

Ohio (Samo to Westwood) Safety and Mobility Project

Frequently Asked Questions

Updated February 2026

Project Overview

What are the project boundaries?

- The project is along Ohio Avenue and additional streets that connect Ohio Avenue to Arizona Avenue in Santa Monica, totaling about 2 miles. Here are the complete segments:
 - **Ohio Ave** from Westwood Blvd to Westgate Ave
 - **Westgate Ave** from Ohio Ave to Rochester Ave
 - **Rochester Ave** from Westgate Ave to Saltair Ave
 - **Saltair Ave** from Rochester Ave to Texas Ave
 - **Texas Ave** from Saltair Ave to Centinela Ave.



Why did LADOT select this location for a project?

- The following adopted plans identify Ohio Avenue as a prioritized and critical east-west corridor in the westside transportation network and document a community desire for safer active transportation options on the westside.
 - Westside Cities Council of Governments [Mobility Study of 2020](#)
 - Los Angeles [Mobility Plan 2035](#)
 - Metro Purple Line Extension [First/Last Mile Plan of 2020](#)
- Ohio Avenue is [one of the most bicycled corridors](#) in the city. It is a popular route for bicyclists traversing West LA, Westwood, and the region. UCLA and Westwood Village contribute to Ohio Avenue activity.
- Ohio Avenue connects Westwood, West LA/Sawtelle, and Santa Monica. It is an ideal bicycle corridor because it is relatively flat, a calmer residential corridor, and does not intersect with 405 Freeway onramps or offramps, making it the most comfortable option for people traveling east/west in the region.
- The corridor has an existing unprotected bike lane between Purdue and Sepulveda (0.4 miles), about one-third of the entire Ohio project corridor. This existing facility is in the middle of the corridor with no connection to other bicycle facilities.
- The popularity of the route combined with the lack of safe bicycle facilities has led to a disproportionate number of collisions involving a person biking or walking. From 2015-2019 (5 years) there were 38 collisions where a bicyclist or pedestrian was involved. 66% of pedestrians and bicyclists struck along the corridor were seriously injured (25 people). In total there were 141 collisions - about 25% included someone walking or biking.

What changes are proposed?

- The Ohio Avenue Safety and Mobility Project will deliver a 1.3-mile two-way protected bikeway between Westgate Avenue and Westwood Boulevard, along with traffic signal upgrades at six intersections and new ADA-compliant curb ramps. West of Westgate, the project extends onto neighborhood streets with traffic calming features such as speed humps and mini traffic circles, creating a safe and continuous connection to Santa Monica and the beach.



- Due to width constraints, on-street parking along Ohio Avenue will be limited to only one side.
 - Between **Westgate and Butler**, parking will be located on the north side only.
 - Between **Butler and Westwood**, parking will be located on the south side only.
 - As a result, approximately 44% of parking will be removed along Ohio Avenue to accommodate the new bicycle facility. Ohio Avenue is not wide enough to accommodate continuous parking on both sides, a bicycle facility, turn pockets, and through travel lanes.
- To maintain traffic flow, left turn restrictions along Ohio will be implemented in the eastbound direction only at the following signalized intersections:
 - Barrington, Federal, Sawtelle, and Veteran.
 - Eastbound left turns on Ohio will be maintained at the Sepulveda and Westwood intersections.



Without these proposed turn restrictions, significant delays would result along Ohio Avenue. Due to space constraints, the new design cannot include left turn pockets at Barrington, Federal, Sawtelle, and Veteran. Without a left turn pocket, design guidance requires that we use split-signal phasing that separates east and west movements. This added signal phase would allow through and left turn movement one direction at a time while stopping traffic in the opposite direction; then a second phase would allow for through and left turn movements in the opposite direction while stopping traffic in the other direction. This additional phase would add significant delay in travel time at each intersection along the corridor, estimated to range between 40 seconds to 5 minutes per intersection, for a cumulative total of about 13 minutes of additional delay for the entire corridor..

- The proposed turn restrictions mitigate the anticipated travel delay along Ohio Avenue, as outlined in the table below. These anticipated changes reflect a per-mile change, with the Ohio project spanning 1.3 miles total. The table reflects varying changes depending on time and direction of travel.

Change to Travel Time

Ohio Change in Travel Time Per Mile (total corridor - 1.3 miles)		
	Eastbound	Westbound
AM Peak	1 min 6 sec	1 min 53 sec
PM Peak	26 sec	2 min 18 sec

Safety

How many collisions have there been along the project area?

- From 2015-2019 (5 years) there were 38 collisions where a bicyclist or pedestrian was involved and a total of 141 total collisions. Pedestrian or bicyclist-involved collisions comprise about 25% of total collisions.

What are the project's safety benefits?

- The project includes a continuous protected bicycle facility physically separated from moving vehicles. The barrier will consist of a vertical element (like a concrete curb) along the corridor of Ohio Avenue and/or will include protection by way of street parking. Studies show up to 90% decrease in risk to a bicyclist using a protected bicycle lane compared to a street with no bicycle facility.
- The redesigned roadway will shorten crossing distances across Ohio, facilitating easier movement and increased visibility for pedestrians, including seniors, youth, people with strollers, or disabilities.
- The project includes intersection ramp upgrades and high visibility crosswalks at intersections along the corridor.
- Protected left turn phasing will be included at the Ohio/Sepulveda intersection. This upgrade will address turning movement conflicts with pedestrians, bicyclists, and drivers. This is a common collision type at high-volume intersections when crossing a 2-way bicycle facility.

Community Impacts

What parking changes should we expect from this project?

- Due to space constraints, the existing proposal includes removal of about 44% of the parking along Ohio Avenue. The street is not wide enough to accommodate a new bicycle facility while maintaining all existing elements without compromising sidewalks and roadway changes beyond the scope of the awarded grant.

Parking will be limited to one side of the street. From Westgate to Butler, street parking will be on the north side of the street. From Butler to Westwood, parking will be on the south side of the street. Further refinements are being considered to minimize parking impacts as part of this design phase. Due to the nature of an evolving design, these numbers are approximate.

Why are turn restrictions part of this project?

- In order to facilitate safe turning movements while also maintaining traffic flow, left turn restrictions must be implemented in the eastbound direction at the following intersections along Ohio Ave:
 - Barrington
 - Federal
 - Sawtelle
 - Veteran
- Turning movements will not be affected at unsignalized intersections, Sepulveda, or Westwood.

Will there be a delay in travel along the corridor?

- In order to minimize travel impacts along the corridor, turn restrictions were incorporated. As part of this design, LADOT anticipates an increase of 30 seconds to about 2 minutes in travel times for people driving during weekday peak rush hour along Ohio Avenue.

What measures will be put in place to reduce cut through traffic on neighborhood streets?

- Whenever we implement a project, we assess potential cut-through routes and look for opportunities to discourage it. With community support, we can implement more traffic diversion tools like speed humps and traffic diverters. For this project, we will work with the community post-implementation to evaluate the need and feasibility for additional interventions.

Can eastbound left turns be maintained from Ohio Avenue onto Veteran Avenue?

- Eastbound left turns from Ohio Avenue onto Veteran Avenue cannot be accommodated at this time. Safely allowing this movement would require several changes at the intersection.
 - Left turns would conflict with the two-way protected bike lane
 - Allowing this movement safely would require both protected left-turn phasing for vehicles and a dedicated bicycle signal to fully separate movements.
 - That signal and phasing would create major traffic delays.
 - Adding these extra signal phases would increase delays by more than 5 minutes at this intersection alone and affect traffic along Ohio Avenue.
 - The required design does not fit within the existing street.
 - This configuration would also require a dedicated right-turn lane in the opposite direction, which would mean widening the roadway which is beyond the scope of the awarded grant.
 - Widening the roadway would have significant impacts and is cost prohibitive.
 - It would require relocating utilities, narrowing the sidewalk, reconstructing the curb ramp, and removing at least one tree
 - The proposed design balances safety, function, and impacts.
 - By prohibiting the left turn, the project reduces construction costs, preserves sidewalks and trees, keeps traffic delays low, and still provides a safe and functional intersection for all users.

Outreach Process

What prior outreach has been conducted?

- The City of Los Angeles was involved in various planning efforts that highlight Ohio Avenue as an important active transportation corridor. The Los Angeles Mobility Plan (adopted 2016), Westside Cities Council of Governments Mobility Plan (adopted 2020), and Metro's Purple Line Extension First/Last Mile Plan (adopted 2020) included community engagement and outreach prior to adopting their respective plans and helped inform LADOT's prioritization for improvements on the westside.
- In 2023 and 2024, the City conducted Phase 1 of its outreach process during the project's preliminary design and concept stage. Phase 1 focused on understanding existing conditions along the project corridor, and included a review of data about traffic

volumes, bicycle counts, and other technical findings.

- Phase 1 included the following outreach methods in both Sawtelle and Westwood neighborhoods:
 - Neighborhood Council notifications, presentations, and workshops
 - Virtual Workshop
 - Canvassing and Postcards
 - Yard Signs
 - Tabling at community events, farmers markets
 - Email notifications and social media posts
- Community members shared that improved crossings, increased pedestrian and bicycle safety, and protected bike lanes were their top priorities as part of Phase 1 engagement.

More information can be found on the project website.

How can I stay involved? Where can I get more information?

- There are a few ways you can stay involved in our outreach process:
 - Follow @ladotofficial on social media
 - Contact us at ladot.active@lacity.org if you have any questions, feedback, or would like to be added to our notification list with project updates.
- Visit our website for upcoming opportunities to get involved.
 - <https://ladotlivablestreets.org/projects/ohio>

Measure Healthy Streets LA (HLA)

What is Measure HLA?

- In 2024, Los Angeles voters passed Healthy Streets LA, which requires the City to implement standard design elements outlined in its Mobility Plan 2035 when constructing qualifying street improvements. More information about the measure (and ordinance) can be found at [Los Angeles Municipal Code Section 85.11](#).

What is the Mobility Plan 2035?

- The Los Angeles Mobility Plan 2035 is a long-range planning document that was developed and adopted by the City Council in 2015. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. As an update to the City's General Plan Transportation Element of 1999, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets. You can learn more about the Mobility Plan on the [City Planning website](#).

What Mobility Plan 2035 Transportation Networks are on this project corridor?

- Ohio Avenue appears on the Mobility Plan 2035 BEN (Bicycle Enhanced Network) Map as both "Tier 1 - Protected Bicycle Lanes" and "BEN Segments from the Neighborhood Enhanced Network" (NEN). The [HLA Standard Elements Table](#) stipulates which street treatments/enhancements are required to be implemented on each network.

What percentage of people in the project area voted in support of Measure HLA?

- Voters within census tracts that include the Ohio Avenue project area supported Measure HLA by 69%-74%.

Timeline and Funding

What is the status of the Project's design?

- As of January 2026, project design is underway and nearing 90% completion. The City anticipates completing the design after Phase II outreach is concluded in Spring/Summer 2026. Input from stakeholders during the Phase II outreach process may inform design adjustments that will be incorporated into the final design.

When is construction anticipated?

- Construction is anticipated to begin in Summer/Fall of 2026.

Is the project funded?

- Yes. The project is fully funded by Metro Grant Funds.

Is this tied to the Olympics?

- The project is not directly related to the Olympics. However, the project does connect to Westwood Boulevard, another Mobility Plan project that will connect to the Athletes Village at UCLA . Information about the Westwood Blvd. project can be found [here](#).