

WRAC Board agenda October 24, 2022, Item 7.b.

Purpose: Westside Regional Alliance of Councils (WRAC) motion regarding Venice Blvd. Improvements Project Concerns

Motion - The Mar Vista Community Council (MVCC), a member of the Westside Regional Alliance of Councils, is concerned that removing one vehicle lane in each direction on Venice Blvd. between Inglewood Blvd and National Blvd. will divert traffic onto other adjacent local, collector and arterial streets. The MVCC is requesting LADOT conduct a modeling study to predict the volume of vehicular traffic that will be diverted off of Venice Blvd. as a result of the Venice Boulevard Mobility Project

The member Councils directly affected by this project are: Venice, Mar Vista, Palms and South Robertson.

The member Councils which may be affected by redirected traffic include: Del Rey, WLA/Sawtelle and Westside.

(relevant Council File: Council File: 22-0694)

Background: Mobility Plan 2035 has designated mobility and transportation improvement projects for all of the communities represented by the 14 WRAC member Councils ([viewable here](#)). The new [Venice Blvd Mobility Improvements project](#) has highlighted the importance of obtaining project-specific data and studies from LADOT and its partners so that all the local and regional impacts of these projects can be identified, discussed and addressed.

Discussions about this new project began in [July 2020](#) at the Palms NC Transportation Committee, between committee members, CD 5 Transportation Deputy Jay Greenstein and a representative from Streets for All. The WRAC MTC, which was re-established in February 2021, did not become aware of the project until August 2022. This is despite having both CD 5 and 11 Transportation Deputies, Jay Greenstein and Eric Bruins, in attendance at the June 2022 meeting for a Q&A session regarding Mobility Plan 2035.

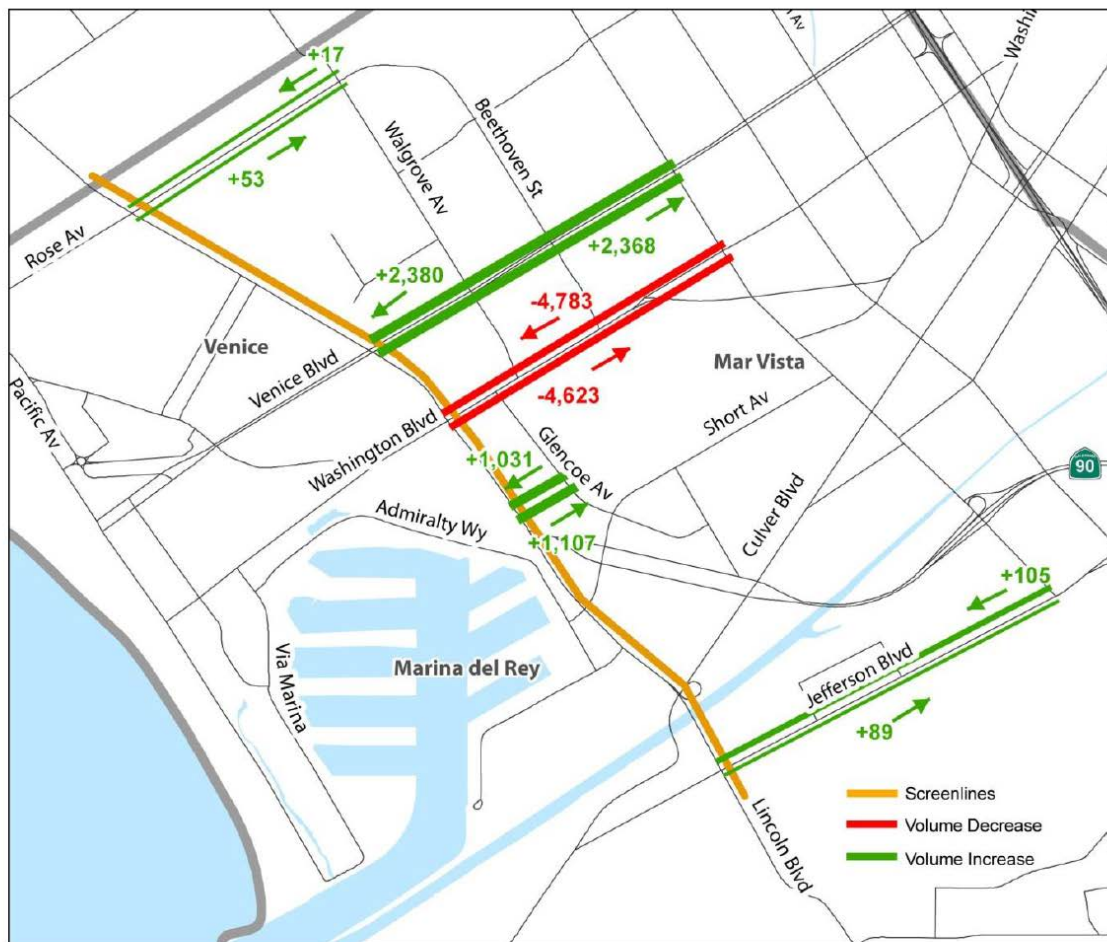
LADOT has proposed only one design for this project, which features a car-protected bike lane and a dedicated bus lane on Venice Blvd (see attached). A road diet - the removal of one vehicle travel lane in each direction – is required to create the space needed to install this type of bike and bus lane. Phase One of this project would extend the existing 0.8 mile road diet in Mar Vista eastward to a length of almost 4.0 miles.

LADOT's outreach presentations about this new project have not discussed all the possible impacts a road diet could have on vehicle traffic currently traveling on Venice Blvd., including where drivers might redirect their trips due to traffic delays. In addition, LADOT has not presented or discussed the other bike and bus lanes configurations found in the City of Los Angeles [Complete Streets Design Guide](#), many of which would not require a road diet.

According to the Mar Vista community, the Great Streets Venice Blvd. pilot project has resulted in drivers diverting their trips off the boulevard and onto local streets during peak travel times. [LADOT's one year evaluation](#) of this project was limited to looking at the impacts on streets north of Venice Blvd to Palms Blvd. This report was criticized by the Mar Vista community for studying too small of a geographic area to capture these diverted vehicle trips.

A more comprehensive way to predict the regional effects of removing travel lanes from Venice Blvd. is a computer modeling study. LADOT contractor Fehr & Peers conducted such a study in 2015 as part of the draft Environmental Impact Report for the WLA Traffic Improvement and Mitigation Program (WLA TIMP) and Coastal Transit Corridor (CTC) specific plan updates. On page 46 of [Appendix F](#), in *Figure 12 – Dynamic Validation Test – Delete a Link*, a link, a.k.a. travel lane, was removed from Washington Blvd. in Culver City. [Figure 12](#), inserted below, shows the regional impact of removing that link, a.k.a. vehicle travel lane, within an approximate 3-mile radius.

Figure 12 – Dynamic Validation Test – Delete a Link



During LADOT's outreach meetings, held between July and September 2022, stakeholders asked about traffic being diverted off Venice Blvd. with a road diet. This question is not addressed in the [project's FAQs](#). Stakeholders also raised concerns about how the road diet in downtown Culver City, where Culver and Washington Blvds. intersect, would impact this proposed Venice Blvd project. This concern is also not addressed in the project's FAQs.

Links:

LADOT Livable Streets Active Transportation/Mobility Plan 2035 Map*:
<https://ladotlivablestreets.org/programs/active-transportation/maps>

LADOT Venice Blvd. Improvement project website*:
<https://ladotlivablestreets.org/projects/venice>

Project FAQs:
<https://ladotlivablestreets-cms.org/uploads/859443e3fd224ea1a458fc594df7a27b.pdf>

July 2020 Palms NC Transportation Committee meeting minutes
<https://docs.google.com/document/d/1KoM93Cq2dhIWCfVuddBm3GQOV6F6n26s/edit>

City of Los Angeles Complete Streets Design Guide
https://planning.lacity.org/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf

Venice Boulevard Great Street One-Year Post-Project Evaluation December 2018:
https://static1.squarespace.com/static/595fd8fa5016e119d794e4b1/t/5c1c0c3fcd836656561d106f/1545342048197/VeniceBlvd_1-Year_Report_FINAL_.pdf

DEIR, WLA TIMP/CTC Specific Plan Updates, Appendix F
<https://planning.lacity.org/eir/CoastalTrans/deir/pdfs/appendixF.pdf>

*LADOT webpages with maps are best viewed using Chrome, Internet Explorer and Microsoft Edge browsers

Venice Blvd.

Safety and Mobility Project



LADOT



Metro

MIKE BONIN
Getting Things Done for Our Neighborhoods
Councilmember, 11th District

Paul Koretz
COUNCILMEMBER • 5TH DISTRICT • CITY OF LOS ANGELES

Project Update

October 5, 2022



Venice Blvd.

Safety and Mobility Project

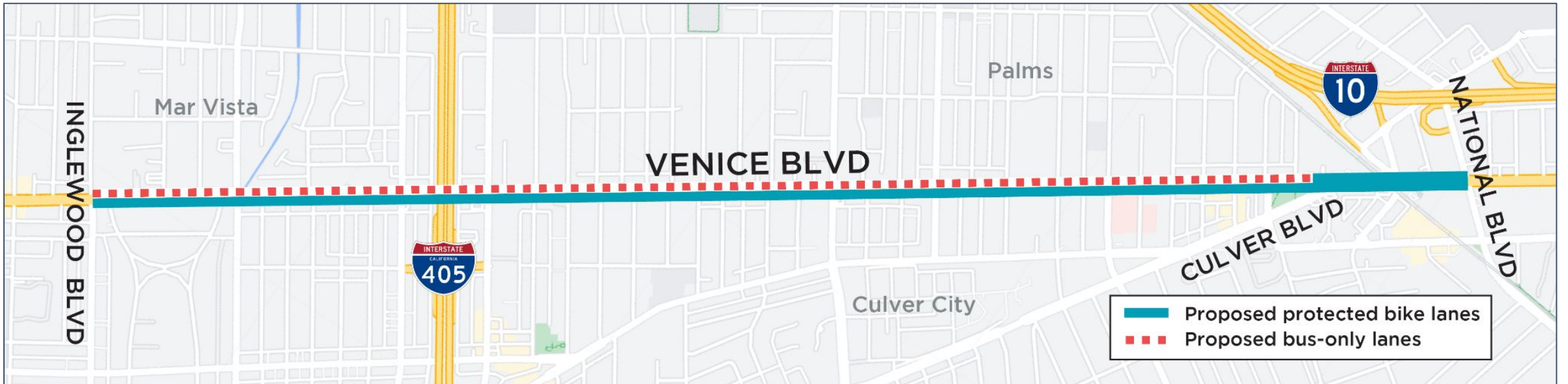
Project Area - Phase I

Proposed Phase I Project Area:

Venice Blvd between Inglewood - National

3 miles

Est. Timeline: November 2022



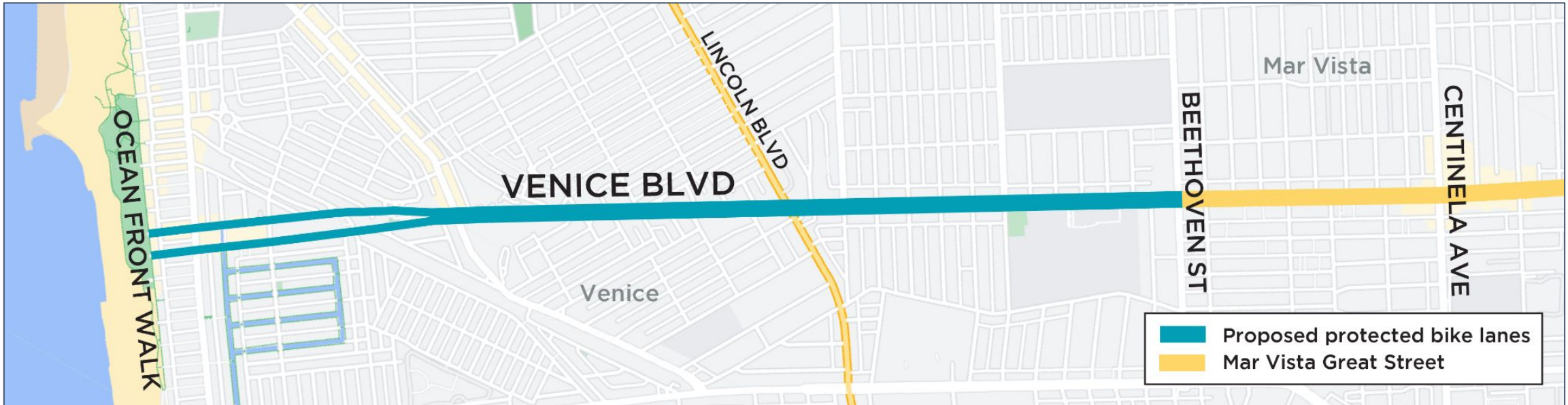
Venice Blvd.

Safety and Mobility Project

Project Area - Phase II

Proposed Project Area:
Venice Blvd between Ocean Front
Walk - Centinela

2.5 miles
Est. Timeline: 2023-2024



Venice Blvd.

Safety and Mobility Project

Conceptual Illustration



NOTE: Phase One from Inglewood Blvd. to National Blvd.



Metro

Venice Blvd.

Safety and Mobility Project

Conceptual Illustration



NOTE: Phase Two from Beethoven St. to Lincoln Blvd.



Venice Blvd.

Safety and Mobility Project

Community Survey Results

- Total respondents: **1,868**
- Total written comments received: **1,145**
- Total respondents who ride a bike or scooter as their preferred mode of travel: **51%**
- Total respondents who ride a bus as their preferred form of travel: **12%**



Community Survey Results

How would you describe your relationship to Venice Blvd?

- **1,400** shop, eat or visit local businesses
- **1,200** commute on Venice
- **399** work here
- **82** respondents own or represent a business here

Travel patterns on Venice Blvd

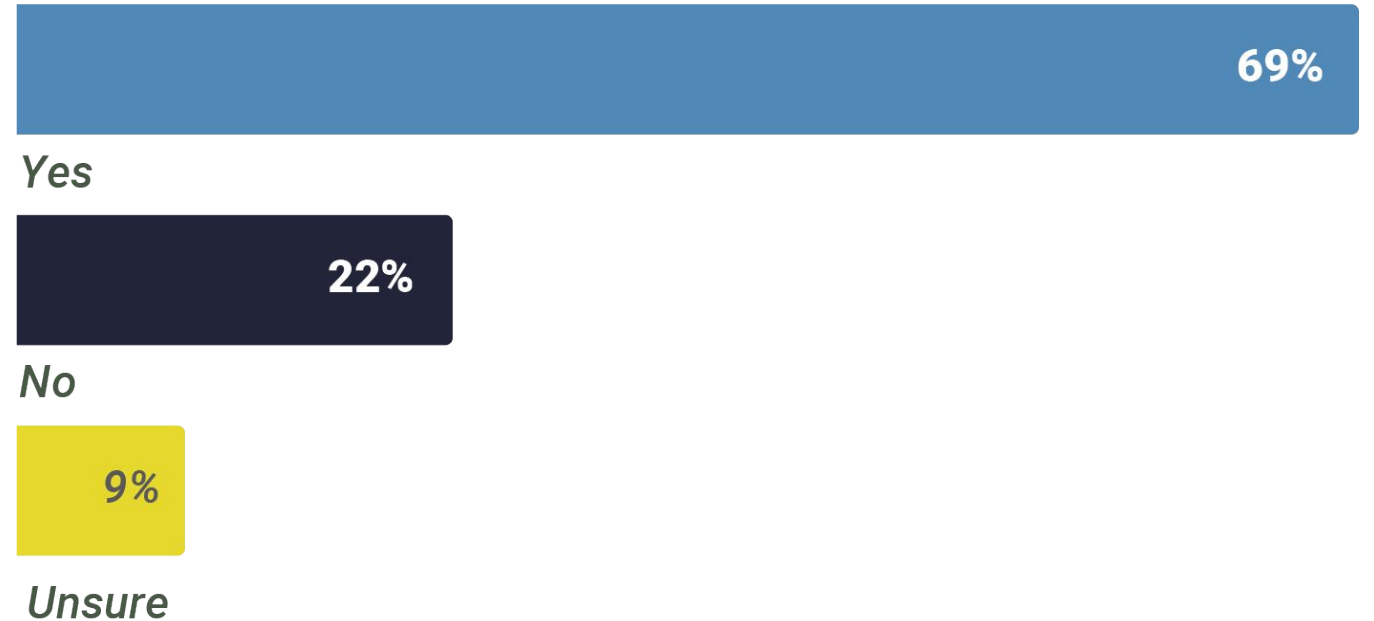
- **10%** of respondents **rely on transit, bicycle, or scooter** to travel on Venice (do not have access to a vehicle)
- Most respondents who get around by **bus, bicycle or scooter** are traveling to Venice to **visit local businesses (40%) or traveling to work (22%)**

Venice Blvd.

Safety and Mobility Project

Community Survey Results

Do you feel there is a need to improve safety and access for everyone traveling along Venice Boulevard?



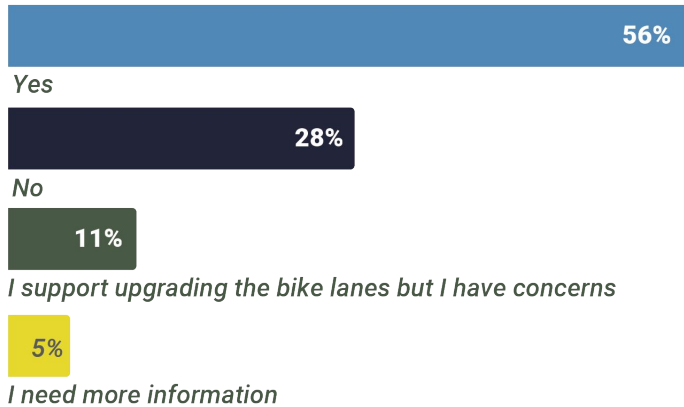
Venice Blvd.

Safety and Mobility Project

Community Survey Results

Community Survey Results

Do you support upgrading the existing on-street bike lanes to parking protected bike lanes?



If you do not currently ride the bus along the corridor, would the addition of a bus-only lane encourage you to ride the bus along Venice Boulevard?

