, especially, and Pacific Avenue would be in this second tier because of their regional connectivity, but both are considered too intimidating for the average cyclist to use. They are not proposed to be part of the Venice Bikeway Network.

The next level of importance is the **Tier III** or **Major Bike Route**. These segments connect Bicycle Lanes to each other through a larger community like Venice (orange). The proposed Abbot Kinney Bike Route, for example, would connect the Washington Boulevard Bike Lanes with the Venice Boulevard Bike Lanes and the Main Street Bike Lanes through several neighborhoods of Venice.

Finally, there are roadways through neighborhoods that should be made safer for bicyclists of all skill levels (yellow). They would be considered a **Tier III Bicycle Boulevard** or **Minor Bike Route**. Selecting these streets is more difficult because many are similar to other streets in the neighborhood. They were chosen because they connect other segments of the network, serve schools, have slower existing vehicle speeds, or simply seem to already attract more cyclists. Over time, these streets would be redesigned to give cyclists priority status with motor vehicles through traffic calming measures.

F. The Venice Bikeway Network Survey Results:

The Venice Bikeway Network Survey was released in mid-February through the VNC's website, its newsletter, various social media, and physical postings on those neighborhood streets shown in Map 4 in yellow. The survey ran for six weeks. There were 749 survey responses in total. What follows is a summary of the responses to the questions asked. The complete survey results in Excel format are available on the VNC website, at the Parking, Transportation, and Infrastructure Committee's webpage.

Question - Do You Live or Work in Venice?

Seventy-eight percent of survey responders live in Venice with the rest mostly living close by in Santa Monica, Mar Vista, Marina del Rey, Del Rey, and Playa del Rey. However, there were many responders who lived quite far from Venice, for example, in Pasadena and Alhambra.

There was no neighborhoods in Venice that bicycled noticeably more or less than others. Variations seemed to be based on differences in neighborhood population rather than on intensity of bicycling. It is good that cycling is done by those living throughout Venice.

Question - Do You Live on a Street that is on the Bikeway Network?

Thirty-eight percent of responders live on a street shown on the proposed Venice Bikeway Network. Since only a small percentage of Venice's streets are on the proposed network, the response to this question reflects both the value of posting survey flyers on local streets shown on the network map and the interest of those living on those streets to participate in the process.

Question - Do You Own a Car?

One in eight responders did not own a car. Census information also tells us that, although more households own cars than the average for Los Angeles, fewer households in Venice own multiple cars. These reasons may help account for the fact that more residents bicycle in Venice than do other Angelenos, on average.

Question - Name What Main Destinations You Travel To in Venice (by Bike or Car),and What Specific Routes You Take to Get There?

In hindsight, this should've been split into two questions to distinguish between what trips were done by car, versus by bicycle. It should've also been split to distinguish a destination versus a route. That said, Abbot Kinney, the beach/boardwalk, grocery stores, Santa Monica and Marina Del Rey were the top five phrases that appeared the most often in the responses to this question

Question - How Often Do You Use A Bicycle (Skateboard Or Scooter) To Get Around Venice?

A surprising forty percent of responders say they bicycle daily. Another forty percent say they bicycle weekly. (Five percent never bike, which makes one wonder why they filled out the survey.) Of course, one cannot extrapolate from this response that forty percent of all Venetians bicycle daily. But it does indicate that those that do bicycle around Venice do so quite often.

Question - How Safe Do You Feel Biking on The Streets In Venice?

The feeling of being safe on a bicycle appears to be key in whether one cycles. Almost half of responders (46%) said they feel unsafe while bicycling in Venice. Only one in five said they feel safe. This fear while bicycling by half of those that do cycle probably explains why many Venetians do not cycle, or cycle less often than they might. If half of car drivers felt fearful while driving, how many cars would be on the road!?

Question - What Prevents You From Bicycling More Often?

The vast majority of responders checked one or both of these answers: "Feeling unsafe from traffic" and "Lack of protected bike lanes." These two responses overlap, of course. And they point to the most effective improvement road designers can make to encourage more cycling: build more physically-protected bike lanes.

Poor pavement maintenance was also mentioned as a problem for cyclists. Bicycle tires are a lot thinner than car tires and there are only two of them, so circumstances that might mean excess road noise for drivers can be dangerous for those balancing on two thin wheels.

It is important to note that lack of secured bike parking is named a major problem for cyclists. Given the obvious amount of bike theft one sees near encampments, this is a significant problem and worry for many bike owners.

Question - What Conditions Would Make You Feel Safer?

Answers received track the reasons cyclists feel unsafe. Above all: provide protected bike lanes. Considering that the average bicyclist weighs 180 pounds, and the average car 4,400 pounds, a bicyclist has reason to be concerned. When that vehicle is travelling 35 mph or more and with at most a 4-inch line of white paint separating it from the cyclist, there is even more cause for concern.

Safer intersections also ranks high as an improvement that would encourage more cycling. Often, through no fault of either the driver or the cyclist, it is unclear how the two modes are supposed to interact at an intersection with multiple thru lanes and turn lanes. Traffic engineers too often abdicate their responsibility to safely guide each mode through the engineers' intersection designs.

Question - Related Comments You Would Like to Share

A total of 398 comments were submitted, and each was reviewed by the study team. Because of the importance of this section of the survey, its analysis is divided into two sections. Both made use of A.I. analysis models because they were better able to clearly summarize the comments made. The first uses a paragraph format, then second uses a bullet point format.

Paragraph Format:

To help reduce the many comments to an understandable presentation, we asked two A.I. models, Copilot and Claude, to summarize the responses and to list their five basic themes. Both resulted in similar summaries, this is Copilot's:

*Overall, respondents want biking in Venice to feel **safer, more connected, and better maintained**, especially on key corridors that link neighborhoods to the **Marvin Braude Beach Path** and other destinations. The strongest pro-infrastructure comments emphasize that **paint/sharrows and flimsy posts aren't enough** and call for **truly protected facilities** (often pointing to Santa Monica as a model). Many people also flag **maintenance and operations** problems—sand, trash, potholes, blocked lanes, unclear rules/signage—arguing that even good infrastructure fails without upkeep. A significant set of responses focuses on **enforcement**: speeding/distracted driving, cars blocking lanes, and unsafe behavior by cyclists/scooters/e-bikes (especially high-speed motorized devices on the beach path/boardwalk).*

A smaller but vocal group opposes further bike projects—especially "road diets" or parking removal—citing traffic, emergency access, and perceived low demand.

The 5 most stated ideas:

1. **Build real protected bike lanes** (physical separation), not just paint/sharrows/bollards.
2. **Prioritize the Washington Blvd connection to close the Marvin Braude Bike Path** gap (make Washington safe/continuous).
3. **Improve maintenance/cleanliness and pavement quality** (sand removal, sweeping, potholes, debris, repaving).
4. **Increase enforcement and rule clarity for safety** (speeding, stop signs, cars blocking lanes; also bike path rules).
5. **Address conflicts on the Beach Bike Path/boardwalk**—especially e-bikes/scooters and pedestrians (separation, restrictions, ticketing, clearer signage).

The survey indicated that almost half of responders did not feel safe bicycling in Venice. Consequently, it is not a surprise that building physically-protected bike lanes topped the list of suggested improvements.

Because the Coastal Bike Path is the most used bike facility in Venice (and probably in all of Los Angeles County) the second-most noted theme was to make its Washington Boulevard

“gap” a top priority for physical separation. This has been an issue for the 45 years the Bike Path has been around, but has never been adequately resolved.

The third theme listed above was to increase the maintenance and pavement quality of bike lanes. This issue is directly tied to the often marginally-acceptable condition of Venice’s street pavements and on-going street capital maintenance budgets. This response should help the City prioritize repaving of those Venice roadways that are part of the Venice Bikeway Network.

The fourth theme extracted from this survey is an on-going issue of enforcement of traffic laws. No surprise there.

The last of the top five comment themes is the condition of the Marvin Bruade Coastal Bike Path itself. Virtually from its opening in the early 1980’s its Venice segment has been under-sized. Other coastal cities through which it passes have upgraded their sections to better handle the summer crowds, but not Los Angeles. It is well passed time for the Bike Path to be rebuilt wider, safer, and able to separately accommodate cyclists and pedestrians.

Bullet Point Format

This survey collected community feedback on bike infrastructure in Venice, California. Here's what responders are saying in bullet point format using the A.I. model Claude:

Top Priorities & Requests

Most-Requested Infrastructure Improvements:

- *Washington Boulevard protected bike lanes — by far the most frequently mentioned need, especially to connect to the Marvin Braude Bike Trail*
- *Venice Boulevard — provide protected lanes its full length*
- *Lincoln Boulevard — identified as dangerous and needing protected infrastructure*
- *Rose Avenue — requests for protected lanes*
- *Abbott Kinney — some want it pedestrianized or closed to cars; others say bike infrastructure needed*

Major Safety Concerns

Beach Bike Path Issues:

- *Too narrow for current usage*
- *Covered in sand (poor maintenance compared to Santa Monica)*
- *Pedestrians walking on bike-only path*
- *Electric bikes/scooters going too fast*
- *Needs widening and separate pedestrian path (like Santa Monica has)*

Street-Level Dangers:

- *Cars speeding and running stop signs*
- *Lack of traffic enforcement*
- *Drivers opening doors into bike lanes*
- *Distracted/phone-using drivers*
- *RVs blocking bike lanes on Washington*

E-bikes & Motorized Vehicles:

- *Overwhelming concern about electric bikes/scooters on paths*
- *Going too fast, often ridden by young people*

- *Many want them banned or speed-enforced on bike paths*

Design Preferences:

What People Want:

- *Curb-protected lanes (concrete barriers)*
- *Physical separation from car traffic*
- *Green painted bike lanes for visibility*
- *Connected networks that link to neighboring cities*

What People Don't Want:

- *Paint-only bike lanes ("paint is not infrastructure")*
- *Flexible bollards that get damaged/removed*

Maintenance Issues

- *Rough pavement on Venice Blvd, Pacific Ave, Speedway*
- *Potholes and uneven surfaces*
- *Glass and debris in bike lanes*
- *Sand accumulation on coastal path*
- *Poor signage (covered in graffiti)*

Traffic Enforcement:

Repeated calls for:

- *Stop sign enforcement (for both cars and bikes)*
- *Pedestrian safety at crosswalks*
- *Speed limit enforcement*
- *Clearing bike lanes of parked/stopped vehicles*
- *Addressing homeless encampments blocking streets*

Other Notable Themes

- *Santa Monica envy — frequently cited as model for good bike infrastructure*
- *Bike theft — major concern preventing more bike usage*
- *Olympics 2028 — motivation to improve infrastructure*
- *Penmar Golf Course — identified as major barrier to connectivity northward*
- *Need for bike parking/racks at destinations*

Community Sentiment about Bikeways:

This summary was done by the study team, who examined the sentiments expressed in the comments. For every one person who is concerned about separate bike lanes, there are four people who express support. Since the survey attracted cyclists, this is not surprising.

Pro-Bike Comments:

- *Families want safe routes for kids*
- *Bicycling reduces car dependence and pollution*
- *Venice has perfect weather/terrain for biking*
- *Cycling brings business to local shops*
- *Cycling infrastructure is important for commuters*

Concerns About Bike Lanes:

- Don't remove car lanes — traffic already bad
- Most people still need cars
- Parking is already difficult to find
- Current usage doesn't justify expansion
- Fix roads/sidewalks first

Question - Would You Like Particular Streets To Be Added, Substituted, Or Removed From The Proposed Venice Bikeway Network?

There were numerous suggested changes proposed by the survey responders. These were reviewed by the study team and the changes listed below were made. These changes are shown in Figure 5. Many suggested changes were outside Venice boundaries and therefore could not be included. Some suggestions conflicted with other, contrary responses. And some were neutral statements.

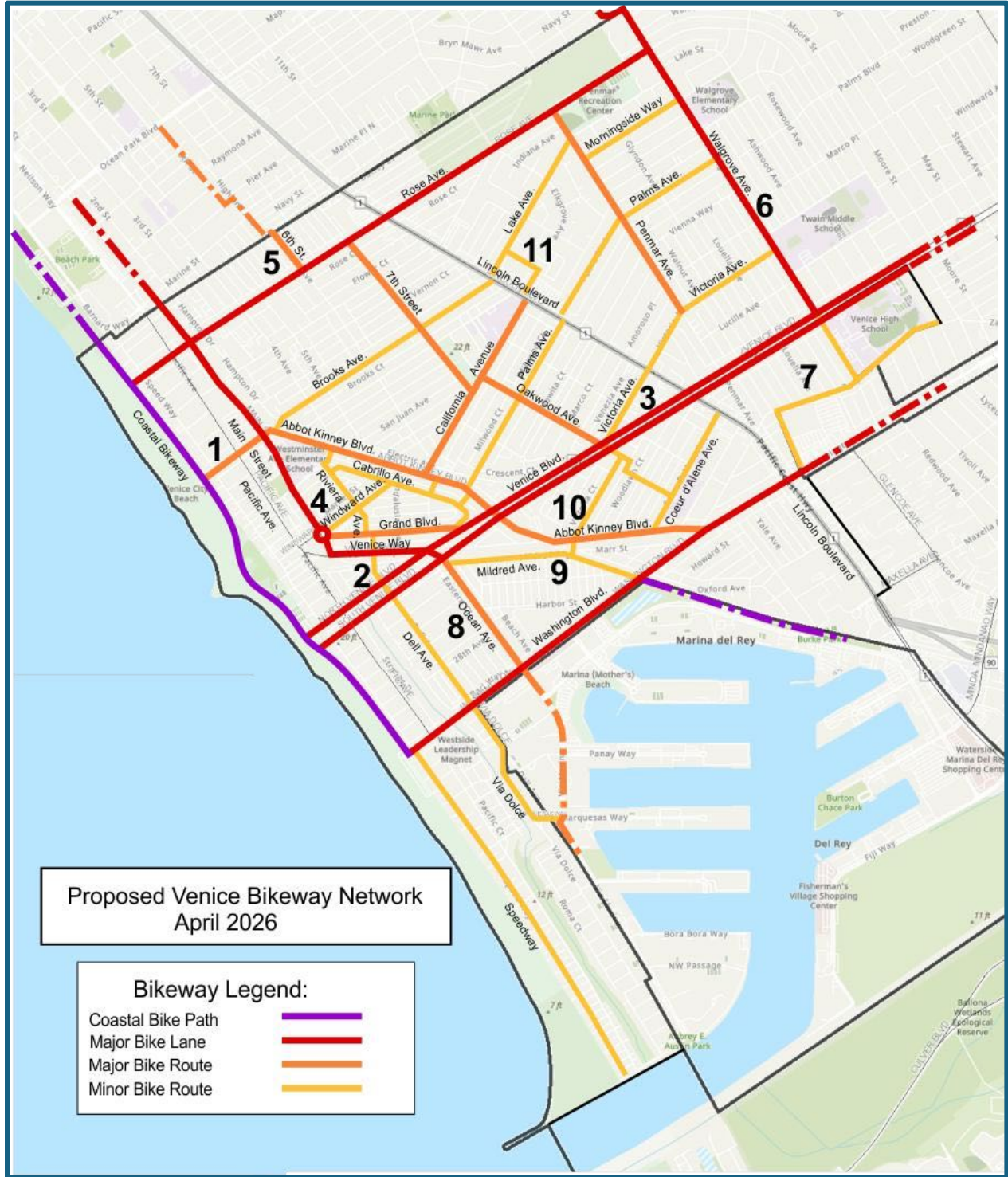
1. The **Brooks Avenue** bike route was extended west from Main Street to the Coastal Bike Path,
2. The **Dell Avenue** bike route was extended north to Riviera Avenue and then on Riviera Avenue to Westminster Avenue,
3. The **Victoria Avenue** bike route was extended west across Lincoln Boulevard to Venice Boulevard,
4. The **Market Street** bike route was dropped and replaced by Windward Avenue between Windward Circle and Cabrillo Avenue,
5. A **6th Street** bike route segment was added to line up with Santa Monica's bike network,
6. **Walgrove Avenue's** designation was changed to "Major Bike Lane" (red),
7. **Walgrove Avenue** was also extended south to Zanja Avenue as a "Minor Bike Route" (yellow), and Walnut was added to connect the link to Washington Blvd.
8. **Ocean Avenue's** designation was changed to "Major Bike Route" (orange),
9. **Mildred Avenue's** designation was changed to "Minor Bike Route" (yellow),
10. **Boccaccio Avenue** was added to link Oakwood Avenue to Mildred Avenue (yellow),
11. **California Avenue** was extended across Lincoln Blvd. to connect it with Lake Avenue via Frederick Street.

G. Next Phase of the Process:

The result of this phase of the process will be shared with Council District 11 and the City's Departments of Transportation, City Planning, and the Bureau of Engineering.

Given the importance expressed in the survey results the immediate focus of the next phase of work will be to determine the best way of physically separating the Washington Boulevard bike lanes.

Map 5: Proposed Venice Bikeway Network Showing Changes



Appendix A: CALTRANS: A Guide to Bikeway Classification, July 2017

CLASS I BIKEWAY

Path

Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities.

Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses or within and between parks.

REFERENCE: HOM INDEX 1003.1
CAMUTCD SECTION 9C.03



Vine Trail, Napa Valley



Bay Bridge Trail, Oakland



2nd St, Oakland



Milva St, Berkeley

CLASS III BIKEWAY

Bike Route

Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. Bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrow) along roadways.

REFERENCE: HOM INDEX 1003.3
CAMUTCD SECTION 9C.07

Bicycle Boulevard

A Bicycle Boulevard is a shared roadway intended to prioritize bicycle travel for people of all ages and abilities. Bicycle Boulevards are typically used on streets without large truck or transit vehicles and where traffic volumes and speeds are already low, or can be further reduced through traffic calming.

REFERENCE: NACTO URBAN BIKEWAY DESIGN GUIDE/BI-CYCLE BOULEVARD; CAMUTCD SECTION 9C.07

CLASS II BIKEWAY

Bike Lane

Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contralane bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.

REFERENCE: HOM INDEX 301.2
CAMUTCD SECTION 9C.04



State Route 12, the Springs Region of Sonoma



Starr Blvd, State Route 35, San Francisco

Buffered Bike Lane

A buffered bike lane provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings. Greater separation can be especially useful on streets with higher motor traffic speeds or volumes.

REFERENCE: CAMUTCD SECTION 9C.04, FIGURE 9C-10(B)(4); NACTO URBAN BIKEWAY DESIGN GUIDE/BIKE LANES/BUFFERED BIKE LANES

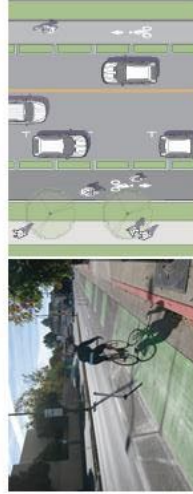
CLASS IV BIKEWAY

Separated Bikeway/ Cycle Track

A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two-way travel.

By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.

REFERENCE: CALTRANS DESIGN INFORMATION BULLETIN 89 - CLASS IV BIKEWAY GUIDANCE; FHWA SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE; NACTO URBAN BIKEWAY DESIGN GUIDE/BIKE TRACKS



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