

Windward Avenue Concepts for enhanced pedestrian use

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Purpose and Objectives

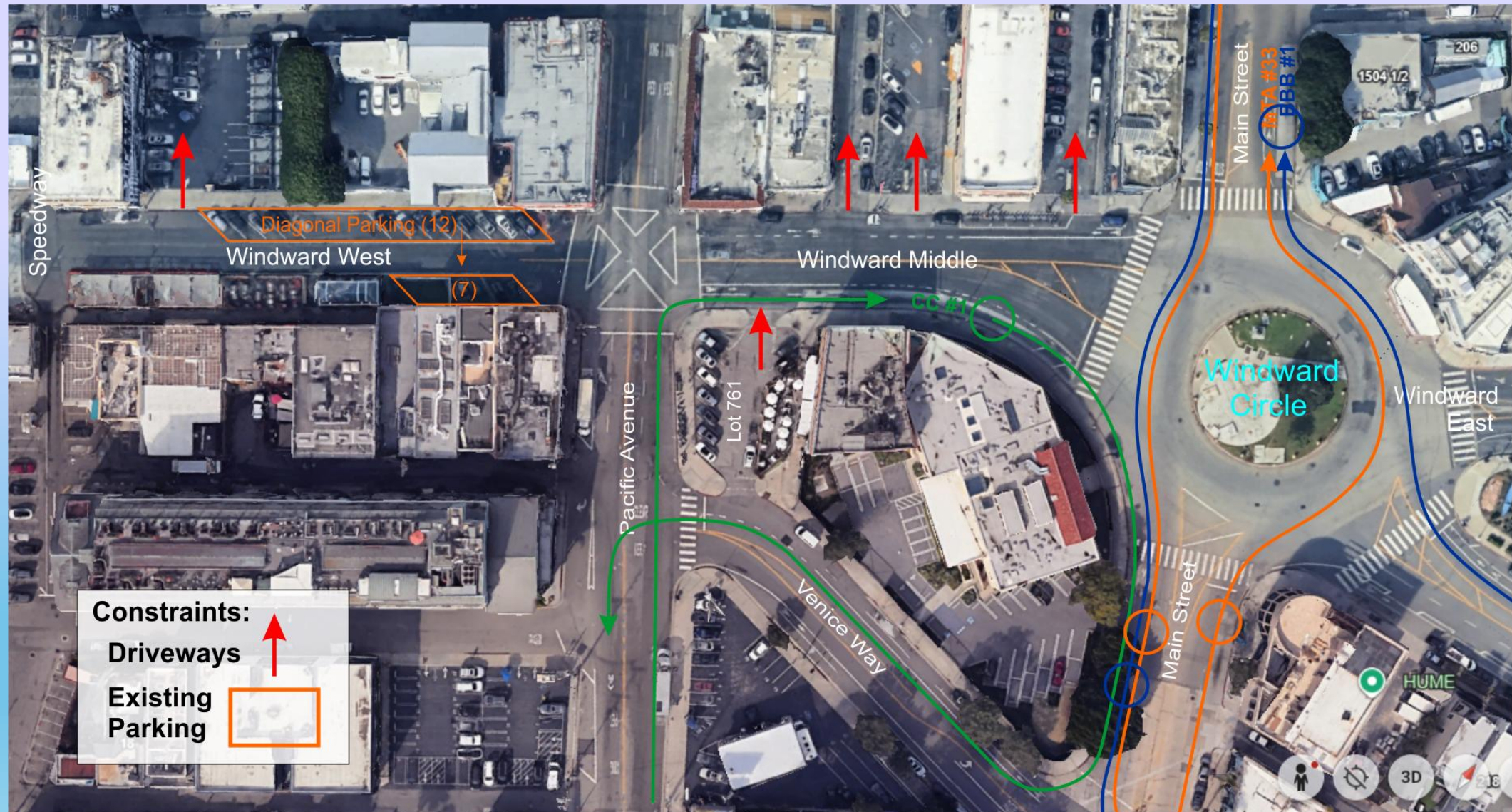
For 35+ years, plans have existed to turn Windward Avenue between Speedway to Pacific into a more pedestrian area.

Improving the pedestrian environment on Windward Avenue is a policy objective of the existing Venice Land Use Plan.

The approaching Olympic Games provide an opportunity to implement this project.

This PowerPoint presents, for consideration, possible pedestrian enhancement concepts for Windward Avenue between Speedway and Windward Circle.

Existing Conditions



Constraints

- Existing driveways into private property need to be retained.
(Driveway out of Lot 761 could be closed.)
- Existing parking spaces may need to be replaced.
(19 along Windward Ave West, 4 along Windward Ave Middle)
- Bus movements must also be supported.
(CC #1, SM #1, and MTA #33 serve Windward Circle)

Proposed Reconfiguration of Windward Ave between Speedway and Pacific Avenue (center two traffic lanes are shifted north)



Reconfiguration of Windward Ave between Speedway and Pacific Ave – Pros and Cons

Benefits:

- Increases pedestrian area substantially.
- Retains access to private driveway.
- Traffic lanes and movements retained.

Problems:

- 19 parking spaces may need to be relocated.
- Funding unknown. \$

Replacement Parking Option – Windward Ave between the Circle and Riviera Ave



Reconfiguration of Windward Ave between Pacific Ave and the Circle - Concept 1 (traffic lanes are moved north)



Concept 1 - Pros and Cons

Benefits:

- Large pedestrian area for plaza/park.
- Continues access to private driveways.
- Brings many bus stops closer together for better transit access to OFW.
- Lines up with Windward Ave West roadway.

Problems:

- Funding source unknown.
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Reconfiguration of Windward Ave between Pacific and the Circle - Concept 2 (traffic lanes are split)



Concept 2 – Pros and Cons

Benefits:

- Retains Lot 761 driveway exit.
- Central position lines up with “VENICE” sign.

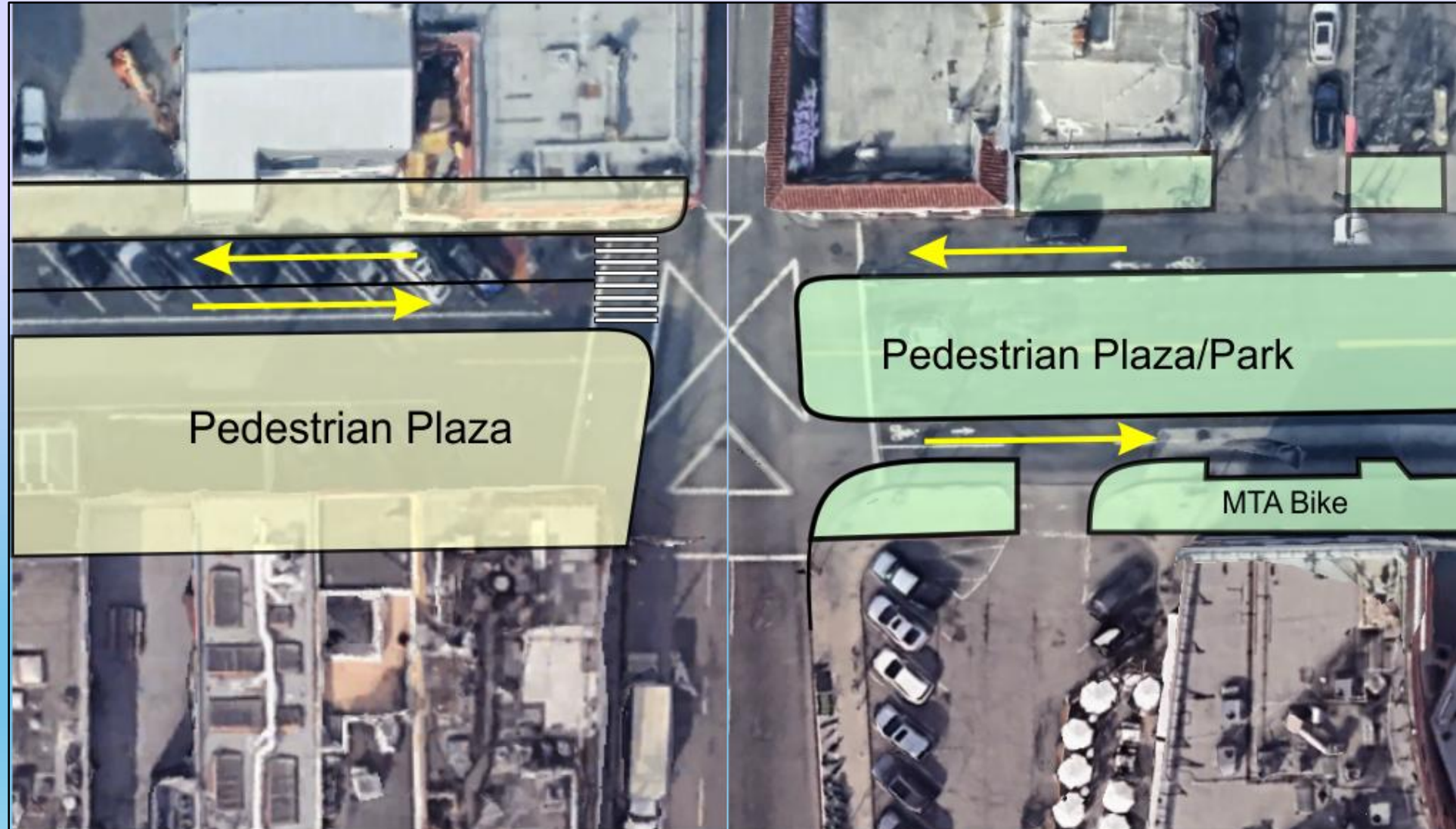
Problems:

- Roadways separate both sidewalks from central pedestrian plaza/park.
- Pedestrian area consequently not as large.
- Split roadways do not line up with Windward Ave’s traffic lanes west of Pacific Ave.
- Funding source unknown. \$\$ - \$\$\$

Comparing Concepts at Pacific Ave Intersection - Concept 1 (traffic lanes align)



Comparing Concepts at Pacific Avenue Intersection – Concept 2 (traffic lanes do not align)



Issues to be pursued

- What concepts, if any, have the most interest with businesses and the public?
- Is the project worth pursuing?
- What would be the design of pedestrian plaza/parks?
- What funding source(s) might be available for project?
- What agency(ies) would be involved in furthering project?

END