

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

Purpose: Support for Position re Ordinance 187427 (Speed Limit Reductions)

Motion - The Mar Vista Community Council supports the following position in regards to the recent adoption of Ordinance 187427 regarding speed limit reductions:

- i The Mar Vista Community Council supports the action taken by the LA City Council on March 7, 2022 in passing Council File 21-1223 regarding Speed Limit Reductions.
- ii The Mar Vista Community Council supports the efforts to reduce the speed limit by 5 MPH on streets that were recently identified for 5 MPH speed limit increases. (See the attached Ordinance number 187427 with the complete list of streets effected.)
- iii Moving forward, it is the suggestion of the Mar Vista Community Council that City Council open a Council File to consider that future speed limit reductions be discussed and planned as neighborhood or regional traffic improvements rather than individual street improvements. These improvements should be coupled with measures to minimize vehicle traffic being redirected onto adjacent neighborhood streets. For example, we would like to see LADOT incorporate traffic calming measures and active transportation elements. Traffic calming measures might include compact traffic circles/mini roundabouts, restricted turns, curb extensions/bulb-outs, speed humps and tables, and diagonal diverters, half closures, full closures, and median barriers to reduce cut-through traffic.
- iv In addition, the Mar Vista Community Council requests that the Council Offices engage the local Westside Councils in ongoing discussions about what additional streets should be considered for speed limit reductions as well as establish a method whereby Council and stakeholder feedback on this issue can be submitted directly to LADOT.

Background:

The WRAC Mobility and Transportation Committee requests that the WRAC Board take additional action on this matter by sending a letter to LADOT, CD 11 and CD 5 making the following points:

- 1) The Westside Regional Alliance of Councils supports the action taken by the LA City Council on March 7, 2022 in passing Council File 21-1223 regarding Speed Limit Reductions.
- 2) The WRAC Mobility and Transportation Committee (MTC) has reviewed the streets on the Westside slated for speed limit reductions at their March 16, 2022 meeting and supports the efforts to reduce the speed limit by 5 MPH on streets that were recently identified for 5 MPH speed limit increases. (See the attached Ordinance number 187427 with the complete list of streets effected.)
- 3) Moving forward, it is the suggestion of the WRAC MTC that future speed limit reductions be discussed and planned as neighborhood or regional traffic improvements rather than individual street improvements. These improvements should be coupled with measures to minimize vehicle traffic being redirected onto adjacent neighborhood streets. For example, we would like to see LADOT incorporate traffic calming measures and active transportation elements. Traffic calming measures might include compact traffic circles/mini roundabouts, restricted turns, curb extensions/bulb-outs, speed humps and tables, and diagonal diverters, half closures, full closures, and median barriers to reduce cut-through traffic.

4) In addition, the WRAC Board requests that the Council Offices engage the local Westside Councils in ongoing discussions about what additional streets should be considered for speed limit reductions as well as establish a method whereby Council and stakeholder feedback on this issue can be submitted directly to LADOT.

Venice Blvd.

Safety and Mobility Project

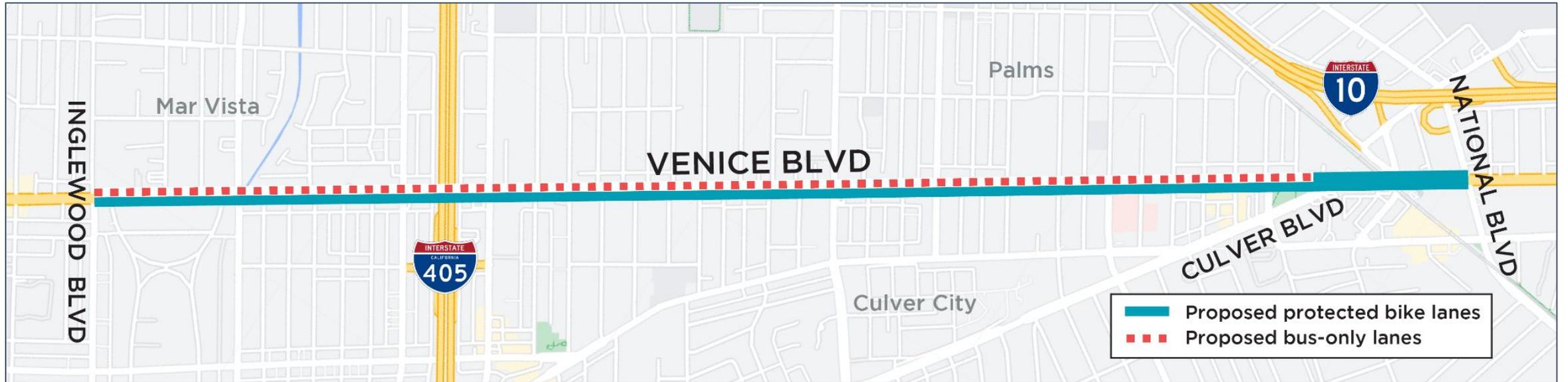
Project Area - Phase I

Proposed Phase I Project Area:

3 miles

Venice Blvd between Inglewood - National

Est. Timeline: November 2022



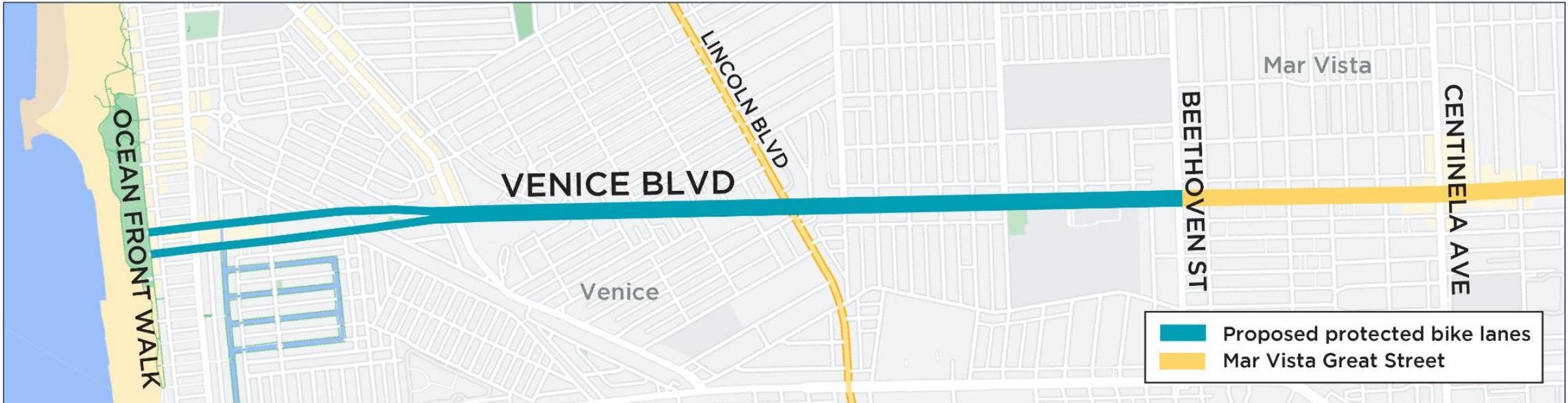
Venice Blvd.

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.



Venice Blvd.

Safety and Mobility Project

Conceptual Illustration



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

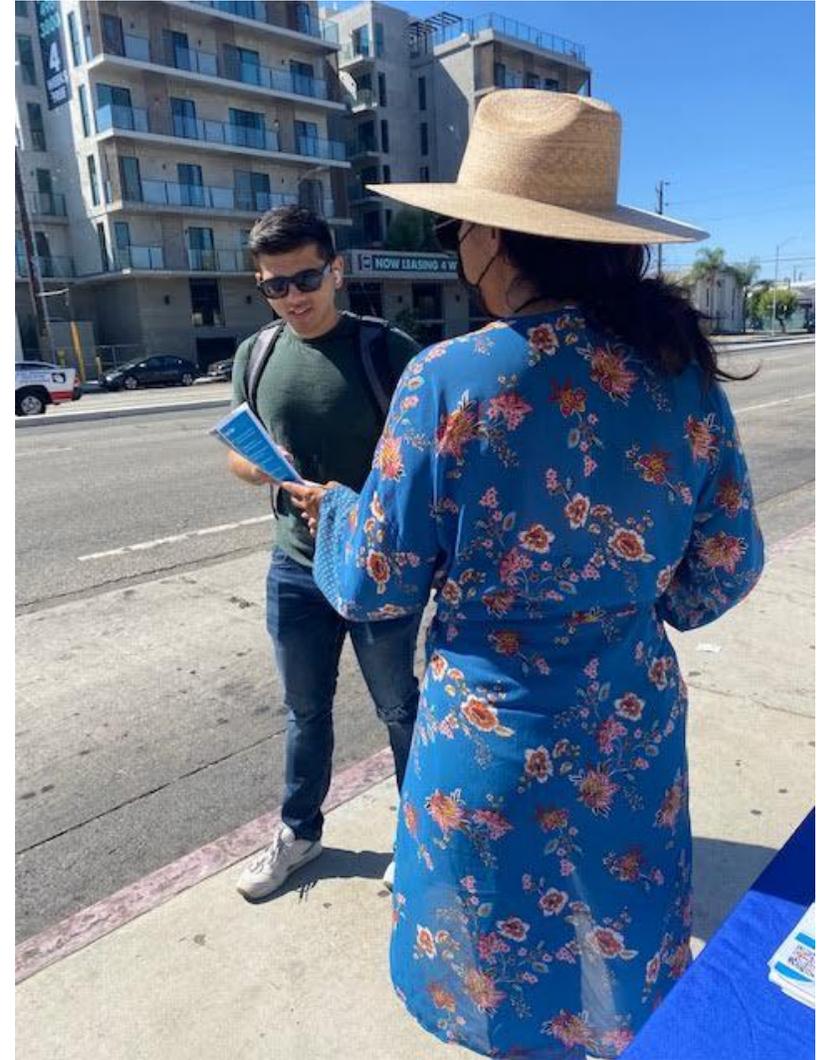


Venice Blvd.

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

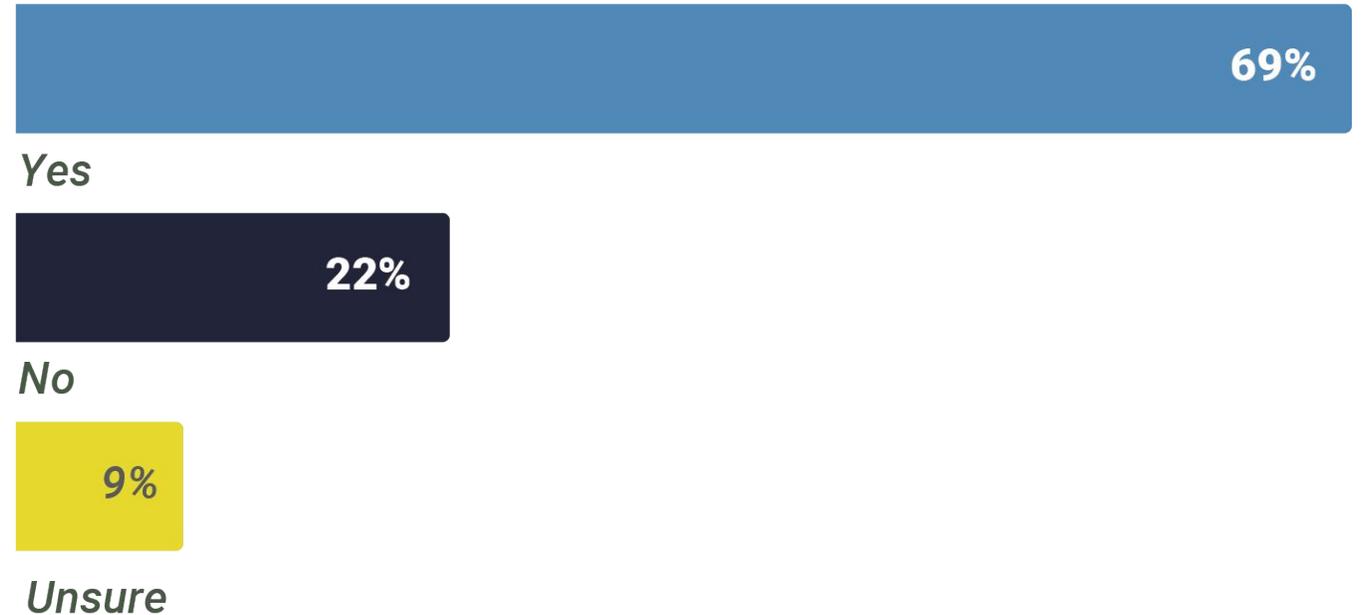
- **10%** of respondents **rely on transit, bicycle, or scooter** to travel on Venice (do not have access to a vehicle)
- Most respondents who get around by **bus, bicycle or scooter** are traveling to Venice to **visit local businesses (40%) or traveling to work (22%)**

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?



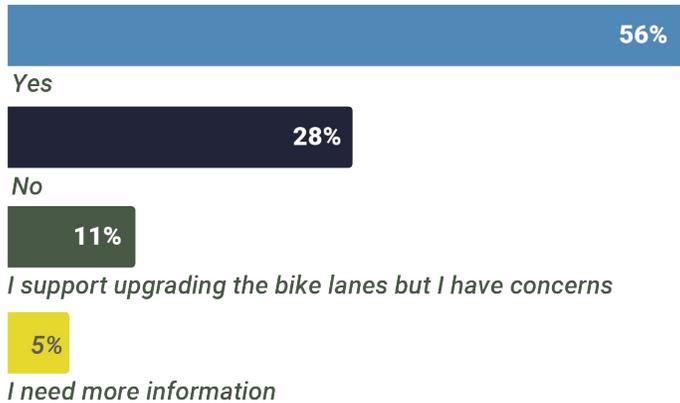
Venice Blvd.

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?

