

Improving the Pedestrian Environment on Windward Avenue Between Speedway and Windward Circle

Proposed by:

VNC's Parking, Transportation,
and Infrastructure Committee

Prepared by:

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Why Windward?

- Interest in Pedestrianizing Since 1990
- Historic Center of Venice (Venice Sign)
- Policy Objective of 2001 Venice Land Use Plan

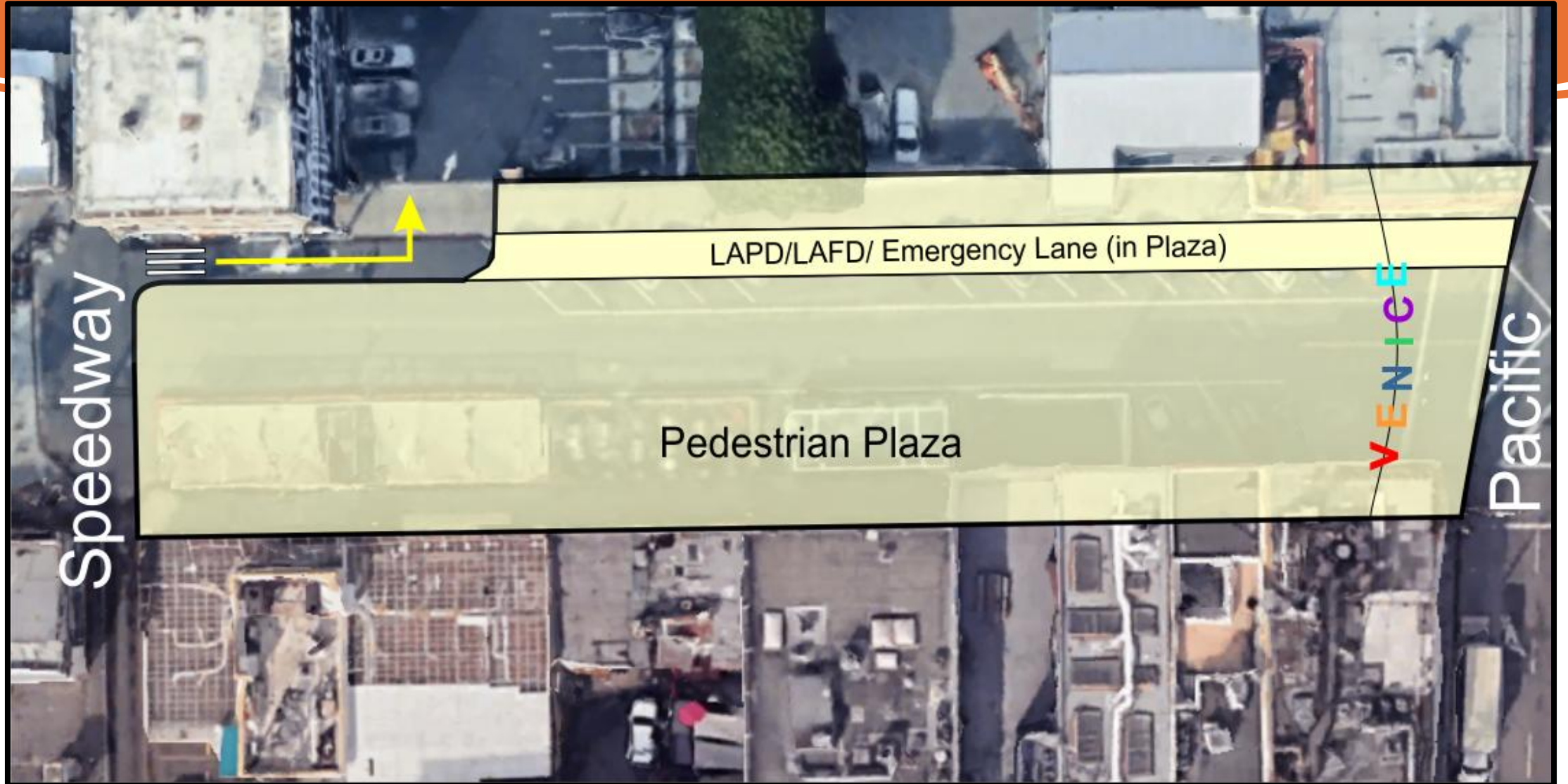
Windward Area Today



Process

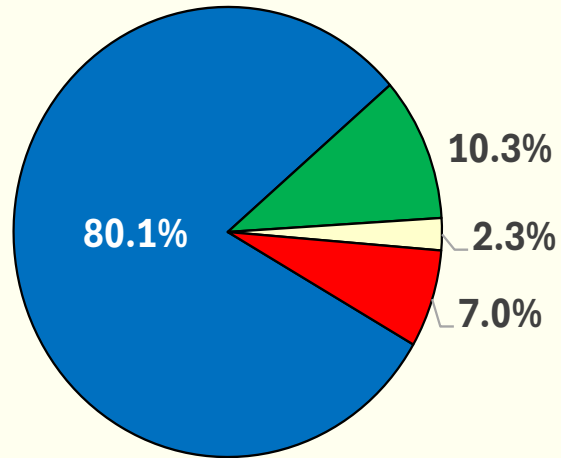
- Present Initial Concepts for Public Review
- Seek VNC Concurrence
- Review with City Agencies and Costal Commission
- Determine Funding Source(s) for Implementation

Windward West



Windward West Survey Results

Reconfigure Windward West as a Pedestrian Plaza?



■ Strongly in Favor ■ In Favor ■ Neutral ■ Opposed



90% of Responders in Favor!

Comments From Windward West Survey

Five main points being made are:

Strong enthusiasm for pedestrianizing the block to create a safer, calmer, people-centered destination.

Community and economic upside: more foot traffic, better gathering space, and a boost for local businesses; “long overdue” sentiment is common.

Design ideas to make it a true public plaza: seating, landscaping/trees/native plants, lighting, tables, and flexible space for events.

Connectivity and access done right: ~~include bike connections to the Marvin Braude trail~~, maintain workable circulation/reroutes, and ensure emergency access.

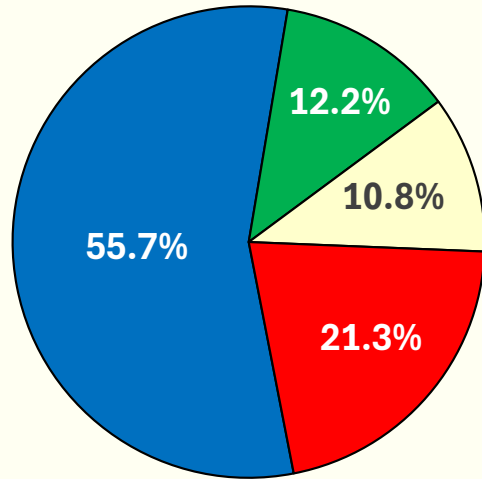
Clear operations and stewardship: commenters want the space actively managed so it stays comfortable and usable (rules/enforcement, cleanliness, and preventing misuse), as part of making the plaza successful long-term.”

Windward East



Windward East Survey Results

Question 3: Reconfigure Windward East as a Pedestrian Plaza/Park?



■ Strongly in Favor ■ In Favor ■ Neutral ■ Opposed



68% of Responders in Favor

Comments From Windward East Survey

Five main points being made are:

Pedestrian safety and walkability improvements are primary arguments in favor: safer crossings, fewer conflicts with cars, more comfortable public space.

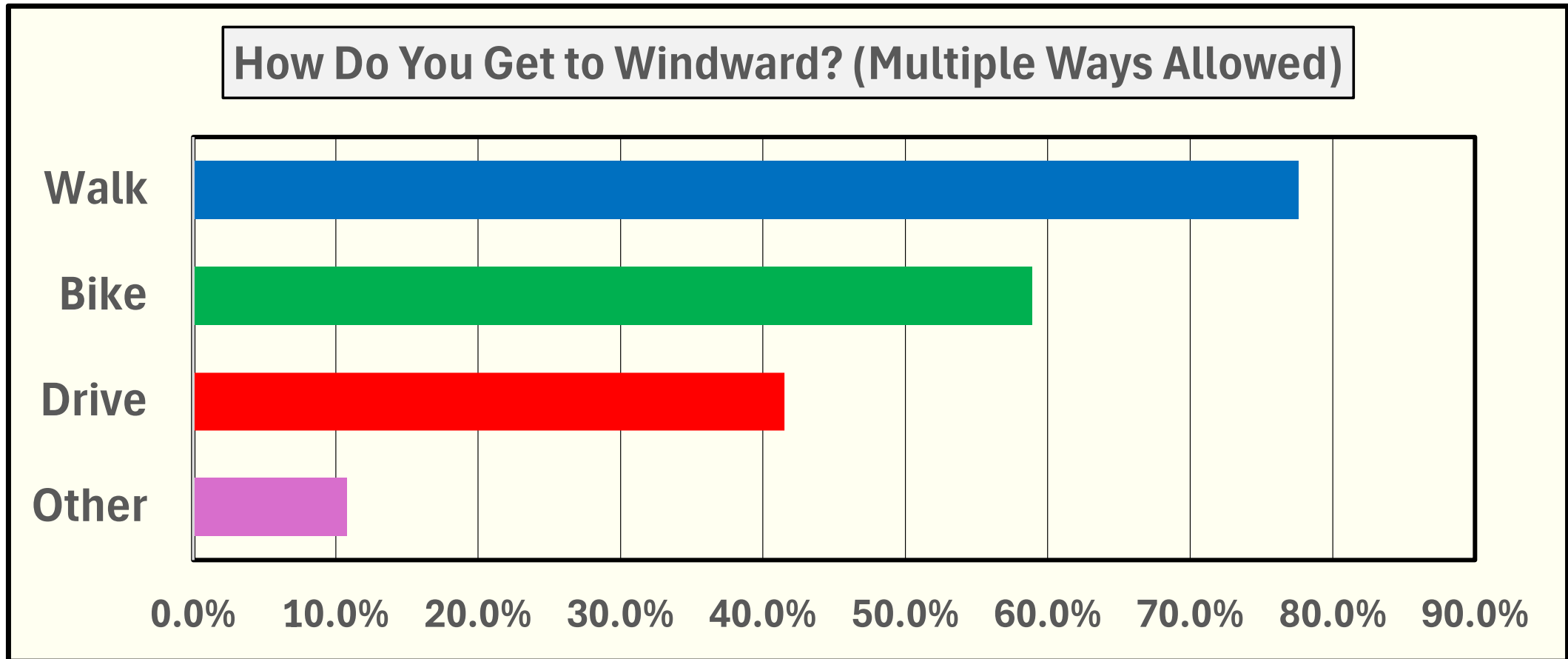
Community placemaking and economic vitality: are cited benefits such as more inviting gathering space and potential boost for nearby businesses.

A workable design should accommodate bikes and transit: continuous bike connections ~~to the beach path~~, and bus routing that avoids pushing buses onto residential streets.

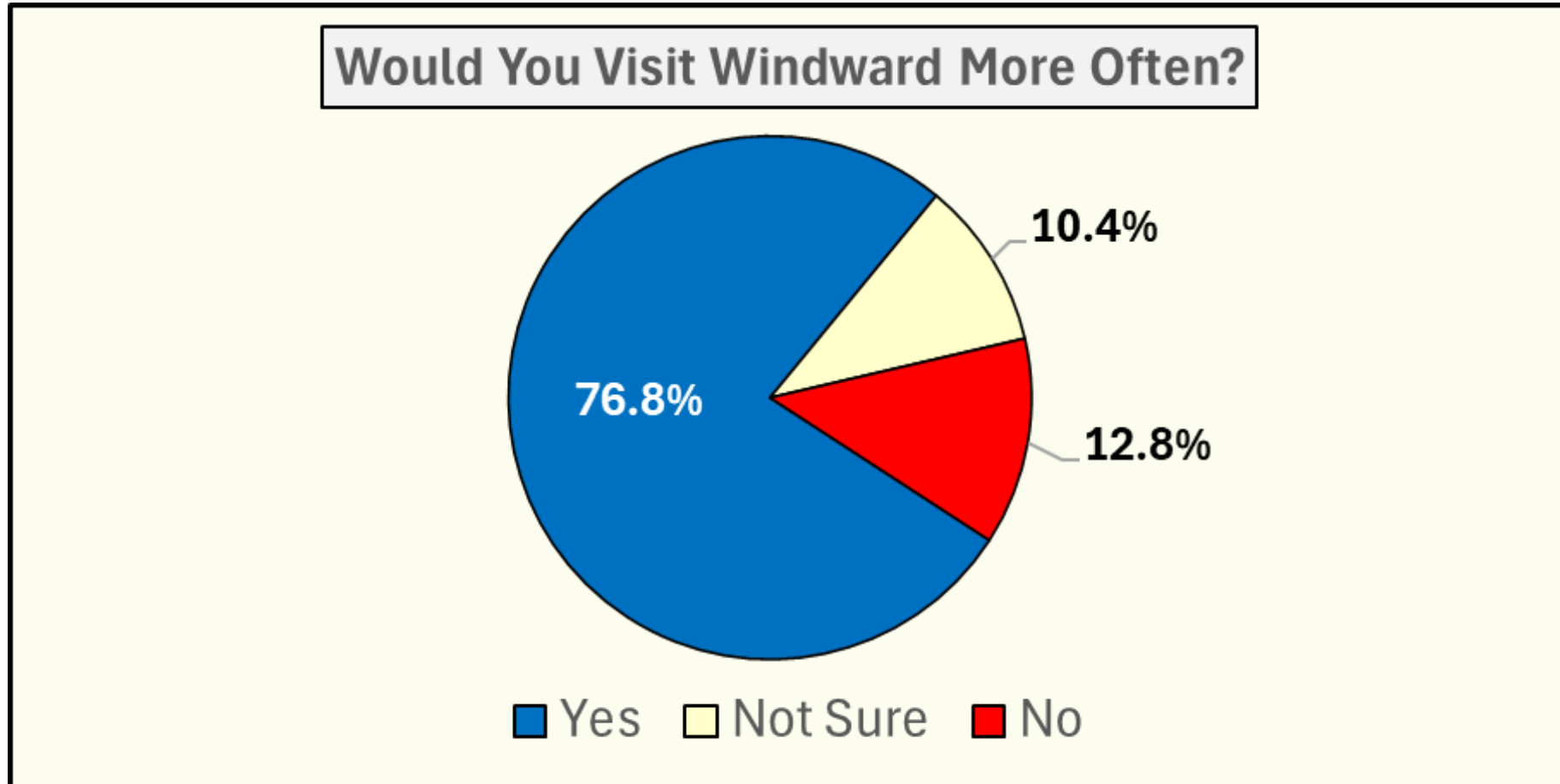
Success depends on operations, maintenance and enforcement: cleanliness, lighting/landscaping, and preventing the space from being overwhelmed by encampments.

The biggest concerns are tradeoffs for drivers: traffic congestion/spillover onto neighborhood streets and loss of parking/access for residents, deliveries, and pick-up/drop-off.

How do you get to Windward?



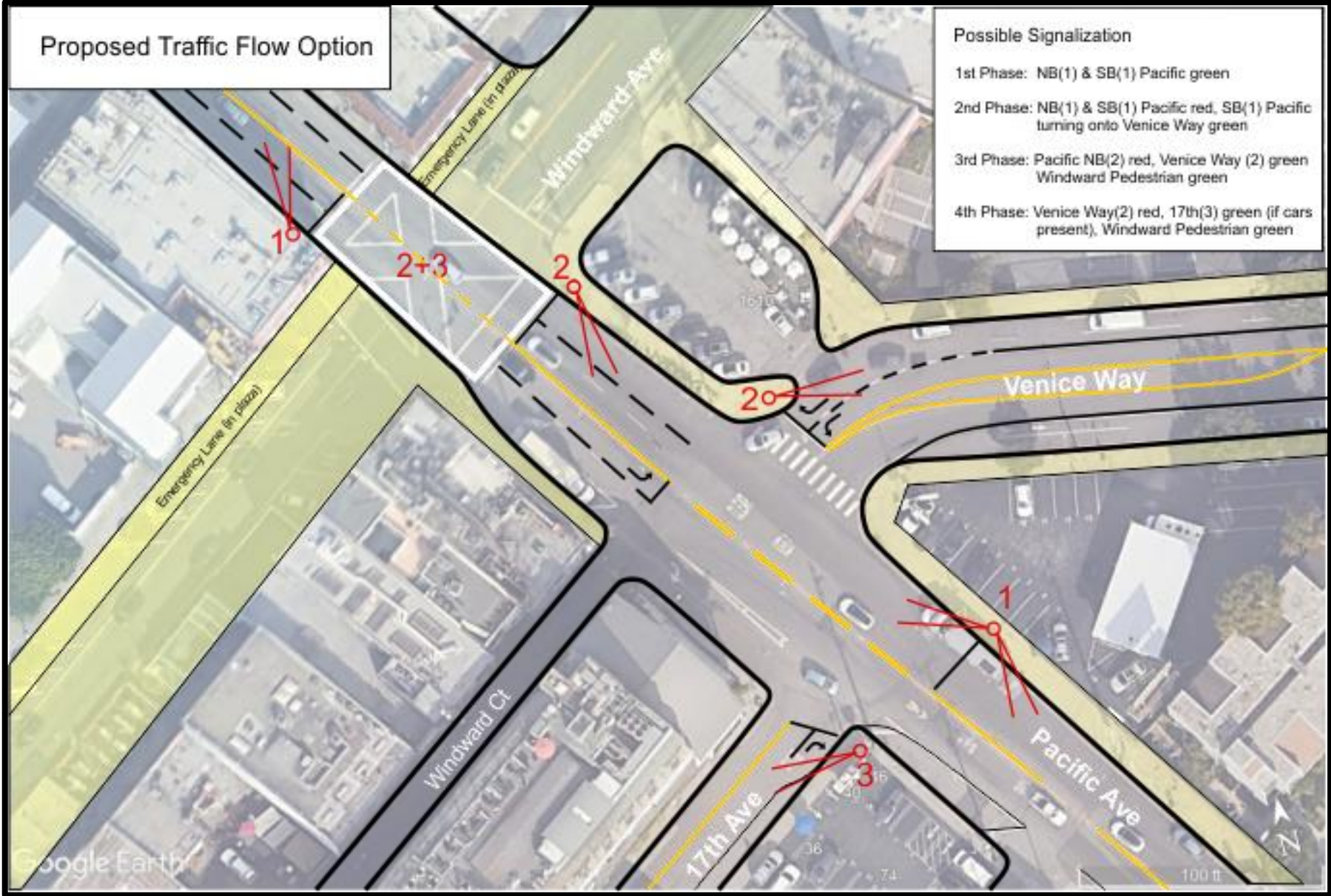
Would You Visit Windward Avenue More If These Pedestrian Concepts Were Implemented?



Summary

- Pedestrianizing Windward has strong community support
- Change will have community and economic benefits
- Design must be done right and have on-going maintenance and enforcement
- Traffic circulation and lost parking are concerns.

One Approach to Traffic Circulation



Possible
Alternative Parking

