

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0055
(916) 319-2055
FAX (916) 319-2155

DISTRICT OFFICE
5601 WEST SLAUSON AVENUE, SUITE 200
CULVER CITY, CA 90230
(310) 641-5410
FAX (310) 641-5415

E-MAIL
Assemblymember.Bryan@assembly.ca.gov



COMMITTEES
APPROPRIATIONS
GOVERNMENTAL ORGANIZATION
HUMAN SERVICES
PUBLIC SAFETY

SELECT COMMITTEES
CHAIR: POVERTY AND ECONOMIC INCLUSION
2028 OLYMPIC AND PARAOLYMPIC GAMES
FENTANYL, OPIOID ADDICTION, AND
OVERDOSE PREVENTION
FUTURE OF WORK AND WORKERS
GREEN INNOVATION AND
ENTREPRENEURSHIP
LOS ANGELES COUNTY HOMELESSNESS
RESTORATIVE JUSTICE

August 30, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: *Reconnecting Communities: Highways-to-Boulevards*

Dear Secretary Buttigieg:

The Marina Freeway (California State Route 90) was opened in 1968. Originally part of a much larger 50+ mile freeway project from Lincoln Blvd. to Anaheim via the Slauson Corridor, the plans were watered down due to community opposition, and only 3.1 miles of freeway were constructed between Lincoln Blvd. and Slauson Ave. in Culver City. The freeway destroyed homes in both Culver City and the Del Rey neighborhood of the City of Los Angeles, and it made access to the Centinela Creek difficult. The freeway also makes the air worse throughout the area due to car exhaust, and additionally adds to noise pollution and impacts water quality through polluted run-off. Furthermore, because the eastern segment was never built, the freeway essentially became a “freeway to nowhere,” traversing a very short distance for an eight-lane highway. The daily traffic volumes prove that an eight-lane freeway is not needed for this corridor.

There is an acute shortage of housing in Los Angeles, and a need to repair freeway construction harms of the past. Sitting on 100 acres of right-of-way, with 50 acres of concrete and steel, there is an opportunity to reimagine what this land could be. Tearing down the 90 freeway and recreating the space is the opportunity of a lifetime. A newly created space called Marina Central Park would be constructed in place of the Marina Freeway, and would be one of the largest parks in the Los Angeles area. It would provide nearly 4,000 units of new housing – including potentially 100% affordable housing – with a height limit of five stories, with residential above commercial units, eliminating the need for many car trips to get basic day-to-day groceries and needs met. It would address community access to much needed open space and with connected paths, jogging trails, a dedicated bike path, a bus rapid transit corridor (connecting the future Lincoln BRT and Sepulveda rail lines), and dedicated lanes for limited car use. Lastly, it will restore access to the Centinela Creek, and provide an opportunity to re-naturalize the creek, changing it from a concrete no-man’s land to a community asset that can be enjoyed by all.

I extend my support for a feasibility study and a planning grant application to move the project forward. I also extend my support to create a report on the feasibility, cost and timeline for its completion, including additional community engagement.

Sincerely,

A handwritten signature in black ink, appearing to read "Isaac Bryan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Isaac G. Bryan
Assembly Majority Leader, 55th District