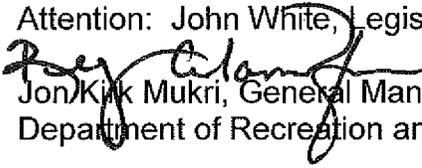


**CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE**

**DATE:** August 14, 2013

**TO:** Honorable Members of the Arts, Parks, Health, Aging and River  
Committee  
Attention: Adam Lid, Legislative Assistant I

Honorable Members of the Public Safety Committee  
Attention: John White, Legislative Assistant II

**FROM:**   
Jon Kirk Mukri, General Manager  
Department of Recreation and Parks

**SUBJECT: VENICE BEACH PUBLIC SAFETY NEEDS ASSESSMENT (COUNCIL  
FILE NO. 13-0981)**

**SUMMARY**

Per the City Council (Council File No. 13-0981) the Department of Recreation and Parks (RAP), Los Angeles Police Department (LAPD), Los Angeles Fire Department (LAFD), Bureau of Street Services (BSS), Department of Transportation (LADOT), City Administrative Officer, and Chief Legislative Analyst were instructed, and the Mayor's Office and City Attorney were requested, to conduct a Venice Beach Public Safety Needs Assessment and to report findings to the Public Safety Committee and to the Arts, Parks, Health, Aging and River Committee.

This report discusses the preliminary findings of the Venice Beach Public Safety Needs Assessment. This report includes recommendations to restrict non-essential vehicle access to Venice Beach Boardwalk (Ocean Front Walk) and enhance public safety, and describes the temporary measures implemented by LADOT at the intersections identified as the most hazardous for non-essential vehicle access.

**VENICE BEACH PUBLIC SAFETY NEEDS ASSESSMENT**

Staff and representatives from RAP, LAPD, LAFD, BSS, Bureau of Engineering (BOE), LADOT, Mayor's Office, City Attorney, and Council District (CD) 11 have met several times to discuss the August 3, 2013 vehicular incident at Venice Beach and the Venice Beach Public Safety Needs Assessment.

On Tuesday, August 6, 2013, staff from the participating Departments and Offices conducted a site visit to Venice Beach to assess and evaluate the conditions of each

vehicular access point to Ocean Front Walk. As a part of this site visit, the assessment team identified the intersections where emergency access is/is not needed and evaluated the various public safety improvements and decorative elements that could potentially be installed at each intersection (See Attachment No. 1). It must be noted that regardless of the recommended treatment and location, each location will need to comply with disabled access requirements. The assessment team will ensure future involvement with the Department on Disability before any treatment plans are finalized and completed, as well as proper street signage by LADOT.

**EMERGENCY ACCESS LOCATIONS AND RECOMMENDED TREATMENT**

Automated Retractable Bollard System (See Attachment No. 2)

An Automated Retractable Bollard System allows bollards to be lowered and raised automatically via remote and/or key. The speed and ease of operation of this system is critical to effective emergency response while creating a physical barrier that allows easy passage of pedestrians but would prevent unauthorized vehicles.

This type of system would be recommended to be installed on Ocean Front Walk at the intersections of Navy, Rose, Windward, 17th, North Venice, and South Venice. It is at these locations that vehicular traffic crosses the boardwalk for public parking and maintenance access.

Further investigation is needed to ensure an operational and maintenance plan is in place for an Automated Retractable Bollard System and agreed to by RAP, LAPD and LAFD. Concerns around the Automated Retractable Bollard System would be in the ongoing maintenance of system, given that it is proposed to be located in such a corrosive environment. The details of installing an Automated Retractable Bollard System include issues such as running electrical power to each location. Obtaining power to each location could be very costly and could have unknown financial impacts on the overall installation costs. Additionally, LAFD has requested that the design of any permanent bollards take into account the turning radius of their larger vehicles.

The estimate for installation of an Automated Retractable Bollard System at five (5) locations is approximately \$1,200,000. Procurement and installation of an Automated Retractable Bollard System would be via contracts awarded either by RAP or BOE.

Gate and Bollard System (See Attachment No. 3)

A Gate and Bollard System is a manual operation and similar to what can currently be found throughout the City's park system. Each gate would be 20 feet in width, as required by LAFD. Additional treatments would be recommended on the sidewalks adjacent to each gate. These treatments could include fixed bollards, artwork, trees and/or planters on either side of the gate to prevent unauthorized vehicles from jumping the curb. Maintenance issues associated with the installation of trees or planters would need to be considered.

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This type of system would be recommended to be installed on Dudley, Brooks, Breeze, Wavecrest, Westminster, Market, Windward, 17th, and 18th. On each street the Gate and Bollard System would be installed mid-block between the Ocean Front Walk and Speedway. Staff is also recommending that Botz dots be placed on Speedway and on Ocean Front Walk at all locations where there is gate access to the boardwalk. This will enhance visibility at night and assist first responders from other parts of the City unfamiliar with the boardwalk.

The estimate for installations at eight (8) locations is approximately \$150,000. Procurement and installation of a Gate and Bollard System, and any other devices, would be via contracts awarded either by RAP or BOE.

It is important to note that a Gate and Bollard System would not be appropriate for Ocean Front Walk due to the obvious conflicts of opening and closing of a gate with hundreds of pedestrians passing through.

Additionally, LAFD will develop the following based on the final treatments installed at each street with a Gate and Bollard System:

1. Updated internal LAFD maps of the area showing the bollards and gates.
2. Written Standard Operating Guidelines on how to lay firefighting hose between the Ocean Front Walk and Speedway where there is no access.
3. A Special Notice informing all LAFD companies of this issue.

### Hard Street Closures

Hard Street Closures are for streets that are already mostly used for pedestrian use and therefore, would only need to be slightly modified through the use of bollards, planters, artwork, and/or bike racks to prevent an unauthorized vehicle access. Many of these streets already have bollards in place and would only require minimal work (See Attachments No. 4 and No. 5).

Hard Street Closures are recommended for Ozone, Paloma, Sunset, Thorton, Park, Clubhouse, Horizon, 19th, 20th, and 23rd through 30th. It is recommended that the existing bollards be replaced with more attractive decorative bollards along the intersection of each street and Speedway.

There are, however, exceptions where bollards will need to be placed along the edge of Ocean Front Walk. This is most notable at the private parking lot located at Sunset and immediately adjacent Ocean Front Walk (See Attachment No. 6). This lot is used for both parking and for vendors who temporarily set up daily on private property to sell merchandise. Decorative fixed bollards paralleling Ocean Front Walk at this location would prevent unauthorized access to the boardwalk while retaining the ability of vendors to continue to operate here. Additionally, LAFD has requested that staff assess

the possibility of creating a Fire Lane on the private parking lot on Sunset in order to ensure their vehicles have sufficient access to Ocean Front Walk.

There are many scalable options that could impact costs from creating pedestrian plazas to simply adding a bollard or two (some street locations have existing bollards). If a fixed decorative bollard is selected and used to both replace existing bollards and installed where none exists, the estimated cost at eighteen (18) street locations is approximately \$400,000. If some of the existing bollards are left in place, there would be a significant reduction in this cost estimate. Furthermore, these costs do not include any structural changes to the pavement or beautification of the streetscape such as pavers or other materials. That would require additional time and design to determine accurate estimates.

Additionally, LAFD will develop the following based on the final treatments installed at each street with a Hard Street Closure:

1. Updated internal LAFD maps of the area showing the bollards and gates.
2. Written Standard Operating Guidelines on how to lay firefighting hose between the Ocean Front Walk and Speedway where there is no access.
3. A Special Notice informing all LAFD companies of this issue.

#### **TEMPORARY TRAFFIC CONTROL AND SAFETY MEASURES**

On Saturday, August 10, 2013, LADOT began the installation of the first phase of temporary bollards and traffic control signage at intersections identified as the most hazardous for non-essential vehicle access. These locations were selected because they are main access routes and are at high risk for drivers to accidentally turn onto Ocean Front Walk.

The following work has already been completed by LADOT:

1. Bollards have been installed at the following locations:
  - Ocean Front Walk: North of Rose, and south of Rose
  - Navy Street: East of Ocean Front Walk
  - Market Street: East of Ocean Front Walk
  - Brooks Avenue: East of Ocean Front Walk
  - Ocean Front Walk: North of 17th Street, and south of 17th Street
2. Additional "No Left Turn" and "No Right Turn" signs were added for east/west traffic on Rose Street/Parking Lot driveway at Ocean Front Walk
3. "Dead End" and "Road Closed to Thru Traffic" signs were installed for westbound traffic at the following locations:
  - Ozone Court at Speedway
  - Navy Street at Speedway
  - 17th Street at Speedway

- Market Street at Speedway
  - Horizon Street at Speedway
  - Westminster at Speedway
  - Clubhouse at Speedway
  - Wavecrest at Speedway
  - Breeze at Speedway
  - Brooks at Speedway
  - Dudley at Speedway
  - Roseat Speedway with "STOP" pavement marking and new limit line at Ocean Front Walk
4. "End" and "Road Closed" signs were installed for westbound traffic at the following locations (and the signs were also located in the roadway to also function as barrier to traffic entering the Boardwalk):
- Navy Street at Ocean Front Walk with "END" pavement marking
  - Ozone Court at Ocean Front Walk
  - 17th Street at Ocean Front Walk (Road Closed only) with "END" pavement marking
  - Market Street at Ocean Front Walk
  - Horizon Street at Ocean Front Walk
  - Westminster at Ocean Front Walk
  - Clubhouse at Ocean Front Walk
  - Wavecrest at Ocean Front Walk
  - Breeze at Ocean Front Walk
  - Brooks at Ocean Front Walk with "END" pavement marking
  - Dudley at Ocean Front Walk

Future locations for the installation of temporary bollards will be determined following further evaluation by LAPD and LAFD. LADOT will continue to be involved in the process as the assessment team finalizes the treatment recommendations for each street.

## **SECURITY CAMERAS AND PUBLIC ADDRESS SYSTEM**

RAP is still obtaining information on the issues associated with cameras and public address system. We are in communication with the Information Technology Agency (ITA) regarding the infrastructure needed to handle the data from the cameras. We have met and discussed the system and its use with the LAPD and are currently engaged with a City vendor to determine the specifications LAPD is requesting. We anticipate being able to finalize the system specifications with ITA and LAPD within the next two weeks.

## LIGHTING UPGRADES

Per LAPD's request, RAP staff is evaluating the expansion of the existing LED lighting along Ocean Front Walk and will report back on possible upgrades.

In conclusion, many of the recommendations included herein can be accomplished in a variety of ways. We look forward to working with the Community, Mayor and City Council and various City Departments and Offices on finalizing a plan that provides a safe public venue for one of the busiest tourist attractions in Southern California.

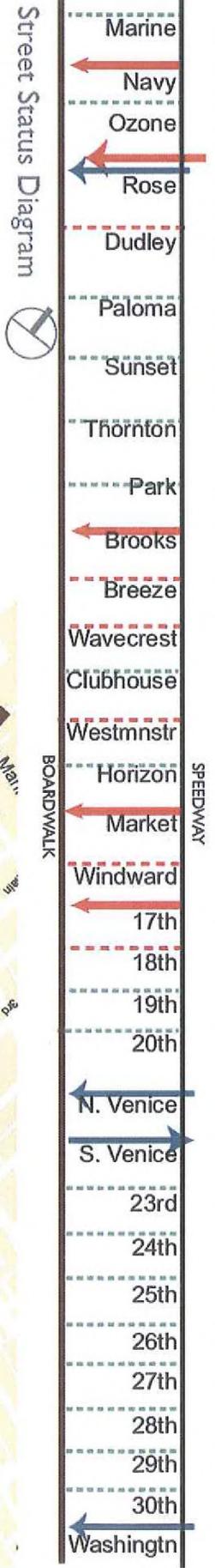
LAPD, LAFD, LADOT, and Department of Public Works staff concur with the preliminary findings and recommendations contained in this report. If you have any questions please contact Michael Shull, Assistant General Manager, at (213) 202-2681.

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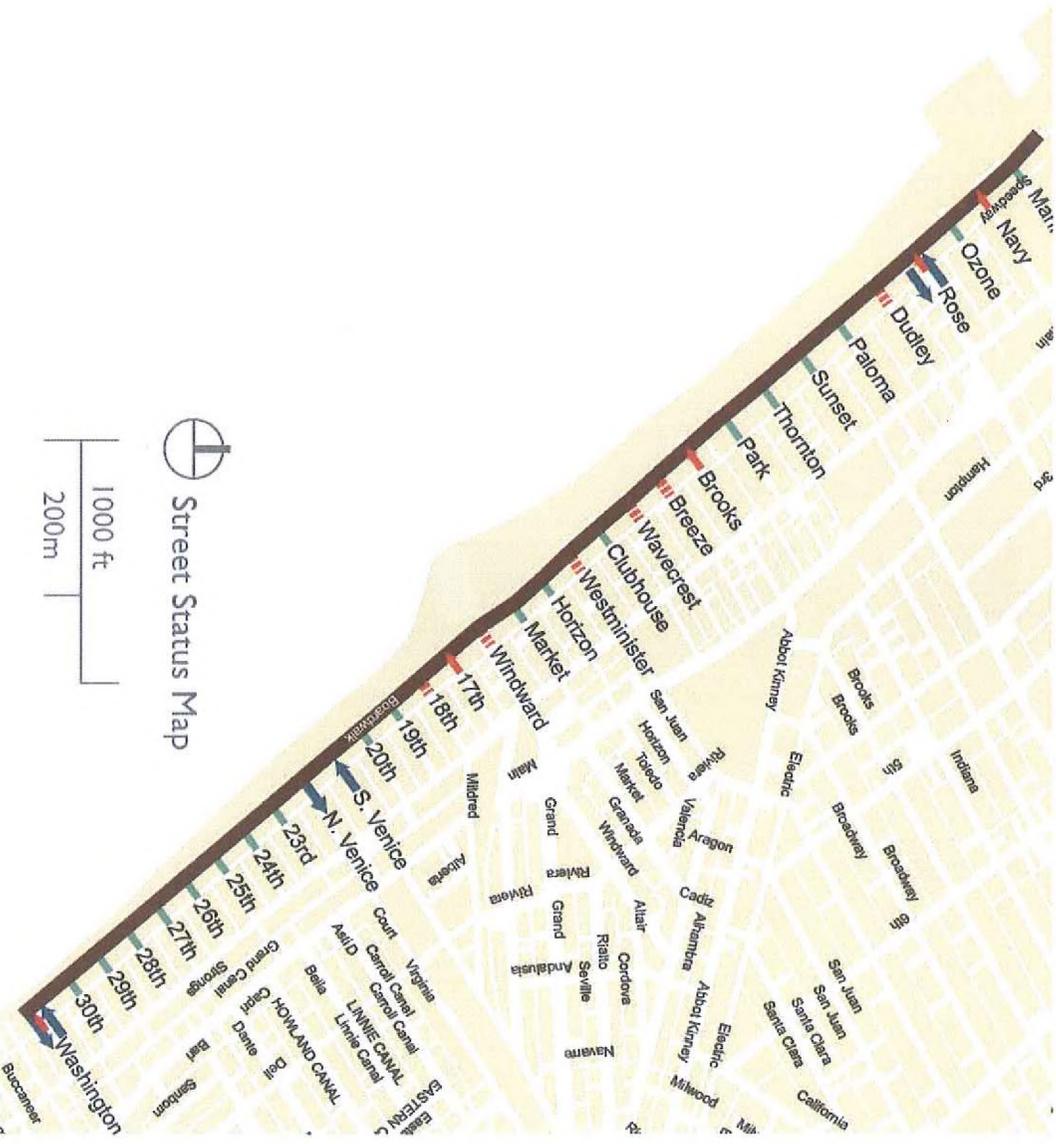
Attachments

cc: Doane Liu, Mayor's Office  
John Gregory, CD 11  
Jonathan Dearing, CD 11  
Laura McLennan, CD 11  
Greg Spotts, BSS  
Valerie Flores, City Attorney's Office  
Arletta Brimsey, City Attorney's Office  
Michael Patonai, BOE  
Brian Gallagher, LADOT  
Mark Wolf, ITA  
Dan Gonzalez, LAPD  
Terry Hara, LAPD  
Michael Bowman, LAFD  
Edward Bushman, LAFD  
Regina Adams, RAP  
Michael Shull, RAP  
Kevin Regan, RAP

# ATTACHMENT 1 // STREET STATUS

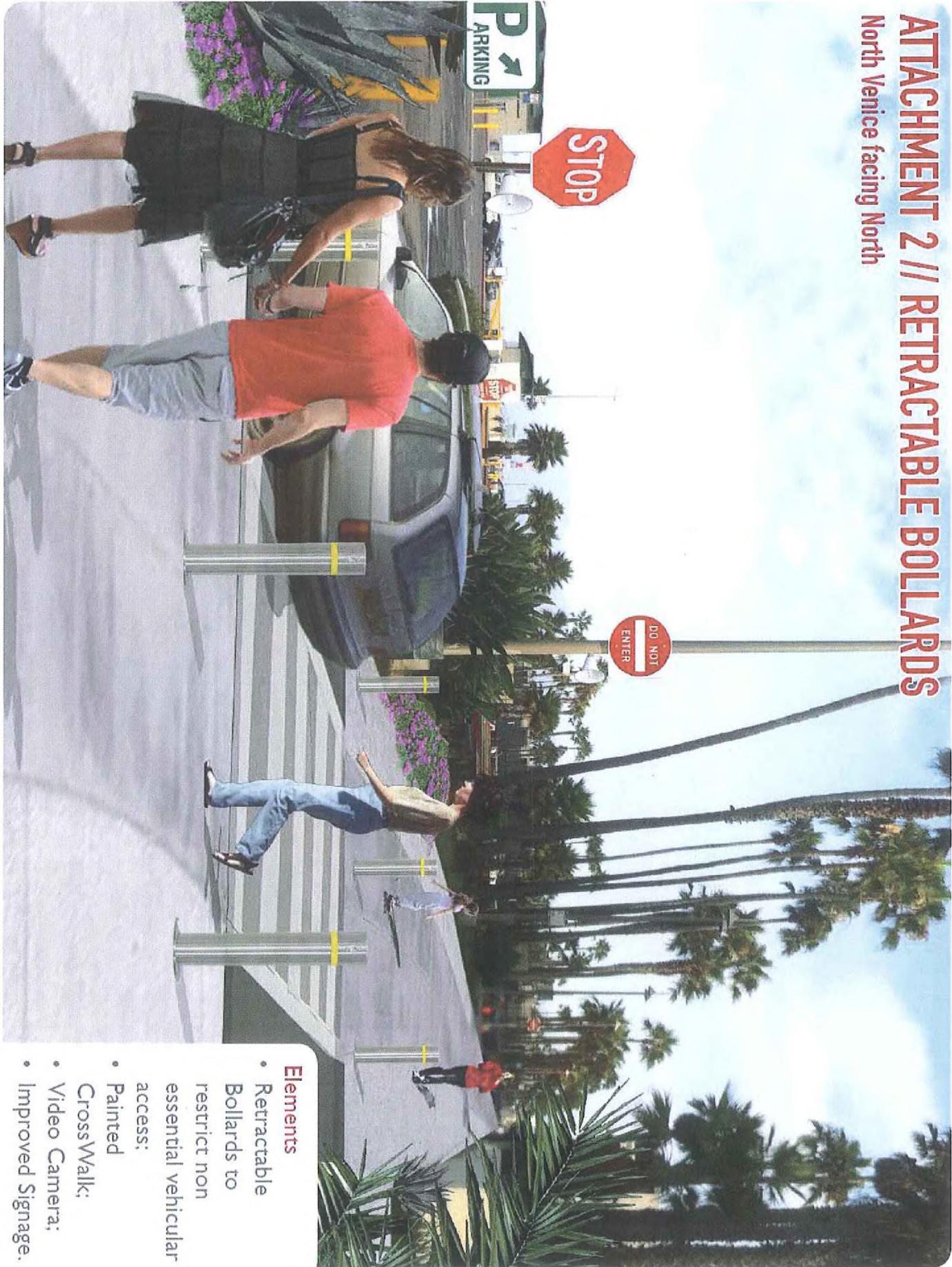


- BOARDWALK
- OPEN
- EMERGENCY ACCESS
- CLOSED
- Major Access
- Minor Access



# ATTACHMENT 2 // RETRACTABLE BOLLARDS

North Venice facing North



## Elements

- Retractable Bollards to restrict non essential vehicular access;
- Painted CrossWalk;
- Video Camera;
- Improved Signage.

# ATTACHMENT 3 // LOCKABLE GATE

Breeze Avenue facing the Ocean

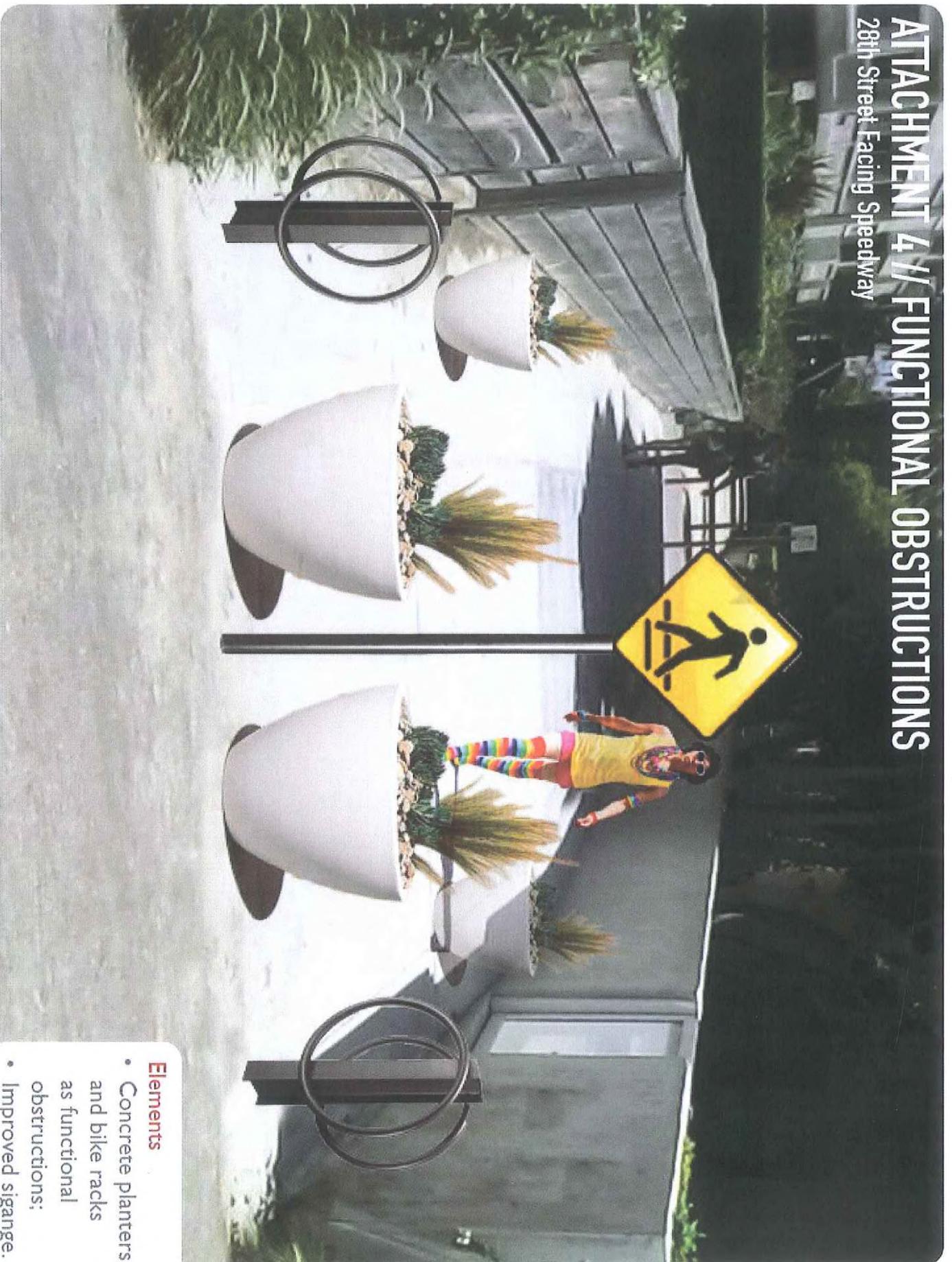


## Elements

- Lockable gate to permit emergency access;
- Concrete planters and bollards to prevent vehicles from jumping the curb;
- PA System;
- Improved Signage.

# ATTACHMENT 4 // FUNCTIONAL OBSTRUCTIONS

28th Street Facing Speedway



## Elements

- Concrete planters and bike racks as functional obstructions;
- Improved signage.

# ATTACHMENT 5 // DECORATIVE ELEMENTS

Clubhouse facing the Boardwalk

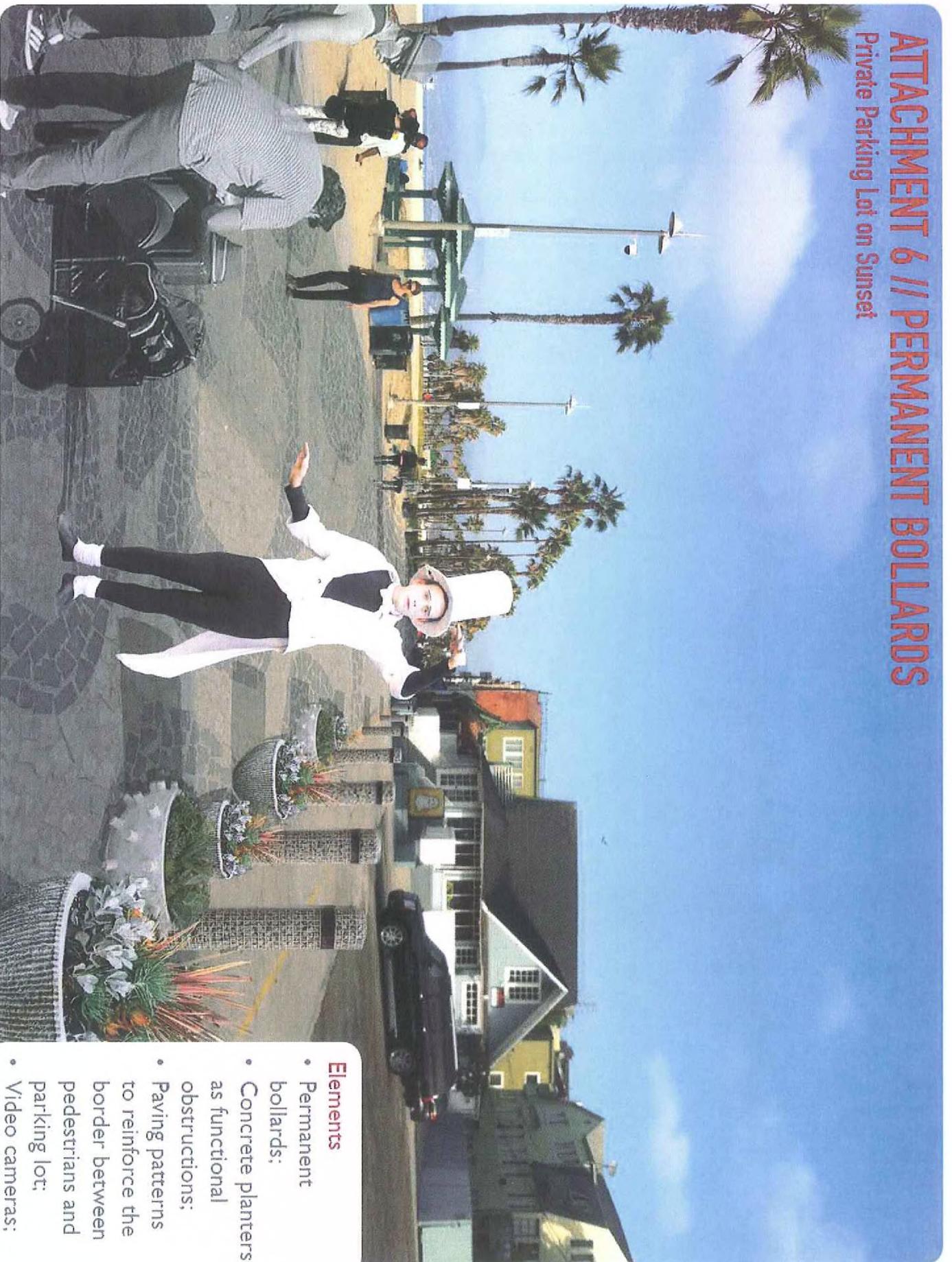


## Elements

- Permanent bollards
- Concrete planters as functional obstructions
- Improved signage
- Public address system

# ATTACHMENT 6 // PERMANENT BOLLARDS

Private Parking Lot on Sunset



## Elements

- Permanent bollards;
- Concrete planters as functional obstructions;
- Paving patterns to reinforce the border between pedestrians and parking lot;
- Video cameras;