

“Comments You’d Like to Share” from Venice Bikeway Survey

At-a-Glance Sentiment Map (CoPilot Analysis)

Theme	Overall Tone
Washington Blvd safety	✓ Broad consensus
Coastal path maintenance	✓ Broad consensus
Enforcement	✓ Broad consensus (disagreement on targets)
E-bikes on paths	✓ Broad concern
Protected lanes	⚠ Highly polarized
Car lane removal	⚠ Highly polarized
Bike theft & parking	✓ Strong concern
Quality of infrastructure	✓ Strong preference for real protection

All Comments from Survey

- Any related comments you’d like to share?

- No

- Keeping Pacific ave car only is a good idea - every street doesn't need to be bike friendly especially when there is the bike path so close by. That being said an Ocean ave bike lane would be awesome (you'd probably have to lose the street parking) or make the Dell ave road better and possibly two ways for bikes. I go against traffic frequently.

- I live very close in Del Rey and use the Maurvin broad path multiple times a week. I take Mildred instead of Washington because it's much safer and slower traffic and less cars. Would love a protected direct route on Washington and Lincoln blvd.
- I'd strongly suggest reorganizing classifications from "bike route" to "neighborhood greenway." Bike route implies worthless sharrows and signs. Neighborhood greenway implies vehicle speed and volume control with diverters, traffic circles, speed humps, etc. Anything currently classified as a "bike route" on this map needs those interventions to be an all-ages-and-abilities facility. For example, Brooks and Lake would absolutely require multiple diverters (potentially at electric, 6th, Lincoln, walgrove) to be a low stress facility.
- We need protected bike lane infrastructure, I'm tired of LA treating it's citizens like a backwater town in the middle of nowhere. We are the second largest city in US, grow up. We should also ban right turn on red for cars all along Abbot Kinney. Expand metro bike share more. Washington Blvd connecting the Marvin Braude trail to the beach should be especially prioritized given it's connection to greater LA.
- Bike paths through green space with a view not crowded city streets.
- Please Use Mobility Plan 2035
- Revise the bicycle lanes on Main Street to go back to Tier II Bike Lanes.

I have experienced the experiment in bike lanes and have learned from the effects. LADOT identified the best street in my area only to be overruled by our Councilperson who chose an alternate street. Our local bike lane is a complete disaster for motorists and cyclists alike and currently, the bike lane is rarely used. The streets and highways are public right of ways whose construction and maintenance are paid by millions of taxpayers. Determining which priorities are imperative for these right of ways based on the use of everyone in the community and not just the desires of a relatively small group of cyclists.

The constant demand for the entire street be reconfigured for cyclists personal use is not just selfish and inconsiderate, but an extremely short sighted and poor public policy lacking common sense. There is no more people centric task than facilitating the most efficient use of public right of ways to get the most people to their destinations. Here, we have bike lanes that do not even connect to critical transit hubs.

I object to the study of traffic patterns by volunteer bike lane supporters which are then shared with LADOT. They vandalize the traffic testing equipment and cherry pick the most attractive data. LADOT should be the ones to make an impartial study both before and after bike lane installation.

In Venice Bikeway Network Proposal 2026 (draft)

I will point out some cherry picking:

1. Table 18: "Commute Mode Share in the Venice Coastal Zone"

a. You share outdated figures from 2017. According to LA Almanac, figures of use in 2020 where cyclists commute 0.7% and in 2024 actually went down to 0.1% so the trend of working from home may be increasing Citywide which includes Venice.

b. "Top Locations for Biking"

-Washington Blvd b/w Ocean and Grayson-a distance of approximately 290 feet

-Main b/w Abbot Kinney and Park-a distance of approximately 250 feet

Further, these short segments in no way should be included as part of top locations for biking as they are completely misleading.

The "test" showing this popular location was only counted for 6 hours on a weekend. So unless people only work on a weekend, you are mixing various types of cycling including commuting along with recreational and other uses.

These "definitions" are all terribly confusing. If you want support for the draft Venice Bikeway, you must specify exactly the type of bike lanes that are proposed for each segment.

Mobility Plan 2035 NavigateLA Bikeway Network Venice Bikeway (Draft)

Bicycle Path Bicycle Path Coastal Bike Path

Tier I Bicycle Lane Bicycle Lane Major Bike Lane (undefined)

Tier II Bicycle Lane Buffer Lane (define type) Major Bike Route (undefined)

Tier III Bicycle Lane Sharrow Minor Bike Route (undefined)

If any of the proposed bike lanes use plastic bollards as the buffer, they are a horrible hideous eyesore.

LADOT must clearly state:

1. A defined plan for areas near on and off ramps to freeways and the surrounding streets that travel to these major arteries.
2. Study and establish a set point of maximum high traffic volume to show when certain classes of bike lanes are not appropriate.

3. Stipulate street minimum width for each type of bike lane. There are bound to be an increased amount of injuries when lanes are not wide enough.

Furthermore, everyday cyclists that I have spoken to reject bike lanes because they push vehicular traffic to the smaller streets, and they prefer to use the smaller streets because there is less traffic.

- This plan is complete overreach and interferes with parking, traffic, and our safety during emergencies. Law enforcement should crack down on bikers who run red lights and stop signs.
- Don't ignore Pacific and Abbot Kinney.
- Feel most safe in protected, seperated bike lines. Paint and plastic are severely insufficient when it comes to protection.
- I live at Oakwood and Crestmoore. I bike on Oakwood and Couer d'Alene daily. They're both nice to bike on as is; I usually don't have trouble with aggressive drivers.
-
- Please put a protected bike lane along W Washington Blvd
- Stop messing with the streets. Get the police to enforce stop signs
- No more motorized bikes or scooters on bike path and police on it: i saw up to 4 persons on a scooter, high speeds
- Prioritize curb protected bike Lanes on Venice boulevard and not flexible bollards, which got damaged and removed by cars hitting them.
- Please please please explore the possibility of a path on either side of Penmar Golf Course. The golf course currently serves as a major obstruction preventing connection between Venice and Santa Monica.
- The beach bike path needs serious changes: 1. It needs to be widened like they have done in Santa Monica. It has not been widened since I got here in 1982--44 years ago. And now with all of the new E-bikes and huge rental vehicles using the path, it is very dangerous. Also, south of Venice Beach Blvd parking lot to Washington Blvd, the north bound lane needs to be cleared. The small bluff of dirt had fallen to the point where there is only half the space to ride on. And pour a pedestrian path to the WEST of the bike path so

people and their strollers, babies, people walking 4 abreast aren't on the BIKEPATH. I have personally talked to Traci Parks office about this. The bike path is too small for all of the people trying to use it.

- Love that you guys are working on this. So much potential.
- Street clean the bike lanes too!

The proposed penmar bike route seems like an odd choice over Walgrove since it butts up against the park/golf course when Walgrove connects to an active protected bike lane in Santa Monica on 23rd. It's very dangerous to turn the curve out of SM into Venice and not only is the protected bike lane gone but there is parking immediately right there blocking bike traffic. Feels very dangerous so glad to see that section is shown in red on the map to improve.

- Cleanliness of the bike lane some part on Venice Blvd has some broken glass/ trash which can puncture the bike tire and rough surface
- Venice is fine the way it is
- The lack of traffic enforcement in Venice is appalling. Cars reach highway speeds, blow through stop signs, fail to yield to pedestrians and regularly cut through side streets like they're auditioning for F1. It's my number one concern as a long time Venice resident and voter.
- Bicyclists need to follow the laws of the roads just like cars and they should be ticketed when they don't..their own safety relies on their own ability to FOLLOW THE RULES OF THE ROAD ..LA VENICE AND CULVER CITY rely on travel by car period there is not a significant reason to remove car lanes for a handful of weekend bike riders!
- Would love to see Windward or something close to the sign closed to cars. Please, make Venice less car centric
- i may start trying the main-mildred route because the coastal route has lost its 'convenience' being such a mess.
- I'm an experienced cyclist, so my perspective might be skewed. Ride on.
- Pedestrianize Abott Kinney

- Trash in the bike lane like glass, and ceramic debris other things to cause blowouts, the pot holes in the bike lane and uneven bike lanes, also I've learned to not get to the bike lane too early on the weekends, I hit a patch of sand 05 /26/25, damaged my body and my bike.
- Venice beach, like most other beach towns of LA, is filled with pedestrians, skaters, and bikers. If more of the ocean front can be filled with people traveling too and from the beach as opposed to asphalt for parking, then Venice will be improved for the community as a whole!
- Venice, Washington, and Lincoln need protected bike lanes. People speed and drive erratically on those streets. White paint on the lanes isn't going to stop them from killing someone.
- We don't live in silos. Bikes bring business to Venice.
- I'm glad you're doing this, I've lived in Venice for 10 years now and the lack of infrastructure, the derelict duty of keeping the boardwalk clean and the neglect of keeping Marvin Braude swept, just makes me feel as a resident that nobody cares about Venice. Look to Santa Monica for what Venice should be doing. Their section of the Braude is constantly swept and maintained. One only has to ride north on the path till they encounter a bike bridge that caved in and took YEARS to do anything about. Sorry this place is dystopian.
- parking for cars should be preserved in any plans because there are so many senior citizens and people with disabilities, not to mention families, who rely on parking their automobile for basic everyday life -- as we add capacity for bicycles, we should not diminish existing facilities -- perhaps we need elevated bikeways above the automobile lanes
- It's not clear from the picture what would change. Is a road "Problematic for Bikes" going to stay that way?
- All I care about is finally turning the Washington Blvd segment of the Marvin Braude Bike Trail into a on-street protected bike lane or an off-street protected bike path. This gap in safety is the biggest impediment to moving bikers through the region. If it must be an on-street facility and there is no money or public will to build sufficiently safe infrastructure (paint and flex posts are NOT sufficiently protective), then parking-protected bike lanes (with a sufficient door-zone buffer) would also work. (P.S., As long as we're dreaming, the Washington Blvd protected bikeway should be extended northwards up Washington Blvd to the nearest BikeShare station near Abbot Kinney Blvd or even to the Costco at Walnut Ave. If that's not possible, then petitioning LA Metro to move their BikeShare station down closer to the Marvin Braude Bike Trail at Mildred Av and Washington Blvd would be ideal)

- I bike from Playa Vista to SM for my commute. I love biking in Venice, but there are parts that feel super dangerous.
- I bike daily in Marina del Rey and connect from my home via bike paths to Venice, however Washington Ave is terribly scary without protected bike lanes. Drivers go way too fast, do not pay attention, and there is not stopping us from getting hit. It is a main connector between the MDR and Coastal bike paths yet it is very dangerous today.
- Hoping for Abbot Kinney to be closed to vehicle traffic
- Traffic enforcement please!!
- Can we make the painted bike lane on Rose Ave (designed major bike route) a fully protected one?
- More Ciclavias in Venice please!!!
- Please do the right thing! Keep our kids healthy and safe by allowing them to ride bikes around the neighborhood! Remember when we were kids and we'd ride our beach cruisers or schwinn ten speeds to knock on our friend's doors? I want that for my kids. Peace love and Venice
- Thanks for what you Do. We need a community wide anti litter campaign with more bins, more community volunteer days, more merchant & resident awareness & participation. Best neighborhoods start with clean streets. You Do do a very good job with that. Appreciated
- Washington blvd protected bike lanes would be great to complete protected lanes for a completed Marvin braude trail
- We're outside Venice itself, but on Washington in Mar Vista so having a fully protected bike lane between the two would increase the amount of times we go to Venice for shopping, dinning, etc
- I live on Cabrillo. We need traffic considerations for Venice. NOBODY USES STOPSIGNS.
- Pedestrianize the end of Venice Blvd! Put a transit station there!
- Protected bikeways would make me feel so much safer and would allow my family to feel confident enough to join me in biking to destinations instead of using my wife's car.
- I hope this can happen

- I'd love to get involved in this project!
- please resurface venice blvd west of lincoln ASAP!
- I think the rules for the bike path along the beach should be clarified. Lots of runners use it, which seems fine, but doesn't match the posted rules
- Bikes are the future. The only solution to traffic is viable alternatives to driving. There is not enough space in the city for every individual driver to take their large vehicle for every single trip (especially those 3 miles or less) and park their cars in public space. Bikes take up practically no parking space (and none on the public roads), they don't pollute our air, and they can't be used as weapons or kill pedestrians. They don't wear down roads at the rate that cars do, meaning less overall cost for the city to maintain pavement. They're an accessible transportation option for children and elderly alike — as long as they feel safe enough. We should be encouraging local travel by bike as much as possible. To do this, cycling should be prioritized such that routes feel protected from cars and are even quicker than car travel. I have friends my age (in their 30's) who live in Venice and feel inspired to get around by bike but are nervous to share the road with cars — so they continue to drive.

When my parents and my husband's elderly aunt & uncle have visited us, we biked all around with them (again, never driving, so as tourists, they did not have to rent a car and did not contribute to traffic!), but they did not feel fully safe biking pretty much anywhere outside of the coastal bikeway. We've had friends who visit feel uncomfortable with their 10-year-old biking on the road with the group of us to go from our house near Oakwood Park to the beach. If we're designing our network such that only 20/30/40-year olds without children feel safe biking, we're doing something wrong. I dream of the day that I can bike alongside my son and want him to be safe to do so.

People driving cars go much faster than those on bikes and can even be quite aggressive — honking unnecessarily or speeding past while uncomfortably close. I've experienced this even on routes with painted bike lanes. That is unacceptable. Parking should be removed as much as possible on dedicated bike routes such that there is at least a buffer between cars and bikes and ideally even built-in protection for bike lanes. Cycling should be promoted for all local trips in Venice through messaging and events to promote this.

Venice has an opportunity to be a leader in promoting local trips by bike and thereby reducing traffic & improving quality of life — let's lean into it!!

- I love this effort. I used to live by Windward Circle and would only use the bike on weekends. I love biking but my wife and kids rarely want to go. We live north of Penmar now, and I think they see biking as too much hassle, with helmets, air in tires, locks and then battling traffic.
- I wrote a proposal on improving the lost Venice canals / windward circle/ Venice north. The wide roads are not super safe for pedestrians especially grand/riveria
See my proposal
https://docs.google.com/document/d/10nxehyO0mA_gFcIKec8upCbP4IASzoN8azHvsiNc5JE/edit?usp=drivesdk
- So much of our public property/right of way is being used as private property storage (personal cars, RV's, etc.). Please help Venice make more of the public right of way safe and available for use by the public, especially for children, disabled and elderly who are vulnerable and often dangerous road users desperately in need transportation that does not force them to drive alone. We know the uneven sidewalks and lack of curb ramps need help too, but protected lanes can help with wheelchairs and emergency vehicles if necessary!
- Please make pavement smoother and bike lanes clearer to help with biking. But don't do what Culver City did with their bike lanes in between parked cars and sidewalks and closing one lane for busses. It's very ineffective
- I'd love to help, give insight or get involved with this project. We are a cycling family. I'd love to see a Venice / MDR branch of the "Walk N Rollers" like in Culver City and get neighbourhoods connected up-safely by bike.
I'd also love to start a bike bus route to schools in Venice.
Thank you for making this survey !
- Please add more connectivity and safer bike routes.
- Please create protected lanes on Venice blvd all the way to the beach so we don't get hit by a car and please create lots of safe protected bike lanes in Venice so we don't get injured or die.
- plastic bollards spaced far apart enough that a car can fit through to park is not a protected bike lane
- Love to have bikes going down my street instead of cars, hate the cars!!!they go to fast!!! im on palms and Penmar

- Please. Paint. The Bike Lanes. Green. It is incomprehensible why there are no green/painted bikelanes in this area on the major routes. Other cities do this...Santa Monica has green bikelanes....there are literally zero reasons not to do this....a white line only bike lane on a street like Venice Blvd does nothing. THANK YOU!
- Thank you for reaching out. Are you using data sets like RideWithGPS heatmaps?
- Please push for protected bike lanes. Santa Monica is so good at them and we should be the same.
- Would love to see: More speed bump on residential streets . More streets labeled as bike routes.
- The current paths are more than adequate
- Thank you for even attempting this I have been biking in and around Venice for 16 years and any improvements that get more people on bikes is awesome.
- DO NOT DO PROTECTED BIKE LANES, as a daily cyclist they are so much less safe. When cars park you have pedestrians crossing the bike lane to get to their cars. Food trucks mean people queue at lunch and dinner in the bike lane. Cyclists cannot see pedestrians between the cars. It's a nightmare. Bike lanes should be on the left / driver side of roads not on the passenger / inside.
- Please make Walgrove part of this network.
- We need more bike lanes please!
- Thanks for building more protected bike lanes!!!
- Thank you for sending out this survey - excited to build out this network and improve the livability of Venice!
- Getting onto Ocean Ave from Venice Way, the bike lane disappears.
- I like the options to get to many possible destinations within the neighborhood. Not just specifically limited to the major roads but options to go they smaller streets.
- Biking to work makes people happier
- Concerned about being able to safely cross major arteries like Lincoln Blvd where cars speed.
- All of these paths would be a major improvement, but for me, by far the most critical is to make Washington safe to bike on because it provides (or prohibits now due to safety concerns) access to the Braude bike path.

It is wonderful to have that path, but such a shame that it is unsafe to get to. Oh - and please fix the pavement on the bike path once it is safe to get to :-)

- I presume it is being done, but please work with the neighboring areas (Del Rey NC, the country) to ensure the bikeway transitions seamlessly. There's no point in making a bike network that just dissolves at a neighborhood border.
- it would be nice if the crosswalk buttons were easier to access for bicycles
- Need more reliable signal sensing for bicycles. Too often in-pavement sensors don't respond and cyclists take risk of crossing against red. LA needs to adopt video signal sensors like surrounding cities have done.
- see above!
- Reducing and enforcing speed limits in some areas may be an alternative to protected bike lanes. Bike lanes need to be on main arteries to allow us to go safely to popular destinations and participate in city life. There are many very wide streets that could be reclaimed for providing better modal traffic solutions (see also recent study on excessive asphalt/concrete in Los Angeles).
- Some streets are very rough to ride on, Venice blvd in particular
- Looks great! Thanks for doing this!
- Bike paths need repaving.
- Please make this happen
- Protected bike lanes or pedestrianization desperately needed in Abbot Kinney. Protected lanes also in Rose Ave, Lincoln and Pacific.
- Please close the gap in the Marvin Braude bike trail by making protected bike lanes along Washington. Don't care if it removes a lane from cars, just do it and that would be great anyways. So many people bike there and it's not safe. Make it so 8 year old kids would be safe. The existing bike lanes are mostly encroached by RVs and speeding cars on either side.
- Designing streets for bikes will remove cars and congestion from the roads. But the experience must be pleasant for riders. Copy the Netherlands. They have more cyclists with far worse weather because their traffic code and engineering make pedestrians and bicycles a priority.

- Excited that more is getting done for bicycles
- Fully support making Venice more bike friendly. Yes please!
- Washington connector to coastal path is key that it becomes protected. Would love to see Walgrove protected as well.
- i am an experienced cyclist and can get around a lot without too much friction, but I see a lot of casual cyclist struggle with the Venice streets it should not be this way, so much opportunity. the scramble intersection at wash and pacific (Venice pier) is a good example of something that cost nothing, was way overdue and works perfect for bikes and peds. Please remember paint is not infrastructure
- A protected bike lane on Washington would be really nice.
- Improving bike and metro-based mobility is a must
- You need to do more than just sharrows or bike lanes with plastic cones. Actually build concrete or strong physical barriers that cars can't just run over if you care about biker safety. Look how Santa Monica is building concrete separated bike lanes. This is absolutely necessary if you want to prevent bike deaths like the pregnant woman who was killed in Playa del Rey. It's time to stop half-assing these safety measures because you're worried increased traffic from reducing car speeds and time to start caring that people are dying because of these decisions. We're absolutely sick of the lip service to safety.
- Improving bike paths in Venice is a high priority action item for commuters who use Venice bike paths to travel to/from work. Also, with the impending Olympics 28, there will be people from all over the world who will come to Venice (in addition to Angelenos) and ride bikes. So any future improvements will benefit all Los Angeles residents. Not just Venetians.
- PROTECTED BIKE LINES ARE A MUST
- 100 times: the marr st connector!
- Please make venice more bike friendly. We can set an example for the entirety of Los Angeles.
- SM can do it. Venice should too. The difference in feeling safe and protected along Main Street when traveling to/from SM is profound.

- Lincoln needs a bike lane and general beautification , the street is dangerous and gross and investing and central, and investing in it will help. Walgrove too narrow for bike lane
- Venice is unsafe. You removed the vendors and installed more homeless people, cause Traci Park is not a democrat. . You MUST execute the governors orders and fire mail of LAPD. And area I Park must be investigated. The outreach toogram funds must be audited. Venice is a homeless town, not allowed in California. Do your job. It is unsafe , unproductive, and disgusting living in Venice yhe dirtiest place ai ever seen in 32 countries. An uncivilized town. Remove the dirty veterans, they are your heroes..... they shit and jerk off in public. Your problem, fix it.
- Thank you for doing this!
- Please either structurally or thru enforcement or both keep pedestrians. E vehicles etc off the bike lane. The one thing we have, the bike path, is rendered dangerous by barred usage.
- Pavement road conditions can be detrimental to riding the bike
- The place where I have come closest to being hit, multiple times, is the Erewhon Parking Lot.
- Hi it's Ben Simon 🙄👍🥰❤️🚲
- Parking is ridiculous
- We should not have ebike rentals on the Venice Beach. Very unsafe for everyone!
- Protect us from cars and crazy bikes- especially e-bikes.
- We need a new think on the beach... the current path is outdated, poorly maintained, unnecessarily winding and doesn't give ample designated space for bikes and pedestrians. Santa Monica did it correctly
- Thanks for advocating for better bicycle riding conditions in Los Angeles, especially on the Westside!
- The major issue is electric bikes and scooters on the bike path at high speeds! And on the boardwalk bike path there are SO many pedestrians. It's an accident waiting to happen. Bike paths should be for bikes (non electric) only and clearly marked as such
- The biggest issue on bikes is now the e-bikes or the ones like motorcycles-that needs to be addressed more than bike lanes

- generally biking is pretty safe in the venice north area but we are more 1 gear bike people so that might be why
- washington is so unsafe !!!!
- Bike path improvements is a good aim for the city!
- Great this is so exciting and important
- Venice Costal Bike Path is very poorly maintained. Bikes aren't supposed to be on the main strip/by the shops but the two lane path is always littered with trash and sand. Many pavement streets in Venice need to be better maintained.
- Please fix speedway
- Could you make an effort to educate drivers to look for bikers before they open their door after they parked? I've slammed into someone's car door 3 separate times because someone opened their door right in front of me. It should be obvious. I lived for 20 years in Copenhagen and it was never a problem. But here it is practically life threatening to use the bike lanes because of the random car doors opening right in front of you.
- Coastal bike path is dangerous due so many pedestrians walking on it with zero awareness
- More green paint on the streets & fix potholes
- I bike to work in PDR, so I use the Marvin Braude bike path every day. There was a recent tragic death in PDR where there used to be a bike path. I want to ensure that the bike lanes and paths are long term solutions.
- Enforce no stopping/parking laws on via marina, where the bike lane is used for all manner of construction and delivery parking. Additionally the housing complexes there, particularly mariners village and the hive (MdR), leave their trash dumpsters in the bike lane for hours at a time at least 5 days per week because the complex doesn't want trash trucks on their property. Fuck them
- Great news
- Looks great! just out of venice bounds... the stretch on Lincoln to playa vista gap is sorely needing a protected bike lane. I will not ride with the kids on that stretch, going via centinela or ballona creek adds ridiculous length

- Slower car speeds make it feel safer and is safer for people on bikes and pedestrians.

Shared bike lanes or "sharrows" do not work on streets more than 2 lanes wide or on streets with a posted speed limit of +25 mph.

bike infrastructure from least to most preferred is no bike lane, sharrows on +25 mph roads, class 2 lanes, bike/buss lanes sharrows on <25 mph roads, buffered bike lanes, bike lanes with parked cars between car traffic and lane, class 1 lanes.

- I live net to Pacific Ave - it is scary to bike. Locals and tourists alike on bikes and scooters deserve better. Put in protected bike lanes and also make Speedway (parallel to beach and to Pacific Ave) more appealing to use as a bike highway!
- I haven't had a car in over a year now. I don't think people should drive in general and look forward to the day autonomous vehicles are the majority. Too many crazies on the road
- See comments on previous answer.
- Yes, please make it safer for biking in Venice. Thank you!
- Lincoln!
- Please keep in mind that taking lanes away from cars on major streets, throws that traffic onto our neighborhood streets. Since the slimming of Venice Blvd from Centinela to Inglewood, our neighborhoods have been riddled with aggravated drivers and traffic congestion.
- See suggestions above
- If you could just get the cops to enforce cars blowing through stops signs, and alternately enforce safety laws from bike riders (stay off the boardwalk, stop at stop signs) things would be fine. People ride down the boardwalk in groups all the time when there is a bikepath 10 feet away, and it's dangerous. The bike lanes, as they are now, are fine. Stop putting more plastic things and weird obstacles in the street. It's not making anything safer. This is all a holdover from Mike Bonin, who was as incompetent as they come.
- Venice is so wonderful b/c it is flat, has great weather and has a well-known biking culture. But we could use more bike racks where there are restaurants and bars and...

- We really need to enforce where these electric scooters need to be returned. Otherwise They are basically electric garbage blocking our sidewalks!!! I would never lock my bike up, blocking an entrance or a sidewalk, but scooter users are doing that countless times a day in Venice - and someone should pay a fine for it. The user or the scooter companies (^_^)
- Penmar ave is a narrow street only one car Mabye 2 can pass not sure how you can put a bike path
- Protected bike lane on Lincoln would be the best improvement.
- I would also like to see trees along bike routes.
- Please make this a priority! Walk and bike over driving.
- In general, commuter rider are more confident and know how to use the bigger and more congested streets, like Venice, Washington, AK. Bt if we want to increase cycling for families and recreation, I think neighborhood streets allow for a better experience and the discovery of wonderful pockets of our beautiful community.
- Since there is no traffic enforcement, any solution will have limited success.
- I strongly recommend CURB-PROTECTED BIKE LANES WHEREVER POSSIBLE. Also adding curb protected bioswales on Venice Boulevard, will help the biodiversity and reduce flooding on streets.
- Love that you are working on this. Mostly worried about protected bike lanes and the risk of my bike be stole while locked up.
- Pavement quality on Speedway is a real problem. I have popped tires from potholes just by riding along the road.
- I responded "Unsafe" to the question "How safe do you feel biking on the streets in Venice?" because I feel most unsafe on the main streets. I'll often choose side streets even if I have to go out of my way a bit. I never take Washington to get to the beach from PDR.
- Good idea
- Would love to see more protected bike lanes in Venice and Los Angeles
- Lincoln is a nightmare for pedestrians and cyclists. The crosswalks are ok, but if you're crossing you have no idea that the lights are blinking or that cars will actually stop (you can't see the lights from the sides).

Empowering cyclists and pedestrians in those crosswalks (brighter paint/lights that all users can see) would go a long way.

- Too many walkers in the beach bike path. The barricades on the boardwalk are not only useless, they are dangerous and ugly. I guess this is why police shouldn't be in charge of public planning.
- We live a block off Venice blvd and would love Venice to have safer dedicated bike lanes
- Enforcement of electric bicycle/motor bikes is needed
- no
- We love biking, and love living in Venice. The more bike lanes the better.
- Do a better job of cleaning the sand off the beach bike path. Its dangerous. Also should prohibit children from renting and riding e-bikes during summer, especially w/o helmets!
- The protected bike lines on venice from Lincoln to just past culver city metro station are the main reason I don't have a car. I only started riding a bike regularly after those lanes went in. Please add more and connect to other bike lanes. Convince culver city to fix their roads and connect to Culver's bike lanes.
- Bikers need to follow traffic laws. I can't count how many times I see bikers (and motorized bikes) blow through stop signs. Drivers are bad also although not as negligent as bikers.
- Follow Santa monica's lead and add curb barriers with parking shifted to the other side of them. Also more daylighting not just at intersections but also alley entrances. Hampton needs speed bumps or something, people blast through there. If we can't bike on ocean/pacific then we need better crossings.
- Ebikes are getting a little out of control on boardwalk and beach path. Excessive speed and recklessness, especialy in the evenings. Also the RVs on washington stick out into the bike lane. between that and the heavy bus/car traffic, riding the bike lane on washington feels hazardous. Would also like to see better enforcement of traffic laws to keep pedestrians and bikes safe
- Please create deterrents for keeping bikes off walking paths. Love the coastal bike lanes but bikes shouldn't be on the boardwalk zooming around ppl walking with kids, dogs, strollers. It's not safe for pedestrians or welcoming to the tourists.
- a lot of drivers on their phones or not paying attention, see and hear of many cyclists being hit by cars

- We need protected bike paths on main streets like Washington. We also need to do something about these teen groups of boys on Class 3 electric bikes and motorcycles. I was hit on the bike path by one and broke a rib. I've had many other scares, and it's always young boys on motorcycle-type bikes. They should NOT be allowed on the path. We could install bike path monitors or officers who direct pedestrians to safe places and send teen motorbike riders back home. An easier connection to the Marina and Playa path would also help a lot with the safety problems of Washington Boulevard. I LOVE BIKING!
- Please advocate for placement of Ballards along "major" bike lanes to protect bikers. Especially on streets like Rose, Main, Venice etc. Please advocate for more protected bike lanes just like on Venice Blvd.
- The Lincoln Washington intersection is the most critical add of this entire plan in my opinion
- I love that you guys are working on this!
- I'm not clear on how the proposed map is different than the existing infrastructure. The main issue I have now is the road quality and bike lane quality. There are cars, trucks, and RVs frequently blocking lanes and often times see trash and other obstacles blocking paths. Venice Blvd west of Lincoln is also quite rough to ride on, but that's not just the bike lane.
- Until the homeless industry is stopped. It's pointless
- Thanks for making this!
- The traffic calming engineering work done in and around Venice is not useful and makes the streets more crowded. There needs to be some balance of utility versus absolute safety. In other words, in the extreme, if we closed all the roads to cars, there'd be no traffic accidents. But clearly this is not acceptable.
- On a bike you can easily take different routes, don't destroy car access in and out of the hood to assign dedicated room on already tight streets. Also before making any changes ensure even what's existing is usable. To some it's exciting to destroy the hood to make changes like these but what's the use if they can't be maintained. Most of what's out there already is barely safe. We ride in traffic to be safe.
- Would really like to see all e-bikes banned especially in bikelanes and on the pier and boardwalk areas. That's my main issue. They're a huge safety hazard and there's zero accountability for reckless/dangerous driving especially by tourists and other nonresidents.
- I would love safer roads to connect communities to destinations !!!!!

- Rose needs a nice bikeway & walking path
- please dont do anything in areas that are already congested. We can't make traffic worse like they did in Culver City
- Rose Ave absolutely needs a protected bike lane, so kids can bike safely to Penmar Park
- Would love more protected bike lanes, feels sketchy on the major roadways even if they have bike lanes
- The beach path too becomes very unsafe when there's too much sand on the path.
- Most of the steps that could be taken to enhance and truly improve the cycling experience in Venice would be through heightened enforcement of existing laws. The problem is that the task and discretion of enforcement falls to LAPD, who have manifested a clear desire not to do the job; whether it is due to laziness or being butthurt over the "defund the police" movement from several years back, LAPD has been MIA for quite some time. Harassing a homeless guy sitting on a curb requires all available units, but actually fighting crime and enforcing the rules seems to be too heavy an ask. So until you overcome this systemic obstacle, nothing will change. Perhaps a dedicated unit focused on bike path and cycling issues is what's needed; per the following suggestions, if enforcement levels were substantially increased, the revenue generation from the issuance of citations would pay for the unit as well as most of any other infrastructure projects you envision:
 1. Pedestrians and joggers on the bike path should not be there and constitute a substantial hazard and obstacle to cycling. To make matters worse, they often have noise cancelation earbuds in, or are wearing large headphones that completely cover their ears, making them even more oblivious to their surroundings. They also will often walk side-by-side, thereby taking up most of the space available on the bike path. Start writing tickets for this behavior; there is a whole boardwalk for them, so they shouldn't even be on the bike path. EVER.
 2. On this same note, cite the jerks who ride their bikes and e-bikes on the boardwalk, particularly on crowded weekends and holidays. They often travel at speeds unsafe for the crowded circumstances. Thus double dip on the ticket for being on the boardwalk in violation of the local ordinances and for violating the state's Basic Speed Law. Just this past weekend, I had to dodge multiple bikes and e-bikes on the boardwalk, with them often being ridden at an unsafe and excessive speeds. In light of the dangerous conduct involved, particularly from the speeding e-bike riders, I suggest impounding the bikes so that there is a hefty price to pay for such antisocial behavior, or initiate forfeiture proceedings so that there is a real risk to engaging in such malfeasance. Plus this would be an additional source of revenue, as indicated above.

3. Similarly, start writing tickets to these same e-bike-riding dickheads who travel at unsafe speeds on the bike path. I regularly witness these riders going in excess of 25mph through tight windows and crowds of slower traveling and very inexperienced other riders, and of course pedestrians. I also frequently observe very young kids on these e-bikes, or even electric motorcycles (no pedals) going very very fast on the bike path, including as high as 40mph. They aren't old enough to have a driver's license but law enforcement permits them to speed around on vehicles truly beyond their capacity and experience to properly control. Write tickets for the e-motos on the bike path (illegal), basic speed law violations, and seize and possibly seek the forfeiture of the bikes.

4. Implement a more frequent sand removal program for the bike path. Barely running the sweeper maybe once a week is wholly insufficient. Random piles of sand all over the Venice bike path create a serious hazard; note I said the "Venice bike path," since all one needs to do is travel north or south to see a world of difference in sand removal regimes. Santa Monica, Playa del Rey, and the South Bay bike paths are generally immaculate; while there may be times where sand does build up, especially after windy weather, it is often cleared up relatively quickly thereafter. Why does Venice/City of LA have so much trouble dealing with such a simple issue of running a sweeper up and down the path several times a week, or getting Rec & Parks (or Beaches & Harbors) to grab their brooms and shovels and get on it?

Away from the bike path, there are numerous other issues that require addressing:

5. Drivers using their cell phones while driving. I ride a bicycle and a motorcycle, and every ride, I observe dozens of drivers using their phone, including talking, texting, watching videos, and/or scrolling social media. Start enforcing the law and cite these drivers. Over and over again. There are studies that distracted driving, i.,e., playing on a phone while driving is 6x more dangerous than DUI; yet someone convicted of a DUI faces huge fines, an interlock device, forced education programs, AA meetings, etc. It is time to become extremely aggressive in enforcing the no cell phone use while driving laws, and as alluded to above, any driver cited should have their phone confiscated/forfeited as the instrumentality of a crime. I am confident that once word got out that distracted drivers were losing their phones, the frequency of this crime's occurrence would drop precipitously.

6. Parking enforcement needs to step up their game. Instead of just writing tickets for failure to timely move on street sweeping days, start hitting all the cars that park and block traffic whenever it's convenient for

them. Delivery trucks, ride shares, etc. Why do they get free passes? I have repeatedly on my rides had to avoid these vehicles in the bike lanes on Washington Blvd, especially in the area in front of Cabo Cantina, and Villa Marina. Issue citations and have Bruffy's on speed dial to tow violators. The signs say, "No stopping/parking at any time." Making that true makes the roads safer for everyone, removing barriers to travel as well objects that block lines of sight.

7. Other hazards that exist out there include morons who ride their bikes the wrong way, against the direction of traffic, idiot pedestrians/joggers who walk/run in the street rather than on the sidewalk designed for them for that very purpose, and the suicidal deathwish bike riders who wear all black while riding at night with no lights (or helmet). Time to write tickets and seize bikes for all this utterly stupid behavior.

8. Finally, when a driver on a suspended or revoked license, or with a bench warrant, gets pulled over, cite them for whatever got them pulled over, impound their vehicle, and take them to jail. Five years ago, I was run off the road by a hit and run driver on Admiralty. Luckily, I always ride with a camera on my bike and so I was able to track this miscreant down. She should have never been on the road if law enforcement had followed the law, as her driving history establishes: in 2018 her license was suspended for a failure to appear (for what, I do not recall what that case was about). She thereafter bought a vehicle and was able to register it in her name, despite no valid driver's license. In 2019, she was involved in a hit and run accident, with property damage only, that led to misdemeanor charges. She failed to appear at her arraignment, leading to a bench warrant. She continued to drive, and was even pulled over on two occasions by the LASD, yet was released each time despite escalating bench warrants, i.e., she FTA'ed on her arraignment, had a \$26k bench warrant issued, was pulled over, cited out, FTA'ed again, a \$30k bench warrant was issued, she was pulled over again, and was released again, and FTA'ed again, with a \$50k bench warrant currently outstanding. She's been driving on a suspended for going on 7 years, was pulled over multiple times, FTA'ed multiple times, and continues to engage in hit-and-run reckless driving conduct. When I finally tracked her down, her vehicle had all kinds of dents and scratches reflecting this ongoing driving misconduct. Oh!! And she hasn't had liability insurance in years. If the LASD deputies had arrested her and impounded her vehicle, the way their operations manual actually dictates, I probably wouldn't be stuck with a lifetime of chronic neck issues and pain. Start taking these menaces to society off the road

- Previously lived in Hoboken NJ which had huge bike lanes and pedestrian safety measures implemented. Massive improvement to area. Slow down traffic speeds, and add rumble strips. Daylight curbs. Painting lanes bright reflective green useful as well.

- Own on Penmar. Parts are very narrow. Don't see how a bike lane could be added. Especially from Preston south to Venice Blvd.
- Glad you're doing this!
- Cars should give cyclists more room!
- Maintenance on beach bike path is terrible. All signs are covered in graffiti so pedestrians walk on path. Unlike Santa Monica, LA doesn't have any no pedestrian painted on the actual bike path (symbols of no pedestrians). The bike path is ALWAYS covered in sand. Santa Monica has sand fences that help when there is a wind storm and they actually sweep the path. LA does not. Overall the worst part is the maintenance. It is next level terrible
- Hope you succeed.
- Abbot Kinney does not have enough space to have a bike path rilly without taking away parking which would make the whole community suffer. You can just take Cabrillo Ave or Main Street and be fine.
- pave the major streets please!
- Please keep the Strand path clean and clear from Sand. Maybe add a curb to help prevent sand from easily blowing onto the path in some places.
- Connector from Venice Blvd to Marina Del Rey needs repair
- More protected bike lanes is the best solution to get more people to bike. We also need somewhere to put our bikes safely when we arrive
- Thank you so much for everything you do for bikers in Venice!
- We need more people biking in Venice for obvious reasons
- I appreciate the efforts to enhance biking safety and accessibility in our community and hope to see more improvements in the near future. Oh and by the way, if you're still looking for respondents, [surveyswap.io](https://www.surveyswap.io) really helped me when I was running a survey myself last year. You fill in surveys from others and get free respondents in return. Perhaps it's also helpful to you. Anyway, good luck with the study!
- Would love safer route on lake

- See above. I think more parking off street for residents who don't have on site parking needs to be addressed and oversized vehicles on small streets is a major issue and caused dangerous flow for cars and that leads to dangerous driving and danger for bikers/scooters and pedestrians. When someone exiting a car opens a car door as an exemple the flow and danger to other increases unexpectedly and exponentially.
- please repave Pacific Avenue, particularly south of Washington; also fix Venice blvd; riding on both those street is like riding on the surface of the moon given all the rough pavement, pockmarks, potholes and other craters
- Nice survey! I hope it does some good.
- Fix the abbot Kinney striping it fucking sucks. Get rid of the middle "lane" or remove the fake stripes "protecting" parked cars, it leaves bicycles with nothing safe.
- There needs to be some kind of bike path that runs along Lincoln or just east of Lincoln. It's really hard to get down to the beach and that's the only bike path that runs from Marina del Rey to Santa Monica. That basically means that if you want to ride north or south on the west side you've got a ride a couple miles to the beach ride along the beach and then ride inland to your destination. All of Lincoln needs to get cleaned up. It is a stain on our neighborhood. A good bike path on Lincoln or one street over from Lincoln, where there are a few stop sign signs would be incredible.
- The bike lane on Washington needs a barrier, it's super busy and unsafe.
- My partner and I bike weekly in Venice. I would bike more frequently but traffic and the lack of a bike path on Washington in particular makes me feel unsafe.
- Please focus on Washington boulevard south of Lincoln. It is the most stressful park of my bike rides by far.
- Venice Blvd's protected bike lanes need to be continued all the way to the beach. What is a great route in Mar Vista and Culver City becomes dangerous, unnecessarily wide, and incredibly bumpy in Venice.
- Build more affordable housing.
- Safe parking at the beach
- Thank you for adding more bike lanes. This is so needed.
- I think we need more protected bike lanes, even if that means slowing down car routes.

- While bike lanes are useful dedicated bike paths are much better and see lots of use and reduce the dependence on cars. Trees along the paths for shade help with the weather
- The major bike lanes (Venice, Washington) need to be separated from the road with a physical barrier (i.e. curb, fence). Otherwise people will drive and stop in them.
- I'm glad we're investing in the bike infrastructure. And helping the neighborhood get to the beach more easily will improve community and reduce congestion at the beach.
- Coastal path suffers from a lot of sand on it making skids likely.
- I live on the the Walgrove stretch and the lack of safe biking there is keeping me from commuting to work and other places.
- Yes, stop screwing up the traffic. We already have enough bike lanes and some most people that actually have jobs in need to commute to work are sick of this stuff.. maybe you should be worried about teaching the people that ride bikes how to obey the traffic laws
- I live on Grand Blvd, you have it as 'Grand Ave' (please correct) Grand Ave is near downtown. Confuses the ride-share drivers.
- There is NO enforcement of people riding electric bikes on the bike paths, they ride very fast .I ride a non electric bike and I feel unsafe because of their speed and the weight of these E bikes! If they run into me I'm going to get hurt badly. Can there be some speed enforcement?
- Abbot kinney seems obvious as a route and I'm a good biker so I don't mind using it but it's not the best.
- I prefer regular bike lanes to protected ones. Make use of the median on Venice. Focus on safe bike parking. A bigger problem is bike theft.
- Please stop making it impossible for people to drive and get from point a to point b. I love biking the bike path and using bikes for short trips. Also the electric bikes are super unsafe and go faster than cars. This needs to be addressed
- Thank you!
- No to Dell and historic bridged. I ride ebike almost everyday. Between main street, Venice washington Blvd. Bike path i have no problems with the exception of Lincoln Blvd. But I can get everywhere with no problems.

- Bike lanes are great but when they cause gridlock they are detrimental to everyone. Los Angeles is not Copenhagen and we severely lack decent public transportation. Once we have a reliable, safe and clean subway system then it's sensible to add more bike lanes, but not until then. These traffic clogging ideas are being forced onto our streets by self-righteous zealots that don't care about the effects on local communities and businesses.
- If there can't be a lane on Lincoln st least get the street to smooth it especially at that stupid chicken place where you either go over the pot holes or have to move way out into traffic.
- We need an actual traffic light on Sunset/Main and Sunset/Pacific. Neighbors have been struck and killed.
- I would love to see a plan to make Lincoln more walkable, safer, less congested, etc. Some bike lane upgrades seem nice to have like on Washington where flow is great today.
- Do not engage with a road diet! Seriously not cool and Bonin ruined a ton of businesses and traffic didn't change, bikes not safer.
- More trash bins needed Everywhere
- Lincoln Blvd. & Walgrove Ave.s are absolutely UNSAFE for any biking - that's why I proposed Glyndon Ave. as an alternative..
- Stop the scooters please on bike path they are dangerous
- Beach bike path is terrible to ride - not well maintained and cleaned after winds and storms make it dangerous with the sand. People riding under the influence, tourists not respecting the laws by riding scooters and many people walking on bike lanes and bike paths.
In the street lanes, cars barely respect the bikes. I've had many close calls.
- I'm looking forward to the above plan being implemented
- Do Not follow Santa Monica's example!! Concrete barriers and convoluted intersections are really dangerous.
- Venice is already overflowing with bikes. Need the infrastructure to catch up. The main reason it already feels safe is the sheer number of other bikes
- The actually coastal bike path is in poor condition without lights, if you'd just replicate what SM and the County did north of Venice we'd be in much better shape for the Olympics

- I use a cargo bike for shopping. Also, separately, want to note that idling vehicles are everywhere all day and contribute to air pollution that makes biking and pedestrian life unhealthy.
- please no protected lanes,
- I tend to find the tourist bikes and bikers to be more dangerous than cars.
- Ocean is the most obvious choice bc it connects through to Venice even though it is narrow and busy
- As much as I love protected bike lanes, PLEASE don't sacrifice more traffic lanes for them. Traffic is already bad enough as it is and is only getting worse with more development.
- Fix the roads and paint bike lanes.
- The biggest threat to biking is homeless encampments and scary meth/fentanyl addicts taking up the sidewalks and parkway and acting menacing to residents.
- I know we are in a Beach community. But we lack police response, and our insurance policies have skyrocketed due to residency by the Beach. You hit a biker, the car owner always ends up paying heavily.
- What I would really like is a pedestrian path next to the Coastal Bike Path similar to what Santa Monica has. Many people want to walk along the sand where it is quieter compared to the boardwalk, but there's no place to do so so they walk on the bike path which is dangerous, especially on summer days.
- Biking around Venice instead of driving is a good option
- I don't understand why so much time and money is being spent to accommodate a tiny tiny fraction of the residents of Venice, who bike on a regular basis or even those who might bike. Especially at the expense of making it more difficult for the majority of us who need to use our cars. also, until such time as the police are in a position to enforce the traffic laws against bicyclists, they will continue to endanger pedestrians, and terrorize motorists
- The traffic is bad enough already with extra hotels and apartments- don't make it worse.
- On my street (Brooks) cars speed way over the speed limit. I don't see posted speed limits on most of our streets. Enforcing this would generate a lot of revenue for the city!!!
- I hope this happens!

- I live half a block off of Venice blvd between Walgrove and Beethoven and we are in desperate need for a protected bike lane to the beach. I get so worried every time my kids bike to the beach.
- improving washington, main, and abbott kinney IMO feels like it would make the most impact
- Need more protected bike ways, better ways to get across major streets such as Lincoln Bl, Venice Bl, and the Admiralty, Mindinao, 90 Fwy, Glencoe gauntlet. Need a pedestrian, bike path bridge across Lincoln at Maxella or across Lincoln between bike path at Trader Joes to Glencoe. Bringing bicyclists and pedestrians across Lincoln with a several mile bridge would increase safety. They built a pedestrian bridge across La Cienega at Kenneth Hahn Park. Why can't they build one as I suggested.
- That's Grand Blvd., not Ave!!!
- If you can make it easier to bike safely without removing lanes of traffic, that would be ideal.
- Add speed bumps and speed cameras to slow down cars. Cars don't even stop at stop signs anymore. Excuse I hear is that it's because bikes dont stop at stop signs!
- Definitely interested in making the neighborhood more bike friendly and safe
- Santa Monica has done a really nice job, we don't need the separate barriers bike lanes or what Bonin did in Mar vista along Venice, but a painted green dedicated bike lane on certain roads like sm did on Broadway, pearl is great and feels more safe. I bike all the time and truly one of the most dangerous times is how people don't stop at stop signs or crosswalks. We have a son that goes to Westminster elem and we bike to school but that's a major concern for us is that we don't feel comfortable with him biking himself alone yet bc of how often people don't stop or blast through trying to beat out a biker
- No, thank you.
- It would be great if we could add a separate walking path along the oceanfront bike path, like they have in Santa Monica. In spite of the "Bikes Only" sign painted on the bike path, too many people use it for walking. It is not only dangerous for pedestrians and riders alike, it makes enjoying the bike path a frustrating experience, especially when the weather is nice.
- I wrote about Venice Boulevard and Penmar above, in particular the problems around Erewhon. I would love to see a protected bike lane all the way on Venice Boulevard in both directions. There will need to be some community education about the protected bike lanes and self-awareness. The protected bike lanes in Mar Vista have gotten better over time as people have adjusted. At first people would walk blindly into them all

the time but now that situation is better. Also, I'm always hoping the police will enforce traffic laws more strongly - speeding, going the wrong way on one-way streets, running red lights, turning on red at no right turn on red lights, blocking the bike lane, etc. - I see people do those things every day but never see enforcement and it creates a really dangerous permission structure for lawless and reckless driving.

- Really excited for this. The bike path on Venice through Mar Vista is fantastic, despite all the initial push back. Makes cycling up there so awesome. Venice is PERFECT for cycling, we are so fortunate, thank you for working on this, happy to help!
- Too many impacted Residents need to use Washington & Venice to get to/from work which is too far away to bike. More important to get to work than non-worker get to wherever they are biking.
- The actual beach bike path needs work. Needs to be widened to accommodate the number and size of bikes using path. Needs to add a pedestrian path next to it like in SM. Put lights on the path.
- Santa Monica has a great bike system - a lot to learn from them. Need to work with car drivers to ensure that they are on board with the changes so we avoid what happened in Playa (a beautiful bike lane was made, drivers complained, the bike lane was removed, and a biker was killed by a car right after...)
- I would like to see better signage & enforcement keeping pedestrians & motorized vehicles including electric motorcycles off of the coastal bikeway.
- Good luck!
- Don't do what Culver did!!!! It sucks and is more dangerous for us when people cross in front of us to get to the curb and drivers when they turn because parked cars hide us from anyone seeing we're there. It makes the road when driving tighter as well and car doors have been hit when they open it into traffic.
- We oppose all "protected" bike lanes on major routes. Enforce traffic laws. Enforce bike path vehicle laws (no scooters, ebikes, etc.). Maintain bike paths (new and better signage, restore vegetation to control sand, and sand removal).
- The chicken restaurant at Lincoln and Flower Court that does take out is dangerous. People open their doors into the path of bikes sharing with cars in that lane. And that takeout across the street slows down suddenly for drivers not using directional signals adding danger to bikes and cars.
- My bike was stolen at 1pm in the afternoon last year on a Monday, as it was locked next to RoosterFish. My building off N. Venice, has no convenient bicycle locking stations nor do they allow us to bring our bicycles

into the building (unless we want to keep them in our apartments)—I'm on the 4th floor, that's not pragmatic. We need an abundance of safe, and overnight, bicycle parking solutions in addition to lane/path infrastructure. It's embarrassing that a major city like LA hasn't made this type of bike path infrastructure a priority, especially on the west side.

- more protected bike lines, will make more bikers meaning less pollution and congestion.
- Bicycle riders need to obey traffic laws They routinely ignore the laws
- Fix the darn potholes and crevices in the roadway (and make sure the bike path along the beach is properly maintained)
- Electric bikes should be band on bike path and boardwalk
- Please consider bike all new bike paths be between parked cars and sidewalks, not in the street with cars themselves. It is much more valuable for bikers to be protected by parked cars. Abbot Kinney is a perfect example of this.
- I hope that the improvements to Venice Blvd are completed such that there's a separated/protected bike lane throughout Venice. I also wish that traffic laws would be better enforced.
- Biking in Venice is dicey with how tight the streets are and cars. I don't want to limit car lanes because traffic is already quite terrible, but I can't bike with my kids because of encampments spilling into the street so pedestrians, cars and bikes are all in the road (especially on Rose) and traffic speeding down the road and not watching for bikes. I would love to ride our bikes with our kids all the time in Venice without getting the bikes stolen or being hit by a car.
- Stop destroying the main arteries with road diets. I am a cyclist -- your target audience -- and they don't help at all and aren't safe because of all the driveways and the problems at intersections where you have to interact with cars that are turning. Nobody is using the lanes on Venice, they are mostly deserted. There is no logical reason to extend them. We had our test -- it just made things worse. Smaller streets make much more sense.
- Love Washington Blvd recommendation
- Please keep the Venice rootedness, lifestyle, and vibe. We chose this neighborhood because it is unique and not similar to Santa Monica or Culver City.

This neighborhood has a lot of history, and any changes we make should be in order to preserve that.

In a world where everyone is following the same patterns, we should create our own patterns as part of our identity in Venice.

- Repairs and commercial vehicles are a problem
- Thank you for anything and everything you do to increase the bicycle safety and accessibility in the area!
- Thanks, let's see if we can help Venice feel safer for anything that isn't a car!
- Police should be enforcing noted Avenue. One out of 50 bike riders stopped at the stop signs. They fly through the stop signs. Please get police for the stop sign on no. Someone's gonna get killed in one day and I mean that and I'm surprised nobody's gotten hurt badly if they had just not aware of it. That's a true problem with bicycles
- If you eliminated the cut through traffic during rush hours, e.g. Oakwood Ave., 7th Street, biking would be safer.
- We should get a petition going to close Abbot Kinney to cars from Venice Blvd to Westminster and make it walking/biking only. I think this would foster more community engagement and encourage more people to be out on the town. AK is really only a through street to avoid other major traffic areas and would be a nice change for the community.
- please prioritize rose and main, which I avoid due to traffic. fix potholes on speedway!
- Your map says "Grand Ave" (where I live) and it should be "Grand Blvd". Safety: My biggest concerns now are the unsafe use of so many electric bikes and scooters. We could use more cycling safety education for drivers of all vehicles. I have cars mad at me because they think bikes should be on the sidewalk (wrong) and I have unlicensed 100 pound steel electric bikes zipping in and out of traffic, with no idea or concern for traffic laws...believe it or not, these are scarier than cars now!!
- Happy that the biking community is getting attention.
- Traffic is always a concern (distracted or out-of-town drivers). Designated bike lanes always feel safer.
- Please pass permit parking

- major bike lanes on Washington would be AWESOME. It would be great if Lincoln Blvd had them too!
- Thank you for doing this! Stop bike theft please! Enforce no chop shops and arrest bike thieves.
- Personally, I don't like the protected bike lanes because they take away from parking and car lanes, making commuting much more difficult. I liked it when cars could park next to the curb (for example on Venice Blvd in Mar Vista), bikes were next to them, and there were three lanes for cars. With only two lanes for cars, traffic gets snarled when a car is trying to parallel park. And the plastic cones at corners make it super awkward to make a right turn. Making it harder to drive isn't making more people jump on their bikes. People go places on their bikes for fun, or small errands. When I go to the market, I need to go in my car because I can't fit five or six bags of groceries in my bike basket.
- biking is one of the many parts of venice that brings residents joy. I will say many more families live in venice now and ride with their children. even more reason to make dedicated biking lines etc. lets learn from Santa Monica they seem to do a good job
- People aren't going to start using bikes instead of cars in L.A. That's just not happening and you shouldn't expect them to suddenly become European. I think one of main problems with the coastal bike path is the jump to Washington Blvd. That stretch of Washington from the Oxford Basin turnin to the beach is pretty dangerous and that would be good place to work on first - for tourists and bikers like my husband.
- Two comments:
 The sand on the bike path is a disgrace. With the number of unemployed people and violators in Court electing community service, the bike path should be clean enough to eat off of.
 The complete lack of enforcement of restrictions on vehicles and pedestrians on the bike path is a menace to bikers. There should be no vehicles except those powered exclusively by humans, and there should be no vehicles with more than 2 wheels. Electric bikes are heavier due to batteries an go faster and are therefor more dangerous. Vehicles with more than 2 wheels are too wide for the existing width of the bike path. Pedestrians on the bike path impede bicyclists. These are common-sense restrictions and there should be clear signage and strict enforcement.
- Please get better lighting on Superba and Palms both. These are essential cut-throughs between Lincoln and Abbot Kinney, and they are very dark at night.
- the map is lousy, can't distinguish the routes or streets.

- everyone needs to obey traffic laws, especially stop signs and crosswalks
- Do NOT ADD ANY MORE BIKE LANES!!!
- I stopped riding my bike to work, because of how unsafe it was to ride past Venice High School during drop off or pickup. Cars would always double or triple park, blocking a lane of traffic and always blocking the bike lane.
- I hope the fact that bicyclists (unfortunately?) ignore stop signs, I hope the proposed network considers this
- One of the most dangerous parts of riding in Venice is how many walkers, joggers and motorized bikes and scooters are on the beach bike path. I have seen NO enforcement of the BIKES ONLY bike path. It's AWFUL and very dangerous.
- This is a great idea and I will be running errands a lot more on my bike.
- The relatively new car control gate on Ocean Front Walk at Rose is a horrible safety hazard as many pedestrians and bikes/scooters/skateboards are pushed into a narrow control point. Bring back the regular bollards to remove the choke point or do something else to keep cars from driving onto Ocean Front Walk.
- Stolen bikes and kids on electric motorcycles are my concerns
- The above response is from a former resident who relives his former lifestyle when visiting. Only related comment is a request for efforts to keep pedestrians off the coastal bikeway.
- Cars only on Pacific. Separate bike lane on Main.
- NEVER EVER EVER EVER TAKE AWAY CAR LANES FOR BIKES. 99.9% of people drive their cars out of necessity. Those that push to get rid of car lanes for bike lanes are out of their minds !!!! I'm serious.
- I love walking Venice Beach every other day, and want it to stay as beautiful as it always is.
- By protected, I don't mean to the right of parked cars like on Venice Blvd. in Mar Vista. that creates a visibility problem for drivers trying to turn onto Venice Blve. I mean, wide, well-paved, wall-marked (e.g. like Santa Monica's green) bike lanes
- Losing lanes of traffic along venice blvd heading east is also problematic

- It's important to have routes to major stops, like the beach, schools, stores. It would be nice to connect to other cities' bike routes, like Santa Monica routes and Culver City, because I also bike in those areas
- We live in a coastal community with amazing weather, healthy lifestyle minded residents, and lots of tourism. It's insane this hasn't already happened. Thanks for your efforts. This is so important! :)
- Appreciate and welcome any additional changes to improve cycling safety. Kinda of unrelated (but not so much)...any chance of getting some additional speed bumps on some of our local streets? The bumps installed on Pacific between Brooks and Rose have definitely slowed traffic and this will only improve bike/pedestrian safety and quality of life. Additional bumps would be great!
- Thanks for doing this. The bike lanes on Washington need to be upgraded for safety because they are so heavily used.
- NO electric bikes! Yes the outdoor dining areas left over from Covid are really obtrusive in many ways.
- It would be really nice if existing laws were enforced, or posted to educate drivers. Also if double parking in a bike lane (which forces bikes into traffic so drivers don't have to walk a few steps further) were banned. Efficiency of delivery drivers is not more important than safety for riders.
- How about fixing and maintaining the actual Bike Path in Venice!!!! You get to Santa Monica and it's beautiful. Also, the amount of e-bikes and other electric or motorized vehicles going way too fast is very unsettling for those of us using our own power. I don't think you can stop them but the speed should be curtailed.
- We live a block away from the one on Rose. My dream for the future is that more residents and visitors will rely on fewer cars to get around as they use bicycles more, allowing you to ban parking on one side of some of these too narrow streets throughout Venice. I think one of the local success stories was the way Google recruited their workforce, encouraging their employees, as I understand it, to not drive a car to work there.
- Somehow make the cars to slow down / or not take 7th street to Oakwood / Oakwood to 7th as alternative to taking Lincoln. People drive really fast and dangerously.
- Love to see stop signs enforced in Oakwood area, as they are in the Penmar / East Venice area
- Bike theft is out of control. Homeless encampments have open air chop shops. Also more bike stands would be helpful.
- Make protected bike lanes at intersections. Don't allow Delivery vans & trucks to park in the Red zone.

- I just want to support more protected bike lanes!
- Keeping cars out of the existing bike lanes would be really helpful, on Venice Boulevard it's especially bad around Abbot Kinney
- Love this initiative
- I appreciate this survey and initiative. Thank you.
- Will be helpful to have bike lanes on Rose Avenue.
- I'm all for safe biking, but I think it would be disastrous if it interrupts car traffic, that will make it more dangerous for bikers. What Culver City did taking away car lanes ' and adding bike bus lanes increased traffic. And made it dangerous.
- I have been hit by a car on my bike 3 X. Each time I was in the bike lane or doing what I should be doing as a bicyclist. 2 hit and runs and one old man that just went into the bike lane. One woman was drunk and the other was on her phone and probably did not know she hit me. I want to find more work in my immediate area instead of commuting but this will endanger me to ride my bike more.
- Motorists to not respect "Share the Bike" messages on the roadway. Instead of waiting behind a bicycle, they often just zoom around passing on the left and entering into the other direction lane or crossing double yellow lines. If there is no enforcement, people will ignore laws and safety recommendations.
- Instead of LAPD stopping people to issue tickets for missing front car license plates and for bikes going 'the wrong way' on Speedway (like WTaF), how about they write tickets for people walking on the Bike Paths, and for class-3 e-bikes and carts on the bike paths? We want safer bike lanes but we can't even manage the ones we have. Let's improve what we've got, which is a terrific system, poorly managed. Better signage noting 'Bike Lane/No Pedestrians' on the beach path and brighter, thicker lane lines on streets would be a terrific start.
- Thanks
- I would like a ferry to cross the marina on weekends so didn't have to bike 15 minutes extra just to get to playa vista!
- Our street South Venice between Pacific & Speedway is so bumpy and full of pot holes.

- My bigger concern is with motorized and electric vehicles on the bike path traveling at ridiculously fast speeds. Dangerous for pedestrians and old school bikers alike.
- Do you know if Google Maps will be updated to reflect the Venice bike routes? I use the bike option in Google Maps to find my routes, but sometimes Google makes me jaywalk across Lincoln with my bike, which is difficult.
- have tbi from a bike accident
- Parking protected bike lanes are terrible please stop building them. The Adam's bike lane is the model Los Angeles should use moving forward. It allows bikes to move at commuting speed while being free of debris and blocking cars and maintaining bicyclists visibility from cars.
- Good job, Thanks for caring.
- I feel it is safer to have the bike lane in between the sidewalk and the car parking lane to have a barrier from major traffic. It is also helpful to have very clear pavement signage so that cars know where to wait when turning right and bikes know where to wait when moving from the bike lane to avoid the right turn area if that makes sense. Adding better lighting or reflective additives to the bike lanes can help drivers see bikers at night as well.
- add speedbumps to reduce traffic speed and enhance bike safety. start with Morningside Way :)
- This plan could be more ambitious. Venice has so much potential to be safer and even more encouraging for bikes and pedestrians. Bike lanes slow traffic down on residential streets and make life safer for pedestrians as well. There is no need for people to fly down Brooks or 7th as fast as they do. Adding a bike lane would force people to obey the speed limit.

Also, the existing Venice Blvd bike lane is unsafe in many spots on its route because it is largely unprotected on a 35 mph road with lots of traffic pulling in and out of side streets. I love that it's there, it's great, but I hope it is improved.

- Saying there is a bike crossing of Lincoln at Washington is a joke. Try to cross it. It's worth your life. Venice isn't much better. Those are two areas that keep me from biking to destinations more. Maybe we need an overpass ? Or something. The resurfacing of the path south of Trader Joe's is a huge improvement however and makes me ride more. It was so bumpy before.

- Thank you
- The main concern is electric and motorized bikes on the bike path. The city needs maximum fines and beach police need to start ticketing. Total disregard for the public!
- Venice is a unique neighborhood as we all know, it is an excellent place to get around by bike. Aggressive homeless criminal activities in the past 5 yrs has made it so much worse. Seeing criminals with piles of new bikes (many from kids) and the police never doing anything about it...VERY frustrating.
- The apartment complex driveways along via Marina constantly have cars speeding out without stopping or looking for bikers/pedestrians
- The MAIN problem isn't listed here: it's the HIGH SPEED of ELECTRIC BIKES not being enforced!
- No motor vehicles of any kind should be allowed on the beach bikeway or other bike paths!
- Venice is great but we need more SAFE connections from path to path.
- Open the path by the triangle please
- I think these bikeways are an excellent addition to the community.
- I live very nearby to several proposed streets
- Thank you!
- The above network would be super helpful for me, I usually bike down Washington to get to glencoe ave and it definitely doesn't feel safe on a bike
- I was physically assaulted by a homeless man on the bike path. 2 hours until police responded. I'm glad they did, but by then the culprit was long gone. I don't feel safe at all in Venice.
- An unbroken bike trail from ballona creek to the strand is so close, the gap is so small, fixing that would be massive for safer longer distance riding. ^
- Washington protected bike lane/path to close the Marvin Braude gap please
- There's no such thing as too many bike lanes.
- Thrilled to see this progress!

- Speed bumps on some of the streets would help as well. The ones that go through neighborhoods
- I live on Northstar & Speedway. The pedestrian & bike lanes need to be clearly marked and enforced. People park along Speedway to conduct business all day long despite the No Parking signs. The guy across from me parks on Speedway, blocking traffic & access, to have a mobile car wash done. Teens on motorbikes speed the wrong way down Speedway all the time too making it unsafe. Lots of long term dangerous homeless living around here, dragging stuff up & down the middle of the street at all hours. Also tons of pedestrian traffic and off-leash dogs.
- The terrible traffic on Lincoln makes people speed through the surrounding neighborhoods, regularly blowing stop signs. We need busses.
- More protected bike lanes! The people that live in Venice should have their safety prioritized, not out of towners driving their massive vehicles.
- Get rid of homeless people in Venice so we can bike around without being accosted
- It would be amazing to add guard rails to all bike lanes
- Lincoln Blvd is marked as "Problematic for bikes" -- I would never feel safe biking on Lincoln Blvd unless a *protected* bike lane were added. Instead, I prefer to bike on side streets that run parallel to Lincoln Blvd as there are fewer cars and fewer distracted drivers. Rose Blvd is a great example of a less busy boulevard that I do feel comfortable biking on. On Rose, traffic speeds are lower, there are several stop signs to limit speeds, etc. There is a bike lane on parts of Washington Blvd, but it is terrifying to bike on given how fast and distracted drivers are on that road.

I would highly recommend advocating for better biking infrastructure on the less busy streets that run parallel (or as close as possible to parallel) to the major boulevards (e.g. Lincoln, Washington, Venice). Slowing traffic and adding stop signs or putting in a protected bike lane will be an uphill battle on these boulevards. Designating bike routes on side streets is something that can happen today with minimal signage and will help bikers feel a lot safer getting around compared to biking right next to cars going 40+ mph on Washington/Venice/Lincoln Blvds.

- It's very easy to go East to West on a bike. Its very annoying and difficult to go North to South.
- Please do grade separated bike paths

- This is wonderful if it happens. Mrs Park has a perhaps earned or unwarranted reputation as being only for cars, leading to deaths of people in her district, so will be curious to see if this can happen, or if people cutting through Venice will get priority.

- Keep up the efforts please. Thanks

- RVs on Washington are a hazard to bikes. These oversized vehicles obstruct sight lines and encroach onto existing bike lanes.

- Thank you for asking!

- I was knocked off my bike by a door on Venice blvd. Lucky I just got minor injuries.

-

Please consider Boring Company tunnel to link the bike trail to the beach trail uninterrupted.

- no, but hope progress is made

- Always provided separated/protected bikes lanes known as Class IV. You want class or bike lines Because studies shown When Pike with barriers are installed more people ride bikes, and they're reported less collisions. By installing separate bike lines, you'll have a bike at the middle of the intersection which is where most bike fatalities happen. So by installing separated, bike linens, you will be creating an overall safer system.

You should also make residential areas class, one which means that they will have sharrows. By making residential areas class one then you can give cyclist the safety that they have the priority to take the lane and cyclist will take residential areas throughout Venice, rather than business or bigger streets, in case, money or funding as an issue.

- There needs to be more enforcement of laws for car drivers to make biking safe

- I ride in Venice at least once or twice a month, often as part of larger bicycle adventures and as a regular cyclist I think the most important thing to consider with bike routes is connectivity, not just internally, but with other cities. And there being direct routes, because while some riding is leisure, a lot of it is just the same as with cars, trying to get from point a to b to run an errand and get about your day.

- The main reason I dont bike more is due to bike theft at bike stands. If there were secure bike boxes that make it difficult for bike thieves to come thru with bolt cutters and steal bikes I would 100% use it as a

primary means of transportation. Also, I am excited the above proposal adds a bike path to Washington. However, I would want to understand how street parking is preserved if you are going to add a bike lane, especially towards the border of Culver City on the East end of Washington. As more high rise apartments are added to this area, more parking has not been added and as a street parking resident it is incredibly difficult to find parking.

- I am 100% in opposition to protected bike lanes. It removes important road real estate. Cyclists need to SHARE THE ROAD. There are so many safe side streets and alleyways to ride on with low traffic volume. It's exponentially safer. Leave the busy car areas to cars. Also, bikes DO NOT belong on Via Marina, take Via Dolce or use the alleyways near the homes. Just use your head and don't put yourself on traffic heavy roads when other routes exist. The idea that you're going to be putting in concrete barriers on a road that could have cars jammed on it during a tsunami is a bad idea. Keep those shoulders open for whoever needs them, including emergency services. Share the road :)
- Washington west of Lincoln desperately needs protected bike lanes. Especially Venice pier<->Oxford basin bike path
- Thank you for this! I would like to see some of the minor routes turned into major routes. And, I'd also like to encourage us all to remember that even if neighbors holler and complain, we all get used to the changes eventually and end up grateful for every move toward bicyclist-friendly city structure!!
- I oppose expanding bicycle infrastructure in Venice at this time based on current usage levels and competing public needs.

First, the available data does not demonstrate sufficient demand to justify prioritizing additional bike infrastructure over other pressing infrastructure needs. The presentation indicates approximately 1,644 cyclists counted across key Venice locations over a six-hour weekend period, and only about 5% of commuters in the Venice coastal zone travel by bicycle. Even assuming meaningful growth, bicycle commuting would still represent a relatively small share of total transportation use.

Second, there are more urgent priorities for public funding. Many streets and sidewalks in Venice are in poor condition, and some sidewalks remain inaccessible or unsafe for individuals with mobility limitations. Addressing basic street maintenance and ADA accessibility should take precedence over new bicycle projects.

Third, any reallocation of road space must carefully consider impacts on the broader community. The majority

of residents rely on cars for daily transportation, and reducing roadway capacity or altering traffic patterns may increase congestion and create additional challenges for drivers, service vehicles, and emergency access.

Finally, enforcement and safety should be addressed before expansion. There are ongoing concerns about inconsistent compliance with traffic rules by various road users, including cyclists, scooters, and others. Improving safety outcomes should focus on consistent enforcement of existing laws across all modes of transportation.

For these reasons, I recommend prioritizing road repair, sidewalk accessibility, and safety enforcement before pursuing additional bicycle infrastructure in Venice.

- I would LOVE to see enforcement of e-bikes and scooters on the beach bike path!! Also on the sidewalks. So dangerous for people and animals. My husband was injured when an e-bike that was more like a motorcycle tried to pass him on the RIGHT in the bike path. Signs say "no motorized vehicles" and yet some days there seem to be more of those than regular bikes. What an easy way for the city to make money without even trying by ticketing these folks!
- I love Venice and the fact that it can be a walking and biking community with less traffic is a really great thing, but in order to make that work, there needs to be enforcement which includes preventing massive gangs of bicycles, taking over the streets when they do their parades, etc. Or a bunch of boys on E bikes that are popping wheelies and endangering cars and pedestrians.
- A fan of bike paths. I know lots of people have different complaints and views so anything you can push forward is a win.
- Looks great!
- This survey is very poorly worded and pre supposes this bike network is even necessary. LA ain't Amsterdam and safe streets is making this city unlivable. The way this survey was crafted was clearly biased and amateur.
- Thanks for thinking of cyclists.
- thank you
- Take back the streets for people and away from car infrastructure!

- I'd rather we fix the homeless problem before we fix the bike paths.
- Thank you for making biking safer in Los Angeles. Bicycles have the potential to improve the lives of untold numbers of people here in LA.
- I used to live on N. Venice Blvd and it would get so backed up with cars attempting to park at the beach parking lot. I would have car exhaust filling my home most days since I liked to keep the windows open and didn't have air conditioning. We really should be encouraging people to take transit or bikes when they go to the beach, and if they have to drive then to not attempt to park as close as physically possible. Only ADA Parking should be offered on the beach itself. Everyone else should get there another way!
- It is nice initiative; however if public do not care about cyclists it won't change anything. Police needs to step up and ticket drivers for speeding, running red light, etc. Again, nice initiative but probably won't change much.
- Thank you these are important changes
- I found the QR code for this survey attached to a street sign pole outside the Parachute Home where I was about to bungee a newly purchased body pillow to the back rack of my pedal bike. I'm thinking "oh whoever put this here really understands me and my compact, low impact Venice life." Mostly I feel very safe biking around Venice because once drivers get off the boulevards the streets are very narrow and they have to go slow. They are in my world now. VNC should install more horseshoes for locking bikes or incentivize businesses to do so. Every time I go to Ralph's there are a handful of bikes attached to everything secure in that parking lot.
- Parking permits on Beach Street that run along speedway would reduce the number of parked vehicles, speeding cars would make Venice safer Cleaner and give residence guaranteed parking. It would also help make the town a little bit of money..

Similar to Beverly Hills or Santa Monica how residence pay per year for a parking permit and have to show proof of residency in order to park along the streets that run between Pacific ave and Speedway.

Guests could still park on Pacific or in public parking lots

- More protected bike lanes and off-street paths.

- Keep fighting for safer streets! Thank you. ❤️
- Build it and they will come.
- Make Lincoln safer for bikes