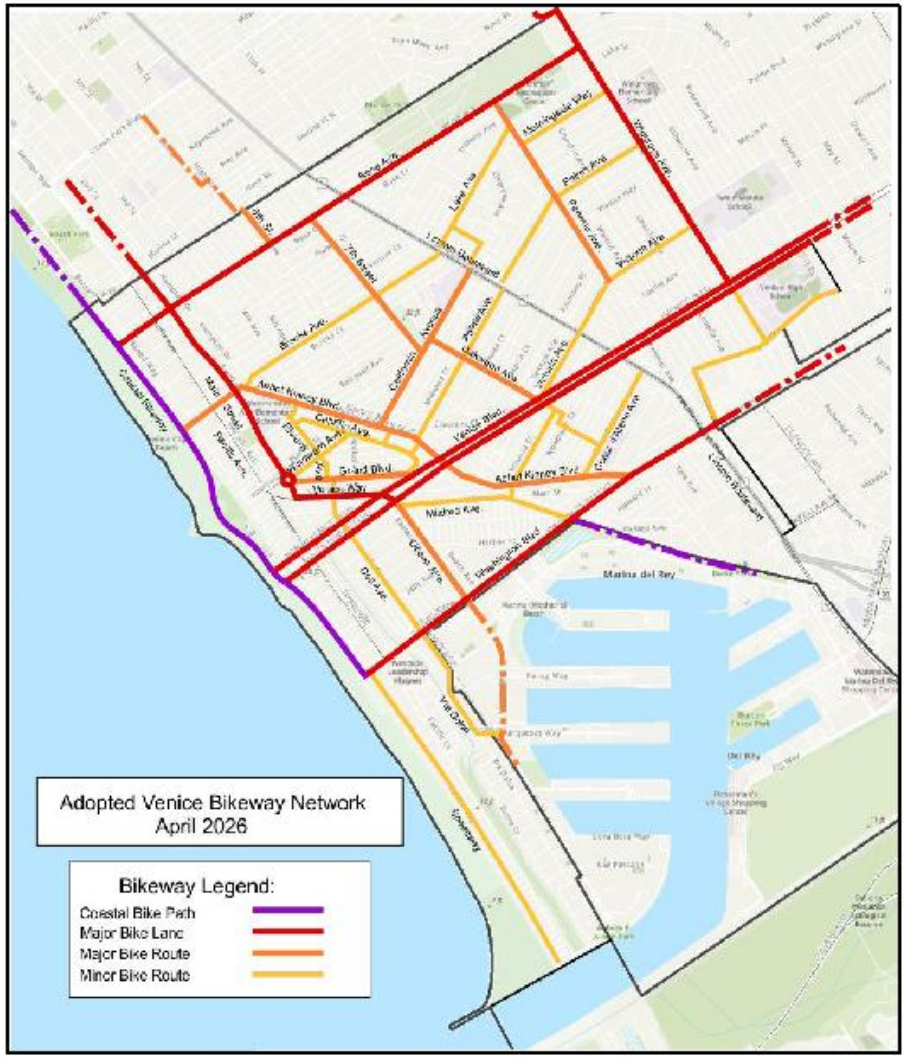
Venice Bikeway Network: Palms Boulevard Survey

The VNC-Adopted Venice Bikeway Network

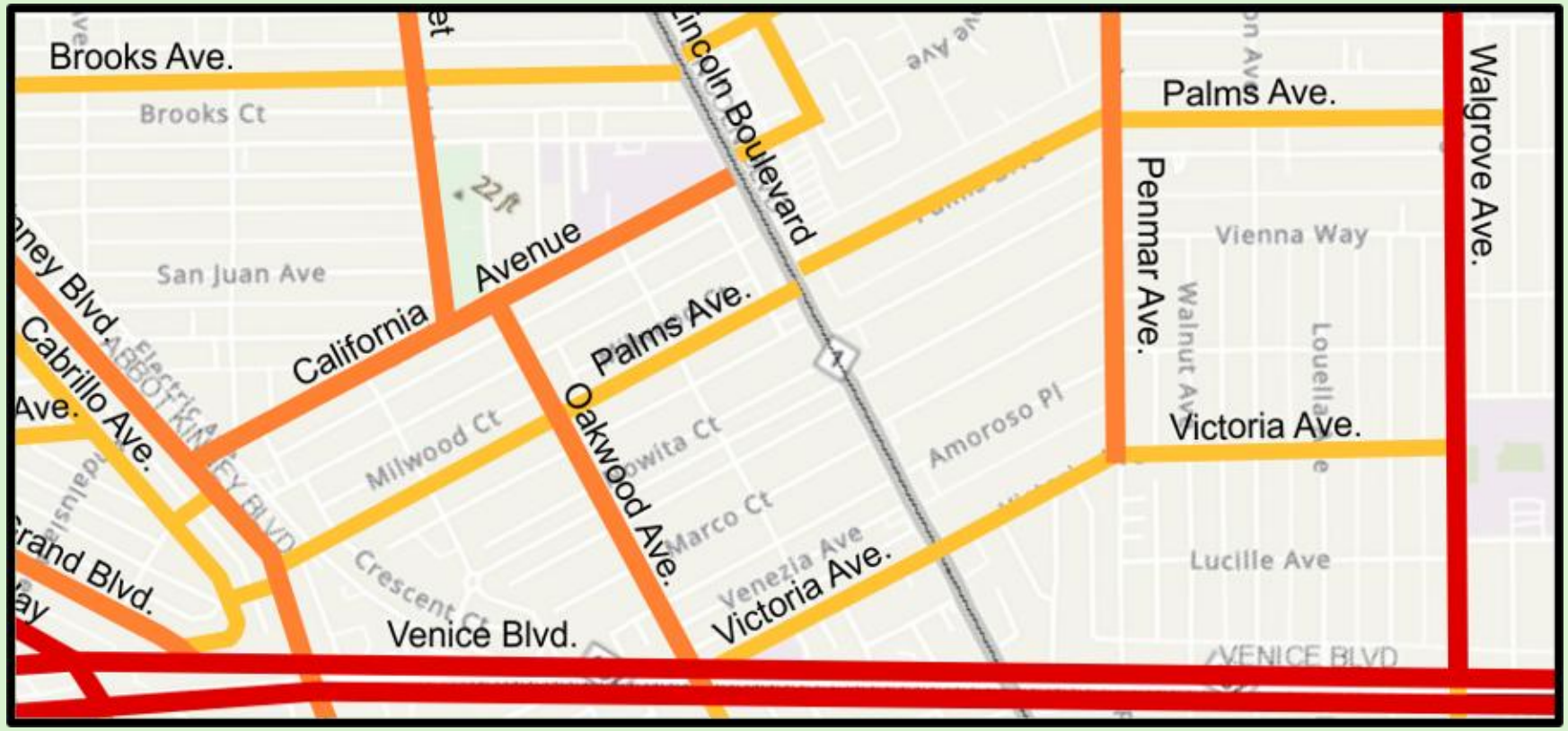
Venice Bikeway Network*



* *The Venice Neighborhood Council adopts the proposed Venice Bikeway Network, dated April 2026, as the working bikeway network it requests City agencies to develop over time. The network must be developed so that bicycle safety and bikeway connectivity are priorities. It is understood that this network is an objective that might reasonably be amended as development of the network progresses. June 16, 2026*

Pilot Project on Palms Boulevard

The question is how do we go about implementing the network elements?



Draft Flyer hand dropped to all properties on Palms Blvd

Palms Boulevard Bikeway Survey



In June, 2026, the Venice Neighborhood Council adopted the Venice Bikeway Network shown below. One of the proposed Minor Bike Routes is Palms Boulevard between Abbot Kinney and Walgrove. The VNC's Parking, Transportation and Infrastructure Committee would like your opinion on what might be done to increase bicycle safety on Palms. We are using your street as a test case to see how to go about implementing possible safety enhancements.

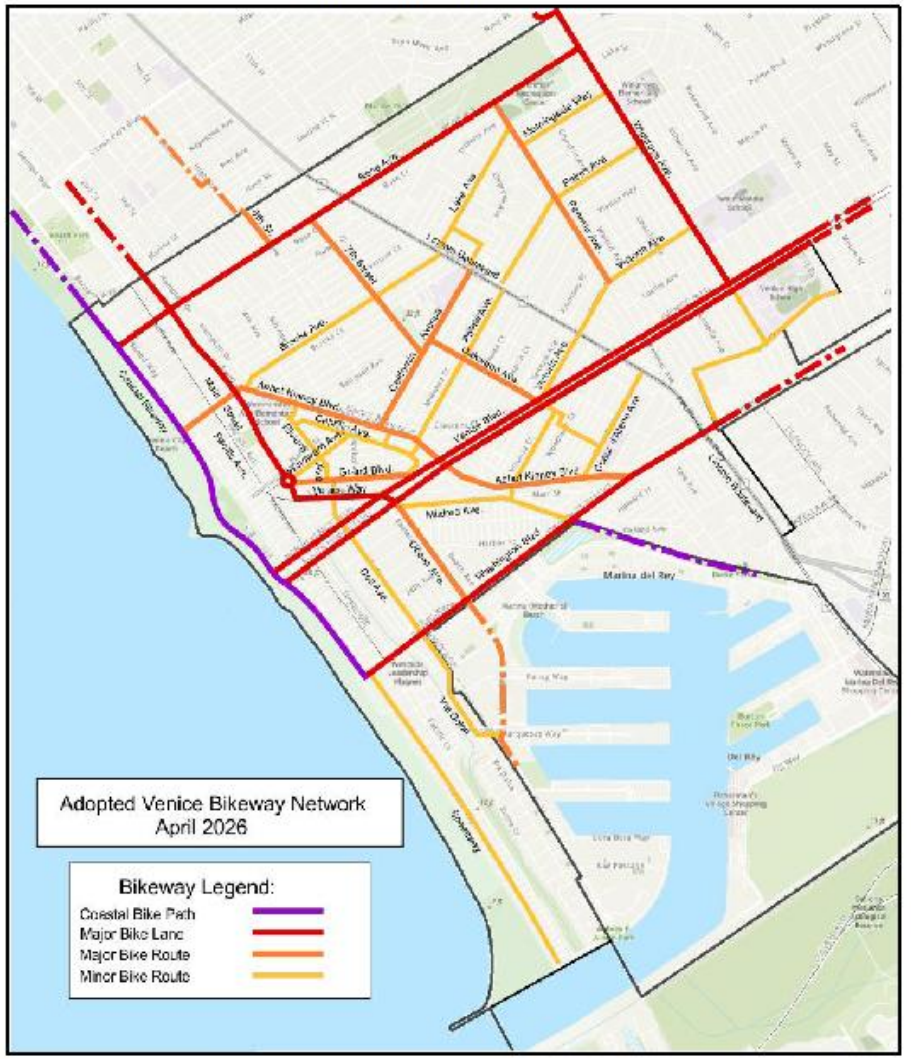
The survey includes four "yes/no" questions, and one seeking your comments.

We will be asking your opinion on four measures to increase bicycle safety: one on the reduction of the posted speed on Palms and another on the addition of speed bumps. Separately, we would also be interested in your opinion on sidewalk "bulbouts" at intersections to improve pedestrian safety, and on "mini roundabouts" to increase vehicle safety.

QR Code links to the following URL:
https://forms.gle/ujw3ejf4xsF3aWbPA

Draft Flyer Back

Venice Bikeway Network*



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Draft Survey
1 of 5

Palms Boulevard Bikeway Survey

In June, 2026, the Venice Neighborhood Council adopted the Venice Bikeway Network shown on the Flyer you received. One of the proposed Minor Bike Routes is Palms Boulevard between Abbot Kinney and Walgrove. The VNC's Parking, Transportation and Infrastructure Committee would like your opinion on what might be done to increase bicycle safety on Palms Boulevard.

The survey includes a location question, four "yes/no" questions, and one seeking your comments.

We will be asking your opinion on four measures to increase bicycle safety: one on the reduction of the posted speed on Palms and another on the addition of speed bumps. Separately, we would also be interested in your opinion on sidewalk "bulbouts" at intersections to improve pedestrian safety and on "mini roundabouts" to increase vehicle safety.

Selecting yes on multiple measures will communicate to the survey reviewers that you are okay with having multiple features added ("stacked") on top of each-other on Palms as part of bicycle safety efforts. If you would only like one road treatment, please select "Yes" to only one option. Feel free to add additional clarity to your answers as a response to Question 6.

Sign in to Google to save your progress. Learn more

* Indicates required question

Draft Survey
2 of 5

1. Which section of Palms Boulevard do you live on? *

- ◯ Between Abbot Kinney and Lincoln
- ◯ Between Lincoln and Penmar
- ◯ Between Penmar and Walgrove

Speed Limit Reductions

It has been well established that the best way to lessen accident injuries is to reduce vehicle speeds. This is especially true for bicyclists and pedestrians. The posted speeds on Palms Blvd. are 25 mph between Abbot Kinney and Lincoln, 30 mph between Lincoln and Penmar, and 25 mph between Penmar and Walgrove. We are suggesting lowering all those speed limits to 20 mph.

2. Would you like the speed limits along Palms Boulevard lowered to 20 mph? *

- ◯ Yes
- ◯ No

Speed Bump

We are all familiar with speed bumps. Studies indicate that they reduce accident rates a third to a half.

3. Would you like speed bumps along Palms? *

- ◯ Yes
- ◯ No

Draft Survey
3 of 5

Bulbouts



About Bulbouts

The purpose of sidewalk bulbouts is twofold: to reduce the street crossing distance for pedestrians and to lessen the speed of right-turning vehicles. The images depict two types of sidewalk bulbouts. Bulbouts do not reduce the number of travel lanes, nor the number of parking spaces on the street

4. Would you like to see bulbouts along Palms Boulevard? *

- ◯ Yes
- ◯ No

Draft Survey
4 of 5

Mini Roundabout



Mini Roundabouts

The purpose of these small islands is to lower the number of ways vehicles may collide. Experiences indicate that they reduce vehicle collisions and their severity. They would be in addition to the stop signs. They are low enough that firetrucks and big trucks can turn over them, but too high for cars to cross them comfortably.

5. Would you like to see roundabouts along Palms Boulevard? *

- ◯ Yes
- ◯ No

Draft Survey
5 of 5

6. Any other requests you'd like to make as part of this Palms Boulevard Bikeway outreach effort?

Your answer

References

Should you be interested, here are some references we used:

Guerra - "The Effects of Curb Extensions on Traffic Crashes and Injuries" https://journals.sagepub.com/doi/10.1177/03611981261425971

"Speed Management Toolbox for Rural, Urban, and Suburban Facilities" - https://www.intrans.iastate.edu/wp-content/uploads/2025/11/roundabouts.pdf

"Important Safety Reminder: Adhering to Campus Speed Limits " https://transportation.ucla.edu/blog/important-safety-reminder-adhering-campus-speed-limits

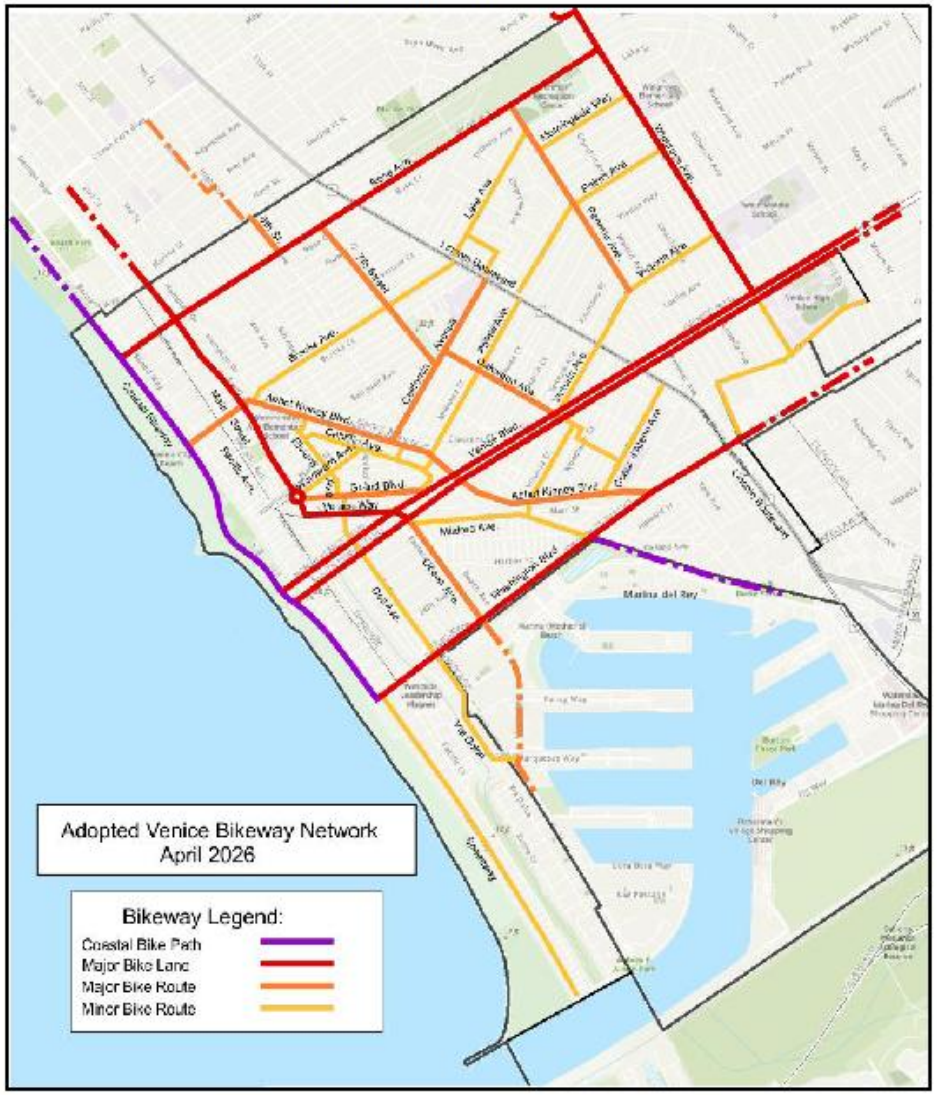
"Lower Speed Limits" https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/countermeasures/legislation-and-licensing/lower

"The Nature of Traffic Congestion and Reliability: Causes, How They Are Measured, and Why They Matter " https://ops.fhwa.dot.gov/congestion_report/chapter2.htm

"Speed Hump" - https://safedesign.uky.edu/speed-hump/

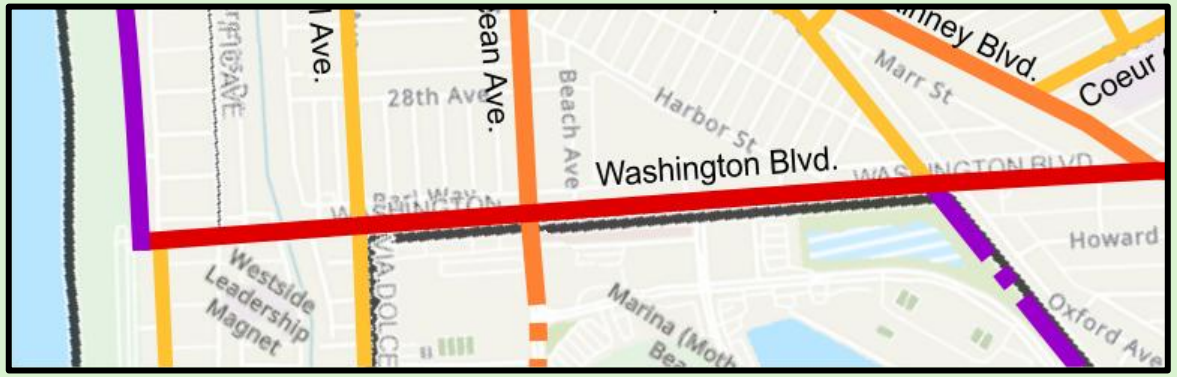
Developing Crash Modification Factors for Mini-Roundabouts - https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=685

Venice Bikeway Network*

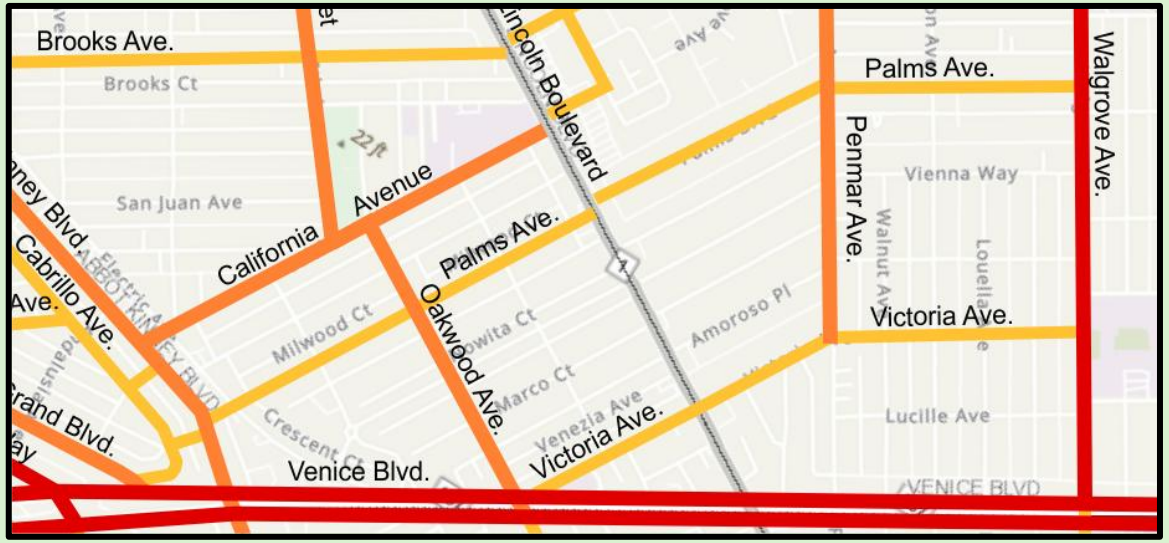


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Washington Boulevard Bike Lane Options



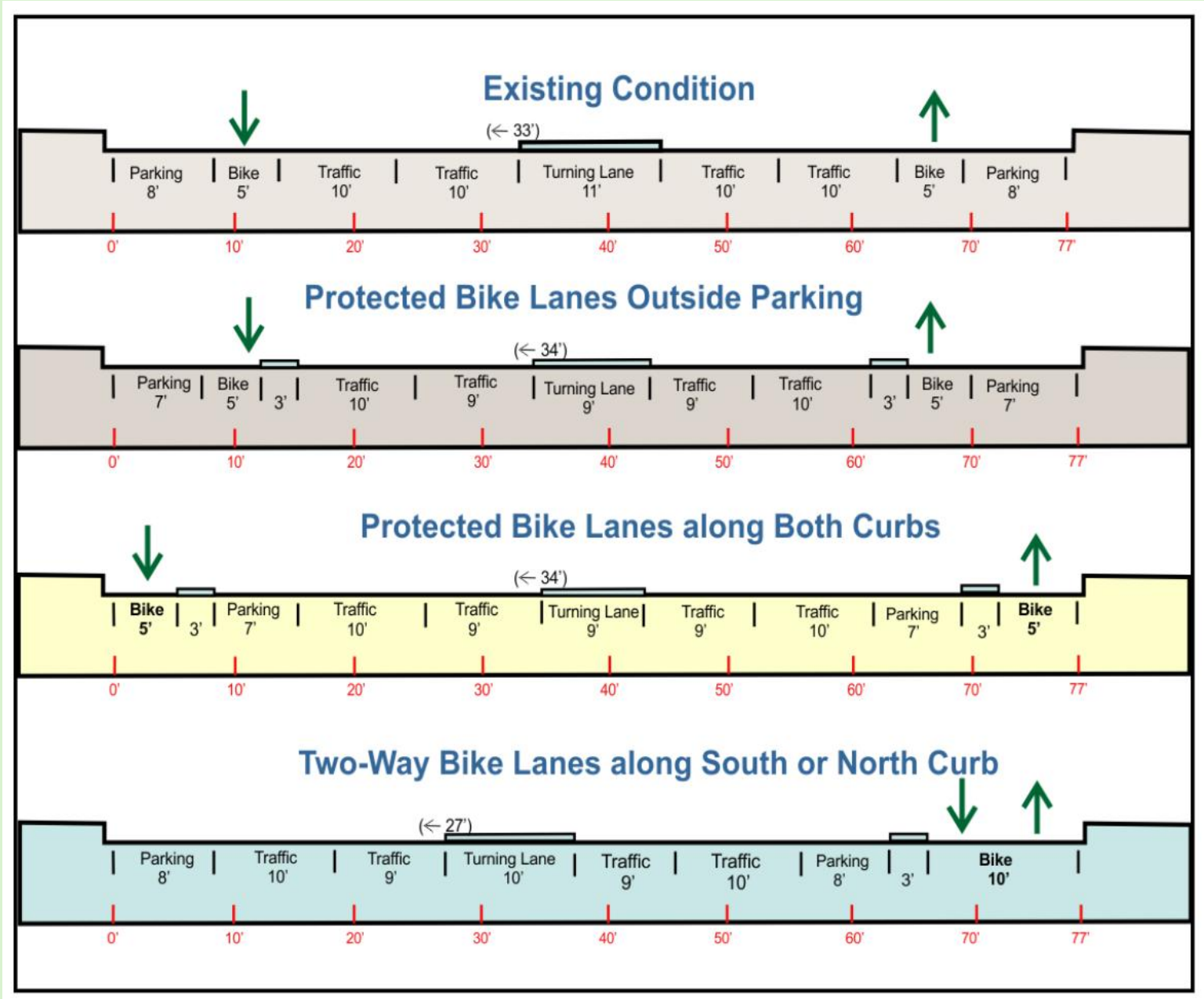
Palms Avenue Pilot Project



Washington Boulevard “Gap Section”

- Early this year CD 11 indicated that it may have $1 million to improve this ¾-mile Washington Boulevard segment of the Marvin Braude Coastal Bike Path.
- CD 11 worked with a group pf USC Public Policy graduate students to study the Gap Section. The USC Study, although an excellent product, did not address possible design options.
- PTIC members evaluated possible options. The PTIC reviewed their report at its May meeting.
- The Washington Boulevard has been included in Councilwoman Park’s proposed analysis of improvements to the Marvin Braude Bike Trail. The PTIC supported her motion in August.

Bikeway Concepts on Washington Blvd.



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**	