



MAR VISTA COMMUNITY COUNCIL

Marvista.org

Community Impact Statement



TITLE: [Council File 23-0002-S144 \(SB 960 \(WIENER\) / CALTRANS TRANSPORTATION PROJECTS / COMPLETE STREET FACILITIES / SAFE STREETS / BICYCLE LANES / ACCESSIBLE SIDEWALKS\)](#)

COMMITTEE: Transportation, Infrastructure, and Sustainability (TI&S) Committee

POSITION: SUPPORT

THE MOTION: The Mar Vista Community Council supports the City's resolution to support SB 960 (Wiener), requiring Caltrans projects to implement complete streets in alignment with Mobility Plan 2035, Measure HLA, and other City policies. These policies currently don't apply on Caltrans-owned property, and while Caltrans finally has its own complete streets goals they are not currently applied in the same or consistent way as those policies governing City-owned streets. Users of all modes do not see these invisible property boundaries as they move through our city, and thus this inconsistency can be dangerous and even lethal as traffic fatalities continue to rise.

BACKGROUND: Caltrans controls state routes that travel through many cities and towns, including Los Angeles, and these state routes are often among our most dangerous roads. Venice Blvd. used to be a Caltrans route until very recently, and the 405, 90, 10, 1 (which all border and/or cut through Mar Vista) are controlled by Caltrans, including freeway entrances/exits. While Caltrans has made [some progress in recent years](#), including district-level complete streets plans, it has a history of failing to deliver on its own plans. For example, less than a quarter of its proposed projects contain the elements most prioritized by the state (including sidewalks, crosswalks, and bike lanes), despite Caltrans claiming that 1600 miles of its roads and half of its projects qualify as "Complete Streets". [The agency often classifies any minor safety element, such as a bike-friendly grate or a crumbling sidewalk on one side with no crosswalk, as a "Complete Street."](#) The agency claims that federally required ADA implementation meets its "Complete Streets" requirements, but [this article makes clear how limited those mandated requirements can be](#). SB 960 will increase accountability and require Caltrans to comply with its own stated policies and add significant infrastructure that makes it safer and more convenient for users of all modes. With those critiques in mind, the MVCC urges the amendment and passage of SB 960 without delay. North Westwood Neighborhood Council has already submitted a CIS to that effect.

DIRECTED TO: City Council and Committees, including the Rules, Elections and Intergovernmental Relations Committee



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Katy Yaroslavsky and CD5

Traci Park and CD11

Draft



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ACTION/VOTE COUNT:

MVCC T&I Committee meeting, July 15th, 2024

Motion of support moved by Figone, seconded by Meuser

Motion of support approved by MVCC TI&S Committee 4Y-1N-0A

MVCC Board Meeting, January 24th, 2024

Motion of support moved by Director XXX, seconded by Director XXX

Motion of support approved by the MVCC Board XX-XX-XX

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