Agenda:

1. Introductions
2. Project Background
3. Design Process
4. Existing Conditions Facts + Figures
5. Design Progress
6. Next Steps
Instructions:

1. **Please mute yourself for presentation.** We will take all questions after!

2. If you have a question about maneuvering Zoom, ask us specifically using the “chat” feature by selecting “All Panelists” in the dropdown menu.

*DISCLAIMER:* This session is being recorded. If you do not want your questions to be recorded, you may follow up with us after the session.
3. You may send us questions as they come up during the presentation via the Q&A feature in your toolbar. We will answer each one after the presentation. *Note: all other participants can see your questions.

4. If a question comes up during the Q&A portion, please “raise your hand” and we will call on you to ask your question.

**TIP:** If you do not want the screen windows to change based on who is speaking, select Gallery View to see all faces/participants at once.
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

1. Design the Project
   - Kick-off!
   - Branding
   - Draft Evaluation / Documentation Plan
   - Design Alternatives
   - Begin outreach
   - CPAC Meetings
   - Workshop (Nov)

2. Prepare for Build
   - Design development
   - Produce striping / build plans
   - Calculate final budget
   - Produce traffic control plan
   - Volunteer solicitation
   - CPAC Meetings
   - Workshop (Dec)

3. Bid it
   - Finish striping + build plans
   - Vendor Selection
   - Produce final detailed Installation Plan
   - Order materials
   - Find storage and staging locations for materials

4. Build it!
   - Secure permit
   - Finalize storage and staging locations for materials
   - Finalize material order
   - Finalize Vendors
   - Construction

October – November 2020

November – December 2020

January – March 2021

March – April 2021
## Stage 1: Project Overview (October)
- Launch website landing page - 10/22
- CPAC #1 - 10/22, 6pm – 8pm
- Mobility Subcommittee #1 - 10/27, 3pm – 6pm
- Business Roundtable #1 - 10/29, 9-11 am
- Launch full website - 10/30

## Stage 2: Design Alternatives (November)
- Community Virtual Workshop # 1 – 11/11, 6pm – 8pm
- CPAC #2 – Combined with workshop (above)
- Field Meetings with Stakeholders  (various times)
- Field Survey - 11/13, 9am - 12 pm
- CPAC #3 – 11/18, 6pm – 8pm
- Mobility Subcommittee #2 – 11/19, 3pm-6pm

## Stage 3: Design Development (December)
- Studio Hours - 12/1 - 12/4, hours TBD
- Business Roundtable #2 – 12/2, 9-11 am
- CPAC #4 – 12/2, 6pm - 8pm
- Community Virtual Workshop #2 – 12/8, 6pm-8pm
- CPAC #5 – 12/17, 6pm - 8pm

## Stage 4: Implementation Planning (Jan-Mar)
- CPAC #6 – 1/22, 6pm - 8pm
- Business Roundtable #3 – 1/22, 9-11 am
- Community Virtual Workshop #3 – 2/19, 6pm-8pm
- Pop-up Demonstration Project (3 day) - 2/19 - 2/21
- CPAC #7 – 3/4, 6pm - 8pm
- Business Roundtable #4 – 3/4, 9-11 am
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.
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

Crashes that Caused Injury (2014-2018)
- Fatality
- Auto only
- Pedestrian
- Bicyclist
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

Project team presents design alternatives for comments

Alternatives are updated reflecting feedback and final alternative is presented

Design exceptions, intersection considerations
Design Progress
Summary:

1. Shared Bus/Bike Lane
   - Easiest to implement
   - Lowest cost
   - Minimal impact to center lanes

2. Separated Bus and Bike Lane
   - Maintain center lanes = easy implementation
   - Operational considerations

3. Protected Bike Lane
   - Removal of center turn lanes = more complex install
   - Moderate cost
   - Best practice for bike infrastructure

4. Two-Way Cycle Track
   - Consistent with TOD Plan
   - Curb cuts will be a challenge
   - Better accommodates existing outdoor dining
   - Moderate cost
Setting a Modal Priority:

- Wherever possible, we will prioritize physically separate bike lane and dedicated bus lane
- Physically separate bus and bike lane
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
- Return Main Street access to Culver Steps parking garage
Section Types

1. Shared Bus/Bike Lane
Section Types

2

Separated Bus and Bike Lane
Section Types

3

Protected Bike Lane
Section Types

4

Two-Way Cycle Track and Dedicated Bus Lane

Made with Streetmix
Summary:

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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)
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Draft Proposal:
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