

OCEAN FRONT WALK FUND

Agenda Request — Discussion Item

To: Ocean Front Walk Committee

From: Eric Hecht, Ocean Front Walk Fund

Re: Correcting a critical wayfinding and safety gap on the Marvin Braude Coastal Bike Path at Washington Boulevard

Summary of the issue

The Marvin Braude Coastal Bike Path is one of the finest urban bike paths in the world, but it has a serious flaw at one of its most critical points. Southbound riders approaching Washington Boulevard along Ocean Front Walk are supposed to turn east onto Washington, loop around the marina, cross the bridge, and rejoin the path toward Playa del Rey. Today there is no sign, no pavement marking, and no intuitive cue directing riders to make that turn.

As a result, a large majority of southbound cyclists miss the turn and continue straight onto the pedestrian-only stretch of Ocean Front Walk between Washington Boulevard and Catamaran Street. Fast road bikes and electric bikes are funneled directly into people walking and into residents entering and exiting their homes. This stretch is a constant safety hazard.

The problem compounds at the dead end. Riders reach Catamaran, realize they cannot continue, and reverse direction — creating two-way bike traffic crammed into a narrow pedestrian corridor. Lost riders stop, check their phones, and ask pedestrians for directions, adding congestion and confusion to an already dangerous mix.

Proposed correction

We ask the City to make three straightforward improvements at the Washington Boulevard junction:

First, install clear directional signage and pavement markings guiding eastbound bike traffic onto Washington Boulevard toward the marina loop, so riders know to turn rather than continue straight.

Second, install clear “No Through Bike Traffic” / end-of-path signage and markings at the entrance to the pedestrian-only segment south of Washington, deterring cyclists from entering the residential pedestrian corridor toward Catamaran.

Third, install physical traffic-calming barriers — such as a staggered chicane, bollards, or a path-narrowing gate — at the entrance to the pedestrian-only segment that compel cyclists to slow and dismount before continuing on foot. A physical cue does what signage alone cannot: it stops fast bike traffic from carrying into the pedestrian corridor in the first place.

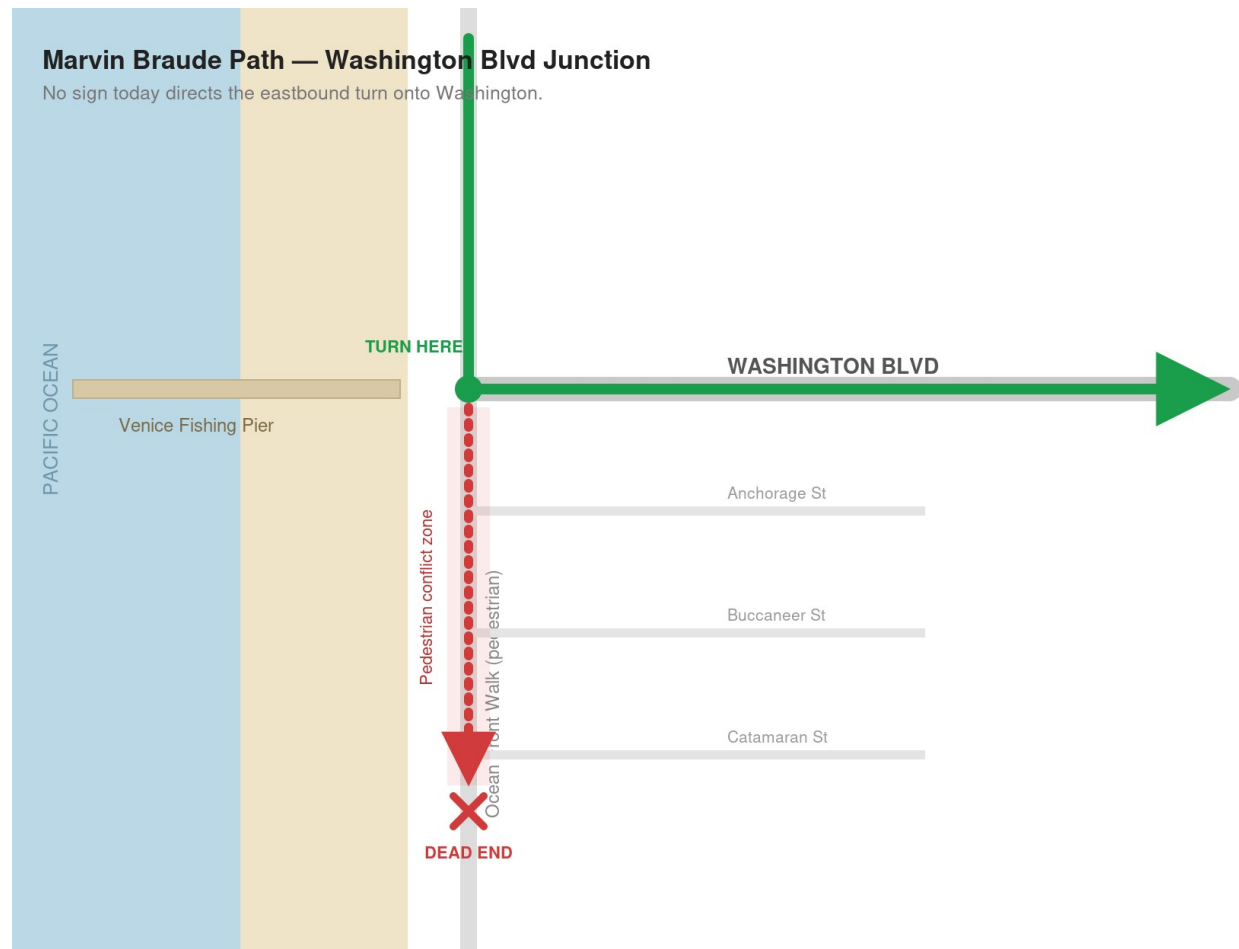
Why it matters

These are low-cost, high-impact fixes. Correcting this junction removes a daily collision risk to pedestrians and residents, eliminates the bottleneck at Catamaran, and properly delivers one of the most iconic cycling experiences Los Angeles offers to both locals and visitors. The infrastructure already exists — riders simply need to be guided to use it as designed.

Proposed motion language

Move that the Committee recommend the City evaluate and install directional signage and pavement markings routing southbound Marvin Braude bike path traffic east onto Washington Boulevard, and install end-of-path / no-through-bike-traffic signage and physical traffic-calming barriers (such as a staggered chicane or bollards) requiring cyclists to dismount at the pedestrian-only segment of Ocean Front Walk south of Washington Boulevard, in order to reduce pedestrian–cyclist conflicts and improve wayfinding.

Visual aid — Washington Boulevard junction



Green: intended route — turn east onto Washington Boulevard. Red: the route most riders take today, ending at a dead end at Catamaran Street within the pedestrian conflict zone.