

Communication from Public

Name: Connor Webb

Date Submitted: 08/21/2026 02:24 PM

Council File No: 26-1136

Comments for Public Posting: I write in strong support of CF 26-1136. I ride the Marvin Braude Bike Path regularly. One shared lane in each direction mixes people walking, running, skating, and riding bikes and e-bikes at speeds from 3 to 25 mph, on an alignment with blind curves and recurring sand buildup. The result is stressful enough to limit the path's usefulness as transportation or recreation at best, and at worst poses a serious safety risk. The path has been estimated to have over 10,000 daily users (per CF 24-0358), and AASHTO's 5th Edition Bike Guide points out that even a 20-foot path could be inadequate at those volumes. AASHTO advises separating pedestrians from wheeled users above 300 total peak-hour path users and where pedestrians exceed 30 percent (section §6.4.4.3), like in Venice. A widened Marvin Braude should have full separation of pedestrians, and space for side-by-side bike riding with simultaneous passing on the bike portion. Even more crucially, closing the path's gap on Washington Boulevard should be the top priority. For 0.8 miles, the path deposits riders into painted Class II bike lanes on a street posted at 35 mph that carries nearly 30,000 vehicles per day. NACTO's Urban Bikeway Design Guide, AASHTO Bike Guide, and the FHWA Bikeway Selection Guide are all in agreement and unambiguous: protected bike lanes are the only All-Ages-and-Abilities facility appropriate for streets with these traffic volumes and speeds. A painted bike lane on Washington is simply not useable for an eight-year-old or a sixty-eight-year-old. This functionally splits the path into a northern and southern segment, and segregates the entire northern segment from the Ballona Creek Path and segregates the southern segment from the Expo Bike Path. That 0.8 mile gap is the only high-stress break in an otherwise 38-mile off-street or protected network formed by the Marvin Braude, Ballona Creek, Expo, and Culver Boulevard bike paths (along with the Class IV bike lanes on Broadway in Santa Monica). A fully protected two-way cycle track on Washington Blvd, completed before 2028, would deliver more network value per dollar than nearly any other project on the Westside. Please include options and costs for it in the report. Finally, sand accumulation on the path needs to be addressed. Sand buildup on the curves throughout the CD11 portion is a recurring crash risk that width alone will not fix. The widened path design should include features to limit sand deposition, plus

a commitment to an improved sweeping schedule.

Communication from Public

Name: Addie Cannon

Date Submitted: 08/21/2026 11:03 AM

Council File No: 26-1136

Comments for Public Posting: Happy Friday! My name is Addie Cannon, zip code- 90293. I'm reaching out today to express my support to have the Venice portion of the Marvin Braude bike path repaved and widened. Like many, I'm a frequent user of the path for commuting and recreation. I would also like to request that this motion be amended to include a fully protected bike path along Washington Boulevard. Many bikers agree that Washington blvd is scary, and there have been several times I have witnessed or experienced near collisions with motor vehicles. Thank you very much for introducing this motion.