MOVE CULVER CITY
Reimagining Mobility in Culver City

Community Virtual Workshop #1
November 11, 2020
Welcome!
Agenda

- Introductions
- Project Background
- Corridor 1: Project Details and Process
- Engagement Activity
- Design Alternatives
- Open Discussion
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.
Poll Exercise: We want to learn about you!
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.
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.
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.
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)

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

Community

Downtown Business Association
Arts District
Chamber of Commerce
Local Business Owners
Metro & Other Transit Providers
Bicycle + Pedestrian Advisory Committee (BPAC)
Mobility Sub Committee
Neighborhood Associations
Disability Advisory Committee
Cultural Affairs Commission
Studio Folks
Everyone!
About the Consultant Team

**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  
- 1-10 Interchange Improvement/Widening
Using Streetmix
Go To: streetmix.net/tony/1/washington-boulevard
You'll see existing conditions at a typical location along the corridor.

Go To: streetmix.net/tony/1/washington-boulevard
Move around / add components, but leave sidewalks as is. Total curb-to-curb dimension must remain 60'!
Once you drop a component in the section you can change certain details and dimensions. Remember to stay within 60'!
Once finished, send your ideas to irene@streetplans.org
Corridor 1: Project Details and Process
Project Summary
Corridor 1 | Downtown Mobility Lanes

Mobility Lanes connecting Downtown Culver City, E Line Culver City Station, and Arts District via Washington and Culver Boulevards.

1. Mobility Lanes
2. Expo Station Entrance Reimagined
3. Circulator Service

Seven (7) months from inception to construction

Connections to:
- Metro E Line Culver City Station
- Major commercial + employment centers
- Arts District

Bus Routes:
- Culver City Bus: 1, 5, 7, Metro 17, BBB 17, LADOT Commuter Express 437
- Culver City Circulator Service
New Circulator Service

The new circulator service will provide frequent first/last mile connections serving both work and leisure trips. It will provide an alternative for driving trips and a "park-once" solution for residents, workers and visitors to Downtown Culver City and Arts District.

Preliminary Service Details (subject to change)

- Service: Everyday from morning peak - evening
- Frequency: 10 min. (peak) and 20 min. (off-peak)
- Vehicle Type: open-air Trolley-type low-emission vehicles
## Corridor 1 Project Process

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<thead>
<tr>
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<tbody>
<tr>
<td>Kick-off!</td>
<td>Design development</td>
<td>Finish striping + build plans</td>
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<tr>
<td>Branding</td>
<td>Produce striping / build plans</td>
<td></td>
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<tr>
<td>Draft Evaluation / Documentation Plan</td>
<td>Calculate final budget</td>
<td>Vendor Selection</td>
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<tr>
<td>Design Alternatives</td>
<td>Produce traffic control plan</td>
<td>Produce final detailed Installation Plan</td>
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<tr>
<td>Begin outreach</td>
<td>Volunteer solicitation</td>
<td>Order materials</td>
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<tr>
<td>CPAC Meetings</td>
<td>CPAC Meetings</td>
<td>Find storage and staging locations for materials</td>
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<tr>
<td>Workshop (Nov)</td>
<td>Workshop (Dec)</td>
<td>Finalize material order</td>
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<td>Finalize Vendors</td>
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<td></td>
<td></td>
<td>Construction</td>
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## Ongoing Public Engagement Throughout Project Process

### 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
Ongoing Public Engagement Throughout Project Process
Design Process

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

Design Development
1. Two options (with + without outdoor dining)
2. Develop illustrative plans + two renderings
3. Staff + Community determine final plan to be developed in 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
- Maintain auto access to every destination; transitioning parking and travel lanes
- Political support
- Public input
- Constrained conditions
- To be presented at Workshop #1 (November 11)
- Will also be developed with CPAC
Talking to People We Don’t Normally Talk To
Test Before You Invest!
Data Collection and Project Monitoring

**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, up to 26,858.

3,526 riders

**Vehicle travel times**

**WEEKDAY PM (5-6PM)**

<table>
<thead>
<tr>
<th>Street</th>
<th>Travel Time (Minutes)</th>
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<tr>
<td>15th Street</td>
<td>↑ 1 min</td>
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<tr>
<td>14th Street</td>
<td>↑ 1 min</td>
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<tr>
<td>13th Street</td>
<td>↑ 1 min</td>
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<tr>
<td>12th Street</td>
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<td>11th Street</td>
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<td>10th Street</td>
<td>↑ 1 min</td>
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<tr>
<td>9th Street</td>
<td>↑ 1 min</td>
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*October 2018 data not available. May 2012 used for pre-implementation data.

**Vehicle volumes**

**WEEKDAY PM (5-6PM)**

<table>
<thead>
<tr>
<th>Street</th>
<th>Decreased Volumes</th>
<th>Increased Volumes</th>
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<tbody>
<tr>
<td>15th Street</td>
<td>-12</td>
<td>+6</td>
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<tr>
<td>16th Street</td>
<td>-144</td>
<td>+46</td>
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<tr>
<td>17th Street</td>
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<tr>
<td>18th Street</td>
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*Between 7th Ave & 8th Ave - Between 5th Ave & University Pl.

**Citi Bike volumes**

**MONTHLY BIKE RIDERSHIP**

↑ 94% increase in Citi Bike ridership in the project area from January 2018 to January 2020, up to 89,686.

89,686 riders

**Safety**

**Crashes**

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

Oct 17-Jan '18: 24
Oct 18-Jan '19: 27
Oct 19-Jan '20: 14

PEDESTRIAN INJURIES

- 3
What does 'Quick Build' Mean?
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
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
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.

Permanent

5 years + $$$$$
Different solutions for different lifecycles

<table>
<thead>
<tr>
<th>Demonstration</th>
<th>Pilot</th>
<th>Interim Design</th>
<th>Permanent</th>
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<tbody>
<tr>
<td>1 day - 1 month</td>
<td>6 Mo - 1 year</td>
<td>3 - 5 years</td>
<td>5 years +</td>
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<td>$</td>
<td>$$</td>
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- Material Durability
- Public Input
- Investment
- Evaluation
Quick Build
Project Types

- Dedicated Bus Lanes
- Bus platforms
- Combined bus/bike lane
- Seating/Amenities
- Queue jump lanes
- Road Diets/narrow lanes
Sidewalk Extension
Art Crosswalk
Intersectional Mural
Signs
Bus Stops
Street Mural
Community Examples Discussion
Corridor 1: Draft Alternatives
Design Process

- Design exceptions, intersection considerations
- Project team presents design alternatives for comments
- Alternatives are updated reflecting feedback and final alternative is presented
- Design exceptions, intersection considerations
Existing Conditions: Curb Cuts and Parking
Existing Conditions: Outdoor Dining
Typical Street Section Conditions
Unique Section Conditions
A Closer Look: Section 'C'

- Curb Cuts
- Parking
- Outdoor Dining
- Section Cut Location (NE)
Section 'C' | Section Types Summary

1. Shared Bus/Bike Lane
2. Separated Bus/Bike Lane
3. Protected Bike Lane
4. Center Bus Lane
5. Two-Way Cycle Track
Section 'C' | Existing Conditions - 60' Curb-to-Curb

Washington Blvd C
Section 'C' | Option 1

Washington Blvd C (1)

- 8' Sidewalk
- 2' Shared bus/bike lane
- 10' Drive lane
- 10' Turn lane
- 10' Drive lane
- 12' Shared bus/bike lane
- 2' Sidewalk
Section 'C' | Option 5

Washington Blvd C (5)
Section 'C' | Section Types Summary - Poll

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

4. Center Bus Lane
   - Most complex to implement
   - Highest cost
   - Not a quickbuild project

5. Two-Way Cycle Track
   - Curb cuts will be a challenge
   - Better accommodates existing outdoor dining
   - Moderate cost
Bus Stop Furniture
What Bus Stop Amenities are Important to you?
(Select all that apply)

1. USB Charging
2. Artwork
3. Enhanced LED Solar Lighting
4. Lean Rails
5. Real Time Information Sign / Digital Information Display
Select bus benches that you would like to see in Culver City (select all that apply)
Trash Receptacles

Select bus trash receptacles that you would like to see in Culver City (select all that apply)
Have More Ideas?

Don't forget to send to irene@streetplans.org
Thank you!

For more information, please visit moveculvercity.com
Appendix
Leadership Support

- City Council -
  - Project Authorization
  - Approvals of Contracts
- Mobility, Traffic & Parking Subcommittee
  - Provide Guidance and Direction
  - Backboard for Ideas
  - Public Outreach
- Project Steering Committee
  - Responsible for setting the direction of the project and making strategic decisions.
  - Monitor the project’s progress and act as an escalation point for critical issues.
  - Responsible for the final authorization of major steps in the project, such as granting approval for production go-live.

Project Steering Committee

Transportation Department:
  Project Sponsor - Rolando Cruz

City Manager Representative
  Jesse Mayes

Public Works Director -
  Charles Herbertson

Community Development Director
  Sol Blumenfeld
Community Project Advisory Committee

- Responsible for developing success criteria recommendations to the Steering committee
- Recommend design options / guidelines for the project
- Provide public outreach and engagement
- Participate in the planning and development of the go-live activities

**CPAC Membership**

**Neighborhood Associations:**
- Downtown Neighborhood Association
- Rancho Higuera
- Carlson Park
- Arts District Neighborhood Association

**Businesses:**
- Downtown Business Association
- Arts District Business Association
- Culver City Chamber of Commerce

**Special Interests:**
- Bicycle & Pedestrian Advisory Committee
- Bike Culver City
- Disability Advisory Committee
- Cultural Affairs Commission
- CCUSD
Business & Public Engagement

- **Project Responsibilities**
  - Provide insight, feedback, concerns on project plan, design, implementation and operation
  - Participate in collaboration and creating a common vision

- **Business Roundtables**

- **Community Virtual Workshops**

- **Website** [moveculvercity.com](http://moveculvercity.com)

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### Business Outreach

#### Current Businesses Connected

- Downtown Business Association
- Arts District

- Access Culver City
- Apple
- Culver Hotel
- Hackman Capital
- Helms Bakery
- Hyatt
- Lowe Enterprises
- One Culver/LBA Realty
- Platform/Runyon Group
- Sony
- Amazon
- Co-opportunity Market
- Greystar
- HBO
- Howard Industries
- Karney Properties Co.
- Lincoln Properties Co.
- Park Century School
- Scopely Inc
- Toyota/Honda
Scope of Work

ESTABLISH PROJECT VISION, GOALS AND PERFORMANCE MEASURES
DATA COLLECTION AND ANALYSIS
CORRIDOR EXISTING CONDITION REVIEW
DESIGN DEVELOPMENT
PUBLIC OUTREACH
PROJECT IMPLEMENTATION SUPPORT
EVALUATIONS
POST-PILOT DEBRIEF AND NEXT STEPS
Project Phases

1. Project team presents design alternatives for comments
2. Alternatives are updated reflecting feedback and final alternative is presented
3. Design exceptions are provided at specific areas
Project Phases

Corridor 1 (Culver & Washington Boulevards): Downtown Mobility Lanes
- Planning
- Design
- Implementation
- Evaluation

Phase 1

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

Phase 2

Corridors 2 & 3 (Sepulveda & Jefferson Boulevards)
- Option for Final Design, Implementation, and Evaluation