



MAR VISTA COMMUNITY COUNCIL

Marvista.org

Community Impact Statement



TITLE: LADOT Westside Mobility Project Alignment

COMMITTEE: Transportation, Infrastructure, and Sustainability (T&I) Committee

POSITION: SUPPORT

THE MOTION: The Mar Vista Neighborhood Council supports the alignment of the West LA to Del Rey Corridor along Barrington and of the Santa Monica to Ballona Creek Corridor along either of the proposed alignments.

BACKGROUND: LADOT is planning a network of four bikeways connecting Westside neighborhoods, two of which have already secured funding for construction. The other two run north-south and traverse across Mar Vista:

- 1) Santa Monica to Ballona Creek Corridor, and
- 2) West LA to Del Rey Corridor

There are several east-west bike corridors (Culver Blvd., Venice Blvd., Ballona Creek Path, Expo Path, etc.), but there are major gaps connecting these bike corridors to each other north-south. The purpose of the two planned bikeways is to bridge these gaps, improve traffic safety, and enable space to support sustainable modes of transit.

Throughout September, [LADOT held a number of Open House Workshops](#) (including two in-person in Mar Vista and one virtual focused on the above corridors) to gather feedback from the community on preferred alignment of the bikeways. For the West LA to Del Rey Corridor, three potential routes were proposed: Barrington/McLaughlin, Federal, and Inglewood. (See the actual slides via the link to the Virtual Workshop Presentation Slides (9/27/2023) [here](#))

Potential Routes			
	Federal	Inglewood	Barrington
Street types	Mix of street types, includes off-street option	Similar street types (residential)	Similar street types (residential)
Traffic speed and volume	Low	Low	Higher
Parking	Both sides of the street	Both sides of the street	Both sides of the street
Connectivity to local destinations	Good	Limited	Good
Elevation gain	Mild	Steep hill	Mild



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Not described here is the current design and flow of each of these streets. While Barrington is a higher traffic speed and volume street, it is also the widest of these options with the opportunity to create *protected* space for bikes while also maintaining flow for other modes, like cars. Inglewood and Federal are more likely to require sharrows, meaning that when cars use these lower traffic streets (especially as cut-throughs), they'll be slowed behind bikes sharing the lane. This is also a scary situation for cyclists, especially when cars decide to quickly pass the cyclist and cut very close. Additionally, most cyclists already take Barrington because of its directness and space, thus it's already normal for this corridor to experience shared mode use.

For the Santa Monica to Ballona Creek corridor, two potential routes were proposed: Walgrove/Glyndon and Beethoven.

Potential Routes		
	Walgrove / Glyndon	Beethoven
Street types	Similar street types (residential)	Similar street types (residential)
Traffic speed and volume	Low, also includes bike lanes	Low
Parking	Both sides of the street	Both sides of the street
Connectivity to local destinations	Good	Good
Elevation gain	Mild	Hill

For this corridor, both routes have potential advantages. Walgrove/Glyndon connects to 23rd street more directly and already has a bike lane, while Beethoven is a more continuous route without constant turns at intersections.

This is the time to provide input to LADOT on these projects, since their public input period has just closed and they have plans to [share feedback from the Open House Workshops on Thursday, November 9th virtually 5:30-7:30pm](#). This winter they'll be evaluating that feedback and starting concept design.

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ACTION/VOTE COUNT:

MVCC T&I Committee meeting, MONTH 1st, 2023

Motion of support moved by XXXX, seconded by XXXX

Motion of XXXX approved by MVCC T&I Committee XX-XX-XX

MVCC Board Meeting, MONTH 1st, 2023

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

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