Venice Blvd For All vision

Map visualization of the project

The goal is to get the dedicated bus and protected bike lanes from where they currently end to DTLA.

The dedicated bus lanes currently end at Robertson, the protected bike lanes currently end at La Cienega.

1. LADOT is scheduled to install protected bike lanes from La Cienega to Fairfax during repaving. This is waiting on a Caltrans permit. It will be done so Metro can “drop in” bus lanes.
2. Metro can “drop in” bus lanes anytime they want until La Cienega, the street was restriped to make it easy. The hang up seems to be the complicated intersection at Robertson, and Metro’s concern about delay to drivers.
3. A motion was introduced directing LADOT to come back with a plan on extending the protected bike lanes from Fairfax to Arlington.
4. East of Arlington, Venice narrows considerably. After consulting with LADOT and Metro, there is consensus that the best course of action would be to continue the bus-only lanes on Venice (which bikes can also use), and use a parallel corridor for the bike infrastructure.
5. There are no buses East of Main St, so we can install a protected bike lane from Main St to San Pedro St (to connect with a future active transportation project on San Pedro)
6. For cyclists, they would go north on 4th Ave to Country Club Dr, take Country Club to Gramercy Place, go north one block to 11th St, and head east on 11th St to Hoover. The LADOT Safe Routes to School program has a bike boxes and traffic calming project on this stretch.
7. There is a funded HAWK for the jog at Hoover. Cyclists would then continue on 11th to Chick Hearn Ct.
8. On Chick Hearn Ct, there is a desire to provide cyclists a permanent, protected way to get through, whether the bollards are up or down.
9. Cyclists would then jog south one block using Figueroa’s protected bike lanes to 12th St.
10. LADOT would do a lane reconfiguration on 12th St (just like was done on 11th St), with one Eastbound lane removed to install a Eastbound protected bike lane to San Pedro.
11. There is a desire by the Fashion District BID to install a protected left turn lane from 16th St to Maple, to ease congestion of cars getting on the 10 Freeway
12. There is a desire for bus shelters along the corridor, and red paint in the bus-only lanes

Trade Offs

1. Parking would be removed on Venice East of Arlington
2. One vehicle travel lane would be converted to a 24x7 bus-only lane
3. Parking would be removed on Venice/16th St East of Figueroa

4. One vehicle travel lane would be converted to a Eastbound protected bike lane on 12th St East of Figuera

We have the support of:

Neighborhood Councils
Mid City Neighborhood Council
United Neighborhoods Neighborhood Council
Pico Union Neighborhood Council
Downtown Los Angeles Neighborhood Council

Council Districts
CD10
CD1
CD14

CD9* for two blocks between the 110 and Figueroa, have not spoken to them yet

BIDS
South Park
Fashion District
Downtown LA