Agenda:

1. Introductions
2. Project Background
3. Design Process
4. Existing Conditions Facts + Figures
5. Design Progress
6. Circulator
7. Next Steps
8. Directions
Project Background
Move Culver City is implementing the vision set forth in the City’s TOD Visioning Plan (adopted in 2017) & the collective desire to implement holistic transportation options for pedestrians, bicyclists, and transit riders.
TOD Plan Recommendations

“Establish the Washington/Culver corridor as the major local east/west bike spine with a south side alignment to serve the residential neighborhoods to the south”
Bike & Ped Action Plan:

2020

Design Standards:

- One Way Bike Lanes: 7’ preferred | 5 foot minimum.
- Buffers: 3’ adjacent to parking | 2’ adjacent to travel lanes.
- Two-Way Bike Lane: 12’ preferred | 8’ in constrained locations
- Buffers: 3’ minimum

Opportunity corridor design identified in the Bicycle and Pedestrian Action Plan
Downtown Culver City does not have the ability to add new capacity by widening roadways. Instead, we need to make our roadways more efficient by prioritizing high occupancy modes as transit, walking, and bicycling to ensure that we can continue to grow and leverage current and future transit investments as the Expo Line.

People moving capacity, by street design

(Credit NACTO, Transit Center)
Move Culver City envisions a reimagining of our streets as public spaces and prioritizes moving people over cars through a holistic multimodal roadway design.

Bus riders, cyclists, scooter users, pedestrians, and emergency vehicles will all benefit from enhanced safety, increased speeds, reduced transit travel time, ease of travel, and reliability of sustainable connections to key destinations and regional transit network.
Move Culver City Will:

- Provide dramatically safer and more comfortable travel routes to attract more trips by sustainable modes (walking, biking, transit) thereby reducing single-occupancy vehicle trips.
- Create better connectivity to community, jobs, Culver City E-Line Station and major transit hubs, and bike/pedestrian routes.
- Facilitate affordable commuting options for everybody, and in particular, for vulnerable communities and essential workers.
- Reduce vehicle miles traveled (VMT) and congestion.
- Reduce greenhouse gas (GHG) emissions and support climate action goals.
- Enhance local quality of life.
- Ensure that auto access is maintained for every destination.
Plan and implement quick-build mobility lanes (Shared bus-bike lanes)

► Corridor 1 (C1): Culver and Washington Boulevards Downtown corridor
► Corridor 2 (C2): Sepulveda Boulevard
► Corridor 3 (C3): Jefferson Boulevard
The Move Culver City Project will plan and implement quick-build mobility lanes (Shared bus-bike lanes) on the Culver and Washington Boulevard Downtown corridor, Sepulveda Boulevard, and Jefferson Boulevard.

Getting around Culver City can be challenging for those who prefer to travel via sustainable modes (walking, biking, and transit) and for those without access to a personal automobile.
Design Process
## Corridor 1 Project Design Process

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<thead>
<tr>
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<tbody>
<tr>
<td><strong>October – November 2020</strong></td>
<td><strong>November – December 2020</strong></td>
<td><strong>January – March 2021</strong></td>
<td><strong>March – April 2021</strong></td>
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<tr>
<td>Kick-off!</td>
<td>Design development</td>
<td>Finish striping + build plans</td>
<td>Secure permit</td>
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<tr>
<td>Branding</td>
<td>Produce striping / build plans</td>
<td>Vendor Selection</td>
<td>Finalize storage and staging locations for materials</td>
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<tr>
<td>Draft Evaluation / Documentation Plan</td>
<td>Calculate final budget</td>
<td>Produce final detailed Installation Plan</td>
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<tr>
<td>Design Alternatives</td>
<td>Produce traffic control plan</td>
<td>Order materials</td>
<td></td>
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<tr>
<td>Begin outreach</td>
<td>Volunteer solicitation</td>
<td>Find storage and staging locations for materials</td>
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<tr>
<td>CPAC Meetings</td>
<td>CPAC Meetings</td>
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<tr>
<td>Workshop (Nov)</td>
<td>Workshop (Dec)</td>
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<tr>
<td>Stage 1: Project Overview (October)</td>
<td>Stage 3: Design Development (December)</td>
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<tr>
<td>✓ Launch website landing page - 10/22</td>
<td>✓ Studio Hours - 12/1 - 12/4, hours TBD</td>
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<tr>
<td>✓ CPAC #1 - 10/22, 6pm - 8pm</td>
<td>✓ Business Roundtable #2 - 12/2, 9-11 am</td>
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</tr>
<tr>
<td>✓ Mobility Subcommittee #1 - 10/27, 3pm - 6pm</td>
<td>✓ CPAC #4 - 12/8, TBD</td>
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<tr>
<td>✓ Field Meetings with Stakeholders (various times)</td>
<td>✓ Community Virtual Workshop #2 - 12/8, 6pm-8pm</td>
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</tr>
<tr>
<td>✓ Field Survey - 11/13, 9am - 12 pm</td>
<td>✓ CPAC #5 - 12/17, 6pm - 8pm</td>
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<tr>
<td>✓ Launch full website - 10/30</td>
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Stage 2: Design Alternatives (November)

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<thead>
<tr>
<th>✓ Community Virtual Workshop #1 - 11/11, 6pm - 8pm</th>
<th>Stage 4: Implementation Planning (Jan-Mar)</th>
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</thead>
<tbody>
<tr>
<td>✓ CPAC #2 - Combined with workshop (above)</td>
<td>✓ CPAC #6 - 1/22, 6pm - 8pm</td>
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<tr>
<td>✓ Field Meetings with Stakeholders (various times)</td>
<td>✓ Business Roundtable #3 - 1/22, 9-11 am</td>
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<tr>
<td>✓ Field Survey - 11/13, 9am - 12 pm</td>
<td>✓ Community Virtual Workshop #3 - 2/19, 6pm-8pm</td>
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<td>✓ CPAC #3 - 11/18, 6pm - 8pm</td>
<td>✓ Pop-up Demonstration Project (3 day) - 2/19 - 2/21</td>
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<tr>
<td>✓ Mobility Subcommittee #2 - 11/19, 3pm-6pm</td>
<td>✓ CPAC #7 - 3/4, 6pm - 8pm</td>
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<tr>
<td>✓ CPAC #4 - 12/8, TBD</td>
<td>✓ Business Roundtable #4 - 3/4, 9-11 am</td>
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Existing Conditions

Facts + Figures
Existing Parking and Curb Cuts

Existing Public Parking

On-street public parking supply and demand on Corridor #1 and within 1 block of Corridor #1 was collected on Wednesday, October 21, 2020.

On-street parking supply = 1,032 spaces

On-street parking demand = approx. 50% during 4 time periods

Ongoing collection to evaluate public parking capacity at garage facilities by section
COVID-19 On-Street Dining
Existing Bike Facilities
Existing Transit
Crashes that Caused Injury
2014 - 2018

- Washington/National: 14 injury crashes, 4 involved pedestrians or cyclists
- Washington/Robertson: 9 injury crashes, 3 involved pedestrians or cyclists
- Culver/Duquesne: 11 injury crashes, 4 involved pedestrians or cyclists
Typical Street Section Conditions
Unique Conditions
Unique Conditions

Unique conditions such as intersections, bulb outs, and outdoor dining to be addressed individually once a design type is selected (see example below).

For locations with unique conditions such as the bulb out at Helms Avenue, bike lanes can be diverted as it approached the intersection and might need to temporarily merge with the bus lane or travel lane using conflict zone markings and sharrows.
Design Process

Design exceptions, intersection considerations

Project team presents design alternatives for comments

Alternatives are updated reflecting feedback and final alternative is presented
Design Progress
Summary:

1. Shared Bus/Bike Lane
   - Easiest to implement
   - Lowest cost
   - Minimal impact to center lanes
   - Maintain center lanes = easy implementation
   - Operational considerations

2. Separated Bus and Bike Lane
   - Removal of center turn lanes = more complex install
   - Moderate cost
   - Best practice for bike infrastructure

3. Protected Bike Lane
   - Consistent with TOD Plan
   - Curb cuts will be a challenge
   - Better accommodates existing outdoor dining
   - Moderate cost

4. Two-Way Cycle Track
Community Feedback:
Workshop #1 + Field Walk + Website

Community Considerations
- Reduce posted vehicle speed along the corridor (even if temporarily)
- Maintain outdoor dining
- Improve bike connection to Expo Path and Culver E-Line station
- Improve pedestrian facilities at Washington/National, Washington/Landmark, Washington/Robertson
- Tie-in public art and highlight Washington as an arts corridor
- Protected bicycle connection is preferred over facility type

Business Community Considerations
- Arts District – maintain parking
- Culver Studios – maintain left turn lane
- Sony Studios (Animation) – maintain center turn lane
- Culver Blvd – maintain on-street dining
- Maintain access to all garages/driveways
- Maintain LT lanes for major employers and parking garages
- Toyota/Honda – maintain space for on-street service queuing
Section Types

1. Shared Bus/Bike Lane
Section Types

2

Separated Bus and Bike Lane
Section Types

3

Protected Bike Lane

Made with Streetmix
Section Types

Two-Way Cycle Track and Dedicated Bus Lane
Community Poll Results:

1. Shared Bus/Bike Lane • 19% (7/37)

2. Separated Bus and Bike Lane • 30% (11/37)

3. Protected Bike Lane • 35% (13/37)

4. Two-Way Cycle Track • 14% (5/37)

Not shown - Center Running - 3% (1/37)
Community Poll Results:

1. Shared Bus/Bike Lane • 19% (7/37)

2. Separated Bus and Bike Lane • 30% (11/37)

3. Protected Bike Lane • 35% (13/37)

4. Two-Way Cycle Track • 14% (5/37)

Not shown - Center Running - 3% (1/37)
Our recommendation:

1. Consistent dedicated bus lanes.
2. Physically separate bike lane and dedicated bus lane where room exists;
3. Constrained conditions will fall back to a physically separate bus and bike lane
4. Keep Culver Blvd as is (with improvements) until post-Covid.
Draft Proposal:
Draft Proposal:
Circulator
Circulator Service

First / Last Mile – E line Connection
● Support Businesses
● Support Employee mobility
● Offer local resident mobility option

Length of Circulator – impacts Costs
● Original plan to Helms – request to extend into Arts District
● Other Request to extend to Overland

Vehicle Decision
● Open Aired / Clean Energy / Unique Vehicle
Circulator – Proposed Pilot Service
Downtown/Sony <-> Arts District

Round Trip: 2.95 mile
Frequency: 10-15 minutes
Vehicles: 4 (3 in service & 1 spare)
Service Period (Initial): 6 month funded Pilot
Operational Cost: $230k
Fare: Free
Going beyond the pilot
How can we continue beyond the 6-month pilot? Should it extend to Overland?

Next Steps:
Need to fold the Circulator service into a big picture conversation of all mobility services we deliver
- Comprehensive Service Analysis
- Reallocating Service – requires community input following federal guidelines
- Budget/Funding sources (public funds, private funds, fares)
Vehicle

Desired vehicle characteristics

- Open-air with high seat capacity
- Clean-air (Electric or CNG) – should we consider gasoline / diesel?
- Unique Style i.e. Trolley vs Creative paint/wrap design BEB 30’ Bus
- Requires GPS onboard system /Radio integration into the CAD/AVL System

Challenges

- Limited choices on vehicle
- Purchase requires Long lead time / Permanent ($200K - $500k each)
- Consider Leasing: 1-year lease with 1 optional year ($2k-$4k a month)

Timeline

- December: Getting proposals; present analysis to CPAC for comment
- January 2021: City Council to received recommendation and approval award
Next Steps
We're entering Stage 3: Design Development

- **First week of December (Week of 12/1)**
  - Studio Hours – Folks can schedule time during the week to meet with our designers and review plans / provide feedback on specific segments of the corridor.
  - First draft of concept plan by December 4

- **Second week of December (Week of 12/7)**
  - Second virtual workshop to review initial draft plans.
  - Ongoing development of plans up to 30% level
  - Discussion of initial material options + cost implications
Timeline for Next Steps

● December – Complete Design development (30% drawings)
  ○ Identify cost risks / initial cost estimates
  ○ Identify range of material choices / specifications
  ○ Identify traffic monitoring options (e.g. Waze, Inrix, etc.)
  ○ Finalize Design Development drawings (30% drawings)

● January – Complete Design development (30% drawings) & Council Approval on Vehicle
  ○ Finalize costs
  ○ Finalize material choices/specifications
  ○ Produce permit docs (as needed) (95% drawings)
  ○ Issue IFB for contractors
  ○ Select traffic monitoring option

● March – come back to City Council for Approval of Construction & Materials
Mobility Committee – Direction

1. Are you comfortable with current direction?
   - Consistent dedicated bus lanes throughout.
   - Physically separate bike lane and dedicated bus lane where room exists;
   - Constrained conditions will fall back to a physically separate bus and bike lane

2. Keep Culver Blvd as-is (with improvements) until post-COVID or offer other alternatives?

3. Direction on proposed Circulator service

4. Do you want further input into final design – prior to issue of IFB?

5. Do you want further input into vehicle – prior to council recommendation?