Venice Blvd Safety and Mobility Project
Frequently Asked Questions (FAQs)

Proposed Design Features

What are protected bike lanes?
Protected bike lanes run along the curb, in between the sidewalk and parked cars. People biking are separated from moving vehicles by vertical posts or barriers; “parking-protected” bike lanes add greater protection by maintaining the parking lane and providing a more solid barrier of parked vehicles. Protected bike lanes create a dedicated space for people on bicycle, scooter, skateboard, and other slower-moving modes and are designed to provide a high degree of protection and comfort.

Why aren't more permanent barriers being used to protect cyclists? Will there be an opportunity in the future to further build out the project with concrete barriers for the bike lanes?
Due to limited funding, LADOT will install plastic bollards for now while we explore future opportunities to upgrade to permanent barriers.

How will litter that accumulates at the curb along the bike lanes be removed?
StreetsLA is responsible for maintenance of the roadway. StreetsLA uses specialized mini street sweepers that are designed to fit within a protected bike lane to maintain bike lanes like the one proposed for Venice Blvd.

Will the protected bike lanes eventually extend along the entire length of Venice Blvd from the beach to downtown?
The City’s Mobility Plan 2035 designates Venice Blvd as a high quality bike corridor from the beach to downtown. As the resurfacing program continues, LADOT will work with StreetsLA and local communities to extend the protected bike lanes.

Will the bike lane be painted green in most sections?
Currently our practice is to use green paint at mixing zones to highlight potential conflicts between vehicles and bikes

Will right turning traffic conflict with bikes at intersections or will bikes be protected all the way up to the intersection? How will vehicles turning right have visibility of oncoming bike riders?
Treatments will vary depending on specific locations, similar to what was implemented on the section of Venice Blvd where there are protected bike lanes. For Intersections with smaller neighborhood streets, protections will be extended to the intersections. Near major intersections and bus zones, green paint will be used to denote mixing zones, and vehicles should yield to people on bikes.

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Will buses pulling to the curb conflict with the protected bike lanes?
Buses will pull to the curb to load and unload passengers until a future project phase can incorporate bus boarding islands to enable in-lane boarding. Green paint will be used to denote mixing zones for buses and bikes. Buses must yield to people on bikes when they pull over.

How will people with disabilities safely cross the bike lane to get to and from their cars?
LADOT has been working with ADA experts in the City to ensure that we provide accessible routes for people with disabilities to get to and from their cars. LADOT will also update the street design to add more ADA-accessible parking spaces as part of the project.

Are there any plans to connect this corridor with north/south routes that currently have no bike infrastructure at all?
LADOT is continuously working to expand the bicycle network and anticipates future projects that will connect this corridor with planned north-south bikeways. Please follow us on social media @ladotlivable and ladotlivablestreets.org to find out more.

Will streetscape improvements such as the addition of trees and street furniture be implemented as part of this project?
While beautification treatments are not part of this project scope, the City is always looking for ways to improve the streetscape. Please engage directly with your local council office for potential opportunities in your neighborhood.

<u>Bus-Only Lanes</u>
What are bus-only lanes?
Bus-only lanes are travel lanes designated for exclusive use of public transit services, either during certain hours of the day or all 24 hours. . They are often located in the rightmost travel lane. Bus-only lanes improve bus reliability and decrease travel times (typically reduced by 15%) in areas with high traffic congestion. They also help increase the visibility of transit services.

Why aren't the bus lanes spanning the entire length of the project?
Metro's analysis of ridership and estimated speed and reliability benefits found that the greatest potential to improve transit time and increase ridership is with improvements to the section between Inglewood and Culver.

Will first responders be able to use the bus-only lane?
Emergency vehicles will be able to use the dedicated bus lane and therefore we expect the emergency response time to remain the same as existing or better for the segments with bus lanes. Furthermore, Venice Blvd has built-in emergency vehicle preemption. Emergency response vehicles that have a transponder, traveling along Venice Blvd en route to a call, would get EV preemption as it travels along the corridor.

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Is it possible to extend the bus lane along the entire length of Venice Boulevard in the future?
Long-range LADOT and Metro plans have identified Venice Boulevard, between Downtown Los Angeles and the beach, for high-quality transit improvements. LADOT and Metro will continue to work together to study the entire Venice corridor to achieve our shared transit goals.

Will private shuttle buses and charter buses be allowed to use the bus-only lanes or only Metro?
Yes. Per California Vehicle Code, any vehicle with a passenger capacity of 15 people or more is considered a "bus" and is allowed to use the bus lanes.

Will cars be able to drive into the bus-only lane? How will enforcement work with cars driving or parking in the bus lane?
LADOT has the authority to enforce parking violations occurring along the bus-only lane.

Will the bus stops be upgraded to bus-boarding islands?
That is not within the current project scope, but Metro and LADOT are committed to future phases that may include bus-boarding islands and other improvements along this corridor.

Are there any plans to bring back the 733 (rapid) bus?
As part of Metro's NextGen Bus Plan, adopted in October 2020, most rapid lines were consolidated with local lines, along with increased service frequency. This includes Metro lines 33 and 733 on Venice Bl, which were consolidated into line 33. Line 33 has 8-10 minute frequency all day under the NextGen service change.

<u>Traffic & Parking Impacts</u>
Will the project cause car traffic delays once implemented?
We anticipate that travel time for vehicles will remain within pre-project ranges during most times of the day, but may increase during the morning and evening peak hours initially. As people's travel behavior adjusts over time, we expect travel times to trend down.

Were there any traffic studies done?
LADOT and Metro analyzed pre-pandemic data for the project segments. Based on that analysis, we are expecting the project to add a little over 2 mins (140 sec) of travel time for the entire corridor during the morning peak hour going westbound, and about half a min (30 sec) for the entire corridor during the afternoon peak hour going eastbound. This is well within the recommended ranges in LADOT's Lane Reconfiguration Guidelines.

How much parking will be lost?
With projects like this we can expect to see a loss of about 15-30% of existing parking spaces. Some spaces will be removed before and after driveways and at intersections to improve visibility of the bike lane for drivers.

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Will construction cause car/bus traffic delays?
The project will coincide with scheduled street resurfacing and will involve the use of paint & plastic (not a major construction project). There may be partial roadway or lane closures for limited periods during installation, but impacts will be minimal.

Will parking meters remain on the sidewalk or be moved adjacent to parking spots?
Parking meters will remain on the sidewalk.

What measures will be put in place to reduce cut through traffic on neighborhood streets?
Whenever we implement a project, we assess potential cut-through routes and look for opportunities to discourage it. Common tools include changes to turn lanes and signal phasing to reduce the attractiveness of leaving major routes. We also commonly deploy traffic calming treatments like stop signs and speed humps on neighborhood collector streets. With community support, we can implement more aggressive traffic diversion tools like turn restrictions and traffic diverters. For this project, we are working with the community throughout the project lifecycle to evaluate the need and feasibility for them.

<u>Outreach Efforts</u>
What outreach have you done to affected residents?
Outreach is currently underway in Palms, Mar Vista, Venice and surrounding areas including Culver City. We initiated the process by assessing the feasibility of a proposed project in the spring.

- Beginning in July, we sought feedback from community organizations, schools, and other stakeholders about how to best reach the community and how to design an inclusive process.
- In August, our team focused on on-the-ground outreach, participated in multiple community meetings and tabled at several events, canvassed businesses along Venice, and engaged people at bus stops, in addition to on-board surveying of people riding the bus. We delivered flyers with the project information and an invitation to this workshop to over 14,000 stakeholders– all addresses within a quarter mile of the project.
- In September, we have continued that on-the-ground outreach and continue to be out in the community, on the street and talking with people, and attending community events.
- LADOT's online survey has been live since July with over 1,700 responses from a broad range of stakeholders
- We are also seeing comments come in through the email portal, and documenting all of those.
- We are listening and have made a range of tools and feedback portals available
- If there are events in the community that we can plug into, please reach out and let us know.

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Have you involved people in surrounding communities who commute on Venice Blvd in your outreach?
LADOT and Metro have conducted engagement within the Venice, Mar Vista, Palms, South Robertson, and Culver City areas. Strategies such as social media ads, online newsletters and tabling at widely-attended community events have broadened outreach to surrounding communities. We have also met with regional representatives to share project information. Approximately 27% of survey responses are from zip codes outside the immediate project area.

Street Safety

Of the 58 people killed or severely injured between 2012 and 2022, how many were pedestrians/cyclists or in vehicles? How many were killed vs. seriously injured?
5 pedestrians were killed and 16 were severely injured. 12 cyclists were severely injured. 3 people in motor vehicles were killed and 22 were severely injured.

Is there an expected decrease in traffic accidents from the proposed configuration?

- Parking-protected bike lanes have a 94% crash reduction factor[1]
- Upgraded high-visibility continental crosswalks have a 40% crash reduction factor[2]
- Signal timing that prioritizes pedestrians has a 13% crash reduction factor[3]
- Green paint for improved visibility along bicycle lanes has a 10% crash reduction factor[4]

Business Operations & Potential Impacts

Has LADOT been reaching out to businesses?
LADOT street team engagement staff have canvassed over 250 businesses on the project corridor. They ask to speak to the manager/owner when they canvass at local businesses. They also leave informational material behind when an owner/manager is unavailable.

Our business is heavily dependent on our loading zone on Venice Blvd for commercial trucks and customers to pick up and deliver. Will our loading zone be removed?
Wherever possible, LADOT maintains existing D Commercial Loading Zones (CLZs) when updating or changing the street design. Delivery trucks will still be permitted to use yellow curb and available on-street parking spaces, but they will be parked away from the curb (on the other side of the bike lane from the curb). Examples of this configuration can be found on Main and Spring in DTLA. We encourage businesses with frequent deliveries to notify and work with our project team to accommodate their needs for loading space.

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[1] CMF Clearinghouse. Cycle-tracks, bicycle lanes, & on-street cycling in Montreal
[2] Federal Highway Administration: Proven Safety Countermeasures:
[3] Colored Bike Facilities, National Association of City Transportation Officials
[4] Federal Highway Administration: Proven Safety Countermeasures

LADOT will work toward keeping all commercial loading zones located in the same place. If the design requires for a loading zone to be moved, the space will be moved to the closest nearby location.

Will mobile food trucks still be able to conduct business on Venice Blvd?
Mobile food trucks will still be allowed to park and operate on Venice Blvd.

What are the anticipated economic impacts on local businesses along Venice Blvd?
Previous data and research shows that businesses see positive impacts when customers are able to access their business via alternative modes of transportation. Based on similar projects, businesses saw increased business revenue at the one year mark. Merchants also reported that their busiest times were on weekdays in the morning and evening periods, indicating that the project did not deter customers from frequenting businesses during commuting hours. Studies broadly show that more inviting and accessible streets are good for business.

We have also heard from some businesses that similar transportation projects have caused some disruptions to their operations in terms of parking and loading space. If you have specific concerns about potential disruptions to operations, please reach out to the project team at ladot.active@lacity.org.