**PROJECT GOAL**
A SAFE COMMUNITY TO BIKE & WALK TO AND FROM SCHOOL
Create a network of low-speed corridors and safe crossings around and leading to La Ballona Elementary School.

**PROJECT STRATEGIES**

+ **TRAFFIC CALMING**
  Curb extensions and narrowed traffic lanes slow vehicular speeds around the school.

+ **SAFE CROSSINGS**
  High-visibility crosswalks, curb extensions, and curb ramps shorten crossing distances and improve access.

+ **SEPARATED BIKEWAY**
  A direct link to connect the Culver Blvd bike path to the school.

+ **COMPLETE STREETS**
  Neighborhood streets that are designed for everyone to improve overall safety, mobility and accessibility.

---

**SCHEDULE**

- **GRANT APP OUTREACH**
  SPRING-SUMMER 2014

- **GRANT AWARDED**
  SUMMER 2015

- **CONCEPT DESIGN**
  SPRING-FALL 2018

- **COMMUNITY OUTREACH**
  WINTER 2019

- **FINAL DESIGN + APPROVALS**
  WINTER-SPRING 2019

- **CONSTRUCTION**
  SUMMER-FALL 2019

- **POST-CONSTRUCTION EVALUATION**
  2020-2021

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*Walk to School Day, 2017*
LA BALLONA
RESUMEN DEL PROYECTO

OBJETIVO DEL PROYECTO
UNA COMUNIDAD SEGURA PARA ANDAR EN BICICLETA Y CAMINAR HACIA Y DESDE LA ESCUELA
Crear una red de corredores de baja velocidad y cruces seguros alrededor de la Escuela Primaria de La Ballona.

ESTRATEGIAS DEL PROYECTO

+ CALMAR EL TRÁFICO
Extensiones de acera y carriles más angostos disminuyen la velocidad de los autos alrededor de la escuela

+ CRUCES SEGUROS
Cruces de alta visibilidad, extensiones de acera y rampas ayudan a recortar distancias de cruce y mejorar acceso.

+ CICLOVÍA PROTEGIDA
Una conexión directa entre el sendero ciclista de Culver Blvd y la escuela.

+ CALLE COMPLETA
Calles vecinales diseñadas para que todos puedan mejorar la seguridad, movilidad y accesibilidad en general.

CALENDARIO

PRIMAVERA-VERANO 2014
VERANO 2015
PRIMAVERA-OTOÑO 2018
INVIEMBRE 2019
INVIEMBRE-PRIMAVERA 2019
VERANO-OTOÑO 2019
2020-2021
PROJECT INCLUDES THE FOLLOWING ELEMENTS

+ 0.32 Miles of Separated Bikeway
  Two-way cycle track connects Culver Blvd Bike Path to La Ballona Elementary School along Elenda St

+ 1 RRRB Crossing at Bentley Ave
  New pedestrian crossing at the intersection of Bentley Ave and Washington Pl

+ 1 All-way Stop
  New all-way stop at Marietta Ave and Elenda St

+ 6 Storm Water Improvements
  Green infrastructure incorporated into 6 corner bulb-outs

+ 19 Intersection Improvements
  Includes 42 bulb-outs, 44 high visibility crosswalks, 77 curb ramps, 3 pedestrian refuge islands, 1 raised crosswalk, 1 RRRB, and 3 traffic signal modifications

+ 28 Pedestrian Scale Luminaire
  5 new street lights along the north side of Washington Blvd and 23 new street lights along east and west sides of Elenda Street

+ 51 New Trees
  Includes 47 new trees in the area bounded by Tilden Ave and Girard Ave west to east and Venice Blvd and Matteson Ave north to south, 2 new trees at the northwest corner of Bentley Ave and Washington Pl, and 2 new trees at southwest corner of Elenda St and Washington Blvd crossings. The bikeway is also intended to reduce cut-through traffic through the neighborhood.
A complete street improves safety, mobility, and accessibility along a street for everyone. Below are examples of typical Complete Streets ‘tools’ in a designer’s toolbox.

- **Planted Medians & Street Trees** can reduce head-on and turning collisions and provide refuge for pedestrian crossings, all while beautifying the area. Sidewalk plantings can provide shade and a pleasant street experience for people walking, and create a buffer between pedestrians and vehicle traffic.

- **Curb Extensions & Median Refuge Areas** reduce pedestrian crossing distances and improve visibility. Curb Extensions also reduce vehicle speeds by reducing turning radius, which increases the chance of survival for a pedestrian in the event of a collision.

- **High Visibility Crosswalks** include additional paint that can enhance a motorist’s awareness of a crosswalk. Near schools, crosswalks are painted yellow for additional visibility. In roadway lighting can further enhance crosswalk visibility.

- **Crossing Beacons** like the ‘Rectangular Rapid Flash Beacon (RRFB)’ enhance the visibility of crosswalks marked by just paint. Flashing lights and additional signage alert motorists to the presence of crosswalks and pedestrian traffic. Leading Pedestrian Intervals that give people walking a head start to cross the street is another tool that can increase safety and comfort at intersections.

- **Traffic Circles** have been proven to calm vehicle traffic on neighborhood streets, while still allowing for continuous movement of vehicles and people bicycling. Combined with other features, such as directional signs, they can help create a network of “bicycle boulevards” or “neighborhood-friendly streets.”

- **On-Street Separated Bikeways** provide full physical separation between bicyclists and motor vehicles, but are part of the roadway network. On-Street Separated Bikeways are increasingly common across California and provide additional protection beyond bike lanes only marked by

- **Bike Lanes** provide a designated space for bicyclists to ride, helping to define where each mode of traffic can travel safely. Some bike lanes, like the one pictured here, can include an additional buffer between bicyclists and moving vehicles. Bike lanes can be installed along a curb or between parked cars and traffic.

- **Shared Lane Markings (“Sharrows”)** help remind motorists that bicyclists are allowed to use the full lane, and remind bicyclists to avoid riding too close to parked cars. These markings are primarily recommended on low-speed streets.

- **Lane Reconfigurations**, often called streets with 4 lanes to 2 lanes with a center turn lane, which increases safety for all road users by separating left-turning vehicles from through traffic, reducing dangerous speeding, and providing extra space for pedestrian refuges, curb extensions, planted medians, and bike lanes.

- **Protected Intersections** reduce turning conflicts between drivers and bicyclists by providing clear paths for each user. Protected Intersections are relatively new to the United States, and have been shown to reduce collisions. A similar, less-intensive version includes ‘Bike Boxes’.
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

GIRARD AVE. AT VENICE BLVD.
GIRARD Y VENICE

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST

EXISTING INTERSECTION
INTERSECCIÓN ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

MATTESON AVE. AT COLLEGE AVE.
MATTESON Y COLLEGE

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
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MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

Matteson Ave. at Girard Ave.
Matteson y Girard

Rendering of proposed changes (above):
MEJORAMIENTOS PROPUESTOS (ARRIBA):

- CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
- HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
- NO ON-STREET PARKING WILL BE LOST

Existing intersection
Intersección actual
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

MATTESON AVE. AT PROSPECT AVE.
MATTESON Y PROSPECT

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST

EXISTING INTERSECTION
INTERSECCION ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

CULVER CITY
LA BALLONA ELEMENTARY
SAFE ROUTES TO SCHOOL

HURON AVE. AT MATTESON AVE.
HURON Y MATTESON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST
RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

- CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
- HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
- NO ON-STREET PARKING WILL BE LOST
PROPOSED SAFETY IMPROVEMENTS AROUND
LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS
DE SEGURIDAD ALREDEDOR DE LA
ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

TILDEN AVE. AT WASHINGTON BLVD.
TILDEN Y WASHINGTON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET

HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE

NO ON-STREET PARKING WILL BE LOST
RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
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PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

HURON AVE. AT VENICE BLVD
HURON Y VENICE

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST

EXISTING INTERSECTION
INTERSECCIÓN ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

TILDEN AVE. AT VENICE BLVD.
TILDEN Y VENICE

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
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MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDedor DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

HARter AVE. AT WASHINGTON BLVD.
HARter Y WASHINGtON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARriba):

HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE

NO ON-STREET PARKING WILL BE LOST

EXISTING INTERSECTION
INTERSECCIÓN ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

PROSPECT AVE. AT WASHINGTON BLVD.
PROSPECT Y WASHINGTON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST

EXISTING INTERSECTION
INTERSECCIÓN ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

ELENDÁ ST. CYCLE TRACK - EAST ALIGNMENT
CICLOVIA PARA ELENDÁ - LADO DEL ESTE

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

BUFFERED ON-STREET BIKEWAY WILL PROVIDE SAFE, SEPARATED BICYCLE ACCESS TO AND FROM CULVER BLVD TO LA BALLONA ELEMENTARY SCHOOL

INTERSECTION PAVEMENT MARKINGS HELP MAKE BICYCLE CROSSINGS MORE VISIBLE

PARKING ON THE WEST SIDE OF ELENDÁ STREET WILL NOT BE ALTERED, PARKING ON THE EAST SIDE WILL INCREASE BY A FEW SPACES

EXISTING CONDITION
SITIO ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

BENTLEY AVE. AT WASHINGTON PL.
BENTLEY Y WASHINGTON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST
PROPOSED SAFETY IMPROVEMENTS AROUND
LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS
DE SEGURIDAD ALREDEDOR DE LA
ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

HURON AVE. AT WASHINGTON BLVD.
HURON Y WASHINGTON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):
CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
NO ON-STREET PARKING WILL BE LOST

EXISTING INTERSECTION
INTERSECCIÓN ACTUAL
PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL
TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

WASHINGTON PL. AT WASHINGTON BLVD.
WASHINGTON Y WASHINGTON

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

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HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
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PROPOSED SAFETY IMPROVEMENTS AROUND LA BALLONA ELEMENTARY SCHOOL

TELL US WHAT YOU THINK!

MEJORAMIENTOS PROPUESTOS DE SEGURIDAD ALREDEDOR DE LA ESCUELA PRIMARIA LA BALLONA
¡DÍGANOS QUÉ LE PARECEN!

WASHINGTON BLVD. HURON AVE.
WASHINGTON BLVD. Y HURON AVE.

RENDERING OF PROPOSED CHANGES (ABOVE)
MEJORAMIENTOS PROPUESTOS (ARRIBA):

CURB EXTENSIONS MAKE A SHORTER DISTANCE TO CROSS A STREET
HIGH VISIBILITY CROSSWALKS HELP MAKE PEDESTRIANS MORE VISIBLE
FLASHING PEDESTRIAN SIGNAL INCREASES DRIVER AWARENESS

EXISTING INTERSECTION
INTERSECCIÓN ACTUAL
ELENDA SEPARATED BIKEWAY
CICLOVÍA SEPARADA DE ELENDA

ELENDA STREET
Reducing cut-through traffic and improving bicycle and pedestrian safety.

PROJECT OVERVIEW
The separated bikeway along Elenda will provide safe, separated bicycle access from Culver Blvd to La Ballona Elementary School. The alignment on the east side of Elenda was developed to minimize parking impacts and the number of crossings. The bikeway is also intended to reduce cut-through traffic through the neighborhood.
SELECTION OF APPROPRIATE LANE WIDTHS

According to the Institute of Transportation Engineers (ITE) Traffic Engineering Handbook:

- On urban streets, 10 feet should be the default width for general purpose lanes at speeds of 45 mph or less (ITE, 2016).

According to the AASHTO Green Book, for rural and urban arterials, lane widths may vary from 10 to 12 feet:

- 12-foot lanes should be used where practical on higher speed roadways. However, under interrupted-flow (roads with signals) conditions operating at low speeds (45 mph or less), narrower lane widths are normally quite adequate and have some advantages.

The National Cooperative Highway Research Program 330 Effective Utilization of Street Width on Urban Arteries study found:

- Narrower lane widths (less than 11 feet) can be used effectively in urban arterial street improvement projects where the additional space can be used to relieve traffic congestion or address specific accident patterns.

- Where streets cannot be widened, highway agencies should give strong consideration to the use of 10-foot lanes where they are necessary as part of a geometric improvement to improve traffic operations or alleviate specific accident patterns.

National Association of City Transportation Officials (NACTO) states:

- Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street’s safety without impacting traffic operations.

The Midwest Research Center reported:

- A safety evaluation of lane widths for arterial roadway segments found no indication, except in limited cases, that the use of narrower lanes increases crash frequencies. The lane width effects in the analyses conducted were generally either not statistically significant or indicated that narrower lanes were associated with lower rather than higher crash frequencies. There were limited exceptions to this general finding.

Parking Lane Width:

- Preferred parking lane width on residential streets is 7 ft (ITE & CNU, 2010).

Bicycle Lane Width:

- The desirable two-way cycle track width is 12 feet. Minimum width in constrained locations is 8 feet (NACTO, 2014).

- When placed adjacent to a curb or other vertical surface, a bicycle lane width of at least 6 feet in width is desirable (NACTO, 2014).

- When protected by a parking lane, 3 feet is the desired width for parking buffer to allow passenger loading and to prevent door-to-door collisions (NACTO, 2014).
1. STOP FOR PEDESTRIAN AND BICYCLISTS.

2. INCH FORWARD INTO THE BIKE LANE (GREEN DASHES) AND LOOK FOR ONCOMING TRAFFIC FOR BETTER SIGHTLINES. IT IS OKAY TO BLOCK THE BIKEWAYS IN THE PROCESS, AND PEDESTRIANS AND BICYCLISTS WILL STOP.

3. TURN INTO ELENDA ST. ONCE THE STREET IS CLEAR.

4. PEDESTRIANS AND BICYCLISTS WILL CROSS THE INTERSECTION ONCE THE CAR HAS CLEARED THE INTERSECTION.
INTERSECTION SIGHT DISTANCE

LA BALLONA ELEMENTARY SAFE ROUTES TO SCHOOL

Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide states:

+ Parking should be prohibited at least 20 ft from the edge of a driveway, dependent on vehicle speeds and volumes. Paint alone may not be enough to keep vehicles from parking in prohibited spaces without frequent enforcement efforts. Additional elements such as delineator posts, parking stops, or concrete curb extensions can be included to ensure that this area remains clear.

+ Landscaping and other street-side elements that obscure sight distance should not be included within 15 ft of a driveway edge.

NACTO Bikeway Design Guide (2014) states:

+ Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections.

+ If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 20 feet from each side of the crossing.

Design team to work with stakeholders on parking restrictions as needed.
ELENDÁ SEPARATED BIKEWAY
CICLOVÍA SEPARADA DE ELENDÁ

LA BALLONA ELEMENTARY SAFE ROUTES TO SCHOOL

ALIGNMENT

PROPOSED
PROPUESTO

EXISTING
EXISTENTE

LIGHTING ELEMENTS INCLUDE THE FOLLOWING:
ELEMENTOS DE ILUMINACIÓN INCLUYE LOS SIGUIENTES:

Oden Street Light
Oden Luminaire
Lighting Decorative Base
Oden Street Temperature Chart

Cool White
White
Warm White

5000 - 6000K
4000K
3000K
ELENDA AT OREGON / ARIZONA TRUCK ACCOMMODATION

TURNING EXHIBITS FOR DESIGN VEHICLE

SM Trash Truck

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OREGON AVE
ELENDA ST
ARIZONA AVE
SURVEY RESULTS
RESULTADOS DE ENCUESTAS

EXPERIENCE ELENDA DEMONSTRATION FEEDBACK
+ Weeklong Demonstration of Protect Bicycle Lanes on Elenda Street (September 15-22)
+ 700 Attendees (75% Culver City Residents)
+ Two Separate Surveys Conducted by SCAG GoHuman Team and Culver City, which included In-Person / Online Survey, Hotline Number and Email Correspondence

CULVER CITY SURVEY
+ Total Responses: 90 Unique Responses
  + Online / In-Person Survey (48 Total, 49%)
  + Email (20 Total, 20%)
  + Hotline Number (22 Total, 23%)

IMPORTANT CONCERNS
(In Order of Importance)
+ Sightline issues at the intersection of Elenda St. and Oregon/Arizona/Marietta
+ Claustrophobia/traffic due to center turn lane removal
+ Removal of right turn lane into Elenda from Culver Blvd.
+ Not enough bicyclists using Elenda St.
+ Design:
  + Intersection treatment
  + Two-way bicycle lanes
  + Parking protected bicycle lanes

CULVER CITY SURVEY FEEDBACK (2018)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) GOHUMAN SURVEY FEEDBACK (2018)

90% SUPPORT THE TWO-WAY BICYCLE LANE
93% SUPPORT HIGH VISIBILITY CROSSWALKS
99% THINK THE DEMONSTRATION MAKES THE STREET FEEL SAFER AND INVITING
88% SUPPORT THE PEDESTRIAN BULB OUTS
PLEASE GIVE US YOUR FEEDBACK REGARDING THE PROJECT AT

HTTPS://WWW.SURVEYMONKEY.COM/
R/5XKJRCM

BY 03/25/2019