(Car-prohibited) Bike festivals . . . .

CicLAvia - Culver City Meets Venice presented by Metro

CicLAvia heads back to one of our fan-favorite routes for the first event of 2017! On March 26, Culver City, Mar Vista, and Venice will host the country's largest open streets event! Streets will be closed to cars and open for cyclists, pedestrians, runners and skaters to use as a recreational space.

http://www.ciclavia.org/ciclavia_culvervenice17

Wide bike lanes that usurp car lanes . . . .

Harbor Dr (Redondo Beach)
Vista del Mar (Westchester)
Venice Blvd (west of 405)

What do these accomplish?

1. Make us hate bicycles (and *fat* bike lanes) more than we already did.

2. Moving at a turtle's pace in congested traffic and/or hunting for alternative routes . . . .

   - . . . . burns more of our expensive gasoline, giving us an excuse to ignore the myriad other steps we could (but now won't) take to lower the pollutants we emit.

   - . . . . wastes more of our valuable time, giving us motivation to find new opportunities for civil disobedience.

     > "Put me on this jury, and I'll flip a coin to cast my vote (or purposely vote to hang the jury), so furious am I at L.A. government's disregard for my time (evinced by the purposely-induced traffic congestion created by 'transgendering' car lanes into bike lanes, which then go unused 99.999% of the time). If you need jurors, go force the bicycle enthusiasts to come down here and do your bidding. I'm out!"
     > -- the text I'll be putting on the *What Else Should We Know About You?* field of the *Voir Dire* form the next time I'm called to jury duty

3. Remind us how big & spread-out Los Angeles is, and that -- aside from weekend recreational applications -- bicycles can NEVER cover enough distance (or carry enough cargo) to be a meaningful alternative to cars, buses, trolleys, and rail. You can't put the toothpaste back in the tube (re-architect Los Angeles transit) at this late date!

4. Our disgust at seeing ambulance and police vehicles stuck going nowhere on clogged streets in bike-created cluster-fucks of traffic, their wailing sirens rendered impotent ("Screw you, pigs and medicos. What's a few dead citizens or escaped crime suspects when we're busy saving the planet?!") is compensated by two upsides:

   - Maybe we'll have police & EMT unions on our side to prevent more of this bullshit (capitulation to the 2-wheeler crowd) in the future.

   - Fuels our fantasy that someday we'll be driving along late at night, witness an automobile strike a bicyclist[1] at high speed, sending him flying to the pavement, cheer as the offending motor vehicle races away from the scene, after which we slowly drive by and NOT call 911 on our cell phone (as payback for all the trouble these bicycle zealots have caused us).

Thanks for showing us how shitty a bicycle-friendly Los Angeles can be.

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[1] This is a genuine hazard, given the plethora of L.A. Mexicans who ride bikes at night without wearing reflective clothing, using bike lights, nor maintaining the bikes' reflectors (original, factory-installed equipment).

Roadside radar speedometers . . . .

- . . . . are a safety hazard
  draws our attention away from the neighboring cars & pedestrians that we *should be* paying attention to

  (especially the models that feature the added distraction of a ~3 cm flashing light that I guess is supposed to inform us we're being measured; thanks for nothing, Big Brother)

- . . . . are a confusing distraction
  we never know whose vehicle the speed display is intended to reflect: ours or any of the ~dozen cars to our front, back, or sides

- . . . . demonstrate the (practical) ignorance of government traffic authorities
  In the real world, <my vehicle> speed is a *self-regulating* function of
  - road width (# of lanes)
  - pavement quality (potholes, debris)
  - density of traffic lights & stop signs
  - density of other cars in motion
  - speed of other cars in motion
  - density of pedestrians & bikes
  - weather / visibility
  - but NEVER the posted speed limit!

Speed Bumps infuriate drivers because the wear-and-tear on their cars purposefully lowers its' utility & lifespan. The result?

- Drivers hold off buying new cars, because they'll just get damaged (by speed bumps) sooner.

- We end up with a greater number of older cars on the road than otherwise would have occurred in the absence of speed bumps.

- But older cars

    (a) pollute more

    (b) are more dangerous to drive (more wrecks per capita)

  than newer cars. Thus, the lives saved in the parking lot (by speed bumps) get lost

    (c) in the hospital (by cancer/respiratory problems)

    (d) on the road (by more accidents)

1. We discover a particularly egregious pothole.

2. We wonder *"Who -- city, county or state authorities -- do we contact about it's repair?"*

3. We type "Roads & Transportation" into a search engine, and pick one of the results

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http://www.dot.ca.gov/
http://dpw.lacounty.gov/
http://bss.lacity.org/
http://www.ci.manhattan-beach.ca.us/
http://www.citymb.info/
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4. We fill out their REPORT A POTHOLE form.

5. Later, we receive a reply like *"Sorry, this location is outside of our jurisdiction. Try contacting _____ or _____ or _____."*

6. Frustration ensues.

".... most customers just want a simple, quick solution to their problem .... Instead of providing a series of bells and whistles in customer interactions, companies need to reduce the amount of effort customers make ...."
http://blogs.hbr.org/2012/01/stop-trying-to-delight-your-cu/

1. **Filter**. All such websites should first ask the user to submit the pothole's approximate location, via one of

   - zip code
   - GoogleMap tinyURL i.e., https://goo.gl/maps/D7uytBJzYz42)
   - GPS coordinates   i.e., 34.071730, -118.362773 also available on GoogleMaps

   Only after the website's software has checked to confirm that the submitted location is under their purview, does it then ask the user to spend time entering other information (which should only include name, email, and details like "Left-most lane of westbound 3rd Street"; never the pothole-reporters' home address/city/state/zip/phone, which are irrelevant for pothole repair).

2. **Consolidate**. Pothole reporting & status-querying should be a one-stop-shopping experience, not a treasure hunt to find the correct government agency. Why can't <my state> have just ONE pothole-reporting website, which can then -- based on analyzing the pothole's─────────── -- funnel the Repair Requisition to the correct city/county/state field agency that actually does the repair? This might improve budget efficiency by having comprehensive prioritization ("Let's spend dollars fixing potholes on the most-heavily-trafficked roads first, then work our way down . . . . ") across city/county/state lines.

3. **Automate**. Since most modern smartphones have GPS capability, develop an "app" for users to report potholes (or other public infrastructure problems) on the spot, where the "app" -- automatically detecting where the user is -- then directs the request to the correct city/county/state field agency. This might be accomplished with very little money, given all the websites

   http://www.zdnet.com/
   "3 Ways to Have a Mobile App Developed for
   Your Company or Yourself"
   31 July 2012

   that specialize in crowd-sourced, pay-as-you-go, DIY, "Throw it over the wall (Here's a problem; Come up with a solution and you can make some money)" engineering solutions.