

March 1, 2008
Workshop Station notes
Transportation Workshop
for the new Land Use and Circulation Elements



Station 1
The Big Picture

Map Comments

- Add Pico Place to maps
- 2nd/4th Streets one way with bike lane
- Olympic High School drop off should have ingress/egress on Lincoln not Ocean Park Blvd. or Pine St
- High school drop off and pick up must be addressed for Ocean Park Blvd. to be a shared street
- Should eliminate PM parking on Lincoln to let cars through
- Lincoln
 - Visual blight is distracting and slows traffic
 - Lights not in sync and it is the last boulevard to be improved
- Stewart St signal timing
 - Too fast for bikers (the yellow is too short)
 - After hours, it just sits
- Deal with congestion on 23rd St. in the evening going south
- Do residents south of Ocean Park and north of Montana have access to services within ¼ to ½ mile walking distance?
- Parking /Traffic
- No – for parking spaces between Lincoln and 16th St.
- Left lane is very good
- Too many back-ups

Other Comments

Parking

- Add shuttle from beach parking 9 months a year to employers/downtown
- Car sharing is a great idea but there needs to be enough of them and it is too expensive to have car sharing here because of parking costs
- Why shouldn't a large SUV pay twice the parking fee that a compact car pays

Land Use

- Transit Oriented Developments on Wilshire must respect scale of adjacent Single Family Residences

Bike

- Unsafe to ride downtown on a bike
- Bike arteries parallel to major boulevards like Broadway and Pearl good
- Need detailed analysis of street width and feasibility of bike lanes. 11th and 14th are too narrow in many blocks. Can curbs be set back to create lanes?

Measurement

- Should reduce traffic congestion by alternating what days people can drive based on their license plates
- Staffing capacity to address future planning not merely process new development applications
- Encourage scooters (noted 2x)
- More plugs (for electric vehicles) on Main St & 110 plugs (stronger wattage) at beach parking
- EcoPass would get people to not drive as much
- We should do anything to coax people out of their cars
- Pedestrians must have priority everywhere in the City of Santa Monica

No Net New Trips

- Seems like a conflict with providing enough parking
- Density is not a problem if handled correctly
- There is no space to build new road capacity
- Big picture should be “balance”
- Modest objective would still have east west
- Strategies for reducing traffic below current levels should be pursued
- Should allow more density in Santa Monica

Big Picture Concepts (Balance, etc)

- Santa Monica should lead in finding regional solutions
- How to enforce no net new trips?
- Balance uses so there are jobs, housing and retail together
- Too much building. City needs to listen to residents, not developers.
- Santa Monica City Council for over 2 decades has failed to give the public alternative systems and spent the people’s Money unwisely for safety and transportation
- Santa Monica City employees who work in Transportation and legal (John Lackley) need training in what are bus tokens, bus passes, day passes, and bike racks.
- Demand better design
- Promote good aesthetics in all areas
- Increase density to address regional traffic
- Demand affordable housing
- More incentives to benefit those who are working with the big picture
- Sustainable growth, leave some for the future
- Don’t charge people/businesses to death
- Please do not make driving and parking in the city so difficult that non-resident employees of city businesses must quit their jobs

- No net new trips cannot translate into a development moratorium or be an overriding principle
- Need to look at more than work trips because that is only 20% of all trips
- Less lanes not helping traffic. Traffic calming is too idealistic
- We need WalMart/Costco/Target to have a balanced community

Ocean Park Blvd. EAST

- Recent changes in Ocean Park Blvd. are creating too much back up for autos
- Bike lane on Ocean Park is good but the abrupt end is bad
- Bikers appreciate the lane and the increased safety
- New (lane) configuration has people passing on the left in the divided area that is striped for no vehicles
- Ocean Park Blvd. restriping east of Lincoln is a huge improvement. Traffic is smoother, safer and faster.
- I am not happy with new Ocean Park Blvd. at 23rd
- Ocean Park Blvd. restriping may inconvenience the speeders and commuters, but makes it much safer for those who live and shop in this neighborhood. Please do not change!
- Ocean Park Blvd. changes are slowing everything even on Pico and Broadway

Coordination

- Santa Monica is not an island, need coordinated bus and bike routes and street traffic mitigation with Los Angeles
- Greater collaboration and encouragement for regional improvements
- Role of Santa Monica in the region—focus on allowing people to be here instead of causing sprawl
- Regional problem about how far people travel, not just how many trips they make

Miscellaneous

- But how many people is enough!
- Drivers and pedestrians must be aware of each other

Station 2

Transportation Demand Management (TDM) Measures

Alternative modes

- Must have convenient, safe access to destination in TDM zones by bike, or we won't reach trip reduction goals
- Dedicated bike paths in both directions
- Important measure: how many people access key destination by walking, transit, and bike
- Walking must be included as a mode
- Do all possible to lessen the need for us to need/use our cars

Development

- Traffic mitigation fees: has the current ordinance been enforced for development in the last 10 years? If not, why not
- Too much building creates parking problem. Try diagonal where room is available, limit building and tearing down existing
- Why are the multi family districts to accept all the new development? It's not right
- Design development standards to promote retail affordability neighborhood-serving in new development on Wilshire and Santa Monica

Students

- How can the college get students out of cars
- Develop Civic Center and Santa Monica High relationship and traffic plan
- Lincoln Middle School traffic and congestion is part of the beige and of Wilshire (reference to TDM map)

Businesses

- Employee parking in beach lots along Main St. free of charge to reduce parking congestion
- Encourage employers to stagger work hours for non-resident employees
- Has some kind of study been done to determine how many employees of small businesses need their cars driving during the day
- Limited appeal to bigger income employees to ride a bus stuck in traffic
- Difficult for small businesses to come into compliance

Measurement

- Need to change traffic measurement, not just cars, cars are counted selectively at "chosen" intersection not by area impact

Nodes (shown on map)

- Cloverfield: This is the district for residential development with limited parking, why this district only?
- The node of dense mixed use proposed at Berkeley and Wilshire needs to be compatible with neighborhood scale North of Wilshire maximum 5 story residential/retail

Other

- No in-lieu fees make prop R implement it as written
- Who is sponsoring/ paying for insurance/patrol/safety for residents parking at night in commercial districts? Is there a co-op solution to this?
- How many specific plans to what level of detail permitted uses on primary commercial corridors?
- No reasonable traffic connection between Santa Monica and San Fernando Valley or South Bay

Station 3 Cycling

Paris-style bicycle rentals (noted 8x)

- Keep in mind that you need to do it as they did: a massive number of bikes available and a great number of pick up and return stations at a reasonably spaced distance. Otherwise it is just window dressing.
- Have large employers offer fleets of bicycles for day use within Santa Monica and have them contribute to the City's bike fleet
- Make sure rental bikes have baskets
- Offer them in downtown parking structures
- Free or cheap
- Good for tourism

Bike valet (noted 5x)

- At all Farmers' Markets and on Main Street popular nights

Data/Evaluation

- Bike counts at major employers, schools, retail destinations to determine if people are really using bikes to get there (noted 2x)
- Bike success measurement: A wide range of users (all skill levels, ages and trip purposes including commuting, recreational, etc.)
- Employees need to live here so they can bike to work

Education/Communication

- Signage and maps on the street showing location of bike parking
- Provide a platform for cyclists and motorists to communicate (noted 2x)
- Bike safety classes for school age kids, safe routes to schools and parks
- More promotion and education of benefits (noted 3x)
- Safe cycling workshop (noted 2x)
- Education is needed so motorists are more tolerant of and cooperative with those cycling

Bike Boulevards

- Michigan Bike Boulevard
 - Block vehicle traffic at 9th Street (and Michigan) so that freeway and high school-bound cars can't use Michigan and make it safer for bicycles.
 - Traffic diversions at 14th St, Alley east of Lincoln
- Remove stop signs on all bike boulevards and replace with traffic circles
- Bike Boulevard on 14th street as opposed to 17th street

Students

- Santa Monica College (SMC) students
 - Add transportation fee to tuition, waive fee with proof of bus card
 - Have a non-transferable parking lottery

- Santa Monica High School (Samohi) students
 - Enforce use of bikes and or buses, not auto
 - High school students should bike to school from all over town—good for exercise and reduces congestion
 - Improve safety of bike routes to Samohi and middle schools
 - I think the city does not take cycling very seriously. We need bike education at Samohi and city support of the Samohi Bike Club's bike to school day which draws around 100 new bikers

Policy/Regulations

- “Where rights of way exist” (in re: creating bike lanes) is a weak sauce qualification. This is the highest priority. These other items will be perceived as distractions or avoidance by cyclists
- Where is the incentive for someone to have NO CAR—want \$
- The city is not doing enough. I have been waiting decades for meaningful changes. Bike improvements will be good for tourism
- Allow biking on sidewalks as allowed in adjacent areas of Los Angeles (with safe speed and deference to peds)
- No more petty traffic citations for Santa Monica Critical Mass

Safety

- Make waiting at intersections safer and easier (noted 4x)
 - Bike boxes are a good way to do this
- When lanes aren't possible, use sharrows in tough bike areas such as 4th/Freeway and 2nd/Colorado to show where bikes belong (noted 2x)
- Bicycling needs to be safer for seniors, children everyone
- Curb extensions on Pearl and other streets cut into bike lanes and make biking dangerous.
 - I disagree! Not true! Same line as parked cars
- Ocean Ave between freeway and California is dangerous. 2nd Street is much better
- 26th Street is a conflict street
- Bike routes should be taken off the major corridors. Bikes and cars in congestion do not mix, it is dangerous
- Focus on bike friendly parallel routes like Washington instead of Wilshire
- Can bicycle riders be asked to light up at night and observe stop signs
- Major cross-town connections (i.e. 4th and Lincoln) are narrow as they cross the freeway. No bike lane. I ride the sidewalks at these areas but that mixes bikes and pedestrian traffic.
- Provide separated bike paths on Ocean Park Blvd., west of Lincoln. Separate with landscaped medians.
- Place bike lanes inside parking lanes next to curb. When not there allow bicycling on sidewalk.
- 23rd street between Pico and Dewey is being shown as a “major avenue,” a bike path, and a walking path. It's a narrow 2 lane street clogged with traffic in rush hour.

- Sharing the road is dangerous.
- Allow bikes on sidewalks on impossible streets: Cloverfield by Ralph's, 20th St by SMC, Pico by Trader Joe's

Bike Infrastructure

- More bike parking (noted 6x)
 - In downtown parking lots
 - On Main St
 - Install with meters at curb
 - Locate bike racks in front of all major office buildings, supermarkets, etc.
 - Bike lockers
 - In multifamily buildings
- Let bikes change traffic signal lights (noted 5x)
- Identify Santa Monica as a bike-friendly city at entrances to the city with share the road signs (make them humorous)
- Bike transit centers should be at Samohi and employment centers as well
- Remove parking over freeway on 11th St for bike lanes

Connections (notes from draft bicycle network map)

- Bike lanes downtown (Noted 3x)
- Don't need bike lane on Ocean Park Blvd., bikes should use Pearl
- Colorado bike lane rationale
- Needed to reduce use of autos to reach new destinations planned
- Streetscape will be redesigned soon for Exposition Light Rail (Expo)
- New parking strategies needed for Expo anyhow.
- If we don't build bikes in now, Expo tracks will prevent future redo
- Open east-west streets to Santa Monica at 16th Street to bikes. They can still be closed to car traffic.
- North/south route is strategic key
- Bike through Samohi
- Bike path access from beach to Samohi
- Need direct beach bike path access from pier
- Bike path across Samohi and SMC
- Bike through SMC Bundy campus
- RE: 7th St bridge: park/greenway over
- Potential bike connection along east side of Marine Park
- Bike connection through Penmar Golf Course
- Connection needed at Frederick St to Los Angeles bike lane on Rose
- 7th Street bridge, please
- Improve 4th and Olympic Drive for cyclists
- Better bike crossing at Olympic near Bergamot
- Connect to LA bike lanes
- Improve 20th and Michigan bike connection using Caltrans drainage channel
- North/south route should be 17th from Montana past SMC on 16th down to Frederick St. to Rose Ave. (better than congested, steep 23rd)

- 16th street from Marine Park to one block south of Ocean Park Blvd. is gentlest slope up hill to SMC
- Create bike lanes on Olympic like San Vicente Blvd.

Is this enough emphasis on bicycling? (question posted at the station)

Not enough 6 Just right 6 Too much 1

Station 4 Walking

Amenities

- Public restrooms (Noted 2x)
- Trash cans (Noted 2x)
- Seating in all neighborhoods for elderly and other walkers
- More public maps (at parking lots, etc)

Sidewalks

- Wider sidewalks (Noted 6x)
 - Near schools
 - 6 ft. minimum
 - Wheelchair accessible
- In commercial zones. i.e. Downtown, Main St., Ocean Park Blvd. and Wilshire
- Enhance sidewalks in residential area with alternative materials, i.e. Recycled tire material
- No skateboards, bikes, mopeds on sidewalks. Sidewalks exclusively for walking.
- Maintain the sidewalk surfaces

Linkages

- Pedestrian link across the freeway (7th St.) is a good place, combined with a bike path x2
- More areas for walking, like Europe
- Add walking trails and paths and provide maps

Streetscape

- Protect trees on 2nd and 4th (Noted 3x)
- Need tree sponsorship project like on San Vicente in Brentwood
- Create more pedestrian interest along walking paths to encourage more pedestrian traffic

Safety

- Pedestrian oriented lighting (Noted 5x)
 - Well-lit bus stops
- Protective islands for pedestrians in the street (Noted 3x)
- Safe routes to school, including crosswalks (Noted 2x)
- Make walking next to bike path safer, especially north of pier

- Need to look at larger issue of building social cohesion and sense of community so people feel safe to walk and take alternative modes of transit
- Pedestrian activated stop lights like they have in Beverly Hills
- Install blinking lights on the crosswalk at all crosswalks
- Greater police enforcement of stopping for blinking crossing lights
 - Pico between 12th and Euclid
- Painted crosswalks at intersections. Most drivers ignore pedestrian right-of-way law when no crosswalk is painted.
- Cars blocking driveway angled parking on Wilshire
- Allow rollerblading on promenade
- Enforce Speed Limits
- Traffic lights not changed to reflect construction conditions
- Send Santa Monica Police Department to every traffic incident
- Need blinking crosswalk, not stop sign on 23rd and between Ocean Park Blvd. and Ozone
- Provide a bucket with handheld flags that pedestrians can hold while crossing intersections
- Various intersection need timing adjustments, blinking crosswalks

Map of Pedestrian Network

- Connection to Airport Park (Noted 2x)
- From Clover Park
- Missing walking trails around the City of Santa Monica
- 23rd St. between Pico and Dewey is being shown as a “major avenue, a bike path, and a walking path.” It’s a narrow 2-lane street clogged with traffic in am and pm rush hours.
- Want safe and pleasant way to walk from Sunset Park over the freeway to shop at Ralph’s on Cloverfield
- Walking on Ocean Park Blvd. is much safer thanks to restriping
- Enhance 4th St. from Colorado to Pico for Walking
- Enhance walking on Pico from Main to 6th Street for Samohi and cultural uses
- Need more pedestrian protection crossing Ocean Ave. from 2 lanes cars turning right onto Ocean, have to wait through a number of signals to get a break in traffic to cross
- Pedestrian Linkages across freeways
- Mid-block passages for big blocks
- Ocean Park Blvd. should also be key pedestrian corridor
- Shared streets in Ocean Park neighborhood

Land Use

- Need to look at whether people have access to services to walk to, so maybe we need to look at changing land use designations.

Station 5 Transit

Bus Stops

- Improve with shade/shelter and trash cans (noted 3x)
- Signage
 - Information (route, schedule, etc) at every stop (noted 3x)
 - Accuracy- some don't list all buses that service a stop
- No smoking signs
- Pico/Lincoln, Ocean Park Blvd./Lincoln, 4th St./Santa Monica Place stops need improvements

Expo/Subway

- Rail transit, yes ASAP (noted 3x)
- Subway should connect to Exposition Light Rail (Expo) Stop (in downtown -noted 2x)
- Concern about 4th St/ 10 freeway traffic conflicting with Expo (noted 3x)
- Olympic might be better for Expo because it is closer to SMC
- Insure that they actually get built
- Support subway to the sea
- Make Colorado a permit parking street when Expo starts running
- Should be on Colorado not Olympic

Education

- Promote existing services better (noted 3x)
- When changes occur, leave signs up longer
- How long does it take to get from A to B on transit?

Connections

- Not enough evening or weekend service x4
- Better North and South links (San Vicente Boulevard/Venice neighborhoods) (noted 2x)
- Regional Links
 - To the San Fernando Valley (noted 2x)
 - To South Bay
- Support for 26th Street link (noted 2x)
 - Continue 26th Street route north to Montana
 - The 26th Street route should run from Paul Revere Middle School to the Country Mart (at San Vicente) to Wilshire to Bergamot to Clover Park to Santa Monica Airport
 - Use electric fixed-guideway for proposed connecting lines (i.e. 26th)
- SMC/Samohi
 - More public transit to SMC/Samohi (noted 2x)
- SMC students to ride free on all BBB lines
- Mini Blue
 - Shuttle loops should go both ways (noted 2x)

- The Tide Ride should run on 2nd Street to service those businesses
- The Sunset line is a joke, it doesn't run on weekends
- New lines
 - Mini blue from Ocean Park to downtown
 - East/West mini blue (Broadway or Colorado) to downtown (noted 2x)
 - Mini blue to the Montana Avenue area
 - Lincoln, Roosevelt, Franklin and McKinley need mini blue service on Montana and Arizona
- Mini blue schedule does not accommodate downtown Farmers' Markets from neighborhoods

Policy

- Bus-only lanes
 - Bus-only lanes (noted 2x)
 - Bus lanes are impractical and will cause problems
- Pursue roadway changes to allow transit buses to move more quickly through choke points (noted 2x)
- Support county sales tax for transit
- Allow extra height for buildings at important transit stops in exchange for more setback from curb for the bus stop
- Integrate Big Blue Bus fare card with SantaMoniCard for parking
- Require new development to provide transit passes for occupants
-
- Bus Improvements
- Quieter, smoother buses
- Additional bike rack capacity on buses
- Double-decker buses with an area for bikes and packages
- Open trams in downtown
-
- Trolleys
- Free, open air trolley from downtown Santa Monica to Main St.
- Would like to see a trolley system that services Main St., 3rd St., 4th St. or Santa Monica Blvd. with frequent stops
- Ocean Ave. trolley
-
- Lincoln (map comments)
- What would it look like with light rail?
- Where would the line terminate?
- Are bus only lanes feasible?
- Additional use of transit will help, but so many people's jobs are too far and difficult to access by transit

Is this enough emphasis on transit? (question posted at the station)

Not enough 2 Just right 7 Too much 0

Station 6

Autos

Neighborhood electric vehicles (NEVs) or high MPG vehicles

- Encourage and incentivize them (noted 3x)
 - With dedicated or preferential parking
- More infrastructure (charging stations—110 volts) (noted 2x)

Congestion pricing (noted 2x)

- Use money to improve transit
- Close selected streets to cars to create safe bike/ped environments

Car sharing (noted 4x)

- Along Wilshire
- Contact City Car Share in SF to replace FlexCar

Congestion

- The map is missing Olympic Blvd. between 4th St and Lincoln. The congestion at Samohi is a concern.
- Direct traffic to specific boulevards
- Traffic in the southern part of the city is awful and spreads into the residential neighborhoods
- Ocean Park Blvd. as two lanes is a disaster

23rd Street

- How can this narrow street accommodate all modes? (noted 2x)
- Deal with traffic on 23rd Street

Parking

- Charge more for parking in 2nd/4th Street structures than Library and Civic Center parking
- Provide parking outside of downtown, linked to downtown by trolleys
- Allow short term (1-2 hours) parking in all neighborhoods
- If we improve parking availability wouldn't that increase auto use?
- Eliminate parking on Lincoln from 4-6 pm

Data/Evaluation

- Any data available on the people who live in the new downtown housing? What is their mode split, commute info?
- Set deadline for success and evaluate

Anti-development

- Santa Monica City continues its illegal behavior. Stop the construction!!! Voter gets priority. Make each building "legal" with park space accountability.

- Less commercial building, less cars especially in industrial areas which are being built out rapidly. Moratorium on building until LUCE is done.
- Limit apartment buildings

2025 Visions

- Auto-dependent
 - Accept the reality of driving habits and accommodate it by creating more lanes (w/ exceptions like SMC, etc)
 - Extend Pico/Olympic one-way couplet into Santa Monica
- Auto-free
 - Don't turn Santa Monica into the mess that LA is
 - Focus on building a healthy local economy so people don't have to commute. They will eventually abandon their auto-oriented ways
 - Plan for diminishing numbers of cars and shift ROW to alternative modes
 - There will be fewer cars

Speed Humps

- Speed bumps need to be wide enough to get the whole car on top of the bump before the vehicle gets off like the bump on Walgrove adjacent to Venice High School
- Make speed bumps more manageable and easy for cars

Suggestions

- Reduce car speeds overall!
- More passive enforcement
 - Speed cameras
 - Intersection cameras
 - Citations!
- Need more smart traffic lights
- Safer crossings. Too many pedestrians injured and killed in SANTA MONICA. City not responding to resident concerns about safety
- Real time signs at freeway exits to direct traffic

Is this enough emphasis on autos? (question posted at the station)

Not enough 6 Just Right 4 Too much 1

Station 7 Parking

Development

- Over development has caused the parking problem
- No unbundled parking. Less building equals less need for parking.
- Pay to Park, the policy that was described in the presentation seems to focus on money and favor more density and congestion

- If we want junk in our garages it's our problem. Minimize development so that there is less need for parking spaces
- More development seems to be the goal. We've already experienced years of development with inadequate parking

Additional Need

- Additional parking is needed for all the older and newer convalescent homes, especially in the mid-city area for staff, doctors and visitors
- Additional parking needed at libraries especially to make community rooms useful
- Provide parking for commercial users so residents can have parking
- Trader Joe's needs an additional 100 spaces
- Trader Joe's parking needs to be shared with bank across the street
- Motorcycle parking spaces are needed
- Cultural venue parking is a challenge (Miles Playhouse, Madison theater)
- Either create more parking for Pico farmers market or move the market

Policy

- Free parking for voters
- Nobody wants to have the second permit be more expensive
- Parking maximum instead of parking minimums. There are developers who will embrace Transit Oriented Developments (TOD)
- Create shared opportunities for residential parking
- Secure, long term bike parking (noted 2x)
- Tourist should pay for parking, there are 80,000-100,000 tourists/day
- Use office buildings and other unused lots for weekend evening parking
- City needs to expand its parking management office and include liaison with private sector parking
- Provide valet at buildings, building owners
- Prioritize transit stations area for TOD walkable land uses, not park and ride. Locate park and ride farther from stations
- Adequate parking definitely needs to be required for every individual building but that doesn't solve the district wide parking problem. We have to work together to solve a community wide problem
- Remove parking (making it difficult for vehicles to park) to encourage transit
- Mini compact parking spaces with fines for overlapping one space
- Short term parking adjacent to every business, particularly retail and food services
- Assume there will be less need for parking in future. Don't waste resources on excessive parking
- Major institutions and employers should have a parking lottery for on and off street parking. Non-transferable
- Ticket people who take-up two spaces for one car (noted 2x)
- Business parking improvement?
- Allow automated parking (noted 2x)
- More dedicated parking for flex cars
- Charge a lot for parking, don't worry, it won't keep people away

- Reduce parking requirements to encourage neighborhood-serving retail, especially small cafes
- More angled parking
- Better policy for metered parking in Santa Monica
- Support using off-street parking for parking
- Parking is free for electrical vehicles; this should be well-known
- Main St. employees should have incentives to park in beach lots, incentive for employers and reduced rates for employees

Students

- Give some students bus passes and limit SMC growth
- Additional parking at schools especially high school (noted 2x)

Amenities

- Create high density motor scooter and motor cycle parking: commercial and residential
- Put solar panels on top of city parking structures to provide all, or offset energy use in structure. Panels shade the roof top parking
- Install change machines at Main street lots
- Too many useless Electric Vehicle plugs. They should be electric charging stations for No Emission Vehicles.

Preferential parking

- You never mentioned preferential parking in presentation; Do you plan to take that away from us?
- A super permit for Santa Monica residents to have access to park anywhere in the city
- Preferential permit should work at parking meters
- Preferential parking is for all residents without considering number of spaces at the curb. This makes parking harder to find
- Would like to park and walk to downtown, but pref. parking prevents this

Station 8 Public Benefits

General

- No real consensus here
- Define a public benefit district for a specific area within a project zone
- Co-housing (housing for a mixed age, race, gender, income, etc)
- Support the arts in schools

Getting around

- Restrict driving days based on license plate number
- Advertise mini blue to tourists as well as residents
- Provide rental bikes for tourists i.e. Paris with drop/pick of anywhere

- Encourage auto dealers to sell bio fuel and electric vehicles
- Bike and motor scooter responsive traffic signals

Transit related

- Need more buses and tide to go to Montana instead of Wilshire
- Free downtown shuttle
- Give bikers free bus rides

Parks

- More playground parks
- Please consider making new memorial space area a quiet “zen” garden for all
- Community fruit tree orchard park

Streets

- Improve pedestrian experience with wider sidewalks and landscaped parkways (noted 3x)
 - I.e. Ocean Park Blvd.
 - In areas of 4’parkways/40’+ streets
- Art in the public space
- Find the leftover space and take advantage of those spaces.
- Reduce urban runoff with permeable surfaces

Complaints

- How does greater density provide a public benefit? Sounds more like a developer’s delight
- Why developer impact fee passed in 1996 still not charged? Millions lost
- Santa Monica continues to take our Social Security Numbers and lie to funders of transportation systems
- More density is not a public benefit for those who have to live with it.
- We shouldn’t have auto-oriented development.
- Listen to the 8.2 square miles of voters who pay your salary: quit talking amongst yourselves

Activity at Station

<u>Investment</u>	<u>Mark your top 3 investments</u>
Where needed, add more parking to support existing uses	3 yes. One mentioned UCLA hospital. One no (Quit removing sand).
Provide shared parking to anchor a neighborhood node	5 yes. One no (enforce bike racks and bike trail to [illegible]).
Create new paths, roads and connections through large parcels or former Industrial areas	2 yes. One no (Maintain the 90 Parks we now have).
Invest in new and improved bike parking	3 yes. One no (maintain what we have).
Invest in car and bike sharing facilities	5 yes.

Create bike transit centers in major activity centers	4 yes. One no.
Reserve and maintain land for new and improved transit stations and stops	5 yes. One no.
Create transit capital and operating subsidies	2 yes. One no.
Secure capital for traffic signal system improvements and traveler advisory system for drivers	2 yes. One no (you already misuse funds. BBB not even here today).
Secure capital for walking, bicycle and auto network improvements	2 yes. One no.
Require auto-oriented development to fund TDM programs and districts	3 yes. One no.

Note: All of the NO votes were from one same person