City of Culver City

Staff Report Details (With Text)

File #:	24-62	**Version:**	1	**Name:**	MCC Downtown Corridor 2.0 Conceptual Design
Type:	Minute Order			**Status:**	Action Item
File created:	7/5/2023			**In control:**	City Council Meeting Agenda
On agenda:	7/10/2023			**Final action:**	
Title:	CC - ACTION ITEM: (1) Presentation by Staff on the MOVE Culver City Downtown Corridor (Downtown Corridor) Design Efforts; (2) Discussion and Direction Regarding Downtown Corridor Conceptual Plans; and (3) Direction to City Manager as Deemed Appropriate.				
Sponsors:					
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Attachments:					

Date	Ver.	Action By	Action	Result
7/10/2023	1	City Council Meeting Agenda		

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Meeting Date: July 10, 2023

Contact Person/Dept: Diana Chang/Transportation Department

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Fiscal Impact: Yes [X] No [] **General Fund:** Yes [] No [X]

Attachments: Yes [] No [X]

Public Notification: (E-Mail) Meetings and Agendas - City Council (07/06/2023)

Department Approval: Diana Chang, Chief Transportation Officer (07/06/2023)

RECOMMENDATION

Staff recommends that the City Council (1) receive a presentation by staff on the MOVE Culver City Downtown Corridor (Downtown Corridor) design efforts; (2) discuss and provide direction regarding the Downtown Corridor Conceptual Plans; and (3) provide other direction to City Manager as deemed appropriate.

BACKGROUND

On May 18, 2020, the City Council directed the Transportation Department to capitalize on reduced traffic as a result of the pandemic by transforming space on the street and installing dedicated bus lanes to improve mobility throughout the City. Subsequently, staff conducted preliminary planning work and returned to the Council on July 13, 2020, with a recommendation to implement mobility lane pilot projects on three major arterial corridors (Culver Blvd./Washington Blvd., Sepulveda Blvd., and Jefferson Blvd.) to bring positive and impactful changes to mobility throughout the City. The City Council directed staff to implement a bus and bike lane pilot using the quick-build model. Quick-build projects use low-cost, temporary materials that allow cities to test and implement changes to roadway design in advance of making costlier, permanent improvements.

The main goal of the MOVE Culver City Project (Project) is to improve the infrastructure and services for the alternative modes of travel and to offer the community equitable, convenient, and sustainable mobility options (walking, riding, and taking transit). This goal aligns with the City's draft General Plan, Short Range Mobility Plan, Bicycle and Pedestrian Master Plan and Action Plan, City Council's Strategic Plan, and the Transit-Oriented Development Visioning Report in developing an integrated multi-modal transportation system to provide transportation access to all residents and visitors and leveraging mass transit and other alternative modes to accommodate the growth of and maintain the long-term vitality of the Culver City community. The Project strives to prioritize efficient, safe, and sustainable modes of travel while minimizing the impact to vehicular traffic.

On February 1, 2021, the City Council approved the Project's Design Guidelines and the design plans, which included separate protected bus and bike lanes where space allowed and shared bus/bike lanes where space was constrained.

Project construction was originally scheduled for Spring 2021 but was delayed until Fall 2021 due to pandemic-related supply chain issues. On November 20, 2021, the MOVE Culver City downtown corridor pilot project opened to the public following a six-week construction period.

After minor adjustments based on public feedback, including redesigning the intersection at Washington Blvd./Ince Blvd., the project's year-long pilot data collection period began in January 2022. Throughout that period, the project team collected data on the Project's impact to vehicle, bike, and pedestrian traffic, transit ridership, business revenues, and other metrics.

On April 24, 2023, the City Council received a presentation from staff on the results of the Downtown Corridor pilot. Following the presentation, the Council directed staff to return with a modified design that could be implemented for a maximum evaluation period of two years. This modified design proposal would create shared bus and bike lanes throughout the Project corridor and add a second general-purpose lane where it is feasible and needed to enhance capacity for vehicular traffic. The City Council also directed staff to return with a modified design that extended the Project's boundary eastward by 0.6 miles along Washington Blvd. from Washington Blvd./La Cienega Ave.to Washington Blvd./Fairfax Ave. The Council also directed staff to return with a modified design that creates a protected bike lane on Adams Blvd. between Washington Blvd./Adams Blvd. and Adams Blvd./Fairfax Ave. to close the gap between existing bike lanes on Adams Blvd. in the City of Los Angeles and the Downtown Corridor.

DISCUSSION

Since the April 24, 2023 City Council Meeting, the Project team has been working on the planning and design of the Downtown Corridor following the direction of the City Council. Staff is seeking City

Council approval of the conceptual designs for the Downtown Corridor as described below and in the conceptual design plans (available at www.moveculvercity.com <http://www.moveculvercity.com>). Based on the City Council's input, and after continued work on the design efforts, staff will return with final plans at a later date for City Council approval.

Existing Corridor Segment (Culver Blvd./Duquesne Ave. to Washington Blvd. /La Cienega Ave.)

Under these conceptual plans, the existing corridor would contain two through lanes of traffic in each direction between Culver Blvd./Duquesne Ave. and Culver Blvd./Canfield Ave. as well as between Washington Blvd./Landmark Blvd. and Washington Blvd./Helms Ave. A second through lane would also be added in the eastbound direction between Washington Blvd./Ince Blvd. and Washington Blvd./Landmark Ave. The design between Washington Blvd./Helms Ave. and Washington Blvd./La Cienega Ave. would be unchanged. The existing protected and separated bus and bike lanes would be converted into a protected, shared bus/bike lane at the curbside. All bus/bike platforms would be removed west of Washington Blvd./Helms Blvd. In addition, several other key changes are proposed:

- Right-turn lanes have been added on northbound Irving Pl., southbound Main St., and eastbound Washington Blvd. (in front of Starbucks);
- At Culver Blvd./Washington Blvd./Watseka Ave., buses would be able to continue West onto Washington Blvd.;
- Additional passenger and commercial loading zones would be added at eastbound Culver Blvd./Cardiff Ave. and eastbound Culver Blvd./Canfield Ave. (far side) in addition to the existing loading zones on Watseka Ave., Irving Pl., Cardiff Ave., and Ince Blvd.;
- A pedestrian scramble crossing would be added at Culver Blvd./Main St., pending further feasibility analysis;
- A potential protected or partially protected intersection would be added at Washington Blvd./Robertson Blvd., pending further feasibility analysis;
- All curb extensions would be repainted to a solid color; and,
- Existing vertical delineators would be replaced with new barrier treatment design that balances visibility, protection, durability, and aesthetics.

Extension Corridor Segment (Washington Blvd./La Cienega Ave. to Washington Blvd./Fairfax Ave. and Adams Blvd./Washington Blvd. to Adams Blvd./Fairfax Ave.)

The extension corridor would run from Washington Blvd./La Cienega Ave. to Washington Blvd./Fairfax Ave. Between Washington Blvd./La Cienega Ave. and Washington Blvd./La Cienega Blvd., the conceptual plans call for removing one lane of eastbound through traffic and the westbound bike lane to create a shared bus/bike lane for each direction, resulting in the same configuration as the existing corridor segment between Washington Blvd./Helms Blvd. and Washington Blvd./La Cienega Ave. Most on-street parking between Washington Blvd./La Cienega Ave. and Washington Blvd./La Cienega Blvd. would be retained. Eight parking spaces would be removed near the Ballona Creek bridge.

For the segment between Washington Blvd./La Cienega Blvd. and Washington Blvd./Fairfax Ave., the conceptual plans include a curbside shared bus/bike lane and two lanes of through traffic in each direction. This would require removing 31 on-street parking spaces on Washington Blvd. in this segment. The Project team conducted parking counts and found that there are approximately 50-60 unused parking spaces within one block of Washington Blvd. on the side streets at all times of the day and night to accommodate the parking demand on Washington Blvd. In addition, all businesses

along Washington Blvd. between La Cienega Blvd. and Fairfax Ave. have off-street parking available. Traffic counts were also conducted for the extension corridor. The Project team found that the peak-hour volumes in both directions justify retaining two through lanes of traffic between La Cienega Blvd. and Fairfax Ave.

For the segment between Adams Blvd./Washington Blvd. and Adams Blvd./Fairfax Ave., the conceptual plan includes Class IV (protected) bike lanes on both sides of the street and retains parking on the north side. The bike lane protection would extend into the intersection of Adams Blvd./Fairfax Ave.

For the extension corridor segment, additional key elements below are also proposed:

- Painted curb extensions would be applied wherever feasible; and,
- Barrier treatment design that balances visibility, protection, durability, and aesthetics would be applied wherever feasible.

Based on City Council input on the conceptual plans, Staff will work with the consultant team to develop final plans and will return to the City Council at a later date for consideration of the final plans and procurement of construction contractor(s).

Environmental Assessment

If the City Council provides input on the conceptual plans, staff will have enough information to begin to develop final design plans. Those final design plans will be evaluated under the California Environmental Quality Act before being brought back to the City Council for consideration and possible action.

FISCAL IMPACT

There is no direct fiscal impact on the approval of the conceptual plans.

ATTACHMENTS

None.

MOTIONS

That the City Council:

1. Receive a presentation by staff on the MOVE Culver City Downtown Corridor (Downtown Corridor) Design Efforts; and,
2. Discuss and provide direction regarding the Downtown Corridor Conceptual Plans;
3. Provide other direction to the City Manager as deemed appropriate.