

Parking and Transportation Committee
Agenda Item #5 – revised post meeting.
July 5th, 2017

The VNC recommends the following modification to the Metro LADOT Bike Share CDP application.

Station #1. Beach Bike Path at Navy St.: This is a suitable location but maintenance here is going to be an ongoing issue. The sand build up along this section of the walkway is even noticeable in the photo. The Dept of Rec and Parks claim they sweep these walks daily. What will the buildup look like once the machine can no longer clean since the bikes are locked to the racks. How will Metro address this problem?

Historically with the Santa Monica Breeze program, over and under stocking the racks occur on the weekends. Their records show a huge influx of demand and they have also experienced very long wait times to get to their racks at OFW. How will the Metro program be addressing the relocation of bikes when the parking lot is full with cars wait times exceed an hour to access the lot.

This location is very near existing privately owned bike rental shops along Ocean Front Walk. Business owners are concerned this will create an unfair business advantage.

This location is less than 1000 feet from the proposed Station #2 below.

Station #2. Rose Av. at Main St.: Although Metro racks are needed in this area, this proposed location is a very poor consideration. Several conditions exist here that do not exist across the street at an alternate site on Rose between Main and Pacific.

1. No loss of parking will occur since the curb is presently red.
2. Abuts public parking lot #703
3. Proposed location has extremely narrow sidewalk which includes a abandoned driveway.
4. Alternate site includes railroad tracks that need to be removed, last use 1950's.
5. More space to expand.
6. Under overhead street light.

Station #3. Rose Av. at Rennie Av.: These racks should be located as close to the SMB racks as possible in front of the property 512 Rose av. The sidewalk width and building setback in the center of the block was designed to include an eight foot parkway. This parkway area is all paved except for the street trees. The SMB racks use only a small area of the available space. The Metro racks should be located as close to these racks. This will ensure all bike services have equal access to customers and will prevent the Metro proposal from removing public parking from the street.

Station #4. Rose Av. at 7th Av.: This location is two short blocks from the proposed location at Station #3. Furthermore, the reasoning that it will server the visitors riding the MTA buses on Lincoln Blvd. is only true if the bus riders know where to go looking for these racks, they are our of direct line of site.

Furthermore, the Whole Foods store have bike rack which were used to comply with their required parking. It is a false idea that visitors to this destination need a Metro station since this is neither a starting nor ending point of their shopping trip.

The removal of any public parking impacts all visitors and locals, metered or not. There is limited pedestrian traffic on the stretch of sidewalk shown in the photo, the black fence abuts the Whole Foods parking lot. The sidewalk width at this location is over 10 feet and the distance between the 4x4 tree well cutouts is 30 feet. The racks could be located on the sidewalk between the trees. This station is in the wrong place.

The sidewalk widths on Lincoln Bl are over 10 feet wide and offer much more exposure to other forms of mass transit services and Caltrans has no objections to the racks being located on the sidewalks. The area just south of the intersection at Rose and Lincoln past the mini mall driveway would be a better alternative location. No loss of public parking would result if the alternative site was used.

Station #5 California Av. at Lincoln Blvd.: This is good location so long as the bike racks are located on the street side of this wide sidewalk. If the racks are placed along the private property wall, trash and debris will most like accumulate making it less desirable and harder to keep clean. It will also make them less visible from the street traffic passing on this major highway US #1. Public lighting of these racks should be required so bus riders can feel save walking where otherwise might not be considered properly lite.

Station #6 7th Av. at California Av.: Having bike racks at the park in the center of a residential neighborhood is a good consideration but not at the cost of losing public parking. The parents of children that play in the park everyday already have to park a long way from the park entrance since there is very limited onsite parking.

The Metro proposal seems to focus on curb side perpendicular parking of bikes. They seem not consider the consequences of losing automobile public parking. There are many alternatives none of which are being proposed. For example, public bike rack thorough the region are typically black pipe loops that allow two or more bikes a secure place to lock up. These racks allow bikes to park parallel to the curb and only require three to four feet of sidewalk width. A photo of one of these black loop racks is shown in the applicants Station #7 photo where the sidewalk width is just under eight feet wide.

As the photo provided in the application shows, the length of the sidewalk is very long and unobstructed. This would be an ideal location for parking the Metro bikes parallel to the curb. This

alternate would save the proposed loss of two parking spaces and allow for future growth at no added loss of parking.

Station #7. Abbot Kinney at Cadiz Ct.: Although the curb is currently red because LADOT is delinquent at unmarking the abandoned bus stop, this site is taking away three public parking space opportunities. This curb should be returned to legal parking as requested by the VNC in August of 2016 in a letter to the Council Office.

Rather than take what can otherwise be public automobile parking spaces, the City is not considering location in this immediate area where automobiles cannot park due to visibility or other safety issues. A perfect example of such a desirable location would be between the cross walks at the tee intersection of California Av and Abbot Kinney. This location is not safe for automobile parking which would use crosswalks to maneuver into or out of a parking space. If a truck was to park between these crosswalks it might block the visibility of a pedestrian. Bike racks do not cause any of these potential hazards to motorists, pedestrians or bike riders.

Second alternative, the recently reconfigured intersection at Oakwood at California has created an opportunity to locate the bike racks in what is not unused roadway. A new curb might need to be installed to further insure public safety.

Station #8. Venice Blvd at Abbot Kinney Blvd.: First and foremost, the CCC previously ruled this location was to remain within the Public Domain at a Commission hearing several years ago. The determination was made after LADOT approved a Street Vacation for this corner which was appealed to the CCC. The appeal was upheld.

However, in this report the City is describing how they have allowed this property owner to take the land through a behind close doors deal to avoid a law frivolous law suit. Without going into the details of the law suit here, the bases of the claim is the land is no longer needed for “public transportation uses”. Clearly an expansion of the Southern California mass transit system through the use of shared bikes which are owned and operated by a County agency should be a clear indication not to give up the public rights to this corner.

On a side note, the entire Venice community supports this corner remaining in the public domain, that is except the private property owner that is attempting to take this 5000 SF of land for the cost of filing an tract map adjustment.

This is perhaps the most important Metro bike share location in the entire region. It is the crossing between the “ceremonial gateway” to Venice Beach as described in the 2004 CCC Certified Land Use Plan which was based on the 1980’s Coastal Conservancy workshops and the primary Venice retail business district on Abbot Kinney. Additionally, the local and express bus routes also stop at this corner. It is located directly across the street from the community public library an four blocks from the beach.

The City needs to hold all rights to expand public services in this area of landscape the property as defined in the prior adopted permits and plans.

Station #9. Venice Blvd at Lincoln Blvd.: The sidewalk width is over 12 feet as shown in the photo. The City prefers removing public parking over fixing the sidewalks at this location. If the parkway which is now dead grass and weeds was replaced between two of the street trees (spaced at 30 on center) there would not be any need to remove public parking. Public parking at this location is extremely limited due to the fact that MTA busses have already removed ten spaces to make space for their 733 Express route which uses articulating (two part) buses. This general location is a good choice for a shared bike station but not as proposed.

Note: Young children (ages 6-18) that play at the Venice Boys and Girls club as described in this permit application should not be the primary focus and only show how out of touch the City is with the activities that exist locally. For the most part, this after school resource in our community is utilized by younger children who have no business riding a rented bike from school to this club where they will be picked up by their parents after they get off work. At present buses drop off the children at the club.

Station #10. Washington Blvd. at Abbot Kinney Blvd.: Public parking is a key element in the Venice community. No public parking should be removed to make way for these proposed improvements. There are plenty of locations where these racks can be placed without removing any parking. The better location for this service station would be on the south side of Washington at the "T" tee intersection of Abbot Kinney. The street address is approximately 822 Washington and abuts the east bound bike lane on Washington. This location is currently red curb and would serve the same mass transit bus routes described in the application. Our alternative solution would not remove any public parking.

Station #11. Pacific Ave. at N. Venice Blvd.: This is a good location although the public parking Lot #731 which abuts the proposed site has several corner locations that cannot accommodate automobiles. These sites might create a safer place for people to access the bikes. Good overhead lighting should be required. If the idea is it to provide park and ride or mass transit last mile service this location is ideal.

Station #12. Ocean Front Walk at N. Venice Blvd.: This is a poor location, access to the bikes is very limited by Metro restocking trucks, it removes public picnic space and directly conflicts with private bike shops located in the parking lot and along Ocean Front Walk.

Access to the bike share location to remove over or under stocked racks is a key component of the success of the location. Once the lot is full with automobiles, access to this site can take over an hour.

This site is one block from the Station #11. It's also not adjacent to the Marvin Braude Bike Trail and there are many hazards including traversing through the parking lot and over a wall to get there. It is illegal most of the year to ride bikes on Ocean Front Walk (OFW) where this proposed rack is located. Adding racks that abut OFW only suggest to visitors that it is acceptable to ride bikes here. The SMB racks that are located at Park Ave and OFW have created an ongoing hazard for pedestrians and a enforcement issue for LAPD.

This site should be denied!

Station #13. Windward Av. at Main St.: This location is our downtown, it is at the heart of the visitor servicing area of Venice Beach. The proposed location is very close to several existing bike rental businesses who have all opposed these racks and feel as though it is unfair competition for their mom and pop stores. It is also located directly in front of one of the most heavily visited destinations, the Bank of America. Removing these parking spaces from the community will have detrimental impacts on all local businesses in the area.

Several other locations exist which will not remove any public parking spaces, for example across the street in front of the now boarded up former US Post Office where the curb is red. Ideally, Venice Way on the north side of the street between Main St and Pacific Av abutting the former post office parking lot would be the best location for these racks. This would locate the racks closer to the bus stops of all three bus lines (MTA, Blue and Green), is located directly across the street from our biggest hotel in Venice and will not have any negative impacts on public parking.

After further consideration, the area around Windward Circle and the downtown area of Windward Av. needs additional consideration at present. It is clear the proposed site is unacceptable due to the fact that no parking should be removed, and it is clear there are several other locations within near distance but it is not yet clear which site will provide the most benefit. For this reason the request is to hold off with this location until a right answer is discovered.

Station #14 & #15 outside the scope of our jurisdiction as these sites are located within the City of Santa Monica.

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