

EXPO-TO-DOWNTOWN

BICYCLE CONNECTOR



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CONTEXT

With the opening of the Expo Line, Culver City is experiencing a change in transportation and development patterns near the station area. The City is taking advantage of this opportunity by encouraging transit-oriented development and multimodal transportation options. These strategies will help existing and new residents and commuters move around our community more easily by walking, biking, and transit.

GOALS



IMPROVE SAFETY

provide a safe, family-friendly connection between the Expo Line, Expo Bike Path, and Downtown Culver City



PROMOTE MOBILITY

design streets for people of all ages and abilities to walk and bike comfortably



INCREASE ACCESS TO BUSINESSES

provide easy access to local destinations for residents and commuters



PROMOTE COMMUNITY HEALTH & SUSTAINABILITY

increase physical activity and reduce emissions

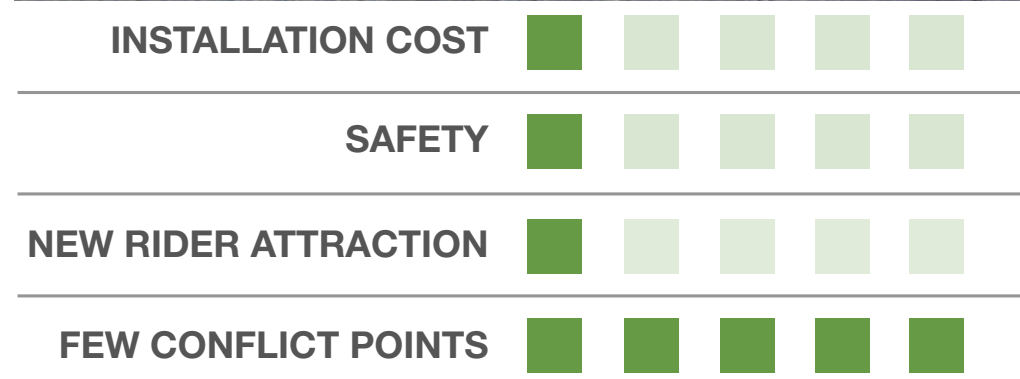
PROJECT OVERVIEW

The project team was tasked with developing a feasible way to provide a high-quality bikeway between the Expo Line Station and Downtown Culver City. The consultant team considered a range of bikeway types, ranging from sharrows to painted bike lanes to protected bike lanes. To provide a safe and comfortable experience, the project team is recommending a **two-way protected bike lane with signalized intersections.** Based on stakeholder input, the City could consider implementing only a portion of the recommended alternative that would achieve some of the project's objectives.

BIKEWAY CONSIDERATIONS



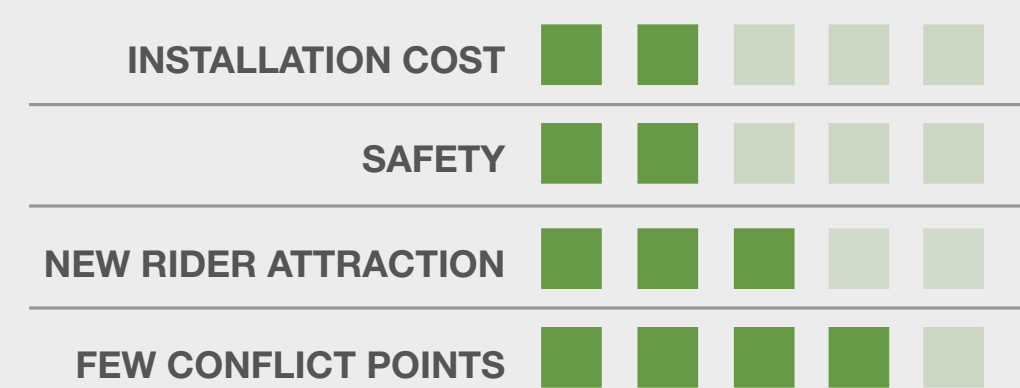
GREENBACK SHARROWS



BIKE LANES



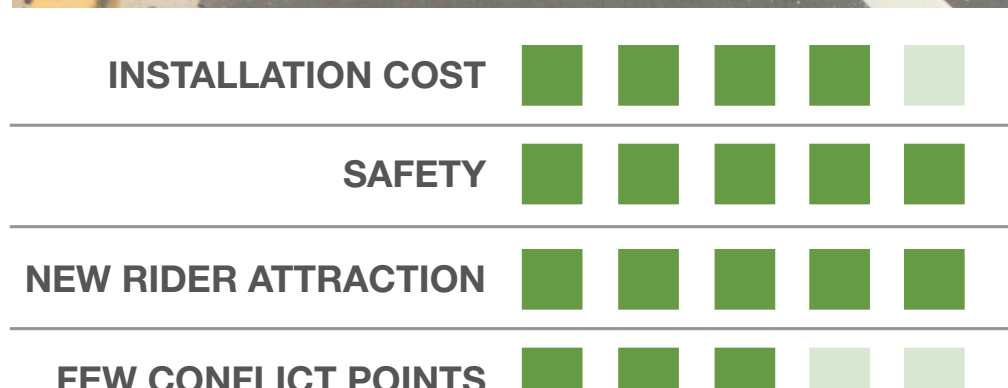
BUFFERED BIKE LANES



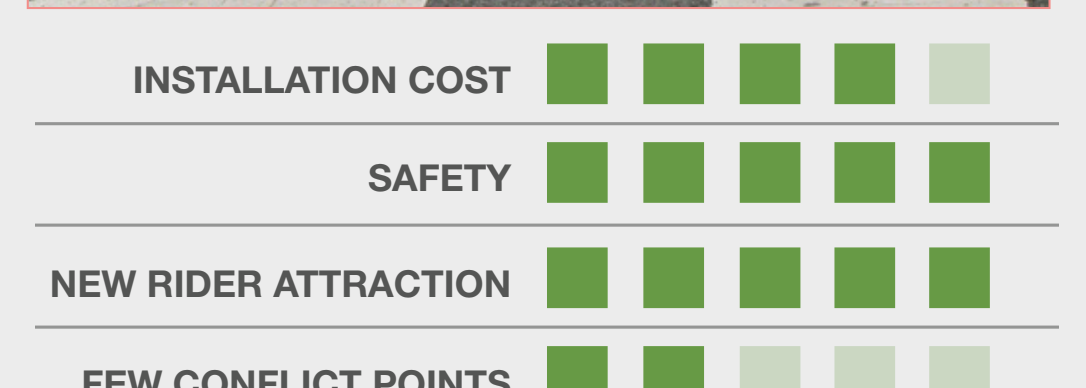
RAISED BIKE LANES



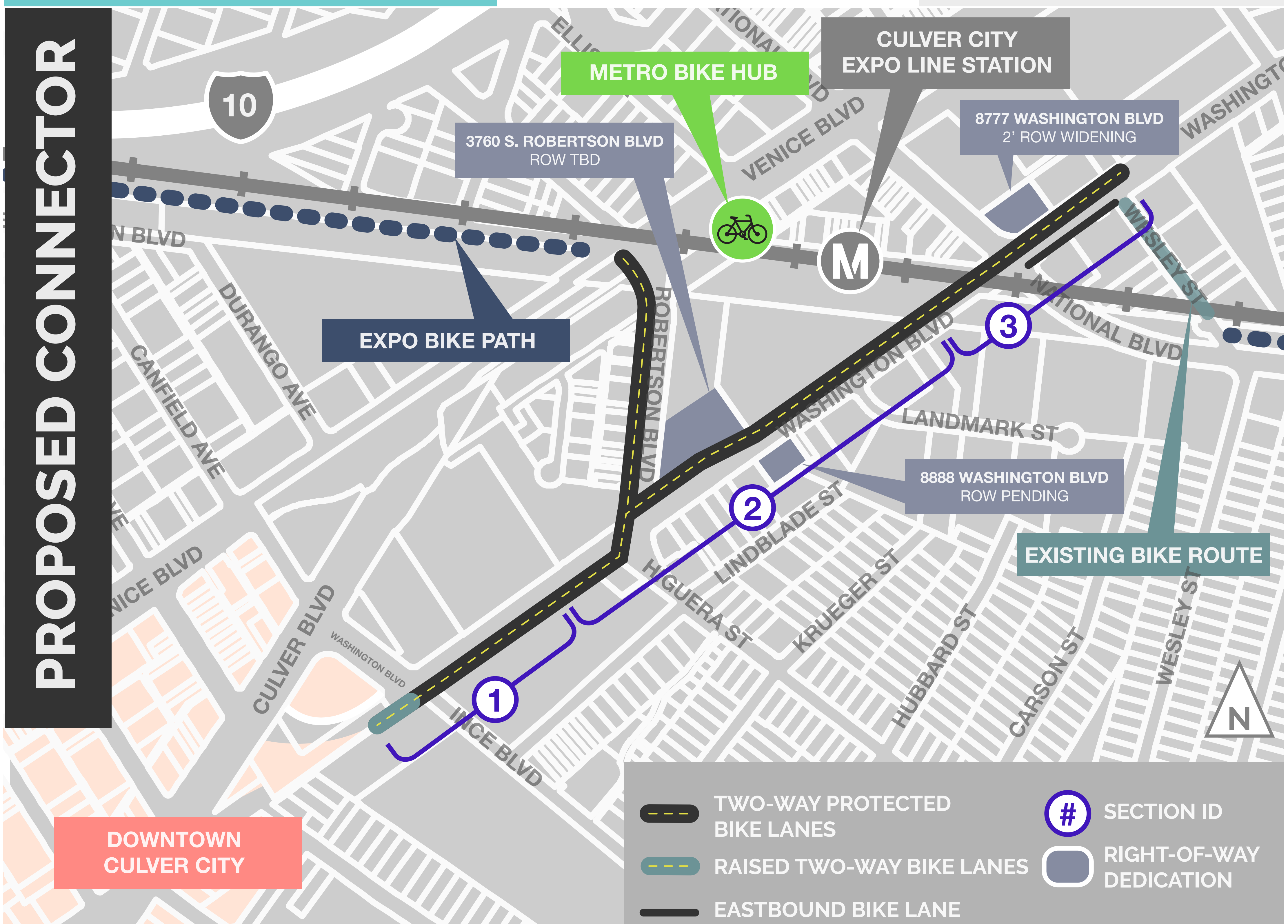
ONE-WAY PROTECTED BIKE LANES



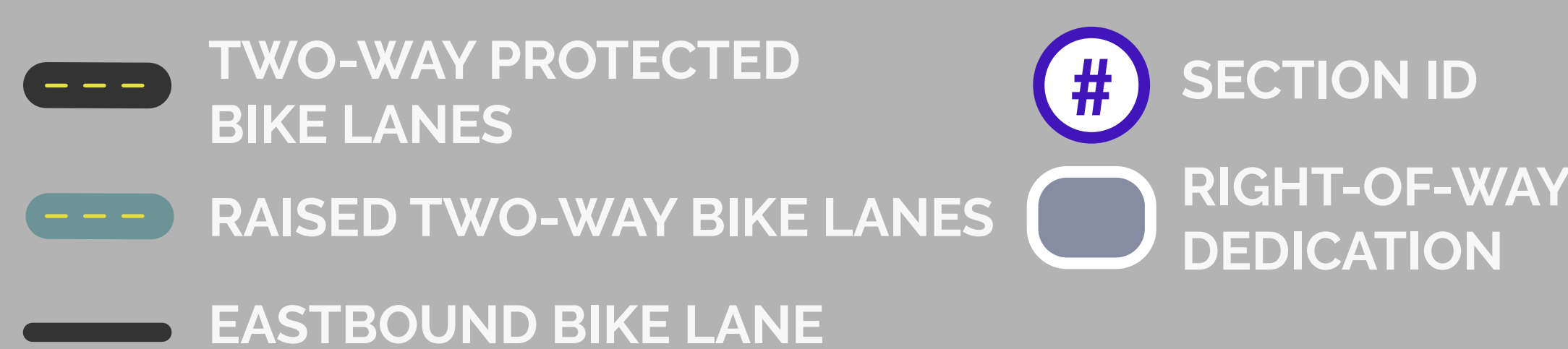
TWO-WAY PROTECTED BIKE LANES



PROPOSED CONNECTOR



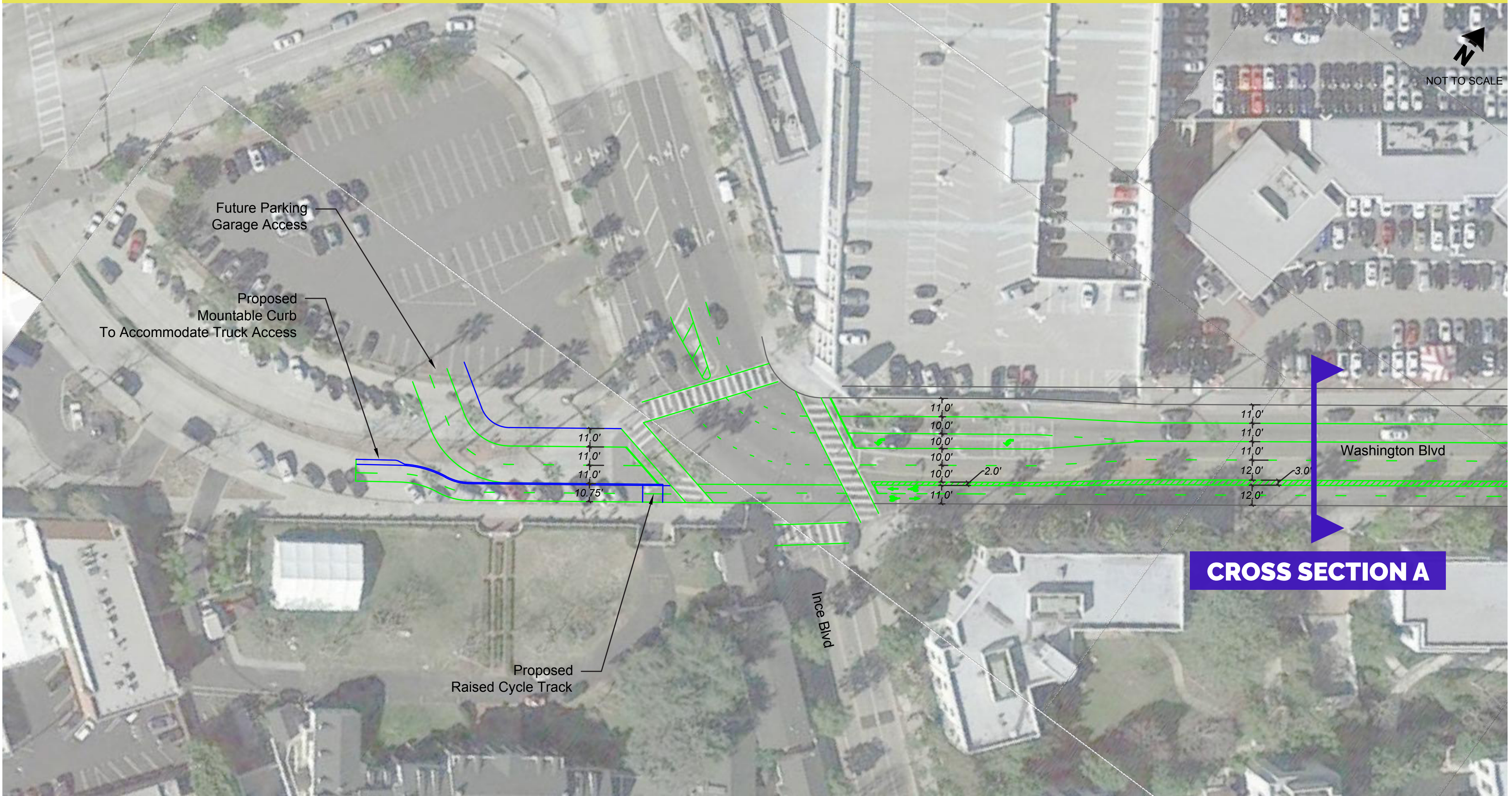
DOWNTOWN CULVER CITY



1

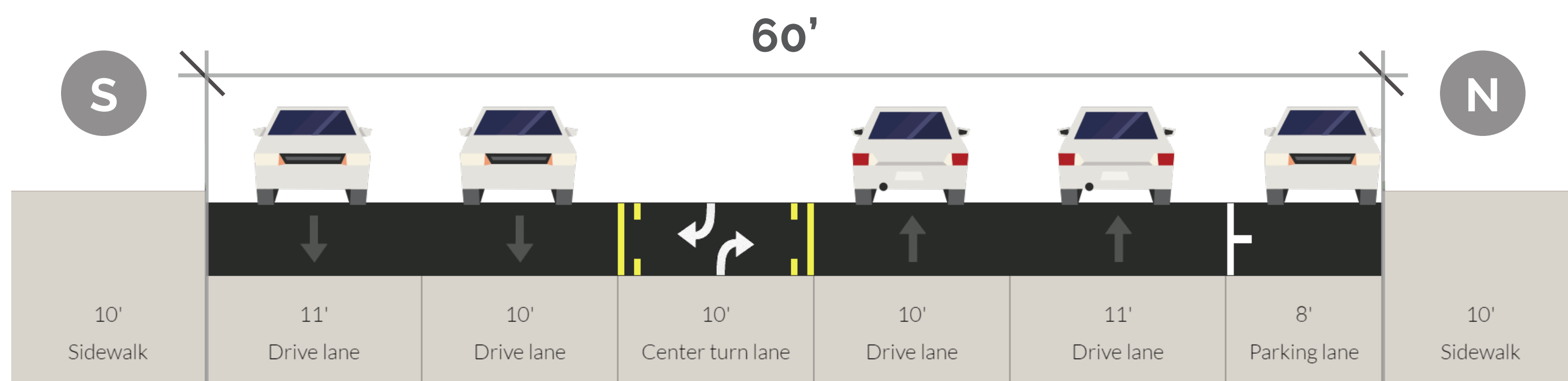
WASHINGTON/INCE

FEATURES:

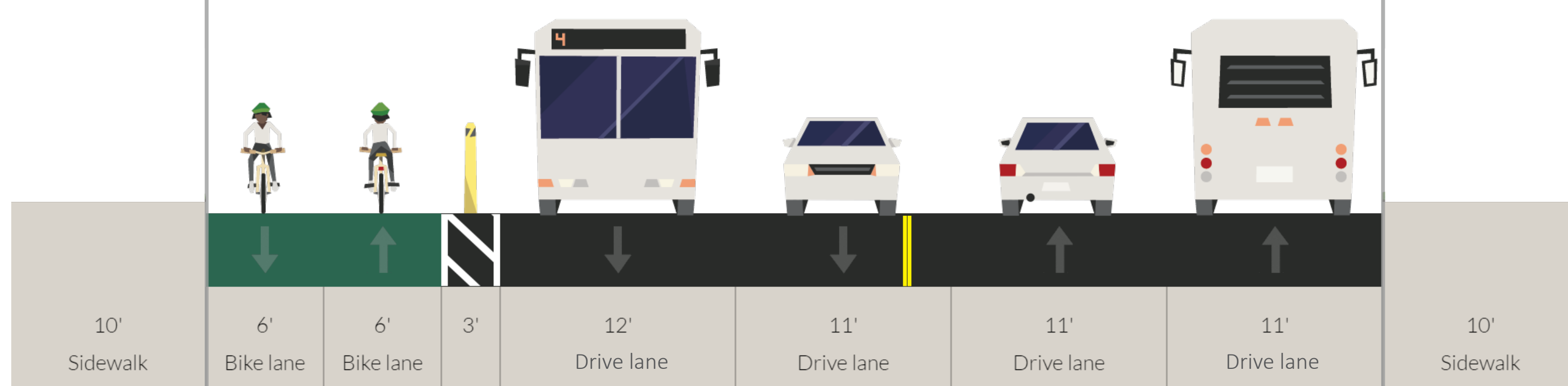


CROSS SECTION A WASHINGTON BLVD FROM INCE BLVD TO ROBERTSON BLVD

EXISTING:



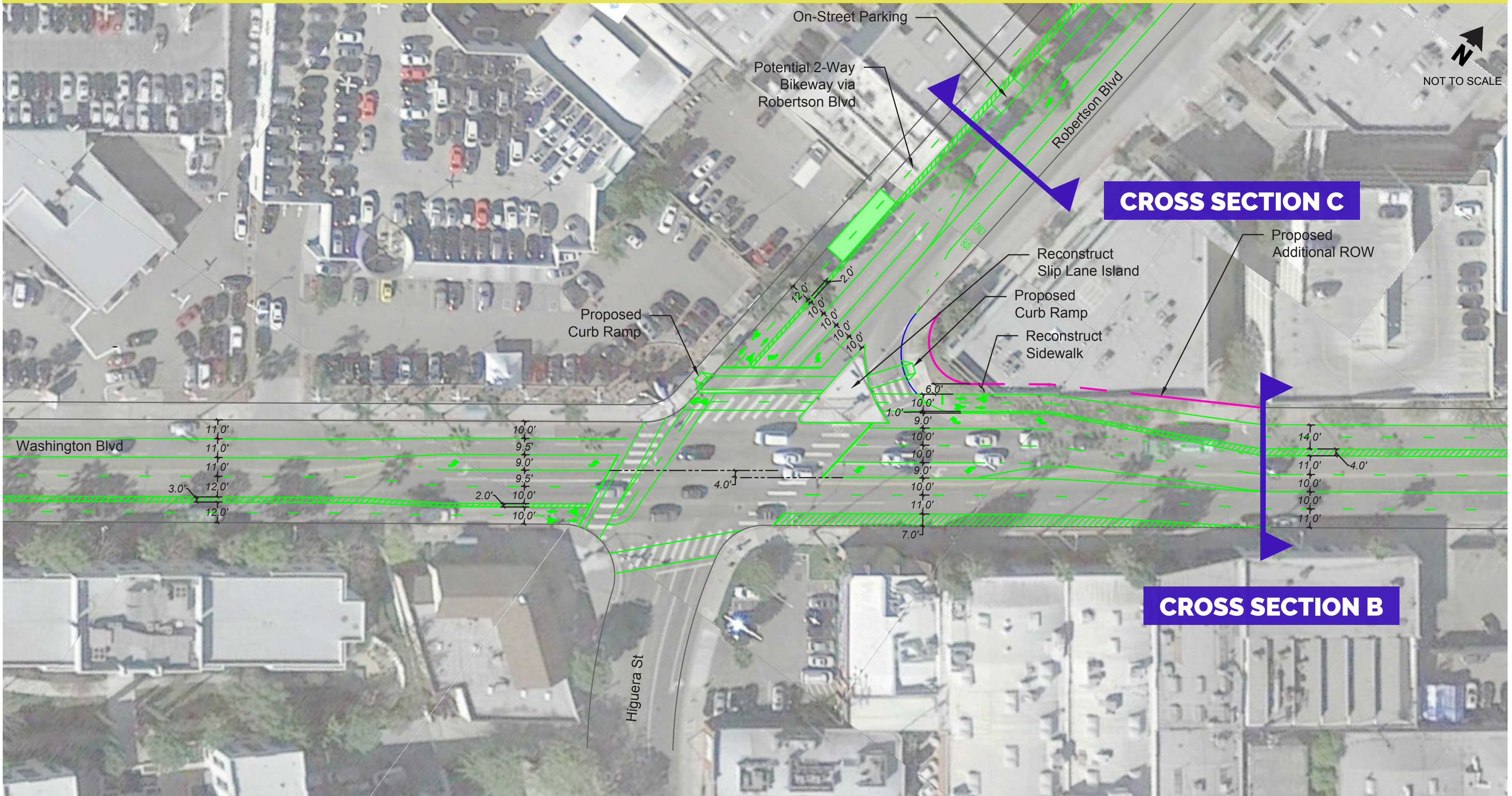
PROPOSED:



2

WASHINGTON/ROBERTSON/HIGUERA

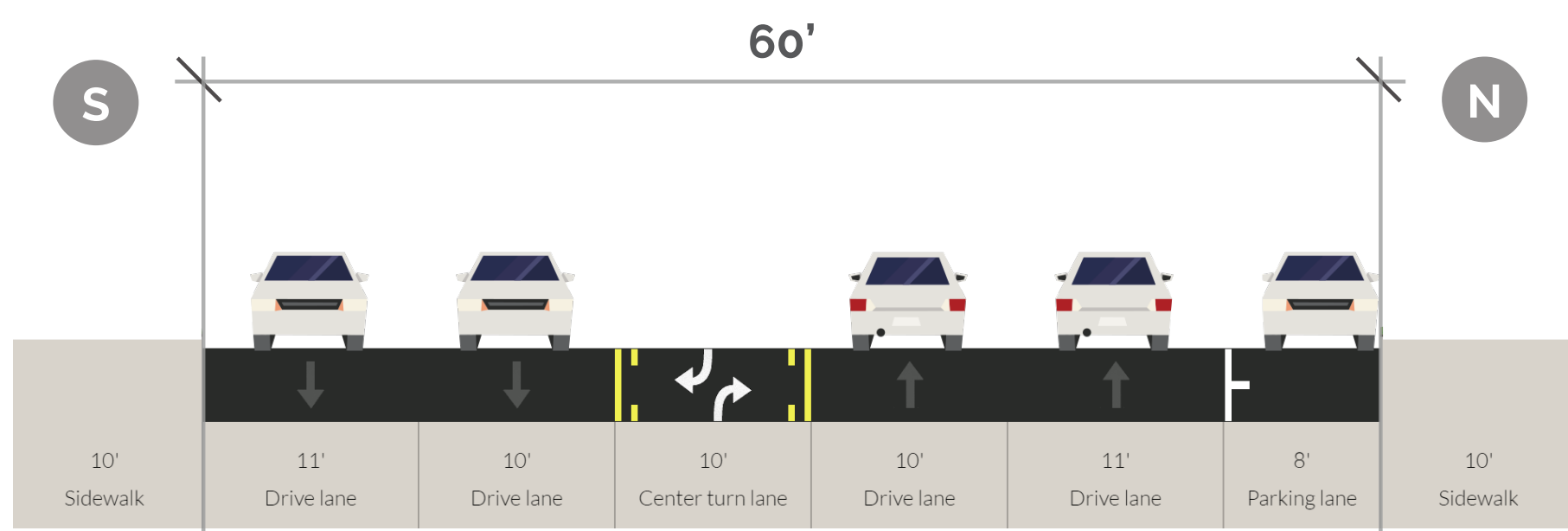
FEATURES:



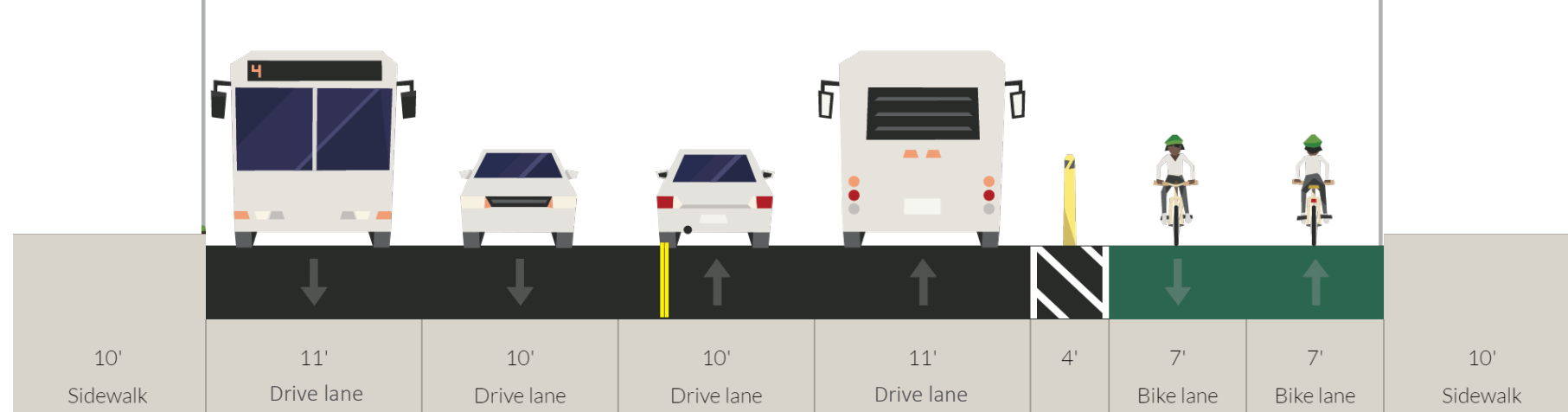
CROSS SECTION B

**WASHINGTON BLVD
FROM ROBERTSON BLVD/HIGUERA ST TO
LANDMARK ST**

EXISTING:



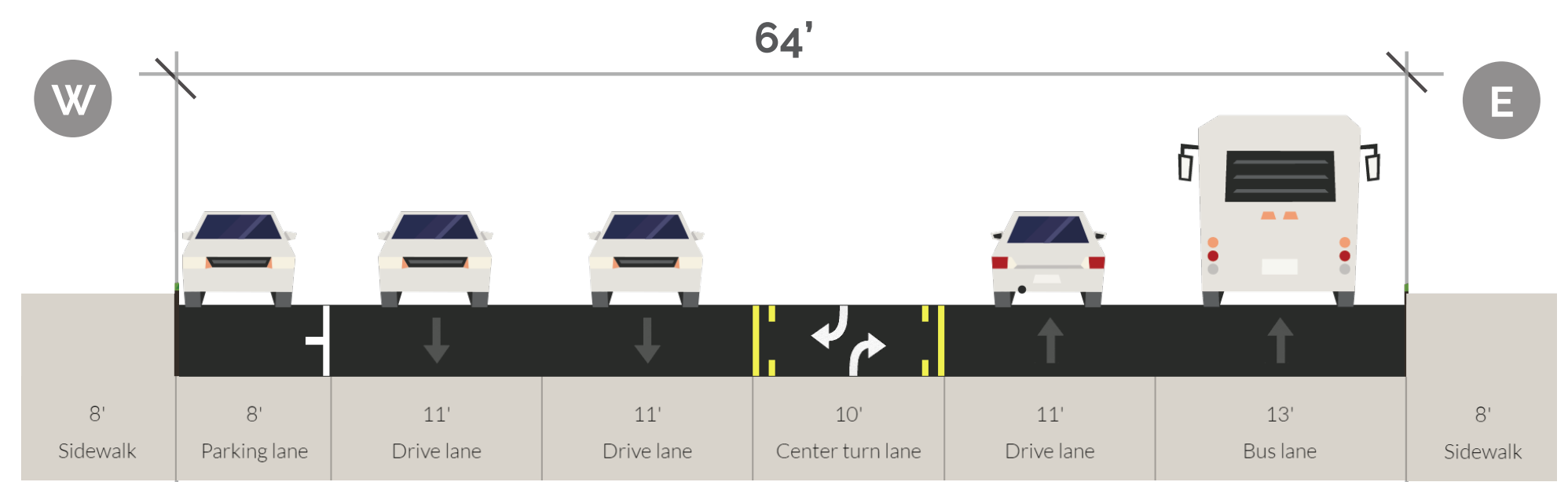
PROPOSED:



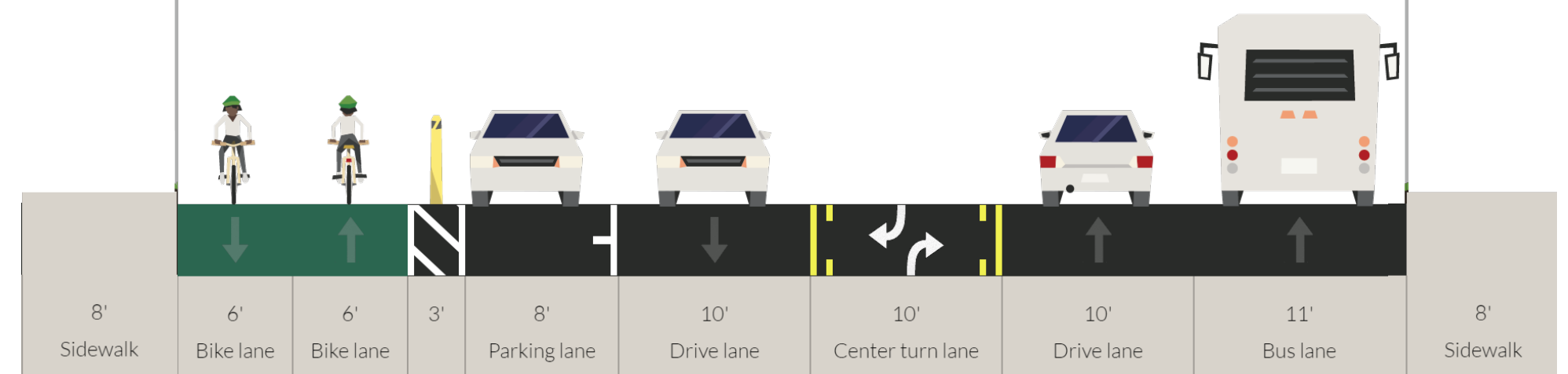
CROSS SECTION C

**ROBERTSON BLVD
FROM WASHINGTON BLVD TO VENICE BLVD**

EXISTING:



PROPOSED:



3

WASHINGTON/NATIONAL

FEATURES:



BUS ISLANDS



TWO-WAY PROTECTED BIKE LANES



DRIVEWAY CONFLICT ZONE MARKINGS

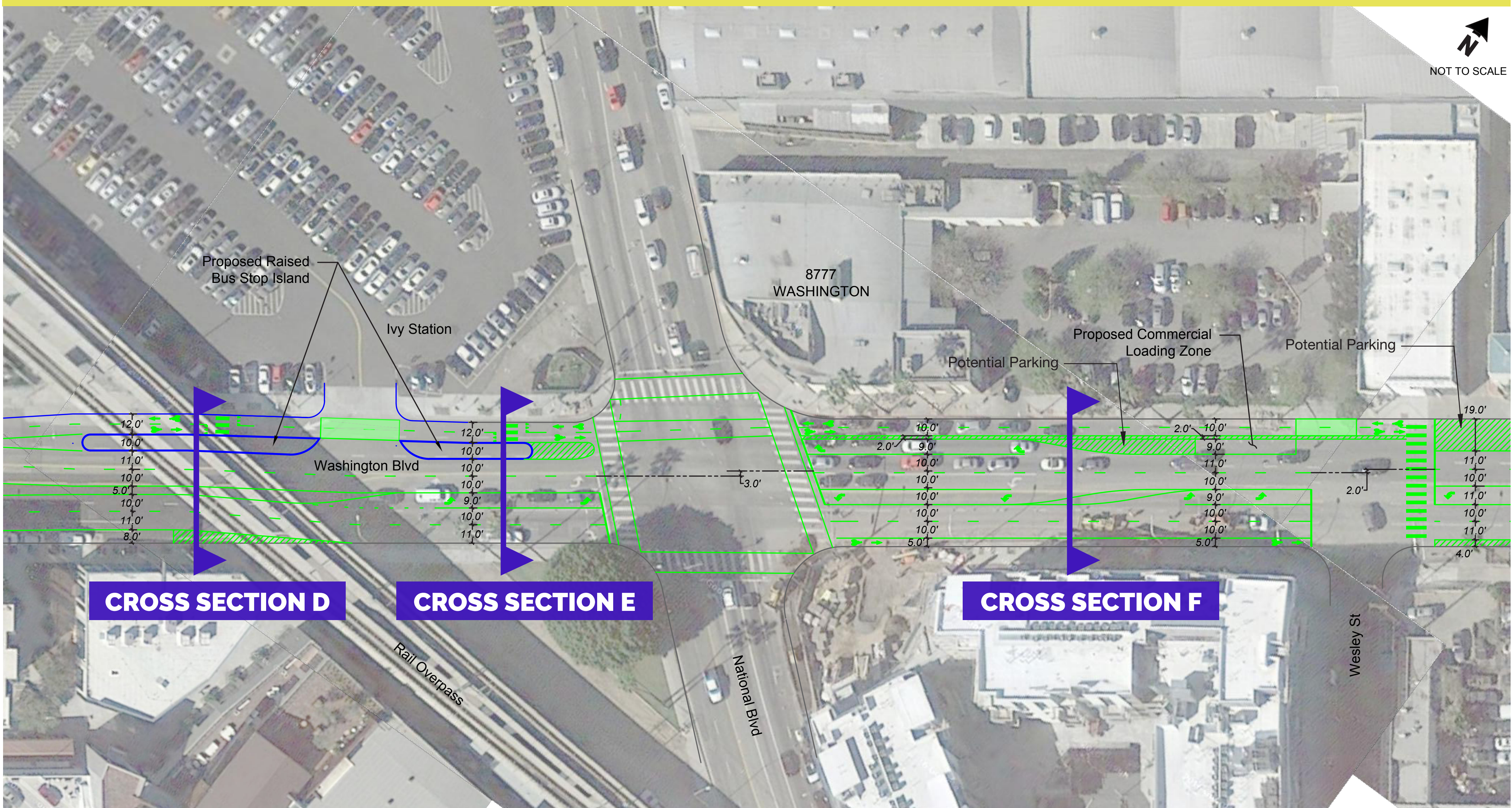


BIKE SIGNALS



PARKING-PROTECTED BIKE LANE*

* EAST OF NATIONAL BLVD

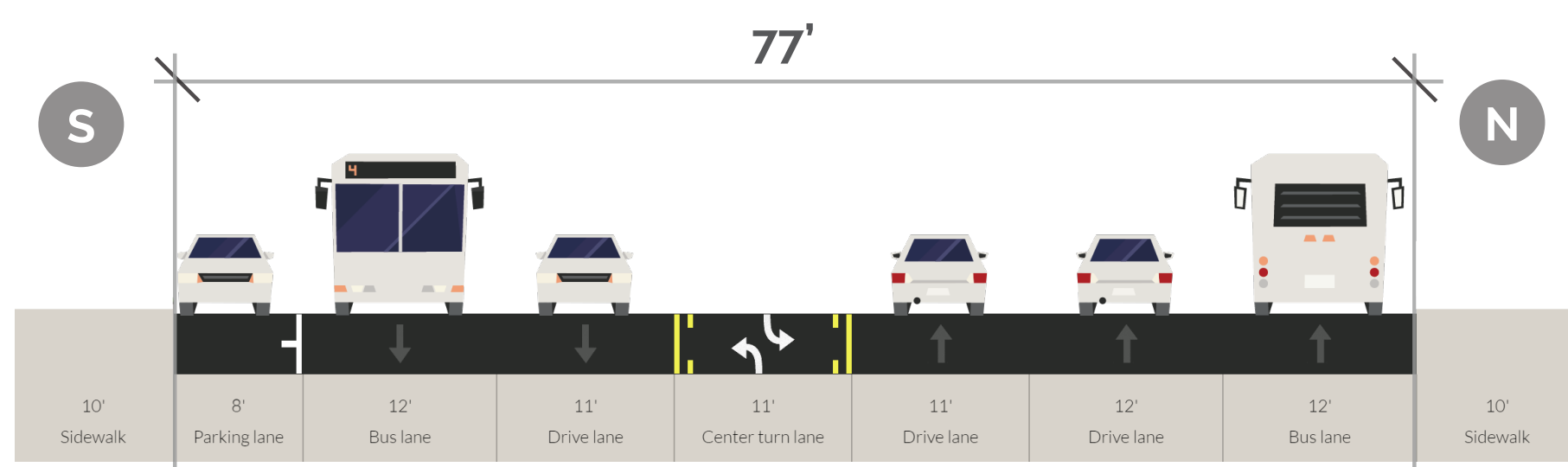


NOT TO SCALE

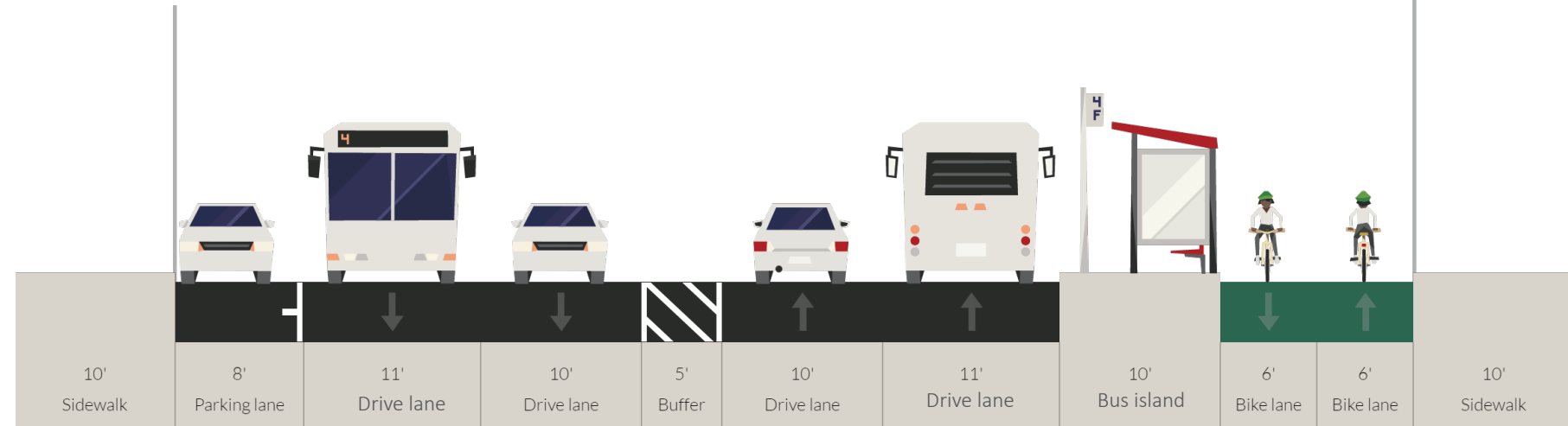
CROSS SECTION D

WASHINGTON BLVD UNDER RAIL OVERPASS

EXISTING:



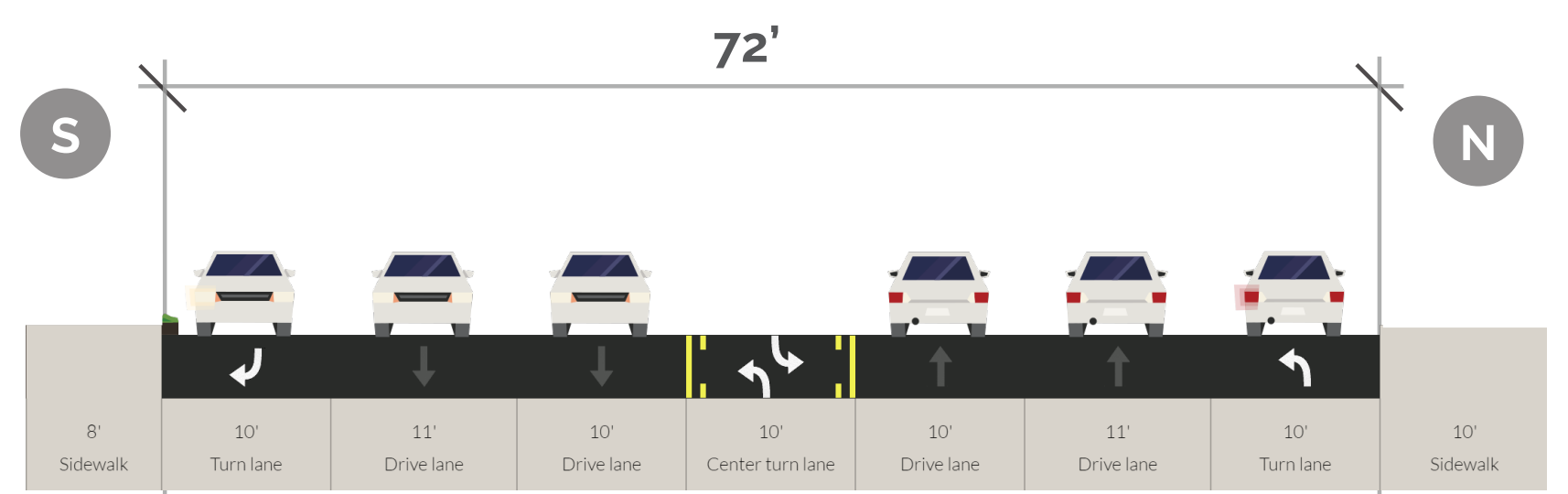
PROPOSED:



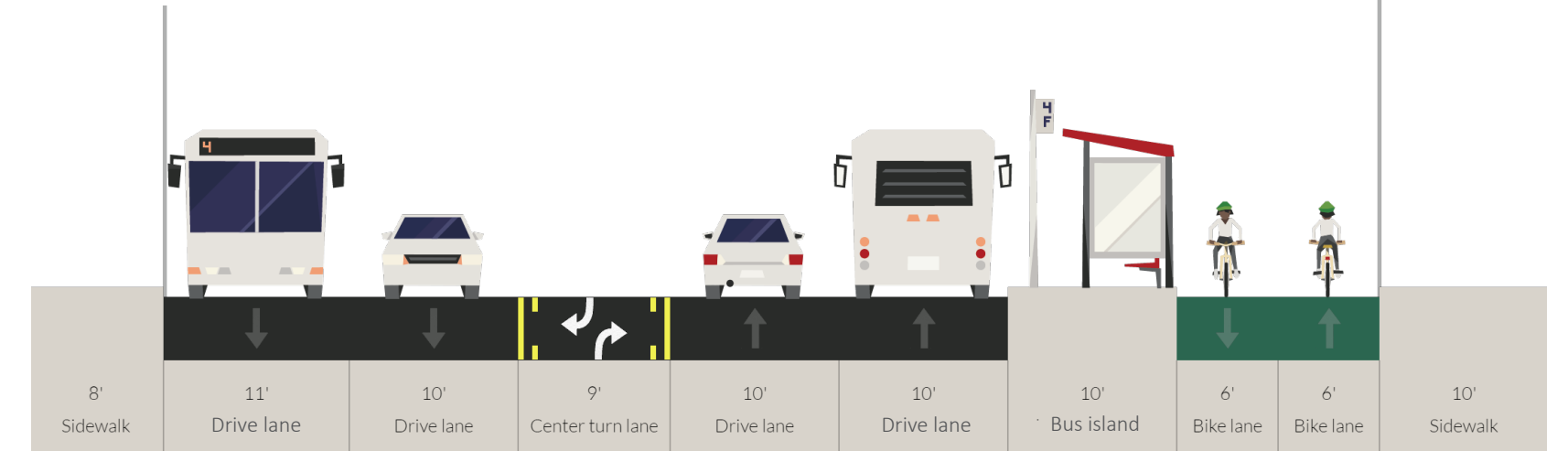
CROSS SECTION E

WASHINGTON BLVD FROM RAIL OVERPASS TO NATIONAL BLVD

EXISTING:



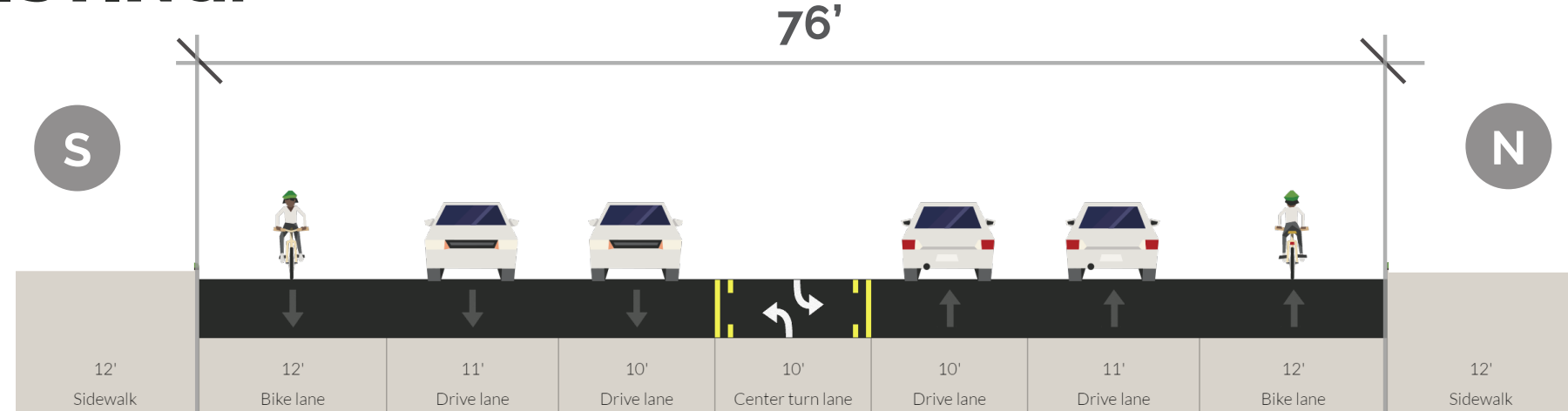
PROPOSED:



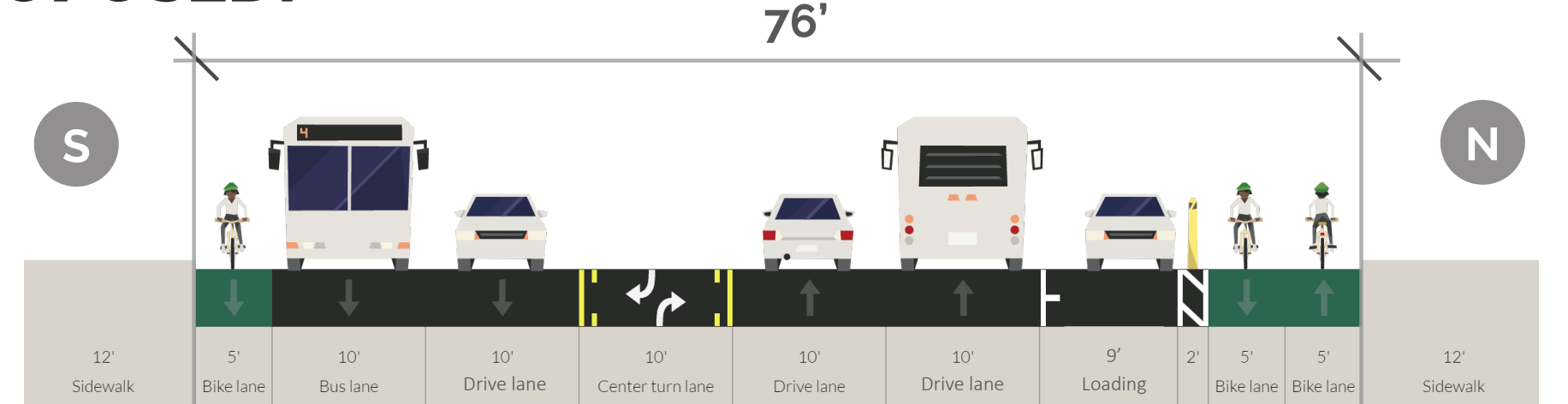
CROSS SECTION F

WASHINGTON BLVD FROM NATIONAL BLVD TO WESLEY ST

EXISTING:



PROPOSED:



9' loading zone transitions to RT lane @ intersection