MEETING DATE: 04/08/2013

AGENDA ITEM: Discussion of Policy Considerations Related to Locating Bicycle Sharing Stations, Including the Example of Washington Boulevard, and Direction to Staff.

ATTACHMENTS

		Pages
1	Presentation slides on bicycle sharing and example of Washington Boulevard between National and Ince Boulevards	1-22

BICYCLE SHARING AND WASHINGTON BLVD.

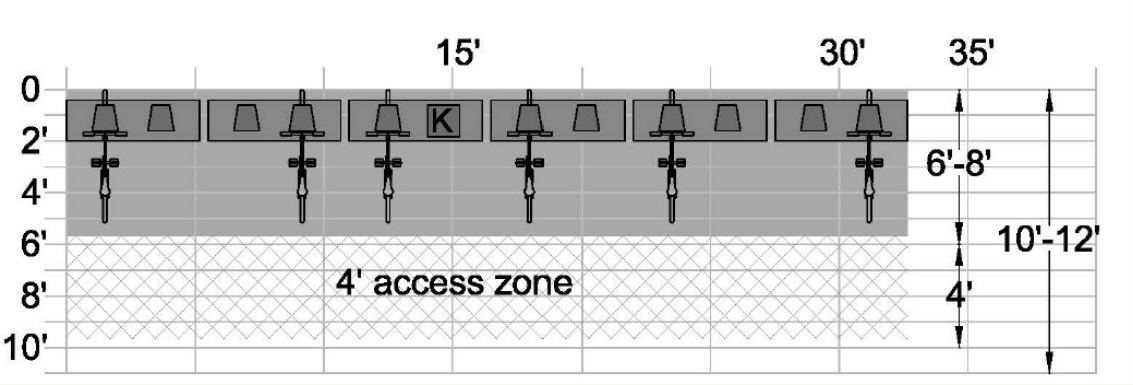
DISCUSSION AND INPUT ON POLICY QUESTIONS

Bicycle Sharing Background

- Westside Cities Council of Governments
  - RFI
  - Santa Monica grant and upcoming RFP
- Los Angeles
  - Permit based process with Bike Nation
- Metro and LA County
- Culver City
  - Participation with WSCCOG and discussion with LA
  - Direction at October 22, 2012 Council meeting

Considerations for Station Locations

- Space availability
- High demand locations (transit and destinations)
- Close enough together for a network

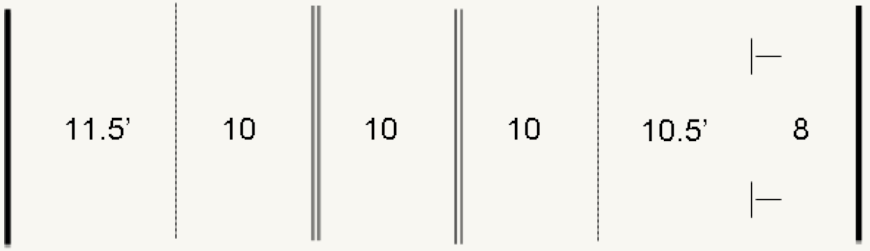


Relationship to Bicycle Infrastructure

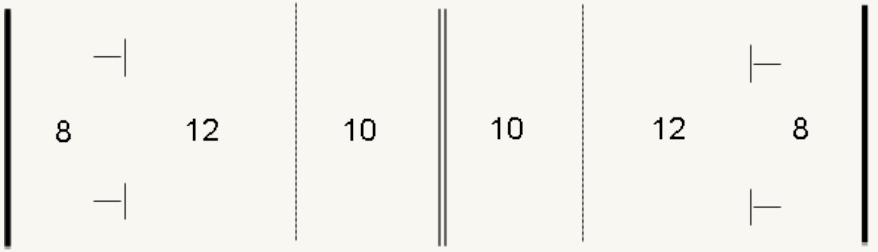
- Level of bike infrastructure necessary to serve stations
  - Routes (signage only)?
  - Sharrows?
  - Bike lanes?
  - Bike paths?
- Willingness to accept trade-offs to achieve that infrastructure
  - Reductions in lane width?
  - Reductions in travel lanes?
  - Reductions in parking?
  - Affects on turn lanes?

Example of Washington Blvd. – Existing Conditions

- Direct route from Expo Station to Downtown Culver City
- Approx. 60 ft. wide curb-to-curb, posted speed limit of 35 mph
- Two through lanes in each direction. Lane configurations vary.
- From Ince to Higuera/Robertson
  - Traversable center left-turn lane
  - Parking on the north side of street
  - 30 ft. raised median near Ince/Washington

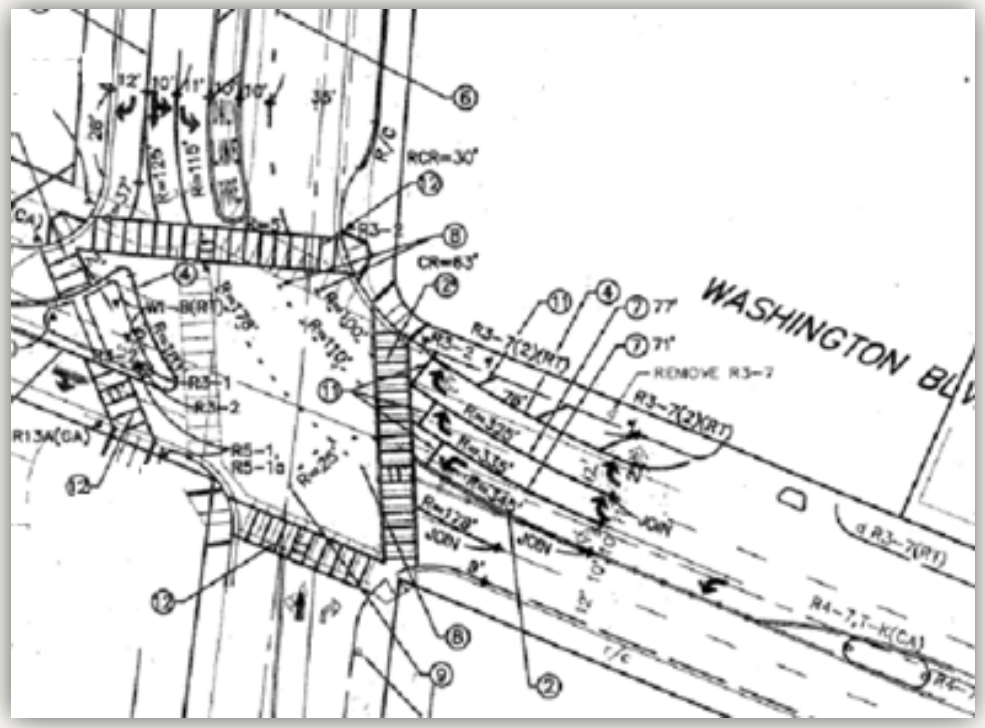


- From Higuera /Robertson to National
  - No traversable center left-turn lane
  - Parking on both sides of street



Example of Washington Blvd. – Existing Conditions (continued)

- Washington/Ince intersection (westbound approach)
  - Left-turn pocket
  - Two right-turn lanes
- Washington and Higuera Street/Robertson (both approaches)
  - Left-turn pockets
- National (eastbound approach)
  - Left-turn and right-turn pockets



Option 1: Shared Lane Markings

Advantages	Disadvantages
-No major lane modifications required (inexpensive, not impactful)	-Requires bikes to share road with cars (not ideal for less confident cyclists)

Option 2: Bike Lanes

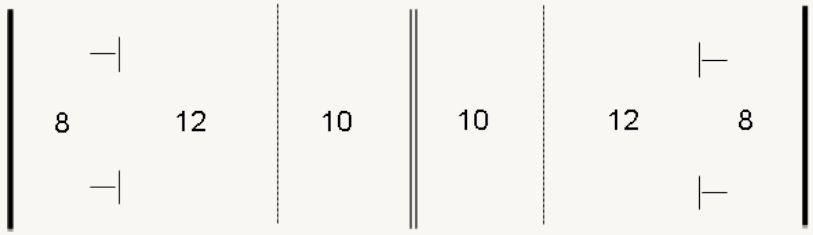
Advantages	Disadvantages
-Creates a designated space for cyclists (more comfortable for some riders)	-Requires additional space -Special care should be taken at Washington/Ince

Option 2: Bike Lanes– Alternatives for More Space

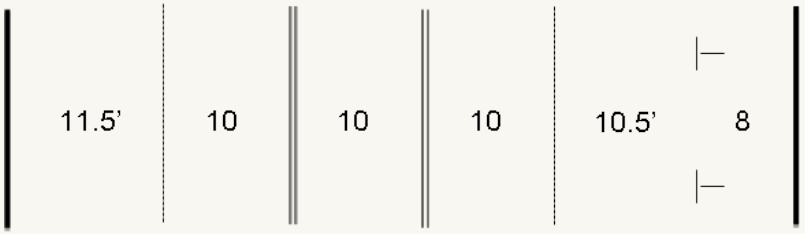
Alternative	Challenges
•Remove travel lane(s)	•Reduces the capacity of the street to carry motor vehicles (potential environmental and development impacts)
•Narrow sidewalks	•Reduces pedestrian-friendliness •Very high cost due to extensive changes to public infrastructure
•Remove some parking and eliminate center left-turn lanes and •Reduce lane widths or drop bike lanes approaching intersections (but keep left-turn pockets)	•Impacts nearby businesses' parking •Reduces convenience of driveway access •Creates challenges for buses or cyclists at intersections
•Remove some parking and eliminate center left-turn lanes and •Eliminate left-turn pockets approaching intersections (including prohibiting left turns during peak periods)	•Impacts nearby businesses' parking •Reduces convenience of driveway access •Impacts access to intersecting streets

Before and After Configurations

Example Before Configurations

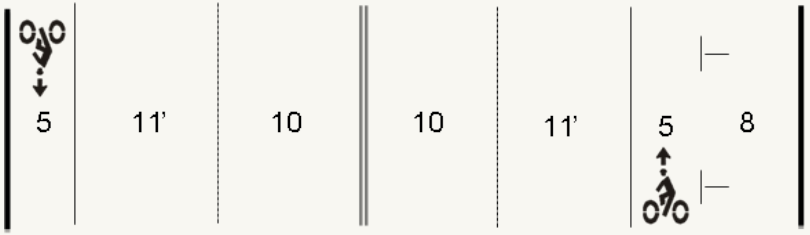


Parking on both sides but no center left turn lane

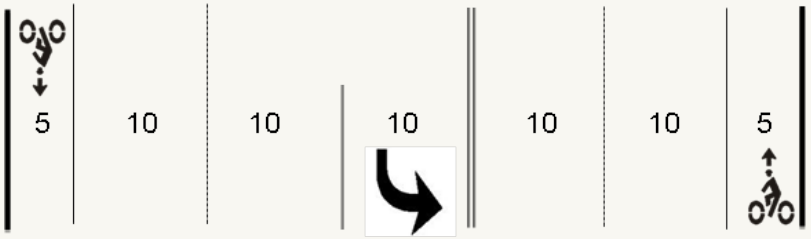


Parking on one side and center left turn lane

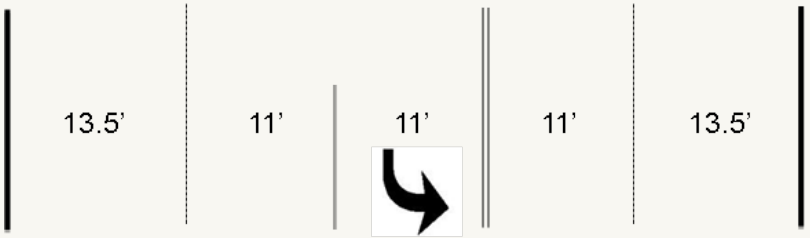
Potential After Configurations



Parking on one side and no center left turn lane or pocket
(if no left turn pocket, left turns at intersections to be prohibited during peak hours)



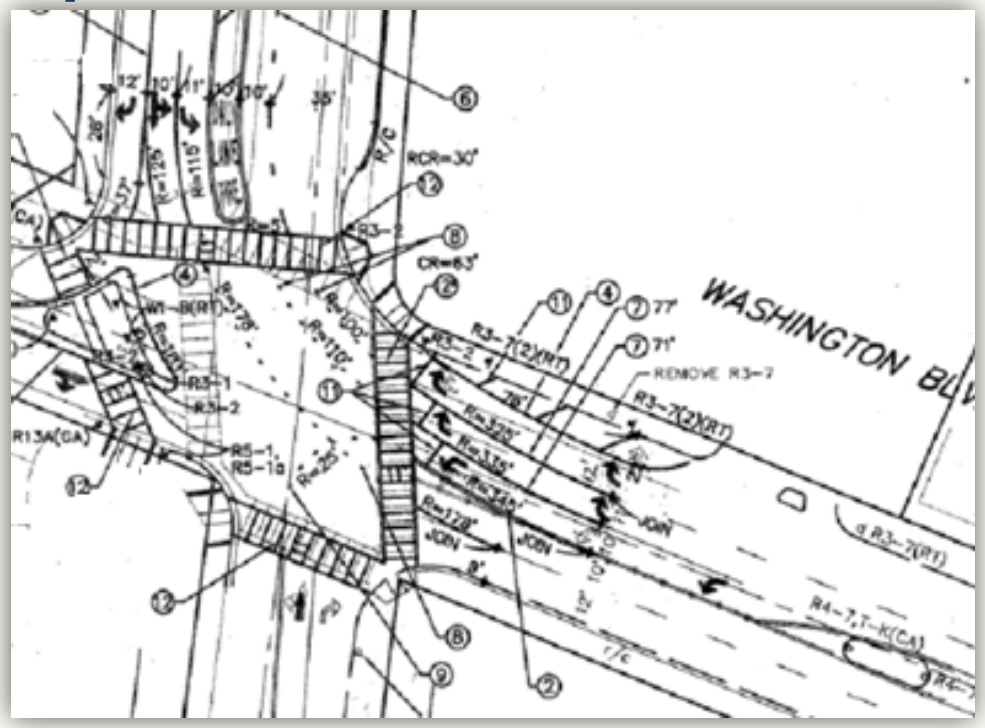
Left turn pocket, but lanes are narrowed approaching intersections, which creates challenges for buses

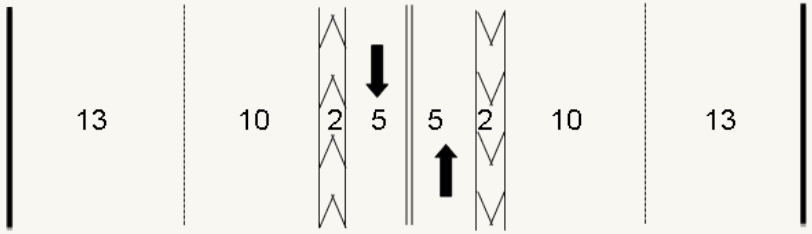


Left turn pocket, but bike lanes are dropped approaching intersections

Washington/Ince Options

- Narrow sidewalk near intersection (possibly create alternative pedestrian route)
- Eliminate left-turn lane

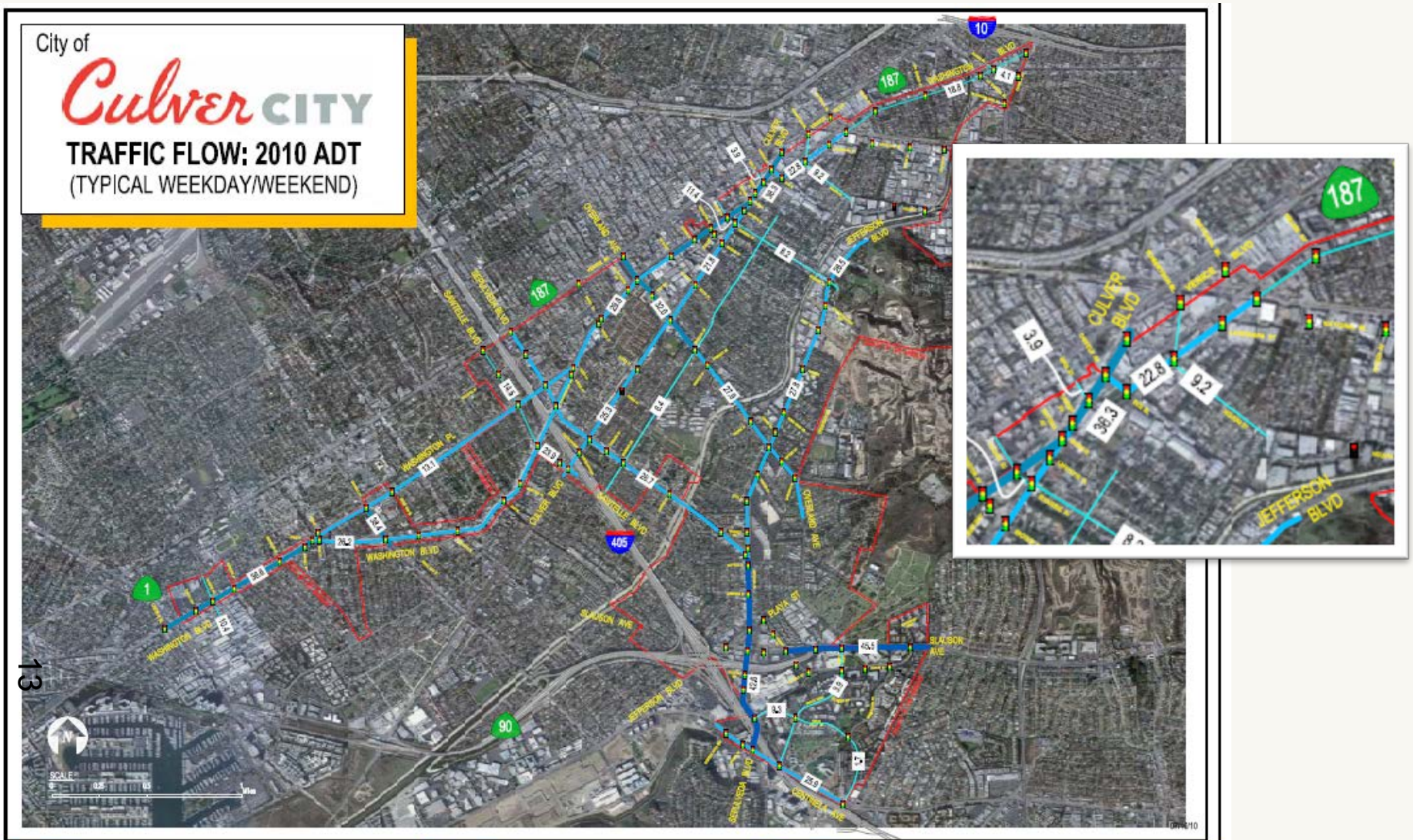




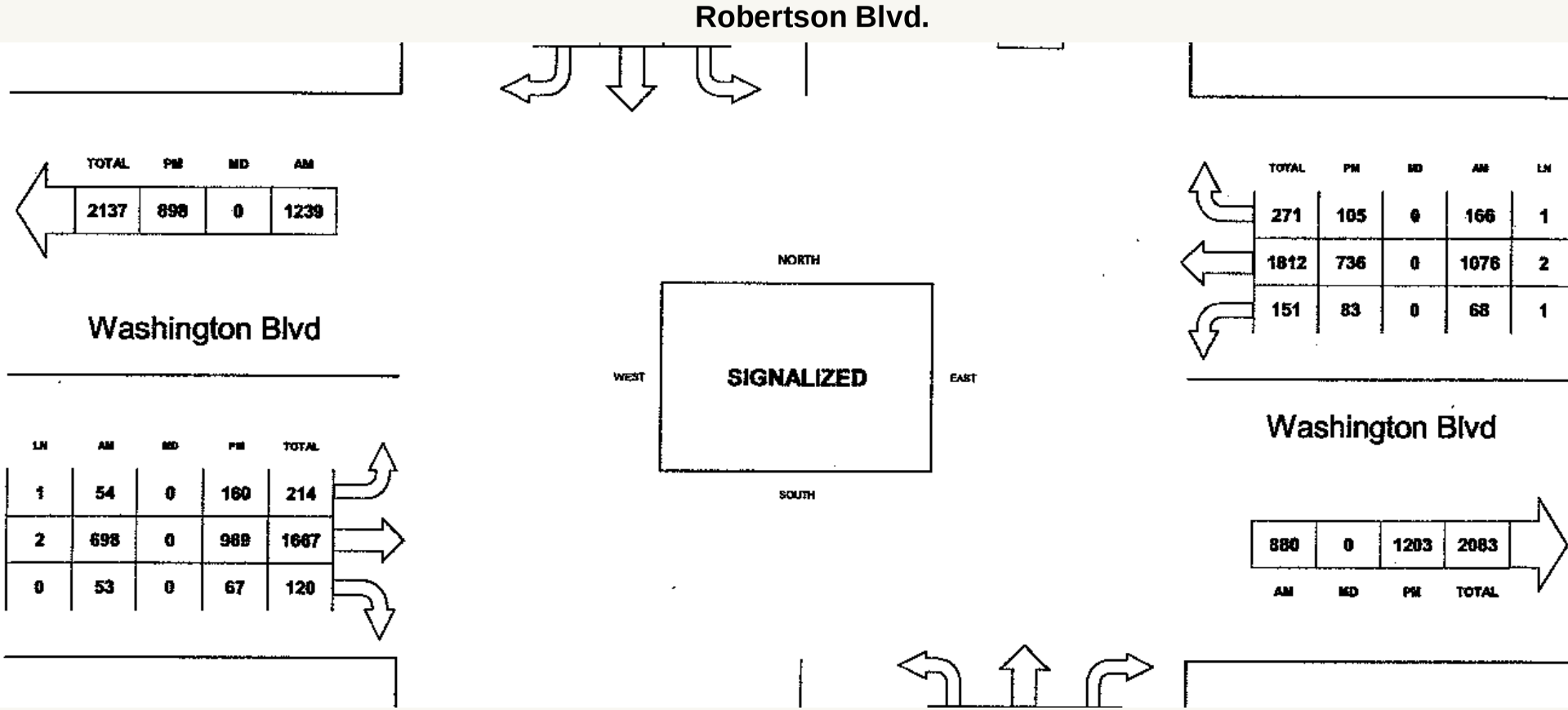
Potential lane configuration: buffered bike lane in center of street. This lane configuration would have to start at Higuera/Robertson with a transition.

Questions and Input

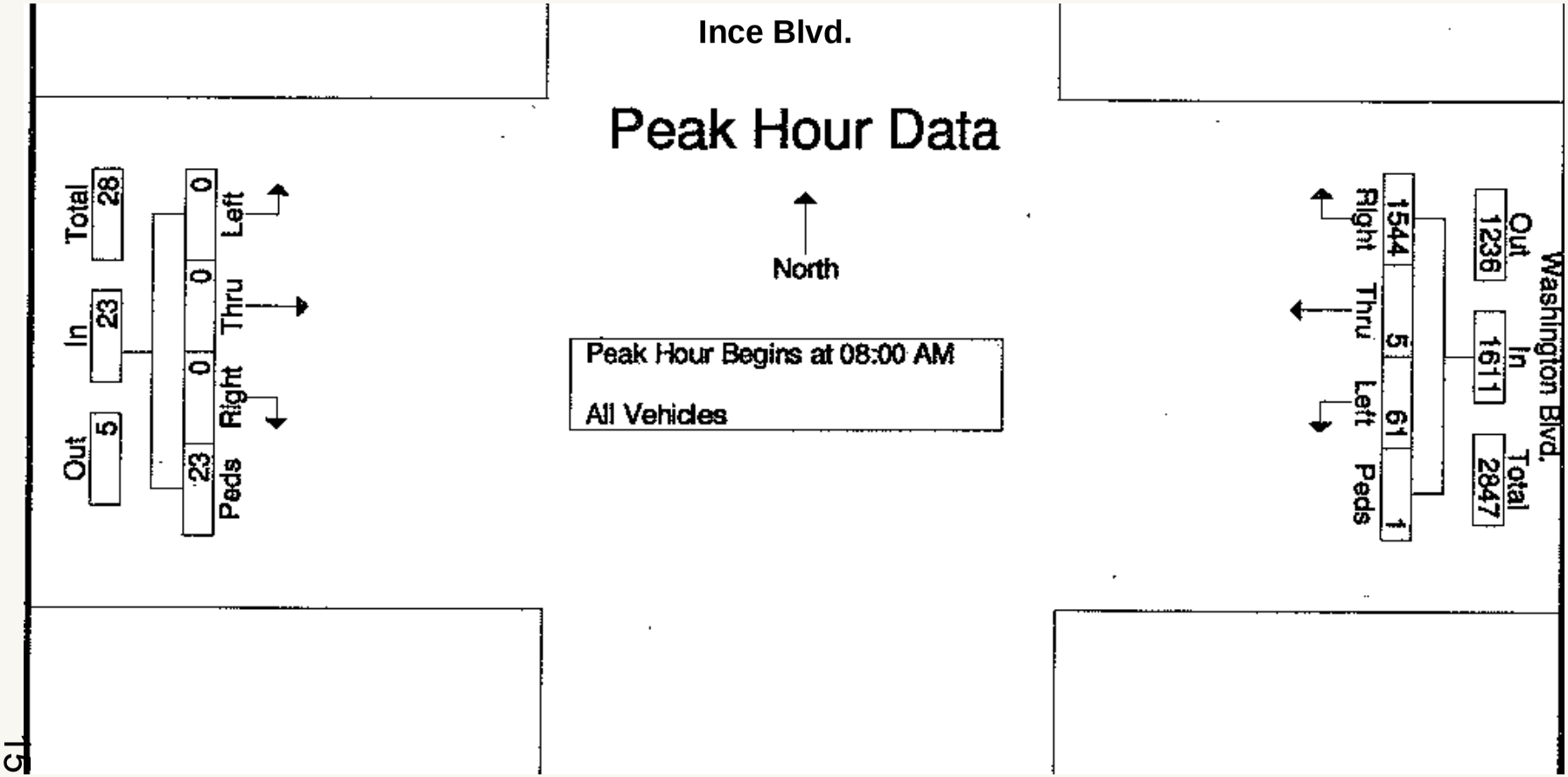
Appendix: Traffic Counts



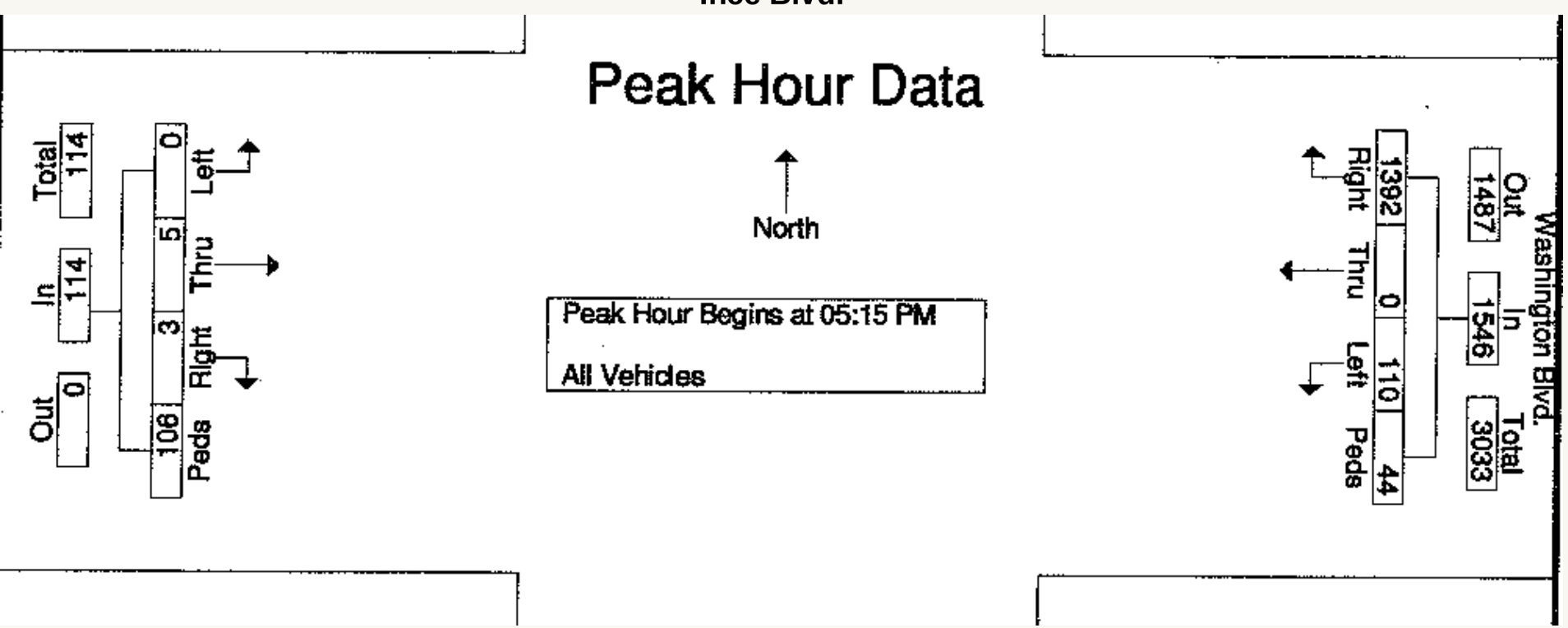
Appendix: Traffic Counts (Washington and Higuera/Robertson)



Appendix: Traffic Counts (Washington and Ince)



Appendix: Traffic Counts (Washington and Ince)



Appendix: Aerials - Washington and Ince

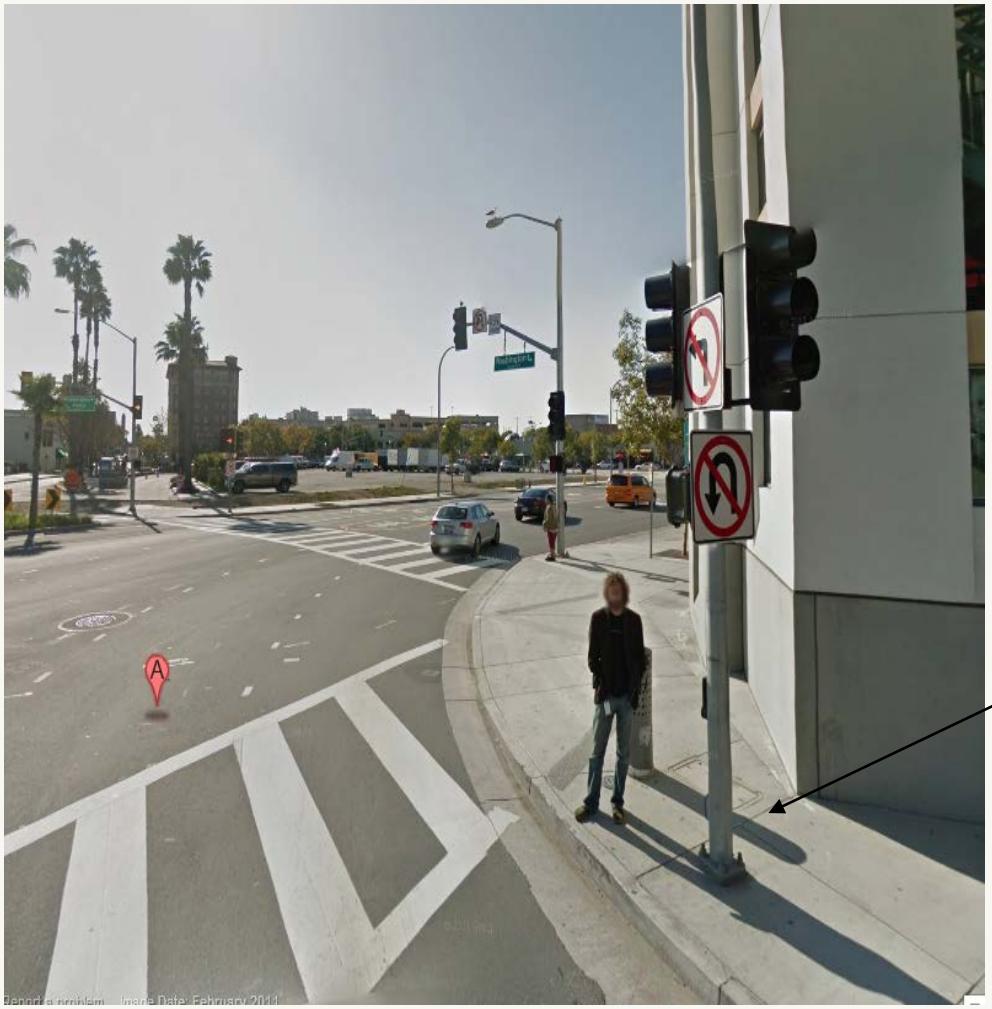
Appendix: Aerials - Washington between Ince and Higuera/Robertson

Appendix: Aerials – Washington and Higuera/Robertson

Appendix: Aerials – Washington between Higuera/Robertson and National

Appendix: Aerials – Washington and National

Washington and Ince



Narrowest point (approx. 8 ft.)