

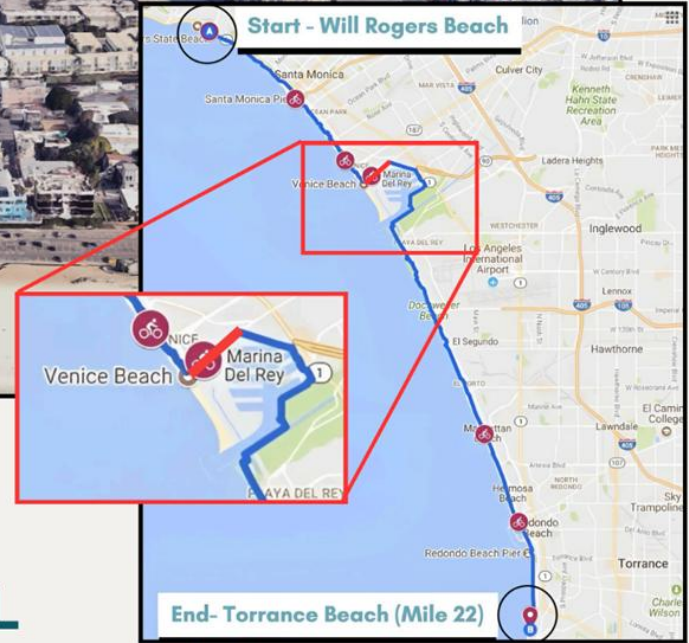
Re-imagining Washington Boulevard for Bicycle Safety





(Google Earth, 2026)

WASHINGTON BLVD. SEVERS LA'S MOST POPULAR BIKE TRAIL

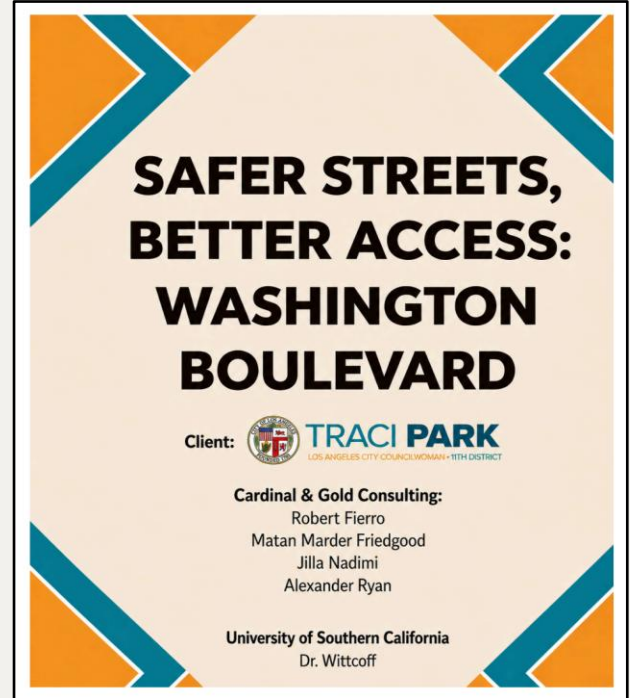


(Boyle, 2018)

USC Graduate Student Report Findings

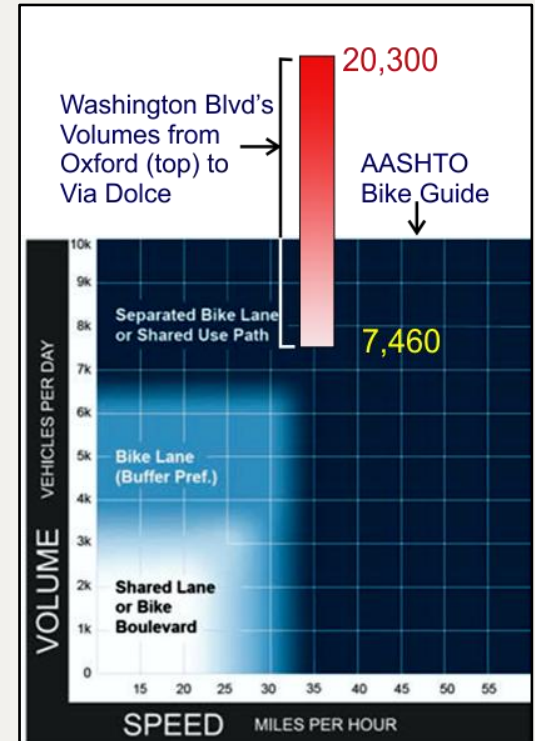
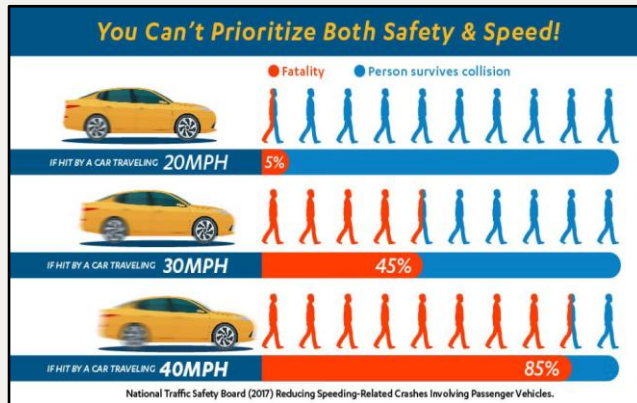
Report is 155 pages long so relevant findings will be briefly summarized here:

- Short-term improvements: traffic speed-reduction, safer intersection crossings, wayfinding signs, parking-flow adjustments at the beach lot, and better lighting.
- Long-term improvements: full corridor redesign to a Class IV protected bikeway, pedestrian curb extensions, parking flow modifications, signage and lighting.



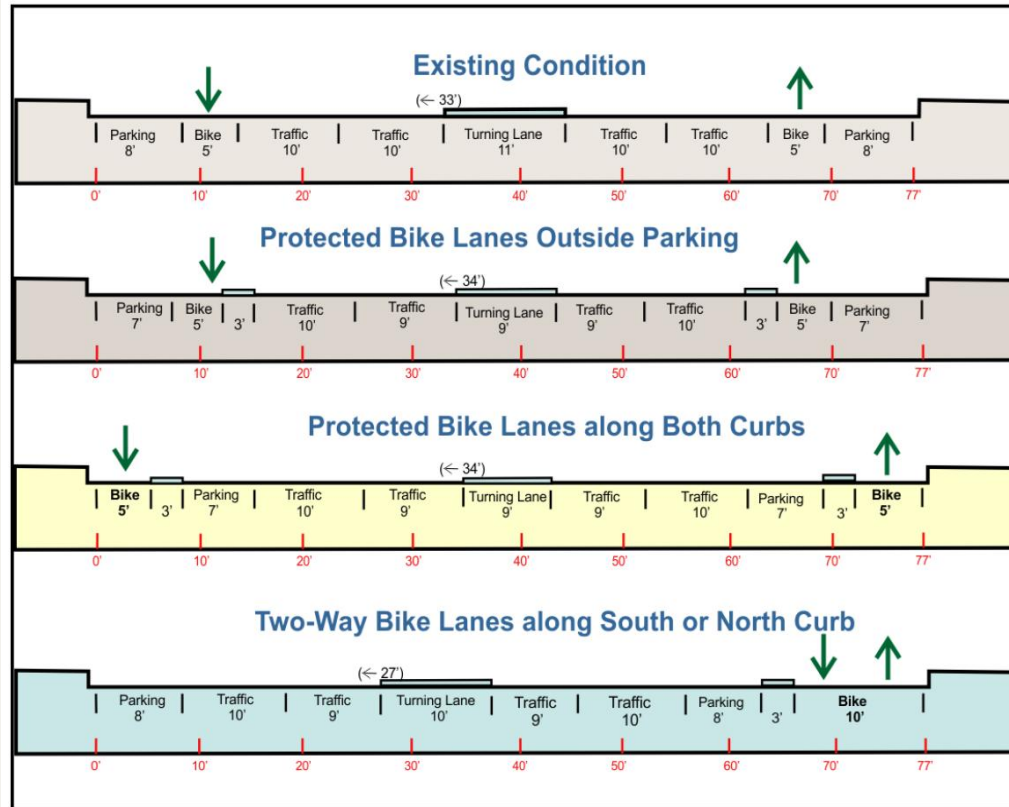
PTIC Team* Analysis and Findings

- American Association of State Highway and Transportation Officials (AASHTO) design guidelines recommend a separated bike lane along urban roadways like Washington Boulevard.
- Traffic volumes and speed dictate the safety of a road.



* Colin Warn, Richard Stanger primarily, Andreas Kemkes also

Bikeway Concepts Proposed



Evaluation of Bikeway Concepts

Bike Lane Position Factor ↓	One-Way Bike Lanes on Each Curb	Two-Way Bike Lanes on South Curb	Two-Way Bike Lane on North Curb	Notes
Bike Trail Crossing of Washington Blvd.	Westbound Lane Crosses	No Crossing	Both Lanes Cross	This refers to the crossing at Mildred Ave.
Major Intersections	2	2	2	Excludes Pacific Ave. and Oxford Ave.
Side Street Intersections	8	2	6	Potential conflict area
Driveway Crossings	10	8	2	Some south side driveways might be closed because of side street access.
Metered Parking Spaces	82	48	34	Use of south side metered spaces is much lower than north side metered spaces.
Unmarked Parking Spaces	102	32	70	RVs parking in these spaces
Bus Stops Affected	9	5	4	

Cost Estimates



2 miles of “quick-build” protected bike lanes built along Hollywood Boulevard for \$500,000

<https://abc7.com/post/hollywood-celebrates-opening-new-protected-bike-lanes/15190995/>



1.6 miles of concrete-protected built bike lanes along Broadway in Santa Monica for around **\$1.8 million**

<https://metro.legistar1.com/metro/attachments/9703c5d2-674d-4778-a839-a607c6a18086.pdf>

Conclusions

- Washington Boulevard “Gap Section” more than qualifies for physically-separated bike lanes,
- A two-way, protected, curbside bikeway on the south side of Washington Blvd. is the recommended design concept,
- Based on recent installations, the recommended concept should cost \$1 million or less.

