

Proposed Work Plan

Parking, Transportation, and Infrastructure Committee

The up-coming 2026 World Cup events and the 2028 Olympic Games provide Venice with an opportunity to try to implement improvements to two of its overlooked transportation needs. Said to be the second-most visited location in Southern California, the City would be well served to consider improvements within Venice it feels will enhance the experience of our Olympic guests.

The three main elements of the Committee's two-year work plan are as follows:

1. Improve the Coastal Bikeway in Venice

The Marvin Braude Coastal Bikeway was built in the early 1980s. Almost from its inception the Venice segment has been very popular and often beyond its capacity to handle the summer crowds using it. It should have been improved many decades ago, as it was in Santa Monica and cities in the South Bay. It is probably the most used bikeway facility in the County in the most visited location in the County. Yet it appears to be an orphan, constantly overlooked as the tremendous asset it is.

The first step is to determine what City or County agencies would be involved in any upgrade. Possible funding source(s) need to be explored. The next steps toward implementation depend on what is learned from these initial steps.

2. Develop a Venice Transit Center

Venice is served by MTA, Santa Monica, and Culver City bus lines. Regular riders of these lines know where to board and alight. Tourists and those less familiar with the routes, however, may not be clear where to get off a transit bus if they want to go to the beach. Where exactly is "Venice"? Venice has needed a defined transit center for decades. The need for such a center will increase with the 2026 World Cup and the 2028 Olympics that Los Angeles is hosting.

The purpose of this potential Committee focus is, therefore, to choose the location of a Venice transit center and to take those steps necessary to eventually build it.

The Committee has assessed three alternative locations and will recommend the Windward Avenue-Windward Circle location.

The next step would be to develop rough concepts of such a facility and to determine any funding source(s) that might be tapped. At that point we should better understand the steps needed to eventually build the center.

3. Implement the Seven Parking-Related Recommendations Adopted by the VNC in January 2025

The seven recommendations sent to the City are:

- A. **Establish a Venice Coastal Zone Parking Benefit District:** The VNC should work with Council District 11 to determine what is required to establish a Venice Coastal Zone Parking Benefit District.
- B. **Install Wayfinding Signage:** Establish a wayfinding signage program within the Venice Coastal Zone.
- C. **Encourage City to Manage Its Parking Assets Better:** The VNC should ask the City to better manage its parking lots by pricing parking spaces by hour rather than all-day and with more options, including possible valet parking at its main beach lots.
- D. **Increase the Number of Parking Meters:** The VNC should encourage the City to add LA Express Meters on streets shown in Figure 20 of the Report except there shall be no meters along residential property frontages or Oakwood Park. In-lieu parking fees could initially be used to help fund the new meters.
- E. **Provide Designated Drop-Off And Pick-Up Locations Near the Beach and Along Abbot Kinney Boulevard:** The VNC should encourage the City to add drop-off/pick-up locations near the beach near the western ends of Rose Avenue, N & S Venice Boulevard, and Washington Boulevard, as well as on Abbot Kinney Boulevard to provide visitors this option and to lessen double-parking.
- F. **Raise In-Lieu Parking Fees to Reflect Updated Cost Figures and to Modify This Program to Lessen Short-Term Financial Impacts:** It is recommended that the VNC encourage the City to update in lieu parking fees to 2024 costs to provide parking and to consider a “credit pool” system of annual in-lieu fee.
- G. **Change Parking Requirements Within the Venice Coastal Zone:**
 - a) It is recommended that the VNC work with City Planning to modify the Venice Coastal Zone parking requirements to be more in line with those of other coastal cities as evidenced in Table 34 of the Fehr & Peers Report and given the realities of AB2097 not included in its analysis. It is also recommended that:
 - b) Single-Family Residential on-site parking requirements shall be only 2 spaces for all lots 40 feet or less in width, and Public Utility Facilities shall be limited to 2 spaces.

4. Pedestrianization of Windward Avenue from Pacific Avenue to Speedway.

Plans to turn this section of Windward Avenue into a more pedestrian-oriented block go at least as far back as the 1990 Draft Waterfront Restoration Plan. The 2001 Venice Land Use Plan states in its Policy III.B.1, in part:

“In response to community support to create a pedestrian oriented environment in the area of Windward Avenue and Circle, the 1990 Draft Waterfront Restoration Plan proposes several conceptual designs. This would involve

providing better linkage between the Ocean Front Walk and Pavilion area on the beach, and Windward Avenue from Speedway to Windward Circle. The Draft Plan would create a formal plaza between Speedway and Ocean Front Walk, create an enhanced pedestrian area from Speedway to Pacific Avenue, and establish pedestrian connections along Windward Avenue to Main Street at Windward Circle. The improvements to the Circle would establish it as a central focus for pedestrians and vehicles.”

After 35 years and with the 2026 World Cup and 2028 Olympic Games on the horizon, it is time to implement this long-desired improvement.

Other Issues the Committee Will Monitor:

Other issues the PTIC will actively monitor include:

- The City’s Al Fresco policies and impacts on parking. (Working with LUPC);
- Lincoln Fast Forward (Designated Bus Lane on Lincoln Boulevard);
- LADOT’s Westside Mobility Project (Designated bike lanes through West Los Angeles, perhaps in Venice);
- Street Transit Amenities Program (STAP) (where they are in Venice – or should be);
- Interactive Kiosk Experience (IKE) (Digital wayfinding signs that may be considered within Venice);
- Olympic-Related Improvements being addressed by Westside Cities Council of Governments (These do not appear to affect Venice, but need to be tracked.)
- The Harbor-Bryan Drainage Correction Project and any similar projects that may arise and be supported by the VNC.

Proposed Recommendation to the VNC:

Whereas Venice is one of the most-visited attractions in Los Angeles County, with visitors locally and world-wide arriving by car, transit and bicycle; and

Whereas the attraction of Venice will grow during and after the 2025 World Cup and the 2028 Olympic Games. Venice Beach will host three Olympic events that will attract thousands of additional visitors; and

Whereas the Venice section of the Marvin Braude Coastal Bikeway is the single most-used bikeway in the County yet has not been significantly improved since it was built in the early 1980’s. It has long suffered from overcrowding and unsafe conditions; and

Whereas the many visitors arriving by bus would benefit from a defined “transit center” that tells them clearly they have arrived and allows them to easily interchange among the three bus routes; and

Whereas a study has documented that the parking spaces on streets and lots in Venice are too often poorly managed, poorly unenforced, and consequently lead to excessive vehicle-miles of travel as cars search for available spaces; and

Therefore, the Parking, Transportation, and Infrastructure Committee of the Venice Neighborhood Council asks it both to support the following improvements and to request that the City aggressively pursue their implementation:

- a. Upgrading of the Venice portion of the Coastal Bikeway which has not been significantly improved in the 45 years of its life.
- b. Building a transit center in Venice to better serve its own citizens as well as the many visitors who come to Venice by transit.
- c. Implementing the VNC's Parking Recommendations adopted January 2025: 1) establish a Venice Coastal Zone Benefit Parking District, 2) install wayfinding signage, 3) encourage the City to better manage its parking assets, 4) increase the number of parking meters on commercial streets, 5) provide designated drop-off and pick-up locations near the beach and Abbott Kinney Boulevard, 6) raise in-lieu parking fees and modify the in-lieu program to lessen short-term financial impacts, and 7) change on-site parking requirements within the Venice coastal zone.
- d. Implementing the pedestrianization of Windward Avenue from Pacific Avenue to Speedway.

The work will require working with appropriate City staff, Council District 11, the Coastal Commission staff, and the Venice public. The VNC will be kept informed through periodic updates.