Attachment A: MOVE Culver City Design Guidelines

Previously Approved Guidelines	Proposed Design Guidelines
Guideline 1: Corridor Project Boundary	Guideline 1: Corridor Project Boundary
The Project boundary is established to be between Culver Blvd./Duquesne Ave. and Washington Blvd./La Cienega Ave.	The Project boundary is established to be between Culver Blvd./Duquesne Ave. and Washington Blvd./La Cienega Ave.
Guideline 2: Utilize Quick-Build Implementation Approach	Guideline 2: Utilize Quick-Build Implementation Approach
The Project will be done as a quick-build implementation pilot, which allows for a cost-effective agile approach to test the elements of the project. The City will implement the mobility lane utilizing cost-effective temporary materials, monitor the effects of the mobility lane, and make necessary adjustments to address potential issues during the pilot period. The robust project monitoring will employ regular reporting and evaluation to provide recommendations both for design updates during the pilot period and for the future recommendations.	The Project will be done as a quick-build implementation pilot, which allows for a cost-effective agile approach to test the elements of the project. The City will implement the mobility lane utilizing cost-effective temporary materials, monitor the effects of the mobility lane, and make necessary adjustments to address potential issues during the pilot period. The robust project monitoring will employ regular reporting and evaluation to provide recommendations both for design updates during the pilot period and for the future recommendations.
Guideline 3: Stay Within the Physical Boundaries of the Right-of-Way	Guideline 3: Stay Within the Physical Boundaries of the Right-of-Way
As a quick-build project, no major construction is anticipated beyond striping, plastic bollards, paint, and selective signal upgrades.	As a quick-build project, ***the Project will primarily utilize*** striping, plastic bollards, paint, and selective signal upgrades. ***In segments where the right-of-way is constrained, the design may include minor changes to medians or curbs.***
Guideline 4: Maintain Existing Auto Access and One General Purpose Lane	Guideline 4: Maintain Existing Auto Access
The Project will maintain all current turning movements and access for general purpose traffic. As such, the Project will maintain one general purpose lane throughout the corridor.	The Project will maintain all current turning movements and access for general purpose traffic. As such, the Project will maintain one general purpose lane throughout the corridor. ***Additional***

	vehicle capacity may be added in segments where it is needed.
Guideline 5: Utilize Design Typologies Based Upon Local Context	Guideline 5: Utilize Design Typologies Based Upon Local Context
The Project will implement dedicated and physically separated bus and bicycle lanes where possible. In segments where there are constraints and/or other factors to consider, the Project will implement shared bus and bicycle lanes. The design will be sensitive to surrounding contexts to enhance the travel benefits, safety features, and multimodal enhancements included in the Project. The contextual approach will reduce impacts, especially parking/loading zones where off-street parking supply is limited.	The Project will implement dedicated and physically separated bus and bicycle lanes where possible. In segments where there are constraints and/or other factors to consider, the Project will implement shared bus and bicycle lanes. ***Minimum design typologies may include additional vehicle capacity in some segments of the corridor.*** The design will be sensitive to surrounding contexts to enhance the travel benefits, safety features, and multimodal enhancements included in the Project. The contextual approach will reduce impacts, especially parking/loading zones where off-street parking supply is limited.
Guideline 6: Fast-Track Bus Stop Improvements to Correspond with the Project Launch	Guideline 6: Fast-Track Bus Stop Improvements to Correspond with the Project Launch
The Project will also fast-track bus stop improvements for all bus stops in the Project corridor to correspond with the launch date for the Downtown Corridor mobility lanes. The Project also will also include establishing and improving three Gateway Mobility Stops at the mobility lane termini (City Hall and Arts District at Washington Blvd./La Cienega Ave.) and at the E Line Culver City Station. The Gateway Mobility Stops will include furniture, signage, micromobility drop off zones, art-inspired sidewalk treatments, lighting, and potential connectivity to other mobility services.	The Project will also fast-track bus stop improvements for all bus stops in the Project corridor to correspond with the launch date for the Downtown Corridor mobility lanes. The Project also will also include establishing and improving three Gateway Mobility Stops at the mobility lane termini (City Hall and Arts District at Washington Blvd./La Cienega Ave.) and at the E Line Culver City Station. The Gateway Mobility Stops will include furniture, signage, micromobility drop off zones, art-inspired sidewalk treatments, lighting, and potential connectivity to other mobility services.

Guideline 7: Utilize Tactical Materials

As a quick-build project, the Project will be constructed using shorter-term, temporary materials to allow for adjustments. These materials will last for the pilot project period.

Guideline 8: Implement Art-Inspired Street Treatments

Temporary art-inspired treatments will be implemented primarily at curb extensions, crosswalks, and at the Gateway Mobility Stops in the form of asphalt/sidewalk art. These elements will enhance the neighborhood character throughout the corridor as part of the pilot phase.

Guideline 9: Establish a Continuity of Bus Lanes in the Corridor

The mobility benefits rely upon the continuity of the mobility lane throughout the 1.3-mile corridor. Exceptions, such as conflict zones and mixing zones, will be required, but the project will create a continuous mobility lane in both directions from Culver Blvd./Duquesne Ave. to Washington Blvd./La Cienega Ave.

Guideline 10: Create a Continuity of Bike Facilities throughout the Corridor

The mobility benefits rely upon the continuity of the mobility lane throughout the 1.3-mile corridor. Exceptions, such as conflict zones and mixing zones, will be required, but the project will create a continuous mobility lane in both directions from Culver Blvd./Duquesne Ave. to Washington Blvd./La Cienega Ave.

Guideline 7: Utilize Tactical Materials

As a quick-build project, the Project will be constructed using shorter-term, temporary materials to allow for adjustments. These materials ***may be replaced during the pilot period as necessary.***

Guideline 8: Implement Art-Inspired Street Treatments

The quick-build design included temporary curb-extensions using asphalt art and plastic bollards. The art treatment may be removed or replaced with a solid color. Future iterations may include new art treatments.

Guideline 9: Establish a Continuity of Bus Lanes in the Corridor

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Guideline 11: Implement New Circulator Service

The project will also implement a new circulator service that runs through the entirety of the corridor. This service will enhance the current transit connectivity and is a necessary component to shift the mobility paradigm through convenient and reliable transit service in the corridor and match the physical improvements that are implemented as part of this project.

Guideline 11: ***Enhance Mobility Services***

The project will ***explore options for mobility services that can enhance the corridor and continue to shift the mobility paradigm. Services may include continuing the circulator service, implementing microtransit, or other services that will enhance transit connectivity.***