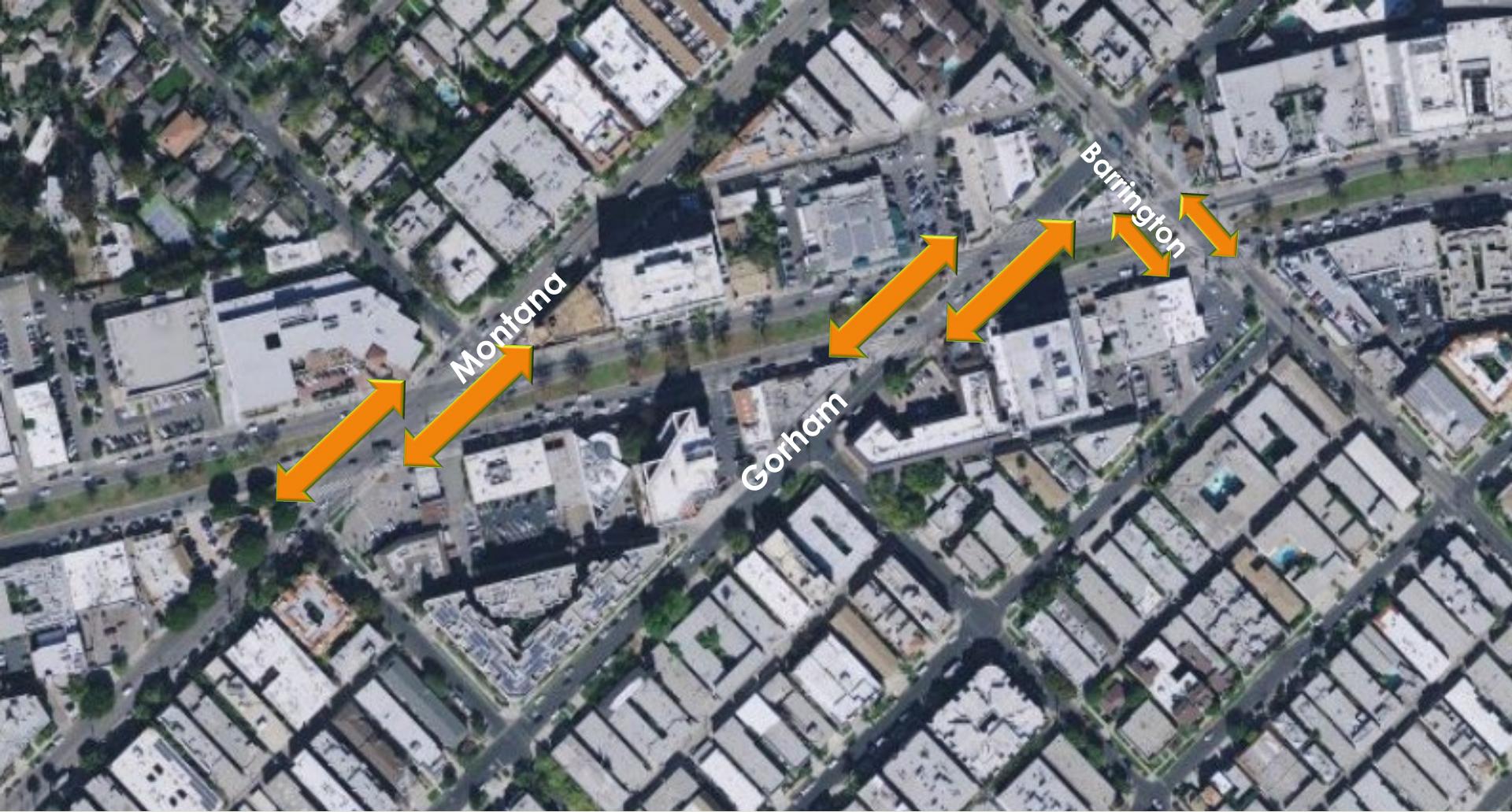




Walkable San Vicente Boulevard

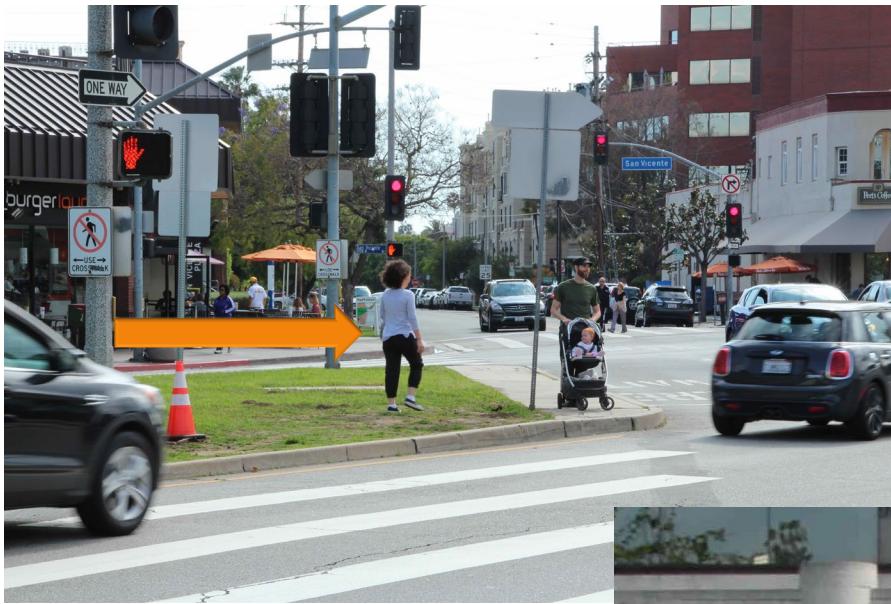
Doris Goldstein,
Transportation Chair, Brentwood Community Council



All intersections are long because pedestrians must cross the wide median—once occupied by a streetcar line—as well as traffic lanes. Montana and Gorham intersect San Vicente on a diagonal, making the distance to cross San Vicente at these intersections even longer.

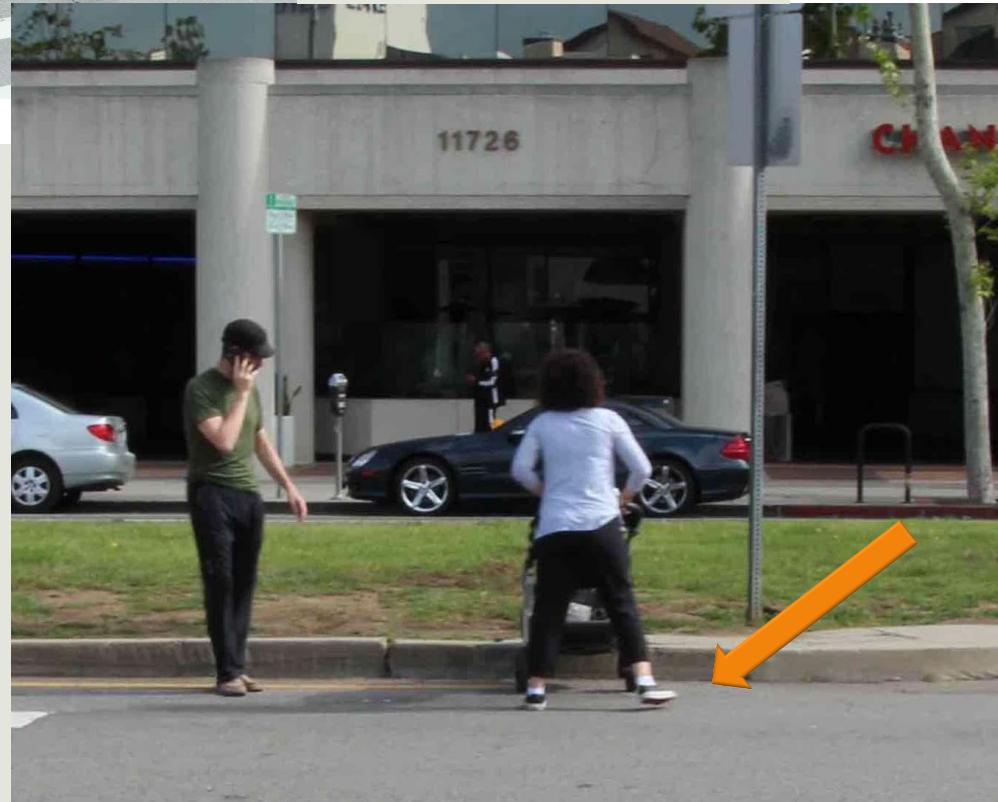


Because the distance is too long for pedestrians to cross in one cycle, they must stop on the median for the next light—an unwelcoming and inhospitable place.



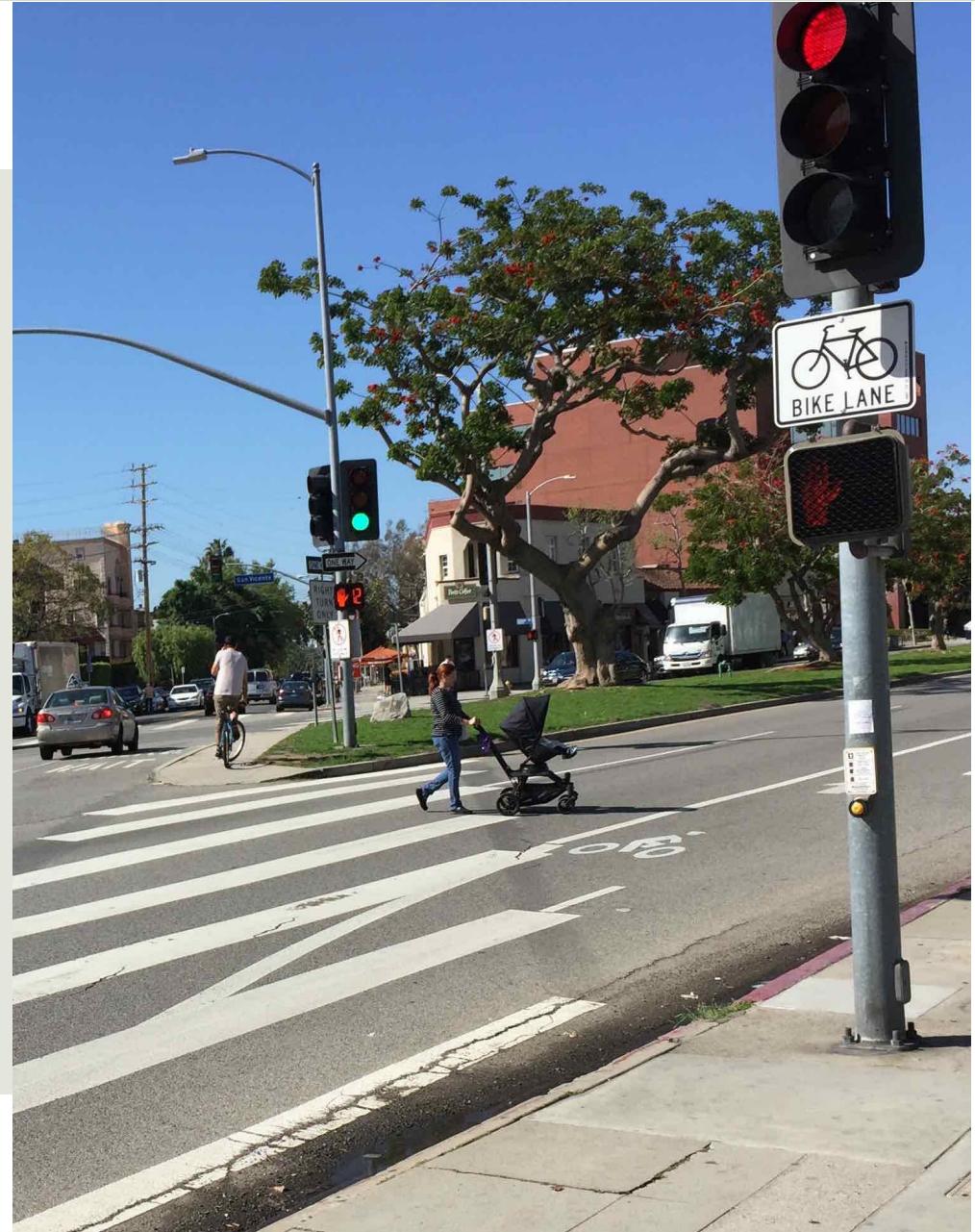
This woman left the sidewalk to press the button for the crosswalk signal...

...and then had to back the baby stroller off a side-walk curb with no curb cut.



A “desire line” is an informal path that pedestrians prefer to the official route. It is usually the shortest distance between two popular destinations.

When crosswalks ignore desire lines, people ignore the crosswalks.



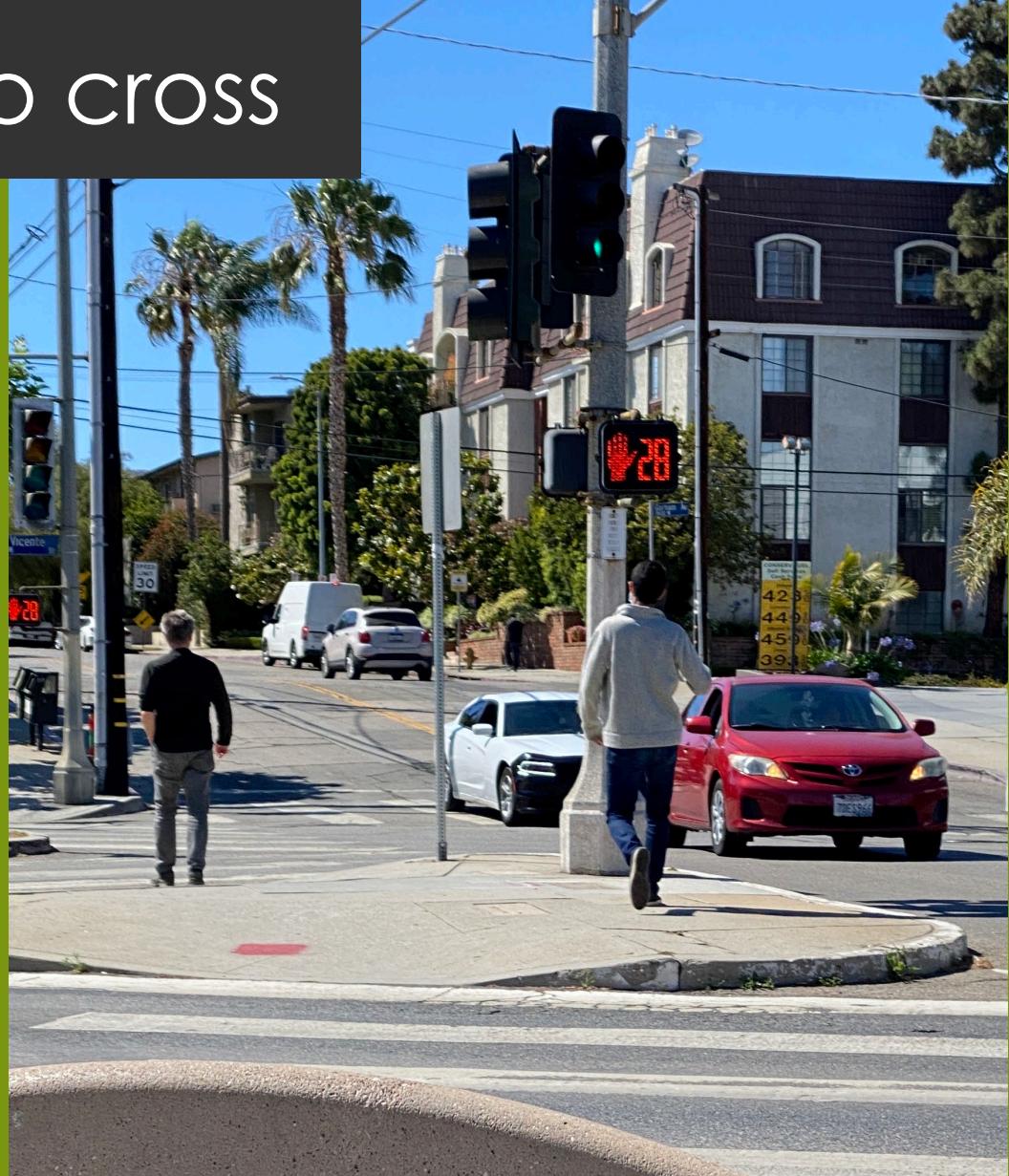


"It will happen. But it will take a long time—longer than you think."—Nancy Freedman

More time to cross

Timing has been adjusted at crosswalks to give pedestrians more time.

Now you can easily cross San Vicente in one cycle at some intersections.



Goodbye, Gophers!



In addition to leaving holes in the medians, gophers severely damage the root system of the coral trees.



A removal program has evicted hundreds of gophers from the medians.

\$2.5 Million in Funding

At the end of 2020,
Westside Cities
Council of
Governments
(WSCCOG) approved
\$2.5 million in
Measure M funding
for San Vicente
Walkability
Enhancements.



What kinds of Improvements will be funded?

Primary projects include curb ramps, ADA accessible medians, curb extensions and upgraded crosswalks and signals.





What are curb extensions?

A curb extension, or “bump-out,” enlarges the protected area, making the pedestrian more visible to drivers and shortening the street crossing distance.

Bollards and paint are often used to test out a design before permanent improvements are made.



How will the design process work?

StreetsLA will design the improvements with extensive public input. New projects may be added based on community support. Additional funding is possible.



The improvement of San Vicente Boulevard is an opportunity to embrace the beauty and pleasure of being part of a walkable community.



Covid has changed the way we see our community.
More than ever, we relish outdoor gathering spaces.



Well-designed curb extensions not only make the streets safer for pedestrians, but also create new spaces that can become small plazas.



Beautifying our medians can create a new identity and sense of place for Brentwood.



Next Step: Public input with StreetsLA in mid-2022

Thank you. --Doris Goldstein, Transportation Chair, Brentwood Community Council