



# City of Culver City

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## Staff Report Details (With Text)

**File #:** 19-601      **Version:** 1      **Name:**  
**Type:** Minute Order      **Status:** Action Item  
**File created:** 11/21/2018      **In control:** BICYCLE & PEDESTRIAN ADVISORY COMMITTEE  
**On agenda:** 11/29/2018      **Final action:**  
**Title:** BICYCLE AND PEDESTRIAN ACTION PLAN: OPPORTUNITY CORRIDORS  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** 1. Staff Report 18-0750 - Opportunity Corridors for Culver City Bicycle & Pedestrian Action Plan

Date	Ver.	Action By	Action	Result
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### BICYCLE AND PEDESTRIAN ACTION PLAN: OPPORTUNITY CORRIDORS

**Meeting Date:** November 29, 2018

**Contact Person/Dept:** Sanjana Mada/Public Works Administration  
**Phone Number:** (310) 251-5616

**Fiscal Impact:** Yes ☐ No ☒      **General Fund:** Yes ☐ No ☒

**Public Hearing:** ☐      **Action Item:** ☒      **Attachments:** ☒

**Commission Action Required:** Yes ☐ No ☐      **Date:**

**Public Notification:** (E-Mail) Meetings and Agendas - Bicycle and Pedestrian Advisory Committee (11/26/2018);

**Department Approval:** Charles Herbertson, Public Works Director/City Engineer (11/26/2018);

### RECOMMENDATION

Staff recommends that the Bicycle & Pedestrian Advisory Committee (BPAC) provide input on the revised opportunity corridors, and conceptual drawings for the Bicycle & Pedestrian Action Plan (BPAP).

### BACKGROUND/DISCUSSION

As part of the development of the BPAP, one of the tasks is to identify three Opportunity Corridors for analysis and evaluation. Opportunity Corridors are urgent gap closures in the Culver City bicycle and pedestrian infrastructure identified for conceptual designs and renderings:

1. The Downtown Core, defined as Culver Boulevard & Washington Avenue, between Duquesne Avenue east, following Washington Boulevard to Ince Boulevard (0.6 miles in total)
2. Overland Avenue, from Ballona Creek Path to Freshman Drive (0.5 miles)
3. Farragut Drive, from Overland Avenue to Duquesne Avenue (0.75 miles), complemented by an exploration of Jackson Avenue intersection.

These corridor options have been identified by the consultant team, Alta Planning & Design, using several key factors including: 1) heat map of comments from the BPAP project website, 2) the 10 High-Injury Network (HIN) corridors with the highest rates of Killed/Severely Injured (KSI) collisions, 3) corridors without current, proposed, or ongoing projects, 4) diversity of street classifications & land use, and 5) staff input on priorities from 2010 Bicycle & Pedestrian Master Plan.

After identification of the corridors, subsequent steps will be taken to collect data, gather community input, conduct analyses, and develop maps and detailed engineering drawings. The information will be presented in a final report that will enable Culver City to seek funding for capital grant applications with Caltrans or Metro.

### **ATTACHMENTS**

1. Selection of Opportunity Corridors for Culver City Bicycle & Pedestrian Action Plan Memo from Alta Planning & Design
2. Staff Report 18-0750 - Opportunity Corridors for Culver City Bicycle & Pedestrian Action Plan

### **MOTION**

No motion necessary.