

Design Decision Recommendations

Red & Green Pavement Markings & Conflict Zones

CONSIDERATIONS

RECOMMENDATION

Overall

Use Red and Green paint to signify dedicated bus and bike lanes

- Apply Red and Green paint for the entire corridor (where there are bus and bike lanes) to enhance safety and enforce lane restrictions.
- Red and Green paint in lanes should be used sparingly or not at all so that filming is minimally impacted.



Red and Green paint in lanes should be placed at intersection and conflict points to enhance safety and enforce lane restrictions, but otherwise applied to create the continuity (short of a continuous application) so that filming is minimally impacted and budget targets are met.

This approach has been applied to other streets in Culver City. DPW has specific green paint that works best for filming.

Loading Zones on Culver Blvd

CONSIDERATIONS

Segment B: Irving Pl to S Canfield Ave

EB Culver loading zones are important for businesses.

- Retain loading zone and introduce conflicts for bus and separated bike lane.
- Retain access to one Culver City Hotel loading zone and remove Culver Plaza loading.



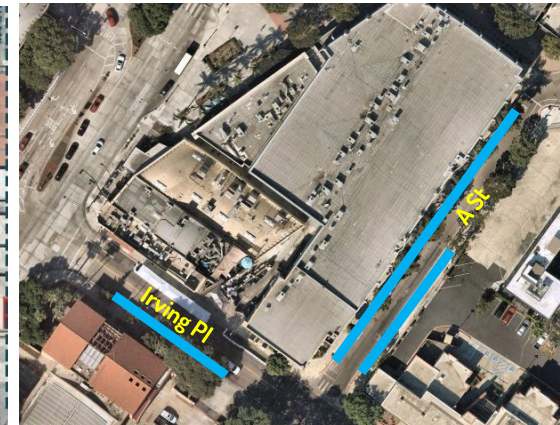
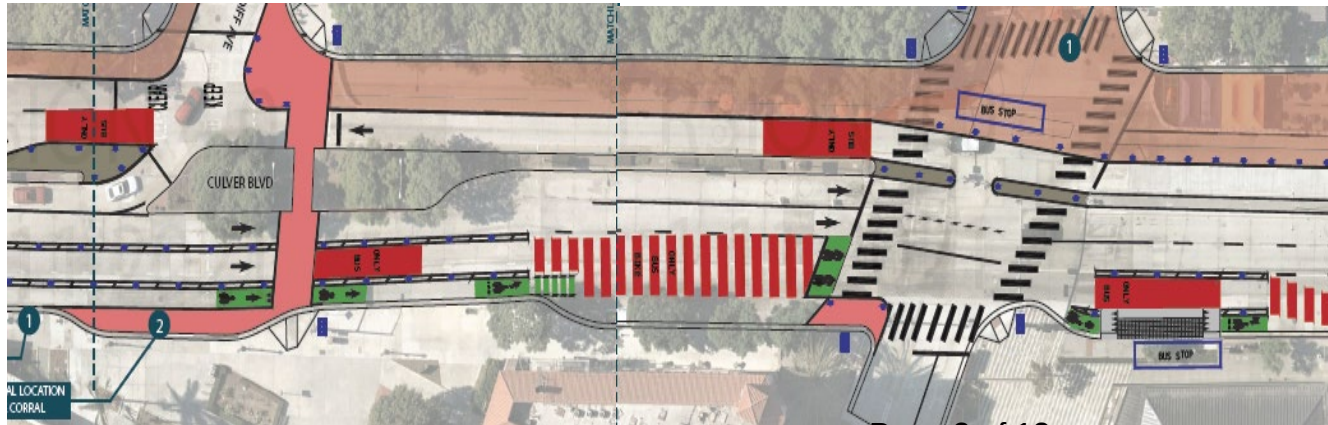
RECOMMENDATION

Retain access to Culver Hotel loading zone and remove Culver Plaza loading.

This design is a compromise by providing some loading areas and converting some into pedestrian or bike space. This allows a more continuous bus and bike lane which improves safety and operations.

Alternate Loading Zones:

- Irving Pl or A St



On-Street Parking on Culver Blvd

CONSIDERATIONS

**Segment A: Madison Ave to Watseka Ave &
Segment B: Irving Pl to S Canfield Ave**

On-Street parking on EB Culver Blvd is important, especially with Outdoor Dining on WB Culver Blvd.

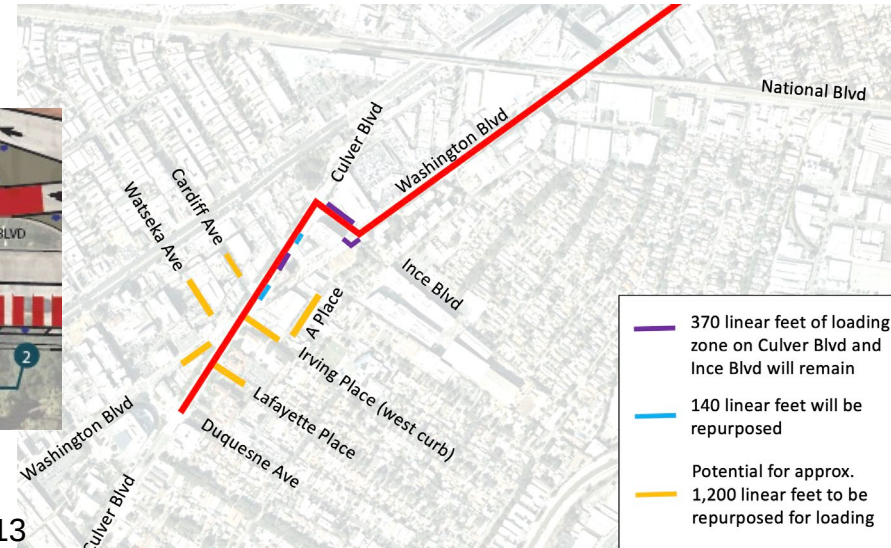
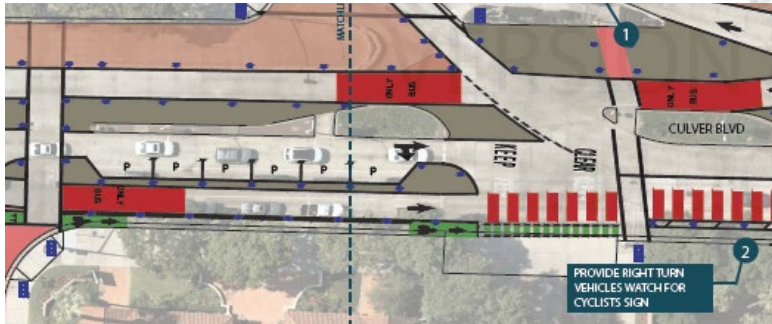
- Remove all on-street parking to give space to protected bike lane and bus lane
- Retain some parking spaces nearby City Hall



RECOMMENDATION

Look at implementing 5-6 spaces nearby City Hall between Lafayette and Irving Pl.

Identify adjacent streets in downtown for quick-loading zones.



Outdoor Dining on Culver Blvd

CONSIDERATIONS

Segment A: Madison Ave to Watseka Ave & Segment B: Irving Pl to S Canfield Ave

Outdoor Dining on WB Culver Blvd is important for local businesses

- Retain Outdoor Dining as it is today.
- Reintroduce one vehicle lane adjacent to bus/bike mobility lane.
- Shift outdoor dining north to fit a bike lane adjacent to bus/EV lane.

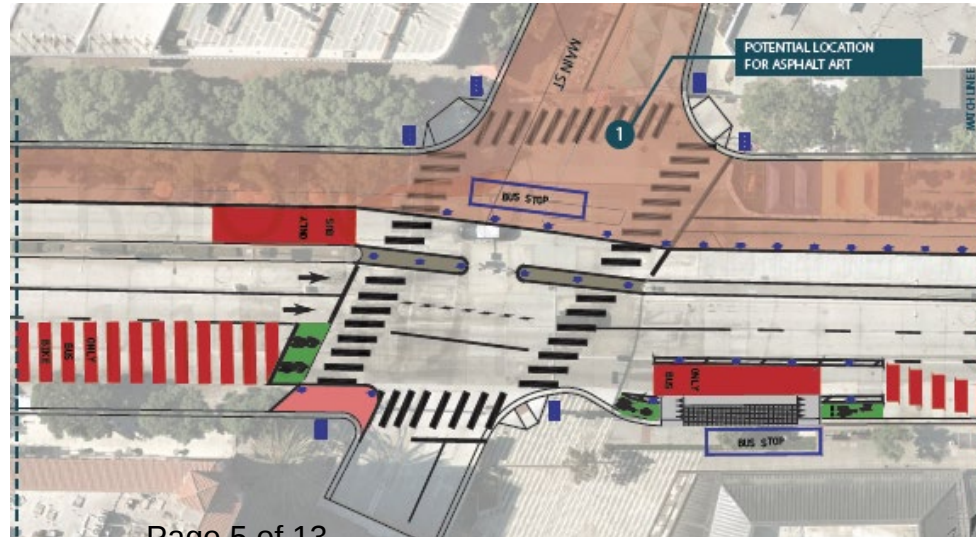


RECOMMENDATION

Retain Outdoor Dining as it is today.

When pandemic conditions change, the flexibility of the quick-build process will allow the design team to adjust WB Culver street conditions.

This recommendation is a variance from Design Guideline #4.



Washington Blvd to Culver Blvd

CONSIDERATIONS

Segment A: Madison Ave to Watseka Ave & Segment B: Irving Pl to S Canfield Ave

EB Culver Blvd reduced to a single general traffic lane between Duquesne Ave and Main St

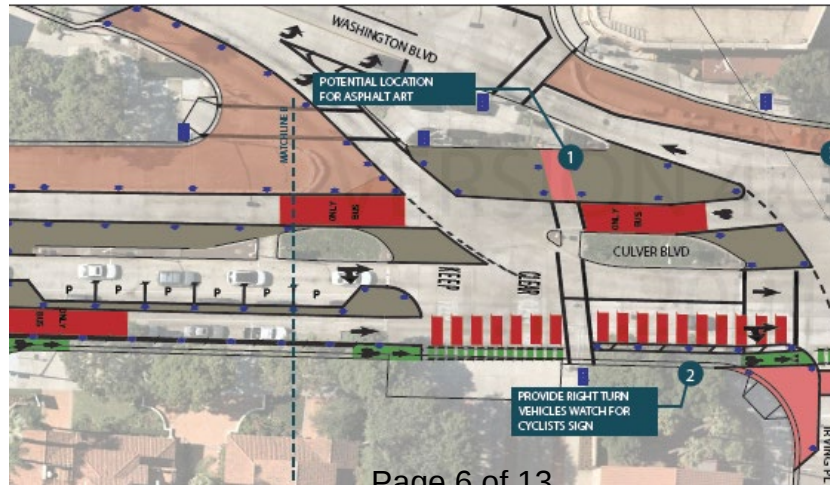
- EB Washington Blvd approach reduced to single traffic lane to match single EB Culver receiving lane. Today's restriction on RT to remain.



RECOMMENDATION

EB Washington Blvd approach reduced to single traffic lane to match EB Culver receiving lane.

With WB Culver Blvd Outdoor Dining remaining as it is today, EB Washington RT are not permitted.



Bus/Bike Lane Weave

CONSIDERATIONS

Segment C: Ince Blvd to Landmark St

WB Washington approach is complicated with Ince Garage access, LT pocket, and two RT lanes. Buses need the center lane or signal phase to position to LT lane at next intersection.

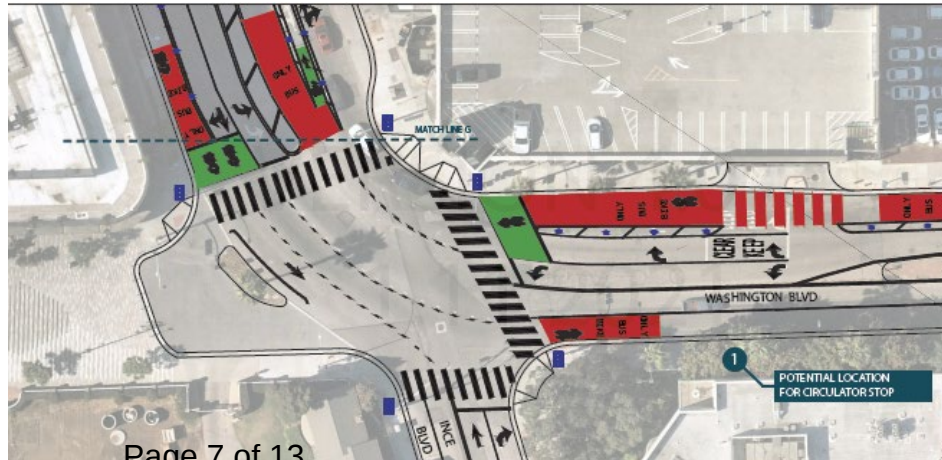
- Keep bus/bike lane curbside and modify signal to provide bus-only signal head and phasing.
- Weave bus/bike lane to center RT lane.



RECOMMENDATION

Keep bus/bike lane curbside and modify signal to provide bus-only signal head and phasing.

This simplifies the design by leveraging the signal to control traffic movements rather than using paint and signs to signify a weave. And maintains access to curbside bus stop near Ince Garage.



Car Dealership Entrance Queue

CONSIDERATIONS

RECOMMENDATION

Segment C: Ince Blvd to Landmark St

Vehicle queueing space on Washington Blvd is critical for Car Dealership business.

- Separated bike lane and bus lane on WB Washington to enhance safety and operations since the street is wide enough.
- Combine bus/bike lane to simplify driveway conflicts. Stripe conflict zones.
- Provide dedicated queue space on Washington Blvd for car dealership customers.



Combine bus/bike lane to simplify driveway conflicts. Stripe conflict zones.

This simplifies the design and reminds bikers there are conflict zones with driveways.



Left Turns off Washington

CONSIDERATIONS

Segment C: Ince Blvd to Landmark St

Existing LT pockets and center turn lane are critical for employees working on the corridor.

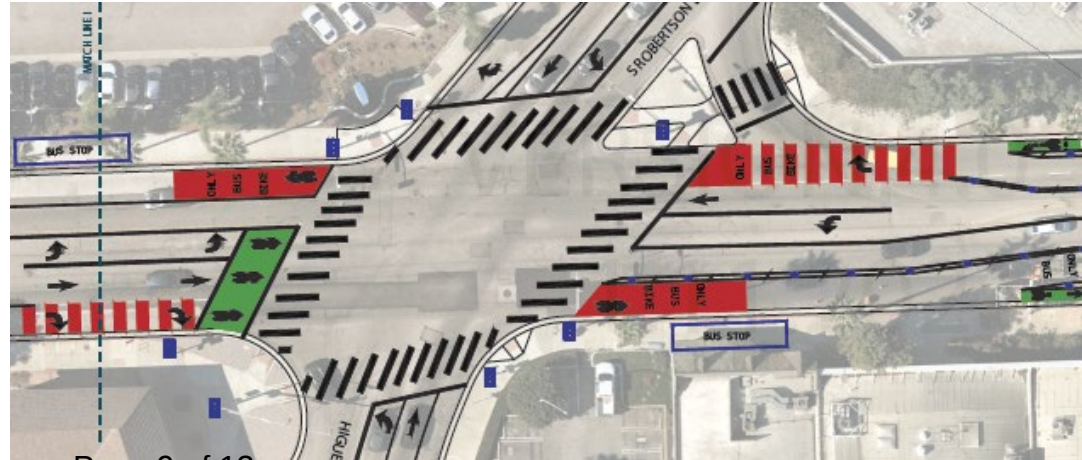
- Maintain WB Washington LT pockets at Ince Blvd, Higuera St and Landmark St.
- Maintain center turn lane between Higuera and Ince.
- Maintain combined bus/bike lane and separated bus and bike lane at intersection approaches.



RECOMMENDATION

Maintain WB Washington LT pockets at Ince Blvd, Higuera St and Landmark St. Maintain center turn lane between Higuera and Ince.

This introduces conflict to bus/bike lane but preserves existing traffic patterns and signal phasing.



EB Bus Stop at Landmark St

CONSIDERATIONS

Segment C: Ince Blvd to Landmark St

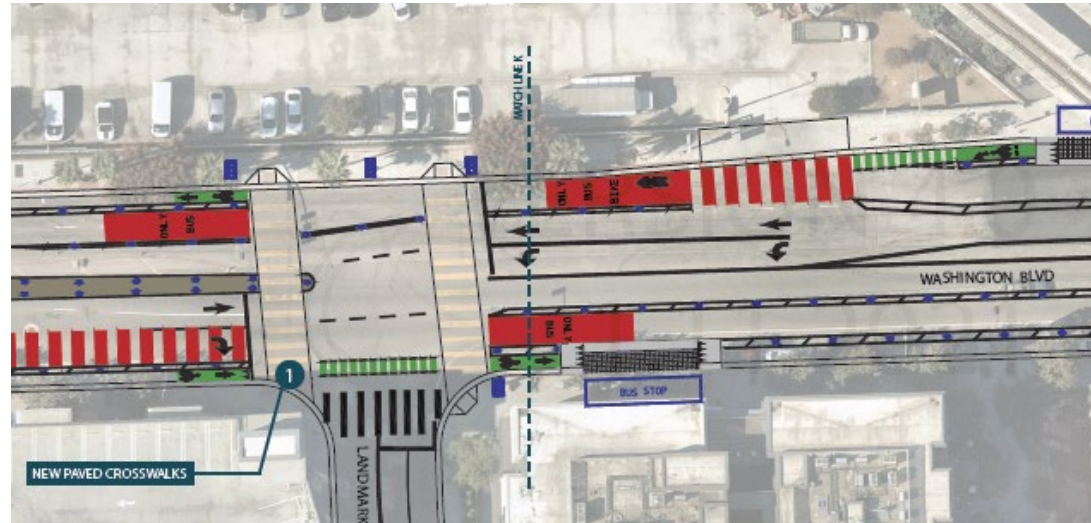
Bus stop currently interferes with EB RT to Landmark. Parking in front of Platform will be removed with this design.

- Relocate EB bus stop at Landmark St from near-side to far-side.
- Maintain existing bus stop location.

RECOMMENDATION

Relocate EB bus stop at Landmark St from near-side to far-side.

Moving bus stop to far-side reduces additional conflict with RT vehicles, buses, and bikes.



E-Line Culver City Station

CONSIDERATIONS

RECOMMENDATION

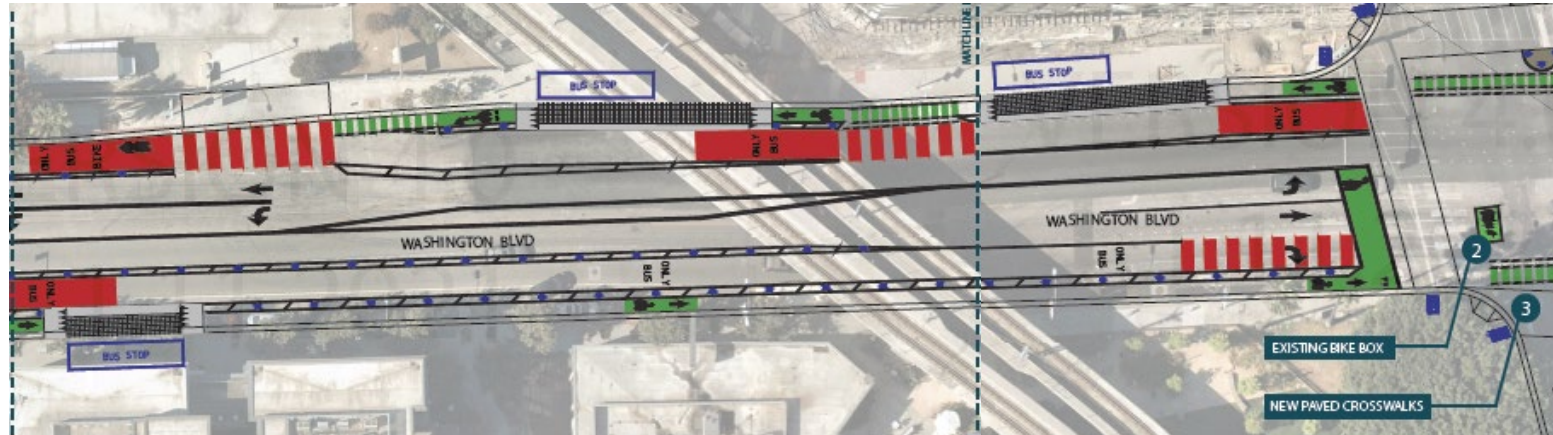
Segment D: Landmark St to Helms

WB Washington Bus Stop at E-Line Culver City Station has high public bus and private shuttle activity.

- Metro has installed a mountable curb to access station pedestrian area
- Five bus operators utilize this bus stop



Expo Reimagine effort will look at improving bus stop and providing a Gateway Mobility Stop to Culver CityBus lines and future Circulator service and other bus lines.



Double Left-Turn Bays at National

CONSIDERATIONS

Segment D: Landmark St to Helms

Double LT bays from National to Washington

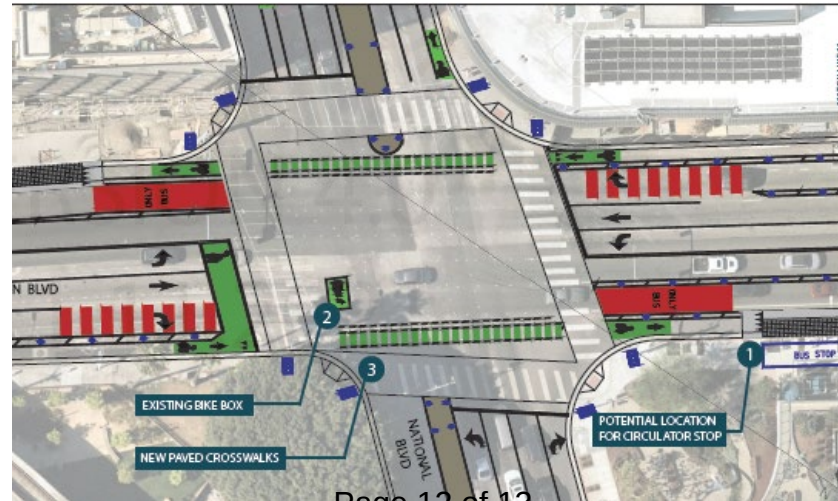
- Reduce to single LT bays to match single general traffic receiving lane.



RECOMMENDATION

Reduce to single LT bays to match single general traffic receiving lane.

This design provides greater clarity for drivers and provides space for asphalt art and pedestrian refuge in the crosswalks.



Neighborhood Access to Helms Avenue

CONSIDERATIONS

RECOMMENDATION

Segment E: Helms Ave to La Cienega Ave

EB Washington at Helms

- Create a dedicated right turn pocket. This will allow for ample capacity for traffic entering the neighborhood.
- Create a conflict zone allowing right turns while allowing for enhanced protection for cyclists.



Create a conflict zone allowing right turns while allowing for enhanced protection for cyclists.

This design balances the need for a right turn pocket and allows for right turn movements and simultaneous thru traffic while retaining the continuity for buses and bikes.

