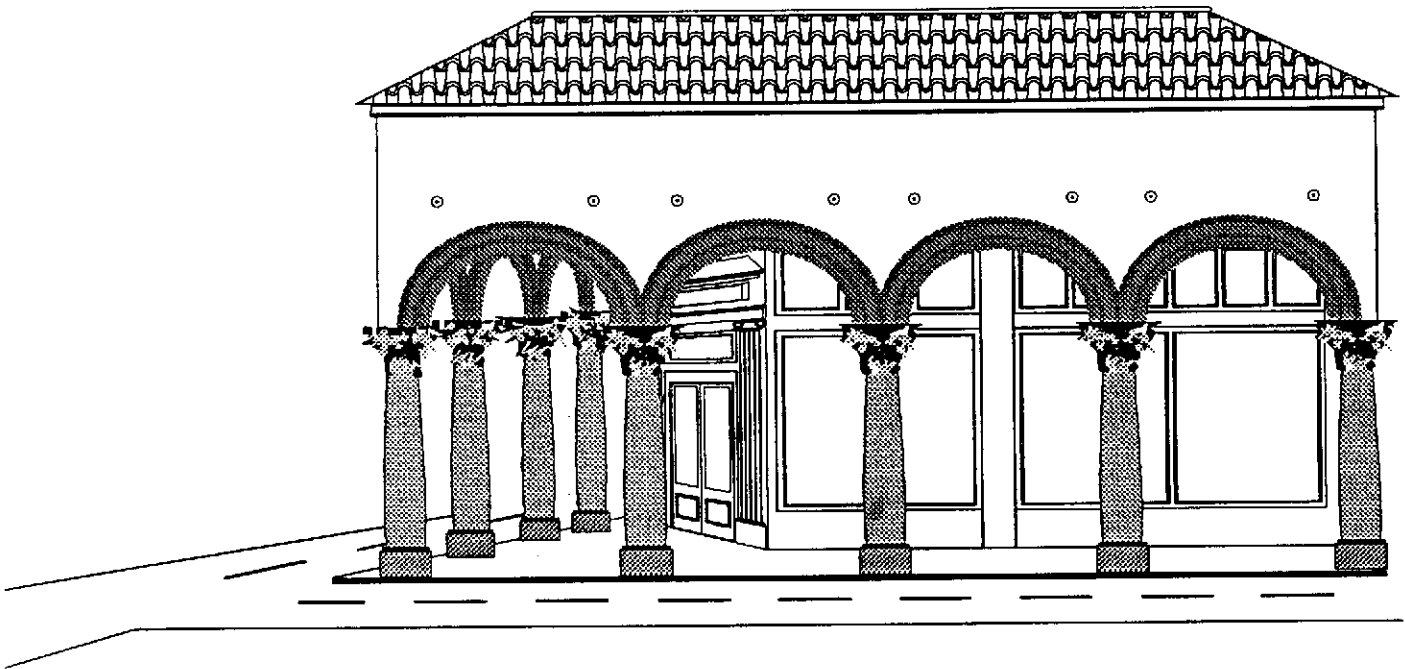


VENICE TRAFFIC AND PARKING STUDY

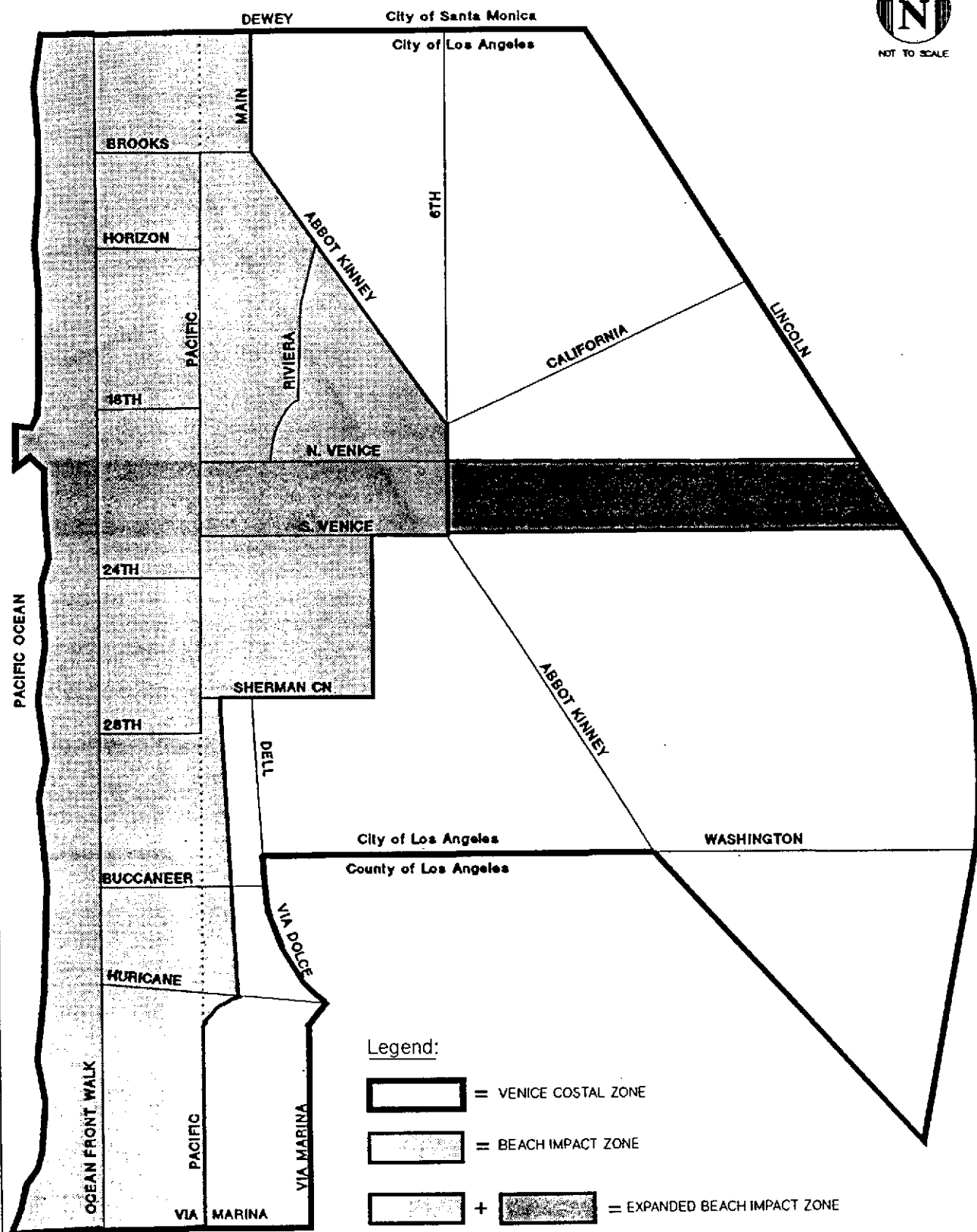


Prepared for
CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING

Prepared by
KAKU ASSOCIATES

VENICE TRAFFIC AND PARKING STUDY

Existing Traffic Conditions



KAKU ASSOCIATES

FIGURE 2
STUDY AREA

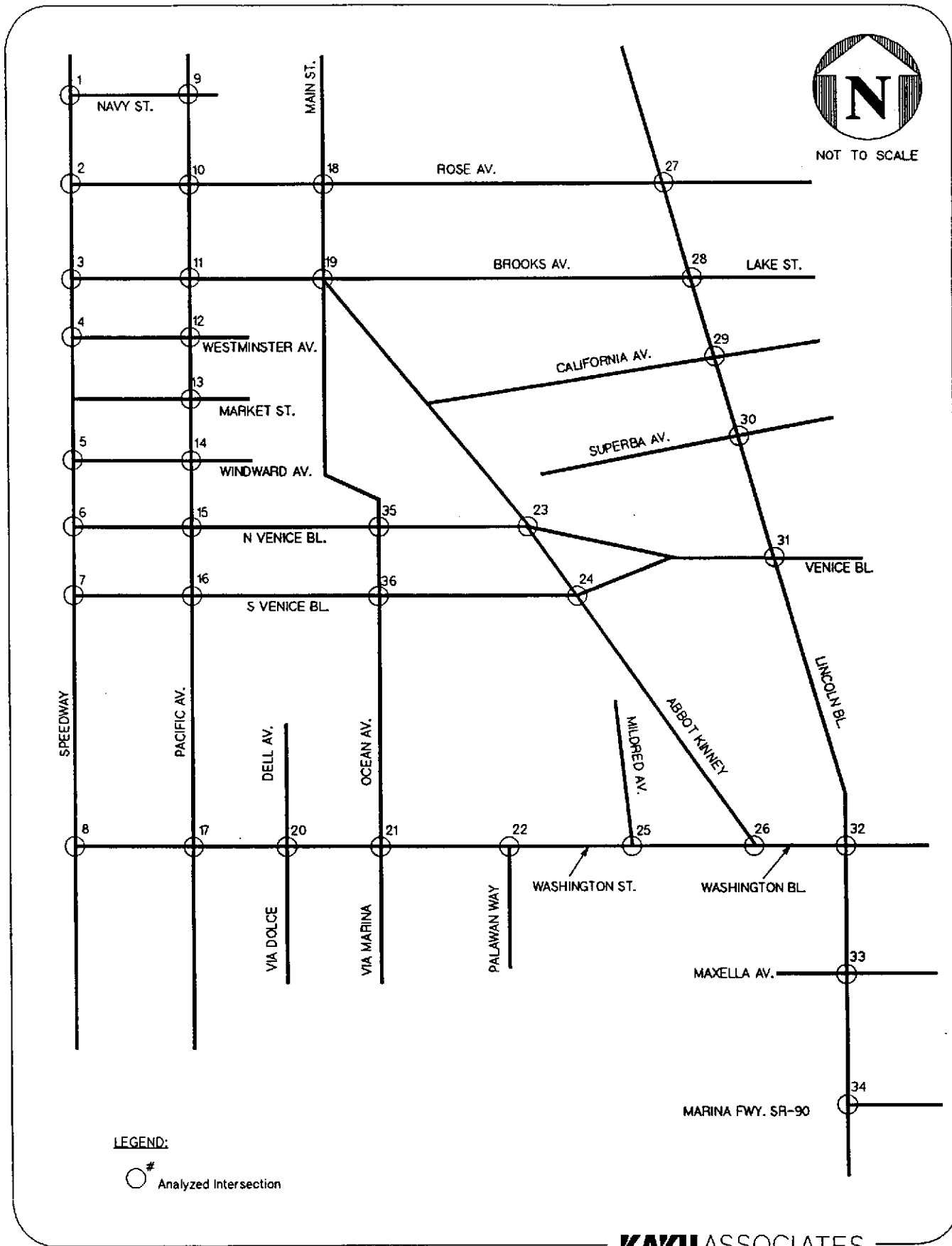


FIGURE 5
LOCATION OF ANALYZED INTERSECTIONS

TABLE 6

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.00 - 0.60	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 - 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 - 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

**TABLE 2
EXISTING WEEKDAY LEVELS OF SERVICE**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C Ratio	LOS	V/C Ratio	LOS
9 Pacific Av. & Navy St. [2]	0.54	A	0.63	B
10 Pacific Av. & Rose Av.	0.64	B	0.78	C
11 Pacific Av. & Brooks Av.	0.61	B	0.83	D
12 Pacific Av. & Westminster Av.	0.44	A	0.54	A
13 Pacific Av. & Market St. [2]	0.41	A	0.47	A
14 Pacific Av. & Windward Av.	0.57	A	0.72	C
15 Pacific Av. & N. Venice Bl.	0.63	B	0.62	B
16 Pacific Av. & S. Venice Bl.	0.74	C	0.77	C
17 Pacific Av. & Washington St.	0.58	A	0.83	D
18 Main St. & Rose Av.	0.77	C	1.20	F
19 Main St. & Abbot Kinney	0.47	A	0.77	C
20 Dell/Via Dolce & Washington St.	0.49	A	0.53	A
21 Ocean/Via Marina & Washington St.	0.76	C	1.01	F
22 Palawan Wy. & Washington St. [2]	0.53	A	0.59	A
23 Abbot Kinney & N. Venice Bl.	0.52	A	0.63	B
24 Abbot Kinney & S. Venice Bl.	0.67	B	0.74	C
25 Mildred Av. & Washington St.	0.51	A	0.51	A
26 Abbot Kinney & Washington St./Bl.	0.60	A	0.71	C
27 Lincoln Bl. & Rose Av.	0.82	D	0.84	D
28 Lincoln Bl. & Brooks/Lake	0.66	B	0.73	C
29 Lincoln Bl. & California Av.	0.65	B	0.78	C
30 Lincoln Bl. & Superba Av.	0.60	A	0.60	A
31 Lincoln Bl. & Venice Bl.	0.86	D	1.06	F
32 Lincoln Bl. & Washington Bl.	0.93	E	1.08	F
33 Lincoln Bl. & Maxella Av.	0.62	B	0.80	C
34 Lincoln Bl. & Marina Frwy.	0.83	D	0.95	E
35 Ocean/Venice Wy. & N. Venice Bl.	0.17	A	0.40	A
36 Ocean/Venice Wy. & S. Venice Bl.	0.38	A	0.49	A

Notes:

1. Modified CMA (1200 vehicles/hour capacity and adjusted PCE values) utilized at signalized intersections along Pacific Avenue and Main Street.
2. Stop-controlled intersection; analyzed as if signalized.

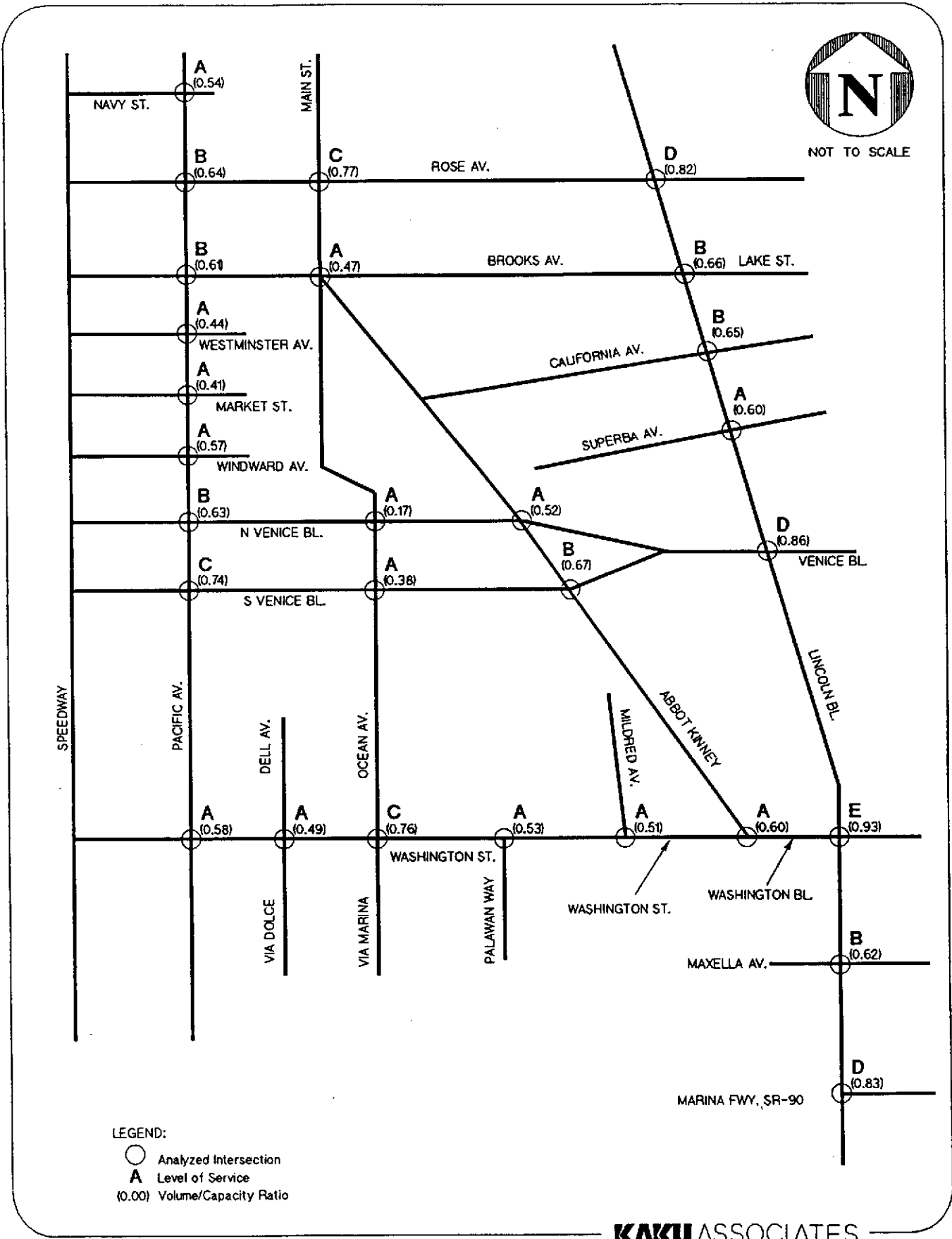


FIGURE 10
EXISTING WEEKDAY A.M. PEAK HOUR
LEVELS OF SERVICE

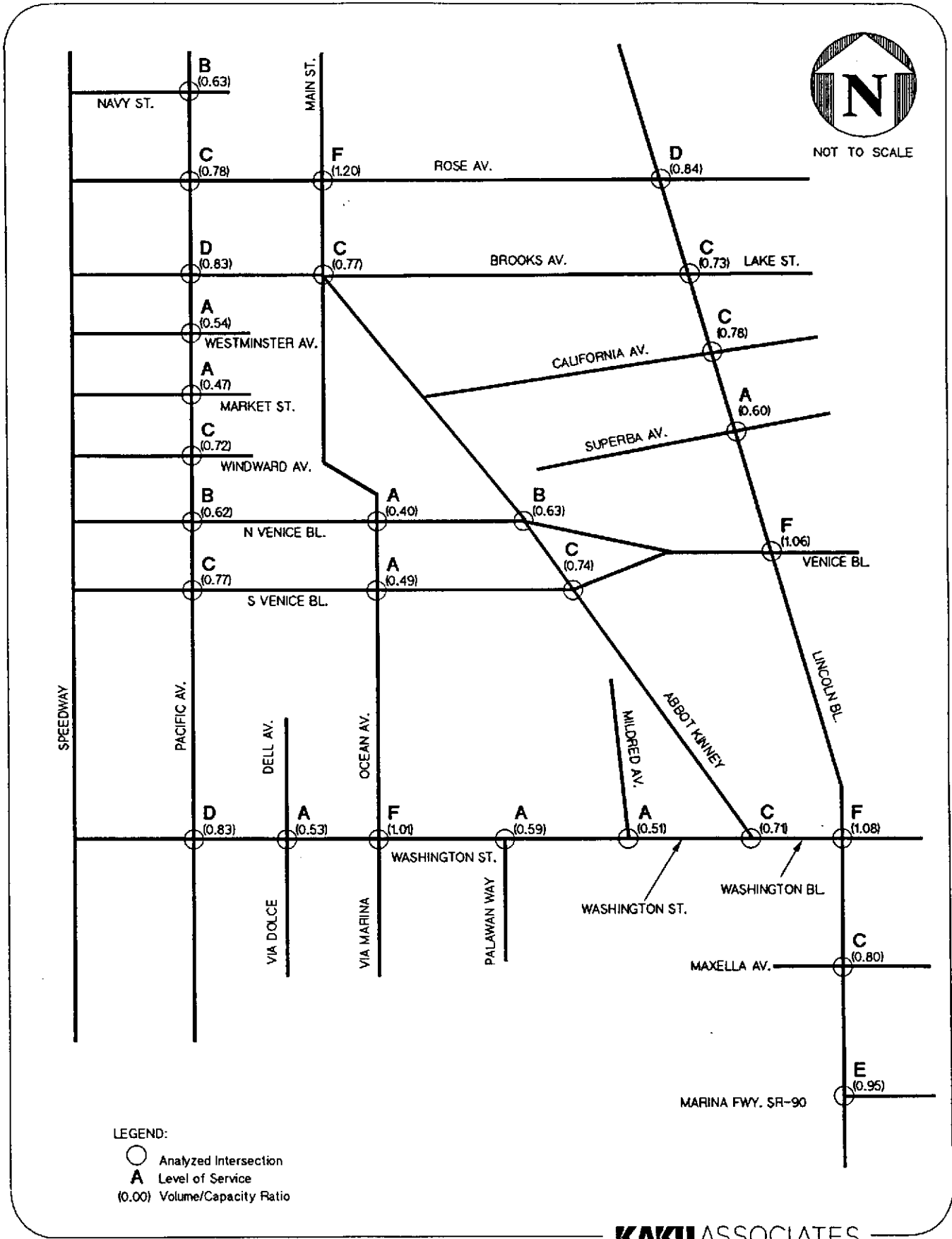


FIGURE 11
EXISTING WEEKDAY P.M. PEAK HOUR
LEVELS OF SERVICE

KAKU ASSOCIATES

TABLE 3
EXISTING SUMMER WEEKEND LEVELS OF SERVICE

Intersection	AM Peak Hour		PM Peak Hour	
	V/C Ratio	LOS	V/C Ratio	LOS
9 Pacific Av. & Navy St. [2]	0.52	A	0.46	A
10 Pacific Av. & Rose Av.	0.83	D	0.86	D
11 Pacific Av. & Brooks Av.	0.72	C	0.63	B
12 Pacific Av. & Westminster Av.	0.60	A	0.59	A
13 Pacific Av. & Market St. [2]	0.88	D	0.88	D
14 Pacific Av. & Windward Av.	0.94	E	0.88	D
15 Pacific Av. & N. Venice Bl.	0.75	C	0.72	C
16 Pacific Av. & S. Venice Bl.	0.81	D	0.91	E
17 Pacific Av. & Washington St.	0.68	B	0.78	C
18 Main St. & Rose Av.	0.97	E	0.93	E
19 Main St. & Abbot Kinney	0.62	B	0.54	A
20 Dell/Via Dolce & Washington St.	0.42	A	0.46	A
21 Ocean/Via Maina & Washington St.	0.78	C	0.86	D
22 Palawan Wy. & Washington St. [2]	0.49	A	0.56	A
23 Abbot Kinney & N. Venice Bl.	0.61	B	0.59	A
24 Abbot Kinney & S. Venice Bl.	0.55	A	0.72	C
25 Mildred Av. & Washington St.	0.50	A	0.56	A
26 Abbot Kinney & Washington St./Bl.	0.59	A	0.65	B
27 Lincoln Bl. & Rose Av.	0.84	D	0.81	D
28 Lincoln Bl. & Brooks/Lake	0.76	C	0.72	C
29 Lincoln Bl. & California Av.	0.77	C	0.73	C
30 Lincoln Bl. & Superba Av.	0.61	B	0.61	B
31 Lincoln Bl. & Venice Bl.	1.08	F	0.94	E
32 Lincoln Bl. & Washington Bl.	1.02	F	0.99	E
33 Lincoln Bl. & Maxella Av.	0.66	B	0.71	C
34 Lincoln Bl. & Marina Frwy.	0.70	B	0.78	C
35 Ocean/Venice Wy. & N. Venice Bl.	0.45	A	0.40	A
36 Ocean/Venice Wy. & S. Venice Bl.	0.35	A	0.52	A

Notes:

1. Modified CMA (1200 vehicles/hour capacity and adjusted PCE values) utilized at signalized intersections along Pacific Avenue and Main Street.
2. Stop-controlled intersection; analyzed as if signalized.

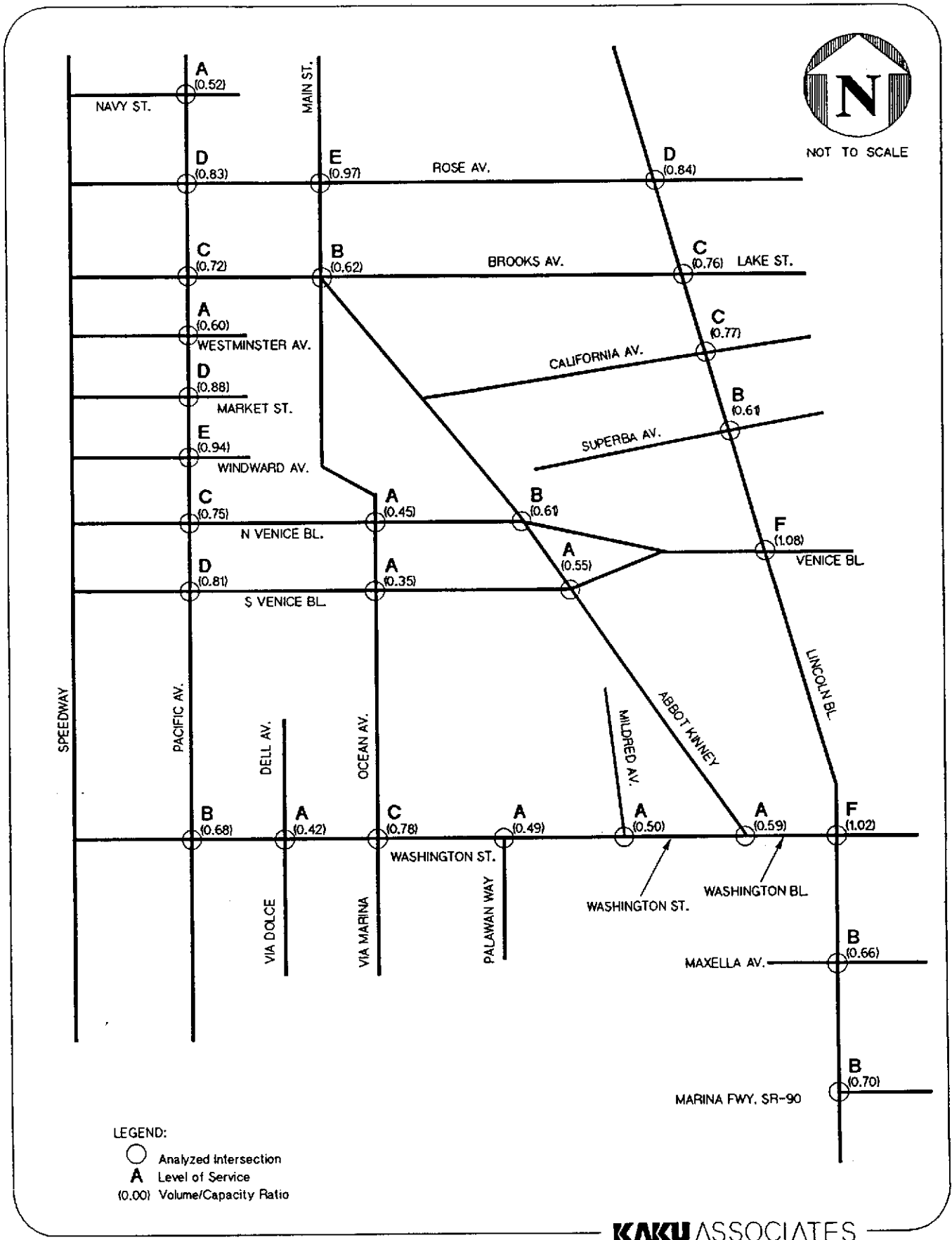


FIGURE 12
EXISTING SUMMER WEEKEND A.M. PEAK HOUR
LEVELS OF SERVICE

KAKU ASSOCIATES

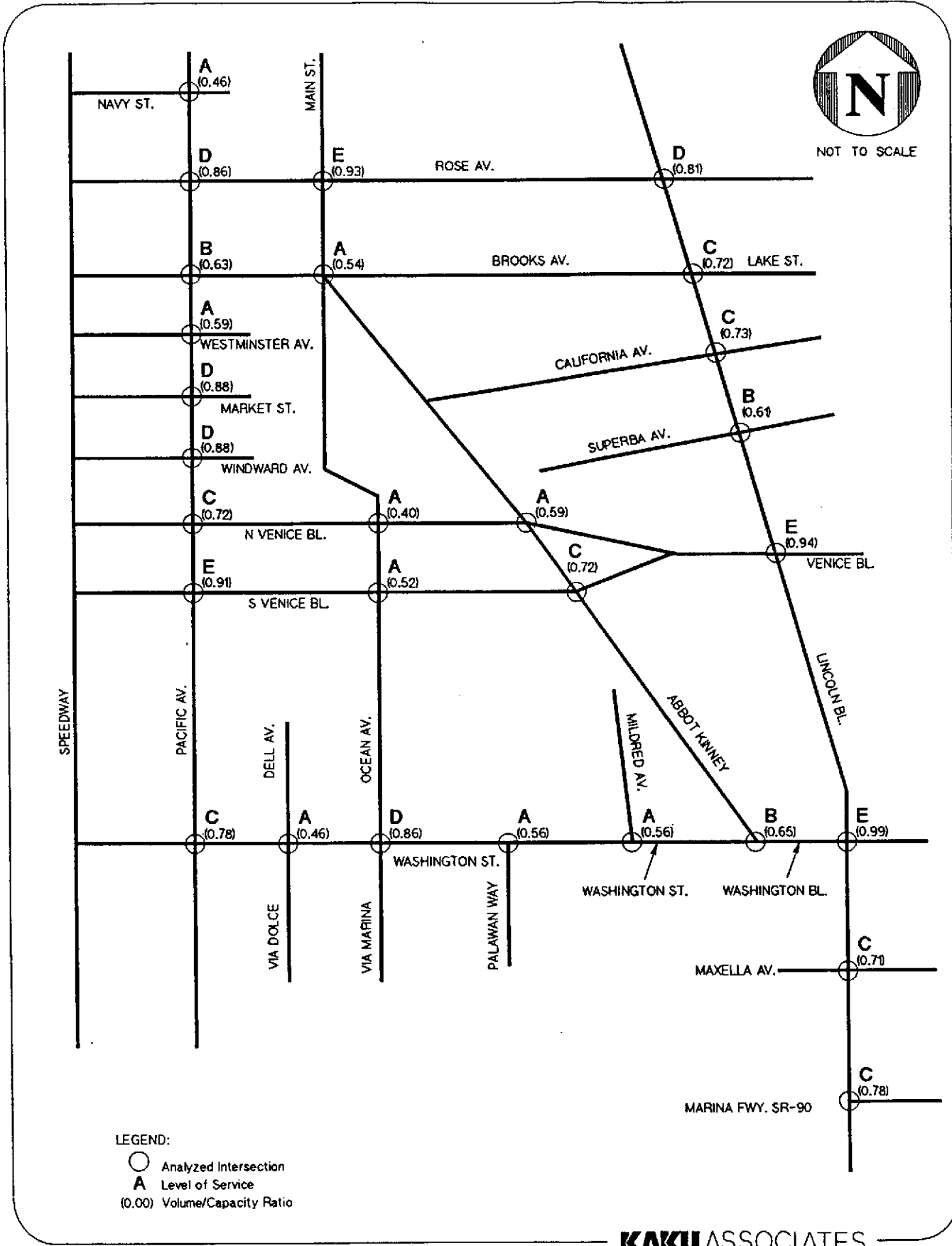


FIGURE 13
EXISTING SUMMER WEEKEND P.M. PEAK HOUR
LEVELS OF SERVICE

KAKU ASSOCIATES

VENICE TRAFFIC AND PARKING STUDY

Future Traffic Conditions

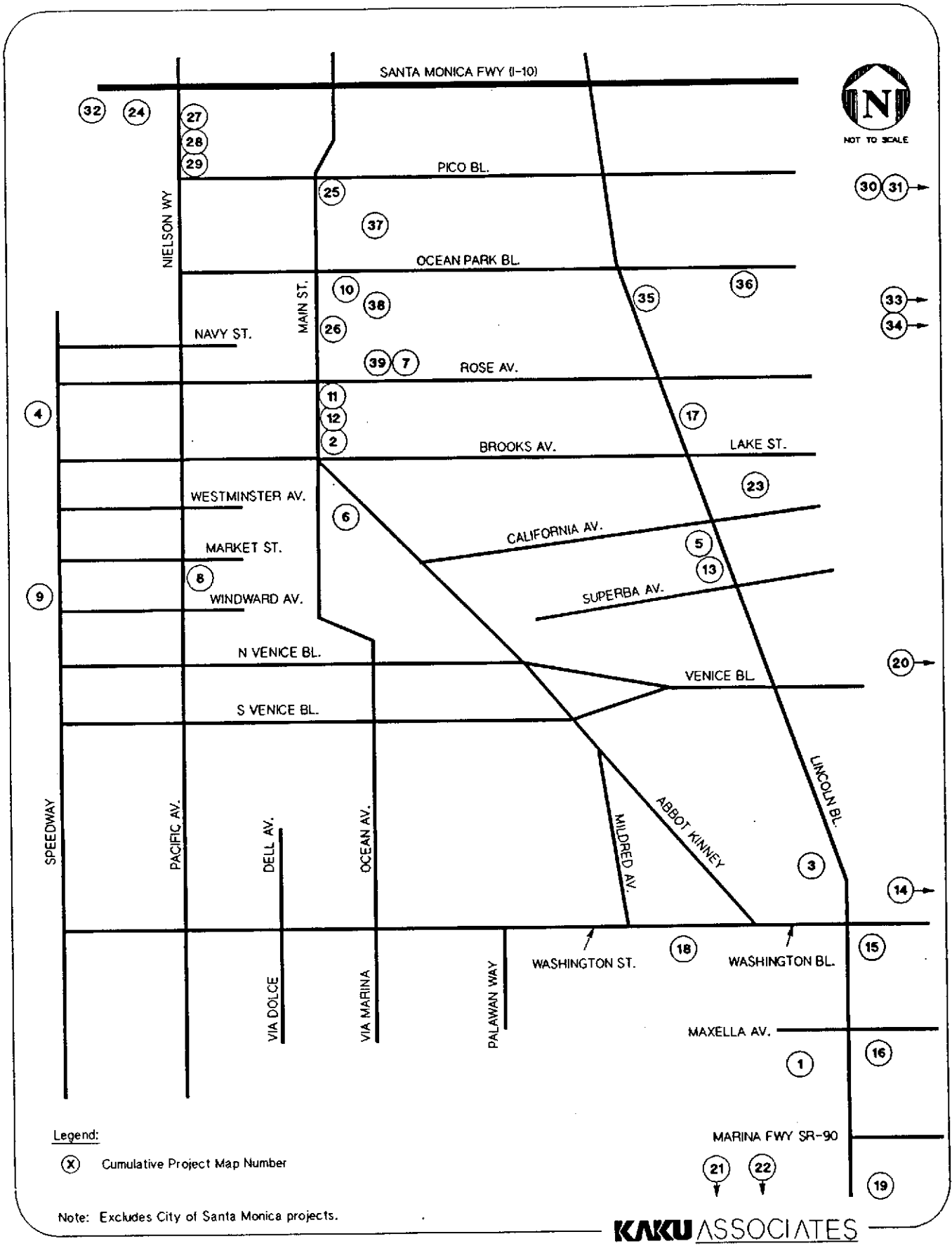


FIGURE 3
LOCATION OF CUMULATIVE PROJECTS

**TABLE 7
FUTURE BASE INTERSECTION LEVELS OF SERVICE**

Intersection	AM Peak Hour		PM Peak Hour	
	V/C Ratio	LOS	V/C Ratio	LOS
9 Pacific Av. & Navy St. [2]	0.67	B	0.82	D
10 Pacific Av. & Rose Av.	0.90	D	1.22	F
11 Pacific Av. & Brooks Av.	0.78	C	1.26	F
12 Pacific Av. & Westminster Av.	0.55	A	0.71	C
13 Pacific Av. & Market St. [2]	0.65	B	0.91	E
14 Pacific Av. & Windward Av.	0.72	C	0.97	E
15 Pacific Av. & N. Venice Bl.	0.81	D	0.93	E
16 Pacific Av. & S. Venice Bl.	0.96	E	1.11	F
17 Pacific Av. & Washington St.	0.76	C	1.09	F
18 Main St. & Rose Av.	1.16	F	1.77	F
19 Main St. & Abbot Kinney	0.90	D	1.26	F
20 Dell/Via Dolce & Washington St.	0.54	A	0.60	A
21 Ocean/Via Marina & Washington St.	0.94	E	1.25	F
22 Palawan Wy. & Washington St. [2]	0.65	B	0.74	C
23 Abbot Kinney & N. Venice Bl.	0.74	C	0.91	E
24 Abbot Kinney & S. Venice Bl.	0.89	D	1.07	F
25 Mildred Av. & Washington St.	0.63	B	0.64	B
26 Abbot Kinney & Washington St./Bl.	0.76	C	0.98	E
27 Lincoln Bl. & Rose Av.	1.05	F	1.27	F
28 Lincoln Bl. & Brooks/Lake	0.90	D	1.11	F
29 Lincoln Bl. & California Av.	0.89	D	1.20	F
30 Lincoln Bl. & Superba Av.	0.84	D	1.01	F
31 Lincoln Bl. & Venice Bl.	1.02	F	1.39	F
32 Lincoln Bl. & Washington Bl.	1.20	F	1.56	F
33 Lincoln Bl. & Maxella Av.	0.74	C	1.02	F
34 Lincoln Bl. & Marina Frwy.	0.90	D	1.19	F
35 Ocean/Venice Wy. & N. Venice Bl.	0.22	A	0.50	A
36 Ocean/Venice Wy. & S. Venice Bl.	0.46	A	0.61	B

Notes:

1. Modified CMA (1200 vehicles/hour capacity and adjusted PCE values) utilized at signalized intersections along Pacific Avenue and Main Street.
2. Stop-controlled intersection; analyzed as if signalized.

 Operating at an unacceptable level of service.

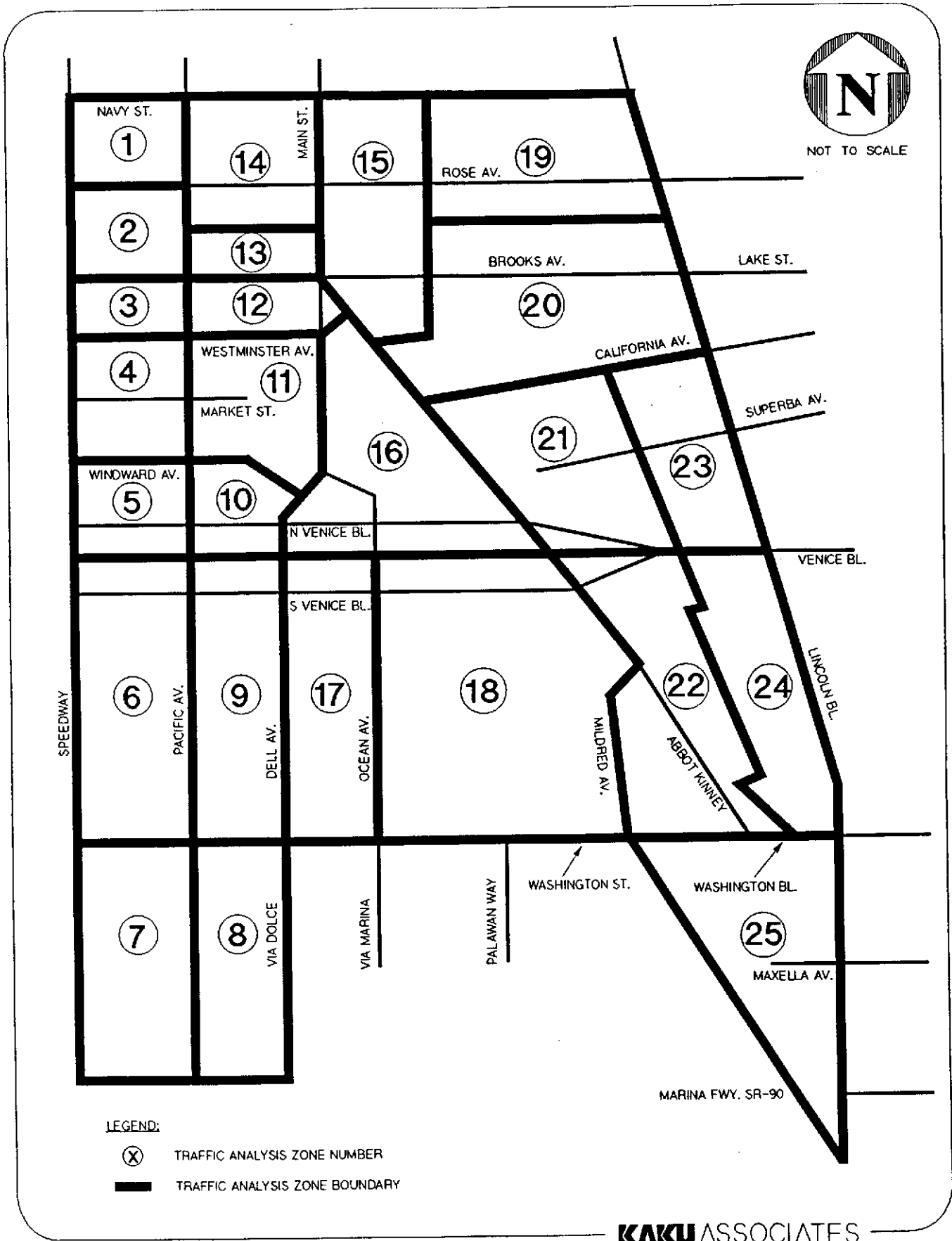


FIGURE 6
TRAFFIC ANALYSIS ZONES

**TABLE 8
CURRENT LAND USE DENSITIES**

TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE
1	407	10,450	550
2	583	84,028	4,423
3	434	71,440	3,760
4	225	97,565	5,135
5	309	100,260	11,140
6	606	17,910	1,990
7	1,118	7,200	800
8	1,144	0	0
9	549	36,560	9,140
10	455	6,750	750
11	302	109,800	12,200
12	100	0	29,000
13	158	3,600	400
14	240	72,000	8,000
15	823	439,890	226,610
16	758	103,950	53,550
17	448	10,000	10,000
18	807	3,375	10,125
19	833	86,040	9,560
20	1,567	88,200	29,400
21	1,185	91,950	30,650
22	604	90,875	90,875
23	690	18,320	4,580
24	515	63,640	15,910
25	440	514,200	171,400
Total	15,300	2,128,003	739,948

Notes:

1. Land use plan information provided by LADCP.

TABLE 9
ALTERNATIVE LAND USE SCENARIO
BUILD-OUT DENSITIES

CURRENT ZONING				ALTERNATIVE A (HIGH)				ALTERNATIVE B (LOW)			
TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE	TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE	TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE
1	371	58,425	3,075	1	485	102,885	5,415	1	301	26,600	1,400
2	756	346,275	18,225	2	1,173	390,735	20,565	2	576	114,000	6,000
3	409	141,075	7,425	3	663	141,075	7,425	3	349	45,600	2,400
4	463	298,177	15,694	4	547	298,177	15,694	4	392	242,013	12,738
5	692	202,005	22,445	5	745	202,005	22,445	5	608	178,200	19,800
6	506	36,450	4,050	6	762	36,450	4,050	6	459	20,700	2,300
7	1,550	42,930	4,770	7	1,150	42,930	4,770	7	1,509	20,700	2,300
8	1,819	76,000	0	8	1,819	76,000	0	8	1,712	132,000	0
9	624	50,840	12,710	9	1,001	277,840	69,460	9	520	19,200	4,800
10	481	11,700	1,300	10	811	108,225	12,025	10	481	11,700	1,300
11	694	286,907	31,878	11	897	286,907	31,878	11	694	286,907	31,878
12	105	0	0	12	190	0	0	12	105	0	0
13	770	182,250	20,250	13	175	182,250	20,250	13	225	67,500	7,500
14	156	0	0	14	156	0	0	14	234	63,000	7,000
15	4,886	902,264	464,803	15	5,259	917,312	472,555	15	994	498,960	257,040
16	1,179	184,932	95,268	16	1,357	184,932	95,268	16	965	56,760	29,240
17	634	59,250	59,250	17	763	59,250	59,250	17	486	24,000	24,000
18	899	26,063	78,188	18	1,091	26,063	78,188	18	761	8,500	25,500
19	1,592	608,783	67,642	19	2,371	608,783	67,642	19	1,463	219,600	24,400
20	2,918	284,963	94,988	20	5,186	284,963	94,988	20	3,010	257,813	85,938
21	1,024	185,025	61,675	21	1,433	185,025	61,675	21	852	113,400	37,800
22	2,451	217,750	217,750	22	2,743	217,750	217,750	22	2,082	99,000	99,000
23	788	179,099	44,775	23	1,713	179,099	44,775	23	995	137,600	34,400
24	1,150	269,280	67,320	24	1,672	269,280	67,320	24	1,200	111,200	27,800
25	6,196	2,132,675	710,892	25	6,600	2,132,675	710,892	25	2,555	843,150	281,050
Total	33,113	6,783,116	2,104,372	Total	40,762	7,210,609	2,184,279	Total	23,528	3,598,102	1,025,584

Notes:
1. Land use plan information provided by LADCP.
2. Each land use scenario includes existing conditions.

TABLE 10
ALTERNATIVE LAND USE SCENARIOS
NET BUILD-OUT GROWTH

CURRENT ZONING				ALTERNATIVE A (HIGH)				ALTERNATIVE B (LOW)			
TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE	TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE	TAZ	DU's	RETAIL SQ. FOOTAGE	OFFICE SQ. FOOTAGE
1	-36	47,975	2,525	1	78	92,435	4,865	1	-106	16,150	850
2	173	241,848	13,803	2	590	286,308	16,143	2	-7	9,572	1,578
3	-25	69,635	3,665	3	229	69,635	3,665	3	-85	-25,840	-1,360
4	224	180,172	10,559	4	308	180,172	10,559	4	153	124,008	7,603
5	383	101,745	11,305	5	436	101,745	11,305	5	299	77,940	8,660
6	-100	18,540	2,060	6	156	18,540	2,060	6	-147	2,790	310
7	432	35,730	3,970	7	32	35,730	3,970	7	391	13,500	1,500
8	675	76,000	0	8	675	76,000	0	8	568	132,000	0
9	75	14,280	3,570	9	452	241,280	60,320	9	-29	-17,360	-4,340
10	26	4,950	550	10	356	101,475	11,275	10	26	4,950	550
11	392	172,607	19,678	11	595	172,607	19,678	11	392	172,607	19,678
12	5	0	-29,000	12	90	0	-29,000	12	5	0	-29,000
13	612	178,650	19,850	13	17	178,650	19,850	13	67	63,900	7,100
14	-84	-72,000	-8,000	14	-84	-72,000	-8,000	14	-6	-9,000	-1,000
15	4,041	363,374	41,443	15	4,414	378,422	49,195	15	149	-39,930	-166,320
16	398	67,282	41,718	16	576	67,282	41,718	16	184	-60,890	-24,310
17	186	49,250	49,250	17	315	49,250	49,250	17	38	14,000	14,000
18	92	22,688	68,063	18	284	22,688	68,063	18	-46	5,125	15,375
19	759	522,743	58,082	19	1,538	522,743	58,082	19	630	133,560	14,840
20	1,351	196,763	65,588	20	3,619	196,763	65,588	20	1,443	169,613	56,538
21	-161	93,075	31,025	21	248	93,075	31,025	21	-333	21,450	7,150
22	1,847	126,875	126,875	22	2,139	126,875	126,875	22	1,478	8,125	8,125
23	98	91,779	40,195	23	1,023	91,779	40,195	23	305	50,280	29,820
24	635	195,640	51,410	24	1,157	195,640	51,410	24	685	37,560	11,890
25	4,444	1,555,925	239,492	25	4,848	1,555,925	239,492	25	803	266,400	-190,350
Total	16,442	4,355,524	867,674	Total	24,091	4,783,017	947,581	Total	6,857	1,170,509	-211,114

Notes:
 1. Land use plan information provided by LADCP.
 2. Each land use scenario excludes existing conditions and cumulative projects.

**TABLE 12
ALTERNATIVE LAND USE SCENARIOS
TRIP GENERATION ESTIMATES WITH REDUCTION**

Land Use Scenario	Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Current Zoning	Residential	16,442	102,773	1,685	6,739	8,424	7,919	3,875	11,794
	Retail	3,919,972	210,999	2,903	2,045	4,948	9,826	9,826	19,652
	Service	435,552	55,733	737	648	1,385	3,451	3,451	6,902
	Office	867,674	14,767	1,802	249	2,052	362	1,878	2,240
	Trip Reduction		-78,437	-1,259	-1,372	-2,631	-4,147	-3,895	-8,042
	Total		305,835	5,869	8,309	14,178	17,410	15,135	32,545
Alternative A	Residential	24,091	147,468	2,418	9,670	12,088	11,362	5,560	16,923
	Retail	4,304,715	235,428	3,150	2,225	5,375	10,763	10,763	21,526
	Service	478,302	60,773	804	706	1,510	3,763	3,763	7,526
	Office	947,581	16,181	1,973	275	2,247	394	2,070	2,464
	Trip Reduction		-90,415	-1,428	-1,727	-3,155	-4,807	-4,394	-9,202
	Total		369,435	6,917	11,149	18,065	21,475	17,762	39,237
Alternative B	Residential	6,857	46,458	762	3,046	3,808	3,580	1,752	5,331
	Retail	1,053,458	84,186	1,083	931	2,014	4,415	4,415	8,830
	Service	117,051	17,808	236	207	443	1,103	1,103	2,205
	Office	-211,114	3,639	438	66	504	82	493	576
	Trip Reduction		-30,508	-450	-596	-1,045	-1,746	-1,604	-3,349
	Total		121,583	2,069	3,654	5,724	7,434	6,159	13,593

TABLE 13
FUTURE PLUS BUILD-OUT LEVELS OF SERVICE

Intersection	CURRENT ZONING BUILDOUT				ALTERNATIVE A				ALTERNATIVE B			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
9 Pacific Av. & Navy St. [2]	1.03	F	1.62	F	1.17	F	1.92	F	0.84	D	1.21	F
10 Pacific Av. & Rose Av.	1.28	F	2.54	F	1.43	F	3.09	F	1.03	F	1.70	F
11 Pacific Av. & Brooks Av.	1.18	F	2.54	F	1.27	F	2.86	F	0.95	E	1.64	F
12 Pacific Av. & Westminster Av.	0.90	D	1.67	F	0.99	E	1.82	F	0.60	A	1.23	F
13 Pacific Av. & Market St. [2]	0.99	E	1.63	F	1.02	F	1.75	F	0.88	D	1.30	F
14 Pacific Av. & Windward Av.	1.24	F	2.46	F	1.32	F	2.62	F	1.06	F	2.03	F
15 Pacific Av. & N. Venice Bl.	1.28	F	2.29	F	1.36	F	2.60	F	1.07	F	1.65	F
16 Pacific Av. & S. Venice Bl.	1.49	F	2.34	F	1.54	F	2.59	F	1.26	F	1.80	F
17 Pacific Av. & Washington St.	1.08	F	2.06	F	1.18	F	2.29	F	0.94	E	1.55	F
18 Main St. & Rose Av.	1.78	F	3.48	F	1.93	F	3.77	F	1.31	F	2.18	F
19 Main St. & Abbot Kinney	1.35	F	2.37	F	1.52	F	2.62	F	1.05	F	1.61	F
20 Dell/Via Dolce & Washington St.	0.76	C	1.16	F	0.85	D	1.41	F	0.70	B	0.99	E
21 Ocean/Via Marina & Washington St.	1.39	F	2.31	F	1.55	F	2.72	F	1.20	F	1.90	F
22 Palawan Wy. & Washington St. [2]	0.89	D	1.29	F	0.97	E	1.47	F	0.79	C	1.03	F
23 Abbot Kinney & N. Venice Bl.	1.19	F	2.13	F	1.26	F	2.34	F	0.91	E	1.40	F
24 Abbot Kinney & S. Venice Bl.	1.49	F	2.39	F	1.60	F	2.63	F	1.12	F	1.61	F
25 Mildred Av. & Washington St.	0.85	D	1.22	F	0.95	E	1.42	F	0.75	C	0.95	E
26 Abbot Kinney & Washington St./Bl.	1.16	F	1.78	F	1.31	F	2.02	F	0.95	E	1.37	F
27 Lincoln Bl. & Rose Av.	1.45	F	2.38	F	1.59	F	2.58	F	1.23	F	1.66	F
28 Lincoln Bl. & Brooks/Lake	1.49	F	2.66	F	1.68	F	2.96	F	1.15	F	1.69	F
29 Lincoln Bl. & California Av.	1.43	F	2.41	F	1.58	F	2.61	F	1.11	F	1.64	F
30 Lincoln Bl. & Superba Av.	1.39	F	2.38	F	1.65	F	2.69	F	1.11	F	1.65	F
31 Lincoln Bl. & Venice Bl.	1.73	F	3.09	F	1.96	F	3.44	F	1.31	F	2.12	F
32 Lincoln Bl. & Washington Bl.	2.14	F	3.96	F	2.40	F	4.39	F	1.55	F	2.41	F
33 Lincoln Bl. & Maxella Av.	1.24	F	2.15	F	1.41	F	2.32	F	0.93	E	1.57	F
34 Lincoln Bl. & Marina Frwy.	1.45	F	2.35	F	1.66	F	2.64	F	1.09	F	1.58	F
35 Ocean/Venice Wy. & N. Venice Bl.	0.43	A	1.06	F	0.49	A	1.18	F	0.34	A	0.84	D
36 Ocean/Venice Wy. & S. Venice Bl.	0.72	C	1.65	F	0.92	E	1.78	F	0.59	A	1.15	F

Notes:

1. Modified CMA (1200 vehicles/hour capacity and adjusted PCE values) utilized at signalized intersections along Pacific Avenue and Main Street.

2. Stop-controlled intersection; analyzed as if signalized.

Operating at an unacceptable level of service.

VENICE TRAFFIC AND PARKING STUDY

Existing Parking Conditions

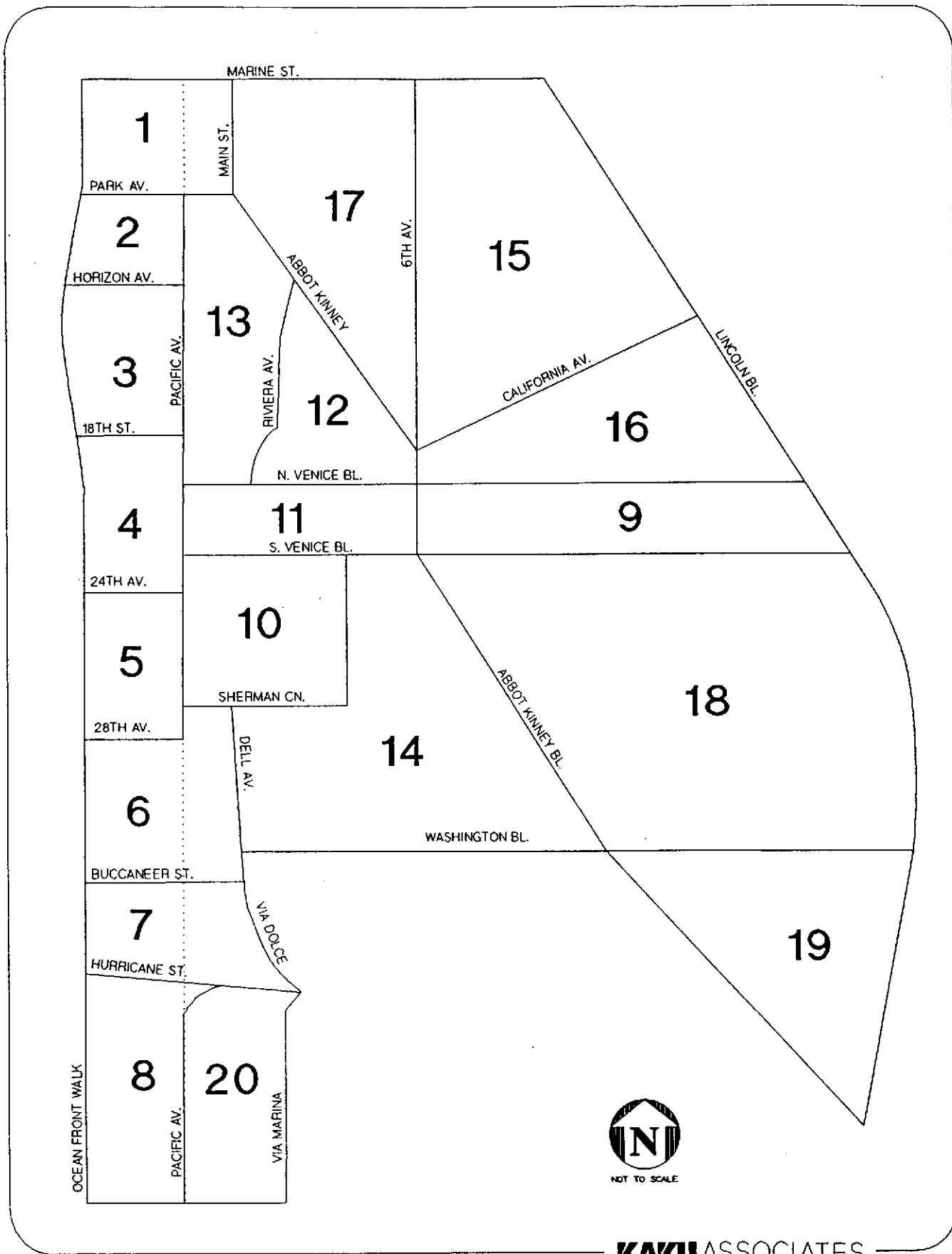


FIGURE 1
PARKING ANALYSIS ZONES

**TABLE 1
PARKING INVENTORY
VENICE COASTAL ZONE**

ZONE	ON-STREET	OFF-STREET	TOTAL
1	311	1,060	1,371
2	84	217	301
3	115	370	485
4	120	428	548
5	43	0	43
6	336	772	1,108
7	289	0	289
8	204	60	264
9	108	161	269
10	131	0	131
11	167	204	371
12	882	8	890
13	867	613	1,480
14	965	217	1,182
15	1,660	624	2,284
16	1,045	389	1,434
17	1,980	606	2,586
18	1,230	539	1,769
19	795	399	1,194
20	154	0	154
TOTAL	11,486	6,667	18,153

Table 4 Venice Coastal Traffic Zone Parking Study User Survey

Hello, I am taking a survey for the City of Los Angeles to help improve parking facilities in the area. May I ask you some brief questions?

Time: _____

Surveyor: _____

Location: 8/18-J

1. From where did you begin your trip to Venice today?

- 1 Home
- 2 Work
- 3 School
- 4 Other

What is the zip code of your beginning location? _____
(NOTE: if zip code unknown, ask for city or region)

2. What is the primary purpose of your trip today?

- 1 Live in area
- 2 Employed in area
- 3 Visiting area resident
- 4 Dining/Shopping
- 5 Go to beach or boardwalk
- 6 No specific purpose
- 7 Other

3. Approximately what time did you arrive in Venice today? _____

4. Approximately what time do you plan on leaving Venice today? _____

5. How did you get to the Venice area today?

- 1 Car
- 2 Walked
- 3 Bike
- 4 Bus
- 5 Other

(If individual did not drive, end survey here. If they did use a car, go to question 6.)

6. Where did you park today?

- 1 On The Street - Metered
- 2 On The Street - Unmetered
- 3 Beach "Park & Shuttle" Lot
- 4 Non-Residential Parking Lot
- 5 Private Residence
- 6 Other

How much did you pay for parking? _____

7. How long a walk (in minutes) did you have from your car to your primary destination? _____

8. Would you be willing to park in a remote parking lot and use a shuttle bus to get to and from the beach area?

- 1 Yes
- 2 No

9. What is the most you would be willing to pay (per day) for parking in the beach area? _____

Thank you for your assistance.

VENICE TRAFFIC AND PARKING STUDY

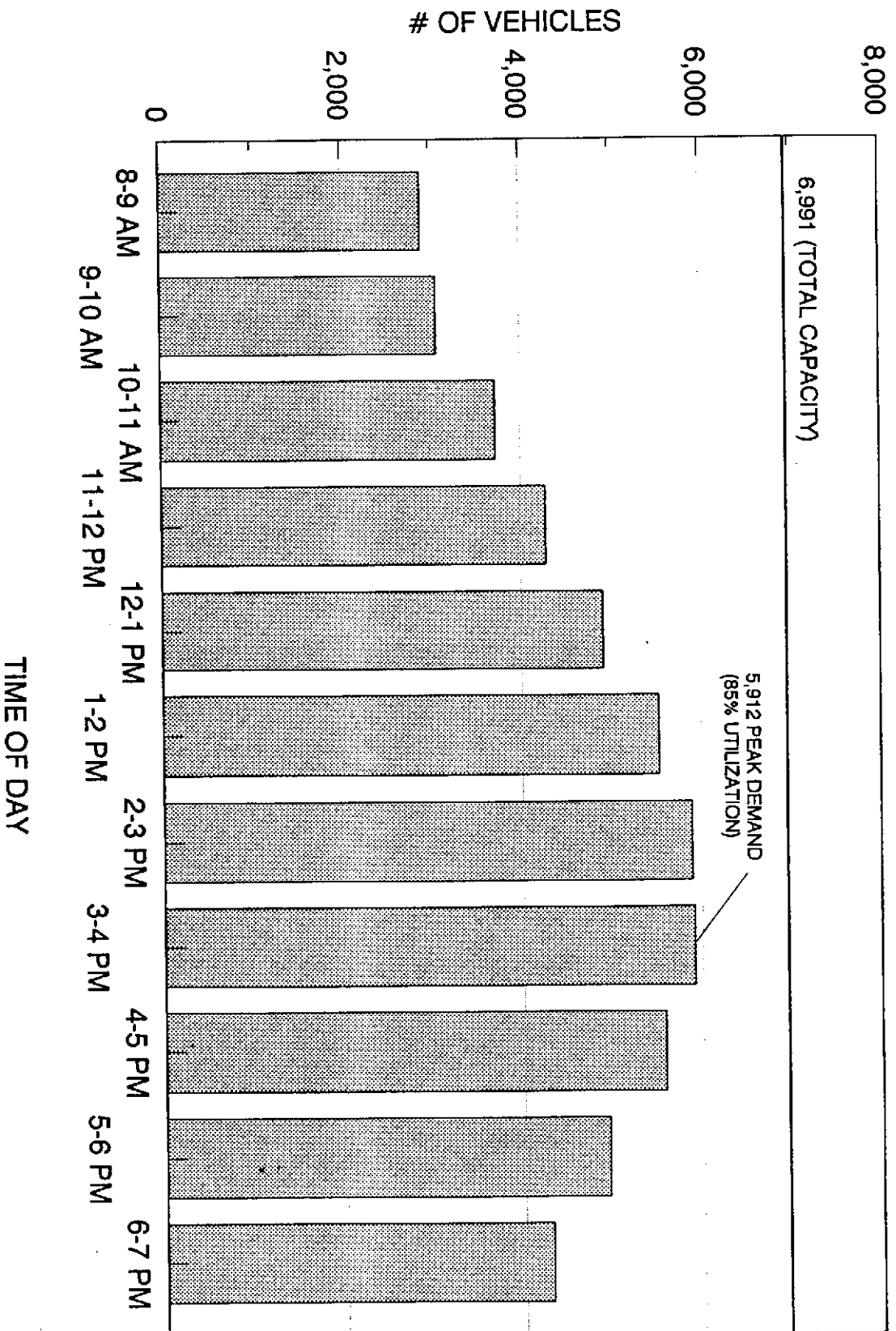
Summary of User Survey Results

- A total of 1,329 individuals participated in the parking user surveys. Of these approximately 633 (52 percent) respondents were in the area for: dining, shopping, beach use, and destined for the boardwalk.
- A high percentage of those surveyed parked on-street and did not pay for parking. However, 38% of the respondents indicated that they were 1 to 2 minutes from their destination.
- A high percentage, 68%, of those surveyed indicated that they would be willing to park in a remote parking lot and use a shuttle bus to get to and from the beach area. This is consistent with the fact that most of those surveyed were staying for over 2 hours in the Venice area.
- Half of the respondents indicated that they would be willing to pay over \$4.00 for parking.

TABLE 7
TOTAL PARKING INVENTORY
EXPANDED BEACH IMPACT ZONE

ZONE	ON-STREET				OFF-STREET				TOTAL
	METERED		NO POSTED RESTRICTIONS	TOTAL ON-STREET	PUBLIC		PRIVATE CUSTOMER ONLY	TOTAL OFF-STREET	
	1 HOUR	2 HOUR			PRIVATELY OWNED	CITY/COUNTY OWNED			
1	53	0	258	311	222	333	505	1,060	1,371
2	0	0	84	84	160	0	57	217	301
3	57	33	25	115	248	0	122	370	485
4	3	0	117	120	27	321	80	428	548
5	0	0	43	43	0	0	0	0	43
6	83	49	204	336	414	302	56	772	1,108
7	0	0	289	289	0	0	0	0	289
8	0	0	204	204	0	60	0	60	264
9	0	0	108	108	0	161	0	161	269
10	0	0	131	131	0	0	0	0	131
11	4	0	163	167	0	204	0	204	371
12	128	25	729	882	0	0	8	8	890
13	105	0	762	867	23	12	578	613	1,480
TOTAL	433	107	3,117	3,657	1,094	1,393	1,406	3,893	7,550

FIGURE 2
TOTAL WEEKEND PARKING DEMAND
EXPANDED BEACH IMPACT ZONE



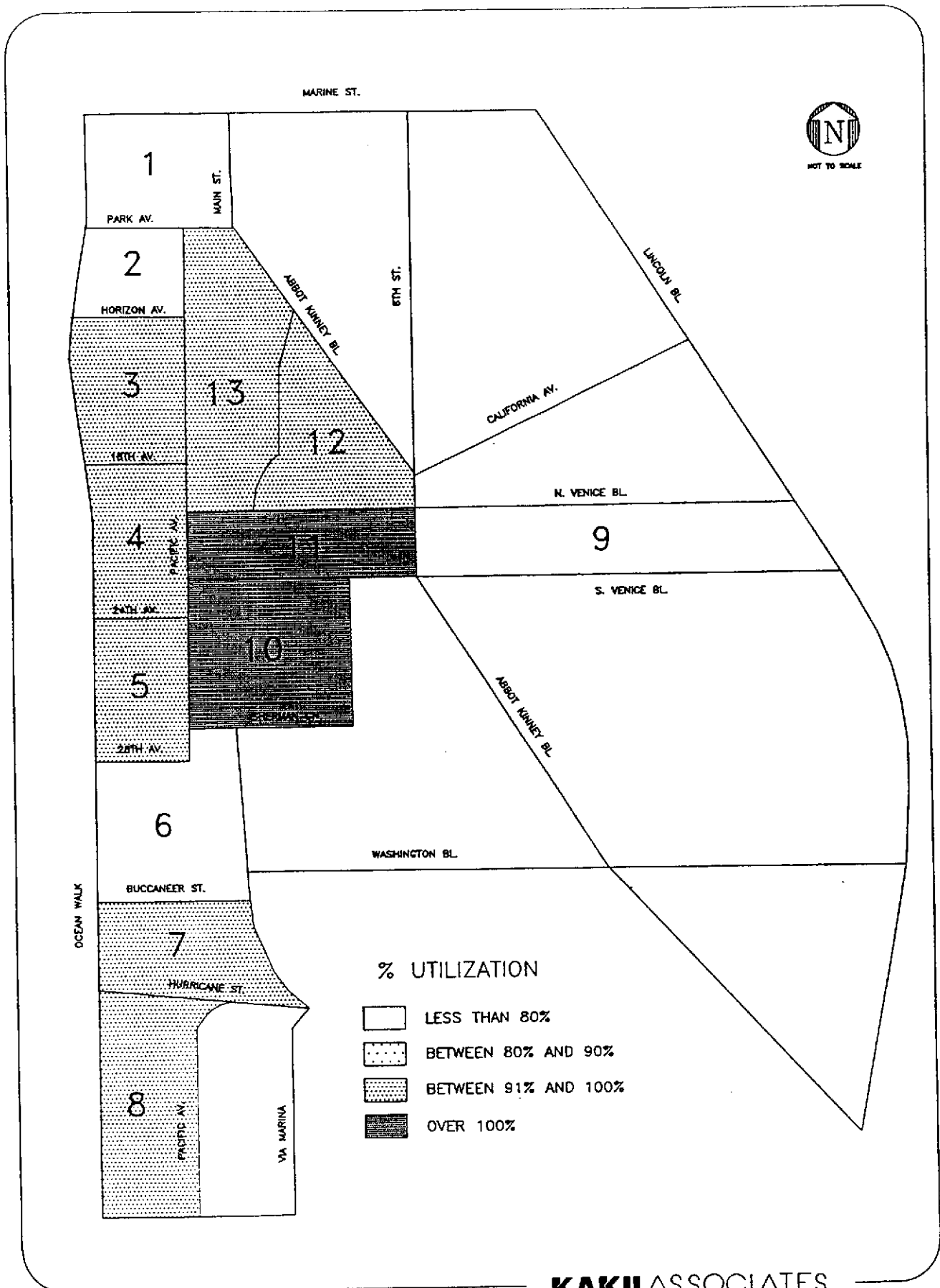
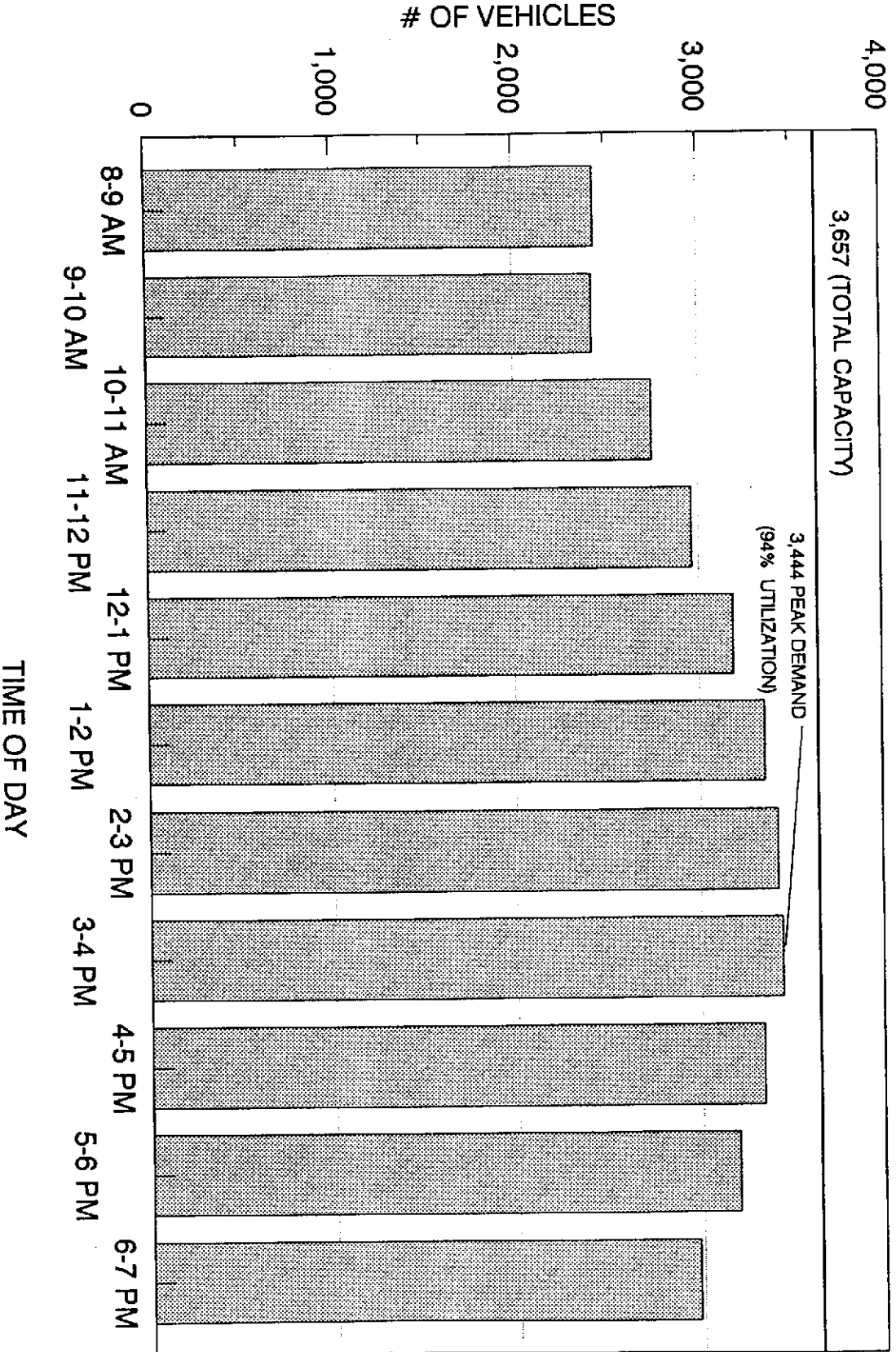


FIGURE 3
 TOTAL WEEKEND PARKING UTILIZATION
 EXPANDED BEACH IMPACT ZONE

KAKU ASSOCIATES

FIGURE 4
ON-STREET WEEKEND PARKING DEMAND
EXPANDED BEACH IMPACT ZONE



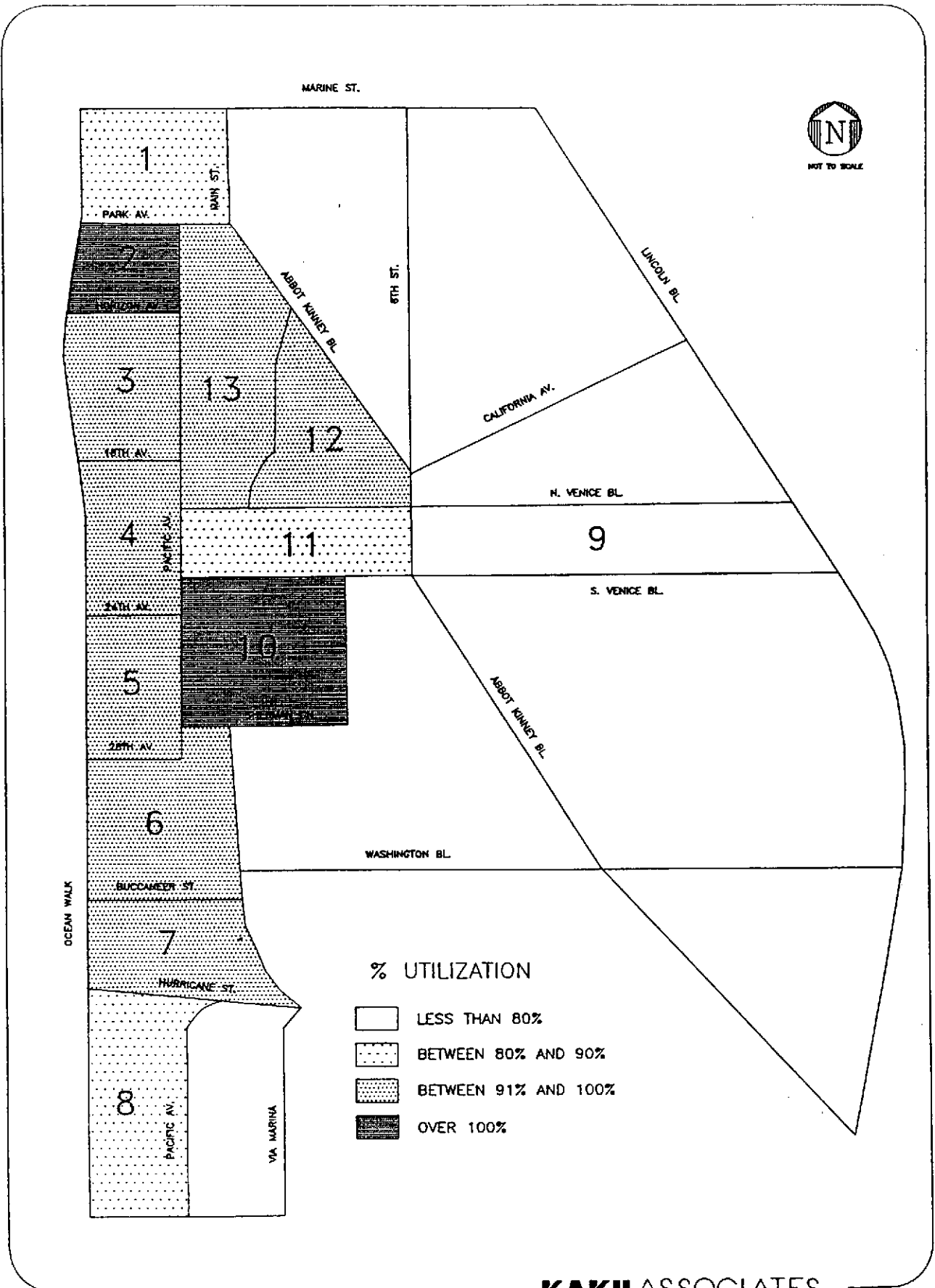
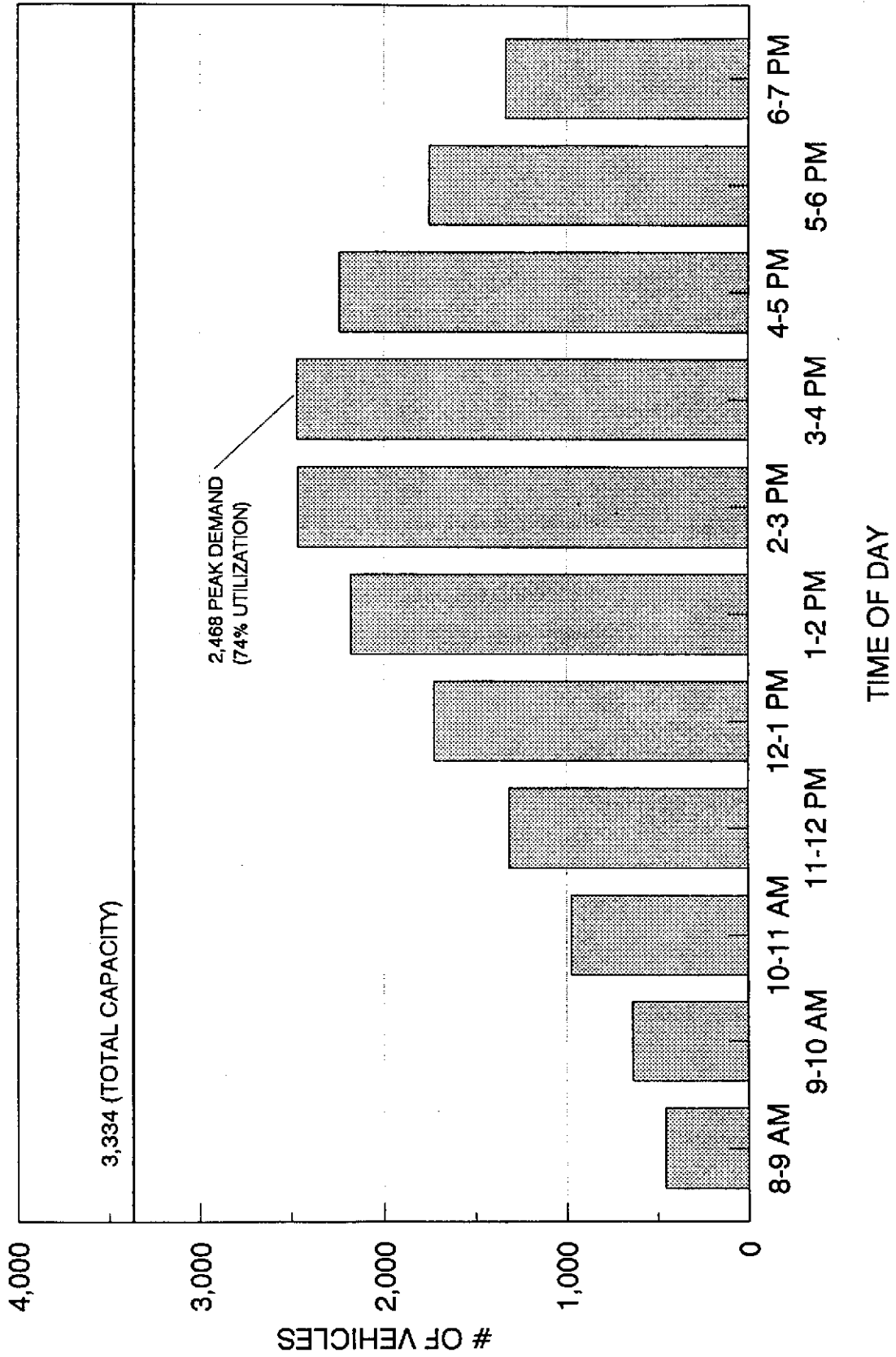


FIGURE 5
ON-STREET WEEKEND PARKING UTILIZATION
EXPANDED BEACH IMPACT ZONE

KAKU ASSOCIATES

FIGURE 6
OFF-STREET WEEKEND PARKING DEMAND
EXPANDED BEACH IMPACT ZONE



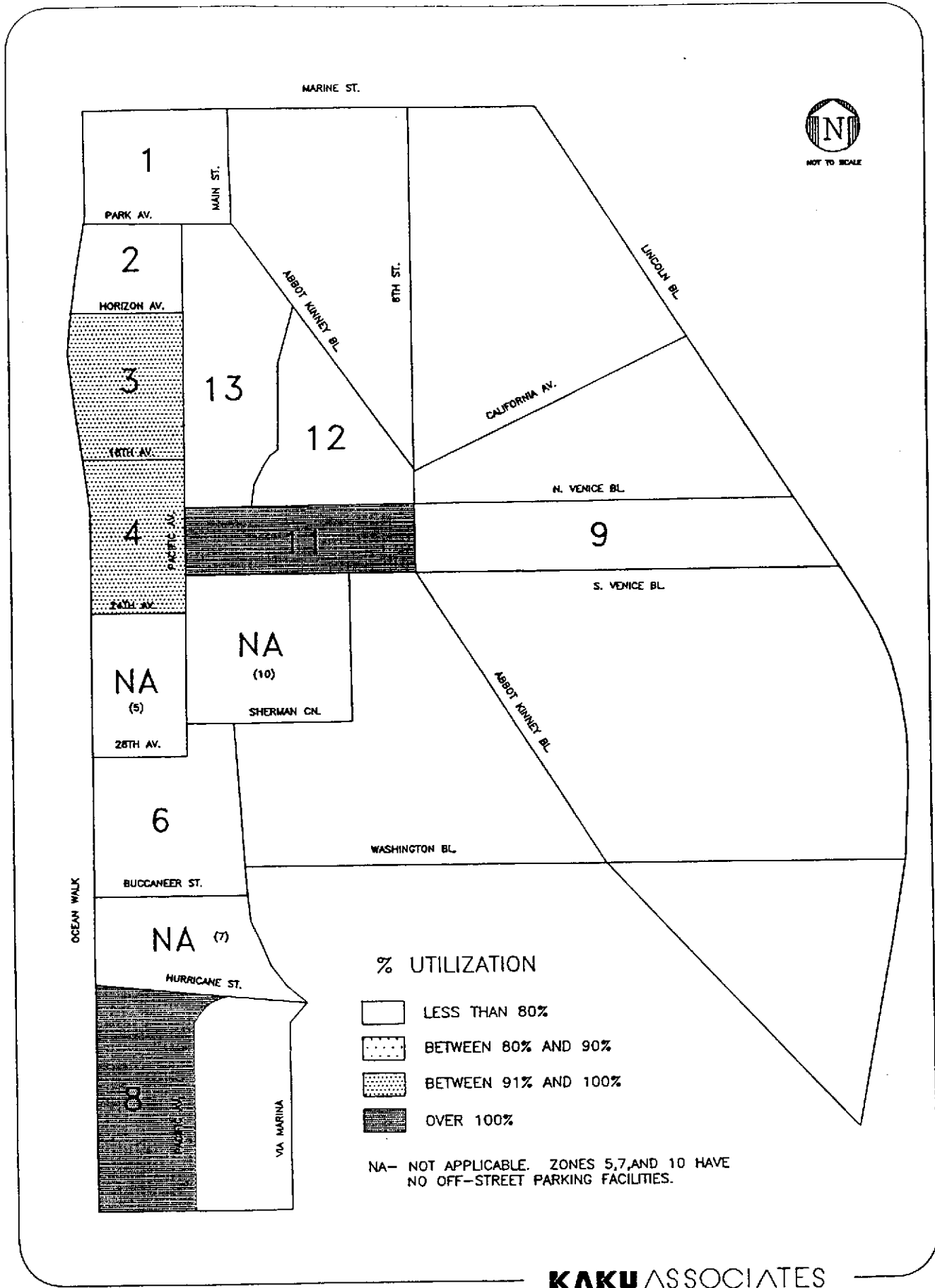


FIGURE 7
 OFF-STREET WEEKEND PARKING UTILIZATION
 EXPANDED BEACH IMPACT ZONE

VENICE TRAFFIC AND PARKING STUDY

Summary of Parking Utilization Surveys

- The parking utilization study results indicate that during the weekend parking conditions within the Expanded Beach Impact Zone are near saturation (85 percent or higher utilization) during peak parking times, which occur in the early afternoon.
- Several of the on-street and off-street parking facilities were at 100 percent utilization during several hours of the day. Additionally, several on and off-street parking areas were over 100 percent utilization. This was due to illegally parked vehicles and vehicles parking in aisles and unmarked spaces within parking lots.
- The weekend demand for on-street parking within the survey area is very high, 94% during the early afternoon peak.
- The weekend off-street parking demand was lower than that observed for on-street. The peak overall utilization of 75% occurred in the early afternoon. However, several of the individual PAZs achieved 100% and higher utilization.
- The high weekend demands for parking within the study area contribute to congested traffic conditions and poor traffic circulation.
- A focused utilization survey during the weekday indicated that a high demand for on-street parking exist. However, the total parking available, both on and off-street is sufficient to meet the weekday parking demand.