

Assessment of Alternative Transit Center Locations

Meeting of September 24th

Selection of a Location for a Possible Venice Bus Center

While Venice has several bus routes serving its beaches, there is no central bus hub where it is clear to a transit rider s/he has arrived. A bus center would benefit both Venice and the region if there were such a facility. It could encourage more bus ridership to the beach and less driving. The opportunity exists to have this center before the Olympic Games.

The first step in the planning process is to select the best location for such a bus transit center.

Selection of Proposed Transit Center Location

Three alternative locations have been mentioned:

- MTA Garage site between Main Street and Pacific Avenue south of Sunset Avenue.
- Windward Circle-Windward Avenue that may require closing of Windward Avenue between the Circle and Pacific Avenue.
- City Parking Lot 731 between North Venice and South Venice Blvd. East of Pacific Avenue.

What is a bus transit center?



These images are solely to show what is meant by a bus transit center. Any bus transit center in Venice would not be so large.



- Room for buses to turn. $R \approx 50'$
- Several bus routes come together often to allow riders to transfer to another mode.
- Each route may have its own bus bay.

Criterion Used:

- It should have space available for several bus stops and for the turning movements buses require.
- It should be along existing transit routes.
- It should be near Ocean Front Walk and the beach, the assumed destination of most visitors, and give some sense of they have arrived.
- It should enhance its location and possibly catalyze further improvements.
- It should have community and political support.

MTA Garage Site:



MTA Garage Site:

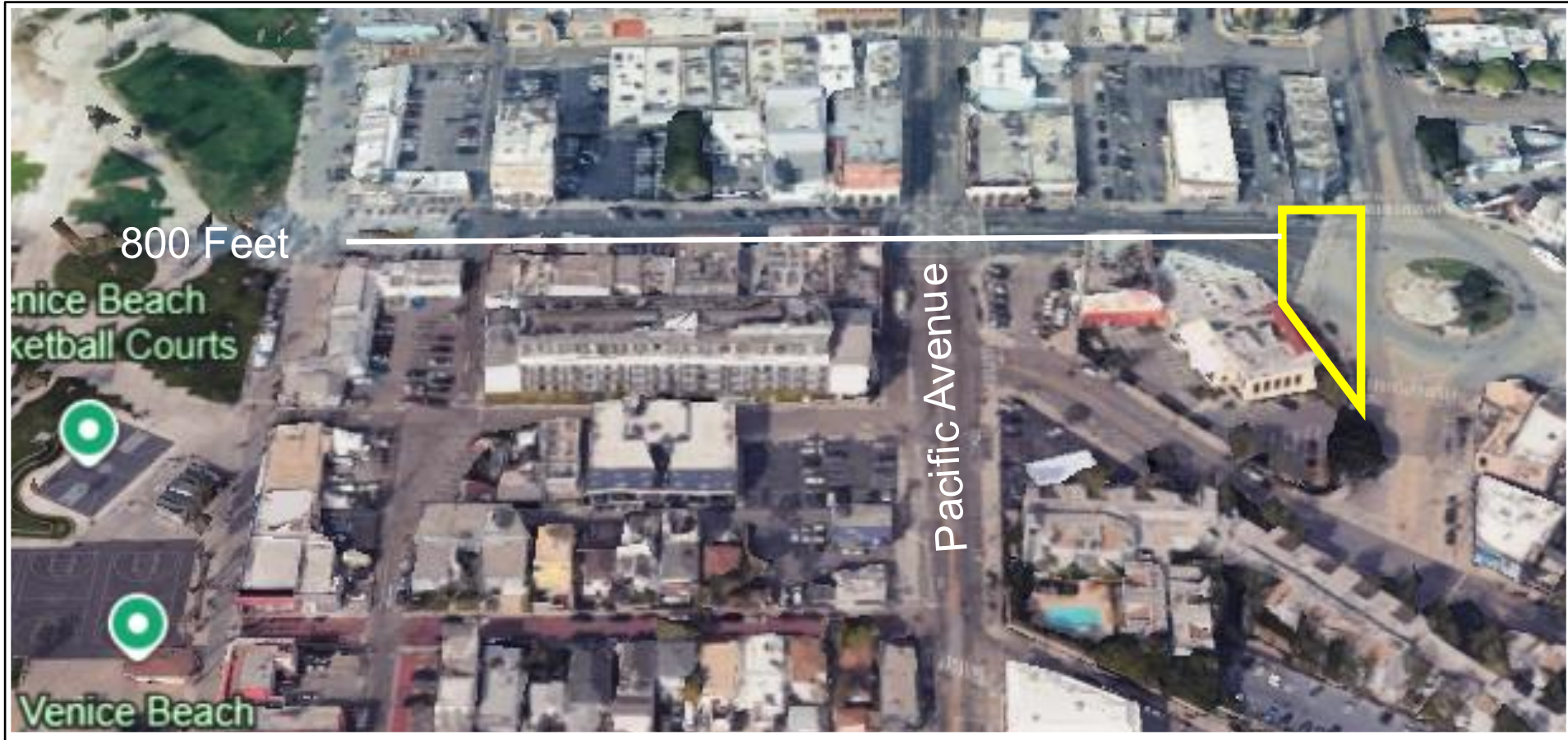
Positive Points:

- There is room on-site for bus center.
- Closest to actual beach.

Negative Points:

- Timeframe for decisions on future use/design of site uncertain. Implementation further in future.
- Mixing large housing complex with bus center questionable.
- No clear pathway to OFW and beach.

Windward Circle-Windward Avenue:



Windward Avenue-Windward Circle:

Positive Points:

- Long time location for three bus routes to serve, two terminating there.
- Although longest distance to OFW and beach, clearest approach.
- May allow closing of Windward Avenue for pedestrian park.

Negative Points:

- May require closing of Windward Avenue between Pacific and the Circle.
- Windward Plaza before beach may be a negative.

Lot 731 Site:



Lot 731:

Positive Points:

- Excellent site for large parking facility for cars, car share, bicycles, micro-mobility options, etc.
- One bus route serves site.
- Closest to OFW, but parking lot before beach.

Negative Points:

- Timeframe for resolution of site use unknown. Implementation even further in future.
- Adding bus center on-site removes large area for other modes.
- Once at site, no reason for other modes to transfer to regional buses.

What the DOT Board Report on Lot 731 says:

Culver Route #1

Lot No. 731 is situated at a prime location with excellent connectivity to major transportation corridors, bike paths, and pedestrian-friendly streets. It offers a rare opportunity to integrate multiple modes of transportation into a cohesive mobility hub. Its size, accessibility, and proximity to transit lines make it ideal for implementing:

1. A Multi-Modal Transit Center: With space to accommodate bus stops, a transit store, community shuttle service, car share, bike-sharing stations, micro-mobility, and ride hailing pick-up zones, Lot No. 731 can become a central point for residents and visitors to navigate this part of the City seamlessly.

Criterion	Lot #731 Location	Windward Location	MTA Garage Location
1. Is space for the transit center available?	Probably not on-site	Yes, in street	Yes, on-site
2. Is the location along a bus route?	1	3	2
3. Is the location near Ocean Front Walk and the beach?	500' to Ocean Front Walk	800' to Ocean Front Walk	650' to Ocean Front Walk
4. Would the transit center enhance the site and area?	Unlikely	Likely	Unlikely
5. Would a transit center be supported?	Unknown	Unknown, but maybe	Unknown

Summary:

Lot 731:

- Site has been planned for the Venice Dell project and recently for mobility hub. No resolution in sight. Not best location for bus center.

Windward:

- Best location for buses. Longest walk to OFW and beach but obvious and interesting pathway. Uses street space but may require closing most of Windward Avenue.

MTA Garage Site:

- Planned for large number of living units so bus center may be incompatible. Timeline unknown. Walk to OFW not clear.

Summary:

- The Windward Avenue-Windward Circle is the best location for a regional bus center, perhaps as part of an expanded pedestrian area.
- Its selection conforms with the Mobility Hub recommended by LADOT at Lot 731 which will also be served by bus transit.
- In essence, Venice will have two transportation centers, one focused on regional buses, one focused on parking, bicycles, micro-mobility modes, etc., yet served by bus transit as well.

Selection of Windward Avenue-Windward Circle Location for a Possible Bus Transit Center

Motion:

The Parking, Transportation, and Infrastructure Committee recommends the Windward Avenue-Windward Circle (Windward) location as the best location for a possible transit center. It asks the Venice Neighborhood Council to concur.

Approval of this motion will allow the Committee to work with City staff to consider design alternatives at the Windward site. Those design alternatives will be reviewed by the committee, other City agencies, the Coastal Commission and the public. It will also come back to the VNC for approval.