

05 Network Recommendations

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the City will be implementing, and the overall strategy the project team employed in evaluating which kind of facilities should be recommended at specific locations, guided by the community input throughout the outreach process. **[PLEASE NOTE: THIS DRAFT DOCUMENT IS THE BEGINNING OF ADDITIONAL COMMUNITY OUTREACH AND REVIEW AND PROJECTS MAY BE ADDED, REMOVED, OR MODIFIED AS WE CONTINUE TO GATHER INPUT.]**

HOW WE DEVELOPED THE RECOMMENDED PEDESTRIAN & BICYCLE PROJECTS

Public Input

Demand for new and improved bicycle and pedestrian facilities was recorded through community meetings and outreach events, the website comment feature, online community input map, and the community survey. Roadways and areas that were mentioned multiple times across different outreach methods were examined as highest priority for inclusion in the recommended projects.

WHAT WE HEARD	WHAT WE'VE PROPOSED
Access is limited	Multiple cross-town corridors that help people bicycle and walk safely to schools, parks, commercial centers, the library, Ballona Creek, and other key destinations from as many parts of Culver City as possible.
Biking and walking can be uncomfortable	When possible, bikeways on high-stress corridors have provide separation from vehicles and other connections are made on calmer residential streets. New and improved crossings and walking paths will help people walking feel more comfortable.
Interactions with vehicle traffic can deter biking and walking	Traffic calming is recommended at various locations across the city, particularly in the form of curb extensions and traffic circles. Physical separation from moving vehicles is important to people of all ages.
Ballona Creek is a key network link, but does not serve local trips well	The Ballona Creek Path is a great foundation for a network, but with so few points of entry and exit, a citywide bikeway network is needed to help bicyclists reach a variety of destinations.

2010 Bicycle & Pedestrian Master Plan

The project team began by identifying completed projects and re-examined uncompleted recommendations, where possible.

Connections to Local Destinations

The project team identified bicycle and pedestrian projects that better connect users to parks, commercial centers, transit stops, and local schools.

Gap Closure

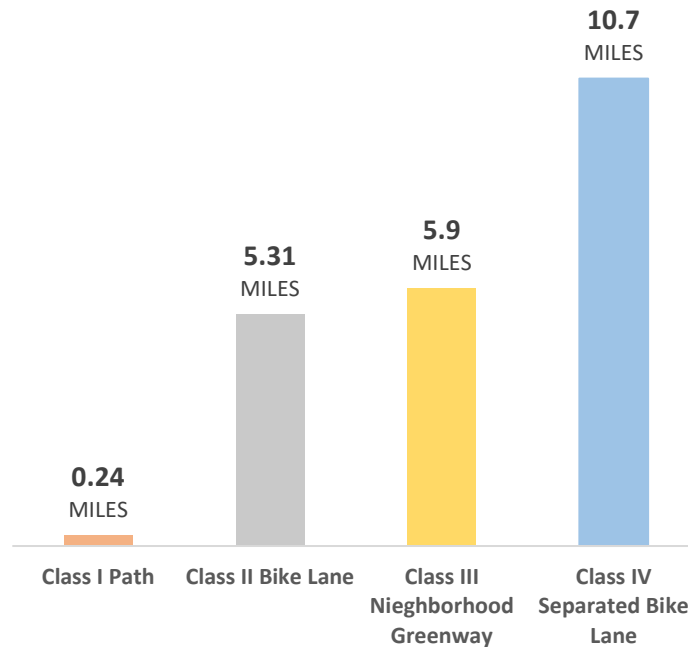
The project team identified where new facilities were needed to close key gaps in the existing bicycle and pedestrian networks.

Concurrent Planning Efforts

The project team incorporated other active transportation projects that were part of recent or upcoming planning efforts.

BICYCLE RECOMMENDATIONS

In 2010, at the time Culver City adopted its last Bicycle & Pedestrian Master Plan (BPMP), the City had just over four miles of existing bikeways. Today, there are over 14 miles of bikeways in Culver City, with an increasing desire for bicycle infrastructure that provides greater safety and comfort for bicycle riders of varying ages and abilities. Building off of this momentum, an additional 22.2 miles are proposed in this Plan, including over 10 miles of separated bike lanes on the most high-stress corridors. The majority of recommended bikeways are new projects where bikeways do not exist today, though a portion of existing bikeways are recommended for an upgrade.



MILES OF RECOMMENDED BIKEWAYS BY TYPE

When surveyed, only 34% of Culver City stakeholders stated that they feel ‘comfortable’ biking and only 12% reported feeling ‘safe’ from motor vehicles. Over half of community members attributed a lack of dedicated bikeways – and particularly connections to their destinations – as their reasons for not biking more often (or at all). The proposed bikeway network provides a variety of options for riding across the city for people of varying comfort levels, abilities, and ages. When making recommendations, the project team also explored how new bikeways could better connect people to transit, schools, libraries and parks, commercial centers, among other destinations.

The city’s larger arterials have high volumes of vehicle traffic, but also connect to many priority community destinations and thus, could serve as convenient routes for bicycling. Due to posted speed limits and the amount of traffic on these roads, physically-separated bicycle lanes (Class IV) would make traveling by bike a safer, more comfortable option for many people. Where existing right-of-way does not allow for a physical barrier, painted bicycle lanes (Class II) could be installed to create useful connections, albeit with less comfort than those with physical separation.

The citywide network is filled out with low-stress Neighborhood Greenways that allow for families and less confident bicyclists to reach their destinations using local neighborhood streets instead of busy arterials. While a Neighborhood Greenway often includes bicycle traffic sharing the roadway with motor

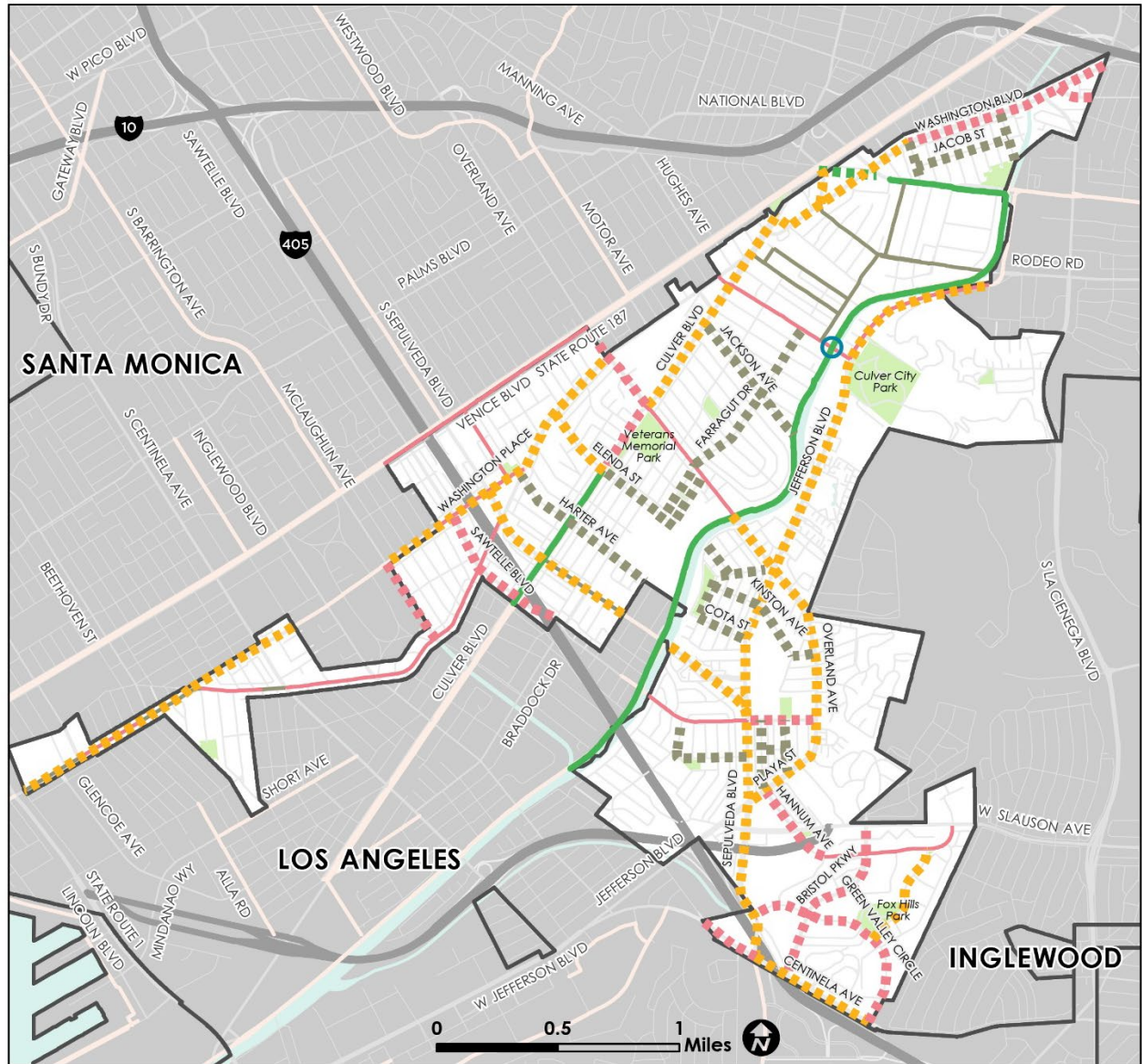
vehicles (Class III), these projects are designed to reduce the dominance of motor vehicles on the roadway and provide a more relaxed riding experience and reduce cut-through traffic in neighborhoods. Through a variety of traffic calming elements like plantings, chicanes, speed humps, and diverters, motor the built environment can reinforce that these streets are not intended for cut-through vehicle traffic and reduce the impetus for drivers to speed. These Neighborhood Greenway elements not only improve bicycling, but also improve the safety of pedestrians and have the potential to reduce noise and pollution by reducing both the volumes and speed of cut-through vehicle traffic on residential streets.

Depending on future available funding and additional public outreach, Neighborhood Greenways can also feature amenities like wayfinding and landscaping. Recommended bikeway projects are shown in Figure 1 and detailed in Table 1. For an overview of bicycle facility types, see [Chapter 4](#).

Not Just for Bicycles

All types of bikeways are not only used by people riding bikes, and have long been used by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. California vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable. Further, they may be used by other modes as new technologies emerge, such as shared E-scooters.

Figure 1: Recommended Bicycle Facilities



Recommended Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Boulevard
- Class IV Separated Bikeway
- Entrance to Bike Path

Existing Bikeways

(as of January 2019)

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Existing Bikeways Outside Culver City
- Park



Table 1: Recommended Bikeway Projects

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate*
Expo Line Path	Venice Boulevard	National Boulevard	Fill gap in Expo Line Bike Path	0.24	
Washington Boulevard	Helms Avenue	Fairfax Avenue	Class II Bicycle Lanes	0.87	
Green Valley Circle	Sepulveda Boulevard	Centinela Avenue	Class II Bicycle Lanes	0.91	
Adams Boulevard	Washington Boulevard	Fairfax Avenue	Class II Bicycle Lanes	0.15	
Bristol Parkway	Slauson Avenue	Centinela Avenue	Class II Bicycle Lanes	0.76	
Centinela Avenue	Mesmer Avenue	Sepulveda Boulevard	Class II Bicycle Lanes	0.26	
Culver Boulevard	Elenda Street	Overland Avenue	Class II Bicycle Lanes	0.32	
Hannum Avenue	Playa Street	Slauson Avenue	Class II Bicycle Lanes	0.36	
Overland Avenue	Venice Boulevard	Culver Boulevard	Class II Bicycle Lanes	0.40	
Sawtelle Boulevard	Sepulveda Boulevard	Overland Avenue	Class II Bicycle Lanes	0.29	
McLaughlin Avenue	Washington Place	Washington Boulevard	Class II Bicycle Lanes	0.37	
Sawtelle Boulevard	Venice Boulevard	Ballona Creek Bike Path	Class II Bicycle Lanes	0.62	
Westwood Boulevard	Ocean Drive	Studio Drive	Class III Neighborhood Greenway	0.15	
Studio Drive	Rhoda Way	Jefferson Boulevard	Class III Neighborhood Greenway	0.20	
Rhoda Way	Studio Drive	Cota Street	Class III Neighborhood Greenway	0.18	
Berryman Avenue	Hayter Avenue	Sepulveda Boulevard	Class III Neighborhood Greenway	0.32	
Bush Way	Hannum Avenue	Malat Way	Class III Neighborhood Greenway	0.10	
Malat Way	Sawtelle Boulevard	Playa Street	Class III Neighborhood Greenway	0.21	
Hannum Avenue	Sawtelle Boulevard	Playa Street	Class III Neighborhood Greenway	0.28	
Cota Street	Rhoda Way	Jefferson Boulevard	Class III Neighborhood Greenway	0.20	
Hayter Avenue	Sawtelle Boulevard	Port Road	Class III Neighborhood Greenway	0.12	
Kinston Avenue	Rhoda Way	Flaxton Street	Class III Neighborhood Greenway	0.46	
Flaxton Street	Kinston Avenue	Overland Avenue	Class III Neighborhood Greenway	0.10	
Farragut Drive	Elenda Street	Duquesne Avenue	Class III Neighborhood Greenway	0.95	
Elenda Street	Culver Boulevard	Farragut Drive	Class III Neighborhood Greenway	0.35	
Elenda Street	Washington Boulevard	Culver Boulevard	Class IV Separated Bikeway	0.32	
Overland Avenue	Ballona Creek Bike Path	Playa Street	Class IV Separated Bikeway	1.1	
Playa Street	Sepulveda Boulevard	Overland Avenue	Class IV Separated Bikeway	0.35	

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate*
Culver Boulevard	Overland Avenue	Washington Boulevard	Class IV Separated Bikeway	0.94	
Washington Boulevard	Culver Boulevard	Helms Avenue	Class IV Separated Bikeway	0.67	
Robertson Boulevard	Venice Boulevard	Washington Boulevard	Class IV Separated Bikeway	0.15	
Buckingham Parkway	Hannum Avenue	Green Valley Circle	Class IV Separated Bikeway	0.45	
Centinela Avenue	Sepulveda Boulevard	Green Valley Circle	Class IV Separated Bikeway	0.54	
Jefferson Boulevard	City Limit	Sepulveda Boulevard	Class IV Separated Bikeway	2.2	
Washington Boulevard	Lincoln Boulevard	Zanja Street	Class IV Separated Bikeway	0.80	
Washington Place	Zanja Street	Grand View Boulevard	Class IV Separated Bikeway	0.50	
Washington Place	McLaughlin Avenue	Harter Avenue	Class IV Separated Bikeway	0.69	
Washington Boulevard	Harter Avenue	Overland Avenue	Class IV Separated Bikeway	0.57	
Sepulveda Boulevard	Washington Place	City limit (200' north of Greenlawn Ave)	Class IV Separated Bikeway	1.1	
Sepulveda Boulevard	Ballona Creek Bike Path	Centinela Avenue	Class IV Separated Bikeway	0.44	
Higuera Street	Ballona Creek Path	-	entrance to bike bath	-	
			Total	22.2	

**Cost estimates to be determined once recommended projects have been vetted by key stakeholders.*

Supporting Bicycle Infrastructure

Building out a comfortable, safe bikeway network is the first step in supporting existing bicyclists and attracting more people to ride a bike in Culver City. To make a trip more enjoyable, supporting infrastructure is needed. Bicyclists need a safe, convenient place to store their bicycle once they reach their destination. This may be short-term parking (2 hours or less) or long-term parking for employees, students, residents, and commuters.

The City has installed over 100 bike racks in locations throughout the city that were recommended by community stakeholder input and through development of the 2010 Bicycle & Pedestrian Master Plan. Despite the high number of available bicycle parking options citywide, some parks, schools, commercial areas, and other key destinations do not have bicycle parking. Installation of bicycle parking at these missing locations is recommended and all parking options should follow national best practices, such as those developed by Association of Pedestrian & Bicycle Professionals.¹

Additionally, though the City takes requests for bicycle parking from businesses and residents, it currently does not have a bike parking ordinance. The City could adopt a bicycle parking ordinance to designate bike parking standards citywide at various locations. For example, the City of Los Angeles' Bicycle Parking

¹ Association of Pedestrian & Bicycle Professionals (2015). Essentials of Bike Parking: Selecting and Installing Bike Parking that Works.

https://cdn.ymaws.com/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf

Ordinance provides standards for types of long- and short-term parking and ideal locations, and allows bike parking to be substituted for car parking near Transit Oriented Developments.

Other supporting amenities include wayfinding signage that can direct people to nearby destinations, intersection enhancements like bike boxes and signals, and showers/restrooms at key destinations.

PEDESTRIAN RECOMMENDATIONS

During outreach, 65% of Culver City stakeholders indicated that they feel ‘comfortable’ walking in Culver City, though less than half reported feeling ‘safe’ from motor vehicles. Additionally, community members noted feeling concerned about safety when walking. The proposed pedestrian projects provide a variety of options for people walking at locations throughout the city for people of varying abilities, and ages. When making recommendations, the project team prioritized projects that connect people walking to key community destinations like schools, parks, and commercial centers, among others.

In general, recommended pedestrian projects aim to improve pedestrian safety and comfort throughout Culver City. For an overview of pedestrian facilities, see Chapter 4. Types of recommended pedestrian projects include:

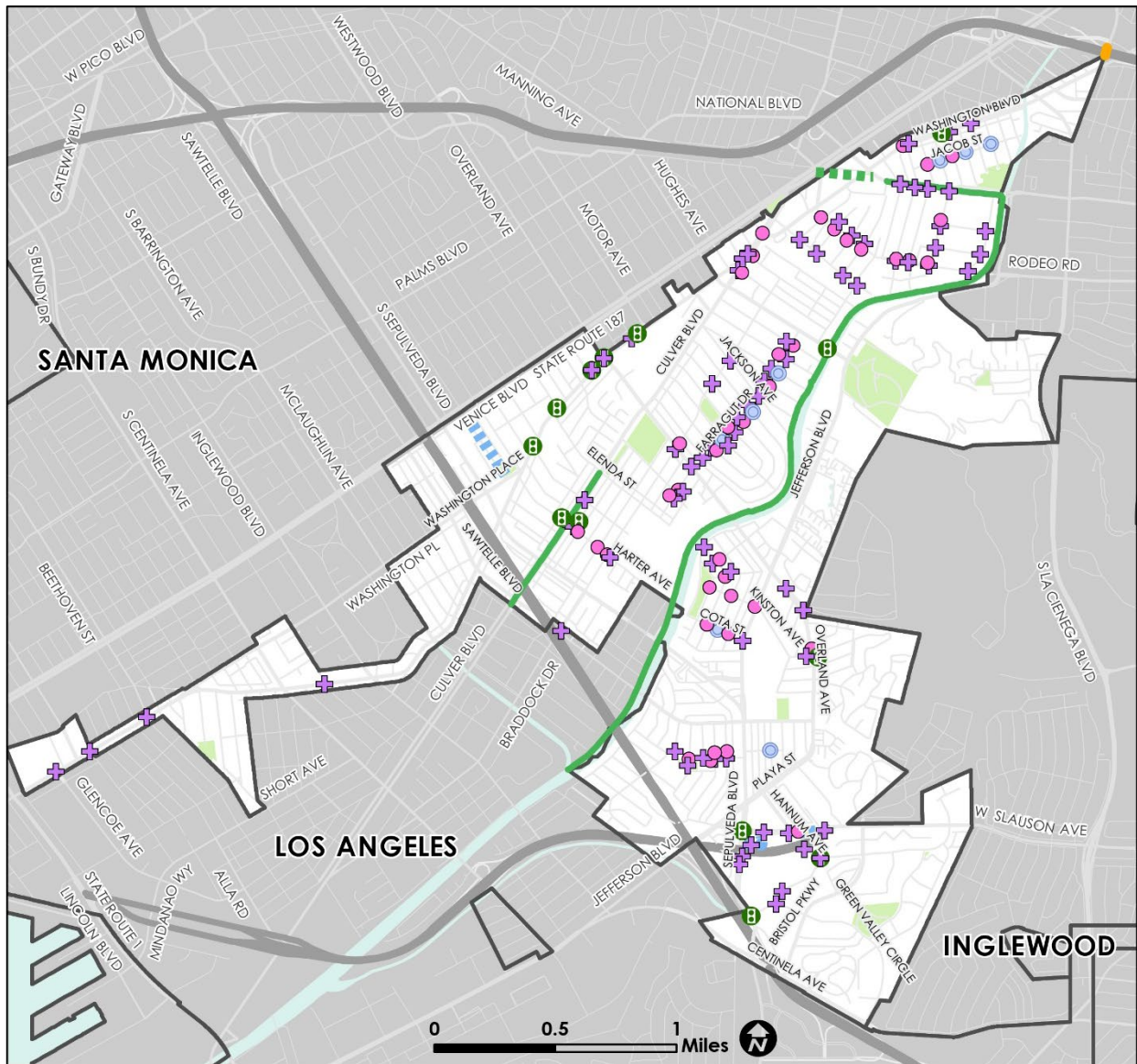
- **Crossing facilities** that make crossing the street at intersections and mid-block easier, including high-visibility continental crosswalks, advance stop or yield markings, and modifying signals to allow a pedestrian to begin crossing before traffic signals change (‘leading pedestrian interval’)
- **Curb treatments** such as curb extensions and curb ramps that increase accessibility for people crossing the street. Curb extensions can also help calm traffic and reduce crossing distances
- **Beacons and pedestrian activated warning devices** to help people safely cross the street at midblock or uncontrolled locations, particularly where high traffic volumes or speeds are prevalent
- **New sidewalks/paths** that make walking along the street safer, more comfortable, and accessible for people using mobility devices
- **Traffic calming** facilities like traffic circles and speed humps that encourage drivers to slow down
- **New pedestrian-scale lighting** that provides improved visibility for people walking, as opposed to those at heights and directions intended to light the roadway for motorists

Improving access to key destinations was a priority based on community feedback during outreach. Improved crossings near schools, parks, and commercial centers like Downtown Culver City and Westfield Mall will offer better access for people shopping and dining. At various intersections and mid-block locations, new or updated crosswalks would improve conditions for people crossing the street. At mid-block and uncontrolled intersections, advance yield markings and pedestrian signals would increase the visibility of people crossing the street. Curb extensions would also increase the visibility of pedestrians, shorten crossing distances, and slow vehicle traffic speeds. Further, at select major intersections in areas with high volumes of foot traffic, leading pedestrian intervals are recommended to give people crossing the street priority.

As discussed previously, Neighborhood Greenways are made more comfortable with additional pedestrian improvements. For example, along Farragut Drive, Cota Street, and Harter Avenue, facilities like curb extensions, traffic circles, and high-visibility continental crosswalks would help reduce speeding and cut-through traffic, increasing comfort and safety for people walking and biking.

Recommended pedestrian facilities are shown in Figure 2 and detailed in Table 2.

Figure 2: Recommended Pedestrian Facilities



Recommended Pedestrian Facilities

- New or Improved Crossings
- Beacon/Signal
- Traffic Calming
- Curb Treatment
(curb extensions or curb ramps)
- New Sidewalk
- New Lighting
- Class I Shared-Use Path

Existing

- Class I Shared-Use Path
- Park



Table 2: Recommended Pedestrian Projects

Corridor	Facility Type	Quantity	Length (Miles)	Cost Estimate*
Ince Boulevard / Lindblade Street	Raised crosswalk (south leg)	1	-	
Ince Boulevard / Kruger Street	Raised crosswalk (south leg)	1	-	
Ince Boulevard / Carson Street	Raised crosswalk (south leg)	1	-	
Ince Boulevard / Lucerne Street	Raised crosswalk (south leg)	1	-	
Higuera Street / Lindblade Street	Curb extension (southwest corner)	1	-	
Higuera Street / Kruger Street	Continental crosswalks (all legs)	4	-	
	Curb extension (southwest corner)	1	-	
Higuera Street / Hubbard Street	Continental crosswalks (all legs)	4	-	
	Curb extension (southwest corner)	1	-	
Higuera Street / Carson Street	Continental crosswalks (all legs)	4	-	
	Curb extension (northwest corner)	1	-	
Higuera Street / Helms Avenue	Continental crosswalks (all legs)	3	-	
	Curb extension (northeast corner)	1	-	
Higuera Street / Schaefer Street	Continental crosswalks (all legs)	3	-	
	Curb extension (northeast corner)	1	-	
Higuera Street / Hayden Avenue	Restripe existing crosswalks as continental	4	-	
	Curb extension (northwest corner)	1	-	
Higuera Street / Eastham Drive	Restripe existing crosswalks as continental	2	-	
Hayden Avenue / Warner Drive	Continental crosswalk (east leg)	1	-	
Hayden Avenue / Stellar Drive	Continental crosswalk (east and south legs)	2	-	
	Curb extensions (northeast and southeast corners)	2	-	
	Advance yield markings (north-south)	2	-	
Eastham Drive / Stellar Drive	Continental crosswalk (west leg)	1	-	
Eastham Drive / Warner Drive	Continental crosswalk (west leg)	1	-	
National Boulevard / Hayden Avenue	Restripe existing crosswalk as continental	1	-	
National Boulevard / Schaefer Street	Restripe existing crosswalk as continental	1	-	
National Boulevard / Helms Avenue	Restripe existing crosswalk as continental	1	-	
National Boulevard / Wesley Street	Restripe existing crosswalks as yellow continental	2	-	
Overland Avenue / Ballona Creek Bike Path	Continental crosswalk (north leg)	1	-	
	Pedestrian Signal (north leg)	1	-	
	Advance yield markings (north-south)	2	-	
	Curb extensions (northwest and northeast midblock)	2	-	
Overland Avenue / Farragut Drive	Restripe existing crosswalks as continental	4	-	
Farragut Drive / Keystone Avenue	Continental crosswalk (west and east legs)	2	-	

Corridor	Facility Type	Quantity	Length (Miles)	Cost Estimate*
Farragut Drive / Mentone Avenue	Restripe existing crosswalks as continental	4	-	
	Curb extensions (northeast and southeast corners)	2	-	
Farragut Drive / Le Bourget Avenue	Traffic circle	1	-	
	Continental crosswalk (all legs)	4	-	
Farragut Drive / Motor Avenue	Continental crosswalk (all legs)	4	-	
	Curb extensions (northwest and southwest corners)	2	-	
Farragut Drive / Vinton Avenue	Continental crosswalk (west and east legs)	2	-	
	Curb extensions (all corners)	4	-	
Farragut Drive / Jasmine Avenue	Install traffic circle	1	-	
	Continental crosswalk (all legs)	4	-	
Farragut Drive / Jackson Avenue	Continental crosswalk (north and east legs)	2	-	
Farragut Drive / Baldwin Avenue	Continental crosswalk (west and east legs)	2	-	
	Curb extensions (all corners)	4	-	
Farragut Drive / La Salle Avenue	Stripe continental crosswalks on all legs	4	-	
	Install traffic circle	1	-	
Farragut Drive / Madison Avenue	Continental crosswalk (all legs)	4	-	
	Curb extensions (all corners)	4	-	
Farragut Drive / Lincoln Avenue	Continental crosswalk (west and east legs)	2	-	
	Curb extensions (all corners)	4	-	
Duquesne Avenue / Ballona Creek Bike Trail	Continental crosswalk	1	-	
	Pedestrian Activated Warning Device	1	-	
Duquesne Avenue / Culver Boulevard	Restripe existing crosswalks as continental	4	-	
	Leading Pedestrian Interval	4	-	
Culver Boulevard / Overland Avenue	Leading Pedestrian Interval	4	-	
Culver Boulevard/ Lafayette Place	Restripe existing crosswalks as continental	3	-	
	Curb extensions (southwest corner, northwest and northeast midblock)	3	-	
Culver Boulevard / Washington Boulevard/Watseka Avenue	Restripe existing crosswalks as continental	5	-	
Culver Boulevard / Irving Place	Restripe existing crosswalk as continental	1	-	
	Curb extension (southeast corner)	1	-	
Culver Boulevard / Main Street	Curb extensions (southwest corner, southeast midblock)	2	-	
Washington Boulevard / Helms Avenue	Restripe existing crosswalk as continental	3	-	
	Curb extension (southeast and southwest corners)	2	-	
Washington Boulevard / Cattaraugus Avenue (south jog)	Continental crosswalk (west and south legs)	2	-	

Corridor	Facility Type	Quantity	Length (Miles)	Cost Estimate*
	Pedestrian Activated Warning Device (west leg)	2	-	
Washington Boulevard / McManus Avenue	Restripe existing crosswalks as continental	2	-	
Washington Boulevard / Glencoe Avenue	Restripe existing crosswalks as continental	2	-	
Washington Boulevard / Redwood Avenue	Restripe existing crosswalks as continental	2	-	
Washington Boulevard / Beethoven Street	Restripe existing crosswalks	4	-	
Washington Boulevard / Grand View Boulevard	Restripe existing crosswalks	4	-	
Washington Boulevard / Girard Avenue	Leading Pedestrian Interval	1	-	
Washington Boulevard / Culver Center	Leading Pedestrian Interval	1	-	
	Restripe existing crosswalks as continental	3	-	
Washington Boulevard / Mentone Avenue	Continental crosswalk (east and north legs)	2	-	
	Pedestrian Activated Warning Device (east leg)	2	-	
Washington Boulevard / Overland Avenue	Leading Pedestrian Interval	4	-	
	Restripe existing crosswalks as continental	4	-	
Bentley Avenue (Venice Boulevard to Washington Place)	New sidewalk	-	0.6	
Slauson Avenue (Hannum Avenue to Marina Freeway)	New sidewalk		0.1	
Slauson Avenue / Hannum Avenue	Continental crosswalk (south leg)	2	-	
	Curb ramps (both sides of concrete porkchop)	2	-	
Slauson Avenue / Marina Freeway	Restripe existing crosswalk as continental	1	-	
Culver Boulevard / Huron Avenue	Restripe existing crosswalk as yellow continental	1	-	
	Continental crosswalk (east leg)	1	-	
Washington Boulevard / Huron Avenue	Upgraded signal crossing	1	-	
Fairfax Avenue / I-10 Underpass	Pedestrian lighting	-	0.06	
Slauson Avenue / Sepulveda Boulevard	Restripe existing crosswalks as continental	4	-	
	Leading Pedestrian Interval	4	-	
	Extend medians to create refuge island (east and west legs)	2	-	
Slauson Avenue / 350' east of Sepulveda Boulevard	Restripe existing crosswalks as continental	2	-	
Sepulveda Boulevard / 230' south of Slauson Avenue	Continental crosswalk (east leg/driveway)	1	-	
	New sidewalk between Sepulveda and transit stop in mall parking lot	-	0.02	
Westfield Mall transit stop	Continental crosswalk (north legs, connecting to existing sidewalk)	4	-	
Westfield Mall entrance (off of Slauson)	New sidewalk (entrance to mall, connecting to transit stop)	-	0.1	

Corridor	Facility Type	Quantity	Length (Miles)	Cost Estimate*
Sepulveda Boulevard / Marina Freeway eastbound ramp	Restripe existing crosswalk as continental	1	-	
Sepulveda Boulevard / Westfield Drive	Restripe existing crosswalks as continental	3	-	
Sepulveda Boulevard / Green Valley Circle	Restripe existing crosswalks as continental	2	-	
	Leading Pedestrian Interval	4	-	
Green Valley Circle	Restripe existing crosswalk as continental	1	-	
Fox Hills Drive / Fox Hills Drive	Restripe existing crosswalk as continental	1	-	
Fox Hills Drive / Hannum Avenue	Restripe existing crosswalks as continental	3	-	
	Leading Pedestrian Interval	4	-	
Hannum Avenue / Westfield Drive	Restripe existing crosswalks as continental	2	-	
Ocean Drive / Westwood Boulevard	Restripe existing crosswalks as yellow continental	2	-	
	Continental crosswalk (south leg)	1	-	
Westwood Boulevard / Virginia Avenue	Continental crosswalk (south and north legs)	2	-	
	Curb extensions (all corners)	4	-	
Westwood Boulevard / Studio Drive	Continental crosswalk (all legs)	4	-	
	Curb extensions (all corners)	4	-	
	Advance yield markings (east-west direction)	2	-	
Berryman Avenue / Segrell Way	Curb extensions (all corners)	4	-	
	Continental crosswalk (all legs)	4	-	
Berryman Avenue / Culver Park Drive	Curb extensions (all corners)	4	-	
	Continental crosswalk (all legs)	4	-	
Berryman Avenue / Paloma Drive	Continental crosswalk (north leg)	1	-	
Berryman Avenue / Ryandale Drive	Curb extensions (all corners)	2	-	
	Continental crosswalk (north leg)	1	-	
Berryman Avenue / Hayter Avenue	Continental crosswalk (south leg)	1	-	
Bush Way / Stevens Avenue	Traffic circle	1	-	
Cota Street / Fairbanks Way	Traffic circle	1	-	
Jefferson Boulevard / Cota Street	Restripe existing crosswalks as continental	3	-	
Cota Street / Pickford Way	Curb extensions (all corners)	4	-	
Cota Street / Westwood Boulevard	Curb extensions (all corners)	4	-	
Rhoda Way / Kinston Avenue	Curb extensions (northeast and southeast corners)	2	-	
Kinston Avenue / Fairbanks Way	Curb extensions (all corners)	4	-	
Kinston Avenue / Jefferson Boulevard	Curb extensions (all corners)	4	-	
Kinston Avenue / Overland Avenue	Curb extensions (all corners)	4	-	
	Continental crosswalks (south, east, and west legs)	3	-	

Corridor	Facility Type	Quantity	Length (Miles)	Cost Estimate*
	Pedestrian Activated Warning Device (south leg)	1	-	
Franklin Avenue (Coombs Avenue to Coombs Park)	New sidewalk	-	0.02	
Franklin Avenue / Coombs Avenue	Curb extensions (all corners)	6	-	
	Continental crosswalk (all legs)	5	-	
Culver Boulevard / Harter Avenue	Continental crosswalk (north legs)	2	-	
	Curb extensions (northeast and northwest corners)	2	-	
Harter Avenue / Wagner Street	Curb extensions (all corners)	4	-	
Harter Avenue / Barman Avenue	Curb extensions (all corners)	4	-	
Harter Avenue / Braddock Drive	Curb extensions (all corners)	4	-	
	Restripe existing crosswalks as yellow continental	4	-	
Helms Avenue (Washington Boulevard to Jacob Street)	Speed Humps	-	0.1	
Jacob Street / Caroline Avenue	Curb extensions (all corners)	4	-	
Jacob Street / Cattaraugus Avenue	Curb extensions (all corners)	4	-	
Jacob Street / Sherbourne Drive	Traffic circle	1	-	
Jacob Street / Fay Avenue	Traffic circle	1	-	
Jacob Street / Roberts Avenue	Traffic circle	1	-	
Jackson Avenue / Braddock Drive	Concrete refuge island	1	-	
Braddock Drive / Vinton Avenue	Continental crosswalk (all legs)	4	-	
Braddock Drive / Overland Avenue	Restripe existing crosswalks as continental	4	-	
	Curb extensions (all corners)	4	-	
Sawtelle Boulevard / 405 South Ramp	Restripe existing crosswalks as continental	1	-	

**Cost estimates to be determined once recommended projects have been vetted by key stakeholders.*

PRIORITIZATION OF PROJECTS

This Section is required by California DOT, and will be completed at a later date, once projects are finalized.

FUTURE TRIP ESTIMATES

This Section is required by California DOT, and will be completed at a later date, once projects are finalized.