Ground Rules for our meeting

- Please use your phone for audio, by calling in the WebEx number or have WebEx call you. Your computer audio will have too much interference.
- Once on WebEx:
  - Please go on mute when not speaking.
  - Please consider turning on your camera as much as possible to facilitate better engagement. We like to see you!
- If you have any technical questions during the call, please send an email to Kaitlyn Zhang (@ Kaitlyn.Zhang@culvercity.org) or call 310-253-6503.
- Thank you!

- Note: All future meetings will be moved to a Zoom Platform.
Welcome

- Thank you for participating in Move Culver City!
- Reimagining Mobility in Culver City
- Community Engagement
- Role of CPAC and Key Dates
- Brief Introductions

Phase 1: Project Overview (October)
- CPAC #1 – 10/22, 6pm – 8pm

Phase 2: Design Alternatives (November)
- Community Virtual Workshop #1 – 11/11, 6pm – 8pm
- CPAC #2 – Combined with workshop (above)
- CPAC #3 – 11/18, 6pm – 8 pm

Phase 3: Design Development (December)
- CPAC #4 – 12/3, 6pm – 8pm
- CPAC #5 – 12/17, 6pm – 8pm

Phase 4: Implementation Planning (Jan-Mar)
- CPAC #6 – 1/22, 6pm – 8pm
- CPAC #7 – 3/4, 6pm – 8pm
Move Culver City Project Team

Project Sponsor: Rolando Cruz

Community Project Advisory Committee:
- Shelly Wolfberg
- Christine Byers
- Bicycle Pool Advisory
- Disability Advisory
- Cultural Affairs
- Culver City USD
- Culver City Chamber
- Downtown Business Assoc
- Arts Business District
- Neighborhood Associations (Arts/Rancho/Carlson)

Project Steering Committee:
- Diana Chang
- Jesse Mays
- Charles Herbertson
- Sol Blumenfeld

Project Manager: Diana Chang

Business Community Outreach:
- Elaine Gerety-Warner
- Sony
- Amazon
- HBO
- Apple
- Lowe Enterprises
- Hyatt
- Graystar
- Carney
- Hackman Capital
- One Culver / Lincoln
- Helms Bakery
- Culver Hotel
- Downtown Business Assoc
- Arts Business District

Core Team (Bi-weekly):
- Sam Schwartz
  - Joe Iacoubbuca
  - Tony Garcia
- Transportation Planning: Jane Chan
- CityBus Operations: Samantha Blackshire
- Public Works: Heba El-Guindy

Expanded Team (Monthly):
- Planning Support: Kaityn Zhang
- Safety & Training: Hector Calvinski
- Community Engagement: Dia Turner
- Business Engagement: Elaine Gerety-Warner
- Advanced Community Planning: Ashley Hefner

Subject Matter Experts (As needed):
- Police & Fire: Troy Dunlap, Jeremy Debie
- Traffic Engineering: Gabe Garcia
- Civil Engineering: Steve Watt
How will we get there?

- Civic Leadership Support
- Interdepartmental Coordination
- Harnessing support
- Achieving informed consent
- Community Buy-in
- Plans approved by end of 2020
- Construction begins in March 2021
- Milestones
- Post-launch monitoring

Successful Launch April 22, 2021
Agenda

1. About Us + The Project
2. About Quick Build Projects
3. About the Process
4. Open Discussion
About Us

Joe Iacobucci
Project Manager
- Hollywood Blvd. Walk of Fame Streetscape Master Plan
- Complete Street Expert

Kate Sargent
Lead Transportation Planner
- Caltrain Station-Area Redesign
- King Co. Metro First/Last Mile On-Demand Microtransit Pilot

Bree Mobley, PE
Transportation Engineer
- Hollywood Blvd. Walk of Fame Streetscape Master Plan
- Exposition Square Streetscape

Tony Garcia, RA
Deputy Project Manager
- GoHuman Demo Projects (SCAG)
- Miami-Dade Transportation Quick-Build Program

Mike Flynn, AICP, LEED AP
Principal in Charge
- King Street Transit-Priority Pilot Project
- 14th Street Transitway Performance Monitoring

Gene Ching, PE
Senior Civil Engineer
- Division 20 Portal Widening/Turnback Facility
- I-10 Interchange Improvement/Widening
Overall Project Summary

- 2 Phase Project
- 3 Corridors total (length TBD)
- Dedicated lanes for Buses, Emergency Vehicles, Scooters, and Bicycles
- To include the following elements:
  - Bus lane
  - Bike lane
  - Bus platforms
  - Cross walks
  - Curb extensions
  - Strategies
  - Art crosswalks
  - Intersection murals
  - Signage
  - Landscaping
Project Phases

**Phase 1**
- Corridor 1 (Culver & Washington Boulevards)
  - Planning (Oct)
  - Design (Nov/January)
  - Implementation (Feb–April)
  - Evaluation

**Phase 2**
- Corridors 2 & 3 (Sepulveda & Jefferson Boulevards)
  - Planning & Preliminary Design Only

Option for Final Design, Implementation, and Evaluation
Project Summary: Corridor 1

Downtown to E Line
Mobility Lane connecting Helms District to Sony Studios via Washington and Culver Blvd

- **7 months** from inception to construction
- Connections to:
  - Metro E Line Culver City Station
  - Major commercial + employment centers
  - Helms District
  - Arts District
- Bus Routes:
  - Culver City Bus: 1, 5, 7, Metro 17, BBB 17
  - LADOT Commuter Express 437
  - Culver City Circulator
Project Team

Culver City

Lead: Transportation Dept.
Coordinating: Community Development Dept.
Public Works Dept.
Police Dept.
Fire Dept.

Consultant Team

Sam Schwartz
Joe Iacobucci (PM)
Kate Sargent (Associate)
Bree Mobley (Sr Engr)
Michael Groh (Sr Planner)
Henry Hammel (Engr)

Street Plans
Tony Garcia (Deputy PM)
Dana Wall (Sr Planner/UD)
Irene Balza (Planner/UD)

CPAC/Stakeholders

Downtown Business Association
Arts District
Chamber of Commerce
Local Business Owners
Metro
Bicycle + Pedestrian Advisory Committee (BPAC)
Mobility Sub Committee
Neighborhood Associations
Disability Advisory Committee
Cultural Affairs Commission
Studio Folks
Everyone!
# Stakeholders

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Interest/Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chief Transportation Officer</td>
<td>Alignment with City's mobility strategy</td>
</tr>
<tr>
<td>Deputy Transportation Officer</td>
<td>Alignment with departmental capital and operating budgets.</td>
</tr>
<tr>
<td>Public Works</td>
<td>Alignment with City's active transportation strategy, bike and pedestrian approved plan and roadway safety goal</td>
</tr>
<tr>
<td>Community Development</td>
<td>Alignment with City's development mitigation strategy.</td>
</tr>
<tr>
<td>Fire/PD</td>
<td>Ensure the needs of Fire/PD operations are accommodated.</td>
</tr>
<tr>
<td>City Manager</td>
<td>Implement vision of City Council and Community</td>
</tr>
<tr>
<td>LA Metro</td>
<td>Consider design implications and recommendation to Expo Station</td>
</tr>
<tr>
<td>Other Municipal Operators (LADOT, BBB, Metro Ops.)</td>
<td>Consider how design and implementation will impact services.</td>
</tr>
<tr>
<td>Culver City Council – Mobility Subcommittee</td>
<td>To provide a venue for community input, review and approve recommendations of design and implementation plan.</td>
</tr>
<tr>
<td>CC Council - Bike Pedestrian Advisory Committee</td>
<td>To engage community, provide input and participate in planning for project.</td>
</tr>
<tr>
<td>CC Council – Disability Advisory Committee</td>
<td>To engage community, provide input and participate in planning for project.</td>
</tr>
<tr>
<td>Big Business / Big Organizations (i.e. Sony, Amazon Prime, HBO, TOD)</td>
<td>Direct outreach to increase awareness and gather input into the process</td>
</tr>
<tr>
<td>Culver City Chamber</td>
<td>To engage community, provide input and participate in planning for project.</td>
</tr>
<tr>
<td>Culver City Downtown Business Association</td>
<td>To engage community, provide input and participate in planning for project.</td>
</tr>
<tr>
<td>Culver City Arts District Association</td>
<td>To engage community, provide input and participate in planning for project.</td>
</tr>
</tbody>
</table>
High Level TML Project Timeline

**TTL Phase 1**
- TTL C1 Design/Implementation
- TTL C1 1-Year Pilot
- TTL C1 Transition to Permanent *

**TTL Phase 2**
- TTL C2/C3 Design/Implementation
- TTL C2/C3 1-Year Pilot
- TTL C2/C3 Transition to Permanent *

**Expo Reimagined Design**
- TTL C1 Design
- TTL C1 Construction
- TTL C1 Go Live
- TTL C1 Evaluation & Lessons Learned
- TTL C1 Final Evaluation & Debriefing
- TTL C1 Permanent Design & Implementation

**Circulator Planning/Implementation**
- Circulator Service Operational

---

TTL C1 = Corridor 1 (Downtown CC). TTL C2 = Corridor 2 (Sepulveda Blvd.). TTL C3 = Corridor 3 (Jefferson Blvd.)

* The transition to permanent may be longer depending on the scope of work.
What does 'Quick Build' Mean?
Visualizing Safe Streets
What is Quick Build?

The Quick Build process is a way to build transportation projects using **short-term, low-cost materials** in an effort to catalyze long-term change.

- Inexpensive
- Temporary
- Based on existing plans
- People-driven, people-centered
Putting the *Making* back in Placemaking
How Do We Normally ‘Deliver’ Projects?

- Focus on **long-term** capital improvements.
- Can be slow, expensive, and inflexible.
- Often focused on larger scale projects.
- Involves a passive public outreach process that often results in...
- A lack of trust in government institutions.
Can we break down project delivery?

**Demonstration**
- 1 day - 1 month
- $0

**Pilot**
- 6 Mo - 1 year
- $$

**Interim Design**
- 3 - 5 years
- $$$

**Permanent**
- 5 years +
- $$$$$

- Material Durability
- Public Input
- Investment
- Evaluation
Lessons in Iterative Design

- 2009 - 3-day pop-up plaza with lawn chairs
- 2010 - pilot plaza w/ paint and temporary materials
- 2012 - iterate design, evaluate outcomes, move forward w/ permanent design
- 2014 - permanent plaza construction begins
- 2015 - project complete!
Why Quick Build Projects?

1. Expedite implementation and deliver public benefits faster
2. **Test aspects of a plan** before making large political/financial investments
3. Allow people to physically experience alternative options and reimagine how the corridor can be used
4. Widen public engagement and gather data from real-world users of the project
5. Based on Actual User Experience (vs. Design)
Quick Build Project Types

- Dedicated Bus Lanes
- Bus platforms
- Combined bus/bike lane
- Seating/Amenities
- Queue jump lanes
- Road Diets/narrow lanes
Quick Build Project Types

Curb Extension

Curb Extension

Curb Extension

Curb Extension
Quick Build Project Types

- Art Crosswalk
- Intersection Mural
- Bus stops
- Street Mural
Quick Build Project Types
Quick Build Project Types

Bikeway

Bikeway

Signs

Crosswalks
About the Process
Project Process

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

   October - November 2020

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

   November - December 2020

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

   January - March 2021

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

   March - April 2021
Project Tasks

- Task 2: Establish Project Vision and Goals
- Task 3: Data Collection and Analysis
- Task 4: Corridor Existing Condition Review
- Task 5: Design Development
- Task 6: Public Outreach
- Task 7: Project Implementation Support
- Task 8: Performance Measure
- Task 9: Post-Pilot Debrief and Next Steps
# Project Schedule

**Project Start**  
October 5, 2020

**Design Completion**  
Mid-January 2021

**Start of Construction**  
Mid-March 2021

**Mobility Lane Launch**  
April 22, 2021

**Corridors #2 + #3**  
Summer/Fall 2021

<table>
<thead>
<tr>
<th>Task Description</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Project Management &amp; Coordination</td>
<td></td>
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<tr>
<td>2. Establish Project Vision, Goals, and Performance Measures</td>
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<tr>
<td>3. Data Collection and Analysis</td>
<td></td>
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<tr>
<td>4. Corridor Existing Conditions Review</td>
<td></td>
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<tr>
<td>5. Tactical Transit Lane Design Development (Including permitting docs and implementation)</td>
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<tr>
<td>6. Public Outreach</td>
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<tr>
<td>7. Project Implementation Support</td>
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</tr>
<tr>
<td>8. Pilot Project Performance Measures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Post-Pilot Debrief and Next Steps</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MOVE Culver City – branding in progress
MOVE Culver City – branding in progress
MOVE Culver City – branding
Data Collection!

Data Collection and Analysis (Task 3)

✓ Pre- and Post- Install Collection
✓ To Include:
  ✓ Signal timing
  ✓ Bus ridership by stop
  ✓ Bus stop arrival/departure times (scheduled and actual)
  ✓ Bus operational speeds
  ✓ Scooter Usage
  ✓ Traffic volumes: daily segments and intersection counts
  ✓ Five-year collision analysis
  ✓ Curb use/parking regulations and utilization
  ✓ Bicycle and pedestrian volumes

November 2016

BIKE NWA

What is BikeNWA?
BikeNWA is a series of month-long bikeway pilot projects in the Cities of Bentonville, Rogers, and Bella Vista, AR.

Why Bella Vista?
This pilot project will help connect the existing Razorback Regional Greenway and Lake Bella Vista Trail around Lake Bella Vista with the Blowing Springs natural surface trails to the north.

We need your feedback!
Visit http://svy.mk/2f8X59j to take our brief survey.
Project Monitoring

Existing Conditions Analysis + Report (Task 4)

✓ Base maps (Task 4.1)
✓ Field Audit (Task 4.2)
✓ Summary Memo (Task 4.3)
  ✓ Compilation of pre- and post-implementation data
  ✓ Roadway conditions and speeds
  ✓ Local ordinances, land use, policies
Ongoing Public Engagement Throughout Design Process

moveculvercity.com
Public Engagement (Task 6)

- Develop Public Engagement Plan to include:
  - Workshops (3)
  - CPAC (8 bi-weekly)
  - Project website/virtual engagement
  - Small group meetings (with businesses)
  - Social media
  - Door-to-door
  - Community Events
  - A demonstration?
Design Development (Task 5)

Task 5.1 - Design Alternatives
1. 3 alternatives based public outreach + field audit
2. Includes high-level costs and implementation factors
3. To be shared at CPAC meetings + 2nd workshop

Task 5.2 - Design Development
1. Two options (with + without outdoor dining)
2. Develop illustrative plans + two renderings
3. Staff + Community determine final plan to be developed into permit drawings
Designing with the Community

- Identify the widest number of alternatives from start
- Keep an eye on constructability + red flags.
- No curb reconstruction
- Balance walking + biking
- Political support
- Public input
- Constrained conditions
- To be presented at Workshop #1 (November 5)
- Will also be developed with CPAC (November)
Design Development (Task 5.2)

- Choose materials
- Develop draft budget scenarios
- Develop renderings
- Develop Draft materials list, specifications package
- Develop Installation Plan outline
The Art of Quick Build Projects
Designing with the Community - Schedule

**Phase 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

**Phase 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

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

**Phase 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
Permit Documents (Task 5.3)

- Internal review process: Transportation + engineering
- Traffic Control Plan
- Evaluation Plan (Includes mitigation, maintenance and monitoring plans)
- Special conditions
Build Day Timeline

Installation Plan (Task 5.4)

- Includes:
  - Materials List + Specifications
  - Installation Schedule + timeline
  - Installation Site Plans
  - Removal Plans
  - Development of this happens in tandem with design work, starting with Design Development (Task 4)
  - Located in main Project Management Sheet
  - Be realistic about resources.
Developing a budget

Installation Plan (Task 5.4)

- Itemized by project component, includes materials, equipment, and contractors.
- Consider material durability
- Include a removal plan to include timeline, roles + responsibilities, waste reduction
- Identify stewardship of materials after project.
- Consider durability - How long can the materials stay in the ground?
- Be mindful of long lead times for bulk/special orders.
- Expect things to go wrong.
- Use this as an opportunity to test materials.
Choosing Materials

- "Armadillos"
- Planters
- Water-Based Paint
- Traffic Tape
- Flexstakes
- "Zebra" Planters
- Spray Paint/Chalk
- Duct Tape
TACTICAL URBANIST’S GUIDE TO MATERIALS AND DESIGN VOLUME 1

OCTOBER 2016 | CREATED BY THE STREET PLANS COLLABORATIVE, WITH FUNDING FROM THE JOHN D. AND JAMES L. KNIGHT FOUNDATION.
ITERATIVE PROJECT DELIVERY

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project phase builds towards the next, using incremental steps to deliver a capital project intended to create lasting change.

<table>
<thead>
<tr>
<th></th>
<th>DEPLOYMENT</th>
<th>PILOT</th>
<th>INTERIM DESIGN</th>
<th>LONG-TERM/CAPITAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Demonstration</strong></td>
<td>(1 day - 1 week - $)</td>
<td>(1 month - 1 year - $$)</td>
<td>(1 year - 5 years - $$)</td>
<td>(5 years - 50 years - $$$)</td>
</tr>
<tr>
<td><strong>Project Leaders</strong></td>
<td>Can be led by anyone (city, citizen group, or both)</td>
<td>Government leadership/involvement required</td>
<td>Government leadership/involvement required</td>
<td>Government leadership/involvement required</td>
</tr>
<tr>
<td><strong>City-Citizen Collaboration</strong></td>
<td>Optional (but recommended)</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td><strong>Permission Status</strong></td>
<td>Sanctioned or unsanctioned</td>
<td>Always sanctioned</td>
<td>Always sanctioned</td>
<td>Always sanctioned</td>
</tr>
<tr>
<td><strong>Materials</strong></td>
<td>Low-cost, typically low-durability. Can be borrowed or homemade</td>
<td>Relatively low-cost, but semi-durable materials</td>
<td>Low-moderate cost materials, designed to balance flexibility with maintenance needs</td>
<td>High-cost permanent materials that cannot easily be adjusted</td>
</tr>
<tr>
<td><strong>Public Involvement</strong></td>
<td>Public input + public action</td>
<td>Collaborative stewardship</td>
<td>Collaborative stewardship</td>
<td>Public or Collaborative stewardship</td>
</tr>
<tr>
<td><strong>Flexibility of Design</strong></td>
<td>High: organizers expect project to be adjusted and removed.</td>
<td>High: organizers expect project to be adjusted; it may be removed if it does not meet goals</td>
<td>Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible</td>
<td>Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed</td>
</tr>
<tr>
<td><strong>Collect data to refine approach for current or future projects?</strong></td>
<td>Recommended</td>
<td>Always</td>
<td>Always</td>
<td>Always - project performance can inform future investments</td>
</tr>
<tr>
<td><strong>Connected to official planning process?</strong></td>
<td>Sometimes</td>
<td>Always</td>
<td>Always</td>
<td>Always</td>
</tr>
</tbody>
</table>

Terms and diagram format based on People for Bike's "Quick Builds for Better Streets", which defines the pilot/interim time intervals above as "quick build" projects. To access Quick Builds for Better Streets, visit: bit.ly/PFBQuickBuild
**ARMADILLOS**

**Typical Dimensions:** Available in 3 and 5" length sizes. Requires 1-5 ft of width for buffer area.

**Estimated Cost:** $40-50 per unit, depending on size and quantity ordered.

**Overview:** Low, mountable plastic bump that can be used to achieve a curb-like barrier effect.

**Demo (1 day-1 wk.)**  ▶ **Pilot (1 month - 1 yr.)**  ▶ **Interim (1-5 yrs.)**

**Recommended Applications and Installation**

- **Bike Lanes:** Place cones along edge of lane, 1 every 5-8 ft. Installation does not require specialized equipment. Simply drill holes and install. A team of three people can install about 100 meters in a day. The product's pre-sunk bolt holes can accommodate anchors of various sizes.

**Tips and Considerations**

- Easily installed and removed.
- Durable and mountable for emergency vehicles, city service vehicles, etc.
- Minimal stormwater obstruction.
- Set armadillos at an angle to allow cyclists to cross barrier if necessary.
- Low visual profile can lead to a decreased perception of safety for people walking or biking.
- Manufacturer recommends using mechanical anchors with chemical adhesives. Plastic mechanical anchors are not recommended.

**Potential Sources**

- Purchase from traffic control or construction equipment suppliers.

---

**CONCRETE “TURTLE” BUMPS**

**Typical Dimensions:** Require 15 ft. of width.

**Estimated Cost:** $3-5 ft. ($15k-$30k/lane, per mile)

**Overview:** Often used as barrier near light rail tracks, these low, mountable bumps can be used to achieve a curb-like barrier effect.

**Demo (1 day-1 wk.)**  ▶ **Pilot (1 month - 1 yr.)**  ▶ **Interim (1-5 yrs.)**

**Recommended Applications and Installation**

- **Bike Lanes:** Place cones along edge of lane, 1 every 5-8 ft. Affix to pavement using chemical adhesives such as epoxy.
- **Curb Extensions and Plazas:** May be combined with planters or other barrier elements to define the edge of a plaza or curb extension. Affix to pavement using chemical adhesives such as epoxy.

**Tips and Considerations**

- Note that installation/set time will be impacted by weather and temperature. Buttons should be allowed to fully set before sustaining any impact.
- Durable and mountable for emergency vehicles, city service vehicles, etc.
- Minimal stormwater obstruction.
- Low visual profile can lead to a decreased perception of safety for people walking or biking.

**Potential Sources**

- Purchase from traffic control or construction equipment suppliers.
Project Implementation Support
Measuring + Installation Plan
Talking to People We Don’t Normally Talk To
CELEBRATE! (Task Fun)
Project Monitoring (Tasks 8 and 9)

**Regular KPI Reports**

Weekly reports detailing:
- Bus speeds
- Bus travel times
- Bus on-time performance
- Bus ridership

**Performance Evaluation**

Comparing Before and After

- Report #1:
  - Bus operations
  - Scooter volumes
  - Safety

- Report #2 updates:
  - Bus operations
  - Vehicle volumes
  - Bicycle/scooter volumes
  - Bikeshare ridership
  - Safety

**Post-Pilot Debrief**

Retrospective conversation to address:
- Lessons learned
- Next steps
- Action items for stakeholders
Project Monitoring (Tasks 8 and 9)

**Bus Operations**

**Weekday Average Travel Time**

- **24% improvement in travel times**
- **2.9 minutes faster**

Combined for both directions: 3rd Avenue to 8th Avenue from January 2018 to January 2020

**Weekday Ridership**

- **14% increase in bus ridership from January 2018 to January 2020**
- **3,526 riders**

**Vehicle Travel Times**

**Weekday PM (5-6PM)**

- **Pre-Implementation (October 2018/May 2018)**
- **Post-Implementation (January 2020)**

**Vehicle Volumes**

**Weekday PM (5-6PM)**

- **Decreased Volumes**
- **Increased Volumes**

**Safety**

- **42% decrease in crashes with injuries between October 2017-January 2018 and October 2019-January 2020**

**Citi Bike Volumes**

- **94% increase in Citi Bike ridership in the project area from January 2018 to January 2020**
- **89,686 riders**

**Data Sources/Notes**

1. Data provided by MTA NYCT.
2. Data provided by NABX.
3. Data retrieved from Citi Bike.
4. Data provided by NYCDOT.
5. Data collected by Sam Schwartz Team.
6. Data provided by NYPD.

*OCTOBER 2018 DATA NOT AVAILABLE. MAY 2019 USED FOR PRE-IMPLEMENTATION DATA.*

*Between 7th Ave & 8th Ave - Between 5th Ave & University Pl.*
Documenting Plan (Task 8)

- Documentation Plan
- Get creative with locations!
- Look for aerial shots from local buildings, cranes.
- Don’t forget about time lapse photography and drone footage.
- Think about how the photos with build out plan when positioning shots.
There will be adjustments to make!
Forward-compatible improvements

- **Demonstration**
  - 1 day - 1 month
  - $1
- **Pilot**
  - 6 Mo - 1 year
  - $$2
- **Interim Design**
  - 3 - 5 years
  - $$$3
- **Permanent**
  - 5 years +
  - $$$$$4

<table>
<thead>
<tr>
<th>Material Durability</th>
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<tr>
<td>Public Input</td>
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<td>Investment</td>
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<tr>
<td>Evaluation</td>
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</table>
What will it take to get there?
How will we get there?

- Civic Leadership Support
- Interdepartmental Coordination
- Harnessing support
- Community Buy-in
- Achieving informed consent
- Plans approved by end of 2020
- Construction begins in March 2021
- Milestones
- Post-launch monitoring

Successful Launch April 22, 2021
A document that formally authorizes the project and provides the project manager the authority to apply organizational resources to project activities.

- The terms between the sponsor and PM – Scope and Authority
- Provides background, objectives, and general boundaries for the project
- Ensures scope and expected outcomes are understood by all parties

Terms are:
- Stakeholders
- Team (roles & responsibilities)
- Budget
- Milestones
- Risks
Questions?

- Durability
- Volunteer Involvement
- Timeline
- Wear / Desired Maintenance
- Removal
- Volume of Traffic
- Visibility + Clearance
- Drainage / Planters
- Programming
Designing with the Community - Schedule

**Phase 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

**Phase 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

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

**Phase 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
# Project Objectives & Success Criteria

<table>
<thead>
<tr>
<th>Objective</th>
<th>Success Criteria</th>
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<tbody>
<tr>
<td>1. Raise public awareness and acceptance of dedicated transit lanes</td>
<td>TBD</td>
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<td>2. Improve transit travel time and reliability</td>
<td>TBD</td>
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<td>3. Improve access for cyclists and scooter riders</td>
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<td>4. Mitigate conflicts between bicycles and general traffic</td>
<td>TBD</td>
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<td>5. Improve access and speed of emergency vehicles</td>
<td>TBD</td>
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