

# 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



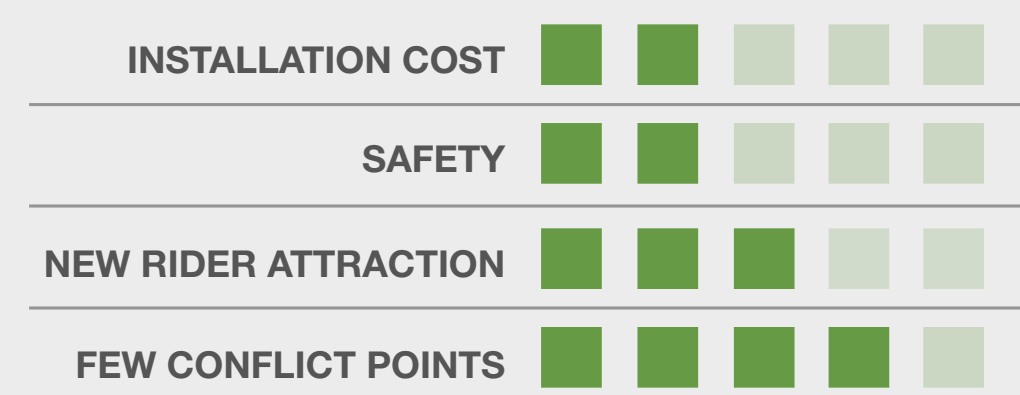
GREENBACK SHARROWS



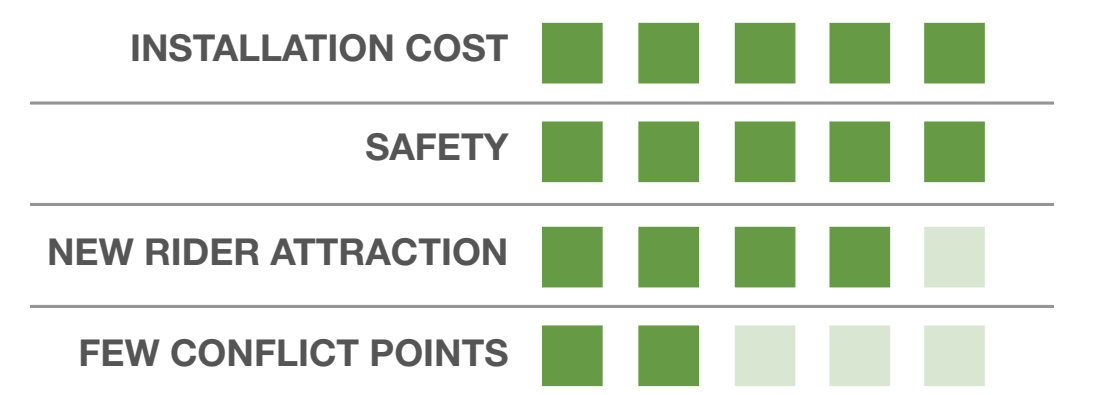
BIKE LANES



BUFFERED BIKE LANES



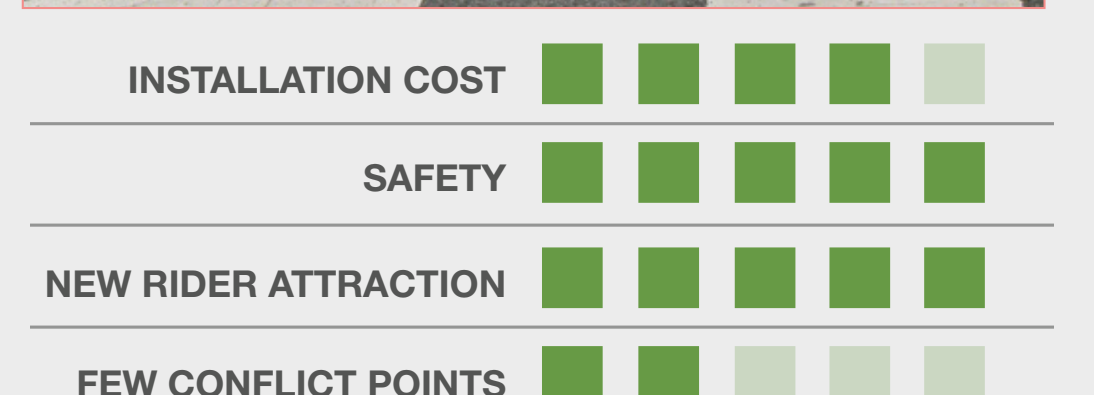
RAISED BIKE LANES



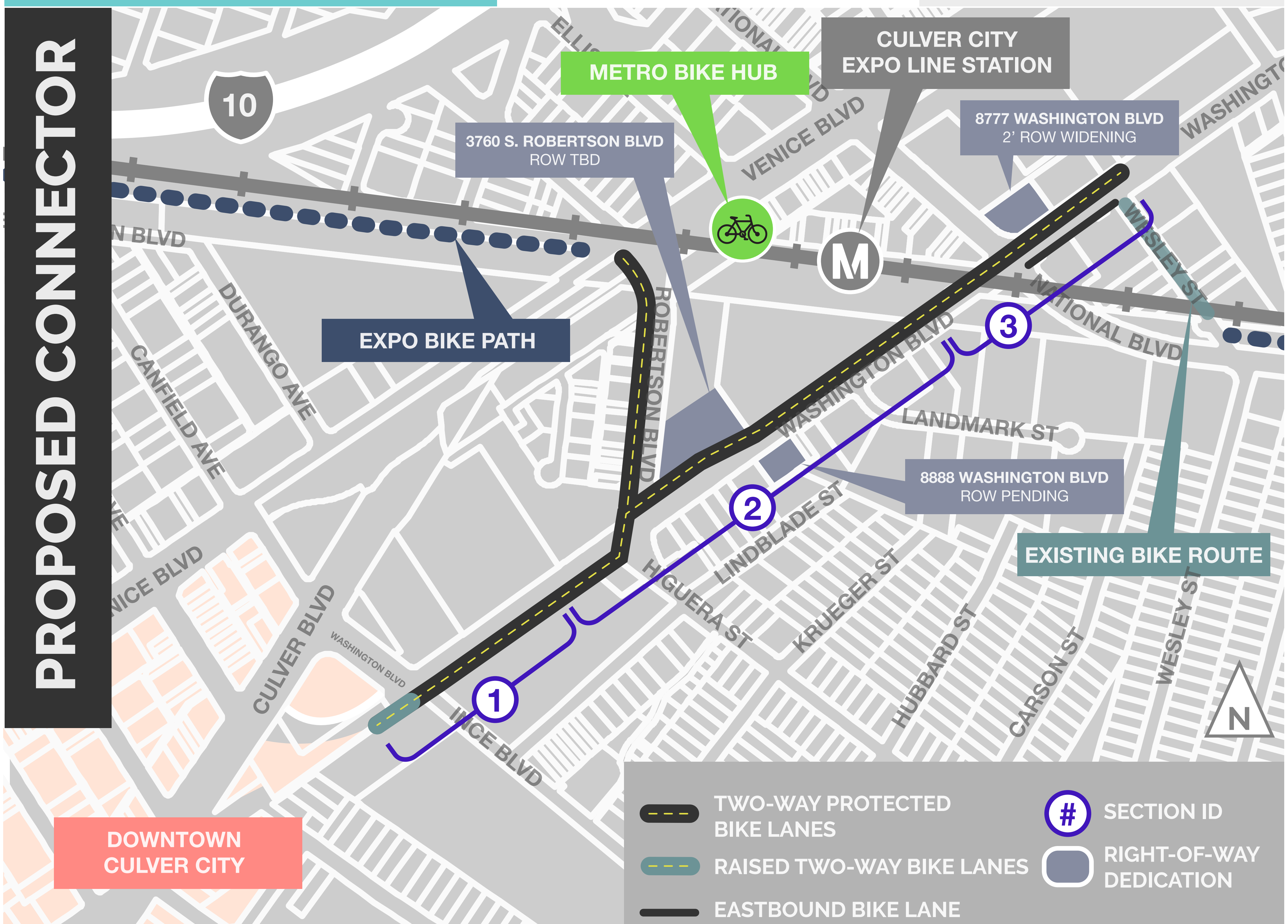
ONE-WAY PROTECTED BIKE LANES



TWO-WAY PROTECTED BIKE LANES



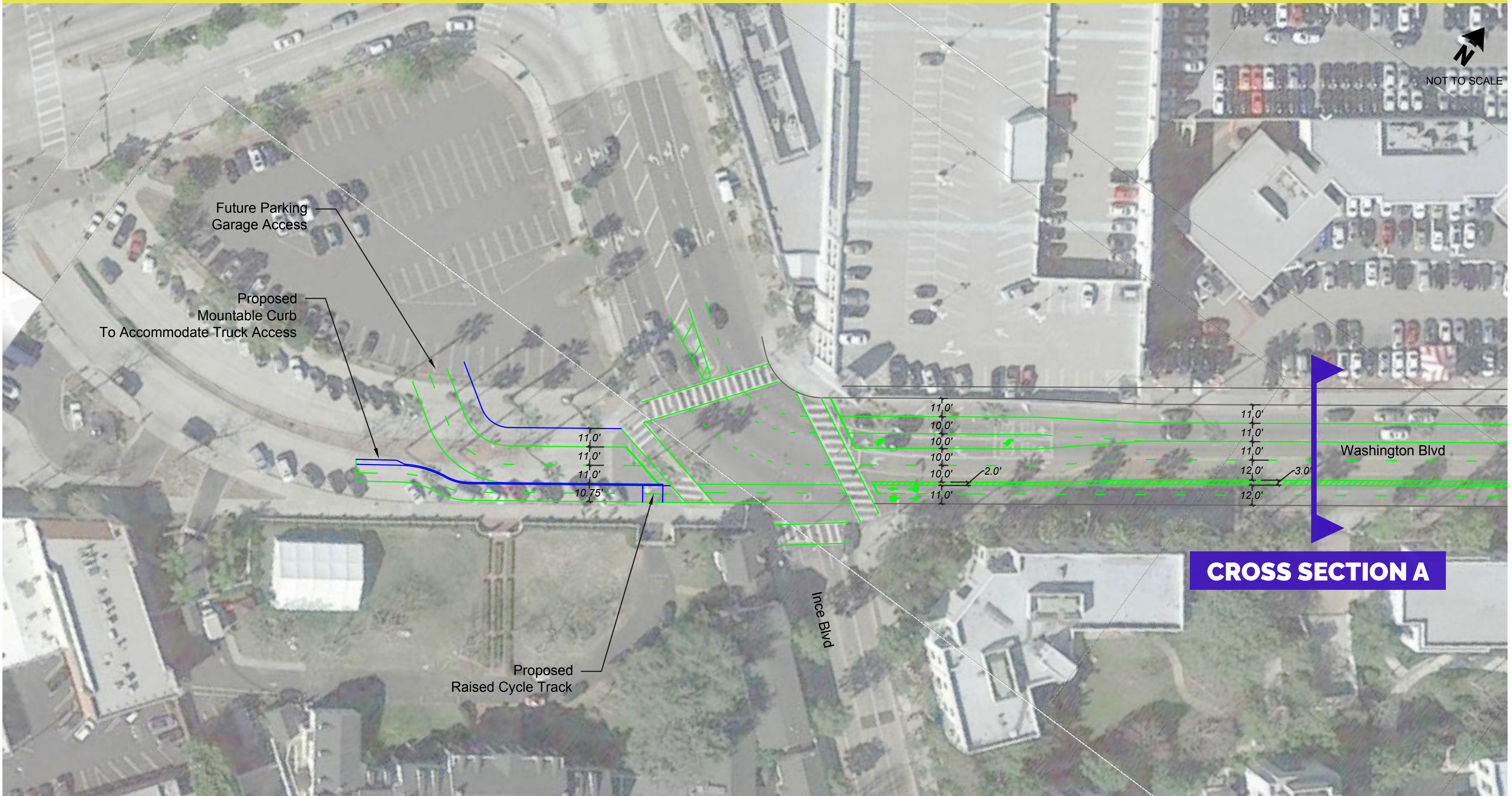
## PROPOSED CONNECTOR



# 1

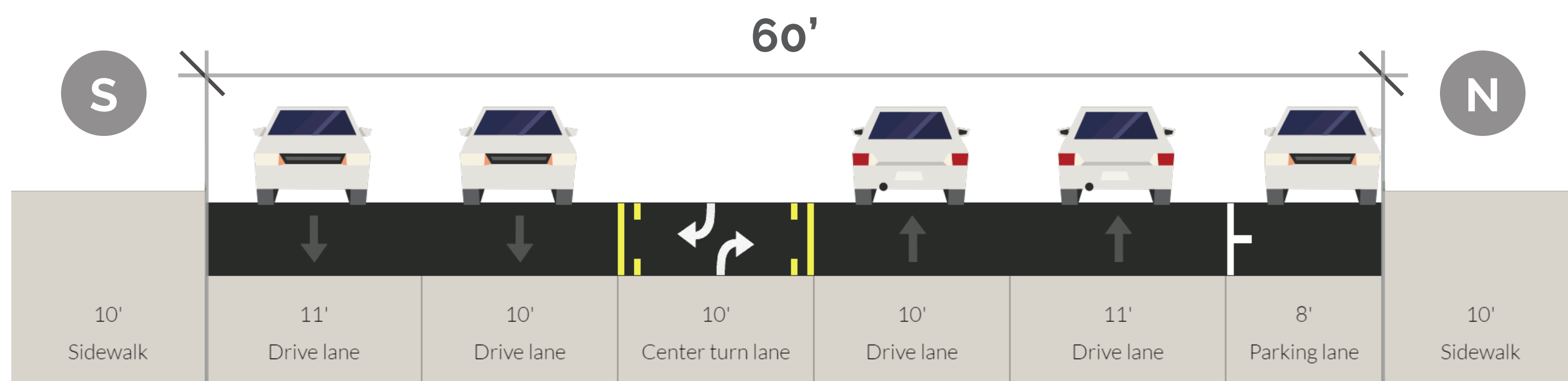
# WASHINGTON/INCE

## FEATURES:

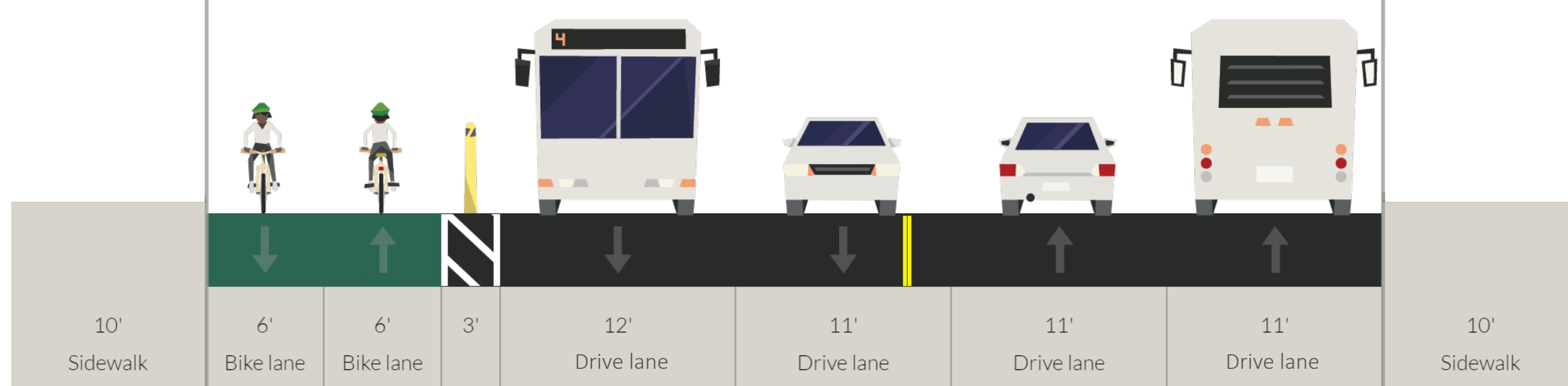


## CROSS SECTION A WASHINGTON BLVD FROM INCE BLVD TO ROBERTSON BLVD

### EXISTING:



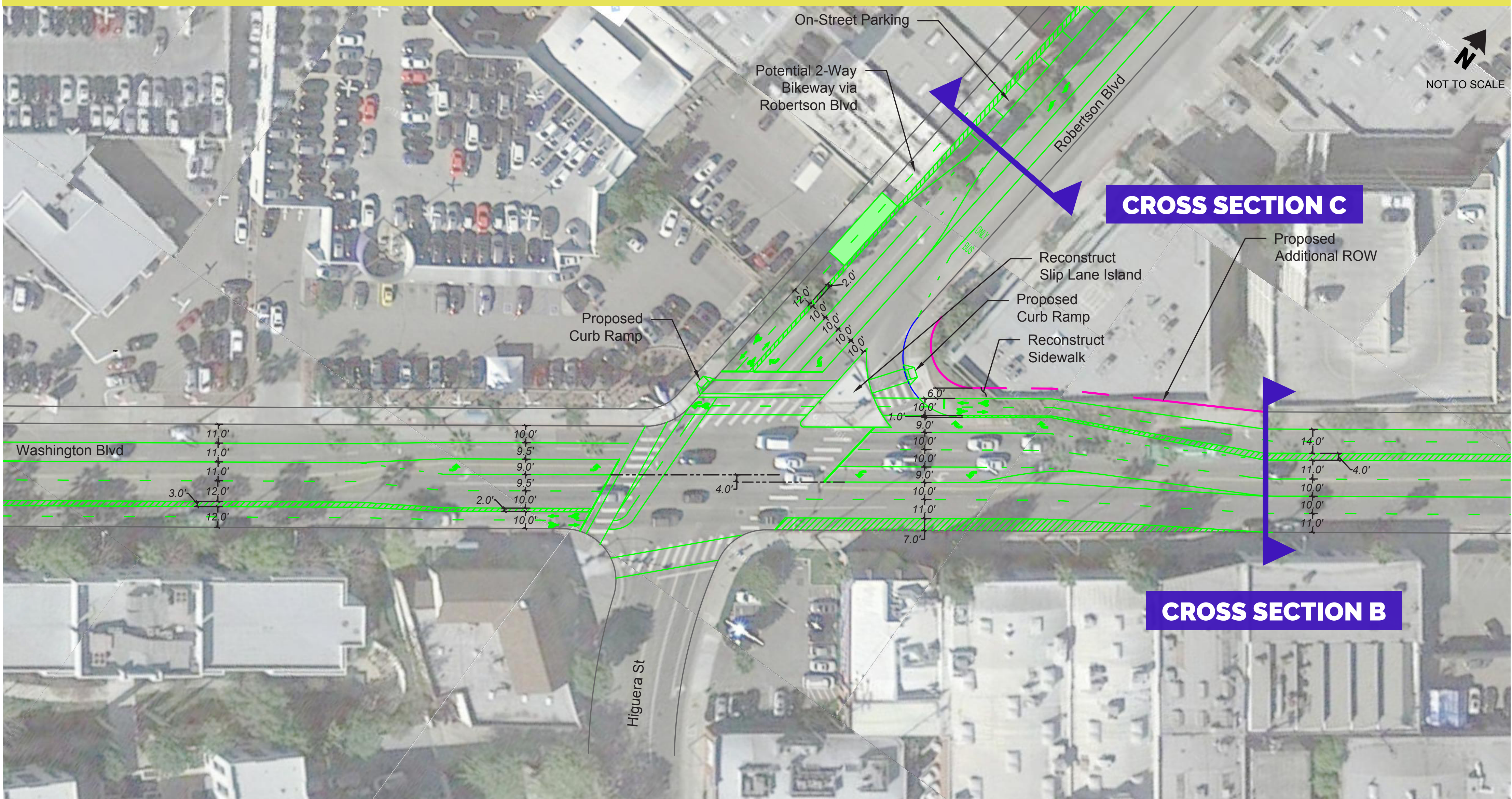
### PROPOSED:



# 2

# WASHINGTON/ROBERTSON/HIGUERA

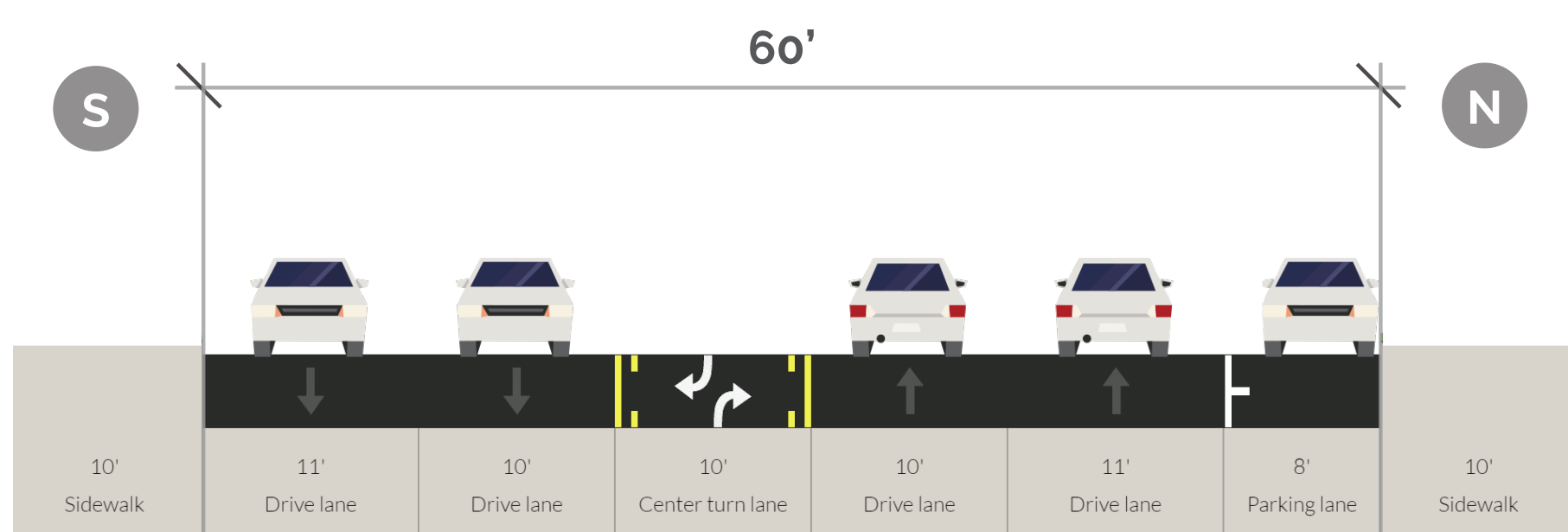
## FEATURES:



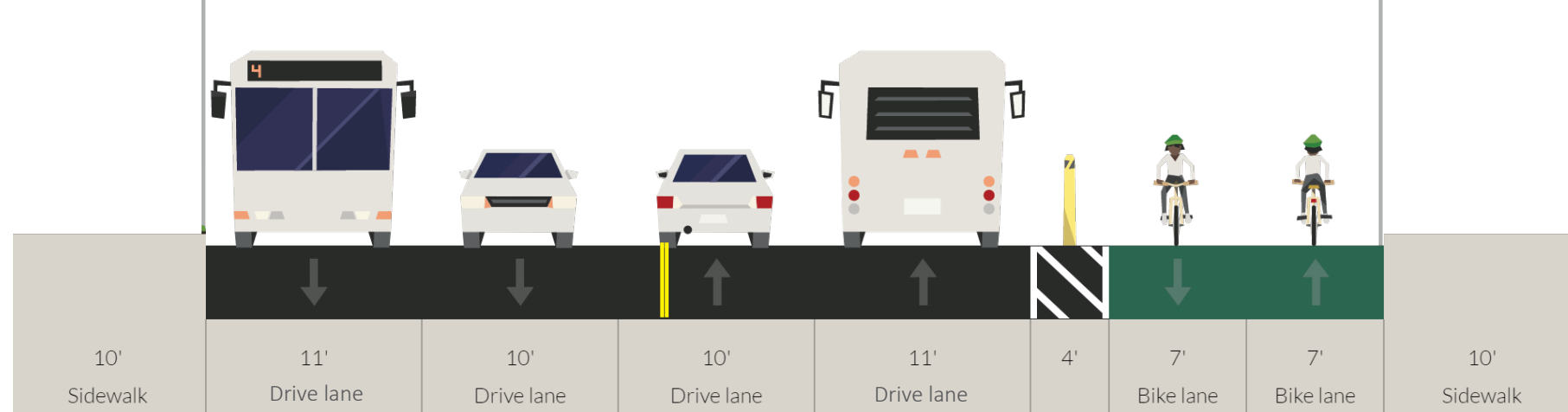
## CROSS SECTION B

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

### EXISTING:



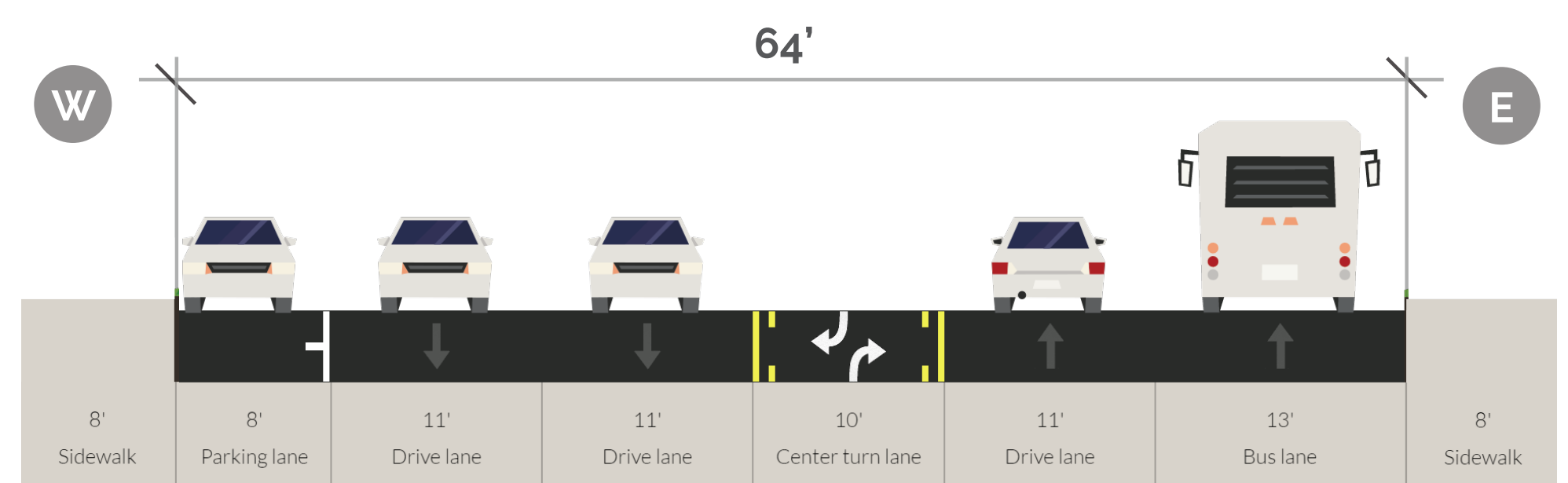
### PROPOSED:



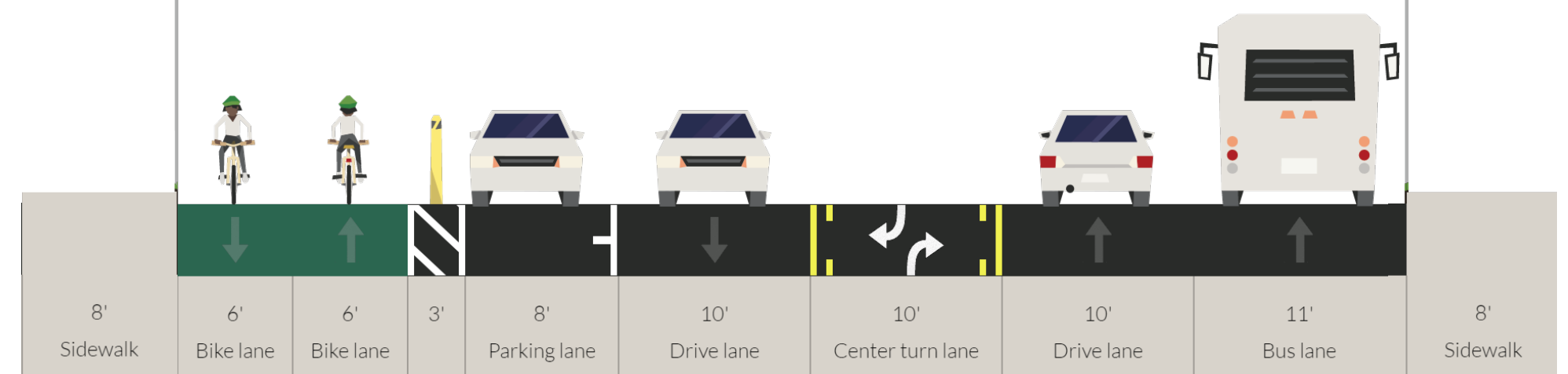
## CROSS SECTION C

**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**

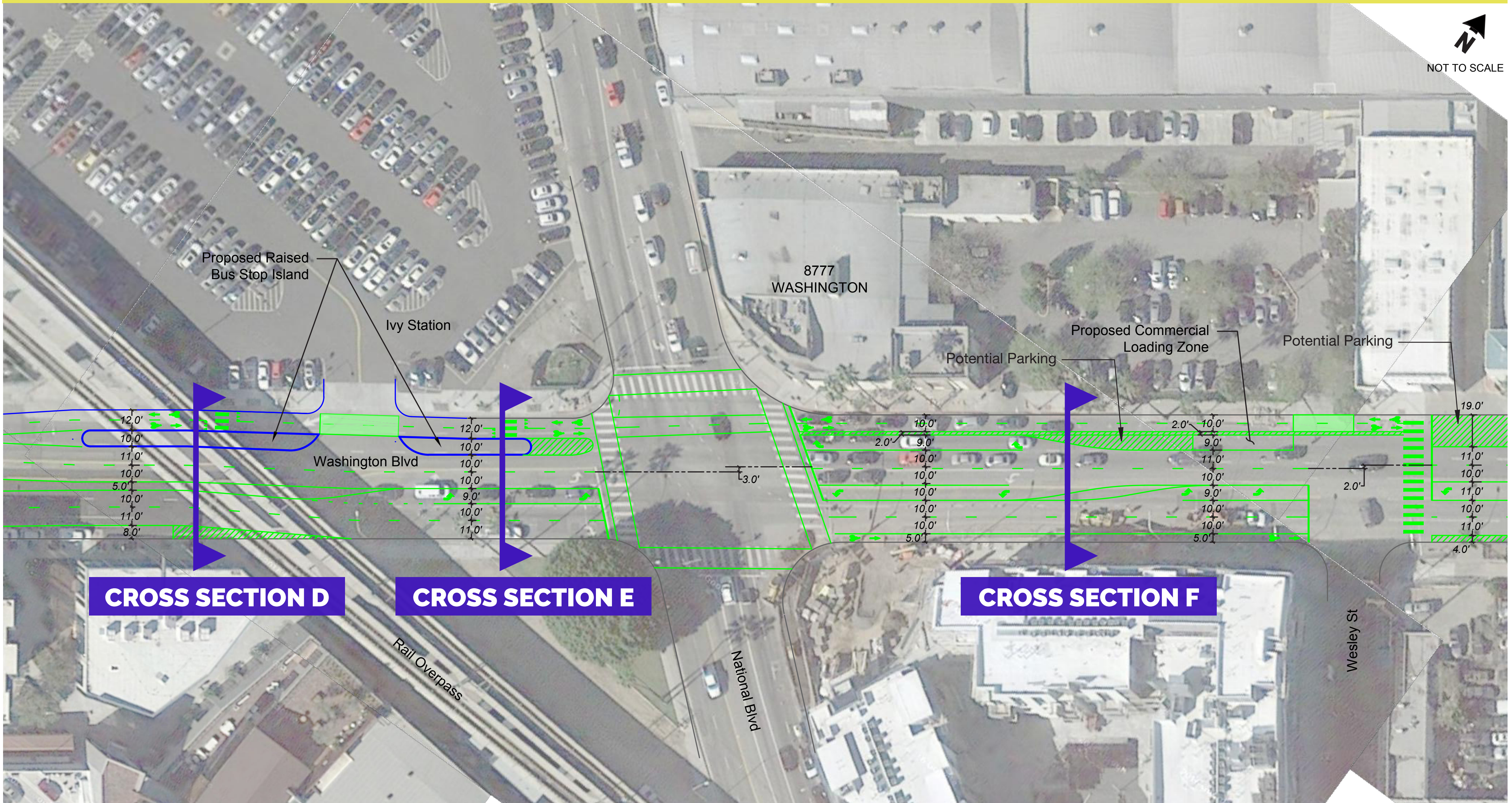


**BIKE SIGNALS**



**PARKING-PROTECTED BIKE LANE\***

\* EAST OF NATIONAL BLVD

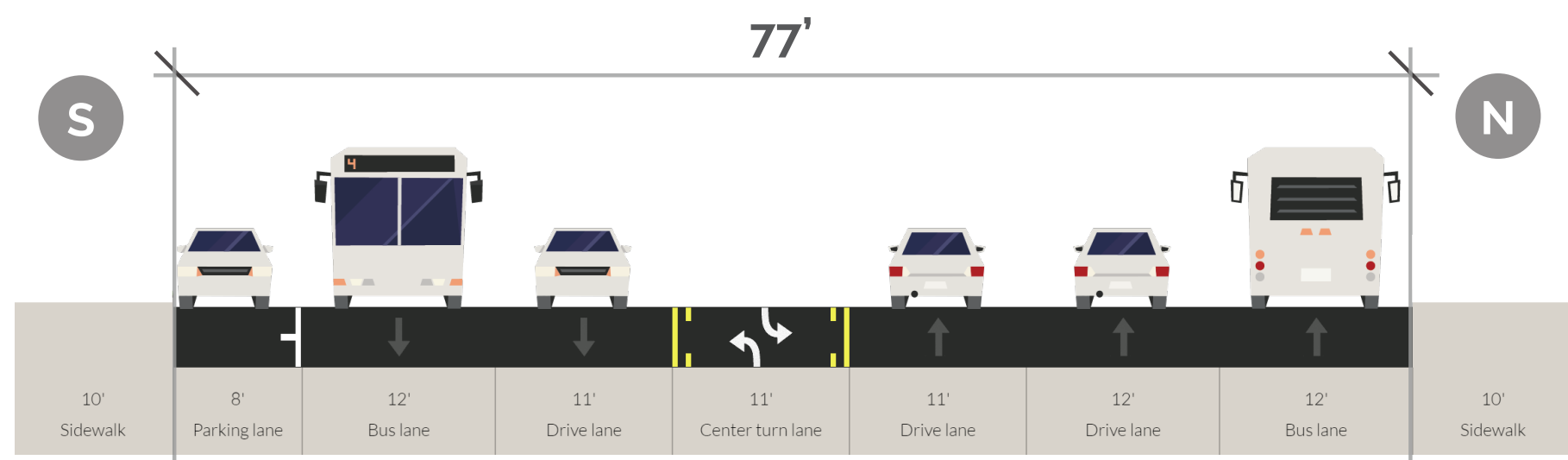


NOT TO SCALE

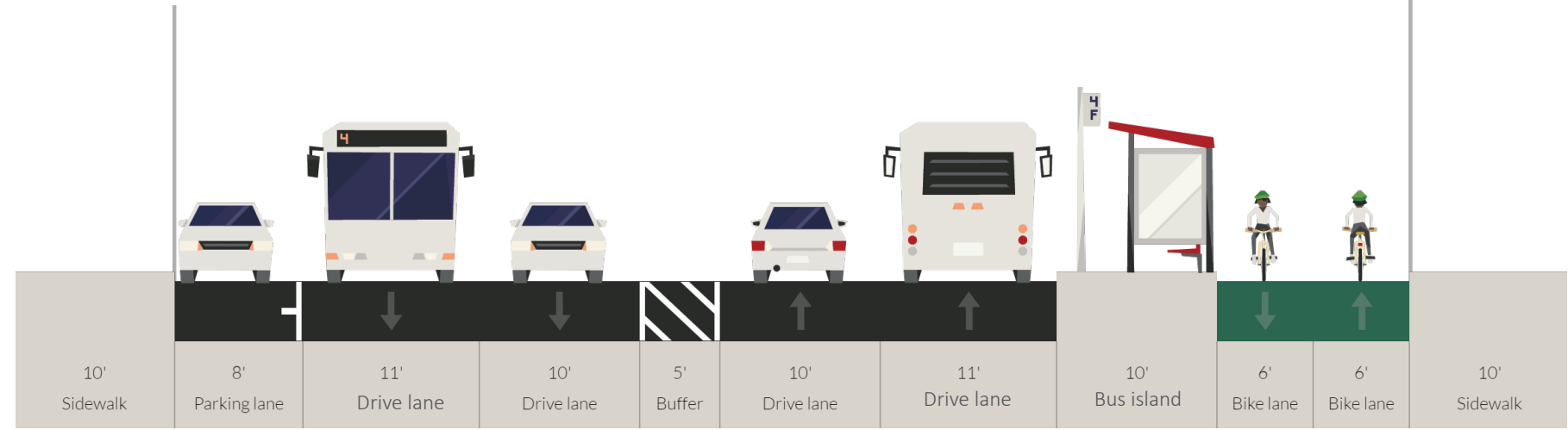
## CROSS SECTION D

### WASHINGTON BLVD UNDER RAIL OVERPASS

**EXISTING:**



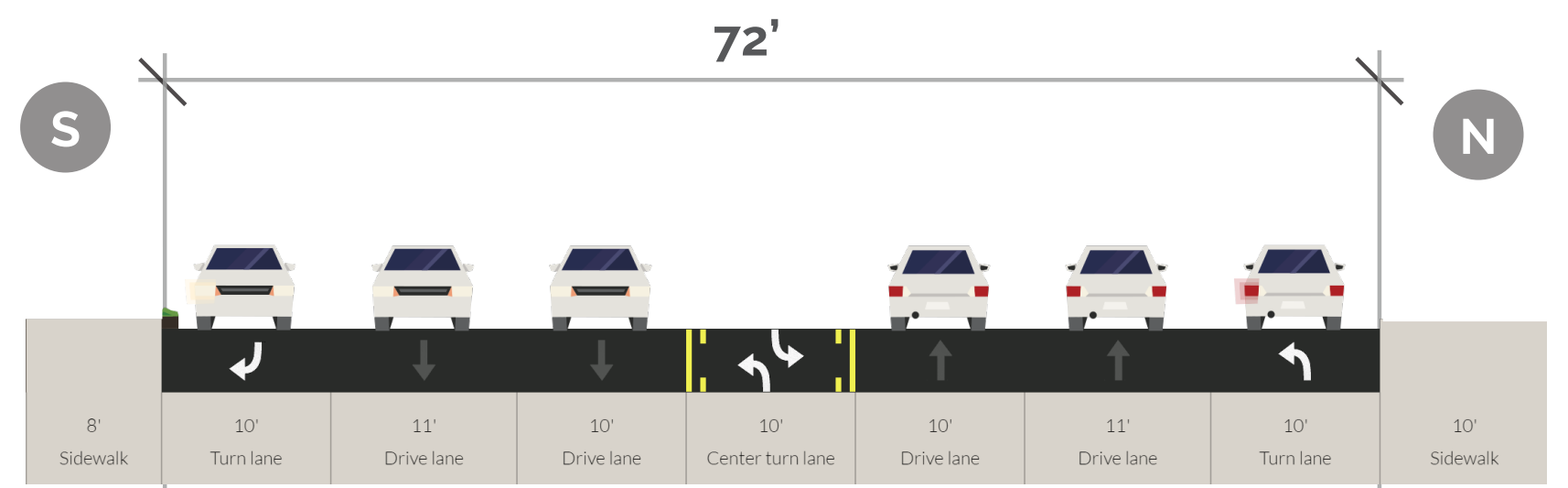
**PROPOSED:**



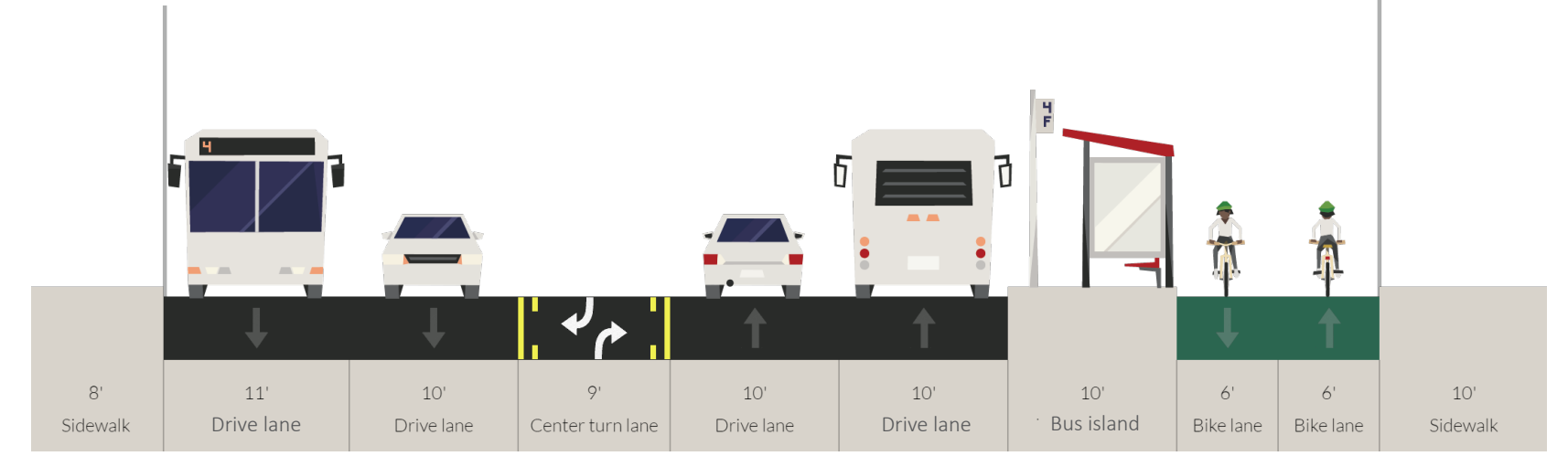
## CROSS SECTION E

### WASHINGTON BLVD FROM RAIL OVERPASS TO NATIONAL BLVD

**EXISTING:**



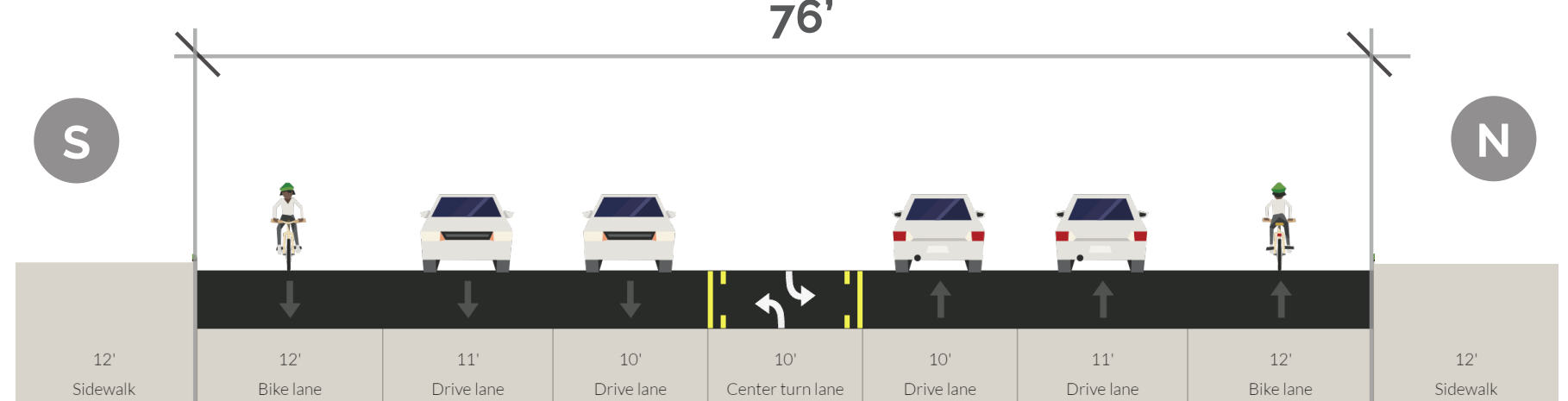
**PROPOSED:**



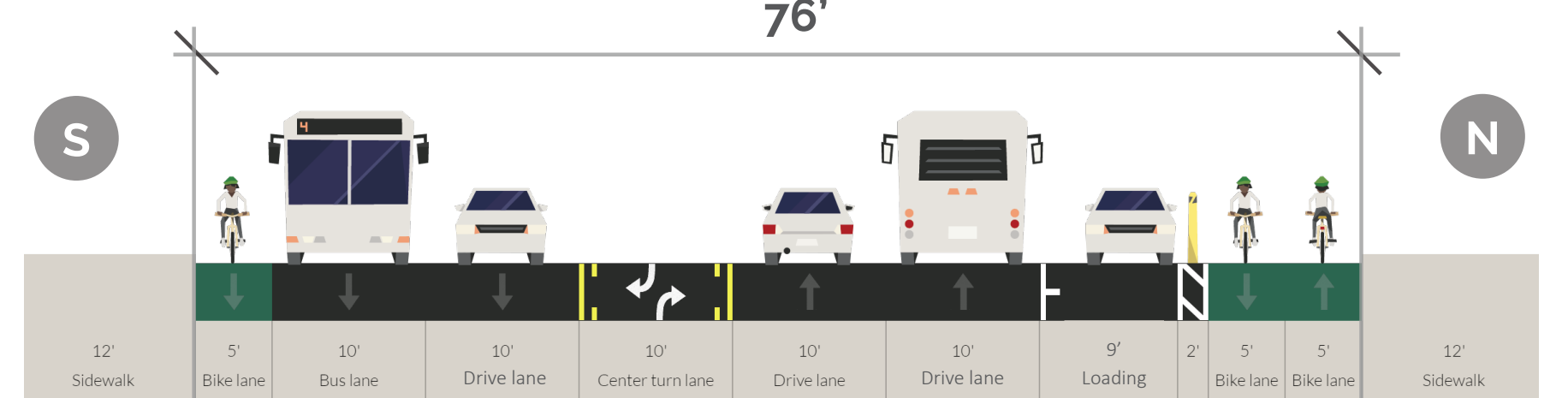
## CROSS SECTION F

### WASHINGTON BLVD FROM NATIONAL BLVD TO WESLEY ST

**EXISTING:**



**PROPOSED:**



9' loading zone transitions to RT lane @ intersection