



MOORE IACOFANO GOLTSMAN, INC.

Santa Monica Pier Bridge Replacement – Community Workshop

Summary

Date: June 25, 2013
To: Jim Rucker, T.Y. Lin International
From: Rick Barrett, Project Manager, MIG, Inc.
Re: Summary notes from Community Workshop held June 18, 2013 to review bridge design concepts

INTRODUCTION

This memo summarizes community input received during a public workshop held June 18, 2013 (see agenda in Appendix A). Approximately 40 people attended the workshop, which focused on several design concepts for a new bridge to replace the existing bridge to the Santa Monica Pier. After a presentation of the project overview and conceptual options, workshop attendees were divided into four groups for more intensive review sessions. Group discussion points were recorded on flipcharts. Each group then reported their findings for discussion by all attendees, which was recorded on a large wallgraphic sheet (see Appendix B for photo-reduced wallgraphic). In addition, attendees had the opportunity to express additional rating criteria to consider in bridge design, beyond Constructability, ADA Compliance, Federal Funding, and Pier Business Impacts.

Overall, attendees input supported the need to separate cars from pedestrian/bikes, as well as to minimize conflict between pedestrian and bicycle modes. The proposed Moss Avenue Pier access concept was generally preferred due to its ability to address these issues.

The following summarizes the community input.

INDIVIDUAL GROUP WORK SESSIONS

Group input recorded on flipcharts is provided below.

Group #1

Comments on bridge design concepts:

- Concept #1 concerns: no ADA from Ocean, safety of peds and cars, bike
- No recorded comments for Concept #2
- Concept #3: vehicle separation is good; concern about bike/ped conflicts
- Concept #4: one side ADA only would be good, good to separate peds and bikes, allow limited use for vehicles; zigzag is a negative

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Additional evaluation criteria for bridge design:

- Open view corridor from north to Carousel and Pier
- Important bike access from beach up to city and Colorado
- No cars on bridge – Moss Ave. is good option
- Connection to Tongva Park
- Bike connection/access
- Views – large platforms, views of beach and wheel
- Ped connectivity/flow/volume – Esplanade
- Separate modes
- Architecture/art/iconic: cultural feature, historic nature, connect old to new

Group #2

Comments on bridge design concepts:

- Access to beach and bike path
- Moss Ave. bridge preferred
- Alternatives 3 or 4 with shorter pedestrian bridge
- Separate bike and ADA
- Access from south is equally important
- Zigzag is inefficient
- Bike lockers on Pier needed
- Wider bike paths to accommodate different bikes and riders of different skills
- Educate bike rental companies
- Minimize impact to Carousel Park through innovative elements and better connection to beach
- Honor historic elements through interpretive design
- Pier sign – do not touch!
- Consider relationship of sign width to road width

Additional evaluation criteria for bridge design:

- SAFE separation of peds, bikes, and cars – public safety
- Prioritize bikes and peds over cars (visual and functional priority)
- Unobstructed views
- Greater sense of entry and activate east side of Pier
- Turnouts for peds and bikes
- Compatibility with landmarks
- Bridge(s) as artistic expression
- Minimize duration of impacts
- Sustainability – best practices

Group #3

Comments on bridge design concepts:

- Moss Ave. bridge
- Shorten bridge before plaza/carousel
- Minimize time bikes and ADA access are together
- Utilize spaces – ex. #2
- Option #2 and Moss (vehicles) – shorten existing bridge and use it for bikes only; make ADA path more linear
- Ensure fire/public safety access – is Moss Ave sufficient?
- Elevator from parking lot
- No ped-auto mix
- Separate bicycles and wheelchairs
- ADA and peds share path
- Concern about crime and increased traffic due to Moss Ave bridge

Group #4

Comments on bridge design concepts:

- Did not like Concepts 1 and 2
- Liked Concepts 3 and 4 – Moss Ave. separation (of vehicles), safety, environment
- Liked creation of gathering spaces, “wave” feeling, Plexiglas option on waves
- Concept #1 overhang not inviting
- Concept #2 has tedious path of travel, more clutter, ruins views
- Concept #4 with limited peds on south side, too much zigzag, concern of access to beach path and ocean access
- Consider combining Concepts 3 and 4, losing zigzag

Additional evaluation criteria for bridge design:

- Concept #3 – more direct connection to bike path
- Pier businesses to be offered incentives during construction
- View impacts of Moss Ave. bridge
- Location of signage to Moss Ave.
- In general, maintenance of elevator
- Defined vista or platform areas (lookout points)

REPORT-BACK INPUT RECORDED ON WALLGRAPHIC (see also Appendix B)

Safety

- Use separation to minimize conflicts among travel modes, and prioritize people & bikes
- Moss Avenue for vehicles
- Pedestrian- and bike-friendly corridor
- Accommodate fire/emergency access

Travel Flow

- Connectivity to city and park
- Bike access to beach front & path
- Turn-outs
- Direct and convenient
- Vistas – look out without impeding flow
- Avoid “roller coaster” and “zigzag” feel

Context and Aesthetics

- Consider neighborhood impacts and park impacts
- Consider historic elements and Pier sign
- Open views
- View platforms
- Art
- Sense of entry
- Enhance east side of Pier

Major Design Criteria

- Safe separation
- Structural design
- Sustainability
- Business access
- Share space – multimodal access (ped/ADA/bike)

ADDITIONAL RATING CRITERIA

Twenty attendees provided specific input on comment sheets for rating criteria that should be used to select bridge design. These criteria would be in addition to Constructability, ADA Compliance, Federal Funding, and Pier Business Impacts. The top five additional criteria are briefly listed below; the list is followed by more detailed comments for different categories of rating criteria.

Top Five Rating Criteria

- Aesthetics and place-making
- Travel modes and safety/separation
- Bicycle connectivity and beach access
- Pedestrian connectivity
- General safety

Detailed Comments for Categorized Rating Criteria

Aesthetics and place-making

- Aesthetics
- Aesthetics – creative, yet work with surrounding environment
- Aesthetics – lighting, greenery, murals?
- Match Pier aesthetic – historic landmark, classic feel
- Bridge design should be unique and eye-catching
- Pedestrian details
- Historic renovation
- Compatibility with landmarks
- Impact of new bridge on historic landmarks (Hippodrome and Pier sign)
- Build sense of community and place
- Sense of place and community
- Prioritize sense of place and entry
- Create sense of entry – private end of pier
- Create “front door” to Pier; include casual meet-up space
- Showcase historic buildings on Pier
- Preserve/enhance views – safe, functional places to linger and take photos
- Unobstructed 360° views
- Unobstructed views of pier
- Do not impede view in any direction
- Retain visibility and prominence of the Looff Hippodrome
- Gathering places
- Opportunities for special events on Pier

Travel modes and safety/separation

- Emphasize pedestrian and bike access over autos
- Accommodate other travel modes (bikes/roller blades)
- Separation of cars/bikes/peds and wheelchairs/strollers

- Separation of cars/bikes/peds
- Separate autos from bikes/peds
- Separate pedestrian and vehicles
- Separate peds and bicyclists
- Lingering peds shouldn't impede bike traffic
- Separate pedestrian/ADA access from bicyclists/skaters
- Prioritize convenience and image for pedestrians, accommodate bikes and ADA/wheelchairs
- Keep safe routes for kids/families
- Outlook points so photos can be taken without causing traffic jam
- Provide places for pedestrians to stop and rest or take photos without impeding flow
- Moss Ave bridge may impede pedestrian accessibility on south side

Bicycle connectivity and beach access

- Direct access to bike path from Ocean Ave for any chosen design
- Bike connection – connector between beach path and Ocean Ave
- Bike access – Ocean Ave to pier to beach
- Easy direct access to bike path and to Colorado from bike path
- Shouldn't have to double back to reach beach bike path
- Obvious access from Ocean Blvd to bike path
- Easy transition from Ocean to bike access on bridge
- Consider integration with bike plan for Michigan Ave Greenway-beach bike path connection (route shouldn't conflict with Moss Ave traffic)
- If Seaside Terrace will carry cars to Moss Ave bridge, it cannot be used to connect Michigan Greenway to beach bike path – perhaps use Pacific Terrace for bike connection between beach and Michigan Greenway
- Bicycle links to the city
- Smooth connectivity to Esplanade
- Connection to Esplanade – where do bridge and Esplanade bike paths meet?
- Bike facilities

Pedestrian connectivity and wayfinding

- Pedestrian access to pier and beach
- Access to Ocean Front walk and south side of Pier
- Ocean Front walk connectivity to Pier
- Easy access to Ocean Front walk
- Safe beach access away from 1550 lot
- Maintain convenient links between Carousel and beach boardwalk
- Improve use, views and access to Carousel areas
- Elevator – locate closer to parking lot-entrance
- Elevator at Moss bridge to Appian Way
- Signage – need more of it and in very simple language
- Improve access to Hippodrome and aquarium

- Make aquarium more visible and easier to find
- Connectivity to Esplanade, train, Tongva Park
- Connection to Esplanade – where do bridge and Esplanade ped paths meet?

General safety

- Public safety
- Public safety
- Public safety/emergency access – quickest access
- Public safety – emergency access
- Public safety – keep gang activity low/none
- Design also for nighttime use
- Lighting safety and design
- Lighting – parking lot should be illuminated at all times, especially evenings

Traffic congestion

- Minimize congestion at Colorado & Ocean
- Neighborhood impacts – Moss bridge traffic will seriously impact neighborhood unless traffic is routed through 1440 lot
- Creating new vehicle entry at Moss Ave deserves a separate impact study
- Vehicle bridge at Moss Ave – build before removing pier bridge
- Minimize congestion on Pier
- Future development of Pier parking lot – remove parking on Pier
- Handle pedestrian volumes related to Esplanade

Delivery vehicles

- Loading/unloading vehicles are very difficult with present set-up
- Delivery trucks block businesses and pathways
- Solve delivery truck back-up – reduce number of trucks in loading zone on north side of Pier; deliveries to Pier via Moss Ave.
- Deliveries to business – weight restriction on vehicles
- Retrofit of the Pier parking lot to support added mass

Sustainability

- Sustainability – materials, construction best practices
- Sustainability

APPENDIX A: AGENDA FOR COMMUNITY WORKSHOP



SANTA MONICA PIER BRIDGE REPLACEMENT COMMUNITY WORKSHOP

June 18, 2013
6:30 p.m.–9:00 p.m.
Ken Edwards Center
1527 4th Street
Santa Monica, CA 90401

A G E N D A

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|---------|--|
| 6:30 pm | I. Welcome <ul style="list-style-type: none">▪ Introductions▪ Agenda Overview |
| 6:40 pm | II. Presentation <ul style="list-style-type: none">▪ Project Overview and Objectives▪ Review of Conceptual Options |
| 7:00 pm | III. Breakout Sessions |
| 8:00 pm | IV. Report Back by Table |
| 8:45 pm | IV. Summary |
| 9:00 pm | Close |

APPENDIX B: WALLGRAPHIC FROM COMMUNITY WORKSHOP #1 (photo-reduced)

