CROSS SECTIONS
CULVER CITY EXPO-TO-DOWNTOWN
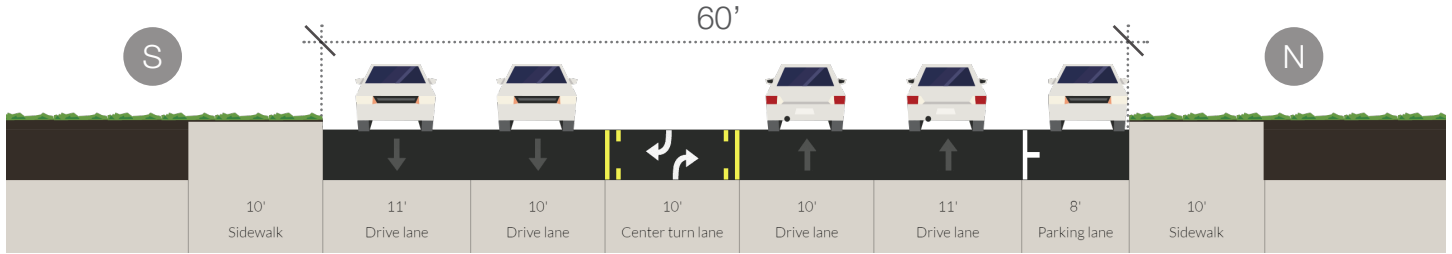

CONTENTS

BEFORE

60'

S

N

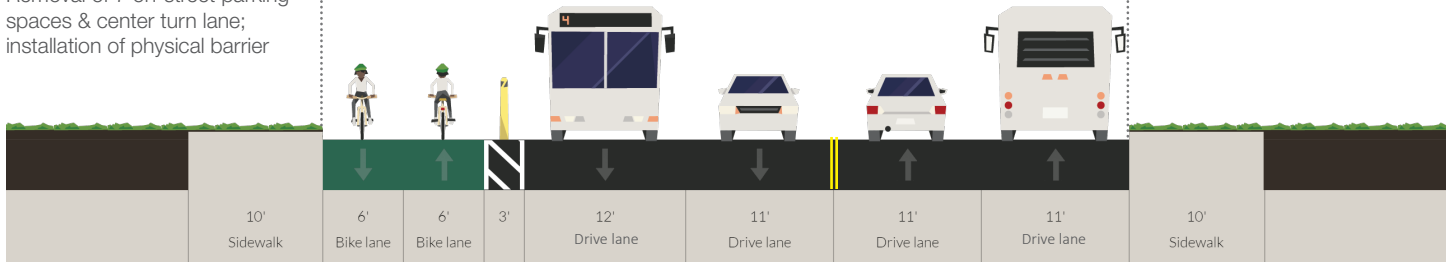| 10' Sidewalk | 11' Drive lane | 10' Drive lane | 10' Center turn lane | 10' Drive lane | 11' Drive lane | 8' Parking lane | 10' Sidewalk |

RECOMMENDATION

TWO-WAY PROTECTED BIKE LANES

Note: There is some flexibility in designating the widths of the different cross sectional components.

INCE BLVD - ROBERTSON ST

Removal of 7 on-street parking spaces & center turn lane; installation of physical barrier

| 10' Sidewalk | 6' Bike lane | 6' Bike lane | 3' | 12' Drive lane | 11' Drive lane | 11' Drive lane | 11' Drive lane | 10' Sidewalk |

ROBERTSON ST - LANDMARK ST

Removal of 10 on-street parking spaces & center turn lane; installation of physical barrier

| 10' Sidewalk | 11' Drive lane | 10' Drive lane | 10' Drive lane | 11' Drive lane | 4' | 7' Bike lane | 7' Bike lane | 10' Sidewalk |
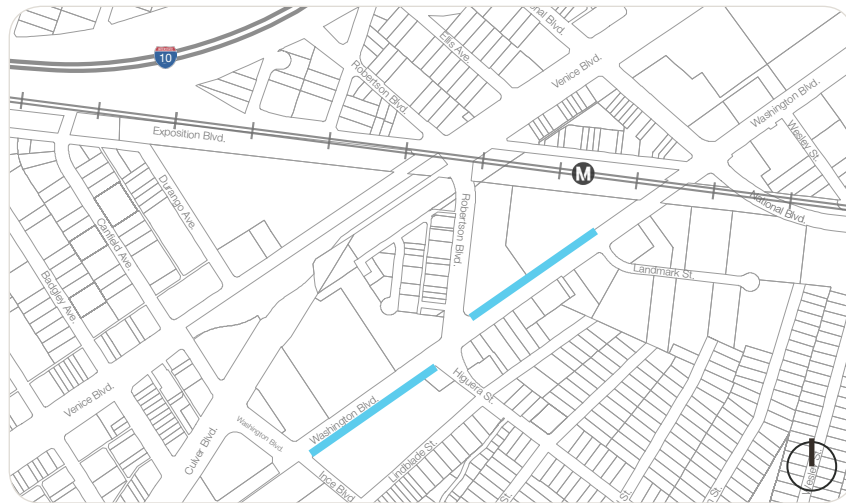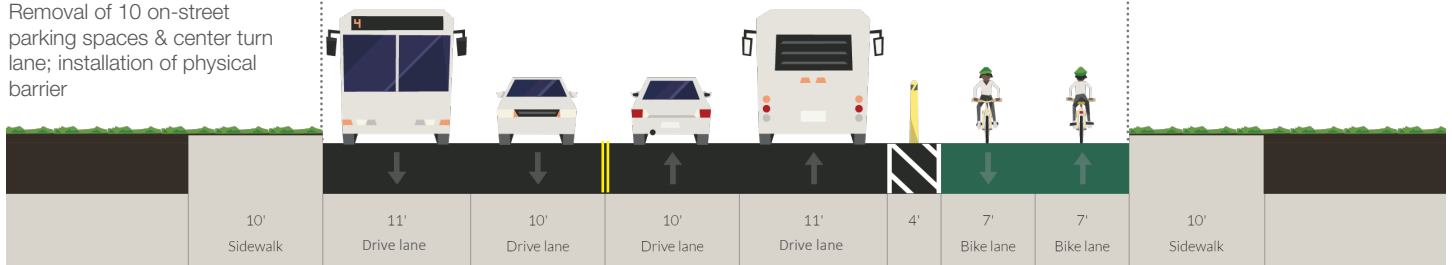
TWO-WAY PROTECTED BIKE LANES (RECOMMENDED)

FIGURE 1.   WASHINGTON BLVD at ROBERTSON BLVD
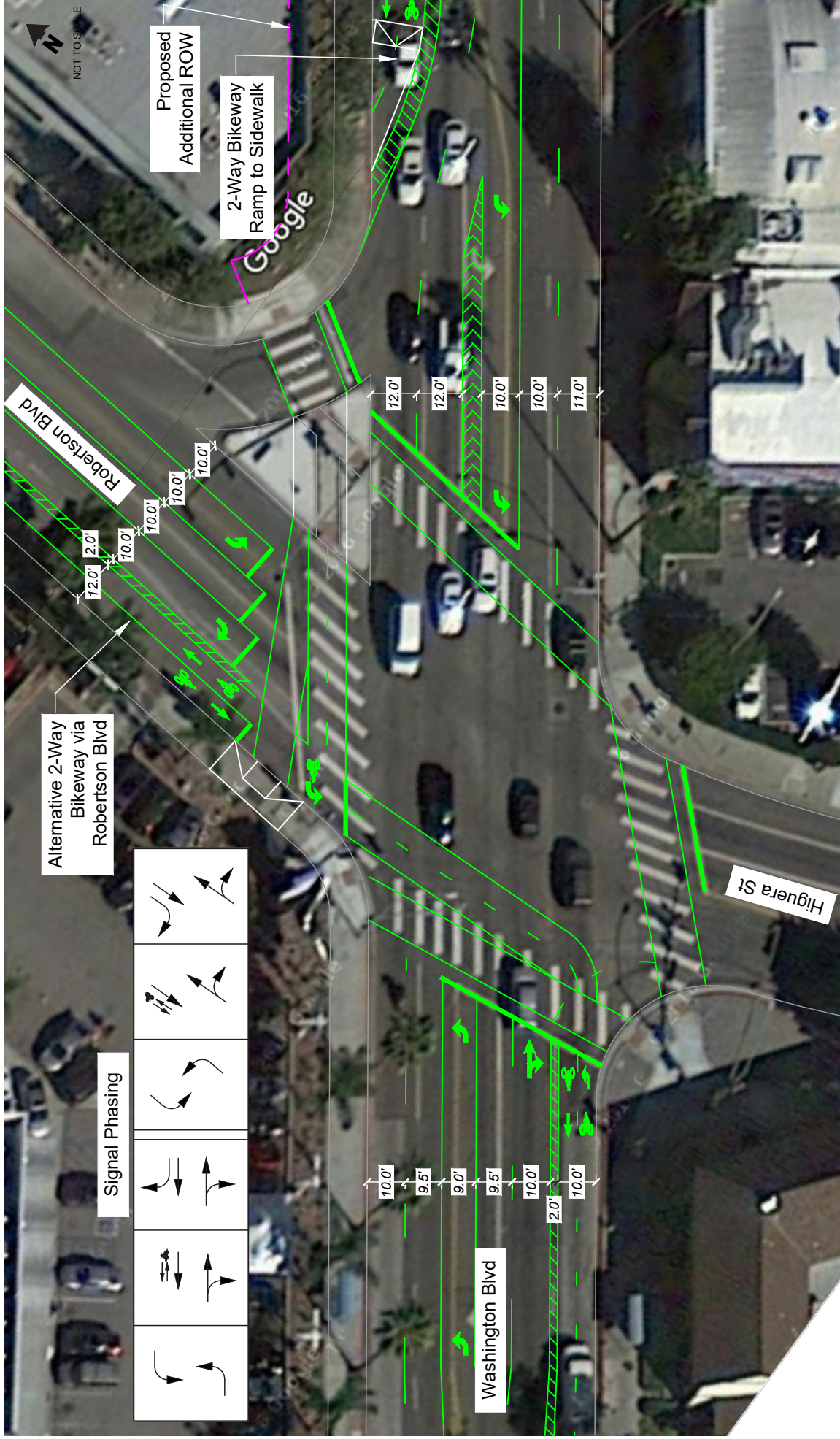
Proposed Additional ROW

2-Way Bikeway Ramp to Sidewalk

Robertson Blvd

Alternative 2-Way Bikeway via Robertson Blvd

Signal Phasing

Washington Blvd

Higuera St

12.0' 12.0' 10.0' 10.0' 11.0'

12.0' 2.0' 10.0' 10.0' 10.0' 10.0'

10.0' 9.5' 9.0' 9.5' 2.0' 10.0' 10.0'

NOT TO SCALE

Washington Blvd/Robertson Blvd/Higuera St Intersection

16041 Culver City Station-to-Downtown Bikeway

M:\16\16041.00 - Culver City Station-to-Downtown Bikeway Link Project\Engineering\CAD\Conceptual\Robertson-Higuera-Washington.dwg   Layout: Washington-Robertson

Jul 27, 2016 - 12:10pm   shaneb

transpogroup
WHAT TRANSPORTATION CAN BE.

FIGURE 2. WASHINGTON BLVD at ROBERTSON BLVD (FUTURE)

NOT TO SCALE

Relocate Existing Curb 2 ft Back

Robertson Blvd

Existing Signal

12.0' 10.0' 9.5' 9.0' 9.5' 10.0'

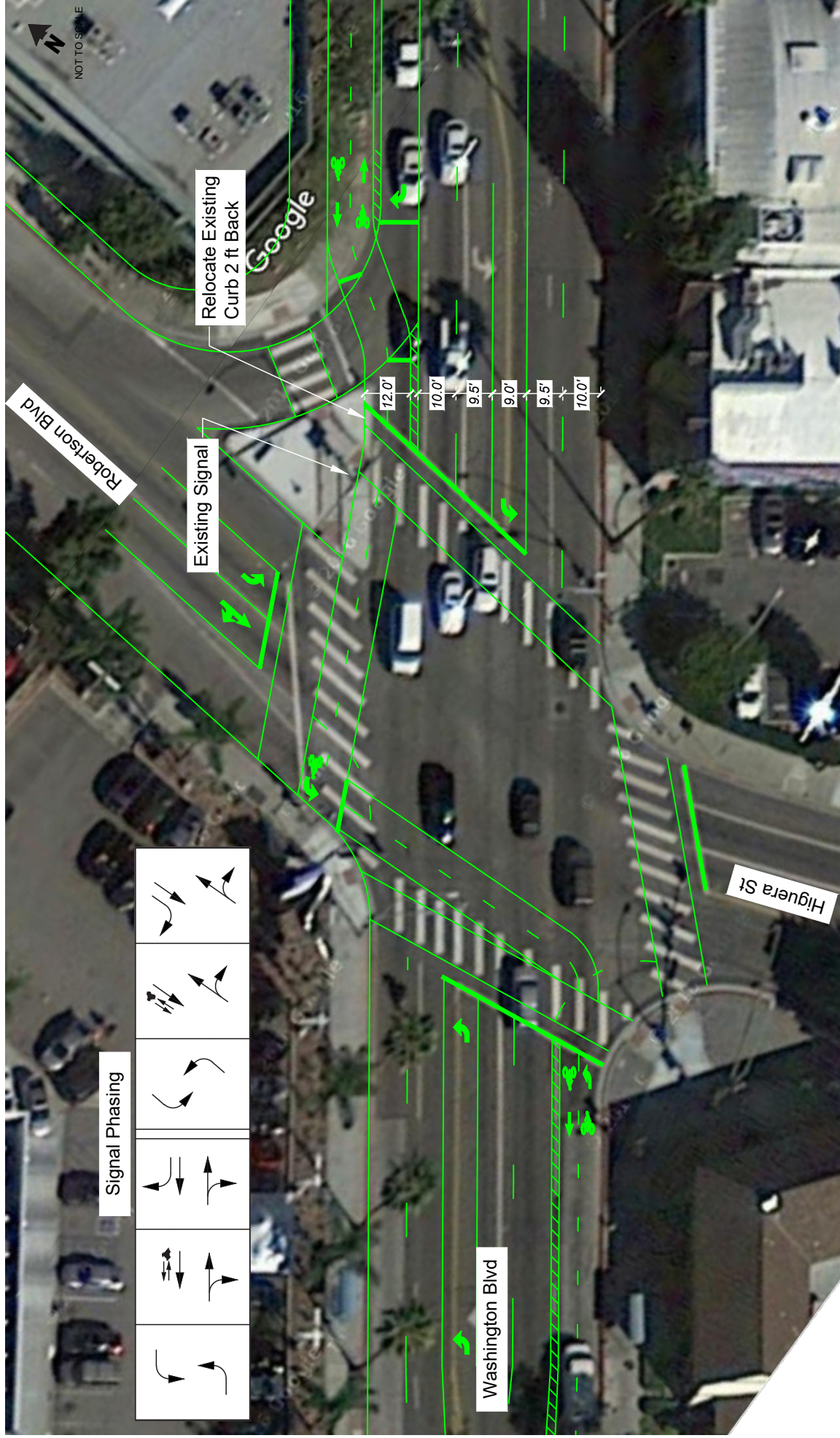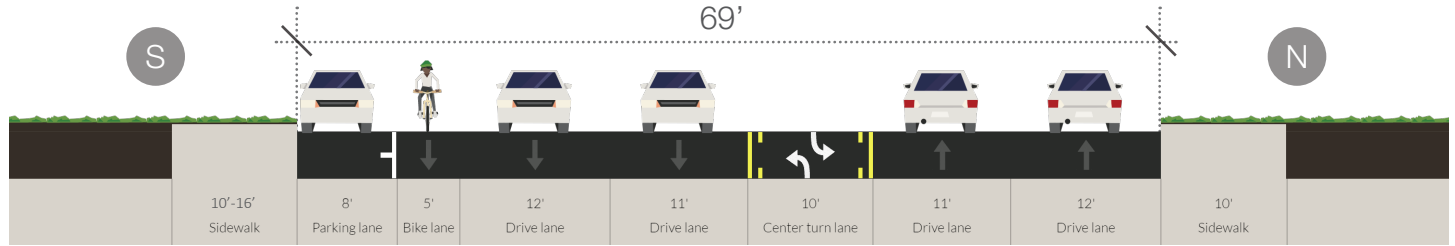Signal Phasing

Washington Blvd

Higuera St

Washington Blvd/Robertson Blvd/Higuera St Intersection (FUTURE)

16041 Culver City Station-to-Downtown Bikeway

Jul 27, 2016 - 12:14pm   shaneb   M:\16\16041.00 - Culver City Station-to-Downtown Bikeway Link Project\Engineering\CAD\Conceptual\Robertson-Higuera-Washington.dwg   Layout: Washington-Robertson (future)

transpogroup
WHAT TRANSPORTATION CAN BE.

BEFORE

S   69'   N

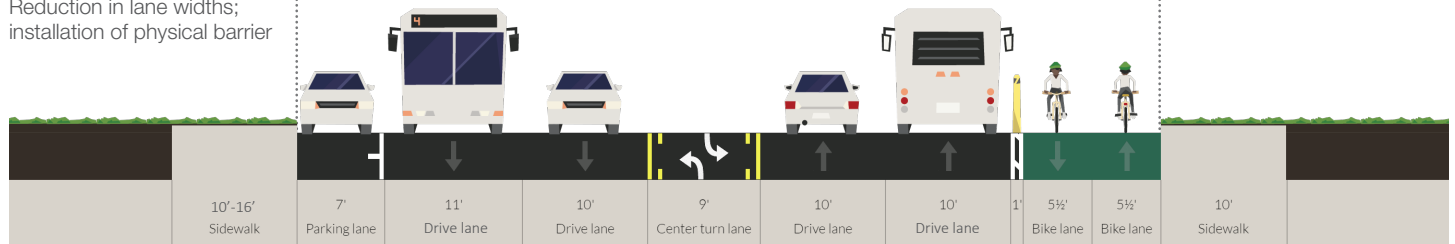| 10'-16' Sidewalk | 8' Parking lane | 5' Bike lane | 12' Drive lane | 11' Drive lane | 10' Center turn lane | 11' Drive lane | 12' Drive lane | 10' Sidewalk |

RECOMMENDATION

TWO-WAY PROTECTED BIKE LANES (W/ TURN LANE & PARKING)

Reduction in lane widths; installation of physical barrier

| 10'-16' Sidewalk | 7' Parking lane | 11' Drive lane | 10' Drive lane | 9' Center turn lane | 10' Drive lane | 10' Drive lane | 1' | 5½' Bike lane | 5½' Bike lane | 10' Sidewalk |

ALTERNATIVE #1

TWO-WAY PROTECTED BIKE LANES (W/ TURN LANE)

Removal of 9 on-street parking spaces; installation of physical barrier
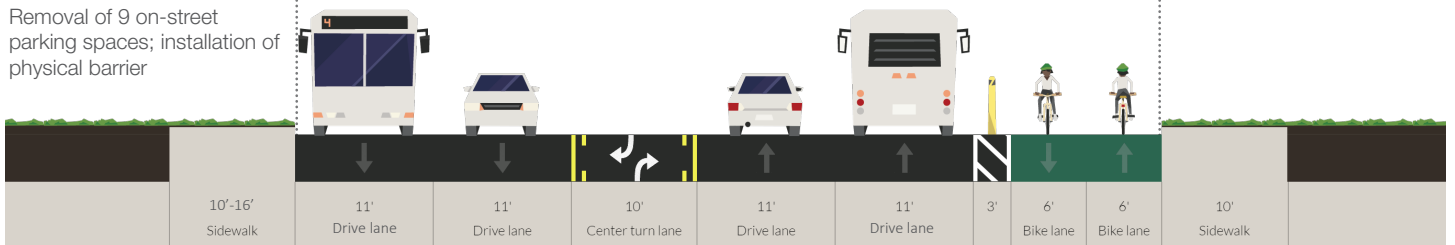
| 10'-16' Sidewalk | 11' Drive lane | 11' Drive lane | 10' Center turn lane | 11' Drive lane | 11' Drive lane | 3' | 6' Bike lane | 6' Bike lane | 10' Sidewalk |

ALTERNATIVE #2

TWO-WAY PROTECTED BIKE LANES (W/ PARKING)

Removal of center turn lane; installation of physical barrier

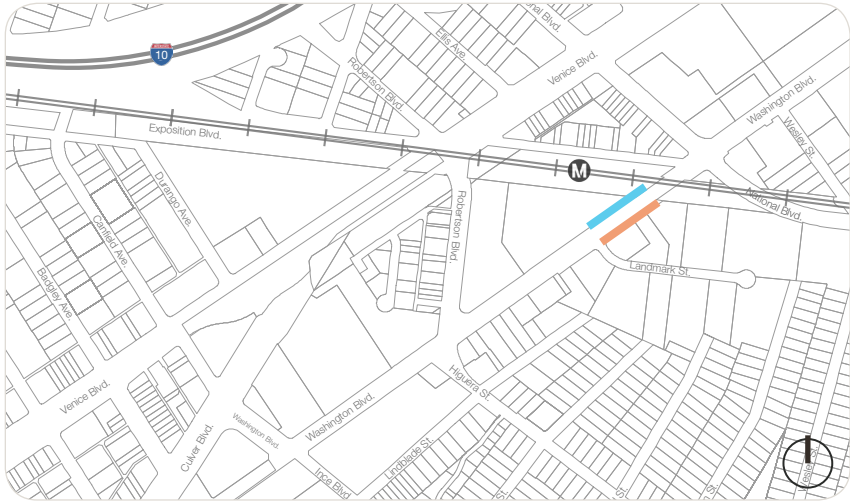| 10'-16' Sidewalk | 8' Parking lane | 12' Drive lane | 11' Drive lane | 11' Drive lane | 12' Drive lane | 3' | 6' Bike lane | 6' Bike lane | 10' Sidewalk |
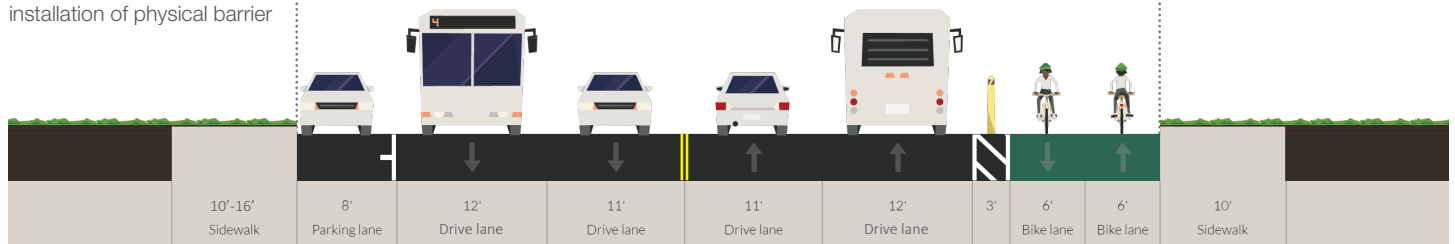
ALTERNATIVE #3

TWO-WAY PROTECTED BIKE LANES (W/ EASTBOUND BIKE LANE)

Removal of center turn lane; installation of physical barrier
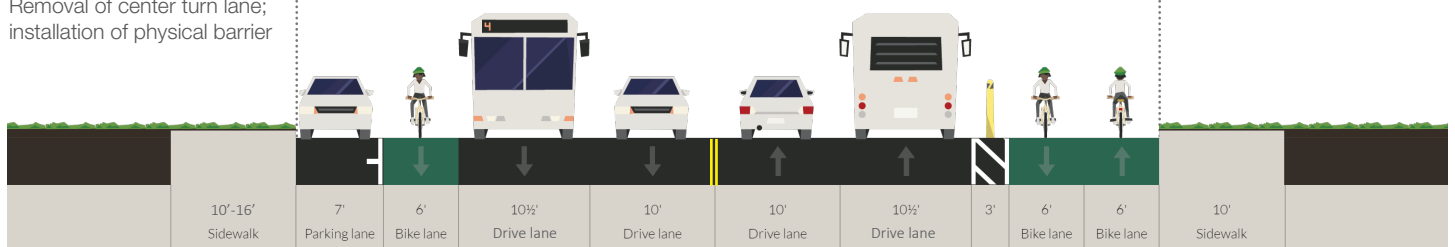
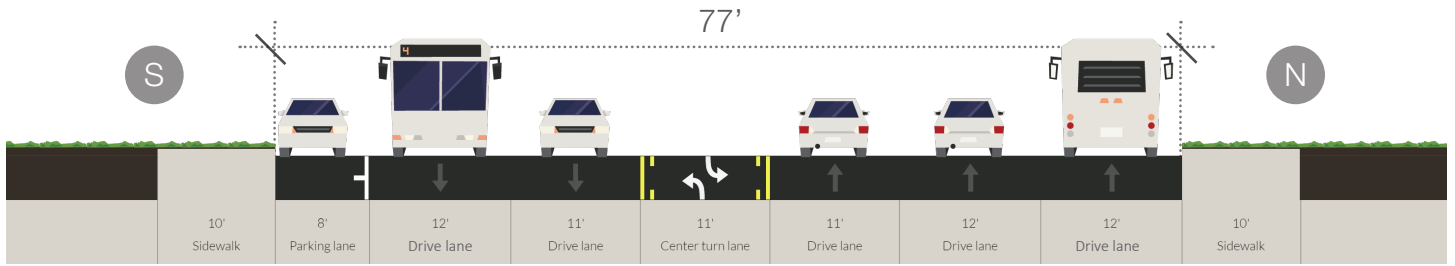| 10'-16' Sidewalk | 7' Parking lane | 6' Bike lane | 10½' Drive lane | 10' Drive lane | 10' Drive lane | 10½' Drive lane | 3' | 6' Bike lane | 6' Bike lane | 10' Sidewalk |

─── TWO-WAY PROTECTED BIKE LANES (RECOMMENDED)
─── EASTBOUND BIKE LANE (ALT #3)

3. WASHINGTON BLVD under RAIL OVERPASS

77'

S · N

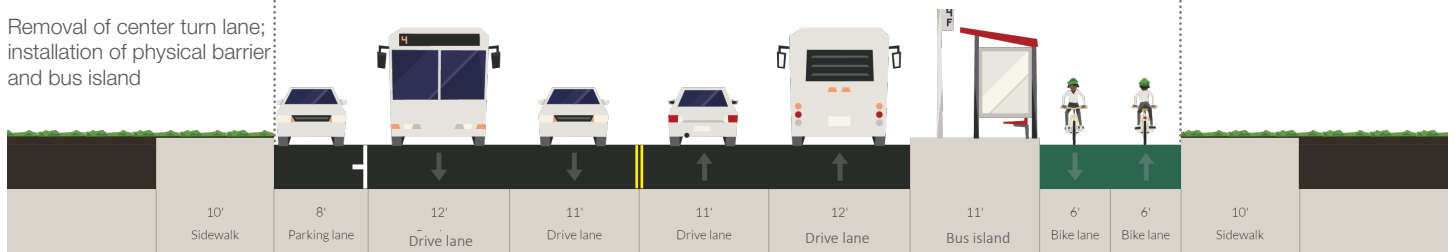| 10' Sidewalk	8' Parking lane	12' Drive lane	11' Drive lane	11' Center turn lane	11' Drive lane	12' Drive lane	12' Drive lane	10' Sidewalk

RECOMMENDATION — TWO-WAY PROTECTED BIKE LANES

Removal of center turn lane; installation of physical barrier and bus island

10' Sidewalk	8' Parking lane	12' Drive lane	11' Drive lane	11' Drive lane	12' Drive lane	11' Bus island	6' Bike lane	6' Bike lane	10' Sidewalk

ALTERNATIVE #1 — TWO-WAY PROTECTED BIKE LANES (W/ EASTBOUND BIKE LANE & CENTER TURN LANE)

Removal of on-street parking; installation of physical barrier and bus island

10' Sidewalk	6' Bike lane	10½' Drive lane	10' Drive lane	10' Center turn lane	10' Drive lane	10½' Drive lane	8' Bus island	6' Bike lane	6' Bike lane	10' Sidewalk
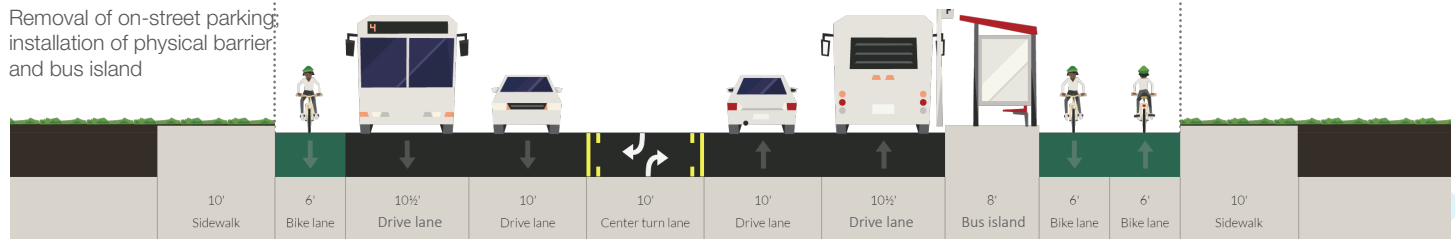
ALTERNATIVE #2 — TWO-WAY PROTECTED BIKE LANES (W/ EASTBOUND BIKE LANE & PARKING)

Removal of center turn lane; installation of physical barrier and bus island
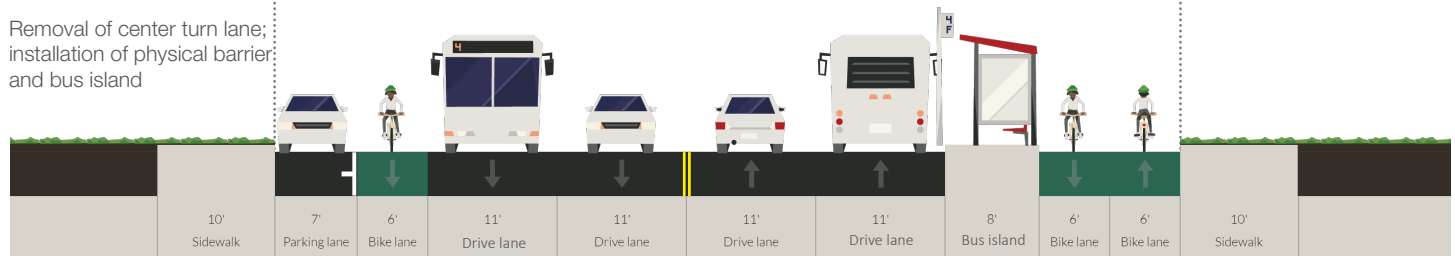
10' Sidewalk	7' Parking lane	6' Bike lane	11' Drive lane	11' Drive lane	11' Drive lane	11' Drive lane	8' Bus island	6' Bike lane	6' Bike lane	10' Sidewalk

— TWO-WAY PROTECTED BIKE LANES (RECOMMENDED)
— EASTBOUND BIKE LANE (ALT #1 - #2)

BEFORE

72'

S

N

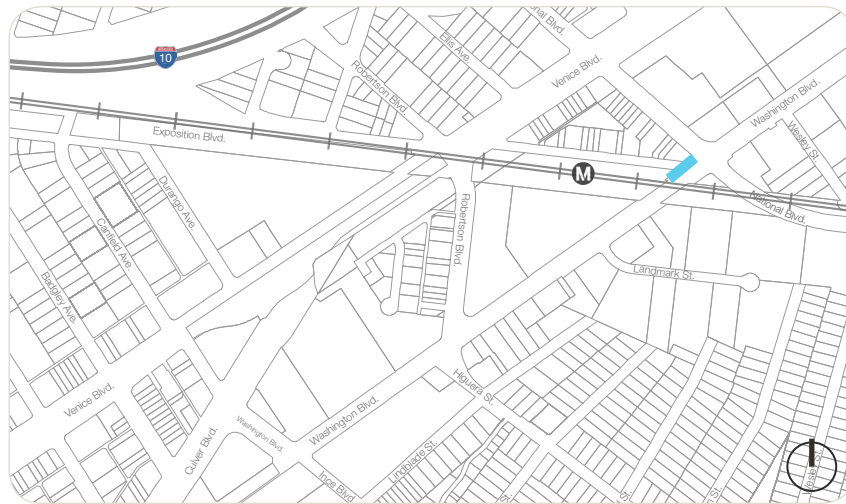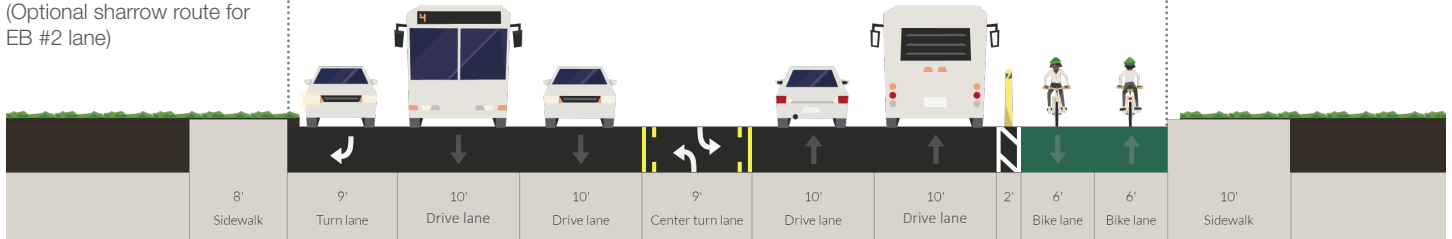| 8' Sidewalk | 10' Turn pocket | 11' Drive lane | 10' Drive lane | 10' Center turn lane | 10' Drive lane | 11' Drive lane | 10' Merge lane | 10' Sidewalk |
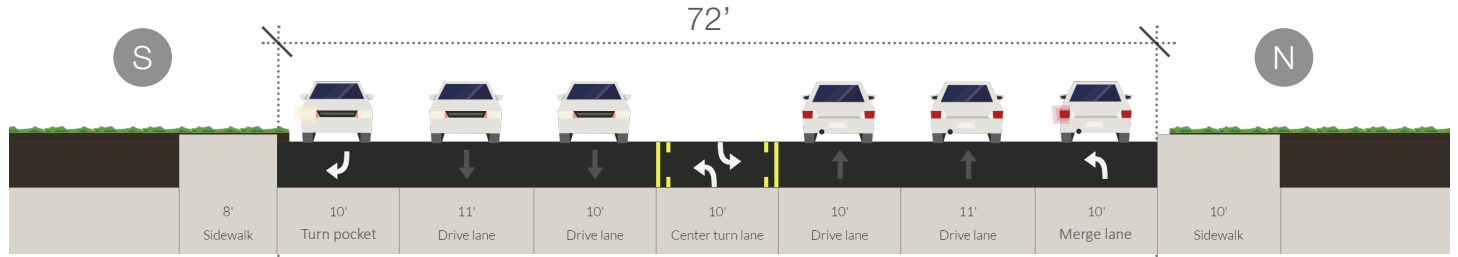
RECOMMENDATION

TWO-WAY PROTECTED BIKE LANES

Removal of westbound merge lane & reduction in lane widths (Optional sharrow route for EB #2 lane)

| 8' Sidewalk | 9' Turn lane | 10' Drive lane | 10' Drive lane | 9' Center turn lane | 10' Drive lane | 10' Drive lane | 2' | 6' Bike lane | 6' Bike lane | 10' Sidewalk |

TWO-WAY PROTECTED BIKE LANES (RECOMMENDED)

FIGURE 3. WASHINGTON BLVD at NATIONAL BLVD

NOT TO SCALE

Commercial Parking

New/Proposed Curb

Surfas Development

National Blvd

Ivy Station

Washington Blvd

12.0' | 3.0' | 9.0' | 11.0' | 11.0' | 10.0' | 11.0' | 11.0'

12.0' | 2.0' | 10.0' | 10.0' | 9.0' | 10.0' | 10.0' | 9.0'

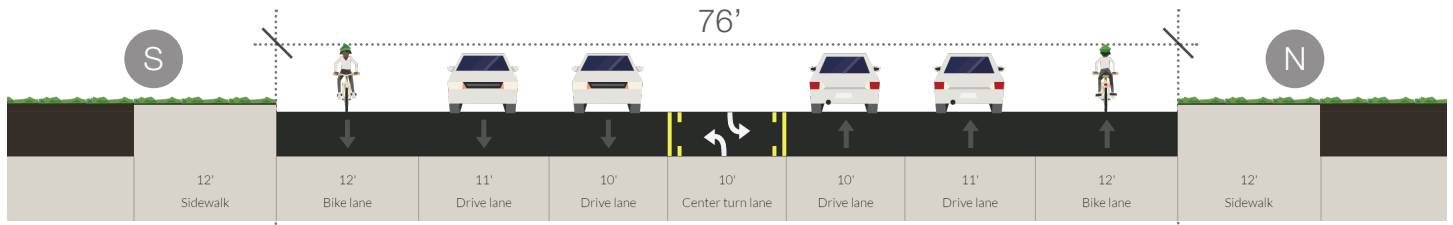Washington Blvd/National Blvd Intersection

1604 1 Culver City Station-to-Downtown Bikeway

Jul 27, 2016 - 12:11pm   shaneb   M:\16\16041.00 - Culver City Station-to-Downtown Bikeway Link Project\Engineering\CAD\Conceptual\Robertson-Higuera-Washington.dwg   Layout: Washington-National

transpogroup
WHAT TRANSPORTATION CAN BE.

5. WASHINGTON BLVD from NATIONAL BLVD to WESLEY ST*

Note: As part of the development at 8777 Washington Blvd, the City will widen the roadway by 2 feet. There will be a a required commericial loading zone to acccomodate future trash service from the development and add on-street parking.
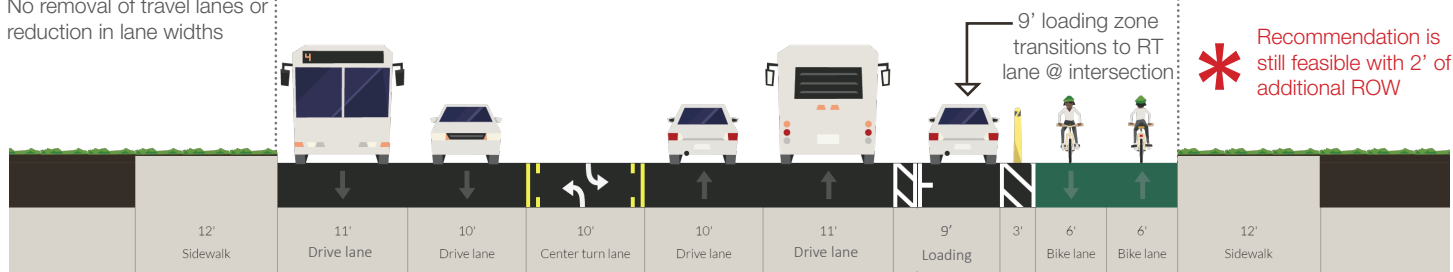
BEFORE

76'

S   N

| 12' Sidewalk | 12' Bike lane | 11' Drive lane | 10' Drive lane | 10' Center turn lane | 10' Drive lane | 11' Drive lane | 12' Bike lane | 12' Sidewalk |

RECOMMENDATION
TWO-WAY PROTECTED BIKE LANES WITH WESTBOUND COMMERICAL LOADING ZONE/RT POCKET

No removal of travel lanes or reduction in lane widths

9' loading zone transitions to RT lane @ intersection

* Recommendation is still feasible with 2' of additional ROW

| 12' Sidewalk | 11' Drive lane | 10' Drive lane | 10' Center turn lane | 10' Drive lane | 11' Drive lane | 9' Loading | 3' | 6' Bike lane | 6' Bike lane | 12' Sidewalk |

ALTERNATIVE #1
TWO-WAY PROTECTED BIKE LANES

No removal of travel lanes or reduction in lane widths

| 10' Sidewalk | 11' Drive lane | 10' Drive lane | 10' Center turn lane | 10' Drive lane | 11' Drive lane | 9' Turn lane | 3' | 6' Bike lane | 6' Bike lane | 10' Sidewalk |
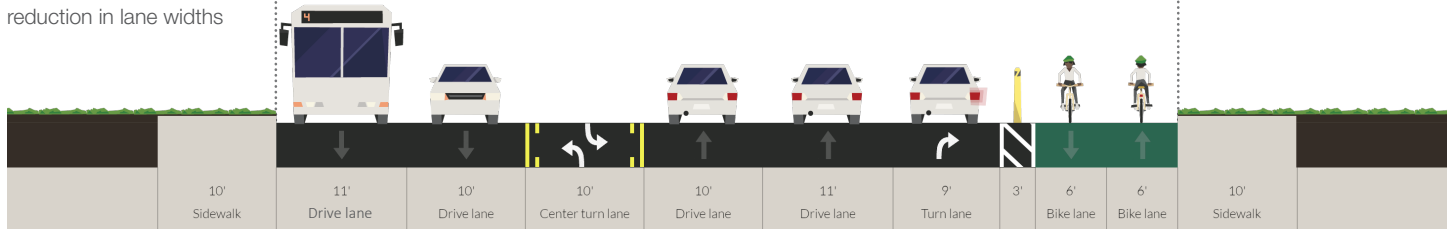
ALTERNATIVE #2
TWO-WAY PROTECTED BIKE LANES (W/ EASTBOUND BUFFERED BIKE LANES)

No removal of travel lanes or reduction in lane widths

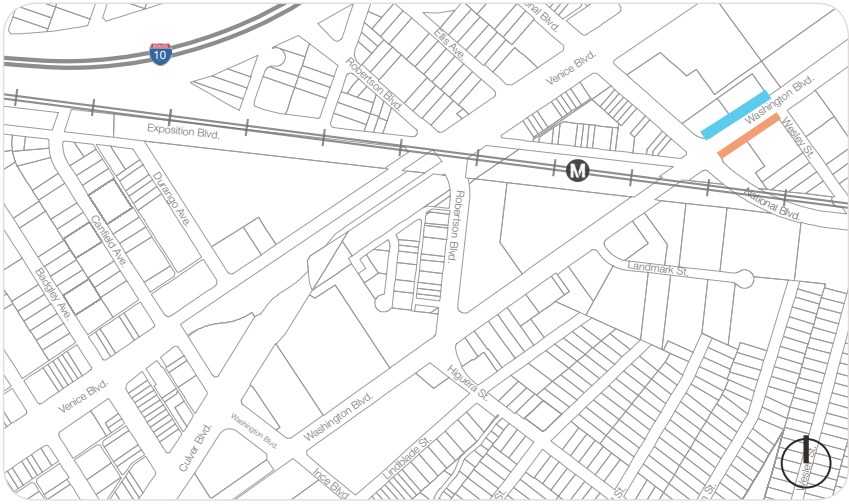| 10' Sidewalk | 5' Bike lane | 10' Drive lane | 10' Drive lane | 9' Center turn lane | 10' Drive lane | 10' Drive lane | 9' Turn lane | 2' | 5½' Bike lane | 5½' Bike lane | 10' Sidewalk |

ALTERNATIVE #3
BUFFERED BIKE LANES

No removal of travel lanes or reduction in lane widths

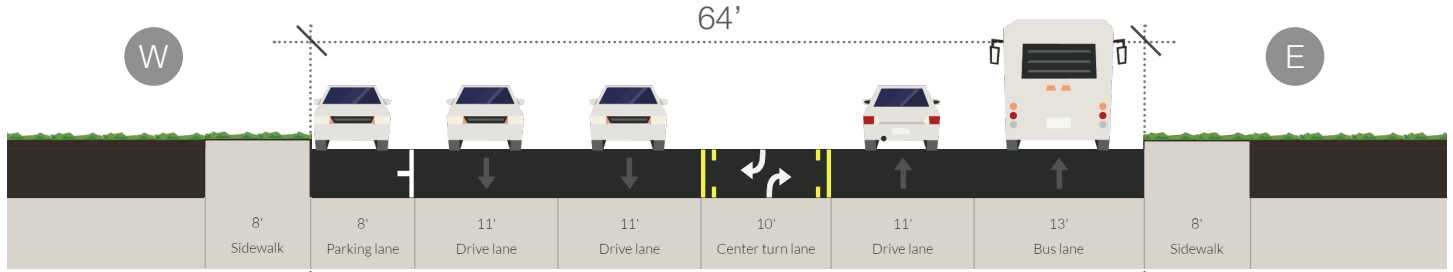| 12' Sidewalk | 8' Bike lane | 4' Buffer | 11' Drive lane | 10' Drive lane | 10' Center turn lane | 10' Drive lane | 11' Drive lane | 4' Buffer | 8' Bike lane | 12' Sidewalk |

——— TWO-WAY PROTECTED BIKE LANES (RECOMMENDED)
——— EASTBOUND BIKE LANE (ALT #2)
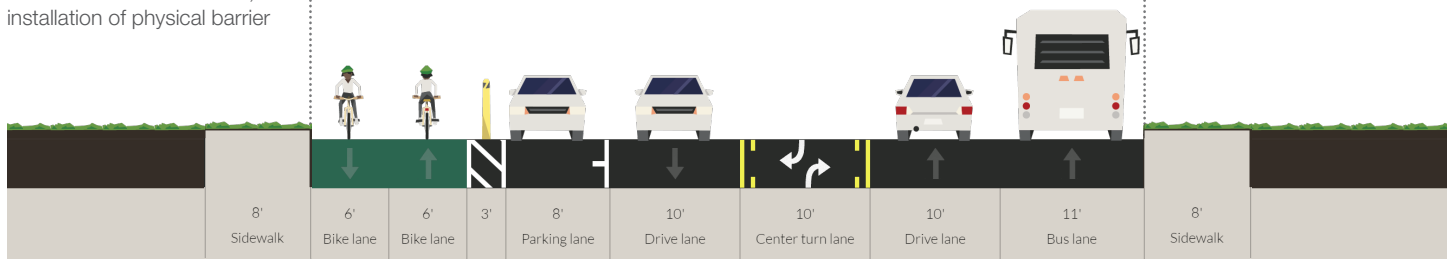
6. ROBERTSON BLVD from VENICE BLVD to WASHINGTON BLVD

W — E

64'

8' Sidewalk	8' Parking lane	11' Drive lane	11' Drive lane	10' Center turn lane	11' Drive lane	13' Bus lane	8' Sidewalk

TWO-WAY PROTECTED BIKE LANES - WEST SIDE

Removal of one travel lane; installation of physical barrier

8' Sidewalk	6' Bike lane	6' Bike lane	3'	8' Parking lane	10' Drive lane	10' Center turn lane	10' Drive lane	11' Bus lane	8' Sidewalk

ONE-WAY PROTECTED BIKE LANES (W/ TURN LANE)

Removal of one travel lane & 10 on-street parking spaces; installation of physical barrier & bus platform

8' Sidewalk	6' Bike lane	3'	10' Drive lane	10' Center turn lane	10' Drive lane	11' Bus lane	8' Transit shelter	6' Bike lane	8' Sidewalk
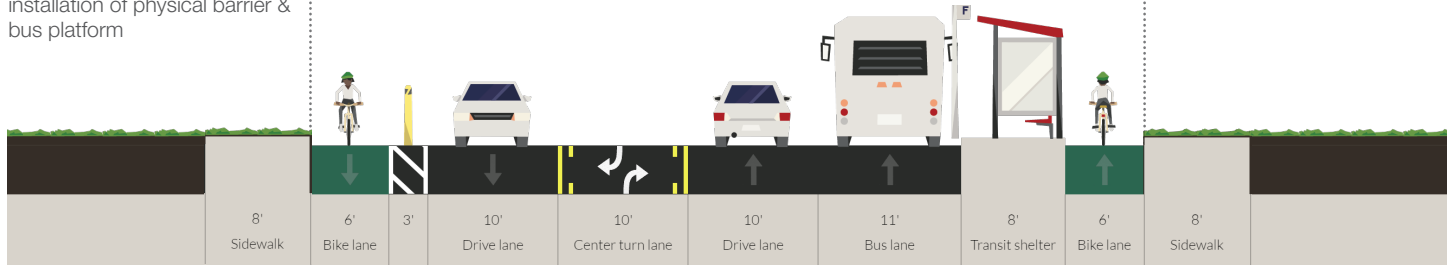
ONE-WAY PROTECTED BIKE LANES (W/ PARKING)

Removal of one travel lane & one turn lane; installation of physical barrier

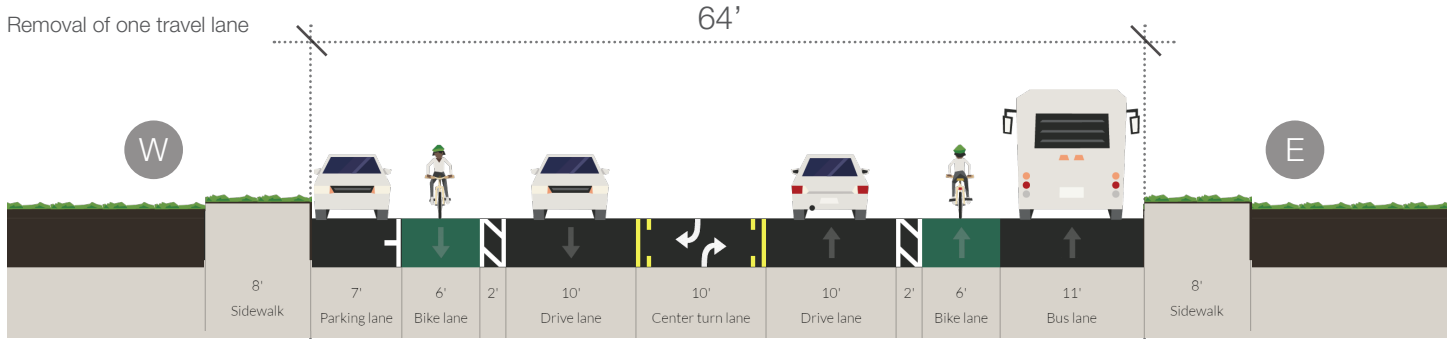| 8' Sidewalk	7½' Bike lane	3'	7' Parking lane	10' Drive lane	10' Drive lane	11' Bus lane	8' Transit shelter	7½' Bike lane	8' Sidewalk

ALTERNATIVE #3 — BUFFERED BIKE LANES

Removal of one travel lane

64'

| W | E |

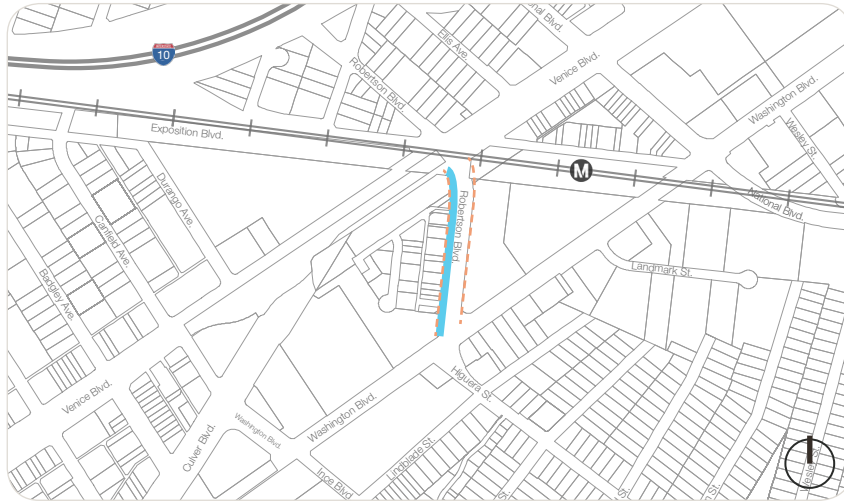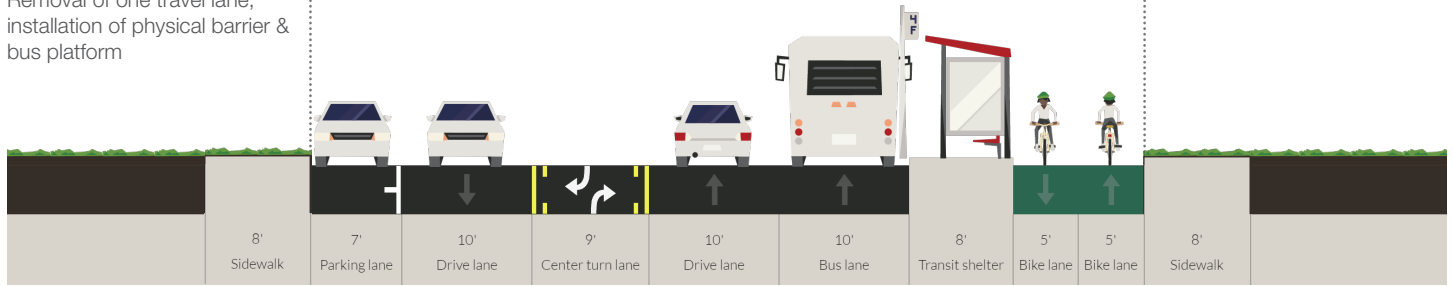| 8'
Sidewalk | 7'
Parking lane | 6'
Bike lane | 2' | 10'
Drive lane | 10'
Center turn lane | 10'
Drive lane | 2' | 6'
Bike lane | 11'
Bus lane | 8'
Sidewalk |

ALTERNATIVE #4 — TWO-WAY PROTECTED BIKE LANES - EAST SIDE

Removal of one travel lane;
installation of physical barrier &
bus platform

| 8'
Sidewalk | 7'
Parking lane | 10'
Drive lane | 9'
Center turn lane | 10'
Drive lane | 10'
Bus lane | 8'
Transit shelter | 5'
Bike lane | 5'
Bike lane | 8'
Sidewalk |

— TWO-WAY PROTECTED BIKE LANES (RECOMMENDED)
--- ONE-WAY PROTECTED / BUFFERED BIKE LANES (ALT #1 - #3)