



# CULVER CITY DOWNTOWN PLANNING

Quick-Build Design Options

**FINAL**

May 19, 2021

City of Culver City



# 1. Introduction

Sam Schwartz Engineering, DPC (Sam Schwartz) and Street Plans (the consultant team) have prepared the following memorandum to document quick-build options for the roadway uses of westbound Culver Boulevard (WB Culver) from Canfield Avenue to Duquesne Avenue and Main Street from Culver Boulevard to the city limits. Following the quick-build project guidelines established by the MOVE Culver City tactical mobility lane project, this memorandum provides examples of feasible quick-build design options for WB Culver Boulevard and Main Street.

This memorandum will also serve as a reference to the Culver City Economic Recovery team as they assess the future of the pandemic-response outdoor dining and mobility lane currently in place on WB Culver Boulevard and full road closure currently in place on Main Street.

# 2. Current State of Downtown Culver City

Downtown Culver City is located on Culver and Washington Boulevards as the two arterials intersect at the Culver Steps Plaza and Main Street and serves as a central commercial hub for residents and workers. The Covid-19 pandemic drastically changed the downtown area: Culver City converted two lanes of WB Culver Boulevard to street-level outdoor dining in June 2020 as a boon to restaurants with restricted indoor dining. The remaining WB lane was converted to a mobility (shared bus/bike) lane with general-purpose restricted. In response to low traffic volumes, City Council directed the Transportation Department to prioritize mobility in Culver City through the MOVE Culver City tactical mobility lane pilot project, following framework laid out in the City's 2017 "TOD Visioning Study and Recommendations" plan.

## Move Culver City

MOVE Culver City is a community-driven quick-build mobility lane pilot project that began in Fall 2020. Following direction from City Council for an accelerated schedule, the project's Downtown Corridor (Corridor 1) 12- to 24-month pilot is scheduled to launch in July 2021. Corridor 1 extends from Washington Boulevard at La Cienega Avenue to Culver Boulevard at Duquesne Avenue, connecting Downtown Culver City, the Culver City Metro Expo (E) Line Station, and the Arts District.

# 3. Public Involvement

Robust public involvement, consistent with the entire MCC project, continued as part of this analysis for WB Culver. The consultant team and City met with CPAC stakeholders on a monthly basis and held one public workshop over the two-month planning period. Additionally, City staff and the consultant team offered to meet with stakeholders, upon request, for additional engagement. Specific meetings included the following:

- MOVE Culver City CPAC Advisory Group – 3/24 at 6pm-8pm
- Downtown Planning Meeting w/DBA Advisory Group – 4/21 at 10am-12pm
- Mobility Subcommittee Meeting – 4/27 at 3pm-5pm
- MOVE Culver City CPAC Advisory Group / Public Workshop – 4/29 at 6pm-8pm
- Downtown Planning Meeting w/DBA Advisory Group – 5/5 at 10am-12pm

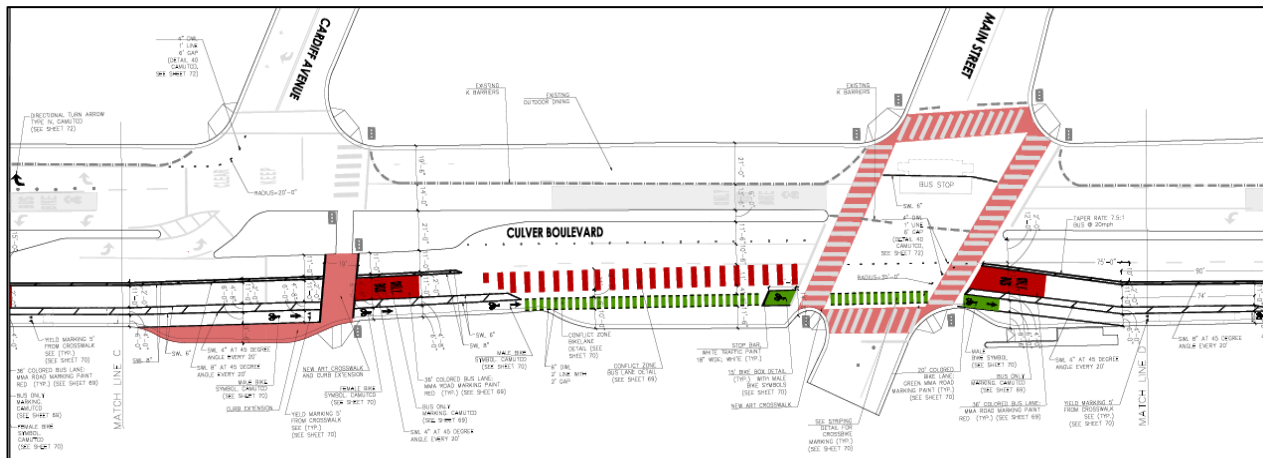
Several key points from the community were identified as a response to WB Culver Design options. The community comments are categorized under three different topics outlined below. The consultant team response to these comments is included in italics.

- Separated Bike Lane:
  - Some stakeholders identified that a separated bike lane was critical to attracting new bicycle trips along the corridor. Some stakeholders identified that the design should mirror the adopted V4 plans on the same section for eastbound (EB) Culver Boulevard. *The consultant team responded to this request through providing Option 2: Mirror V4 Plans.*
- Outdoor Dining:
  - Some stakeholders wanted the current outdoor dining to remain for an extended time or permanently. This option would not include general-purpose lane for WB Culver. *The consultant team responded to this request through providing Option 1: Pandemic Response.*
  - Some stakeholders wanted to see some outdoor dining remain, with a reduced footprint, to exist along with the mobility lane and a general-purpose lane. *The consultant team responded to this request through providing Option 3: Mobility Lanes with Parklets*
  - Some stakeholders requested implementing a bike lane and leaving the remaining space for outdoor dining. The consultant team investigated this option and coordinated with City departments. The determination was made that there is not enough useful space (3'-5') for outdoor dining for this option to be considered.
- Auto Access:
  - Some stakeholders identified the reintroduction of a traffic lane was critical to WB Culver Boulevard. This was also identified as a core design criteria ((G4) Maintain Existing Auto Access & One General-purpose Lane) that was adopted as part of the V4 plans. *The consultant team responded to this request through providing Option 2: Mirror V4 Plans and Option 3: Mobility Lane with Parklets.*

## 4. Downtown Quick-Build Design Options

The project extents of MOVE Culver City contain the quick-build treatments for the downtown area, specifically on Culver Boulevard between Canfield Avenue and Duquesne Avenue. The design team approached the downtown area when it was already in a state of flux: with outdoor dining and a mobility lane in the WB direction of Culver Boulevard and a full road closure of Main Street except for emergency vehicle access. With the uncertainty of the pandemic and an accelerated schedule, the project team decided to focus on EB Culver Boulevard and leave WB Culver Boulevard in its current state.

The EB quick-build treatments on Culver Boulevard were determined through a robust community design process in Fall 2020 and approved by City Council in February 2021. The designs chosen will preserve a single general-purpose lane and install a separated bus lane and protected bike lane on this segment of EB Culver Boulevard. These designs also include the full extents of the MOVE Culver City Corridor 1 and are referred to as the Version 4 Plans (as shown below and at [this link](#)).



In addition, City Council also approved the design development guidelines to provide direction on the street configuration options. These include the following:

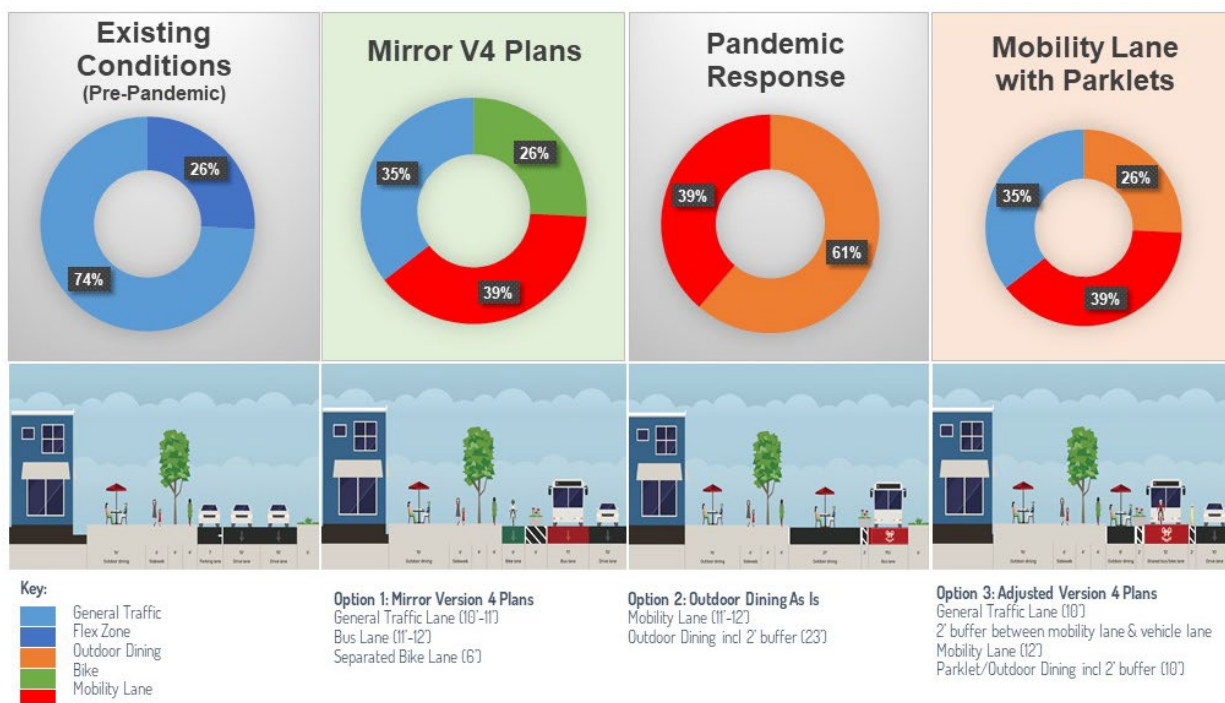
- |   |  |
|---|--|
| (G1) Downtown – E Line Project Boundary                       | (G6) Bus Stop Improvements                   |
| (G2) Utilize Quick Build Approach                             | (G7) Utilize Tactical Materials              |
| (G3) Stay Within Physical ROW Boundaries                      | (G8) Implement Public Art Components         |
| (G4) Maintain Existing Auto Access & One General-purpose Lane | (G9) Continuity of Bus Lanes in the Corridor |
| (G5) Design Typologies  | (G10) Continuity of Bike Facilities          |
|   | (G11) Implement New Circular Service         |

Finally, under direction from City Council in February 2021, the MOVE Culver City project team was directed to develop potential quick-build design options for WB Culver Boulevard and Main Street with both the Community Project Advisory Committee (CPAC) and the Downtown Business Association (DBA) serving as advisory groups.

## WB Culver Boulevard Options

The project team investigated the curb-to-curb conditions of WB Culver Boulevard and performed spatial, cross-section, and routing analyses. The team identified three feasible quick-build design options, one of which is currently implemented. To understand the impacts, the project team compared each feasible option to the existing pre-pandemic conditions of Culver Boulevard. These analyses and accompanying figures can be found in the figure below and **Appendix A**.

- Option 1: Mirror Version 4 Plans
  - This option utilizes the same approach as the Version 4 Plans that will be installed on EB Culver Boulevard in July 2021. This design provides one 10ft general-purpose lane, a 12ft bus lane, and a 6ft protected bike lane. This design would retain access to all existing curb-cuts and cross-streets and would most likely include the installation of bike signals.
- Option 2: Pandemic Response Outdoor Dining (current condition)
  - This option retains the current 12ft mobility (shared bus/bike) lane and 21ft of street-level outdoor dining. This option retains the current 2ft buffer between the mobility lane and outdoor dining and restricts general vehicle traffic.
  - This option would require an exception to Design Guideline G4: Maintain Existing Auto Access & One General-purpose Lane



- Option 3: Mobility Lane with Parklets
  - This design option preserves 10ft of the current protected street-level outdoor dining, provides a 2ft buffer, provides one 10ft general-purpose lane, and a protected 12ft mobility (shared bus/bike) lane. This design would retain access to all existing curb-cuts and cross-streets.

## Recommendations for WB Culver Boulevard

The project team acknowledges that all of the options provide benefits and challenges identified by stakeholders. The section below identifies the considerations for each alternative and how they tie back to the overall Design Guidelines for the project.

### Option 1: Mirror Version 4 Plans

Option 1 Mirror Version 4 Plans is a viable option as it provides consistency in downtown by mirroring the Version 4 Plans in the EB direction. This design option meets the project Design Guidelines, providing the continuity of both the dedicated bus lane (G1, G5, G9), a separated bike lane (G5, G10) and a general-purpose lane (G4).

### Option 2 for WB Culver Boulevard: Maintain Pandemic Response Outdoor Dining

Option 2 maintains the current Pandemic Response/Outdoor Dining in place. This was identified from some of the stakeholders as part of the outreach. This design option would require exceptions to the project Design Guideline of retaining one general-purpose traffic lane (G4). This design meets the continuity of the mobility lane (G1, G5, G9, G10), although the team wants to clarify it is not the preferred design of a separated bike lane. This option meets the minimum design requirements with the mobility



lane for the entire segment. Finally, should this option be selected as the pilot mobility lane design, the same tactical mobility materials should be considered to be applied here per the G2 & G7 guidelines, providing a consistent look for the corridor. Some of the stakeholders supporting this option stated their preference to keep WB Culver car-free through the pandemic (allowing for further observation as traffic returned post-pandemic) while other stakeholder identified this option to be maintained throughout the pilot project. Coordination with the Downtown Business Association advisory group indicated a strong preference against this option as the reintroduction of a general-purpose lane on WB Culver Boulevard was desired.

### Option 3 for WB Culver Boulevard: Mobility Lane with Parklets

Option 3 Mobility Lane with Parklets is another option to consider. This design option meets the project Design Guidelines, providing the continuity of both the mobility lane (G1, G5, G9, G10) and general-purpose lane (G4) and provides continuity of the outdoor dining to support economic recovery. Although, the team again wants to highlight that this option meets the minimum design requirements outlined in G5 and does not provide a dedicated bike lane, which is the preferred design element.

## WB Washington Boulevard and Main Street

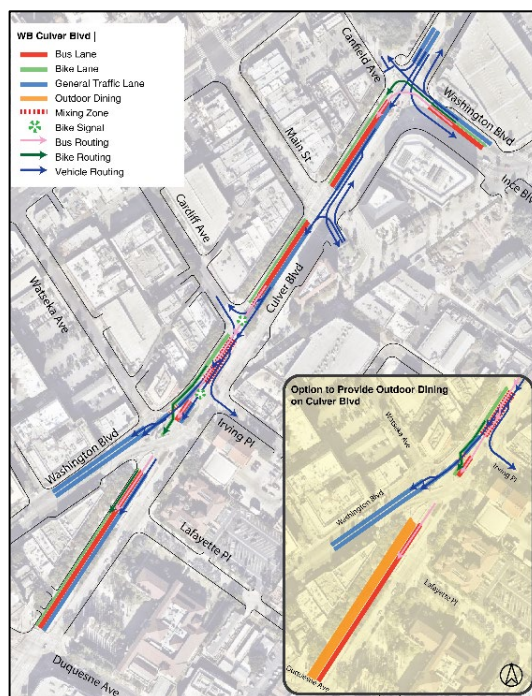
### WB Washington Boulevard

An additional idea surfaced through discussions with the Downtown Business Association to divert general-purpose on Culver Boulevard onto WB Washington Blvd west of the intersection with Culver Boulevard. This would provide space to continue the pandemic response outdoor dining and mobility lane on WB Culver Boulevard between Washington Boulevard and Duquesne Avenue. This design, shown in the inset in the figure below, would provide outdoor dining but would have impacts to general-purpose that wants to continue WB on Culver Boulevard.

### Main Street

The project team performed a high-level assessment of quick-build design options for Main Street by looking at the curb-to-curb conditions and current function of the street. Main Street has signalized access to both Venice and Culver Boulevards, is lined with restaurants, and hosts a weekly full-day Farmers Market. Based on these conditions, the project team identified three feasible quick build design options, one of which is currently implemented. Design option cross-sections can be found in **Appendix B**.

- Pandemic Response Outdoor Dining (currently implemented) - Improvements to the existing might include more elegant barriers such as larger tree planters at either end to block car access, and fully painting the street with one of the mural designs developed as part of the larger Move Culver City project.
- Limited Vehicle Traffic – This option might include one-way limited access along the existing Fire-access envelope. Improvements to include asphalt art or other pavement marking in the outdoor dining/ pedestrian area, and improved planters and delineators to separate the limited access lane from the pedestrian space.



- **Slow Street** - This option would also allow limited car access but would provide less delineation to the travel lanes. The street might be fully painted with asphalt art (with a robust quality material) to provide the look of a curbless slow street.

Through discussions with Culver City staff and understanding downtown Culver City circulation demands, it was determined that Main Street quick-build options would be explored after the implementation of the main Move Culver City project.

# Appendix A

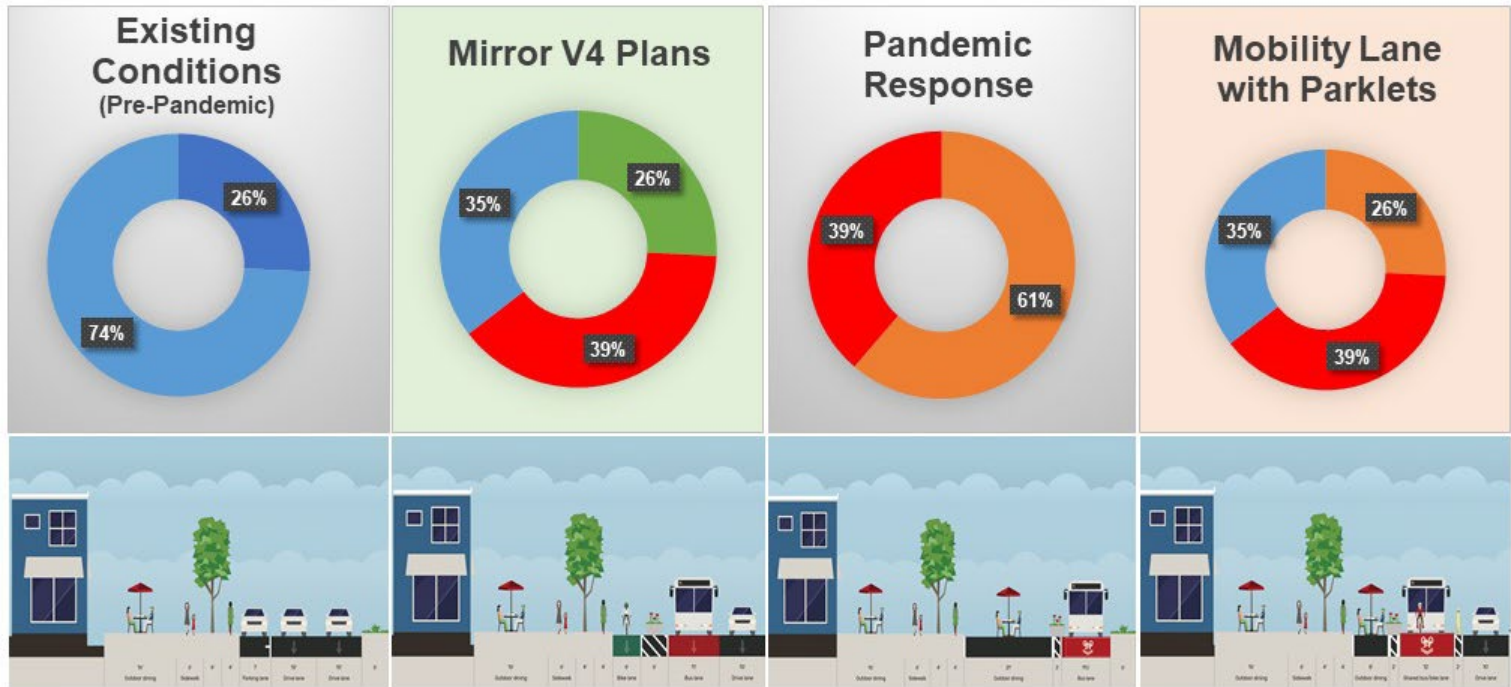
## Westbound Culver Blvd



# WB Culver Options



MOVE  
Culver CITY



Key:



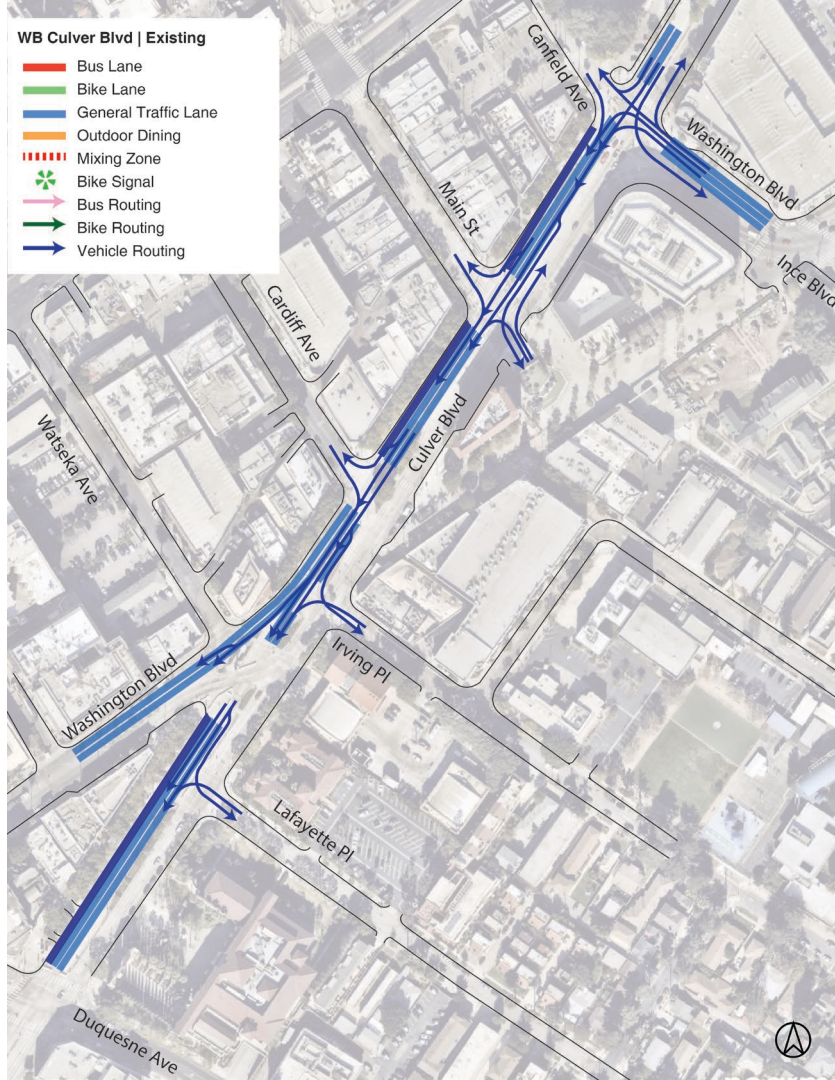
**Option 1: Mirror Version 4 Plans**  
 General Traffic Lane (10'-11')  
 Bus Lane (11'-12')  
 Separated Bike Lane (6')

**Option 2: Outdoor Dining As Is**  
 Mobility Lane (11'-12')  
 Outdoor Dining incl 2' buffer (23')

**Option 3: Adjusted Version 4 Plans**  
 General Traffic Lane (10')  
 2' buffer between mobility lane & vehicle lane  
 Mobility Lane (12')  
 Parklet/Outdoor Dining incl 2' buffer (10')

# Existing Conditions (Pre-Pandemic)

Two General Traffic Lanes +  
Curb Lane/Parking Lane





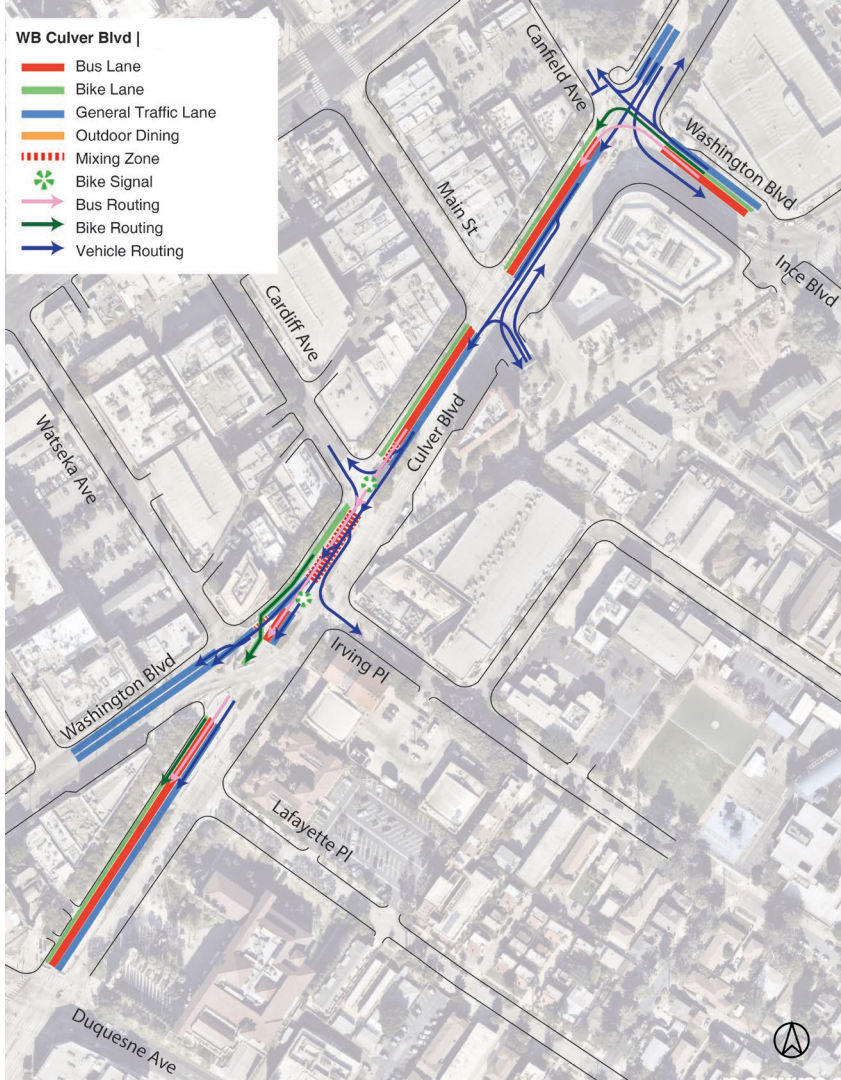
# Pandemic Response

## Outdoor Dining + Mobility Lane



# Mirror V4 Plans

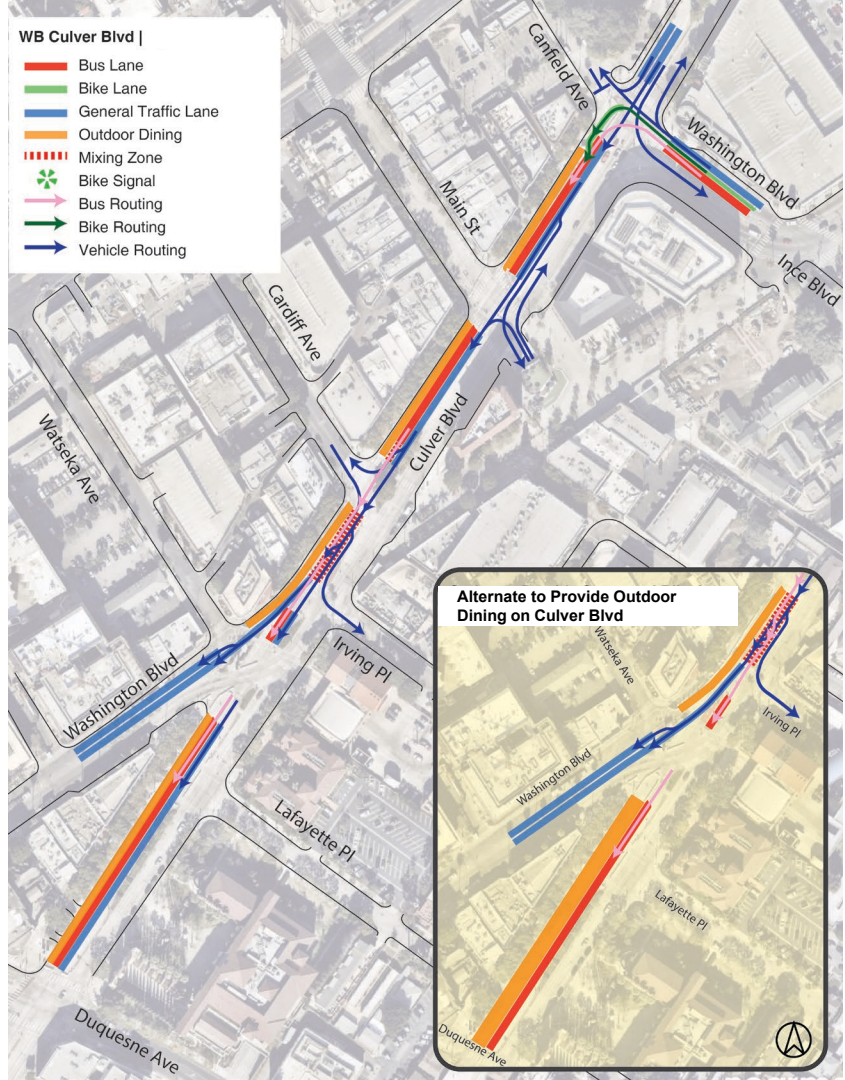
Separated Bike Lane + Bus Lane +  
General Traffic Lane





# Mobility Lane with Parklets

Outdoor Dining + Mobility Lane +  
General Traffic Lane



# Appendix B

## Main Street

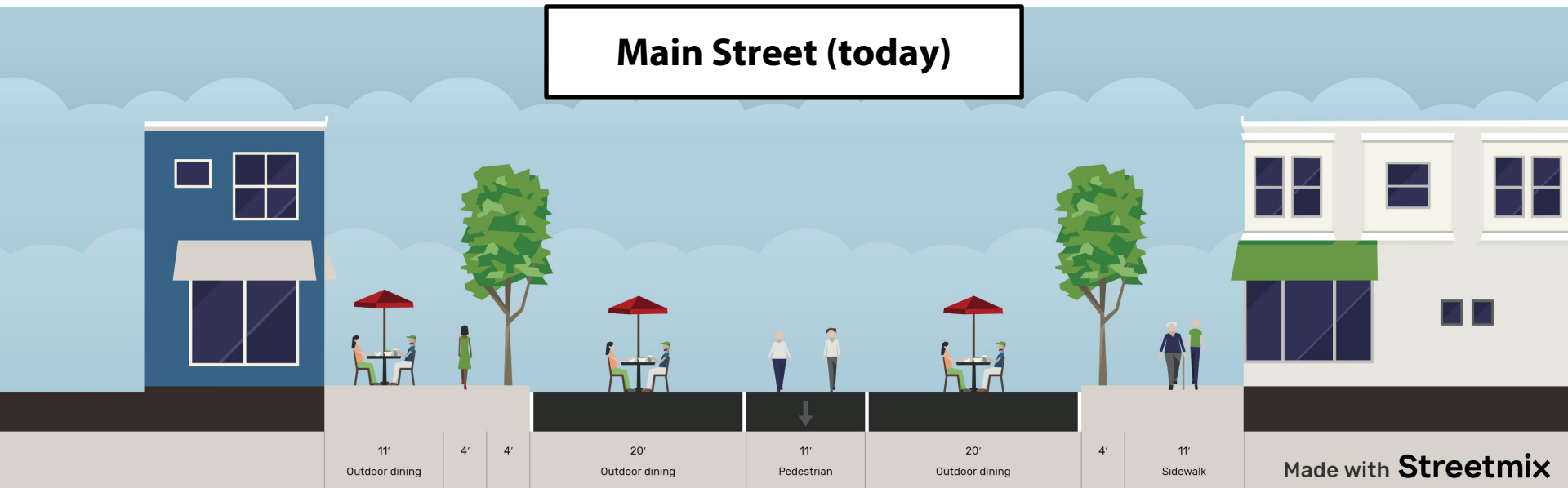


# Pandemic Response

Outdoor Dining

Outdoor Dining with Fire Lane Access

**Main Street (today)**



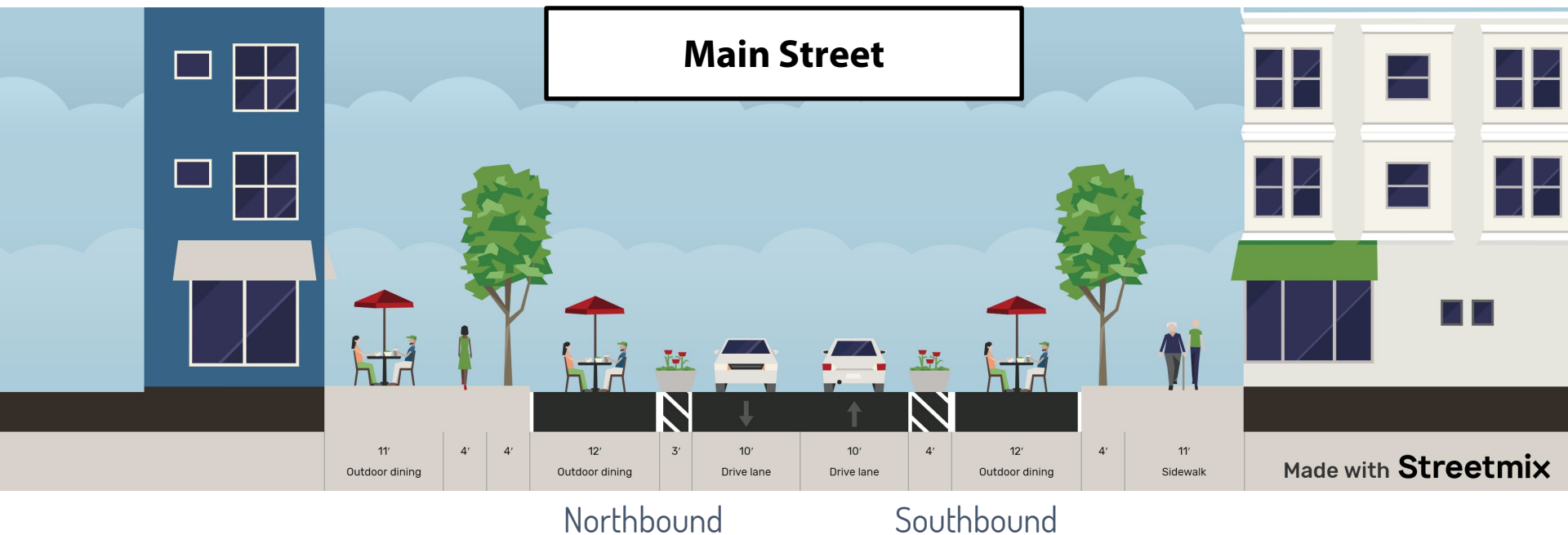
Northbound

Southbound

Made with **Streetmix**

# Limited Vehicle Traffic

Introducing Limited Vehicle Traffic  
Outdoor Dining with Pedestrian, Bicycle, and Vehicle Access, and Food Delivery curb



# Limited Vehicle Access - One-way Access





# Slow Street

## Slow Street

Outdoor Dining with  
Pedestrian, Bicycle, and  
Vehicle Access, and  
Food Delivery curb

