



## GENERAL PLAN UPDATE

# MOBILITY + TRANSPORTATION

EXISTING CONDITIONS REPORT | NOVEMBER 2020



# COVID-19 and the Culver City General Plan Update

## Existing Conditions Reports

As part of the General Plan Update (GPU), the City of Culver City produced a series of stand-alone technical reports describing existing conditions and future trends for topics critical to the General Plan. Findings from these reports will inform future phases of the update process, including the creation of alternative land use and transportation scenarios, policy development, and environmental analysis. These reports represent conditions in Culver City that were current as of fall 2019 and early 2020 when most of the analysis was undertaken. The existing conditions reports are meant to reflect a snapshot in time and thus will not be updated throughout the rest of the GPU process.

Before publishing the existing conditions reports in spring 2020, COVID-19 emerged as a threat to global public health crisis that changed all aspects of daily life. Because most of the analysis in these reports had been completed before the pandemic, many important issues that have emerged in recent months are not covered in these reports. Nevertheless, the GPU Team is monitoring the crisis as it develops and is designing engagement opportunities to ensure it hears all stakeholders' experiences and needs, existing before and through this crisis, through the planning process.

The GPU is our opportunity to make Culver City a place where everyone thrives. The pandemic has shown us that everything and everyone—from housing to parks, from our cultural vibrancy to our bustling economy, to our natural assets and community residents, workers, and visitors—are critical to shaping and realizing this vision into the future.

As we continue to follow the Safer at Home Orders, many issues from the existing conditions reports have been magnified. The City, with support and leadership from community members, has begun to respond in ways that align with Culver City's vision for the future. These include but are not limited to:

- **Housing** – As economic activity has declined or shifted, unemployment rates have risen dramatically and more residents than before are in the economically precarious situation of being rent-burdened. Culver City has responded by extending temporary renter protection measures and creating several opportunities for community-wide conversations about long-term solutions. To address housing affordability during this economic downturn, the City has also been working on new affordable housing measures including an inclusionary ordinance, a linkage fee, rental assistance, and an affordable accessory dwelling unit program.
- **Economic Development** – Culver City created an Economic Recovery Task Force that applies an equity lens when developing opportunities for the business community to recover, ensuring that residents and visitors have equitable access to services. As part of the economic recovery effort, the City has been issuing temporary use permits to allow business expansions on private property and the public right of way, passed a commercial eviction moratorium, has relaxed parking standards and intensification of uses.
- **Mobility** – The City has been implementing lane closures in the Downtown area and the Arts District to accommodate outdoor dining and other activities; is reviewing the deployment of Slow Streets on

residential streets with low traffic volumes and speeds to provide for more outdoor space for residents while practicing social distancing; and is planning a pilot Downtown-E Line tactical mobility lane to accommodate the movement of transit buses, bicycles, scooters, and emergency vehicles.

- **Parks and Open Space Programming** – School closures and physical distancing rules for parks and open space have limited the number of recreational activities for families. To support those with young children through summer activity cancelations, the Parks, Recreation, and Community Services Department made summer camps virtual. To support seniors, meal delivery has changed from in-person pickup to a delivery service, that protects vulnerable residents. At the same time, food service provision extended to support more community members in need, regardless of age. From March 15 to May 15, 2020, 7,458 meals were delivered to seniors, 195+ grocery based sere delivered, 9,542 community calls made, 6,000 senior Safer at Home Guides mails, 6,000 postcards sent, 106 links provided for the virtual recreation center, and 810 acres were mowed at our parks to allow for social distancing.

While these changes have been significant, at this moment it is not possible to fully predict COVID-19's impact over the next 25 years. Projections and trends described in these existing conditions reports may differ from future conditions if there are long-lasting fundamental shifts in the economy and society. Thus, the COVID-19 pandemic has sparked questions for the Culver City GPU, including:

- What innovative ways are there to maintain or stimulate the local economy when implementing new, possibly permanent restrictions on how business needs to be conducted?
- What are some creative solutions to deal with the potential impacts of changing demand for commercial space?
- What lessons can be learned from the safer at home orders on how the City addresses mobility?
- How should we design shared spaces, from affordable multifamily housing projects to the public realms, to allow for physical distancing?
- How does the City build resilient systems and protocols to ensure it can continue to provide essential services despite disruptions?
- How can the General Plan guide equitable recovery and resiliency efforts during and after crises?
- How can the General Plan define actionable steps to implement policies and programs while allowing for flexibility in an era of uncertainty and rapid change?

To answer these questions, we need everyone engaged in sharing their different perspectives and unique stories so that, together, we can plan and build a vibrant Culver City for all.

Contact City staff at [Advance.Planning@culvercity.org](mailto:Advance.Planning@culvercity.org) or by calling <tel:1-310-253-5740> if you have any questions. Visit the GPU's [Picture Culver City project website](#) for more information about the project, where you can [find the existing conditions reports](#), [take surveys related to existing conditions](#), [watch summary videos of existing conditions](#), [send the GPU Team a message](#), [sign up for updates](#), [learn about upcoming events](#), and much more.

The City of Culver City continues to cooperate with the [Los Angeles County Department of Public Health](#) and the [Centers for Disease Control and Prevention \(CDC\)](#) to respond to the spread of the novel coronavirus (COVID-19) in Los Angeles County.

For updates on the City's response to COVID-19, please [visit the City's Coronavirus webpage](#).

Para leer esta información en español, por favor [visite la página web de Coronavirus de la ciudad](#).

## ISSUES & OPPORTUNITIES

- **A jobs and housing imbalance contributes to local congestion.** A majority of residents work in neighboring cities, including Los Angeles, Inglewood, and Santa Monica-while a majority of those employed in Culver City commute from outside the city limits. Many of these workers drive alone to work. While this is partly the result of regional job growth, more should be done to encourage transit-oriented development in Culver City that provides housing for a mix of income levels and work with major employers to provide commuter options beyond driving alone.
- **Rapid development needs to mitigate transportation impacts.** In recent years, the city has seen a boom in construction; however, the City of Culver City (City) does not have robust requirements for developers to mitigate transportation impacts and invest in multimodal improvements. The City's existing TDM (Transportation Demand Management) Ordinance is from 1991 and allows developers to pay in-lieu fees rather than set targets to reduce trips through capital investments and mobility programs. The City has an opportunity to reduce or eliminate parking requirements around transit-oriented districts and incentivize "park-once" behavior<sup>1</sup> by making it easier for different land uses to share parking. There also is recognition at the City that an update to the TDM ordinance may include more robust guidelines for developers to provide comprehensive trip reduction measures as part of their projects within the entitlement process.
- **High vehicle volumes and speeds detract from a comfortable environment for walking and biking.** The city experiences passthrough vehicle traffic on arterial and some neighborhood streets. These issues can be addressed through various measures such as protected bicycle facilities, completing the sidewalk network and intersections treatments for pedestrians, and traffic calming in neighborhoods. To implement these measures, the City may consider developing prioritization metrics that identify areas of greatest need and appropriate design measures based on Complete Streets principles.
- **Adapting to emerging trends in mobility.** As more and more neighboring jurisdictions develop emerging mobility permit programs, Culver City should consider developing policies to handle spillover usage from neighboring cities and to ensure that emerging mobility operations align with City goals and objectives. The City is also considering how it might integrate technological solutions to further optimize existing services such as dial-a-ride or microtransit. The General Plan Update can help the City adapt to emerging micro-mobility trends and learn from other cities within the region that are grappling with these new transportation technologies. With the growing number of transportation data systems, platforms, and service providers in the marketplace, public agencies are considering how to leverage these to expand mobility options for their residents, employees, and visitors. The revolutions in shared, autonomous, and electric mobility can be deployed to improve the

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<sup>1</sup> The "park-once" behavior occurs when a person parks in one lot or area and walks to multiple nearby destinations. Park-once behavior is best facilitated by shared parking facilities rather than distinct lots for every development site.



transportation system's convenience, efficiency, and safety, and offer environmental benefits by reducing greenhouse gas emissions. To realize these benefits, public agencies need to reconsider how to design, operate, and maintain transportation networks through intentional and proactive approaches to policy, compliance, and enforcement. Doing so can minimize any negative externalities of these revolutions, such as increased vehicle miles traveled (VMT), congestion, and intermodal conflicts, and reduced vehicle occupancy and transit ridership.

## **EXISTING PLANS**

The following documents are recent planning and policy documents that shape the transportation network of Culver City. This list does not include all planning and policy documents the City has produced over its history, but rather, this list is inclusive of recent documents that may inform the General Plan Update.

### **CITY OF CULVER CITY PLANS**

#### **CIRCULATION ELEMENT OF THE GENERAL PLAN, 2004**

The General Plan's Circulation Element was originally adopted in 1995 and many goals, policies, and objectives still reflective of that time. Minor amendments were made to establish policies governing development along Ballona Creek in 2004. The element sets a vision for mobility around revitalizing the local street system and reduce vehicular travel and will be updated as part of the General Plan Update.

#### **NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM, 2004**

The Neighborhood Traffic Management Program (NTMP) aims to improve the quality of life in our neighborhoods by implementing transportation solutions to make streets safer and more comfortable. The NTMP allows Culver City residents and the City to work together to address traffic problems, such as speeding or cut-through traffic, on local streets by considering various traffic calming solutions.

#### **BALLONA CREEK GREENWAY PLAN, 2010**

The Ballona Creek Greenway Plan summarizes several design opportunities focusing on trail connections, gathering and entry points, stormwater mitigation, and street design. Recommendations specific to Culver City include improving connections to local parks by integrating Ballona Creek with nearby Culver City neighborhoods using urban forestry and greenway landscaping combined with complete streets updates. 2011's Greenway Projects is a follow-up exploration of a natural trail along the Adams Channel.

**CULVER CITY BICYCLE/PEDESTRIAN SAFETY ASSESSMENT, 2014**

The objectives of the Bicycle/Pedestrian Safety Assessment are to improve pedestrian and bicyclist safety, enhance walkability and bike-ability, and to increase accessibility for all pedestrians and bicyclists. The study analyzed the City's existing and future pedestrian and bicycle demands, which included local Safe Route to School programs, the 2010 Bicycle and Pedestrian Master Plan, and the review of collision data. This study focused on identifying opportunities to build on these existing efforts and offered recommendations for potential improvements. Walking and bicycle study areas included, Washington Boulevard, Culver Boulevard, the Tri-School area, and Fox Hills Park. Additional bicycle studies were conducted at Washington Boulevard from the Metro E Line (Expo) to Downtown Culver City, the Ballona Creek Bike Path at Duquesne Avenue, and Elenda Street from La Ballona Elementary School to Farragut Elementary School.

**TOD VISIONING STUDY AND RECOMMENDATIONS, 2017**

The TOD Visioning Study and Recommendations refocuses mobility planning in the transit-oriented development (TOD) area to foster multi-modal connectivity and promote safe pedestrian, bicycle, transit, and automobile travel. Beginning with the Metro E Line (Expo) Culver City Station, the mobility visioning study explored linkages to improve station area connections with Downtown and with its surrounding neighborhoods. Adopted in 2017, the plan is anchored by the overarching principle to optimize viable choices for movement within Culver City for those living and working here. Other plan principles that inform mode-based recommendations include:

- Pedestrians first
- Capitalize on transit opportunities
- First/last mile options
- Accommodate safe bike facilities
- Optimize mobility hub
- Allocate “appropriate” space for cars

**EXPO-DOWNTOWN BICYCLE CONNECTOR FEASIBILITY STUDY, 2017**

The Public Works Department (PWD) evaluated the feasibility of connecting the Metro E Line (Expo) Culver City Station to Downtown Culver City with a high-quality bicycle facility to complement the City's efforts to encourage bicycle-friendly, walkable transit-oriented development. The recommended project, which has not been implemented, would install a two-way protected bike lane on Washington Boulevard connecting to the Expo Bike Path at Wesley Street, Culver City Station, and Town Plaza in Downtown Culver City. The project would also install a two-way protected bike lane on Robertson Boulevard from Washington to Venice Boulevard to connect the to the Expo Phase II Bike Path north of Venice. Similar protected two-way cycle track (Class IV) on Culver Boulevard connecting Duquesne Avenue where Class II bike lanes exist to Washington Boulevard.

**REIMAGINE FOX HILLS, 2019**

In 2014, the City launched the “Reimagine Fox Hills” program to revitalize commercial property in Fox Hills, which is bounded by Slauson Avenue to the north, the 405 Freeway to the west, Centinela Avenue to the south, and the City of Los Angeles to the east. The revitalization could include the creation of a “Main Street” along Bristol Parkway with retail and restaurant uses, expanded creative office campuses, structured parking, and walkable/bike-able streets. The Economic Development Division is planning to develop a Master Plan for the Fox Hills area, which will identify market feasibility for redevelopment potential and provide a new development framework that syncs with the City’s emerging economy.

**BIKE SHARE FEASIBILITY STUDY, 2017**

The purpose of this study is to evaluate the feasibility of operating a bike share system in Culver City, to evaluate which system would best serve the City’s goals and interests. As a result, the Study recommended that Culver City pursue a smart bike system in partnership with Metro. The implementation of a bike share system in Culver City would encourage bicycling as a mode of transportation and could greatly increase connections to local destinations and regional transit.

**ADA TRANSITION PLAN, 2018**

The ADA Transition Plan aims to assess curb ramps, intersections, sidewalk barriers, and transit stops in an effort to identify facility needs, prioritize implementation and funding, and make recommendations to improve the safety and comfort of walking and wheelchair use in Culver City. The plan is expected to be adopted in 2019.

**COMPLETE STREETS POLICY, 2020**

In January 2020, the City adopted a Complete Streets Policy intended to establish guiding principles for transportation improvements to accommodate people of all ages and abilities traveling by the different modes of transportation. The policy aims to promote healthy and sustainable multimodal mobility for Culver City residents and visitors. To accomplish this, the Policy guides the provision of a safe, convenient, and comfortable street system throughout the city that provides for the needs of road users of all ages, abilities, and backgrounds including bicyclists, pedestrians, drivers, and transit users.

**SHORT RANGE TRANSIT PLAN, 2020**

This document provides a strategic blueprint designed to maintain a forward-thinking focus on improved mobility services with a continued dedication to customer service and fiscal responsibility. It provides a short range (fiscal years 2019 – 2021) look at mobility services, strategic efforts, performance management, community and employee engagement, project management funding, and requirements. It also notes that the Transportation Department is working on a Comprehensive Mobility Service Plan, to be released at a future date.

**LOCAL ROAD SAFETY PLAN, 2020**

This plan being prepared by PWD is anticipated for adoption later in 2020. It will aim to serve multi-modal mobility safely and equitably in the City. The plan will include goals and objectives, analysis findings, prioritized safety measures, potential funding sources, and evaluation criteria. The plan will be responsive to and address the City's Vision Zero goals.

**TRANSPORTATION STUDY CRITERIA AND GUIDELINES, 2020**

The PWD Mobility & Traffic Engineering Division, Community Development Department (CDD) Advance and Current Planning Divisions, and Transportation Department developed these guidelines for the preparation of transportation studies. The document includes thresholds and criteria for California Environmental Quality Act (CEQA) analysis and supplemental analysis for factors like traffic and transit operations, safety, and parking.

**CULVER CITY BICYCLE AND PEDESTRIAN ACTION PLAN, 2020**

Adopted in June 2020, the Culver City Bicycle and Pedestrian Action Plan establishes a long-term vision for improving walking and bicycling in Culver City by updating the previous Bicycle and Pedestrian Master Plan adopted by the City Council in 2010. Like the previous plan, this update seeks to ensure comfortable, safe, and attractive places to bike and walk so that these forms of active transportation become first choices for travelling around the city. The plan's vision is that "Culver City will be a community where bicycling and walking provide affordable, safe, and healthy mobility options for all residents. New projects and programs will work to enhance multi-modal mobility." Goals include access and connectivity, healthier and safer communities, affordability, collaboration, and equitability.

**STATE AND REGIONAL PLANS****OPR UPDATE TO THE GENERAL PLAN GUIDELINES: COMPLETE STREETS AND THE CIRCULATION ELEMENT, 2010**

To support cities and counties in meeting the requirements and objectives of the California Complete Streets Act (Assembly Bill 1358), the OPR updated the General Plan Guidelines to provide guidance on circulation element goals, policies, data collection techniques, and implementation measures related to multimodal transportation networks. According to the guidelines, a multimodal transportation networks should consist of Complete Streets, "which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit."<sup>2</sup> The guidelines include a checklist of statutory requirements for a general plan circulation element and a list of mandatory issues to include in the circulation element.

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<sup>2</sup> California Office of Planning and Research. (December 2010). Update to the General Plan Guidelines: Complete Streets and the Circulation Element.

**OPR TECHNICAL ADVISORY ON EVALUATING TRANSPORTATION IMPACTS IN CEQA (SB 743), 2018**

In September 2013, Governor Brown signed Senate Bill 743 (SB 743) into law, in part mandating the transition from a level of service (LOS) based method of transportation impact analysis to a vehicles miles traveled (VMT) method in compliance with CEQA. Specifically, SB 743 required the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide alternative criteria for evaluating transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation systems, and a diversity of land uses. With the December 2018 Technical Advisory on Evaluating Impacts in CEQA, delay is no longer considered a significant impact under CEQA. The Technical Advisory consists of OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

**SCAG THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY, 2016**

Adopted in 2016, the Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation/Sustainable Communities Strategy. The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The Plan provides a roadmap for integrating land use and transportation and outlines more than \$556.6 billion in transportation system investments through 2040. Strategies for improving the region's transportation system include:

- Focus new growth around transit
- Plan for growth around livable corridors
- Provide more options for short trips
- Maximize the existing transportation system
- Manage congestion
- Promote safety and security
- Completing the transportation network

**INTRODUCTION**

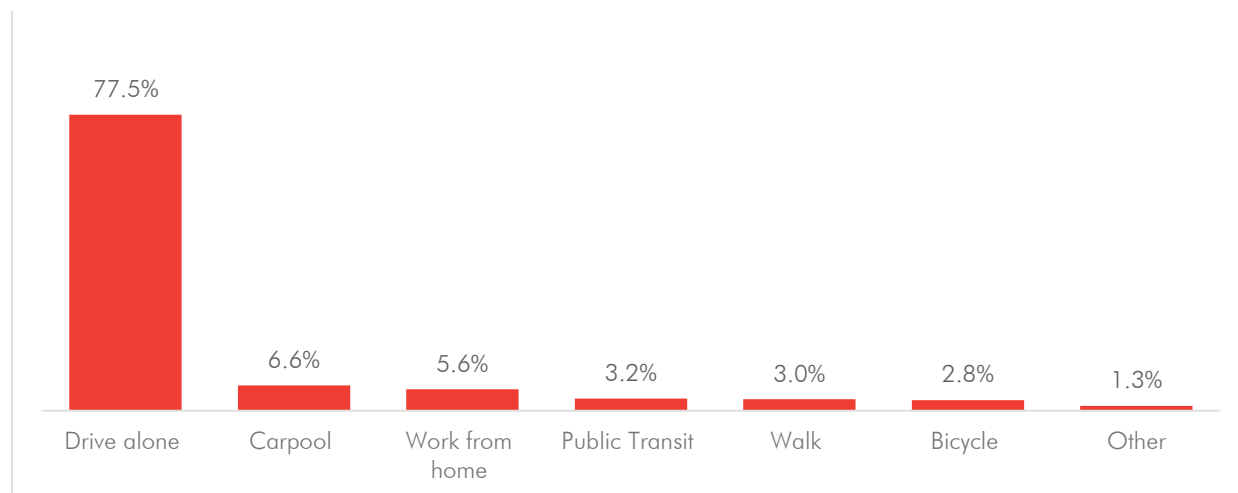
Surrounded by the City of Los Angeles and several unincorporated cities on all sides, many of Culver City's roadways connect regional motor vehicle traffic during peak hours, posing challenges for the citywide transportation network. The city's transportation network depends on regional collaboration for both traffic management and multimodal facilities, as many of the city's heavily used streets are not wholly within city boundaries. Despite Culver City's pivotal location within the Los Angeles area's transportation network, the City has faced challenges from major regional transportation planning efforts led by larger entities.

**MODE SHARE**

As illustrated in Figure 1, the majority of Culver City residents commute to work by driving alone (77.5% as reported in the American Community Survey 2017), which slightly exceeds the proportion

of Los Angeles County residents who drive alone to work (73.7%). Approximately 6.6% of residents report carpooling, second to driving alone. More residents report working from home (5.6%) and taking public transit to work (3.2%) than walking or bicycling to commute to work (2.8%). Approximately 2.2% of residents in the workforce come from households without daily access to an automobile, which is lower than the proportion of Los Angeles County residents (4.4%).

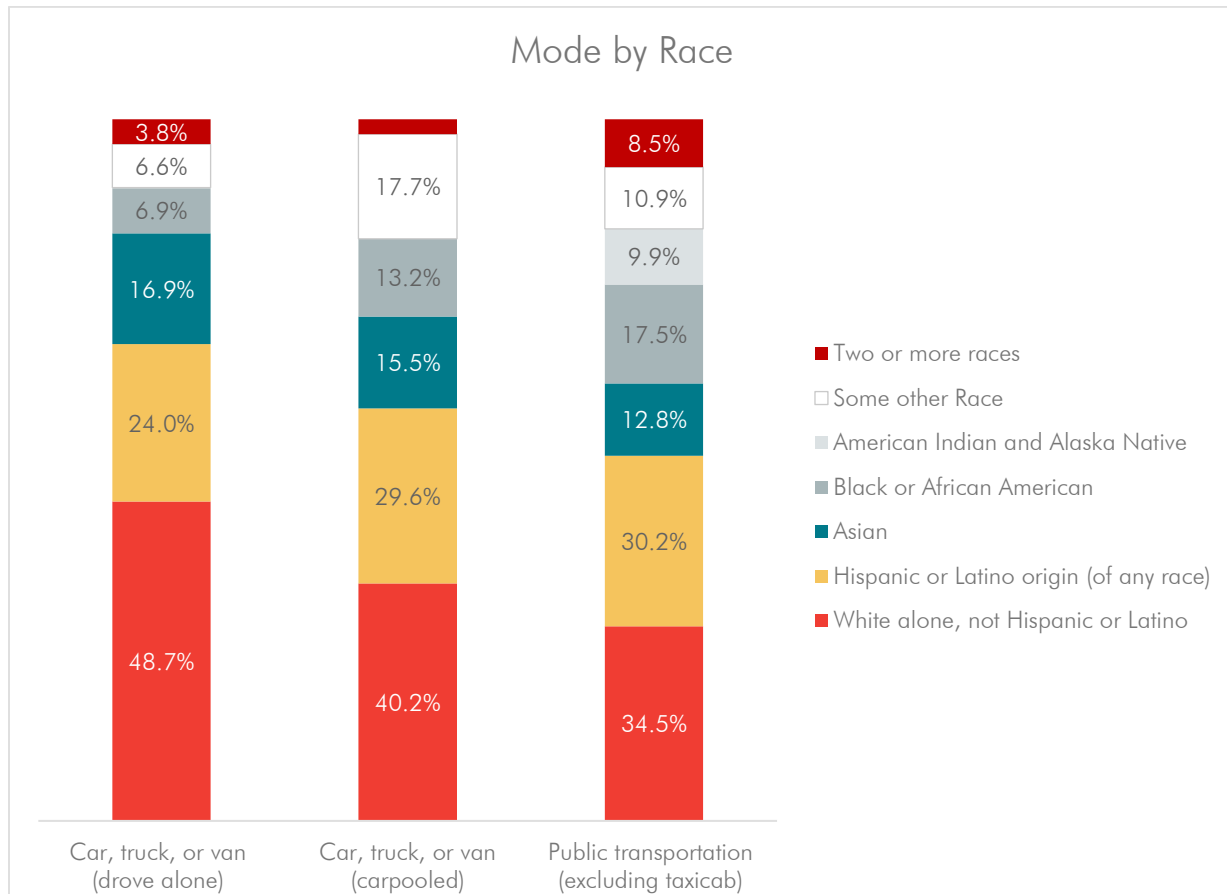
**Figure 1: Culver City Journey to Work Mode Share**



Source: U.S. Census Bureau, Means of Transportation to Work, 2017 ACS 5-Year Estimates

Figure 2 illustrates the mode share by race. Most residents who drive alone to work are White (48.7%), of Hispanic or Latino origin (24.0%) or Asian (16.9%). A greater proportion of Black or African American residents and American Indian and Alaskan Native residents commute to work using public transit (27.4%) than those who carpool (13.2%) and drive alone to work (6.9%).

Figure 2: Mode by Race

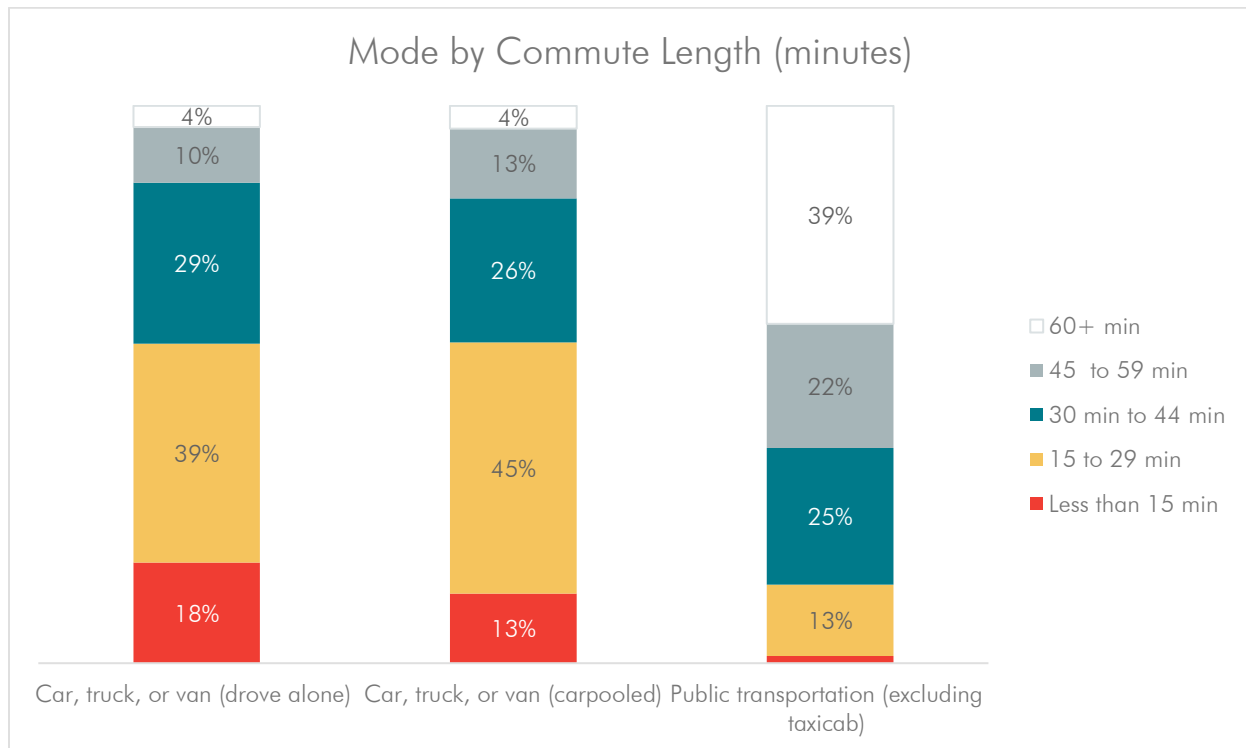


Source: U.S. Census Bureau, Means of Transportation to Work by Selected Characteristics, 2017 ACS 5-Year Estimate



As shown in Figure 3, residents who drive alone to work tend to have shorter commute times than those who carpool and rely on public transit. In comparing commute times by mode, 18.1% of residents who drive alone to work have a travel time of less than 15 minutes, while only 1.3% of residents who travel to work using public transit have a similar travel time. Compared to other modes, public transit has the greatest share of residents with commute times exceeding 60 minutes.

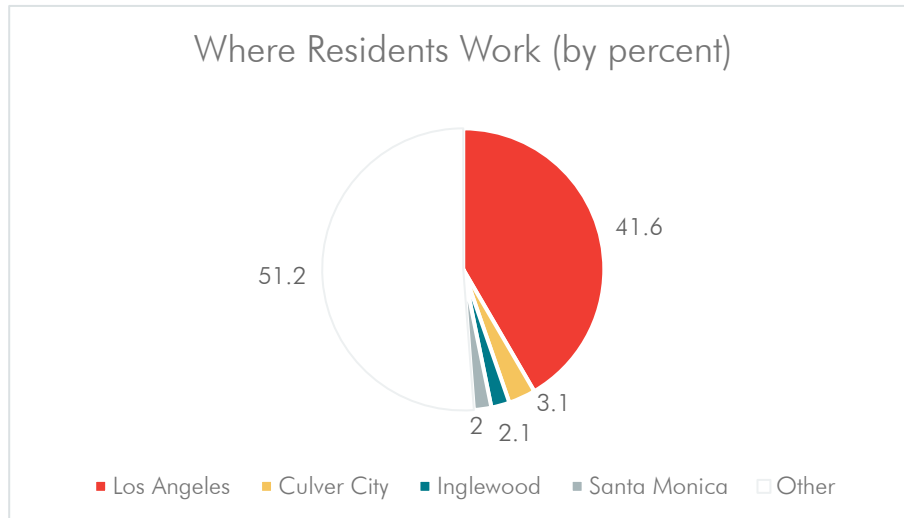
Figure 3: Mode by Commute Length



Source: U.S. Census Bureau, Means of Transportation to Work by Selected Characteristics, 2017 ACS 5-Year Estimate

According to Longitudinal Employer-Household Dynamics (LEHD) data, roughly 3.1% of Culver City residents work within City limits, while the remaining 96.9% work in neighboring cities, including Los Angeles, Inglewood, and Santa Monica (See Figure 4).

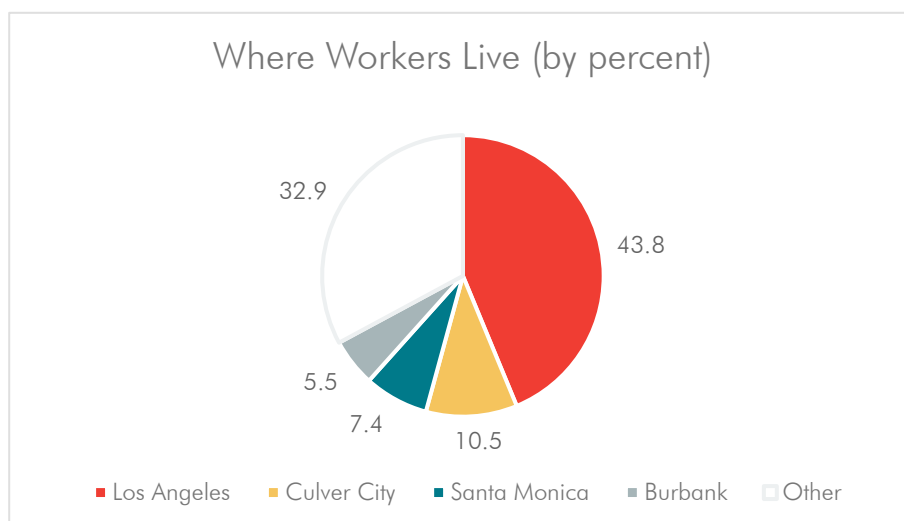
**Figure 4: Culver City Resident Work Locations**



Source: U.S. Census Bureau, Center for Economic Studies, 2017 LEHD

As shown in Figure 5, 43.8% of workers employed in Culver City commute from Los Angeles. Additionally, 32.9% of all workers commute from cities more than 10 miles away, including Long Beach, Hawthorne, Torrance, Santa Clarita, San Diego, and Glendale.

**Figure 5: Culver City Workers Home Locations**



Source: U.S. Census Bureau, Center for Economic Studies, 2017 LEHD

## EXISTING ROADWAY NETWORK

### ROADWAY CLASSIFICATIONS

The following section describes the functional classification of roadway facilities within the Planning Area. The Planning Area is the full extent of the City of Culver City's Sphere of Influence (SOI), which includes land within City limits and unincorporated portions of Los Angeles County. The unincorporated portion of the SOI, which makes up 16% of the Planning Area, is to the west of La Cienega Boulevard and on the eastern side of the Planning Area. A circulation network is composed of facilities that emphasize mobility or access to different degrees. The classifications described below are in accordance with the City's existing Circulation Element and are mapped in Figure 6.

#### FREEWAYS

Two freeways, the San Diego (I-405) and the Marina (SR-90), traverse Culver City. The Santa Monica Freeway (I-10) abuts the most northeast portion of the city. The California Department of Transportation (Caltrans) operates all these facilities. Freeways are the highest level of roadway in the Planning Area, providing limited access and grade-separated intersections from the rest of the roadway network. Their primary function is to carry large volumes of regional and interstate traffic at high speeds.

#### PRIMARY ARTERIES

Primary arteries serve primarily through, non-local traffic and provide limited local access. They have a curb-to-curb width of 95 feet or more; however, many primary arterials in the city are not as wide due to existing development. High vehicular volumes and speeds characterize traffic flow on primary arteries. The number of lanes on primary arteries ranges from four and six lanes plus left-turn lanes, with limited occurrences of private driveways. Some primary arteries, such as Culver Boulevard and Venice Boulevard,<sup>3</sup> accommodate landscaped medians and on-street parking. Designated primary arteries in Culver City include Adams Boulevard, Centinela Avenue, Culver Boulevard, Fairfax Avenue, Jefferson Boulevard, La Cienega Boulevard, Overland Avenue, Playa Street, Robertson Boulevard, Sepulveda Boulevard, Slauson Avenue, Venice Boulevard, Washington Place, and Washington Boulevard. Several of these primary arteries are also designated truck routes (Figure 7).

#### SECONDARY ARTERIES

Secondary arteries connect primary arteries and neighborhood feeders serving both non-local through traffic and local access. They have a right-of-way ranging from 80 to 94 feet, although some streets within the City serving this function are observed to be narrower. The number of travel lanes on secondary arteries ranges from two and four lanes. Designated secondary arteries in Culver City

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<sup>3</sup> It should be noted that for much of Venice Boulevard, the city limit runs along the south side of the street, with just the curb-side parking area west of Sawtelle Boulevard located within the city.

include Bristol Parkway, Buckingham Parkway, Duquesne Avenue, Glencoe Avenue, Green Valley Circle, Hannum Avenue, National Boulevard, and Sawtelle Boulevard.

### **NEIGHBORHOOD FEEDERS**

Neighborhood feeder streets are primarily located in residential neighborhoods connecting arteries and local streets. With one lane in each direction, neighborhood feeders are not designed to accommodate regional through traffic. However, many have become popular bypass routes due to heavy peak period congestion and the proliferation of smartphone-based traffic applications such as Waze. Designated neighborhood feeder streets in Culver City include Beethoven Street, Braddock Drive, Elenda Street (Washington to Culver), Girard Avenue, Higuera Street (Washington to Hayden), Lucerne Avenue, Redwood Avenue, and Walgrove Avenue.

### **LOCAL STREETS**

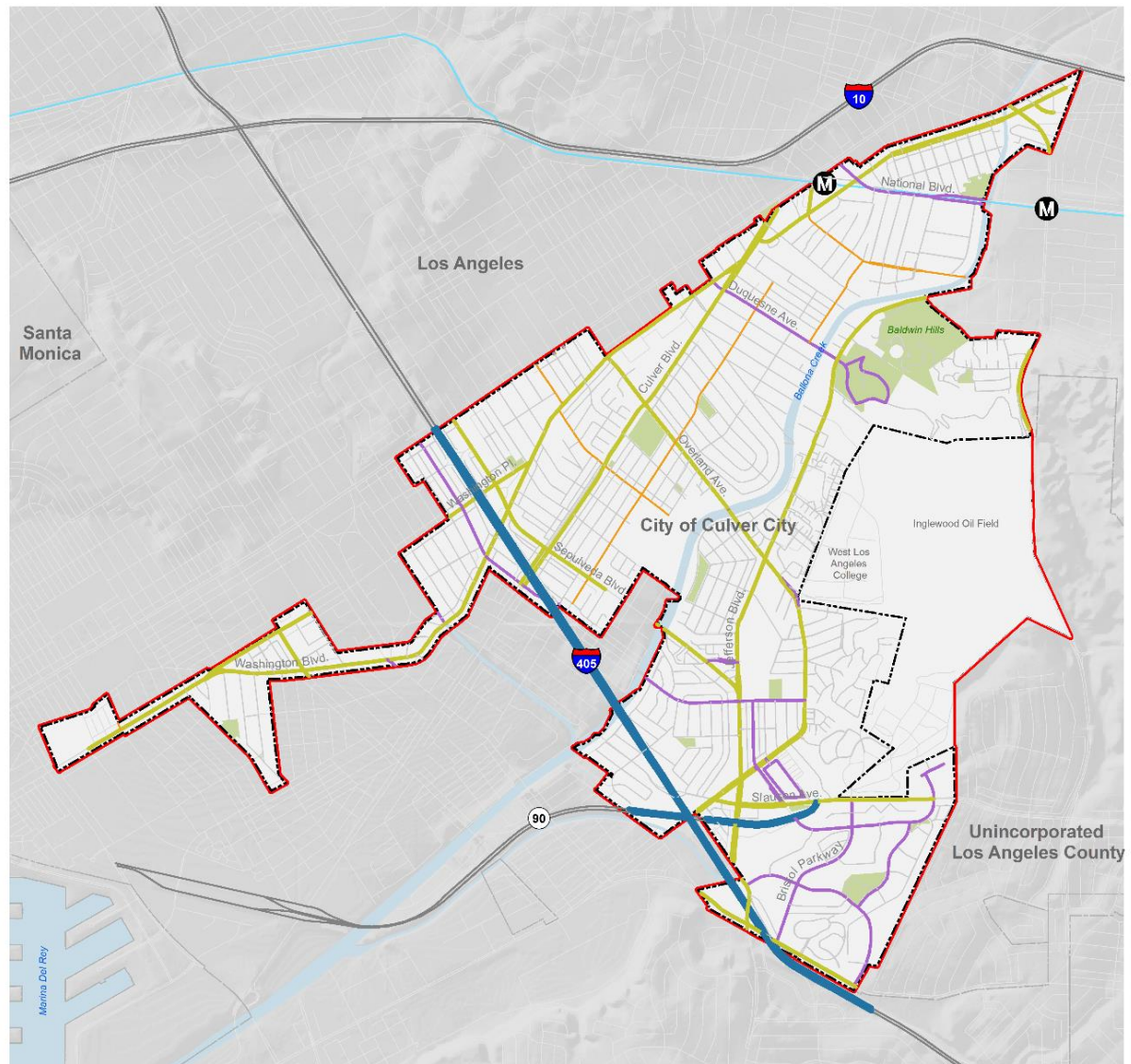
Local streets provide access between adjacent land uses and connect private parking and driveways to larger non-local streets. Local streets typically do not exceed 60 feet in right-of-way (40 feet in pavement width) or have a painted centerline and are found mostly in residential neighborhoods. Examples of designated local streets in Culver City include Irving Place, Kinston Avenue, Selmaraine Drive, and McConnell Avenue.



**Neighborhood streets, such as Higuera Street, connect arteries and local streets.**



Figure 6: Existing Roadway Network



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**LA Metro Rail**

- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Existing Roadway Network**

- Freeways
- Primary Artery
- Secondary Artery
- Neighborhood Feeder
- Local Streets

Sources: City of Culver City, 2019; County of Los Angeles, 2019.

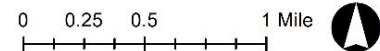
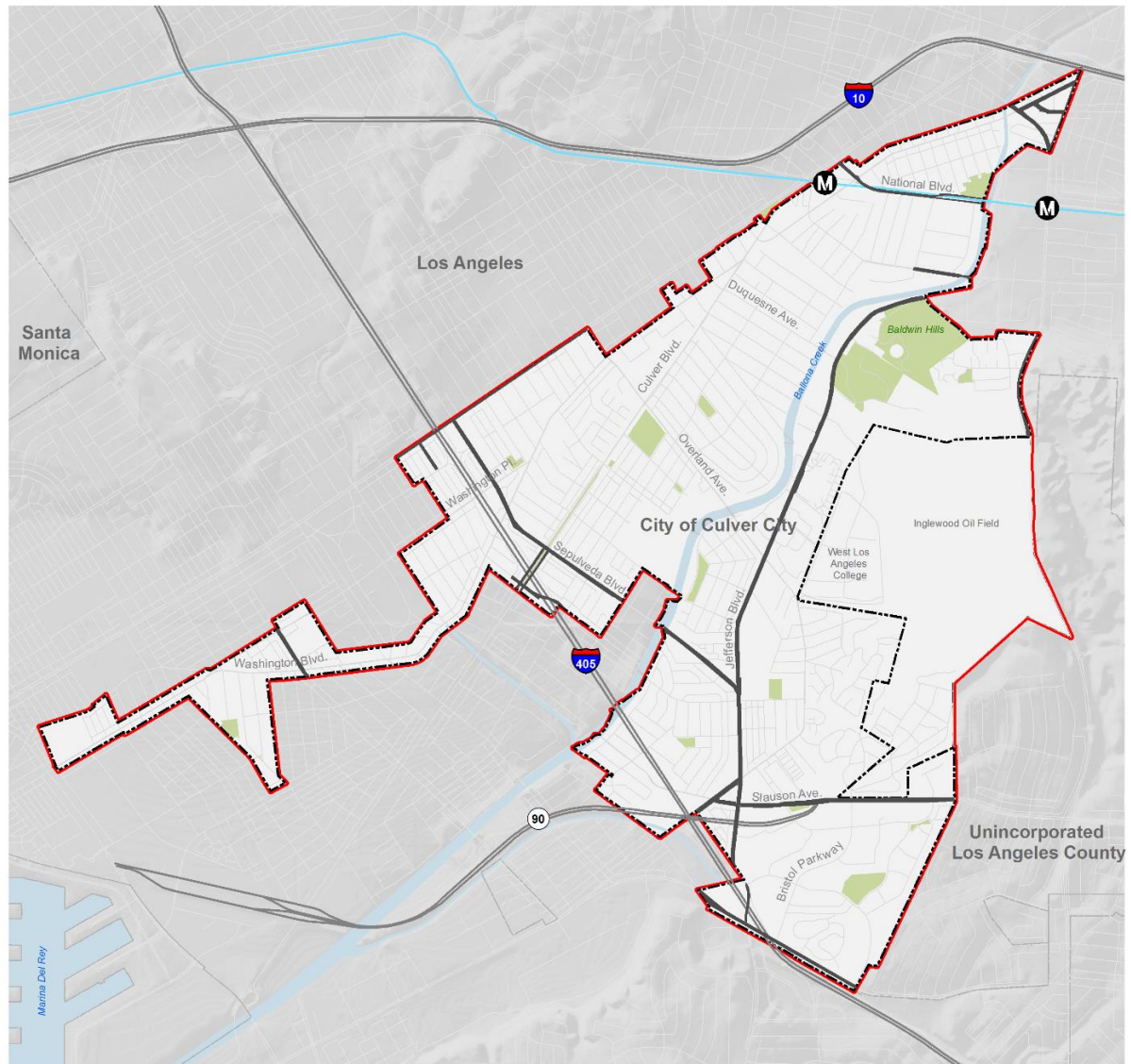





Figure 7: Truck Routes





**Jurisdictional Boundaries**

-  City of Culver City City Limits
-  City of Culver City Sphere of Influence
-  Jurisdictional Boundaries


**Transportation Features**

-  Expo Line
-  Metro Station

**Other Features**

-  Water
-  Parks and Open Spaces

**Truck Routes**

-  Truck Routes

Sources: City of Culver City, 2019; County of Los Angeles, 2019.

0 0.225 0.45 0.9 Mile

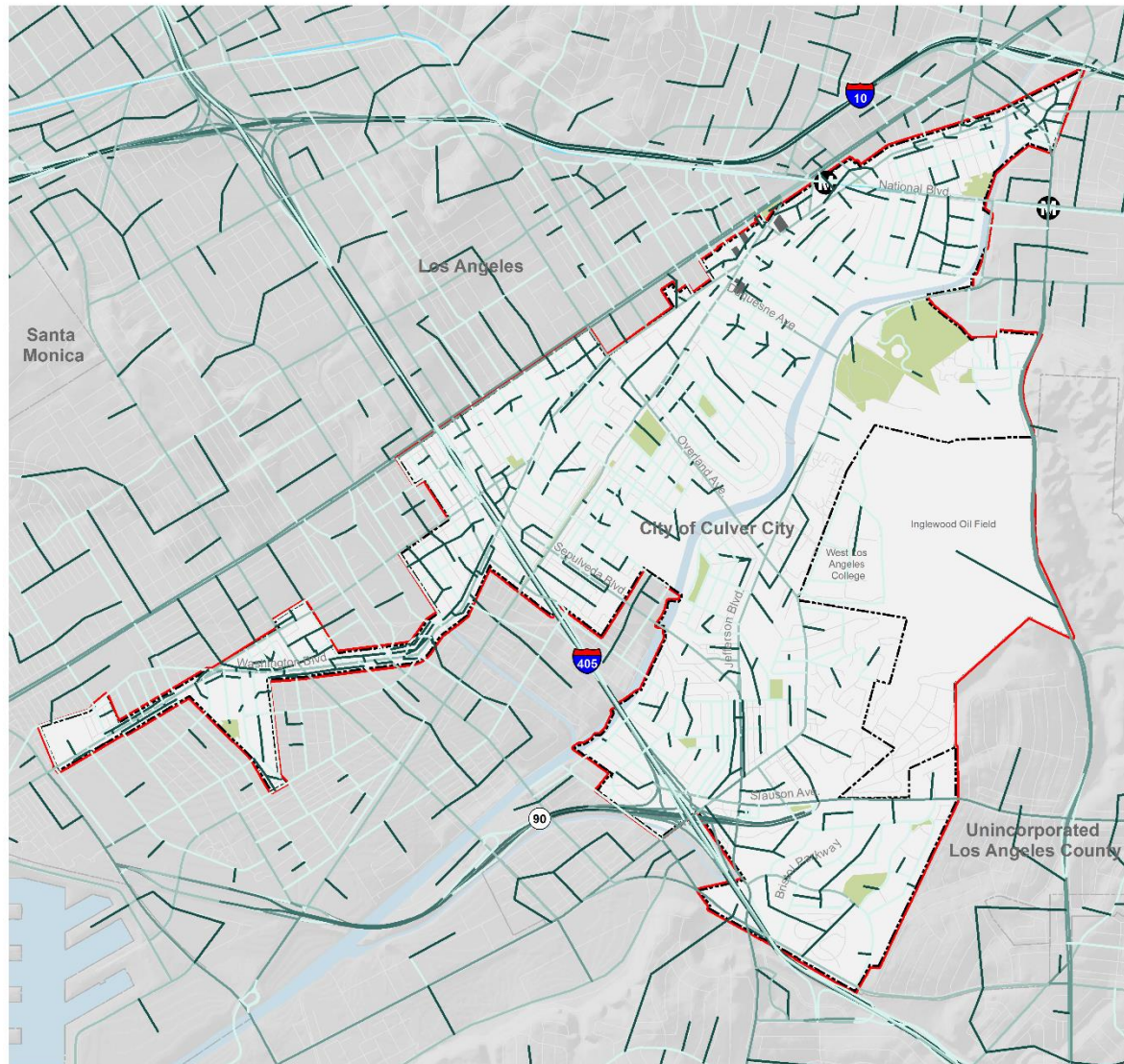


**ROADWAY NETWORK CAPACITY**

Figures 8 to 10 illustrate the available roadway capacity in the city during the morning peak, midday, and the evening peak periods. In general, the southeast areas of the City consist of roadways with most available capacity for future traffic growth. This includes roadways that intersect Jefferson Boulevard. The difference in roadway capacity between the morning and evening peak periods is minimal compared to the observed midday roadway capacity, which is greater than both the morning and evening peak periods along key corridors such as Washington Boulevard and Culver Boulevard.



Figure 8: Roadway Capacity (AM Time Period)



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

**Other Features**

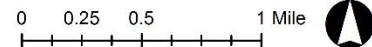
- Water
- Parks and Open Spaces

**Roadway Capacity**

Vehicles per Hour (AM Time Period)

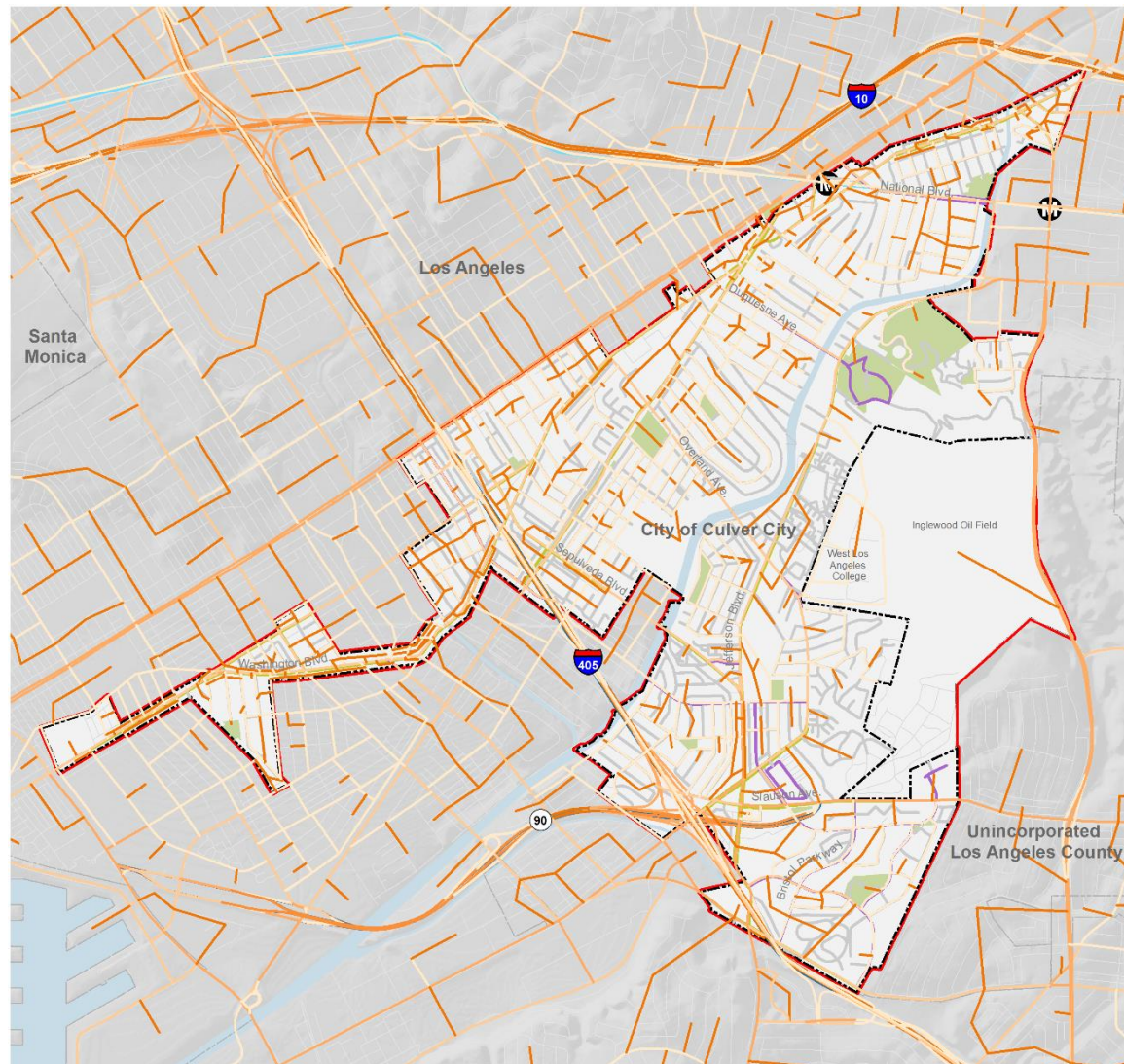
- 0 - 2,610
- 2,611 - 5,298
- 5,299 - 10,597
- 10,598 - 16,748
- 16,749 - 289,997

Sources: City of Culver City, 2019; County of Los Angeles, 201





**Figure 9: Roadway Capacity (Midday Time Period)**



Sources: City of Culver City, 2019; County of Los Angeles, 2019.

**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Roadway Capacity**

Vehicles per Hour (Midday Time Period)

- 0 - 5,400
- 5,401 - 10,962
- 10,963 - 21,924
- 21,925 - 34,650
- 34,651 - 599,994

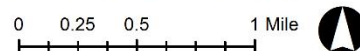
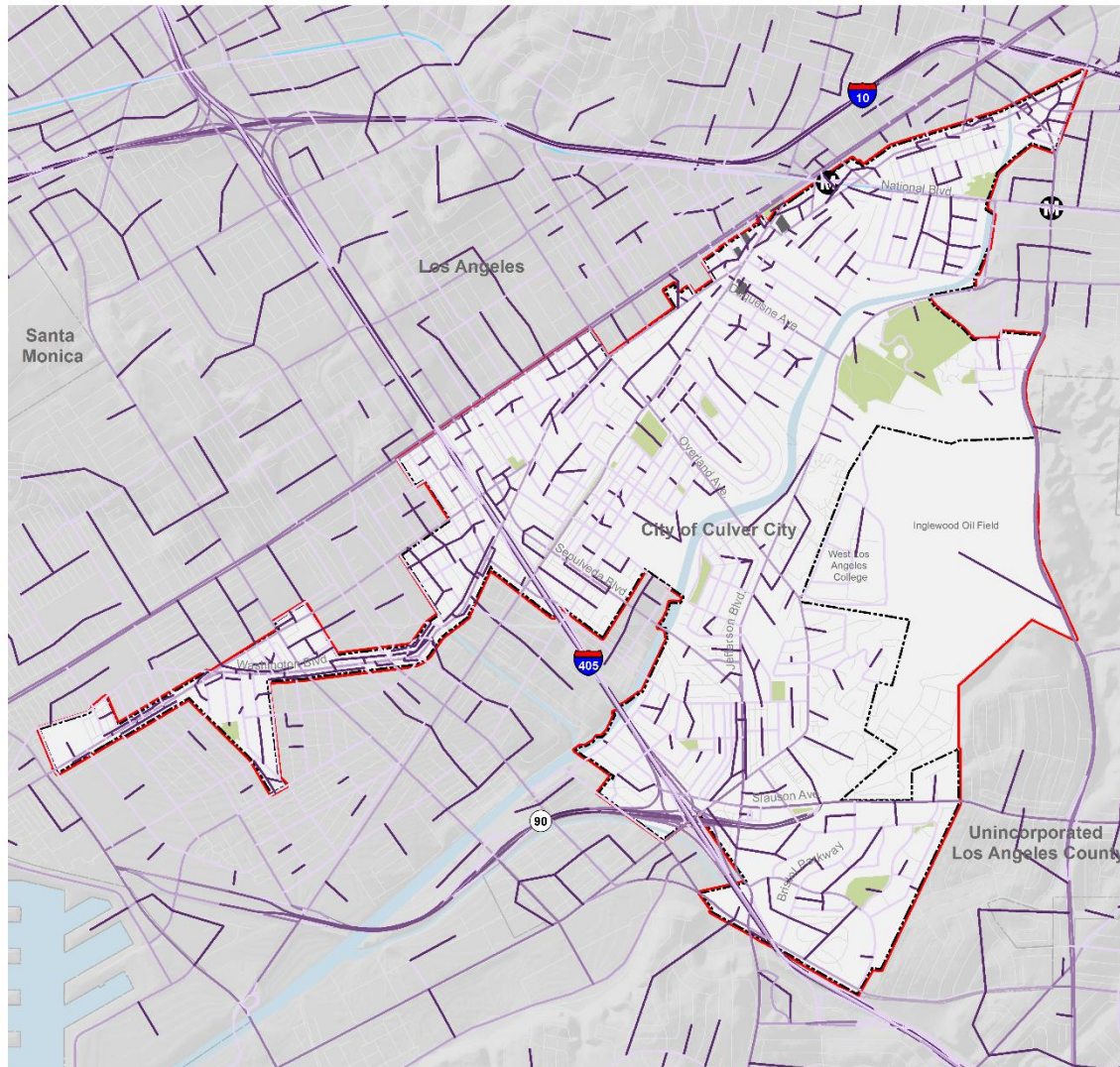




Figure 10: Roadway Capacity (PM Time Period)



Sources: City of Culver City, 2019; County of Los Angeles, 2019.

**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

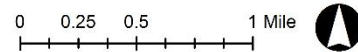
**Other Features**

- Water
- Parks and Open Spaces

**Roadway Capacity**

Vehicles per Hour (PM Time Period)

- 0 - 3,330
- 3,331 - 6,760
- 6,761 - 13,520
- 13,521 - 21,368
- 21,369 - 369,996



## TRAFFIC SIGNAL LOCATIONS AND SPEED LIMITS

Figure 11 illustrates the locations of traffic signals within city limits, and the speed limits on primary artery, secondary artery, and local streets. Most primary arteries are heavily populated with traffic signals spaced at one-half or one-quarter mile intervals. Speed limits generally range from 25 to 40 miles per hour; however, based on speed surveys and engineering studies, travel speeds are slower due to congestion from local and regional traffic. Much of the regional pass-through traffic that would typically use freeways are now using arteries to bypass the congested freeway network.

Culver City coordinates the timing of its traffic signal system to improve safety and to minimize delays. In 2016, the City was awarded funding from Metro for Signal Synchronization for an Adaptive Traffic Control System (ATCS). The project included upgrading the current Traffic Control System (TCS) to ATCS, the replacement of existing signal controls, the installation of additional vehicle detectors, and the expansion and upgrading of the communications network and equipment. The current TCS allows real-time monitoring of intersection operations.

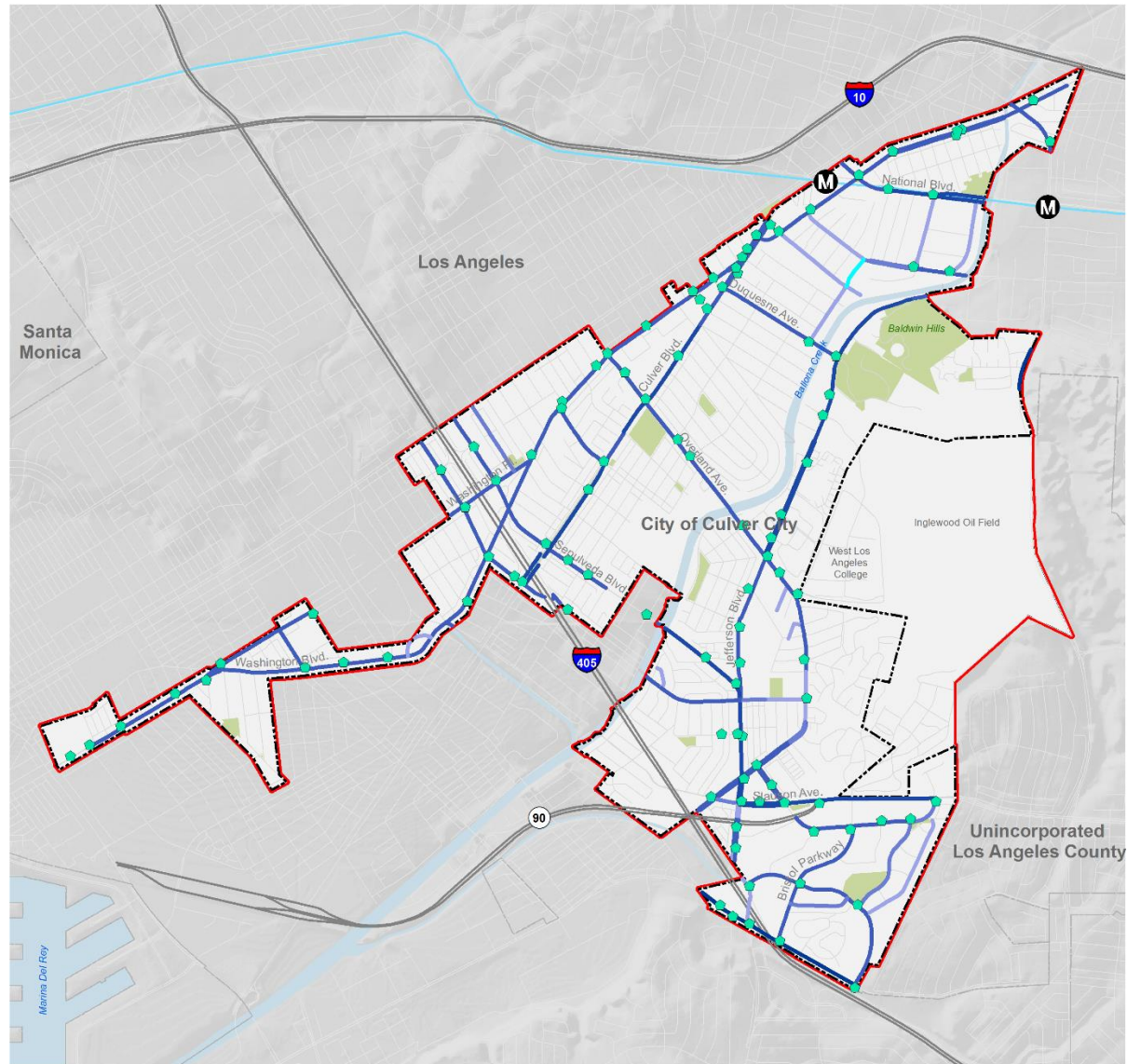


**Traffic signals on arteries are spaced at one-quarter to one-half mile intervals.**

*Source: Raimi + Associates*



**Figure 11: Traffic Signals and Speed Limits**



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- M Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Speed Limit (mph)**

- 15
- 25
- 30
- 35
- 40
- 45
- Signalized Intersections

Sources: City of Culver City, 2019; County of Los Angeles, 2015

0 0.225 0.45 0.9 Mile



## TRAFFIC COLLISIONS

Evaluating where and why collisions occur helps guide roadway design by informing which safety or enforcement countermeasures are appropriate. Statewide Integrated Traffic Records System (SWITRS) collision data from 2014 to 2018 is analyzed below according to collision severity and primary collision factor. Once the LRSP is made available, it will have more detailed information and should be referenced for information related to collisions.

### COLLISIONS OVER TIME

A total of 1,811 vehicle-involved collisions occurred in Culver City between 2014 and 2018, with the frequency of vehicle-involved collisions increasing from 2014 to 2017, but then declining in 2018. There was a total of 1,560 vehicle-only collisions, 119 pedestrian-involved collisions, and 132 bicycle-involved collisions. Shown in Figure 12, the highest number of vehicle-involved collisions occurred in 2017, with 434 total collisions. Overall, 95 of these collisions (5.2%) resulted in a fatal or severe injury.

Figure 13 shows the number of vehicle-involved daily collisions by time of day. The most collisions occur on Thursdays between 3:00 AM and 5:59 AM (82), followed by Fridays between 3:00 AM and 5:59 AM (69), and Tuesdays between 3:00 AM and 5:59 AM (67). When excluding freeways (i.e. I-405), there were a total of 1,236 collisions, highlighting that 68.2% of all collisions occur on arterial streets within Culver City's jurisdiction. Severe and fatal injuries occurred in 5.25% of these collisions. All vehicle-involved collisions from 2014 to 2018 are mapped in Figure 14. All vehicle-involved collisions excluding freeways are mapped in Figure 15. Roadways that exhibit a high density of collisions as illustrated in Figures 14 and 15 are not the same as priority safety corridors that experience a high number of fatal and severe injury collisions. Aside from I-405, hot spots with relatively high rates of vehicle-involved collisions compared to the rest of the Planning Area include the following:

- W. Washington Boulevard through the Culver-West neighborhood
- Slauson Avenue through the Fox Hills neighborhood
- Jefferson Boulevard and Sepulveda Boulevard intersection
- Sepulveda Boulevard and crossing intersections north of Culver Boulevard
- Washington Boulevard through the McManus neighborhood

Figure 12: Vehicle-Only Collisions by Severity (2014 – 2018)

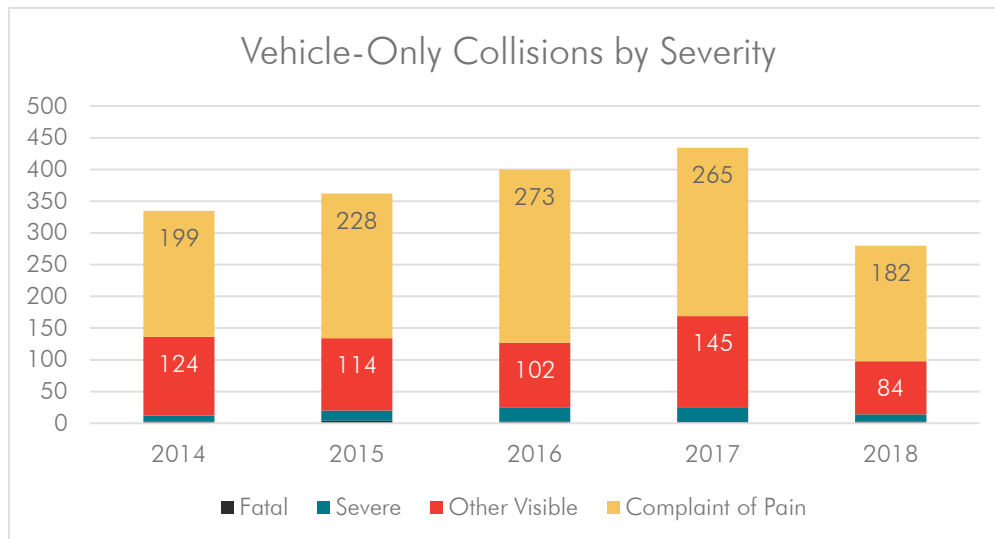


Figure 13: Collisions by Day of Week and Time of Day

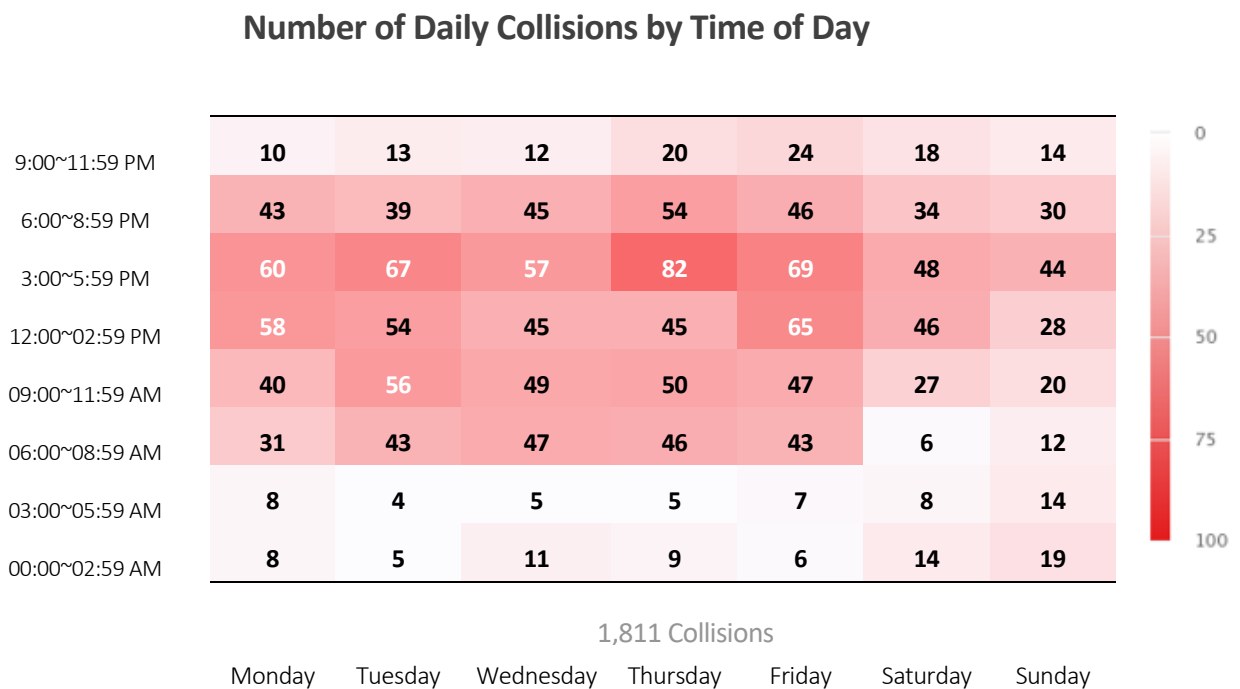
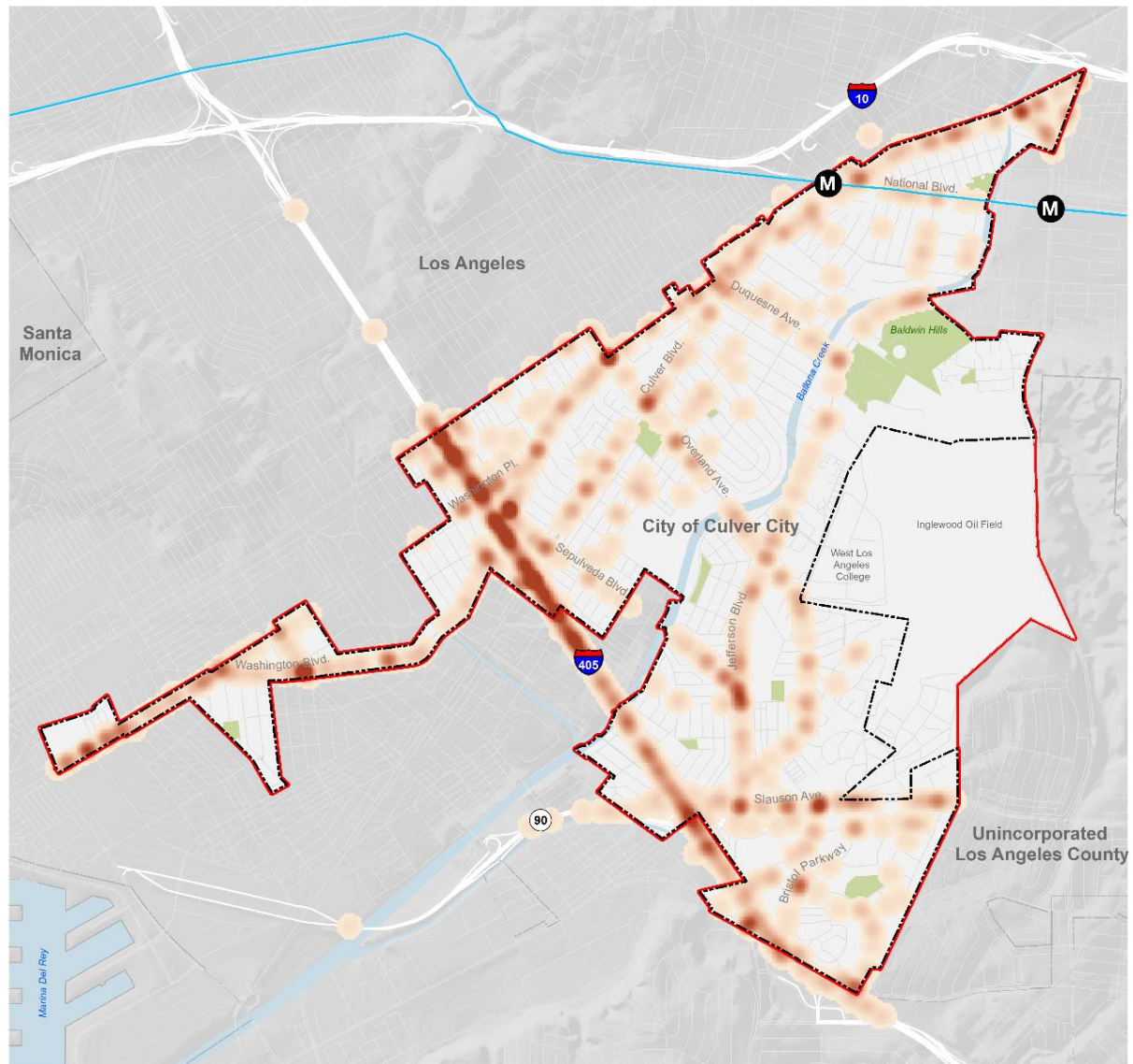




Figure 14: Vehicle-Involved Collisions (2014 – 2018)



Sources: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019; City of Culver City, 2019; County of Los Angeles, 2019.

**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Density of All Collisions**

- Value**
- High
  - Low

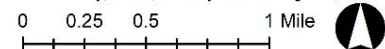
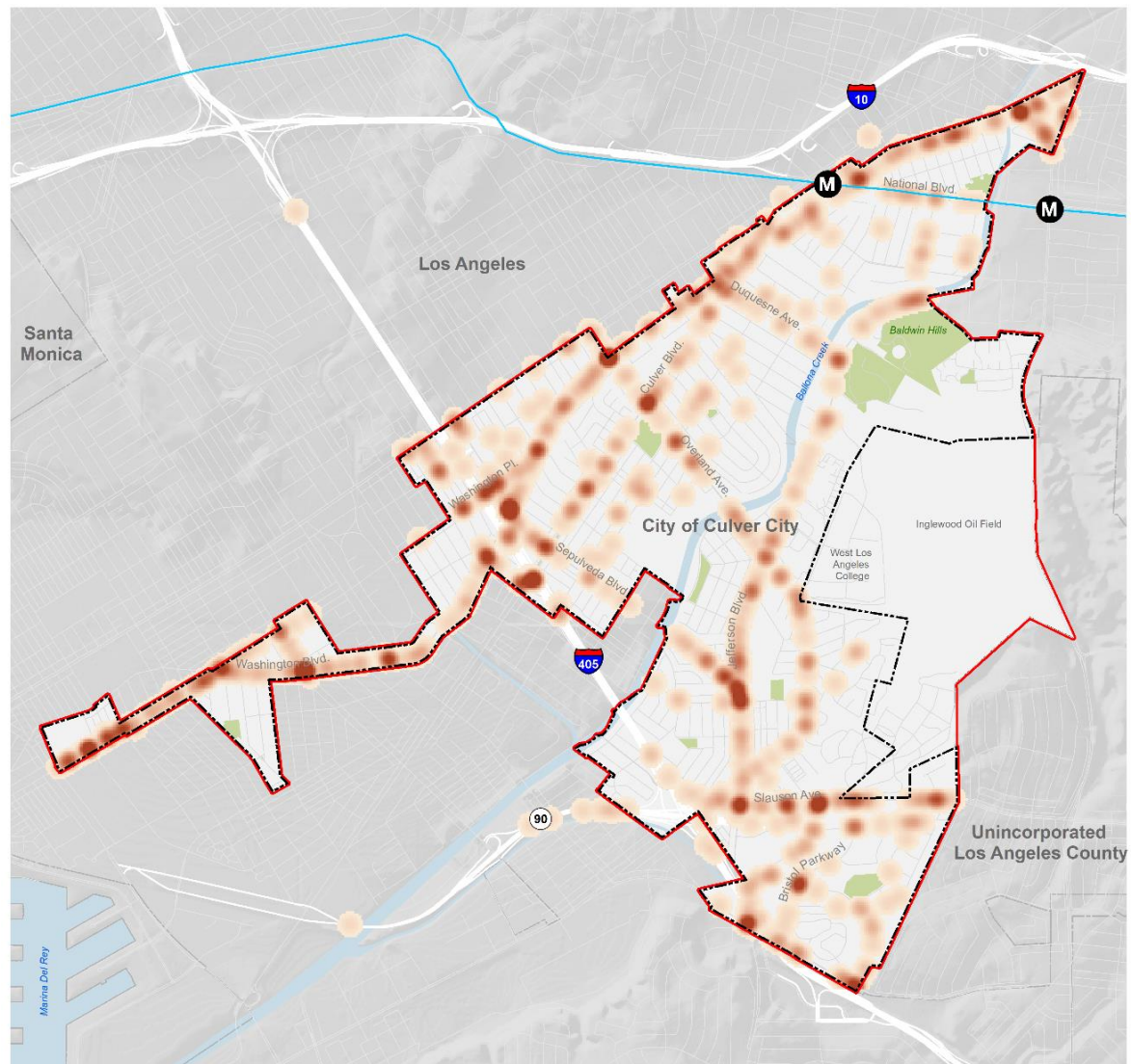


Figure 15: Vehicle-Involved Collisions – Excluding Freeways (2014 – 2018)



Sources: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019; City of Culver City, 2019; County of Los Angeles, 2019.

**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

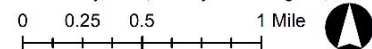
- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Density of All Collisions Excluding I-405**

- High
- Low

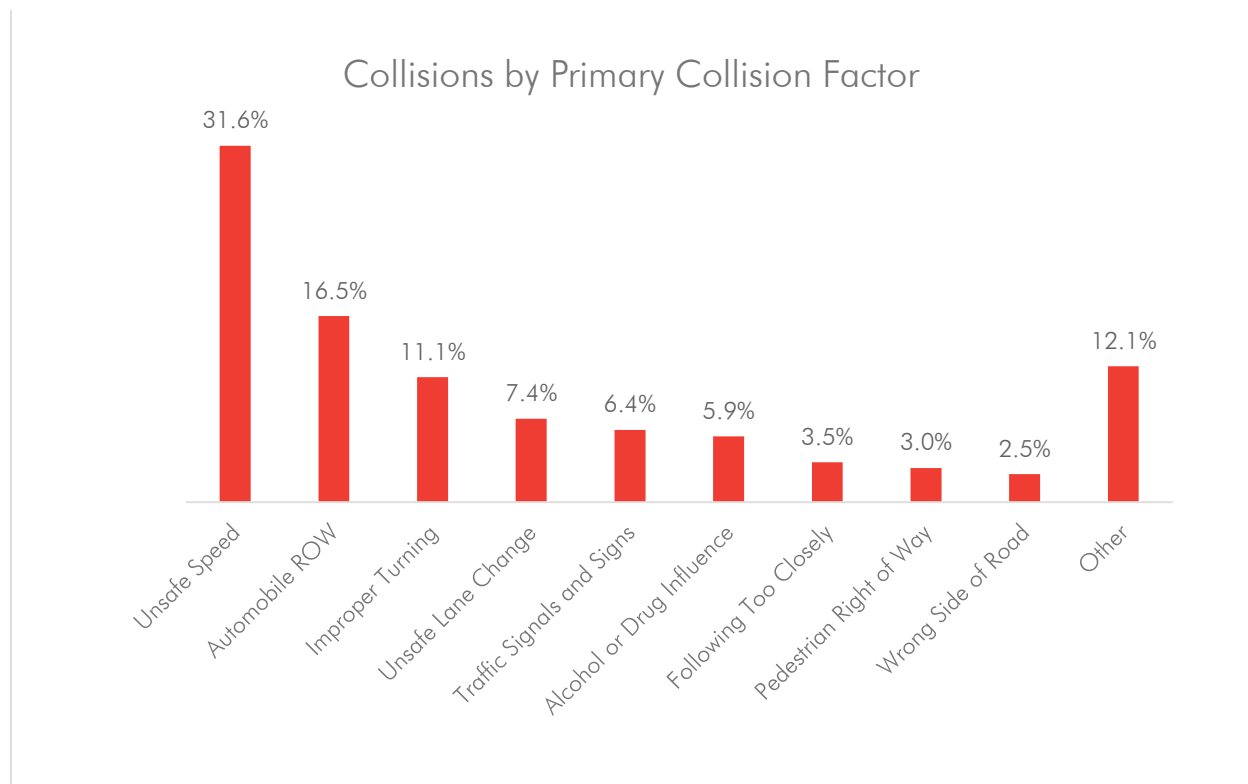


## PRIMARY COLLISION FACTORS

Understanding how and why collisions occur is critical for identifying and implementing appropriate safety measures. Primary causes for collisions can shed light on which behaviors cause collisions and what countermeasures are needed to remedy them.

Figure 16 shows the top ten most common factors for vehicle-involved collisions, with unsafe speed being the most significant, accounting for 32% of collisions. All collisions involving unsafe speed occurred on roadways with speed limits ranging from 30 to 40 miles per hour. Unsafe speed violations can be addressed through redesigning and narrowing roadways to slow speeds or increasing the presence of local law enforcement. The second most common factor is automobile right-of-way (ROW), which is due to drivers failing to yield properly. These drivers may have failed to see other vehicles, failed to see lane delineation, or committed rushed attempts at changing a lane. While restriping fading lane markers can reduce ROW collision factors, stop bars, and crosswalk markings, these types of collisions are often the result of distracted driving or a lack of knowledge of the rules of the road. Preservation of roadway markings and warning devices should be coupled with education and awareness campaigns, including integration with traffic enforcement measures.

**Figure 16: Collisions by Primary Collision Factor (2014 – 2018)**





## MAINTENANCE AND PRESERVATION

Street improvements are part of Culver City's efforts to maintain and improve facilities and infrastructure. Each year, the City's pavement management system determines which deteriorating residential and arterial streets will be resurfaced with new rubberized asphalt concrete as part of its Pavement Rehabilitation Project. Additional improvements include repairing sidewalks, curb ramps, gutters, driveways, and asphalt. The Pavement Rehabilitation Project is partially funded by the Gas Tax Fund and a grant from the California Department of Resource Recycling and Recovery (CalRecycle) for using rubberized asphalt concrete on the project. The 2019 Pavement Rehabilitation Project, which was completed in summer 2019, included the following improvements:<sup>4</sup>

- Removing and repaving the Overland Avenue/Jefferson Boulevard median
- Median extension on Overland Avenue at Oregon Avenue
- Localized repair of asphalt pavement along Overland Avenue
- Repaving Overland Avenue from Washington Boulevard to Jefferson Boulevard
- Localized repair of asphalt pavement along Culver Boulevard
- Installing traffic poles at Overland Avenue, Sony Picture Studios, Palm Center and Overland Avenue, and Jefferson Boulevard.

## MOBILITY SERVICES

### MOBILITY VISION

As Culver City continues to attract business and residents, it must grapple with the impact of growth of traffic and emissions. The Culver City City Council agrees that the city is facing a transportation revolution that requires comprehensive strategies and has listed the need to enhance mobility/transportation as one of its six priorities in its 2018-2023 Strategic Plan. The City's 2018 TOD Visioning Study identified mobility issues of primary concern to residents and other stakeholders and outlines multiple projects and programs to address them. The change to consider all of mobility, versus the automobile alone, is a shift in paradigm for the City.

In late 2019, the Transportation Department underwent a collaborative process with other City departments and the City Council to create a vision and mission to help guide this paradigm shift by establishing a set of core values for the Transportation Department's mobility services. The mission being, "We plan, operate and maintain the movement of people to, through and from Culver City through our service, with our people, in our culture. The vision relates to rethinking mobility, connecting community, and enhancing quality of life:

- **Rethinking Mobility** – Using and growing on the success of fixed route and paratransit services, how can we expand other public service transportation options to reduce the demand for automobile ownership?

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<sup>4</sup> City of Culver City. (January 2019). 2019 Pavement Rehabilitation Project to Begin. Accessed via <https://www.culvercity.org/how-do-i-/system-pages/basic-page-w-vision-pulse/-item-804>

- **Connecting Community** – Although Culver City community starts within the five square miles of city borders, it extends to all surrounding west side communities of Los Angeles. Culver City residents and customers, including city service providers, need convenient access to our entire 33-square mile service area, as well as improved ways to travel within the City.
- **Enhancing Quality of Life** – The choice of cycling, walking and public transportation services must enhance our residents' life satisfactions, including everything from physical health, family, education, employment, wealth, safety, and security to freedom of beliefs and the environment. Public mobility options connect it all.

With the guiding vision in place, the Transportation Department segmented its public mobility services into three areas:

- **CityBus** – represents the City's fixed-route bus services;
- **CityShare** – includes the City's scooter share program, forthcoming bike share program, trip reduction program, and transportation demand management initiatives; and
- **CityRide** – includes the Dial-A-Ride service and the future microtransit program(s).

Other key values for mobility named by the Public Works Department that are critical to achieving the City's mobility goals are as follows:

- Establishing an interconnected grid of bicycle facilities, as well as significant enhancements to pedestrian facilities, following the Bicycle and Pedestrian Action Plan approved by Council on June 8, 2020.
- PWD established a Complete Streets Policy that was approved by City Council in January 2020 and is pursuing development of Complete Streets Design Guidelines to equitably accommodate all modes of transportation including pedestrians, bicycles, transit, and autos.
- A citywide traffic safety review and an action plan contained in the City's Local Roads Safety Plan will be considered by Council in January 2021.

The vision for mobility in the city touches on multiple modes of transportation including transit, bicycle, pedestrian, and others. With the dynamic nature of mobility, these values and visions will continue to evolve with input from the community supported by the Transportation, Public Works, and Community Development Departments, among others.

## BICYCLE AND PEDESTRIAN CONDITIONS

Bicycle, walking, and micromobility services are integral to Culver City's transportation network and provide essential first/last-mile connections to transit. City staff have expressed the desire to provide a connected bicycle network, including Class II, Class III, and Class IV facilities, where appropriate. Potential locations for low-stress active travel improvements include Culver Boulevard, Elenda Street, and north-south arteries such as Overland Boulevard. As an important active transportation corridor, the Ballona Creek Bike Path can also be improved, with lighting, safety, additional access points in permitted areas, and other related improvements. A comprehensive inventory of proposed bicycle facilities is outlined in Table 10 of the 2020 Bicycle and Pedestrian Action Plan. Also, Culver City is currently working towards implementing a Local Road Safety program.

## **BIKEWAY FACILITIES**

Culver City's existing network of Class I and Class II bicycle facilities is disconnected, with few routes intersecting others, forcing cyclists to share space with motor vehicles. Bicycle lanes along Washington Boulevard are inconsistent, changing between Class II and Class III multiple times. The Ballona Creek Bike Path is a popular regional bicycle route, but it has few access points into Culver City, and some access points are busy arterial streets without bicycle infrastructure (such as Sepulveda Boulevard and Overland Avenue). Other access points, such as Duquesne Avenue, were recently restriped with Class II bicycle lanes using green paint, providing a connection to downtown. Bicycle lanes along Jefferson Boulevard also provide a connection to the lanes on Duquesne Avenue to the north but do not continue to the south.

Overall, Culver City's location and boundaries present a challenge for a continuous, connected bicycle network. Surrounded by the City of Los Angeles and several unincorporated areas on all sides, many of Culver City's arterial streets function as regional connectors for motor vehicle traffic in all directions. Any reallocation of street space would require significant coordination from a regional traffic perspective. Further, streets such as Sepulveda Boulevard and Washington Place are not contiguously inside the city's boundaries, therefore requiring that the respective government agencies coordinate to design continuous bikeways along these corridors.

The following section provides a description of the functional classification of bicycle facilities within the Planning Area, as mapped in Figure 17. The general purpose of the bikeway network is to encourage access for both work and non-work trips by active modes within the city and adjoining communities, in addition to enhancing opportunities for recreation.

### **CLASS I BICYCLE PATH**

Class I are shared-use bicycle paths, or paved trails. The facilities provide separate, exclusive right-of-way for bicycling, walking, and other non-motorized uses. They can be considered the lowest stress facilities, as there are few potential conflicts between bicycles and motor vehicles. Culver City has a total of 4.4 miles of shared-use path facilities, with Ballona Creek Bike Path the longest at 3.2 miles.

### **CLASS II BICYCLE LANE**

Class II are striped, preferential lanes on roadways for one-way bicycle travel. Some bicycle lanes include striped buffers that add a few feet of separation between the bicycle lane and traffic lane or parking aisle. These facilities are important for the overall bikeway network that Culver City strives to achieve because they provide a designated space for riders along a roadway. Culver City currently has 6.5 miles of roads with bicycle lanes.

### **CLASS III BICYCLE ROUTE (SHARROW)**

Class III are signed routes where people riding bicycles share a travel lane with people driving. Because they are mixed-flow facilities, bicycle routes are only appropriate for low-volume streets with slow travel speeds. Some routes are designated only by Caltrans-compliant Bicycle Route signs, while others are designated by signs and painted shared-lane markings, or "sharrows," to indicate a shared environment for bicycle riders and motorists. Among other benefits, shared-lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be

configured to offer directional and wayfinding guidance. Class III on residential streets may be designated as "bicycle boulevards." Traffic calming measures that help to slow traffic and assist bicyclists and pedestrians in crossing busier roadways are included as needed to help reduce cut through vehicle trips. Culver City currently has about 3.5 miles of Class III bicycle routes.

#### CLASS IV SEPARATED BIKEWAY

Class IV—or separated bikeways—also known as cycle tracks, are on-street facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. This facility type provides extra separation between moving vehicles and people riding bicycles so that bicyclists feel more secure while traveling along a roadway. Culver City currently has no separated bikeway facilities.



Class I bicycle path



Class II bicycle lane



Class IV separated bikeway

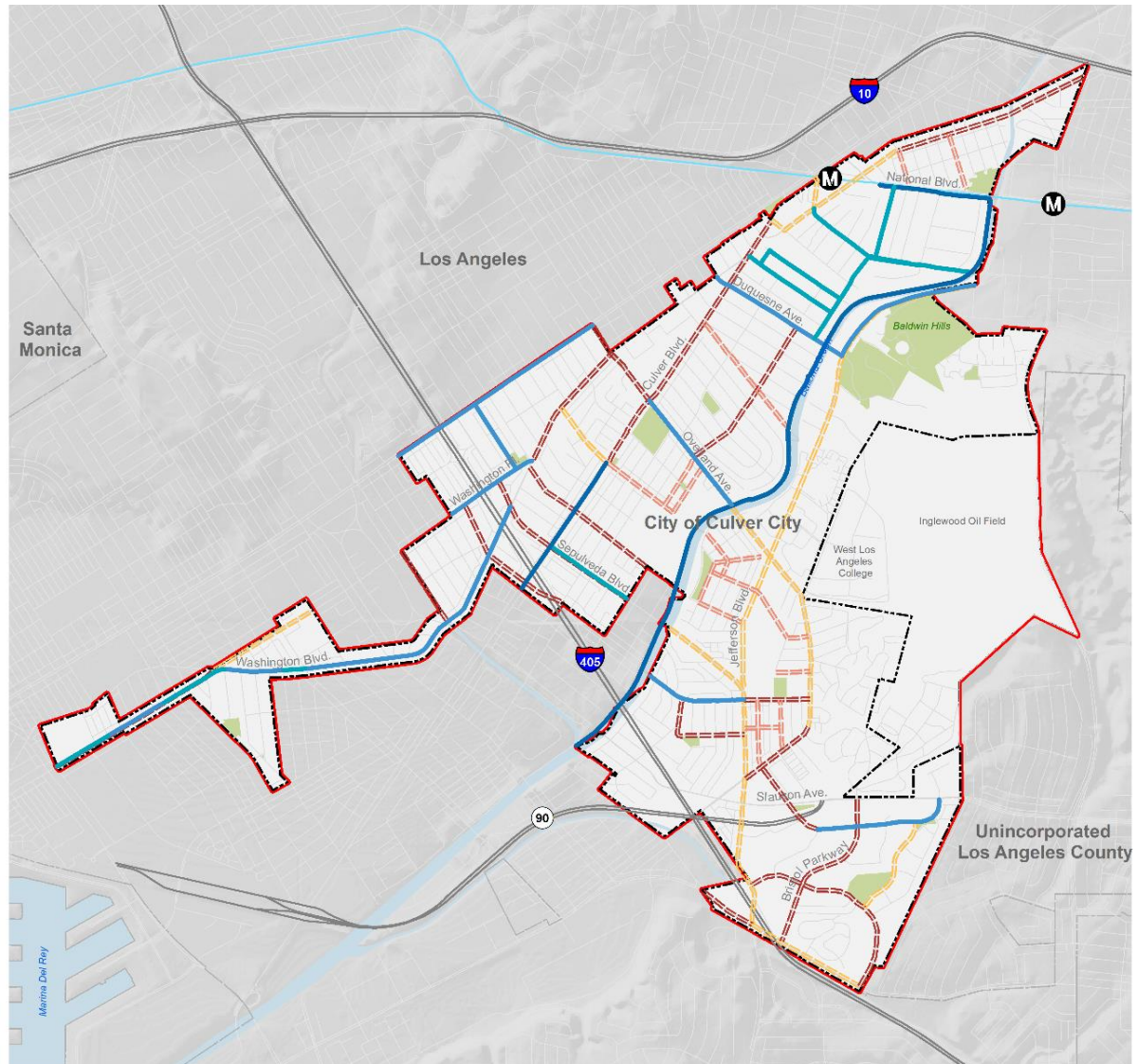


Class III bicycle route (sharrow)

Sources: Raimi + Associates, Nelson\Nygaard, City of Culver City



**Figure 17: Existing and Proposed Bicycle Network (Class I-IV)**



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- M Metro Station

**Other Features**

- Water
- Parks and Open Spaces

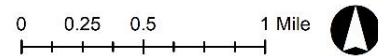
**Existing Bicycle Network**

- Class II: Bicycle Lane
- Class I: Bicycle Path
- Class III: Bicycle Route

**Proposed Bicycle Network**

- Class II: Bicycle Lane
- Class III: Bicycle Boulevard
- Class IV: Separated Bikeway

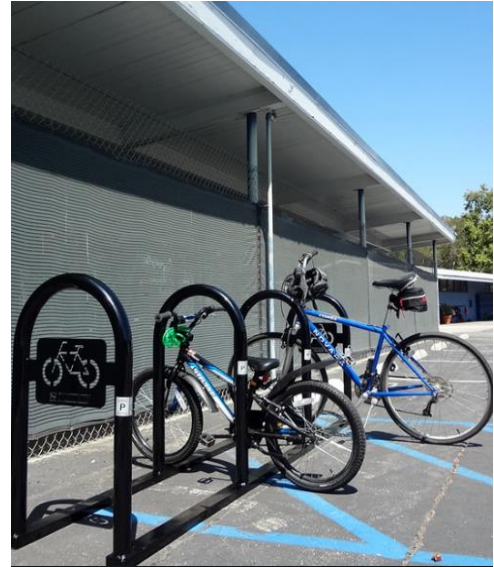
Sources: City of Culver City, 2019; County of Los Angeles, 2019.



## BICYCLE PARKING

The City has installed over 100 bicycle racks in locations that were recommended in the 2010 Bicycle and Pedestrian Master Plan and continues to install bicycle parking through requests from the public on an ongoing basis. Though bicycle parking exists throughout Culver City's commercial corridors, the racks are of varying designs. Several of these existing racks do not meet current best practices of bicycle rack design. For example, many racks are single-point racks, which do not support the frame of the bicycle because they only allow one wheel to connect to the rack. These racks allow parked bicycles to be easily knocked over and are susceptible to theft.

Long-term bicycle parking (bicycle lockers), which are more secure than bicycle racks, exist at City Hall for employee use, and at the Metro E Line (Expo) Culver City Station for public use. A Metro Bike Hub is also planned for the Metro E Line (Expo) Culver City Station. Metro Bike Hubs feature 24-hour secure bicycle parking, on-call mechanics, in-person staff, as well as classes and events. A comprehensive inventory of proposed bicycle parking locations and quantities is outlined in Table 7 of the 2020 Bicycle and Pedestrian Action Plan. The Action Plan also provides bicycle parking standards and branding recommendations.



Source: Culver City Times

## BIKE SHARE

In 2017, Culver City released a Bike Share Feasibility Study reviewing the costs and benefits of bringing bike share to Culver City. The City and the Bicycle and Pedestrian Advisory Committee (BPAC) established the following goals by which the City could evaluate the bike share system under consideration:

- Increase access to the bike share system by integrating with adjacent communities and by connecting to transit and points of interest.
- Serve all Culver City residents, regardless of geography, income, physical ability, or ethnicity.
- Be cost-effective and minimize the reliance on sustained financial support from the City.
- Be adaptable to meet evolving challenges and priorities and be able to expand in the future.

The City is partnering with Metro to establish a bikeshare program within the city boundaries that interconnects with the bikeshare system in the westside region. The City's bikeshare program is expected to be launched in early 2021 starting with 12-14 stations where demand is anticipated, deploying a mix of electric and classic bicycles in order to meet the needs of all users regardless of age and physical abilities.

## PEDESTRIAN FACILITIES

Most streets in Culver City have existing sidewalks in good condition. Downtown Culver City features wide promenade sidewalks, making plenty of room for amenities like seating, planters, and public art. However, sidewalks are missing along Bentley Avenue from Venice Boulevard to Washington Place, on both sides of the street. Sidewalks are also missing on the south side of Slauson Avenue, east of Hannum Avenue. Sidewalks along National Boulevard and Braddock Drive are also narrow and interrupted by utility boxes. The City is installing new sidewalks on Hannum Avenue as new development occurs, but many gaps still exist. In 2018, PWD hired consultants to perform field investigations of the city right-of-way and City facilities to identify obstacles limiting accessibility. The resulting ADA Self Evaluation and Transition Plan catalogs bus stops, curb ramps, sidewalks, and intersections that require improvements to be ADA compliant. A comprehensive inventory of proposed pedestrian facilities is outlined in Table 11 of the 2020 Bicycle and Pedestrian Action Plan along with recommended improvements and sample costs.



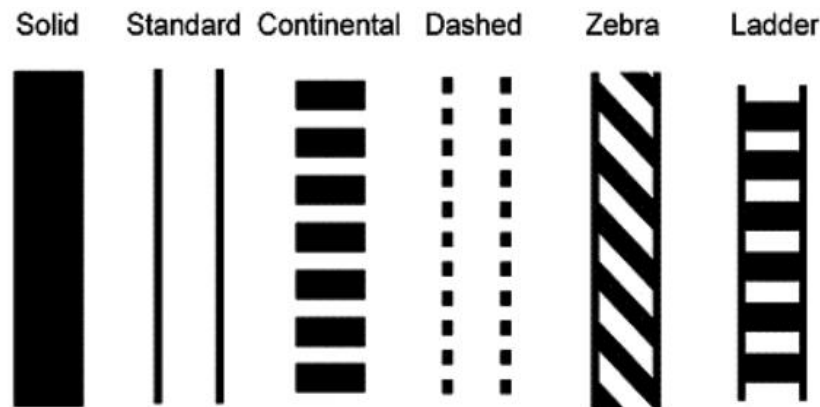
**Narrow, obstructed sidewalks, low visibility crosswalks, and the absence of curb cuts create an uncomfortable pedestrian environment.**

*Source: Raimi + Associates*



Though marked crosswalks exist at many major intersections across the city, most are transverse or standard, lacking high-visibility continental or ladder designs to increase visibility (Figure 18). Existing continental crosswalks are primarily concentrated on Washington Boulevard east of Downtown, while Downtown features red brick patterned crosswalks along Culver Boulevard. The 2020 Bicycle and Pedestrian Action Plan covers this information in more detail.

**Figure 18: Crosswalk Marking Patterns**



*Source: Federal Highway Administration, 2005*

Further, many major intersections have one leg that is closed to pedestrian crossing, forcing people to cross multiple times to get to their destination, or even cross at the unmarked leg in violation of posted signs. Culver City has two locations with Leading Pedestrian Intervals (LPI). LPIs give pedestrians a head start of three to seven seconds when they are crossing with a green light. One LPI can be found at Washington Boulevard and Motor Avenue, and the other near City Hall at Duquesne Avenue and Culver Boulevard.

## COMPLETE STREETS

The California Department of Transportation defines a Complete Street as "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility."<sup>5</sup> In 2014, Metro adopted a countywide Complete Streets Policy that included a local mandate for all cities to adopt a complete streets policy, via ordinance, resolution, or General Plan Update to be eligible for Metro planning grants. The City's PW Department developed a Complete Streets Policy that was approved by City Council in January 2020. The Department staff have also been pursuing grant funds to develop Complete Streets Design Guidelines for the different road classifications that can be deployed for development and capital improvement projects.

While there are currently no examples of full corridor implementations of complete streets in Culver City, the City has implemented various traffic calming measures and multimodal solutions on neighborhood streets to provide safe mobility for different users. In 2010, the City adopted its Multi-

<sup>5</sup> California Department of Transportation. (October 2008). Deputy Directive 64- R1: Complete Streets – Integrating the Transportation System.

Family Neighborhood Residential Design Guidelines, which encourages projects to incorporate landscaping and other pedestrian-scale amenities to transform streets into comfortable walking environments. In 2017, Culver City installed its first green-painted bicycle lanes on a stretch of Duquesne Avenue between Washington Boulevard and Jefferson Boulevard to make it easier for westbound cyclists to turn left onto the Ballona Creek Bike Path. The project also involved upgrading crosswalks to high-visibility, zebra-style crosswalks. Other specific examples include Hayden Tract, which features a diverter and median at Higuera Street and Hayden Place. Higuera Street, between Washington Boulevard and Hayden Place, features mini traffic circles with landscaping, a landscaped median, pinch points, and curb extensions. The intersection of Braddock Drive and Huntley Avenue also features a traffic circle.

Culver City is also involved in numerous programs that help to increase resident exposure to multimodal transportation and its associated benefits. The City created a Neighborhood Traffic Management Program, through which City staff collaborate with stakeholders in various neighborhoods to develop traffic mitigation plans that may involve interventions including implementing speedbumps, high-visibility crosswalks, and signal-timing adjustments. The City is also heavily involved in CicLAvia, Los Angeles County's monthly open streets event, where streets are temporarily closed off to automobile traffic and opened to cyclists, pedestrians, and other modes of non-motorized transportation. The goal of open streets is to encourage future mode shifts to more sustainable transportation modes. Culver City has hosted three CicLAvia events since its inception in 2015.

#### **SAFE ROUTES TO SCHOOL**

Safe Routes to School (SRTS) is a state and federally funded challenge grant that increases the number of children walking, cycling and scooting to school through infrastructure changes to the streetscape, such as crosswalks and non-infrastructure programs developed by local organizations and schools. Culver City was awarded a non-infrastructure grant in 2013 for a four-year program reaching five elementary schools and one middle school: El Marino, El Rincon, Farragut, La Ballona, Linwood Howe, and Culver City Middle School (CCMS).

The program involved coordination between several groups, including City staff, Culver City Unified School District, local stakeholders, bicycle, and pedestrian advocates, and a program-funded SRTS Coordinator. This SRTS coalition became known as the Walk 'n Rollers. The Walk 'n Rollers' goal is to establish an environment in Culver City in which walking and riding bikes to school are widely accepted means of transport. The City's PW Department and the School District have since maintained and funded the Walk 'n Rollers program and expanded its safety education efforts to cover k-12 grade students, parent volunteers and school representatives.

The Walk 'n Rollers focus on: Education, Encouragement, and Evaluation, in their programming, using opportunities on- and off-campus to employ the Es. Activities include on-campus workshops, community classes, educational and promotional materials, and group rides, incentive programs. This is in addition to coordination with the Culver City Police Department, that assist in the traffic safety education efforts and other social activities.

The SRTS programming, Walk ‘n Rollers have seen a 50% increase in the number of students biking, walking, skateboarding, and scooting to and from CCMS.<sup>6</sup> All elementary schools have ongoing walk to school programming with an SRTS champion or committee and have included walk-bike to school programming in the annual budget. All schools have hosted pedestrian and bike skills safety workshops, Walk to School and Bike to School days, and have tracked participation with the Active4.me scanning app and tag system. Culver City Police Department and School Security have also launched bike patrol programs and pledged ongoing support for the Walk ‘n Rollers SRTS program.

It should be noted that all elementary, middle and high school areas were field reviewed by the Mobility and Traffic Engineering Division staff in late 2019 and early 2020, and recommendations were made for improvements in signage, pavement markings, accessible curb ramps where deficient, and curb extensions using quick-build materials. Construction of improvements are currently underway and expected to be completed in the first quarter of 2022.

It should also be noted that the PW Department was awarded a state Office of Traffic Safety (OTS) grant funds in 2020 and is working on expanding the multi-modal traffic safety education program to also target seniors, working adults, and transients in order to foster safe travel behaviors and improve the overall safety conditions.

#### USE OF PUBLIC RIGHT-OF-WAY FOR OUTDOOR DINING AND RETAIL

As part of the City’s economic recovery plan to help support local businesses in response to the COVID-19 pandemic, City Council approved temporary street closures in June 2020. The City established a set of guidelines for restaurants and retailers to expand their business operations to include a portion of adjacent public right-of-way for the purpose of conducting business while preserving physical distancing requirements established Los Angeles County and the City. Restaurants and retail businesses looking to continue business in compliance with County and City requirements may obtain a Temporary Outdoor Public Right-of-Way Permit within an approved area. The approved Street closures include westbound Culver Boulevard between Duquesne Avenue and Canfield Avenue, as well as Main Street between Culver Boulevard and the city limits South of Venice Boulevard.

Restaurants and retail businesses may also establish parklets, outdoor dining or retail sales areas in curbside parking spaces located immediately in front of the property’s boundaries. To be eligible for a parklet, a petition must be signed by a majority of property owners, business owners, and residents that are located on the same side of the street within 100 feet of the proposed parking space.

#### WAYFINDING

Signage and wayfinding play a critical role in the pedestrian experience. In addition to guiding residents and visitors to key destinations, wayfinding systems complement the pedestrian experience by improving the legibility, navigation, understanding, accessibility, and branding of a city. The Public Works Department has installed 22 new wayfinding signs to guide pedestrians, bicyclists, and motorists to their nearest Metro light rail station, thereby facilitating first- and last-mile connections

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<sup>6</sup> Culver City Walk ‘n Rollers. (2018). Culver City Safe Routes to School Non-Infrastructure Program Summary Report 2013-2017.



to transit. The Public Works Department also replaced 16 sun-faded Downtown wayfinding signs with updated signage.

## **TRANSIT CONDITIONS**

### **TRANSIT CENTERS AND HUBS**

#### **CULVER CITY TRANSIT CENTER**

The Culver City Transit Center is located at the southeast corner of the Slauson Avenue and Sepulveda Boulevard intersection, north of the Westfield Mall and SR-90. The Transit Center is an outdoor facility that connects multiple bus services, including Metro Lines 110, 108/358, and 217; and Culver CityBus Lines 3, 4, and 6. CityBus Lines 2 and Rapid 6 also provide service to the Slauson Avenue and Sepulveda Boulevard next to the Transit Center. Services connect riders to Metro Rail B (Red), A (Blue), C (Green), and E Line (Expo)s. Additionally, riders can take Culver CityBus Line 6 or Rapid 6 to the LAX City Bus Center to transfer for free on LAX Shuttle C, which serves all passenger terminals at Los Angeles International Airport. Free parking is available at the Culver City Transit Center and the adjacent Westfield Mall parking lot.

#### **ROBERTSON TRANSIT HUB**

The Robertson Transit Hub is located on the east side of Robertson Boulevard between Venice Boulevard and Washington Boulevard. The Transit Hub connects riders to multiple services including Culver CityBus Line 7, Metro Line 17, and Big Blue Bus Line 17. The Transit Hub is adjacent to Metro E Line (Expo) Culver City Station and Metro's Culver City Bike Hub, which provides secure parking for 64 bicycles as well as a variety of bicycle commuter-related services including bike rentals, repairs, classes, and community events. Metro's Culver City Bike Hub also provides a lounge and restroom facility for all rail/bus operators.

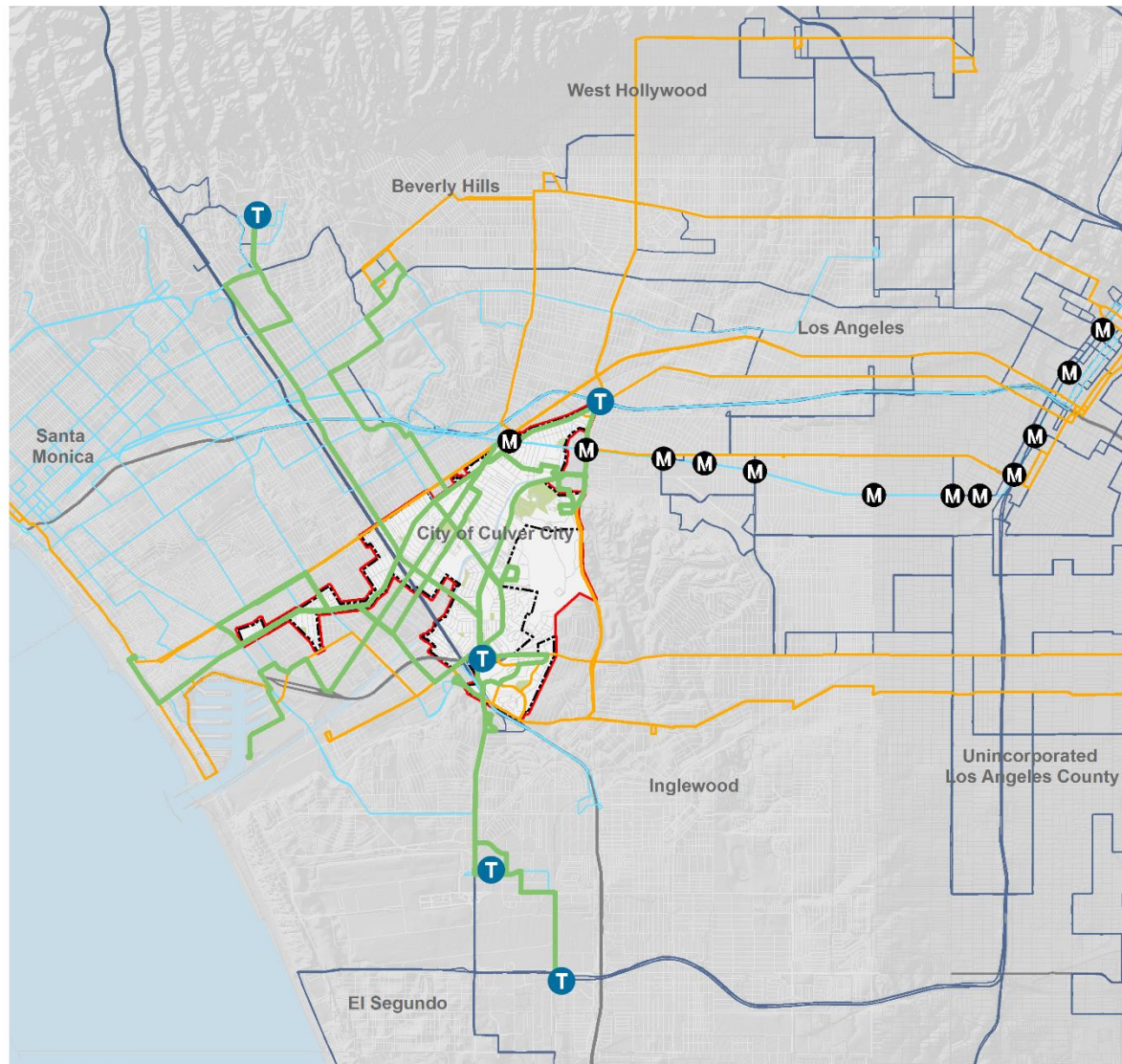
#### **WEST LOS ANGELES TRANSIT CENTER**

The West Los Angeles Transit Center, or the Washington Fairfax Hub, is a terminal located directly underneath Interstate Highway 10 on Washington Boulevard and Fairfax Avenue. Although the West Los Angeles Transit Center is located just outside of Culver City city limits, it serves as an important transit node. Many transit lines begin and terminate at the West Los Angeles Transit Center, including Metro Lines 14, 35, 37, 38, 105, 217, 705 and 780 and Culver CityBus Lines 1 and 4.

### **FIXED-ROUTE TRANSIT SERVICE**

The Metro E Line (Expo) Culver City Station opened in 2012 and the E Line (Expo) was extended to Downtown Santa Monica in 2016, providing a catalytic boost to the city's transit accessibility and viability as a location for transit-oriented development. The E Line (Expo) is complemented with Culver City's CityBus fixed-route and Dial-A-Ride service, in addition to a limited number of Metro, LAODT, and Santa Monica Big Blue Bus (BBB) fixed-route bus services. Below is an inventory of transit services in the city, and as shown in Figure 19.

Figure 19: All Transit Routes (Culver City)



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Transit Routes**

- Transit Centers
- Culver CityBus
- LA Metro
- Santa Monica Big Blue Bus
- LADOT DASH and Commuter Express Routes

Sources: City of Culver City, 2019; County of Los Angeles, 2019.

0 0.5 1 2 Mile



## CULVER CITYBUS

Culver CityBus is the second oldest municipally-owned bus line in the State of California. The CityBus fleet includes 54 compressed natural gas (CNG) buses, which serve 4.6 million annual riders before the COVID-19 pandemic throughout a 33-square mile service area<sup>7</sup> that includes Culver City and the following Westside communities outside of the city limits: Century City, Mar Vista, Rancho Park, Marina Del Rey, Playa Vista, Palms, West Los Angeles, Westwood, Westchester, and Venice.

The Culver CityBus fixed route service operates eight routes. Hours of service are from 5 AM to 12:55 AM on weekdays and 5:40 AM to 12:00 AM on weekends. Lines 2, 5, Rapid 6, and 7 do not run on Saturday, Sunday, and holidays. CityBus accepts the Transit Access Pass (TAP) fare debit card and the EZ transit pass, which allows unlimited travel between transit systems in Los Angeles County without the use of paper transfers. CityBus also participates in the Bruin Go! Program, which provides discounted rides to University of California Los Angeles (UCLA) students, faculty, and staff. CityBus routes are described below and mapped in Figure 20, weekday stop-level activity is shown in Figures 21 and 22<sup>8</sup>, and fares are shown in Table 1. Descriptions for Culver CityBus service routes, stop locations, and schedules are reflective of 2019 conditions and may change during the development of the General Plan.

- **CityBus Line 1** runs east to west from Washington Blvd. and Fairfax Ave. to Venice Beach. This line, operating seven days a week, is the oldest and second most heavily used local bus route in the Culver CityBus system. It serves concentrations of commercial, office, residential, and recreational areas along Washington Blvd. Over the course of its 16 miles of round-trip travel, this line intersects with eight Los Angeles County Metropolitan Transportation Authority (Metro) lines and six Santa Monica Big Blue Bus (BBB) lines. It also intersects with all other Culver CityBus routes. Some major destinations it serves include the West Los Angeles Transit Center, Helms Bakery District, the Metro Expo Culver City Light Rail Station, Culver City Hall, and Venice Beach. Service runs from approximately 5:40 AM to 11:36 PM on weekdays, and from 6 AM to 11:55 PM on weekends and holidays, with 14 to 18-minute headways during weekday peak hours and approximately 20 minutes headways during weekends.
- **CityBus Line 2** is a 9.8-mile round-trip weekday community circulator connecting Washington and Lincoln Blvds. with the Fox Hills Mall and Corporate Pointe. The bus route makes connections with Culver City Lines, Metro, and BBB lines along Inglewood, Venice, Sepulveda, Washington, and Jefferson Blvds. It serves commercial and residential neighborhoods along the route and Venice High School. Service runs from 5:37 AM to 6:22 PM with one-hour headways.
- **CityBus Line 3** serves Century City, Palms, West Los Angeles College, Fox Hills, and the Corporate Pointe area of Culver City. The route operates 20.6 miles round trip and intersects with E Line (Expo) Westwood/Rancho Park Station, seven Metro bus lines, six BBB lines, and

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<sup>7</sup> City of Culver City. (2019). Culver CityBus About Us. Access via <https://www.culvercity.org/how-do-i/find/culver-city-bus/about-us>

<sup>8</sup> Figure 21 is included to show the full extent of activity and Figure 22 is included to view the individual stop-level data more closely in and most proximate to Culver City.

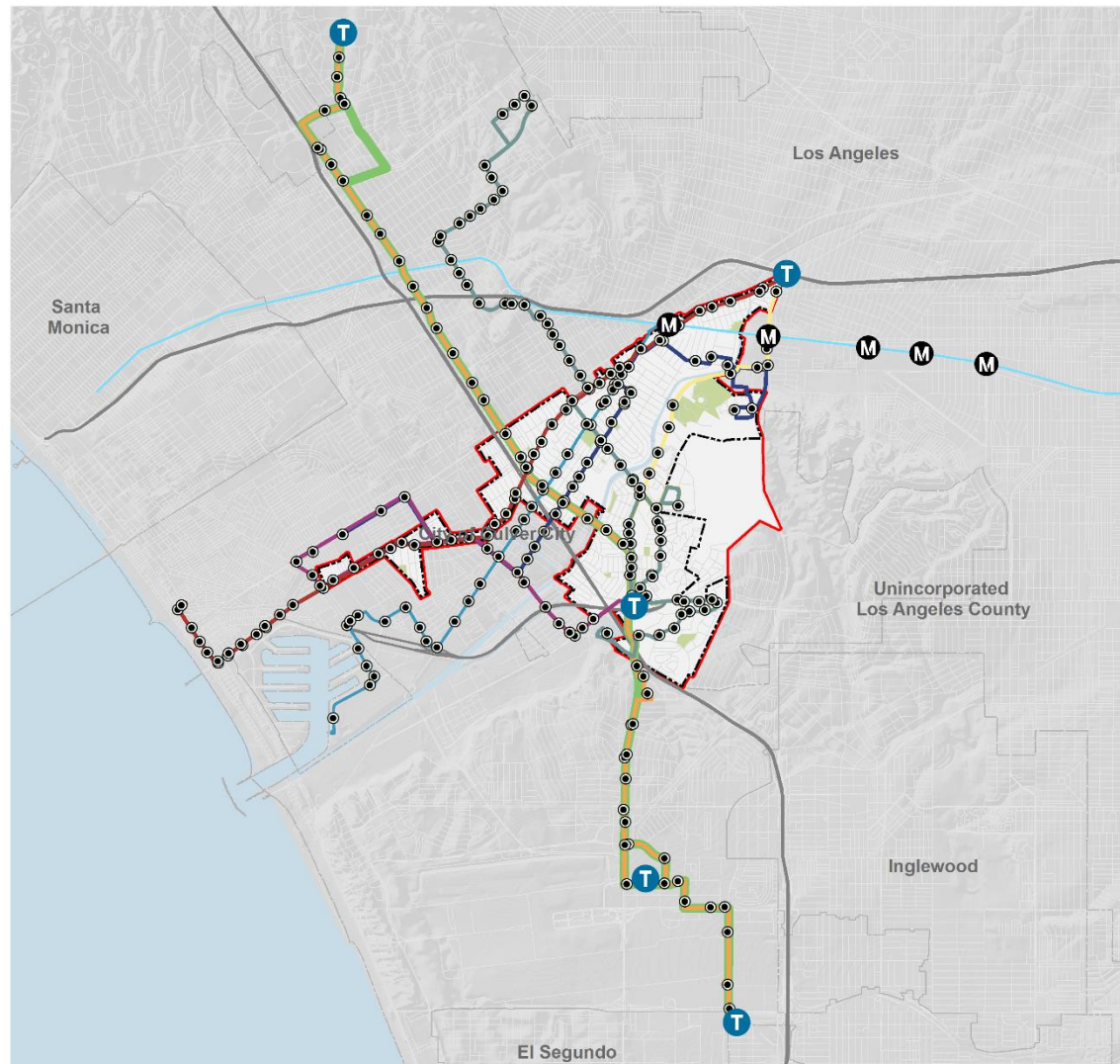
the five other Culver CityBus lines. It is anchored by two major regional shopping centers, Westfield-Culver City Mall and Century City Mall. Besides regional connections and shopping centers, Line 3 also serves Culver City Senior Center in Culver City and Kaiser Permanente in Los Angeles. Work and school are the destination for majority of home-based trips on Line 3. Century City, Fox Hills and West LA College are the trip generators for the service. Service runs from 5:20 AM to 11:38 PM on weekdays and from 5:40 AM to 11:38 PM on weekends, with 18 to 26-minute peak period headways on weekdays and 30 to 40-minute headways on weekends.

- **CityBus Line 4** is a 16.4-mile route providing connections to several transit hubs including Westfield-Culver City Transit Center, West Los Angeles Transit Center, and Expo Line Light Rail La Cienega Station. This line serves key destinations, including West Los Angeles College and the Culver City Park. In December 2015, the line extended service to the Playa Vista community, and it currently runs on weekdays and Saturdays. The route makes connections to Culver CityBus lines along Jefferson Blvd. as well as Metro and BBB bus lines in Playa Vista. Service runs from 5:37 AM to 9:10 PM on weekdays and on Saturdays from 5:40 AM to 9:12 PM with 40 to 50-minute headways.
- **CityBus Line 5** is a weekday community circulator route that connects Inglewood and Washington Blvds. with Blair Hills via Braddock Dr. Destinations include Culver City Junior and Senior High Schools, downtown Culver City, the Hayden Industrial Tract, and La Cienega Blvd. The route runs 9.7 miles round trip. Line 5 primarily serves students from Venice High school and Culver City schools. The trips are specifically tailored to school schedules, so students can take the bus before and after school. Service runs one westbound trip from 7:15 AM to 7:44 AM and two eastbound trips from 2:40 PM to 3:58 PM on weekdays.
- **CityBus Line 6** runs north and south along the Sepulveda corridor from Westwood and UCLA to the Metro Green Line Station at Aviation Blvd. and Imperial Hwy. It is the most heavily used line in the Culver CityBus system. Line 6 makes connections with Line 1 at Washington Blvd.; Lines 2, 3, and 4 at the Westfield-Culver City Transit Center; Line 5 at Braddock Dr.; and Line 7 at Culver Blvd. The total route length is 26.4 miles round trip. This line has continuously grown during the previous few years, and in January 2002 it was extended from the LAX Transit Center to the Metro Green Line Station, closing a regional gap in service. Service runs from 5:00 AM to 12:53 AM weekdays and from 5:40 AM to 12:05 AM on weekends, with 17 to 23-minute headways during weekday peak hours and approximately 23 to 30 minutes headways during weekends.
- **CityBus Rapid 6** runs a similar route to Line 6 and travels along the Sepulveda corridor from UCLA through Westwood to the Metro Green Line Aviation Station, except that Rapid 6 does not go directly into Howard Hughes Center and Culver City Transit Center. It has limited stops at major intersections and does not directly service the Howard Hughes Center and the Westfield-Culver City Transit Center. The route only operates on weekdays. Service runs from 5:45 AM to 8:57 PM with 10 to 30-minute headways. Rapid 6 has signal priority at intersections and limited stops at major intersections along the route to improve service reliability.
- **CityBus Line 7** runs primarily along Culver Blvd. and connects downtown Culver City with the Fisherman's Village in Marina Del Rey. The route runs 14.33 miles round trip. The eastern terminus of Line 7 has been relocated from the Venice/Culver intersection to the Robertson



Transit hub at the Robertson/Venice intersection to connect to the Exposition Light Rail Line at the Culver City Station since June 20, 2012. Some major destinations it serves include the Robertson Transit Hub, Metro E Line (Expo) Culver City Station, Culver City City Hall, Culver City Senior Center, Veterans Memorial Park, and the Fisherman's Village in Marina del Rey. Service runs from 5:20 AM to 9:16 PM on weekdays, with headways of 40 to 50 minutes.

Figure 20: Culver CityBus Routes



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- M Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Culver CityBus Routes**

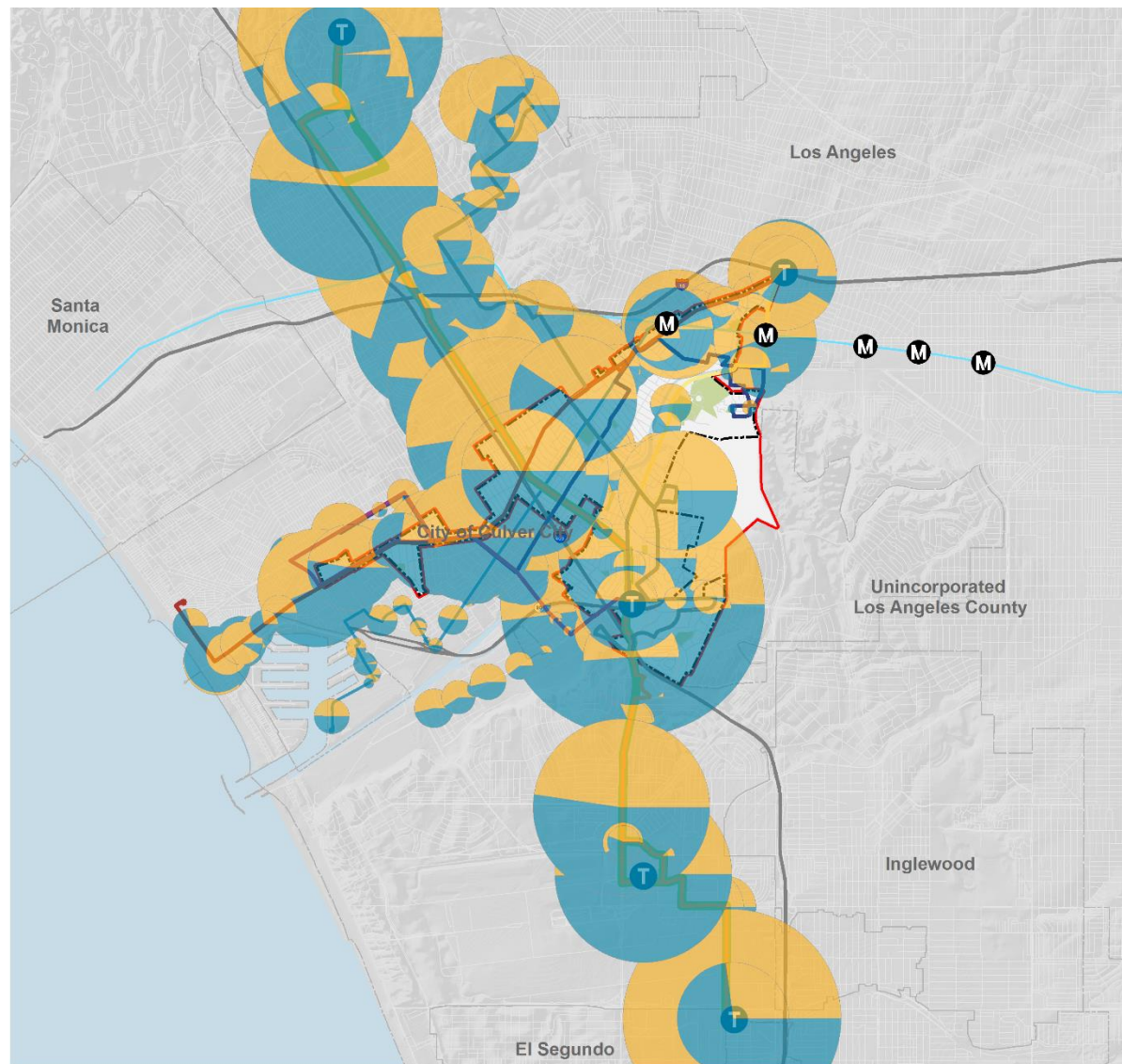
- Bus Stops
- T Transit Centers
- Line 1 - Washington Blvd
- Line 2 - Inglewood Blvd
- Line 3 - Crosstown
- Line 4 - Jefferson Blvd
- Line 5 - Braddock Blvd
- Line 6 - Sepulveda Blvd
- Line Rapid 6 - Sepulveda Blvd
- Line 7 - Culver Blvd

Sources: City of Culver City, 2019; County of Los Angeles, 2018

0 0.5 1 2 Mile



Figure 21: Culver CityBus Weekday Stop-Level Activity, Full Extent of Routes



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- M Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**Culver CityBus Routes**

- Line 1 - Washington Blvd
- Line 2 - Inglewood Blvd
- Line 3 - Crosstown
- Line 4 - Jefferson Blvd
- Line 5 - Braddock Blvd
- Line 6 - Sepulveda Blvd
- Line Rapid 6 - Sepulveda Blvd
- Line 7 - Culver Blvd

**Culver CityBus Weekday Stop-Level Activity**

- Boardings
- Alightings

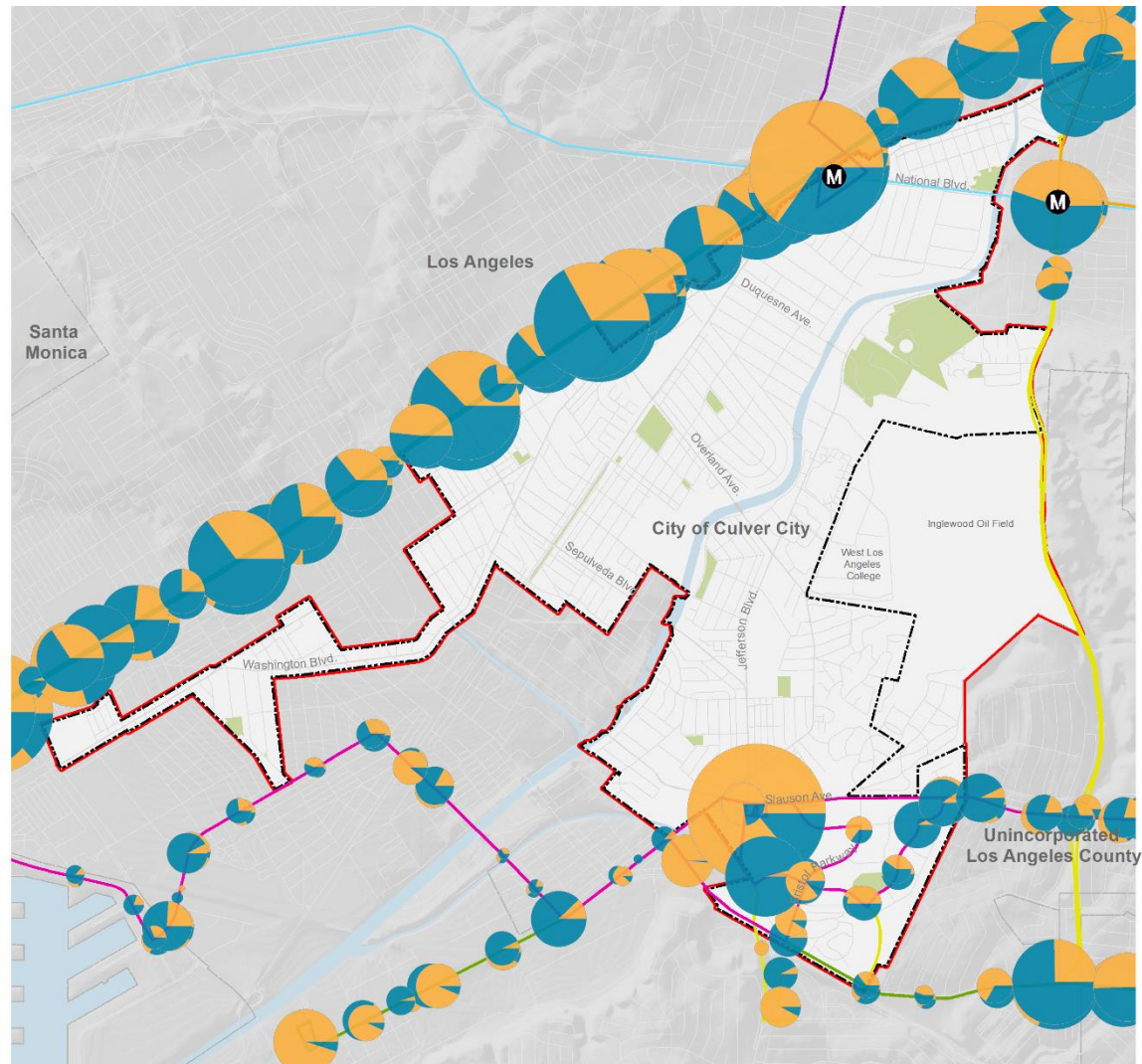
Sources: City of Culver City, 2019; County of Los Angeles, 2019

0 0.5 1 2 Mile





Figure 22: Culver CityBus Weekday Stop-Level Activity, in and abutting Culver City



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

**LA Metro Bus Routes**

- Route 17
- Route 35
- Route 33/733
- Route 108/358
- Route 110
- Route 217
- Route 780

**LA Metro Weekday Stop-Level Activity**

- Boardings
- Alightings

Sources: City of Culver City, 2019; County of Los Angeles, 2019.

0 0.225 0.45 0.9 Mile





Table 1: Culver CityBus Fares

| Fare type  | Fee      |
|--|----------|
| Adult (base)                                       | \$1.00   |
| Student (k-12)                                     | \$0.75   |
| Senior (62+ years), disabled, Medicare Card holder | \$0.35   |
| Blind  | Free     |
| <b>EZ Transit Pass</b>                             |          |
| Adult (base)                                       | \$110.00 |
| Senior (62+ years), disabled, Medicare Card holder | \$42.00  |
| <b>Local Transfer</b>                              |          |
| Adult (base)                                       | \$0.25   |
| Student (k-12)                                     | \$0.25   |
| Senior (62+ years), disabled, Medicare Card holder | \$0.10   |
| <b>Inter-agency Transfer</b>                       |          |
| Adult (base)                                       | \$0.40   |
| Student (K-12)                                     | \$0.40   |
| Senior (62+ years), disabled, Medicare Card holder | \$0.20   |

Source: Culver CityBus

## BIG BLUE BUS

Santa Monica's Big Blue Bus (BBB) has been in service for over 90 years and currently has a fleet of 195 buses. BBB Line 17 connects the Metro E Line (Expo) Culver City Station to UCLA in Westwood daily, with 20-minute headways on weekdays and 30-minute headways on weekends. In addition, there are other BBB bus lines that intersect or touch on Culver City boundary including BBB Lines 3, Rapid 3, Rapid 12, and 16.

## LADOT

LADOT Commuter Express 437 also serves Culver City and provides connections to Downtown LA. It is a peak hour directional service that shuttles passenger to Downtown LA in the morning and bring them back to the westside in the afternoon.

## METRO

Seven Metro bus routes serve Culver City daily, four out of the five routes stopping at the Culver City Transit Center at Westfield Mall, which offers transfers to other service providers. The E Line (Expo) light-rail connects Culver City with Downtown Santa Monica, West Los Angeles, the University of Southern California, and Downtown Los Angeles. Metro bus Line 108 connects passengers at the Metro rail Slauson A (Blue) Line station with the Venice Pier. Line 110 stops at Metro A Line Florence Station, and Line 217 serves the Kaiser Permanente Hospital, the Grove, several museums, and the Howard Hughes Center. Line 33/733 connects Culver City with Santa Monica and Union Station in Downtown Los Angeles. Line 35 connects Culver City with Downtown Los Angeles. Line 358 serves the same route as Line 108, but it does not run on weekends. Line 17 also runs only during the week

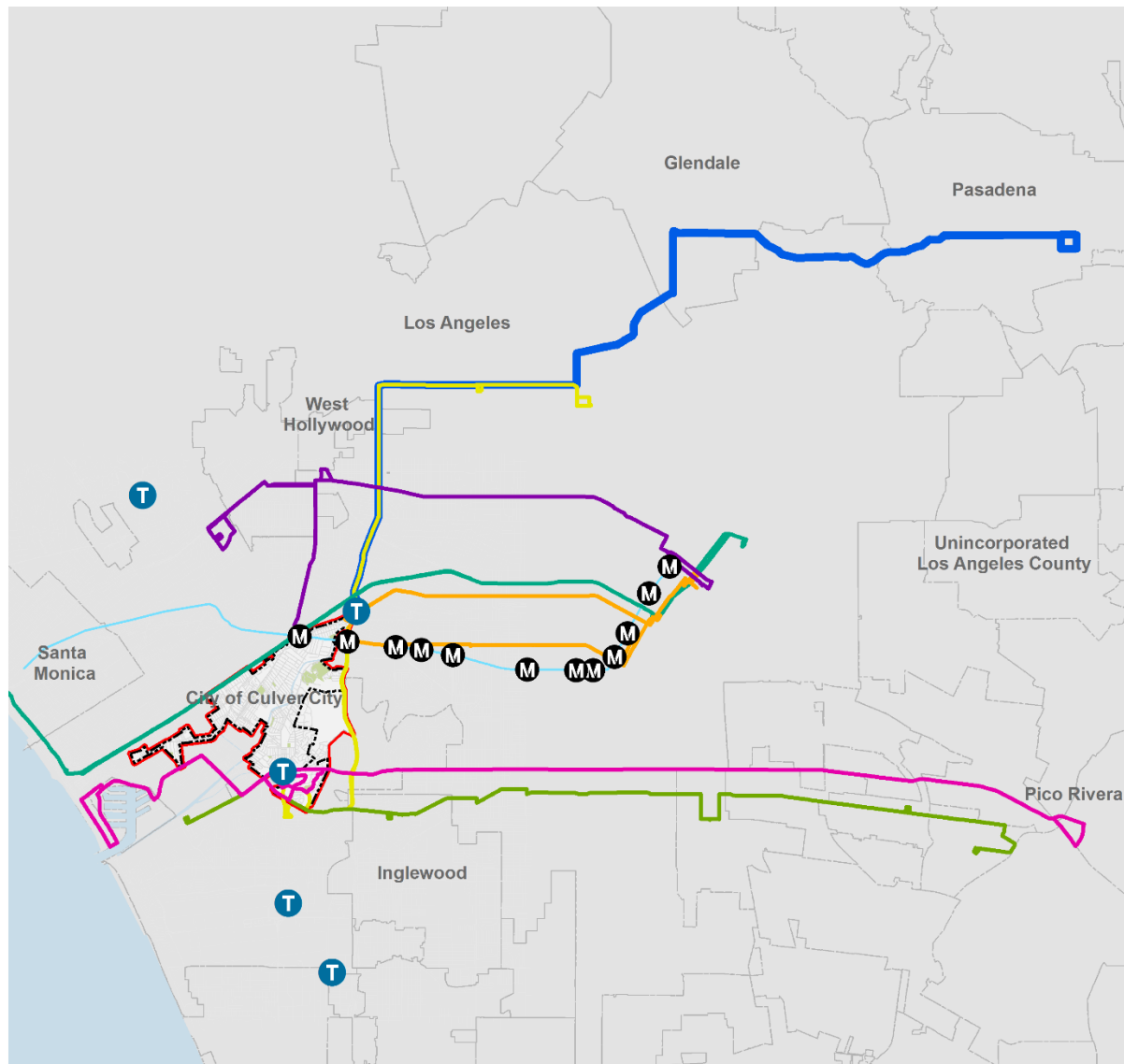
and travels from Downtown Los Angeles to Century City. Line 780 connects Culver City with Hollywood, Los Feliz, Glendale, Eagle Rock, and Pasadena and only runs on weekdays. LA Metro transit routes that directly service Culver City are described in Table 2 and mapped in Figure 23. Metro weekday stop-level activity is shown in Figure 24.

**Table 2: Metro Routes (Culver City)**

| Route                    | Type | Weekday/Saturday/<br>Sunday Service<br>Span                    | Key Destinations  |
|--------------------------|------|--|---|
| <b>E Line<br/>(Expo)</b> | Rail | 3:36 AM – 2:32 AM<br>3:36 AM – 2:32 AM                         | Santa Monica Pier & Esplanade, Third Street Promenade, Santa Monica College, Downtown Culver City/Sony Studios, Washington/Fairfax Transit Hub, LA Memorial Coliseum, California Science Center, Natural History Museum, Banc of California Stadium, Galen Center/USC, Orthopedic Hospital, LA Trade Tech College, LA Convention Center, STAPLES Center/LA Live |
| <b>17</b>                | Bus  | 5:33 AM – 9:19 PM  | St. Vincent Medical Center, The Grove, Farmer's Market, Beverly Center, Cedars-Sinai Medical Center, Beverly Hills Civic Center, Westfield Century City Shopping Center, Culver City Expo Station   |
| <b>33/733</b>            | Bus  | 5:27 AM – 4:36 AM  | 2 <sup>nd</sup> & Santa Monica, Main & Sunset, Culver City Station, Venice & La Brea, Venice & Vermont, Main & 7 <sup>th</sup> , Patsaouras Bus Plaza/LA Union Station  |
| <b>35</b>                | Bus  | 4:30 AM – 11:24 PM   | Washington/Fairfax Transit Hub (West LA Transit Center), Washington & La Brea, Washington & Vermont, Washington & Figueroa, Broadway & Venice, 7 <sup>th</sup> & Main   |
| <b>108</b>               | Bus  | 4:15 AM – 11:24 PM<br>4:33 AM – 11:22 PM<br>5 AM – 11:10 PM    | Slauson A Line Station, Slauson Harbor Transitway Station, Culver City Transit Center/Westfield Mall, Venice Pier   |
| <b>110</b>               | Bus  | 4:37 AM – 11:39 PM<br>5:01 AM – 11:47 PM<br>6:10 AM – 11:45 PM | A Line Florence Station, Culver City Transit Center/Westfield Mall  |
| <b>217</b>               | Bus  | 3:14 AM – 3:57 AM<br>3:13 AM – 3:57 AM<br>3:13 AM – 3:57 AM    | Kaiser Permanente Hospital, Children's Hospital & Hollywood Presbyterian Medical Center, Farmers Market, The Grove, LA County Museum of Art, La Brea Tar Pits, Peterson Automotive Museum, Washington/Fairfax Transit Hub, Culver City Transit Center/Westfield Mall, Promenade at Howard Hughes Center   |
| <b>358</b>               | Bus  | 4:15 AM – 11:24 PM   | Slauson A Line Station, Slauson Harbor Transitway Station, Culver City Transit Center/Westfield Mall, Venice Pier   |
| <b>780</b>               | Bus  | 5:36 AM – 7:04 PM  | Pasadena City College, Norton Simon Museum, Eagle Rock Plaza, The Americana at Brand e Glendale Galleria, Glendale Transportation Center, Glendale Station, Hollywood & Highland Center, The Grove, Farmer's Market, La Brea Tar Pits   LA County Museum of Art, Petersen Automotive Museum, Washington/Fairfax Transit Hub                                     |

Source: Metro Bus

Figure 23: Metro Route Network (Culver City)



Sources: City of Culver City, 2019; County of Los Angeles, 2019

**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- Metro Station

**Other Features**

- Water
- Parks and Open Spaces

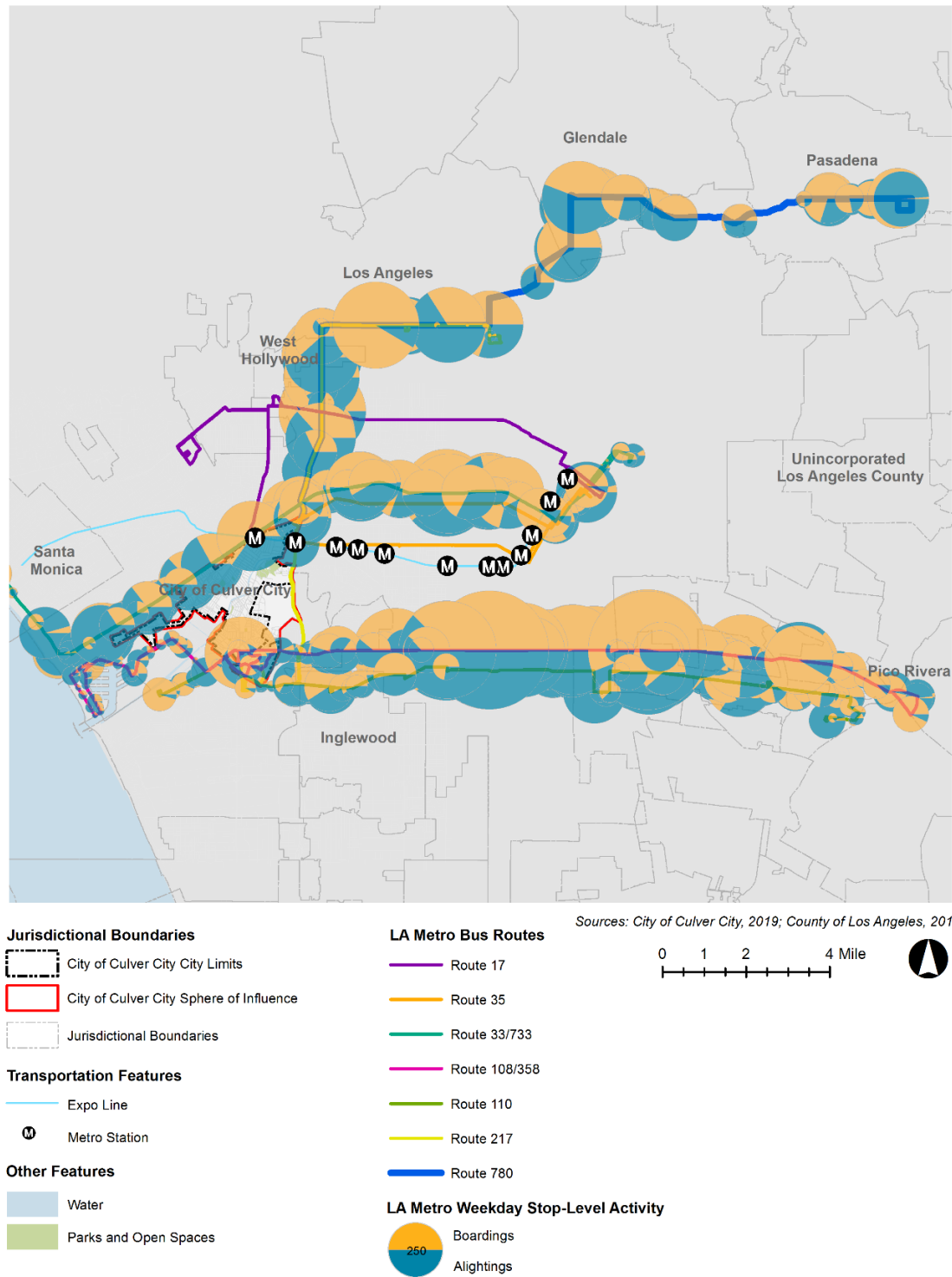
**LA Metro Bus Routes**

- Transit Centers
- Route 17
- Route 35
- Route 33/733
- Route 108/358
- Route 110
- Route 217
- Route 780

0 1 2 4 Mile



Figure 24: Metro Weekday Stop-Level Activity<sup>9</sup>



<sup>9</sup> 2019 average daily boarding data is not available for Route 17 and Route 35.



## **COMPREHENSIVE PUBLIC MOBILITY SERVICE PLAN**

About every three years, Culver CityBus performs a complete assessment of its transportation system, including a line-by-line ridership count, assessment of rider travel patterns, on board passenger surveys, and rider and non-rider focus groups. This Comprehensive Service Analysis (CSA) also evaluates changes in land use, demographic patterns, transportation demands (origins and destinations) and identifies opportunities to improve overall service. The latest CSA was completed in 2015 and the next CSA is postponed to fiscal year 2022.

While the next CSA cycle has not commenced, Culver City is planning and implementing multiple projects that look at the delivery of public mobility services. As a result, the Transportation Department will create a Comprehensive Mobility Service Plan (CMSP). This plan will expand on the traditional Comprehensive Service Analysis (CSA) planned to review our existing fixed route service, explore the changes in ridership and demand and build a system for the future. This plan will include other considerations. The first is the role of bus-only lanes in the city. Secondly, the investments being made to expand our public microtransit and micromobility options will need to fold into the plan and include tools for evaluating performance and exploring new programs. Finally, the Transportation Department, in collaboration with PWD and CDD, will work within the City to update the existing comprehensive Transportation Demand Management (TDM) ordinance with a program that will incentivize the use of active and mass/shared transportation modes and support and influence public mobility options.

The CMSP will expand its multimodal perspective and leverage new and emerging technologies to create innovative mobility solutions and partnerships. The analysis will holistically evaluate existing bus services and other innovations to better integrate new strategies into a cohesive system. In addition to improving existing service, the project will also provide recommendations on new service(s). Ultimately, the CMSP will include recommendations on creative mobility services and ways of delivering the mobility services that serve the public need. The project will also include a bus lane feasibility study that will examine and propose potential bus lanes on major corridors such as Sepulveda Boulevard, Washington Boulevard, Jefferson Boulevard, and Overland Avenue. The project will also evaluate the impact of new developments and influencers within the City and the region that will have future impact on Culver CityBus services. Though the next CSA has been postponed, the Transportation Department will conduct other analyses on operational efficiencies and improve service and service efficiency in response to impacts from COVID-19.

As part of the Intelligent Transportation Systems (ITS) initiatives deployed in the city's transportation system, the PW Department assisted the Transportation Department with the planning and implementation of transit signal priority system.

## **ON-DEMAND SERVICE/SHARED MOBILITY**

Shared mobility services – which includes the shared use of a vehicle, bicycle, e-scooter, or other modes – provide users with on-demand access to various transportation services. The term "shared mobility" includes various forms of car sharing, bike sharing, on-demand ride sharing (carpooling and vanpooling), and ride-hailing services like Uber or Lyft (also known as "transportation network companies" or TNCs). Shared mobility also includes on-demand transit services, such as paratransit,

circulators/shuttles, and public/private transit services – also known as microtransit - which may supplement fixed-route transit service. More recently, there has been an emergence and proliferation of multimodal trip planning applications that help travelers easily access and navigate these new modes and mobility services.

#### **SENIOR AND PARATRANSIT SERVICES** *Paratransit*

Culver CityBus uses Access Services as its ADA Complementary Paratransit provider. Access Services is a local public entity that operated in Los Angeles County and administers the Los Angeles County Coordinated Paratransit Plan (“Plan”) on behalf of the County’s 45 public fixed route bus and rail operators. Pursuant to the Plan, Access facilitates the provision of complementary ADA paratransit services to certain persons with disabilities as required by 42 U.S.C. § 12143 under the name “Access Paratransit.” . Access Services offers shared-ride curb-to-curb transportation to people with disabilities in Los Angeles County seven days a week and 24 hours a day using a fleet of small buses, minivans, and taxis. Access members ride CityBus for free using the Access Services-issued TAP card or Access coupons, which can be purchased online, by mail, or through participating agencies. Trip reservations must be made a day in advance by calling the reservation number, which is open from 6 AM to 10 PM every day.

#### *Dial-A-Ride*

Culver City's Transportation Department provides Dial-A-Ride service, which offers transportation to residents with physician-certified disabilities traveling on trips starting or ending in Culver City. The shared curb-to-curb transportation service provides an alternative to regular public transportation and is available from 8:30 AM to 4:15 PM Monday through Friday with reservations required a day in advance. Although service is free, donations of 50 cents each way are suggested to maintain the program. Passes can be purchased at the Senior Center.

#### **LADOT CityRide**

The City of Los Angeles Department of Transportation (LADOT) CityRide Program offers qualified seniors and people with disabilities low-cost access to Metro bus, taxi, and Dial-a-Ride service. This is a membership program.

#### **Taxi Coupon Program**

The Culver City Transportation Department sells taxi coupons to qualified Culver City residents at an 80% discount. Participants must be approved by the Disability Service Specialist at the Senior Center. \$10 coupon books can be purchased for \$2 per book, and each coupon is worth \$1. Taxi drivers are required to accept a maximum of \$8 in coupons per trip, and the coupons do not expire.

Los Angeles County’s Workforce Development, Aging & Community Services administers the New Freedom Taxicab Services Program (TSP). TSP is a countywide program that is available to the public, however, priority service is reserved for elderly or disabled adults. Trips must start in LA County and clients can take up to four, one-way trips totaling 40 miles each month. Taxicab services are available to clients seven days a week and clients can request special accommodations, such as wheelchair accessible vans and ramps.

### Westchester Playa Village

Westchester Playa Village is a non-profit that provides services for seniors in Culver City and surrounding areas, including transportation to medical appointments, grocery shopping, social activities, and hair appointments. Membership is \$700 per year for individuals and \$1000 per year for a household of two or more seniors.

### CAR SHARE

Car-sharing programs provide users with on-demand access to a shared fleet of vehicles. Car-sharing programs help reduce the need for businesses or households to own vehicles and enable flexibility when other transportation modes cannot accommodate all travel needs. A University of California, Berkeley study of San Francisco's City CarShare found that when people joined the car-sharing organization, nearly 30% reduced their household vehicle ownership and two-thirds avoided purchasing another car.<sup>10</sup> Car sharing is similar to conventional car rental programs with a few key differences:

- Operators like Zipcar or Enterprise CarShare maintain a fleet of cars at set locations or in public or private parking spaces.
- Users are charged at an hourly or per-mile rate and pay a refundable deposit or a low annual membership fee.
- Vehicle reservations and access is "self-service," using mobile applications or RFID cards.
- Vehicles must be picked up and dropped off at the same location.

Zipcar is the predominant car share operator in the Los Angeles metropolitan area. However, there are currently no Zipcar vehicles located in Culver City.

### RIDE-HAILING

Ride-hailing companies like Uber and Lyft are rapidly moving into new markets and partnering with municipalities and transit agencies to improve connections to transit stations and other activity centers.<sup>11</sup> In some cases, these new mobility services may provide increased access serving as an on-demand extension of public transit during off-peak times and to under-served areas. Since their inception, TNCs have provided transportation to members of the public without specific partnerships with other organizations. However, since 2016, both Lyft and Uber have increased their efforts—both through marketing and business development—to demonstrate their mutually beneficial relationship with public transit. Several formal partnerships have formed between TNCs, municipalities, public transit agencies, or private employers, including:

- General public or paratransit customer subsidies
- Replacement for low-performing fixed-routes

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<sup>10</sup> Robert Cervero and Yu-Hsin Tsai. (2003). *San Francisco City CarShare: Travel-Demand Trends and Second-Year Impacts*. Accessed via <http://repositories.cdlib.org/cgi/viewcontent.cgi?article=1026&context=iurd>

<sup>11</sup> See "Curb Management" under "Parking and Curb Conditions" for more on TNCs and curb management.

- Augmentation of public transit to address first/last mile access (both with or without public subsidies)
- Private partnerships with employers or other business groups (e.g., Transportation Management Associations) for first/last mile connections
- Subsidy programs for targeted populations, such as low-income transit riders or medical patients

For information on curb management see the “Curb Management” section under “Parking and Curb Conditions.”

## MICROTRANSIT

Microtransit is an app-enabled ride-sharing transportation service that provides a flexible first/last-mile mobility option that may connect to existing transit networks. Microtransit services can be operated by private operators (either independently or as agency-contracted service), or directly by transit agencies. Unlike fixed-route service, microtransit is operated dynamically, with real-time scheduling according to rider demand patterns and requested stop locations. Fixed/dedicated stop locations are not always necessary for microtransit and it is typically hailed by mobile application or telephone hotline. Typically, microtransit service is "anchored" at one or more existing transit stops (e.g., transit centers, terminus stations, or park-and-rides, among others) and provides on-demand service to destinations within a designated zone. In contrast to more traditional transit models in which service requires pre-scheduling, reservations, or runs on a pre-determined fixed route and schedule, on-demand microtransit uses real-time information (e.g., traffic conditions, rider demand, and driver availability) to make operational decisions.

Various microtransit studies and pilot projects are underway across Los Angeles County. LADOT is operating a service, LAnow, in the neighborhoods of Palms, Mar Vista, Playa Vista, and Venice. Metro also recently launched a microtransit program operated by Via called "Mobility on Demand," which is intended to provide low-cost, on-demand transit service hailed by a mobile app.<sup>12</sup> The service is intended to improve transit ridership by reducing travel times, improve access to employment centers, and enhance first/last-mile access to key transit lines. The first phase of this program launched in early 2019 with service areas near three Metro stations at Artesia/Compton, El Monte, and North Hollywood. A separate Metro Microtransit Pilot Program is still in development and will include additional service areas of Los Angeles County.<sup>13</sup> Culver City is partnering with Metro to implement a Microtransit Pilot Project connecting the E Line (Expo) Culver City Station, Hayden Tract Business District, and Downtown Culver City. Culver City is responsible for the planning and operation of this pilot service, which will utilize the same regional platform and branding as Metro's Microtransit Pilot Program to provide a seamless experience for riders throughout the region. The initial service will start with morning and evening peak hours during the weekday and may possibly include lunch

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<sup>12</sup> Streetsblog LA. (January 2019). Metro Launches 'Mobility on Demand' First/Last Mile Pilot. Accessed via <https://la.streetsblog.org/2019/01/28/metro-launches-mobility-on-demand-firstlast-mile-pilot/>

<sup>13</sup> LA Metro. (2019). Projects: MicroTransit Pilot. Accessed via <https://www.metro.net/projects/microtransit/>



service. The service hours and service area may be expanded depending on the performance of the pilot.

### MICRO-MOBILITY

Micro-mobility encompasses a variety of shared, lightweight devices weighing under roughly 1,000 pounds, such as bicycles, e-bikes, e-skateboards, scooters, and e-scooters. These devices are considered legally distinct from the regulations governing motor vehicles. Micro-mobility programs provide on-demand mobility options that allow residents and employees to make quick trips without the cost and hassle of owning a bicycle or other micro-mobility devices. As the most established form of micro-mobility, bike share has also proven very effective in improving transit commutes, by providing a new resource for addressing first/last mile gaps between transit stations, homes, workplaces, and other activity centers. Between 2000 and 2016, most bike share systems installed in North America were dock-based, where fixed docks are distributed throughout the service zone and all trips must start and end at a dock. Metro's Bike Share program, as it currently operates in Downtown Los Angeles, Culver City, Mar Vista, Playa Vista, and Venice, is an example of this dock-based approach.<sup>14</sup>

Most new micro-mobility systems deployed since 2016 rely on dockless technology. By eliminating dock installation and maintenance, the costs of bike share programs are significantly reduced. Dockless bike share can add convenience for users who need not worry about empty bike share stations at the start of the trip or full stations upon arrival. Active transportation network companies such as JUMP operate dockless bike share throughout West Los Angeles. In addition to dockless bikes, the bike share industry is increasingly upgrading its fleets with e-bikes, which contain built-in electric motors to make pedaling easier.

### E-Scooter Pilot Program

Similar to dockless bike share is the more recent expansion of e-scooter services. Seven companies, Bird, Bolt, JUMP, Lime, Lyft, Sherpa, Wheels and Spin, are operating e-scooter services in the City of Los Angeles, intended as an affordable commuting alternative to cut down on pollution and traffic congestion. The scooters, which weigh between 30 and 40 pounds and reach speeds of about 15 mph, are charged daily and repositioned each morning for commuters.

From July 2018 to March 2020, the City began a pilot e-scooter program with two operators, Bird and Lime. During the pilot period Bird and Lime were permitted to place their scooters in the Culver City public right-of-way. Each operator was limited to deploy up to 200 vehicles, with fleet increases available upon City approval. Bird and Lime were also required to establish data-sharing, safety and user education, and fleet rebalancing processes in coordination with the City, as terms of the pilot agreement. During the pilot period, both Bird and Lime had vehicle utilization rates of between one and two rides per vehicle per day.<sup>15</sup>

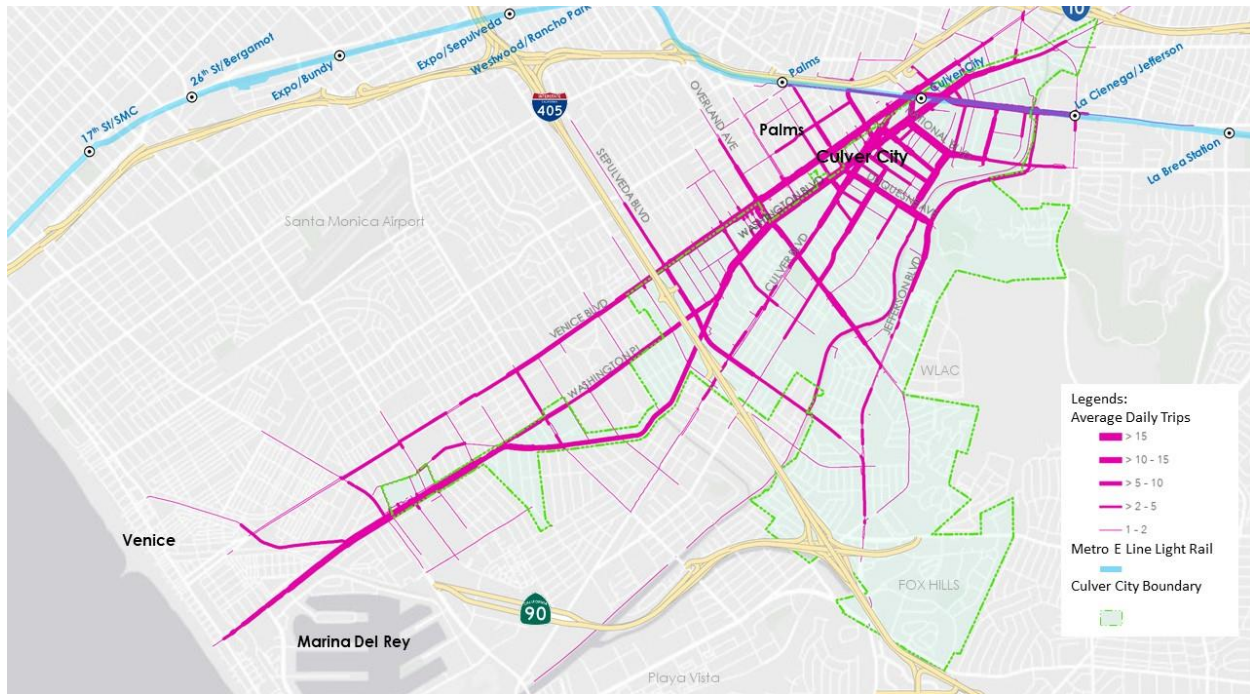
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<sup>14</sup> LA Metro. (2019). Bike Share Station Map. Accessed via <https://bikeshare.metro.net/stations/>

<sup>15</sup> Culver City. (March 2019). Scooter Share Status Update: Mobility, Traffic, and Parking Subcommittee Meeting. Accessed via <https://www.culvercity.org/home/showdocument?id=17482>

Approximately 400 e-scooter trips are conducted daily in this pilot with average trip length of 1.31 miles and average trip duration of 12 minutes. Figure 25 displays the aggregated trip path data which denotes on average how many e-scooters trips occurred on street segments each day during this pilot.

**Figure 25: Culver City Electric Scooter Share Phase 1 Pilot – Aggregated Trip Paths**



*Source: Culver City Transportation Department, 2020.*

Throughout the pilot period, the City collected data and public feedback to develop more comprehensive regulations for scooter sharing. According to a City-initiated public survey, conducted in 2019 from May 3 to May 24, more than half of the respondents acknowledged that e-scooter share is a fast and convenient option for short trips, is environmentally friendly, and increases the options for getting around. The City also conducted a user survey in the same period as the public survey, which generally conveyed greater support for e-scooters compared to the public survey. According to the user survey results, e-scooters filled a gap in the current transportation network: 67% of respondents said e-scooters are the fastest way to get around, 82% support e-scooters for increasing non-automobile travel options, and 48% said e-scooter trips would have been made by automobiles (including use of personal vehicles, TNCs, or rides by friends/relatives) if e-scooter share had not been available. Many respondents reported riding e-scooters at least weekly (55%), while 90% stated they would ride e-scooters more frequently in the future. Bikeshare

The City's PW Department is currently working with Metro to establish a bikeshare program starting with fourteen stations identified at key locations that serve major traffic generators with a fleet of 30 e-bikes and 90 classic bikes. The Metro Bikeshare Program and its agreement will be considered by City Council in January 2021. Usage data will be maintained to assist in identifying future changes and potential expansion of the program.

## TACTICAL MOBILITY LANE PILOTS

Under the direction of City Council, the Transportation Department is heading the efforts, in collaboration with other departments, on establishing bus lanes/bike along the city's major transit corridors and looking to study and implement tactical pilot projects within the next 2-3 years. These pilot projects may lead to new findings and improved mobility in the future. Currently, the City is looking at implementing three potential tactical mobility lane pilot projects and will release a Request for Proposals (RFP) for the pilots' design services in August. The three tactical mobility lane pilot projects include:

- Downtown-E Line Tactical Mobility Lane (Shared Bus/Bike Lane) Pilot Project on Culver and Washington Boulevards (targeted to go-live in April 2021);
- Bus Lane Project on Sepulveda Boulevard; and,
- Bus Lane Project on Jefferson Boulevard.

As part of the first pilot project, City will also implement a circulator service (Circulator) that will leverage the mobility lanes to provide fast and efficient service connecting Downtown, Metro E Line (Expo) Culver City Station, Helms Bakery District, and potentially the Culver City Arts District.

## PARKING AND CURB CONDITIONS

### CURB MANAGEMENT

Cities are increasingly adopting innovative curb management approaches to guide utilization, decrease congestion, and capture value at the curbside. The goals of curb management are generally to minimize conflicts between operators of TNCs, urban freight, and e-commerce companies and other modes, improve pedestrian safety, and reduce excess VMT from for-hire vehicles searching for appropriate pick-up and drop-off locations. The City has dedicated several passenger and commercial loading zones for ride-hailing services, e-commerce, and urban freight in certain areas of the city.

In October 2018, the City partnered with the Downtown Business Association to launch an innovative curb management pilot to improve curb access for ride-hailing and e-commerce companies.<sup>16</sup> The metered parking spaces on the north side of Culver Boulevard, between Main Street and Cardiff Avenue, were replaced with a white curb, 3-minute passenger loading zone, reserved for drop-offs/pick-ups by ridesharing companies. Additionally, four 15-minute metered parking spaces, distributed throughout downtown, were installed to provide short-term parking for food pick-up and other short-term needs. The four 15-minute parking spaces are located on the west side of Main Street, south of the Paseo; on the west side of Cardiff Avenue, north of Culver Boulevard; on the west side of Irving Place, south of Culver Boulevard; and on the north side of Culver Boulevard, west of Irving Place. The City also establish a kiss-and-ride area at the Robertson Transit Hub utilizing one of the five bays. City then worked with ride-hailing companies Uber and Lyft to direct TNC pick-up and drop-offs

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<sup>16</sup> Nextdoor. (October 2018). Implementing Downtown Culver City Mobility Measures. Accessed via <https://nextdoor.com/agency-post/ca/culver-city/city-of-culver-city/implementing-downtown-culver-city-mobility-measures-95710416/>

near the E Line Culver City Station to the kiss-and-ride area to better manage ride hailing traffic in the station area.

## PARKING FACILITIES

A variety of off- and on-street parking is available in Culver City to meet the needs of different users. The City oversees 12 residential permit parking districts (two of which currently do not have any participating residential streets), with approximately 75% of the participating residential streets having a 2-hour parking time-limit, Monday through Saturday, from 8 AM to 6 PM, as well as four public parking structures throughout Downtown (Table 3).

## PUBLIC PARKING STRUCTURES

Parking within public parking structures is free for the first hour, then \$1 for each additional half-hour with a \$12 maximum per day. Parking is available from 8:00 AM to 2:00 AM Monday through Thursday, Friday, and Saturday 8:00 AM to 3:00 AM, and Sundays from 10:00 AM to 1:00 AM at these locations except for City Hall. Employee parking is available at City Hall only.

**Table 3: Public Parking Structure Capacity**

| Name                             | Address              | Number of Spaces      |
|----------------------------------|----------------------|-----------------------|
| <b>Watseka Parking Structure</b> | 3844 Watseka Ave     | 330 public            |
| <b>Cardiff Parking Structure</b> | 3846 Cardiff Ave     | 389 public            |
| <b>Ince Garage</b>               | 9099 Washington Blvd | 789 public            |
| <b>City Hall</b>                 | 9770 Culver Blvd     | 161 public / 200 City |

Using federal funds and local match, the PW Department installed four (4) Real Time Parking Information signs located at:

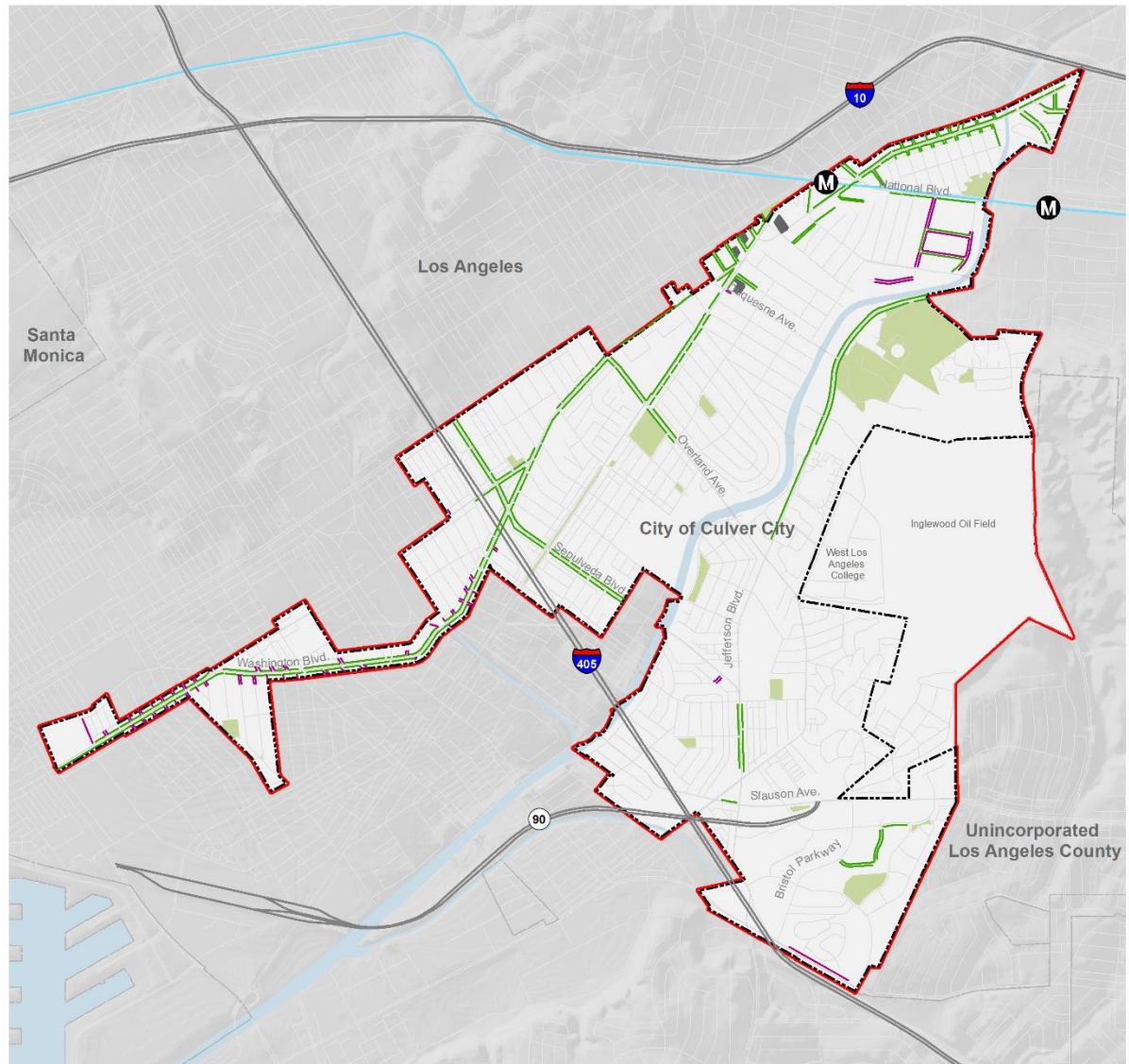
- Culver Boulevard at Media Park across from the Ince Parking Structure (westbound)
- Washington Boulevard between Wesley and Helms Avenues (westbound)
- Washington Boulevard at Dunn Drive (eastbound)
- Culver Boulevard at Jackson/Lasalle Avenues (eastbound)

## ON-STREET PARKING METERS

The City also manages approximately 2,059 on-street single-space parking meters and 16 multi-space pay stations, with varying rates and enforcement times (with additional 14 stations that are in the process of installation). Roughly 39% of all meters have a rate of \$1 per hour for a maximum of 2 hours from 8 AM to 6 PM, Monday to Saturday. These meters are primarily concentrated along Washington Boulevard, Culver Boulevard, and other arterial streets (Figure 26).



Figure 26: Metered On-Street Parking



**Jurisdictional Boundaries**

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

**Transportation Features**

- Expo Line
- M Metro Station

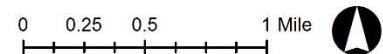
**Other Features**

- Water
- Parks and Open Spaces

**Metered On-Street Parking**

- Parking Meters - Existing
- Parking Meters - Future 2020/2021
- Public Parking Garages

Sources: City of Culver City, 2019; County of Los Angeles, 2015



Approximately 35% of all meters have a rate of \$0.25 per hour with a maximum of 10 hours from 8:00 AM to 6:00 PM, Monday to Saturday. These meters are mostly located on primary and secondary arteries, including Washington Boulevard, Jefferson Boulevard, and National Boulevard.

### VALET PARKING SERVICE

Community valet parking service is available for visitors to Downtown Culver City. There were four “universal” valet parking stations and were reduced to three in 2019; the three stations are conveniently located throughout downtown allowing visitors to drop-off vehicles at any of the three locations and pick-up at any another.

- **Station 1** – located on Culver Blvd. in front of The Culver Hotel (which also operates 24/7 as concierge service)
- **Station 2** – located on the south side of Culver Blvd. between Irving Pl. and Cardiff Ave.
- **Station 3** – located on Culver Blvd. just south of Starbucks, in front of Lundeen's

### ELECTRIC VEHICLE PARKING

While various zero-emission technologies are advancing, including fuel cell technology, the largest adoption of zero-emission vehicles is electric vehicles (EVs). A greater density of charging infrastructure makes EVs a viable option for a wider range of vehicle trips. The City has installed publicly available EV charging stations at four City facilities, including Culver City Hall, Veterans Memorial Park, Culver City Senior Center, and the Ince Parking Structure on Washington Boulevard. EVgo operates these stations.<sup>17</sup> Additionally, ChargePoint operates public EV charging stations at the following Culver City locations:<sup>18</sup>

- Trader Joe's: 9290 Culver Boulevard
- The Platform (public parking structure): 8850 Washington Boulevard
- Conjunction Point: 3528 Hayden Avenue
- 8500 Higuera Street



Source: Raimi + Associates

The City is also exploring fleet electrification for bus and City fleets as well as the electrification, upgrades, and improvements needed to accommodate fleet electrification.

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<sup>17</sup> Culver City. (2019). Electric Vehicle Charging Stations. Accessed via <https://www.culvercity.org/live/transportation-parking/ev-charging-stations>

<sup>18</sup> PlugShare. (2019). PlugShare Landing Page. Accessed via <https://www.plugshare.com/>

Information on the City-hosted publicly available EV Charging Stations can be found at: [www.culvercity.org/ev](http://www.culvercity.org/ev). City-hosted employee-only EV Charging Stations are also available at City Hall on parking level P2 with eight 240-volt and six 120-volt charging stations.

Also, the City received a SCAG grant to prepare an EV Infrastructure Plan which will inform future conditions. A study will help the City to promote development and deployment of EV charging infrastructure to accelerate transportation electrification. More EV chargers throughout the region will help encourage more purchases and use of plug-in electric vehicles, reduce range anxiety, allow drivers of plug-in hybrid EVs to spend more time using battery power instead of gasoline, and reduce pollution and greenhouse gas emissions. The associated 18-month process includes:

- Conduct study to foster installation of public curbside charging; multi-unit dwellings; single family homes; and commercial properties
- SCAG hire a consultant to develop the plan
- Evaluate public EV charging site opportunities
- Develop an outreach and communications plan
- Conduct key stakeholder interviews (internal/external steering committee already formed)
- Identify barriers and develop a plan to overcome them
- Evaluate CCMC and recommend building/parking/zoning changes
- Develop incentive/rebate program to encourage transition

## PARKING STANDARDS

### MINIMUM PARKING REQUIREMENTS

Culver City's Municipal Code outlines minimum off-street parking requirements for different land uses, including residential, commercial, and recreational parking. Off-street parking requirements by land use are provided in the Appendix. Many of Culver City's parking standards are higher than the national standards, set by the Institute of Transportation Engineers (ITE), particularly for commercial and industrial uses. Notably, 24% of the City's parking requirements use a different unit of measure than the national standards, which does not allow for direct comparison between rates (see Appendix).

The City has a shared parking provision that allows two or more non-residential uses to meet parking requirements by sharing the same off-street facilities. A major advantage of sharing parking is that new developments would require less parking, thereby reducing overall construction costs. The arrangement must be approved by the City using an Administrative Use Permit. A parking study also must be approved, and a City-approved covenant recorded. The shared parking spaces must be within 750 feet from the primary entrance to the site.

### ALTERNATIVE PARKING PROVISIONS

Parking alternatives may be permissible when zoning requirements are not attainable. Alternatives are subject to City Council approval and include measures such as reducing required spaces and paying a fee toward development of public parking facilities or other mobility measures. Outdoor dining establishments, for instance, can pool their parking by using both on- and off-street public

parking spaces to satisfy parking requirements. Additionally, new buildings and building additions greater than 5,000 square feet have the option of providing automated, semi-automated, and stacked parking to meet requirements. Parking located within the Hayden Tract and Smiley Blackwelder areas is subject to additional standards. When additional parking cannot be accommodated on-site for new developments, privately owned off-site parking can also be used to satisfy requirements. A Parking Plan must also be approved in addition to a long-term parking lease of at least five years.

## **BICYCLE PARKING**

Culver City requires that bicycle parking spaces must be provided for multi-family projects, retail commercial, and other non-residential uses. Multi-family projects must provide enough spaces to equal 10% of available vehicle parking spaces unless each unit has a separate garage. Retail commercial uses and other non-residential uses must provide space equal to five percent of available vehicle parking to bicycles. Each bicycle parking space must adequately secure the bicycle on a stationary device and should be minimum of two feet wide, with five feet separating the device from vehicle parking. Bicycle parking must also be conveniently located and close to the structure's main entrance.

## **PARKING REGULATIONS**

Parking in Culver City is restricted depending on its proximity to specific street elements, to avoid traffic hazards. Specifically, parking, stopping, or standing is not permitted on Sepulveda Boulevard between Slauson and Centinela Avenues. Vehicles are not permitted to stop, stand, or park in an alley unless they are being loaded or unloaded and are not blocking traffic. Additionally, parking is not permitted within any divisional island, between right-of-way lines of thoroughfares terminating at the street, in areas determined by the City Engineer to be hazardous to traffic, or on streets where parked cars would interfere with street maintenance.

Parking is not allowed within 25 feet of a crosswalk or the near side of an intersection or on roadways 20 feet wide or less. Streets 30 feet wide or less can only use one side for parking; however, parking is prohibited on the side of the street next to school property. Vehicles are prohibited from parking if they are being displayed for sale, repaired, washed, or greased, or used for advertising while parked.

A vehicle cannot park for longer than 72 consecutive hours in a street or alley unless it is a government, public utility, or emergency vehicle; or if it is explicitly permitted. It is also important to note that City code states vehicles parked on public streets cannot be used as substitutes for residences or dwelling units, either temporarily or permanently.

Several vehicular and bicycle parking measures are also reflected in the City's Transportation Demand and Trip Reduction Measures. Before issuance of a certificate of occupancy for any new development that is at least 25,000 gross square feet, developers are required to provide and maintain information on resources that may be available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the site. For projects that are at least 50,000 gross square feet, at least 10% of the employee parking area must be reserved for use by potential carpool or vanpool vehicles. Additionally, bicycle racks or other forms of secure bicycle parking shall be provided to accommodate



four bicycles for the first 50,000 gross square feet and one bicycle for each additional 50,000 gross square feet.

The PWD places curb markings to indicate regulations. The curb markings are color-coded in red, yellow, white, green, and blue. Red indicates no stopping, standing, or parking at any time unless it is in a bus zone. If the red curb is in a bus zone, buses are permitted to stop at the curb. Yellow indicates loading or unloading commercial materials, passengers, or personal baggage only between 7:30 AM and 6 PM every day except Sunday. White indicates loading or unloading passengers or personal baggage when the business abutting the curb is open. Green indicates stopping, standing, or parking is permitted for a limited period between 7:30 AM and 6 PM on any day. Blue indicates the curb is limited to exclusive use by vehicles for people with disabilities.

### **PREFERENTIAL PARKING PROGRAM**

Preferential parking zones and their administrative fees are established through a resolution by the City Council after they are evaluated and recommended by the City Engineer. Once the zones are authorized, signs are posted giving notice of the restrictions, and any vehicle parked in the zone is limited to a specified time unless they display a permit. Government vehicles, public utility vehicles, emergency vehicles, and vehicles parked while loading or unloading are not restricted by the permitted zone requirements.

### **PARKING METERS**

By resolution, the City Council establishes parking meter zones and fees for public streets within the City. Revenue collected from parking meters is given to the Parking Meter Fund, which is used in several ways. Parking Meter Funds are devoted to procurement and maintenance of parking meters and parking facilities, security for parking revenue bonds, employing personnel and purchasing enforcement tools and equipment for collecting data, and for other parking-related purposes.

### **LOADING ZONES**

Loading zones are in front of the entrance to any place of business or place used for public assembly and must not be more than one-half of the curb length of any block. Commercial vehicles are restricted from stopping at the curb for longer than 20 minutes while loading or unloading materials, and vehicles loading or unloading passengers are restricted to three minutes at the curb—enough time to load or unload personal baggage.

The City Engineer can establish bus stops, bus stands, taxicab stands, and stands for other passenger common-carrier vehicles in any locations determined to be most convenient and beneficial to the public. Appropriate signs or markings designate each stop or stand. Bus and taxicab operators must only stand or park at designated stands or stops; however, taxicab operators and passenger common-carrier vehicles may stop temporarily at any place legally permitted to load and unload passengers.

## OFF-STREET PARKING REQUIREMENTS BY LAND USE

Culver City's off-street parking requirements, with a comparison to the Institute to Transportation Engineers' Parking Generation Manual (5<sup>th</sup> Edition), are summarized in Tables 4 through 7.

**Table 4: Residential Parking Requirements**

| Land Use  | Vehicle Spaces Required   | ITE Peak Parking Demand Rates      | Culver City vs. ITE                                    |
|---|---|------------------------------------|--|
| Accessory dwelling units  | 1 uncovered space in addition to that required for the primary dwelling unit(s)   | --                                 | No equivalent  |
| Mobile home parks   | 1 space in conjunction with each mobile home site, plus 1 space for each 2 mobile home sites for guest parking, located as approved by the City |                                    |  |
| Live/work unit  | Up to 900 square feet (SF): 2 spaces  |                                    |  |
|   | Greater than 900 up to 1500 SF: 3 spaces  |                                    |  |
|   | Greater than 1500 SF: 4 spaces  |                                    |  |
| Multi-family dwellings and residential component of mixed-use development, includes supportive housing and transitional housing units | Studio and 1 bedroom, up to 900 SF: 1 space   | 0.75 spaces per of number bedrooms | Above or Below – Depending on whether units are shared |
|   | Studio and 1 bedroom, greater than 900 SF: 2 spaces   |                                    |  |
|   | 2- to 3-bedroom units: 2 spaces   |                                    |  |
|   | 4-bedroom units: 3 spaces   | 1.31 spaces per dwelling units     |  |
|   | 1 space for every additional bedroom greater than 4   |                                    |  |
|   | Guest parking: 1 space for every 4 residential units  |                                    |  |
| Residential care facilities   | 1 space for each 3 patient beds   | 1 space per dwelling unit          |  |
| Senior citizen congregate care housing  | 1 space per each 2 residential units, plus 1 space for each 4 units for guests and employees  | 0.30 spaces per dwelling unit      |  |
| Senior housing  | 1 space per unit, plus 1 guest parking space for each 10 units  | 0.61 spaces per dwelling unit      | Above  |
| Single-family, duplex, and triplex units, includes supportive housing and transitional housing units (1) (2)                          | 2 spaces per dwelling unit  | --                                 | No equivalent  |
| Single room occupancy units   | 1 space per unit  |                                    |  |

Source: Culver City Municipal Code Section 17.320.020

**Table 5: Commercial Parking Requirements**

| Land Use  | Vehicle Spaces Required   | ITE Peak Parking Demand Rates                   | Culver City vs. ITE                        |
|---|---|---|--|
| <b>Animal boarding and kennels</b>                                      | 1 space per 350 SF of indoor use area; plus 1 space for 1,000 SF of outdoor use area  | --  | No equivalent                              |
| <b>Auto and vehicle sales and rentals</b>                               | 1 space per 350 SF of indoor use area; plus 1 space for 1,000 SF of outdoor use area  | 2.29 spaces per 1,000 SF Gross Floor Area (GFA) | Above                                      |
| <b>Banks and financial services</b>                                     | 1 space per 250 SF  | 4 spaces per 1,000 SF GFA                       | Same                                       |
| <b>Bars and nightclubs</b>  | 1 space per 100 SF, plus 1 space for every 30 SF of dance floor   | --  | No equivalent                              |
| <b>Convenience stores</b>   | 1 space per 225 SF, with a minimum of 8 spaces  | 5.44 spaces per 1,000 SF GFA                    | Above                                      |
| <b>Child or adult day care centers</b>                                  | 1 space per 300 SF  | 2.45 spaces per 1,000 SF GFA                    |  |
| <b>Emergency shelters</b>   | 1 space for each 3 beds   | --  | No equivalent                              |
| <b>Fleet vehicles (5)</b>   | 1 space per fleet vehicle in addition to parking for primary use  |   |  |
| <b>Food retail</b>  | 1 space per 350 SF  |   |  |
| <b>Hotels and motels</b>  | 1 space for each guest room; plus 1 space for each 20 guest rooms; plus retail, restaurant and conference uses calculated at 1 space per 100 SF                                 | 0.72 spaces per guest room                      | Above                                      |
| <b>Hospitals</b>  | 1 space for each 1.5 patient beds, plus required spaces for accessory uses as determined by the Director  | 3.74 spaces per each patient bed                | Below                                      |
| <b>Medical/dental offices, clinics, and labs</b>                        | 1 space per 350 SF  | 3.23 spaces per 1,000 SF GFA                    |  |
| <b>Offices, administrative, corporate, professional, creative, etc.</b> | 1 space per 350 SF  | 2.39 spaces per 1,000 SF GFA                    | Above                                      |
| <b>Plant nurseries</b>  | 1 space per 350 SF of indoor use area; plus 1 space for 1,000 SF of outdoor use area  | --  | No equivalent                              |
| <b>Restaurants</b>  |   |   |  |
| <b>General (Table Service) 1,500 SF or less</b>                         | 1 space per 100 SF; or 1 space per 350 SF (minimum of 3 spaces) if located within a Commercial Revitalization Area designated by City Council and with an approved Parking Plan | 9.44 spaces per 1,000 SF GFA                    | Above or Below – Depending on the location |

| Land Use  | Vehicle Spaces Required   | ITE Peak Parking Demand Rates | Culver City vs. ITE            |
|---|---|-------------------------------|--------------------------------|
| Greater than 1,500 SF   | 1 space per 100 SF  | 9.44 spaces per 1,000 SF GFA  | Above                          |
| Takeout (counter service), with customer tables                       | 1 space per 75 SF, with a minimum of 8 spaces   | 9.91 spaces per 1,000 SF GFA  |                                |
| Located in shopping centers   |   |                               |                                |
| 25% or less of floor area of shopping center for all restaurants      | Parking requirement covered under the general requirement for shopping center, below  | --                            | No equivalent                  |
| Greater than 25% of floor area of shopping center for all restaurants | Restaurants exceeding 25% of shopping center's floor area shall use the same parking requirement for general restaurants greater than 1,500 SF, above   |                               |                                |
| Outdoor dining  | No parking required for first 250 SF of outdoor dining area; areas exceeding 250 SF shall be included as restaurant GFA in determining the parking requirement  |                               |                                |
| Retail and personal service uses, general                             | 1 space per 350 SF  |                               |                                |
| Shopping Center (Less than 5 acres of net parcel area)                | 1 space per 250 SF  | 1.95 spaces per 1,000 SF GFA  | Above                          |
| Shopping Center (5 acres and greater of net parcel area)              | 1 space per 200 SF  |                               |                                |
| Storage, personal storage facilities                                  | 1 space per 50 storage units or 5,000 SF of storage area, whichever is greater. Plus 2 additional spaces for the manager's office, with a minimum of 5 spaces per facility  | --                            | No equivalent                  |
| Car wash – full service   | 10 spaces; plus 10-space queuing area for drying of vehicles; plus queuing area for 3 vehicles ahead of each wash lane  | 1.69 spaces per 1,000 SF GFA  | Different units are considered |
| Car wash – automated, accessory to fueling station                    | 4 spaces; plus queuing area for 3 vehicles ahead of the wash lane (in addition to the parking required for fueling station)   | 1.69 spaces per 1,000 SF GFA  |                                |
| Fueling stations  | 1 space per 225 SF (includes convenience store), with a minimum of 3 spaces. For parking required above the minimum of 3, half of the parking provided at pump islands may be credited towards meeting parking requirements | 8.11 spaces per 1,000 SF GFA  | Above                          |
| Maintenance, repair, installation, and detailing                      | 3 spaces per service bay (workstation), plus 1 space for each 350 SF of additional retail sales and service   | 2.85 spaces per 1,000 SF GFA  | Different units are considered |



| Land Use                  | Vehicle Spaces Required | ITE<br>Parking<br>Demand<br>Rates  | Peak<br>Culver City<br>vs. ITE |
|---------------------------|-------------------------|------------------------------------|--------------------------------|
| <b>Veterinary clinics</b> | 1 space per 350 SF      | 3.33 spaces<br>per 1,000 SF<br>GFA | Below                          |

*Source: Culver City Municipal Code Section 17.320.020*

Table 6: Recreation, Education, and Public Assembly Parking Requirements

| Land Use  | Vehicle Spaces Required   | ITE Peak Parking Demand Rates  | Culver vs. ITE                 | City |
|---|---|--|--------------------------------|------|
| <b>Assembly uses, religious places of worship, clubs, mortuaries with congregational services, meeting halls, membership organizations, sports arenas, stadiums, and theaters</b> | 1 space for each 5 fixed seats, and 1 space per 35 SF of assembly or seating area with no fixed seats, plus required spaces for ancillary uses (e.g., restaurant) | 0.22 spaces per seat<br>0.44 seats per 1,000 SF GFA                                  | Above                          |      |
| <b>Outdoor recreation facilities</b>  | Determined by Conditional Use Permit or Comprehensive Plan  | 0.47 spaces per acre   | Different units are considered |      |
| <b>Tennis, racquetball, handball, or other courts</b>   | 2 spaces per court, plus 1 space per 300 SF for ancillary uses  | 0.98 spaces per 1,000 SF GFA   |                                |      |
| <b>Arcades</b>  | 1 space per 250 SF  | --   | No equivalent                  |      |
| <b>Batting cages</b>  | 2 spaces per cage, plus required spaces for ancillary uses  | 2 spaces per cage  | Same                           |      |
| <b>Bowling alleys</b>   | 5 spaces per lane, plus required spaces for ancillary uses  | 4.39 spaces per lane   | Above                          |      |
| <b>Pool and billiard rooms</b>  | 2 spaces per table, plus required spaces for ancillary uses   | 2.69 spaces per table  | Below                          |      |
| <b>Skating rinks</b>  | 1 space per 100 SF.   | 5.80 spaces per 1,000 SF GFA   | Above.                         |      |
| <b>Special event centers/banquet halls</b>  | 1 space per 35 SF of assembly area  | --   | No equivalent                  |      |
| <b>Health/fitness facilities</b>  | 1 space per 200 SF  | 4.73 spaces per 1,000 SF GFA   | Above                          |      |
| <b>Libraries, museums, and art galleries</b>  | 1 space per 350 SF  | 2.35 spaces per 1,000 SF GFA for library;<br>0.76 spaces per 1,000 SF GFA for museum |                                |      |
| <b>Kindergarten and Grades 1 through 9, when used exclusively for this purpose</b>  | 1.5 spaces per classroom, plus 1 space for each 200 SF of indoor assembly area  | 0.35 spaces per student  | Different units are considered |      |
| <b>Schools in which any portion of their instruction includes Grades 10 and above</b>   | 1 space per 35 SF of classroom floor area   | 0.26 spaces per student  |                                |      |
| <b>Colleges and universities</b>  | 1 space per 35 SF of classroom floor area   | 0.28 spaces per student  |                                |      |
| <b>Studios for dance, art, music, photography, martial arts, personal fitness, and the like</b>   | 1 space per 200 SF of GFA   | 5.27 spaces per 1,000 SF GFA   | Below                          |      |

Source: Culver City Municipal Code Section 17.320.020

Table 7: Industrial Parking Requirements

| Land Use  | Vehicle Spaces Required  | ITE<br>Parking<br>Demand Rates | Peak<br>Culver City vs. ITE |
|---|--|--------------------------------|-----------------------------|
| <b>General manufacturing, industrial and processing uses</b>  | 1 space per 500 SF, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 SF   | 0.65 spaces per 1,000 SF GFA   | Above                       |
| <b>Laundries and dry-cleaning plants</b>                      | 1 space per 500 SF   | --                             | No equivalent               |
| <b>Media production</b>                                       | 1 space per 350 SF   |                                |                             |
| <b>Printing and publishing</b>                                | 1 space per 500 SF, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 SF   |                                |                             |
| <b>Public safety facilities, public utility facilities</b>    | 1 space per 500 SF   | 1.90 spaces per 1,000 SF GFA   | Above                       |
| <b>Recycling facilities - large collection and processing</b> | 1 space per 500 SF   | 1.02 spaces per 1,000 SF GFA   |                             |
| <b>Research and development</b>                               | 1 space per 350 SF   | 2.58 spaces per 1,000 SF GFA   |                             |
| <b>Warehousing and distribution facilities</b>                | 1 space per 1,000 SF, which may include office space (incidental to the primary use) comprising up to 10% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 SF | 0.39 spaces per 1,000 SF GFA   |                             |
| <b>Wholesaling and distribution facilities</b>                | 1 space per 500 SF, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 SF   | 0.10 spaces per 1,000 SF GFA   |                             |

Source: Culver City Municipal Code Section 17.320.020