



January 29, 2026

Ms. Gloria Roberts
Director, District 7
California Department of Transportation
100 South Main Street
Los Angeles, California 90012

Subject: Santa Monica Boulevard Pavement Project and regional bicycle infrastructure

Dear Director Roberts,

On behalf of the Santa Monica City Council, I write to echo the concerns shared by Assemblymember Rick Chavez Zbur in his letter to Caltrans Director El-Tawansy dated December 23, 2025, concerning the construction and implementation of the Santa Monica Boulevard Pavement Project (EA 33360) without the concomitant realization of the “Ohio to Ohio” bike lane connection (EA 38750).

Busy Santa Monica Boulevard acts as a barrier between the two discontinuous portions of Ohio Avenue in the City of Los Angeles. As it travels west into Santa Monica, Ohio Avenue aligns with Broadway, which is one of the most heavily traveled east-west bike corridors in our City’s growing bicycle network, which currently includes several miles of Class IV protected bike lanes. In the coming months, our Broadway corridor will be transformed, when we break ground on our long-awaited project to convert the existing Class II painted bike lanes to Class IV protected bike lanes between 5th and 26th Streets. In the process, we will unite existing protected bike lanes on 17th and 26th Streets and painted bike lanes on no fewer than six other streets. This includes 14th Street, which was recently awarded a grant through the Affordable Housing and Sustainable Communities (AHSC) Program that will fund the creation of a two-way protected bikeway on this corridor. In short, our Gold-level Bicycle Friendly Community, as designated by the League of American Bicyclists, is poised for even more sustainable trips in the years to come, with Broadway continuing to serve as the backbone of this network.

While we are proud of the work we have done locally since the adoption of our Bike Action Plan in 2011, a truly functional bike network must provide robust regional connections that traverse jurisdictional boundaries to connect users with more destinations. Ohio Avenue is one of the only streets to cross Interstate 405 that is not a multi-lane arterial, and it is therefore uniquely positioned to facilitate connections to regional destinations such as UCLA, West Los Angeles VA Medical Center, University High School, and the under-construction Metro D Line subway along Wilshire Blvd. Despite its small scope, advancing the Ohio to Ohio connection now will provide outsized benefit as a critical link in the broader regional network, welcoming riders of all ages and abilities, while mitigating congestion and harmful greenhouse gas emissions caused by decades of automobile focused planning.

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We applaud Caltrans for delivering the transit lanes included in EA 33360, which will greatly improve travel times on two of Santa Monica's Big Blue Bus routes. Additionally, I encourage you to identify an expeditious path forward to implement the Ohio to Ohio project for the anticipated regional benefits it will bring to the people of the Greater Westside.

Sincerely,



CAROLINE TOROSIS
Mayor

cc: Santa Monica City Council