Culver City TOD VISIONING APPENDICES

October 20, 2017
APPENDICES

A Existing Conditions 15
B Documentation of Public Engagement Process 21
   Workshops
   Website and Emails
The diagram on the right shows the extent of the study area for this visioning study. The study area is defined as the area located within an ideal 20 minutes’ walk - 1 mile radius, centred at the Expo Line Metro Station site. In yellow is the existing Transit Oriented Development District (TOD). It is noticeable how over half of the walking circle lays within the City of Los Angeles.
APPENDIX A: EXISTING CONDITIONS ANALYSIS

SITE HISTORICAL MAPS

Credits: https://www.usgs.gov/products/maps/topo-maps

Credits: https://www.usgs.gov/products/maps/topo-maps
BIRD’S EYE VIEW / TRANSIT ORIENTED DEVELOPMENT DISTRICT (TOD)
The diagram on the right shows the existing bikeways within 20 minutes / 3 mile bike shed from Culver City Expo Line Station.

The 3 mile bikeshed is identified by the Metro First Last Mile Strategic Plan and Federal Transit Law as the extent of the access shed for first last mile improvements.

Sources:
City of Culver City 2017, LA Metro 2010, City of Los Angeles 2012.

Contains data © OpenStreetMap contributors, CC BY-SA - Cartography by Steer Davies Gleave 2017
The diagram on the right shows the existing transit routes within 20 minutes / 3 mile bike-shed from Culver City Expo Station.

The 3 mile bike-shed is identified by the Metro First Last Mile Strategic Plan and Federal Transit Law as the extend of the access shed for first last mile improvements.

Sources:
Metro, Culver City Bus and Santa Monica Big Blue Bus GTFS.
The diagram on the right shows the existing road classification within the study area, 1 mile - 20 minute walk from Culver City Expo Line Station.

Metro First Last Mile Strategic Plan and Federal Transit Law identify 1/2 mile - 10 minute walk as the walking shed for first last mile improvements.

Source: City of Culver City.
20 MINUTE WALK RADIUS FROM CULVER CITY STATION - EXISTING TRUCK ROUTES

The diagram on the right shows the existing truck routes within the study area, 1 mile - 20 minute walk from Culver City Expo Line Station.

Metro First Last Mile Strategic Plan and Federal Transit Law identify 1/2 mile - 10 minute walk as the walking shed for first last mile improvements.

Source: City of Culver City.
The diagram on the right shows the bike and pedestrian collisions within the study area, 1 mile - 20 minute walk from Culver City Expo Line Station; 3 year data 2013-2015.

Metro First Last Mile Strategic Plan and Federal Transit Law identify 1/2 mile - 10 minute walk as the walking shed for first last mile improvements.

Source: The Statewide Integrated Traffic Records System (SWITRS) and was retrieved through Transportation Injury Mapping System (TIMS) at UC Berkeley.
The diagram on the right shows the existing land uses within the study area, 1 mile - 20 minute walk from Culver City Expo Station.

Metro First/Last Mile Strategic Plan and Federal Transit Law identify 1/2 mile - 10 minute walk as the walking shed for first last mile improvements.

Land use classification is divided between Culver City and the city of Los Angeles.

Sources:
Source: City of Culver City and City of Los Angeles

Legend

Culver City Land Use
- Malibu Creek
- Community Service Center
- Entertainment
- Industrial
- Light Industrial
- Retail/Park
- Studio
- Commercial Corridor
- Neighborhood Service Corridor
- School
- Open Space
- Low Density Multi-Family
- Low Density Single Family
- Medium Density Multi-Family
- Planned Residential Development

Los Angeles Land Use
- Community Commercial
- General Commercial
- Neighborhood Commercial
- Neighborhood Office Commercial
- Public Facilities
- Limited Manufacturing
- Light Manufacturing
- Open Space
- High Density Residential
- Medium Residential
- Low Density Residential
- Low Medium Residential

Contains data © OpenStreetMap contributors, CC BY-SA - Cartography by Steer Davies Gleave 2017

APPENDIX A: EXISTING CONDITIONS ANALYSIS

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The diagram on the right shows the existing attractions within the study area, 1 mile - 20 minute walk from Culver City Expo Station.

Metro First Last Mile Strategic Plan and Federal Transit Law identify 1/2 mile - 10 minute walk as the walking shed for first last mile improvements.
The diagram on the right shows the existing transit and bike routes within the study area, 1 mile - 20 minute walk from Culver City Expo Station.

Metro First Last Mile Strategic Plan and Federal Transit Law identify 1/2 mile - 10 minute walk as the walking shed for first last mile improvements.
The diagram on the right shows the 1/4 mile - 5 minutes walk area from Culver City Expo Station in relation to the existing Transit Oriented Development District.
This map shows 5, 10 and 20 minute walk-sheds from Culver City Expo Line station taking street grid configuration into consideration. The analysis does not take into account intersection crossing times.
This map shows 5, and 20 minute bike-sheds from Culver City Expo Line station taking street grid configuration into consideration. The analysis does not take into account intersection crossing times.
In light red - County Highway Plan within 20 minutes' walk radius from the Expo Metro Station site

In light red - travel lane hierarchy within 20 minutes' walk radius from the Expo Metro Station site
TRAFFIC FLOW 2004 MAP
Commute Origin and Destination
(Workers Over 16)

The American Community Survey (ACS) data is from 2010, all information for Culver City pre-dates the Expo Line which opened to Culver City in 2012. Commute Data transit mode split may have increased following access to high capacity transit connection to Downtown, and even more since the 2016 extension to Santa Monica.

Credits: mySidewalk
Credits: mySidewalk

The American Community Survey (ACS) data is from 2010, all information for Culver City pre-dates the Expo Line which opened to Culver City in 2012. Commute Data transit mode split may have increased following access to high capacity transit connection to Downtown, and even more since the 2016 extension to Santa Monica.

*The American Community Survey (ACS) data is from 2010, all information for Culver City pre-dates the Expo Line which opened to Culver City in 2012. Commute Data transit mode split may have increased following access to high capacity transit connection to Downtown, and even more since the 2016 extension to Santa Monica.
Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) through Census collects annual data on where people live and work. Employers report to Census Bureau on where their employees live - as an output, each record of data contains (1) the home block and the (2) work block for a single employee, creating a relationship between the two blocks.

LODES can be used to examine where people who work in Culver City live, and where people who live in Culver City work. This information is important context when looking at traffic flow in and out of the City during commute hours.

The following maps looks at two groups of people: folks who work in Culver City in BLUE and people who live in Culver City in ORANGE. These two groups overlap with people who both live and work in Culver City.

More about LEHD Origin-Destination Employment Statistics (LODES) Data:
- Data representing Home-to-work O-D (origin destination) flows;
- LODES data is annual, covers 90% of all US workers, census block level detail (compare this to regional household travel surveys which account for less than 1% of all HH, or Census journey to work data which covers about ~17% of population, or ACS 2.5% of HH with significant data suppression);
- Each row represents a unique block origin-destination combination, and assigns the number of trips that match that combination;
- Data was narrowed to only trips which either begin or end in Culver City.

Source: https://lehd.ces.census.gov/data/
Daily trips to Culver City
In 2014, LODES recorded 72,779 daily trips to Culver City. For everyone who works in Culver City (BLUE), this map shows where their trip begins, their home block. Blocks with darker blue contain a higher number of people who commute to Culver City for work, while even the lightest blue blocks contain at least 1 but up to 5 people commuting to Culver City.

People commute to Culver City from all over, but certain areas send a higher number of commuters to Culver City. Many Culver City workers come from within the city, from nearby neighborhoods of Palms, Marina Del Rey, Playa Del Rey, Inglewood, and the Village Green; many come from further distances, for example from neighborhoods in the San Fernando Valley.

Source: https://lehd.ces.census.gov/data/
This map shows the distribution of destinations for commuters within the City of Culver City. The darker blue areas have the highest number of commuters traveling to them, and correspond with employment centers within the City.
Culver City Transit Oriented District (purple) brought 2,319 commute trips into the city in 2014; 3% of all commute trips to Culver. The trips for the TOD are distributed broadly throughout the county, with few census blocks generating more than one TOD bound trip.

This analysis only takes into account trips to work, and does not account for other purpose trips such as school runs, trips to the grocery, recreational trips etc.

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<tr>
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</tr>
<tr>
<td>Sony Area</td>
<td>1,792</td>
<td>2%</td>
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Hayden Tract (purple) brought 2,099 daily commute trips into Culver City.
The trips for Hayden Tract are distributed broadly throughout the county, with few census blocks generating more than one Hayden bound trip.

This analysis only takes into account trips to work, and does not account for other purpose trips such as school runs, trips to the grocery, recreational trips etc.

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Downtown Culver City (purple) brought 4,548 commute trips into the city in 2014; 6% of all commute trips to Culver. The trips for the Downtown are distributed throughout the county, but also have distinct areas that produce a higher number of downtown bound trips, many within or in close proximity to Culver City.

This analysis only takes into account trips to work, and does not account for other purpose trips such as school runs, trips to the grocery, recreational trips etc.

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Sony sub-area (purple) brought 1,792 commute trips into the city in 2014; 2% of all commute trips to Culver. The trips for Sony area are distributed broadly throughout the county, with a couple of census blocks in proximity to Sony generating a higher number of trips.

This analysis only takes into account trips to work, and does not account for other purpose trips such as school runs, trips to the grocery, recreational trips etc.

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LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

Fox Hills (purple) brought 38,624 daily commute trips into Culver City in 2014. The trips for Fox Hills come from a board geographic area, with many employees coming from adjacent neighborhoods, Marina del Rey and Playa del Rey, Palms, and the Valley.

This analysis only takes into account trips to work, and does not account for other purpose trips such as school runs, trips to the grocery, recreational trips etc.

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Blair Hills (purple) brought 1,949 commute trips into the city in 2014; 3% of all commute trips to Culver. The trips for the Blair Hills are distributed broadly throughout the county, with few census blocks generating more than one Blair Hills bound trip.

This analysis only takes into account trips to work, and does not account for other purpose trips such as school runs, trips to the grocery, recreational trips etc.

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Daily trips from Culver City
In 2014, LODES recorded 20,346 daily trips originating in Culver City. This map shows where residents of Culver City (ORANGE), travel to for work; their destination block. Blocks with darker orange have a higher number of Culver City residents commuting to them, while even the lightest orange blocks have at least 1 but up to 5 people commuting to them from Culver City.

Culver City residents commute destinations are more defined in comparison to the origin of Culver City workers. Some popular work destinations for people who live in Culver City include Downtown LA, Century City, LAX/El Segundo, the Valley, West LA, Westwood and Universal City. Many residents also work within Culver City.

Source: https://lehd.ces.census.gov/data/
This map shows the where commute trips originate from within the City.

Source: https://lehd.ces.census.gov/data/
Using the traffic volume linkage tool, CEHTP generated data on traffic density by zip code for Cal/EPA Office of Environmental Health Hazard and Assessment’s (OEHHA) CalEnviroScreen, which identifies communities most likely to be impacted by environmental hazards. The maps of traffic density shown was created by OEHHA using CEHTP 2017 data.

The California Environmental Health Tracking Program (CEHTP) is a program of the Public Health Institute, in partnership with the California Department of Public Health. CEHTP is primarily funded by the Centers for Disease Control (CDC) National Environmental Public Health Tracking Program. CEHTP works to make environmental health data and information publically-available through the development of a web-based data query system, state-of-the-art data displays, and innovative web tools and services. CEHTP aims to make these data and information accessible and useful to a variety of stakeholders including communities, governments, academia, and private partners.

Source: http://www.cehtp.org/faq/air/traffic_density_in_california
APPENDIX A: EXISTING CONDITIONS ANALYSIS

METRO RAIL SYSTEM / CURRENT AND UNDER CONSTRUCTION

Current Metro Rail System - 2017

Future Metro Rail System
- Crenshaw/LAX Transit 2019
- Regional Connector 2020
- Purple Line extension 2035
Major projects impacting Culver City: Crenshaw line, currently under construction; Sepulveda Pass corridor; Green Line airport connector – with Crenshaw and Sepulveda pass Culver City will be connected to South Bay and Green Line east; eventually Crenshaw northern extension to West Hollywood.

In addition to major projects, the Westside sub-region will receive funding through M to implement programs. The Westside programs are:

- Active Transportation First/Last Mile Connections Program $361 million;
- Subregional Equity Program $160 million.

Additionally, the Westside will compete against all subregions for $260 million ($350 million total cost) worth of Bus Rapid Transit projects, and $858 million worth of Metro Active Transportation Projects.

Culver City Transit will receive an additional $2,240,600 per year (and that number will increase each year) in funding from Metro. The City of Culver City will receive an additional 565,000 yearly in local return funding.

For Prop A, C and Measure R (past) Culver used their local return in this way:

- Public Transit - Operating & Capital - 85.96%;
- Streets & Roads - 14.04%.

Sources:

Metro has broken up the next 40 years of transit projects into two fifteen-year timelines with an additional 10-year timeline after that. The list of highway projects is broken up into two 15-year timelines.

**First 15 years**
- Airport Metro Connector Terminal on Green Line
- East San Fernando Valley Transit Corridor from Van Nuys to Sylmar/San Fernando Metrolink Station
- Bus Rapid Transit Connection from North Hollywood Red Line Station to Gold Line in Pasadena
- Gold Line Foothill Extension to Claremont
- Westside Purple Line Extension to Westwood/VA Hospital
- West Santa Ana Transit Corridor Light Rail from Artesia to Union Station Phase 1
- Orange Line Improvements
- Vermont Transit Corridor Bus from Hollywood Boulevard to 120th Street

**Second 15 years**
- Gold Line East Side Phase 2 to either El Monte or Whittier
- South Bay Green Line Extension to Torrance Transit Center
- West Santa Ana Transit Corridor Light Rail from Artesia to Union Station Phase 2
- Sepulveda Pass Corridor

**Final 10 years**
- Crenshaw Light Rail Northern Extension to West Hollywood
- Orange Line Conversion to Light Rail
- Lincoln Boulevard Bus Rapid Transit System from LAX to Santa Monica
- Close the Green Line to Norwalk Metrolink Station Gap
- Sepulveda Pass Corridor Expanded from Westwood to LAX

**Regional Active Transportation Program**
Two percent of funding is being put towards the Regional Active Transportation Program to “encourage, promote, and facilitate” Angelenos walking, biking, and taking public transportation. $17 million would be generated annually for projects like bike hubs, bike lanes, the Safe Routes to Schools program, and street improvements. Metro’s “first mile/last mile” project aims to provide more access points to public transportation to eliminate the first and last mile of a person’s commute when they would typically be on foot.
A POTENTIAL 2040 LOS ANGELES METRO SUBWAY SYSTEM MAP

Potential 2040 L.A. Metro map, based on existing plans and proposals with some creative license, designed by Nick Andert
APPENDIX A: EXISTING CONDITIONS ANALYSIS

CULVER CITY 2012 BICYCLE & PEDESTRIAN MASTER PLAN

Existing bike and pedestrian facilities within the study area

Proposed bikeways

Existing pedestrian activity

Proposed pedestrian network
The study looks at developing a feasible way to provide a high-quality bikeway between the Expo Line Station and Downtown Culver City. The consultant team considered a range of bikeway types, ranging from sharrows to painted bike lanes to protected bike lanes. To provide a safe and comfortable experience, the study is recommending a two-way protected bike lane with signalized intersections.
BICYCLE IMPROVEMENTS

There is a Class II dedicated bicycle lane along Venice Boulevard in both east and west directions, which is also included in the City of Los Angeles Pedestrian and Bicycle Plan. A bicycle path (Class I) was constructed along most of the Expo Light Rail alignment except between National Boulevard/Wesley Street and Venice Boulevard/Robertson Boulevard. The City of Culver City is proposing to include a Class III (bike route) on Wesley Street and stripe Class II bike lanes on Washington Boulevard between Wesley Street and National Boulevard. The Ivy Station development will construct a Class II bicycle lane on National Boulevard between Washington Boulevard and Venice Boulevard in both directions that will serve as a key connection for bicyclists traveling between Washington Boulevard and Venice Boulevard. Additionally, bicycles can access the Expo station from Washington/National intersection by traveling west on Washington Boulevard and utilizing the shared pedestrian and bicycle path underneath the station platform. These improvements combined with the City programmed improvements on Wesley Street and Washington Boulevard would result in a well-connected bicycle network in this area.
Existing Culver City bus routes in study area
The diagram on the right shows how access to the TOD District area within a 20 minutes’ walk radius from the Expo Metro Station is limited because of two physical constraints: the 10 Freeway on the North side and the Ballona Creek on the South side.

This condition contributes to create pinch points to the road network because of lack of redundancy in the grid system.
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are integration and connectivity. The measure of integration is considered a global measure, while connectivity is considered a local measure.

**Connectivity**

Connectivity is a measure that takes into consideration the number of neighboring segments that are directly connected to a particular street segment or a space, by accounting for the number of immediate neighbors. This is a local measure meaning that it considers the segments in relation to their surroundings and not the entirety of the network.

The map on the right, which depicts an area of about a 1 mile radius from the center of the study area, takes into consideration the road network movement, realized either by bike or motorized vehicle. This captures which spaces are better connected to neighboring segments in distance equivalent to about 20 minutes on bike or 3.3 Miles. It is important to reiterate that this is a local measure and considers each segment in relation to its closest neighbors, not the entire network.

The connectivity analysis presented here reveals certain areas of interest that appear to have a high internal connectivity. The most prominent of these can be observed in the residential zone of "Palms", where one can observe a strong grid pattern. Another area, which this study demonstrates to have high internal connectivity, is the residential zone between National Boulevard and Cattaraugus Avenue. In contrast, areas identified through this study to have low internal connectivity include the zone of Licerne-Higuera (between Washington Blvd. and Eastham Dr.), as well as the cycle path along the Ballona Creek and Jefferson Boulevard. This analysis demonstrates that zones with a stronger grid pattern have a better flow and connectivity than areas with larger blocks or irregular street grid.

Connectivity analysis within 20 minutes’ walk - 1 mile radius from Expo Station

Culver City Expo Station Site

High Connectivity

Low Connectivity
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are integration and connectivity. The measure of integration is considered a global measure, while connectivity is considered a local measure.

Connectivity
Connectivity is a measure that takes into consideration the number of neighboring segments that are directly connected to a particular street segment or a space, by accounting for the number of immediate neighbors. This is a local measure meaning that it considers the segments in relation to their surroundings and not the entirety of the network.

This map presents the connectivity of the pedestrian network in an area equivalent to a half-mile radius from the Culver City Expo Line station. It depicts which spaces are better connected to neighboring segments in a distance equivalent to about a 10 minutes’ walk.

The map shows how pedestrians have a more connected network in areas such as the area between Washington Boulevard and Lucerne Avenue. There is also a good connectivity for pedestrians in the area surrounding Syd Kronenthal Park. However, in areas closer to the Expo station pedestrians face a less connected network. The quadrant surrounded by National Boulevard, Washington Boulevard, S Canfield Av, and the Santa Monica Freeway is highly problematic for pedestrian movement. It is also evident the lack of crossings on Venice and how that limits connectivity.
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are integration and connectivity. The measure of integration is considered a global measure, while connectivity is considered a local measure.

Integration
Integration is a measure of accessibility, which considers the potential of meeting in a certain space. Integration is considered a global measure, as opposed to connectivity, meaning that the output calculated, takes into consideration the relationship of various street segments to the entirety of the network.

This map shows the integration of the street network in the study area within 1 mile radius from the Expo Station. In red the segments that are best integrated in relation to the entire network. Considered solely in spatial terms the street segments that have higher integration (in warmer colours) have more potential for having a higher presence of people.

The integration study for the 1 mile radius network demonstrated that streets like Venice Boulevard, Washington Boulevard, and National Boulevard are well integrated in relation to the rest of the network. These streets are important connectors within the network and are more frequently used by driver or cyclists to move around the area. Also, the study shows how the neighbourhoods of Lucerne - Higuera to the South and Mc Manus to the East present limited integration with their surroundings.
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are integration and connectivity. The measure of integration is considered a global measure, while connectivity is considered a local measure.

**Integration**

Integration is a measure of accessibility, which considers the potential of meeting in a certain space. Integration is considered a global measure, as opposed to connectivity, meaning that the output calculated, takes into consideration the relationship of various street segments to the entirety of the network.

The following map shows the integration of the pedestrian network in an area of half a mile radius from the center of the study area, or 10 minutes’ walk. The map depicts the integration of the sidewalk segments to the entirety of the network. In the same way as the previous map, the segments in the warmer colors are classified as better integrated and therefore considered to have a higher probability of having the presence of people. That is, if only considering the spatial dynamic of each segment within the network.

The study reveals that in terms of the mapped pedestrian network, segments around the Expo Station site are better integrated to the network. This means that in terms of their relation to the network, pedestrians are more likely to use these segments to move within the network. It is important to emphasize however, that this study solely focuses on integration to the network and does not take into consideration other important variables such as pedestrian infrastructure or roads speed.
A Pedestrian Environment Review System (PERS) audit was conducted in the study area to identify key areas of need and evaluate the current pedestrian network. PERS is a framework that promotes objectivity, and can be used to assess current level of service for pedestrians and monitor changes in performance over time.

The PERS audit functions on the premise that basic data sets do not fully reflect the streets’ level of service to pedestrians, and offers a framework for reviewers to recognize and evaluate necessary qualitative factors in a way that is consistent and objective.

For the Culver City Station Area PERS audit, reviewers looked at links and crossings to assess pedestrian environment. These features are defined as follows:

**Links:** Any footway, footpath or highway.

**Crossings:** Any signalized crosswalk.

**Public Transit Waiting Areas:** Bus stops for Culver City Bus, Santa Monica Big Blue Bus, and Metro.

All features were evaluated within context of environmental factors such as the type of street, level of traffic, the surrounding uses such as schools, shops etc.

Reviewers used feature-specific standardized forms which evaluate features on a broad range of criteria, prompting the reviewer with questions and require them assign a grade between -3 and 3 on each criteria. These criteria are then weighted, with each link or crossing assigned a performance score. Reviewers also recorded information on specific features or behaviors that were observed that were of significance to scoring.

**Effective Width** - space within a link available for pedestrian movement. 
**Curb cut** - adequate access between curb and street.
**Gradient** - steepness of a link.
**Obstructions** - physical barriers to pedestrian movement.
**Permeability** - extent to which pedestrians can make informal movements.
**Legibility** - ability for pedestrians to orientate themselves in relation to destination.
**Lighting** - quality of lighting, influencing perceptions of safety and therefore viability of link after dark.

It is important to note that PERS is not a standards-check. The principle embodied in the guidelines is that it should be the goal to provide a higher level of service to pedestrians than is set out in standards. Standards are frequently based on minimum acceptability rather than optimization of pedestrian safety and mobility. When setting a long-term vision for walkability within the Culver City Station transit-oriented community, it is desirable to move towards a high-quality environment for pedestrians. To put this in context of audit data collection, facilities that were determined to meet but not exceed minimum standards were assigned a performance score of 0 (neutral.)

**Crossing provision** - how appropriate facility is in the context of the location or road layout with regards to flow and route of users.
**Deviation from desire line** - how much a pedestrian must travel additional distance to use a crossing.
**Performance** - how well the particular crossing serves pedestrian need overall.
**Capacity** - whether crossing provides sufficient space for users relative to quantity of users.
**Delay** - time which pedestrian is held up by the need to cross an intersecting road.
**Legibility** - ease of which users can interpret how and when to use a crossing.

**Information to the waiting area** - the level of ease experienced by the transit user in both getting to, and leaving the waiting area in terms of the quality of information provided.
**Infrastructure to the waiting area** - the suitability of the footways and pedestrian crossings surrounding the waiting area in terms of the quality of service provided to users in getting to and from the waiting area.
**Boarding public transit** - ease with which public transit users can board their chosen means of transport from the waiting area.
**Information at the waiting area** - the quality of the static information that is provided at the waiting area, both on the stop post, platform or in the shelter (if present), timetables, real time and route information for example.
**Safety perceptions** - users’ perceptions of personal safety. Looks at various potential triggers of unease such as sightlines or feeling of local ownership of area.

**Tactile cues** - provision, accuracy, quality of surfaces that convey information to the visually impaired.
**Color contrast** - color and tonal contrast to aid navigation.
**Personal security** - various considerations contributing to the safety and perceived sense of security of pedestrian.
**Surface quality** - evenness, absence of trip hazards and frictional qualities.
**User conflict** - hazards to users resulting from making conflicting movements with other users.
**Quality of environment** - degree to which link is pleasant to use.
**Maintenance** - environmental quality and reflects the effectiveness of local ownership of area.
General observations from site:
- The station area has generally neutral scores, many facilities scored around minimum standards.
- Public transit waiting areas received the lowest scores.
- Links were more likely to receive high scores than transit waiting areas or crossings.
- Facilities within the City of Culver City were more likely to receive higher scores for pedestrian environment than the City of LA.
- Lack of information at transit waiting areas was a reoccurring barrier. Big Blue Bus facilities were more likely to provide information, while Culver City Bus was least likely.
- Some instances of Wayfinding are present, however some examples did not provide clear directional or intuitive spatial understanding.
- Culver City’s historic core has a high-quality pedestrian environment; however high-quality pedestrian connections from the Expo Line Station to downtown remain a barrier.
- On large arterials such as Venice, Robertson, and National, significant challenges to pedestrian environment exist including: varying widths and surface qualities from parcel to parcel; parking areas in front of buildings with little distinction between pedestrian ROW and parking; vehicle speeds and volumes, and; few locations to cross and limited permeability.

Observations on Expo Line Station

MOVING BETWEEN MODES
- Close to bus stops, but many separated by busy arterials
- Elevator access for mobility impaired
- No direct connection to Expo Bike Path
- Unclear access route to bikeways

IDENTIFYING WHERE TO GO
- Platform has good maps, signage and announcements over speaker
- Poor information at bus stops

PERSONAL SAFETY
- CCTV is present
- Did not observe any law enforcement officers

FEELING COMFORTABLE
- Places to sit upstairs and downstairs
- No bathroom or water fountain access
- No unique sense of place
- Has shade

QUALITY OF ENVIRONMENT
- Removed from traffic
- Gray, dull colors

Maintenance
- Chipped paint on benches and rust

OTHER NOTES:
- Bike lockers are available but limited, limited bike racks, two elevators
- Fence around parking lot for new development makes pedestrians feel trapped
PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

PERMEABILITY
Long blocks with heavy traffic and infrequent crossing along main arteries limits pedestrian movements.

PERMEABILITY/LEGIBILITY
Expo bike path offers huge benefits for pedestrians in terms of choice and safety. Loss of access from gap is significant. Asset is not promoted through infrastructure or legibility sufficiently, potential for improvements.

QUALITY OF ENVIRONMENT
Washington east of Helms has diverse store fronts, green medians, nice environment. More crossing opportunities would improve permeability to active street users.

CURB CUTS
Directional curb cuts at National and Venice

OBSTRUCTIONS
Crossing at McInerny (Westmont Park access) serves as its own obstruction at median.

CROSSING PROVISION
Crosswalk at Landmark St. at Platform accommodates pedestrian access between the development and Metro.

LEGIBILITY FOR SENSOR IMPAIRED
Washington/National intersection curb cuts have tactile cues except for corner serving Metro Station.

LIGHTING/SAFETY MEASURES
There is pedestrian level lighting specifically for the bus stop at Helms on Venice

WAITING AREA COMFORT/QUALITY OF ENVIRONMENT
Bus stop at Platform has good shelter and seating options, bunny ears of street level spaces.

PUBLIC TRANSIT WAITING AREA

<table>
<thead>
<tr>
<th>Public Transit Waiting Area: Venice/Robertson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop is across Venice blvd from metro station</td>
</tr>
<tr>
<td>Serves multiple routes (including Metro 33 and 733 from Venice to DTLA)</td>
</tr>
<tr>
<td>Many people waiting at transit stop</td>
</tr>
<tr>
<td>Little/no wayfinding from Expo to Expo</td>
</tr>
<tr>
<td>No information at stop</td>
</tr>
<tr>
<td>No shelter or seating</td>
</tr>
<tr>
<td>Sidewalk is waiting area, obstructs path for pedestrians</td>
</tr>
</tbody>
</table>

PERS Scoring
- Poor
  - Information to Walk Area
  - Safety perceptions/measures
  - Quality of Environment
  - Waiting Area Comfort

Crossing: Venice/Robertson
- No crossing on west segment of intersection
- 3-2-1 Freeway Off-ramp, conflict with pedestrians and bikes
- Long waiting times for pedestrians
- Tactile information is present
- Crosswalk legibility is good
- PERS Scoring
  - Good
    - Crossing Capacity
    - Legibility
    - Legibility for Sensory Impaired
    - Drop-in Curbs
    - Performance
    - Deviation from Desire Line
    - Delay
    - Crossing Provision

Link: Venice Between Robertson & National
- High Traffic Speeds and Volumes
- Sidewalks absent of pedestrian areas in front of buildings, no clear distinction, conflict with parking access points/doorways
- Link width and maintenance are very narrow
- Poor pedestrian conditions are more significant because of adjacent elementary school

PERS Scoring
- Poor
  - Disturbance
  - Effective Width
  - Permeability
  - Personal Security
  - Quality of Environment
  - User Conflict
  - Legibility

Unit: National from Washington to Expo Bike Path East
- Electrical pole poses significant obstruction to path
- Sidewalks become very narrow near heavy traffic
- Poor pedestrian conditions are more significant because of adjacent elementary school

PERS Scoring
- Poor
  - Disturbance
  - Effective Width
  - Permeability
  - Personal Security
  - Quality of Environment
  - User Conflict
  - Legibility

Unit: National from Washington to Expo Bike Path East
- Good maintenance and surface quality
- Street furniture present, but inappropriate location, ineffective frequency
- Self-sheltering
- Connection between TOD zone and bike/ped path, connects to residential, restaurants and retail on Washington, Knecht Park, Balboa Creek Bike Path
- Corridor is not fully capitalized on as re-surfacing to station area, gap in infrastructure

PERS Scoring
- Poor
  - Permeability
  - User Conflict
  - Quality of Environment
  - Effective Width
  - Personal Security
  - Surface Quality
  - Delay

Crossing: Expo Bike Path/National
- Crossing only to one side of street
- Stop to cross twice to connect with school
- McInerny opportunity to connect school to Expo bike/ped path, which creates connections to residential neighborhood and park
- Traffic speeds and volumes are not suited to crossing type

PERS Scoring
- Poor
  - Deviation from Desire Line
  - Crossing Provision
  - Delay

PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

CULVER CITY T O D VISIONING STUDY & RECOMMENDATIONS
PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

APPENDIX A: EXISTING CONDITIONS ANALYSIS

Link: Culver Blvd. between Washington & Irving
- Street is activated by restaurants
- Street furniture, tree cover and land
- Many pedestrians
- No bike lanes on busy street
- No crosswalks but not clear
**PERS Scoring**
**Good:**
- Quality of Environment
- Effective Width
- Surface Quality
- Legibility

Link: Main Street between Culver & Venice
- Active street, many pedestrians, restaurants extending into the streets and adds life
- No cross-roads, tree cover and some street furniture
- Sidewalks get congested, challenges accommodating volume of pedestrians at peak hours
- Signs and barriers from restaurants block sidewalk
**PERS Scoring**
**Good:**
- Quality of Environment
- Effective Width
- User Conflict
- Obstructions

Link: Culver Blvd. between Irving & Ince
- Pedestrian plaza provides more room for changes
- Asphalt paving north of Culver Hotel
- Bus shelter blocks sidewalk
**PERS Scoring**
**Good:**
- Permeability
- Quality of Environment
- Obstructions
- Surface Quality

Public Transit Waiting Area: Robertson
- No shelter, benches are present
- Buses line the street, load at different points
- Poor legibility on which bus loads where
- Little information on routes for Culver City Bus
- Big Blue Bus has maps for bus routes
**PERS Scoring**
**Poor:**
- Information/Traffic Waiting Area
- Waiting Area Comfort

Crossing: Washington/ Culver
- Pedestrian refuge
- Cannot cross on the south intersection arm of Washington over Culver
- Moderate wait times
**PERS Scoring**
**Good:**
- Crossing Capacity
- Crossing Provision
**Neutral:**
- Delay
- Performance
- Deviation from Desire Line

Legibility
- Wayfinding present, however, does not provide clear directional or intuitive spatial understanding
- Wayfinding is more oriented towards car users

Surfaced Quality
- South link of Higuera between Scharf and Hayday suddenly disappears, replaced with dirt path

Personal Security
- Security barriers from Culver Studios on street

Tactile Information
- No tactile information crossing parking garage west on Culver

Permeability
- Vehicles between Culver & Main pass by, but bus lane as a barrier to separate sidewalk from green space

Deviation from Desire Line
- Few crossing opportunities on Venice Blvd

Crossing Provison
- Intersection is danger to pedestrians, high traffic
- Low visibility of crosswalk, pedestrians get cut off by vehicles

Deviation from Desire Line
- No vehicle crossing on the west side of intersection

Crossing Provison
- At Culver and Washington refuge is well maintained and can accommodate pedestrian traffic
- Deviation from desire line and long wait times a challenge

Information at Waiting Area
- Multiple transit waiting area lacks any information

Public Transit Waiting Area Comfort
- Stop lacks adequate provisions for customers such as benches, trash cans, etc.
PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

SURFACE QUALITY
Links are generally worn down apart from a new sidewalk in front of a new building.

SURFACE QUALITY / MAINTENANCE
Sidewalk in front of Hamilton High School is severely bumpy from overgrown tree roots. Not adequately maintained to remove unevenness.

USER CONFLICT
Bagley has heavy traffic volume and spends despite being a residential street. Potential conflict for residential pedestrians.

QUALITY OF ENVIRONMENT
General Robertson area is very inhospitable due to poor lighting, abandoned cars, poorly maintained sidewalks, litter, etc. Freeway underpasses are especially poor environment.

LEGIBILITY FOR SENSORY IMPAIRED
All Bagley crossing with Exposition and the Expo Line, there is through tactile information for tracks crossing.

DEVOTION FROM DESIRE LINE
All Robertson and National, there is no crossing at the east side of the intersection, restricts movement.

BOARDING PUBLIC TRANSPORT
Electrical bus stops where transit users should board bus.

WAITING AREA COMFORT
Transit waiting area is sidewalk in residential neighborhood. No shelter or seating provision.

PERK Scoring
Poor:
- Accessibility
- Visibility
- Turnaround
- Weather Resistance
- Maintenance

Public Transit Waiting Area
Under I-10 Overpass
- Serves Metro and Big Blue Bus
- Little information on routes at stop
- Under the freeway, poor sense of security and poor environment
- Presence of litter

PERK Scoring
Poor:
- Safety Ratings
- Legibility
- Quality of Environment
- Waiting Area Comfort
- Maintenance

Link: National Between Venice & Robertson
- During travel to and from school hours, segment experiences significant pedestrian traffic from Hamilton students.
- Widths are not sufficient to accommodate volume of students
- Litter, poor maintenance, poor quality of environment
- Few opportunities to cross arteries, more crossing points along street would improve access
- Conflicts with driveways

PERK Scoring
Poor:
- Effective Width
- Permeability
- User Conflict
- Personal Security
- Quality of Environment
- Maintenance

Neutral
Good
Poor

0 200 400 600 800 ft

PUBLIC TRANSIT WAITING AREA

200CULVER CITY T O D VISIONING STUDY & RECOMMENDATIONS
Steer Davies Gleave has developed the Bicycling Potential Index (BPI) as an objective, evidence-based method of assessing the potential for bicycling in a given location. The index is based on data reflecting three of the most important influences on bicycling: hilliness, socio-demographics and commute length. The output is an index score between 1 (least potential for bicycling) and 5 (most potential for bicycling) assigned to 400-meter hexagons. This can be used to help identify locations to be studied further, and where it would be best to direct investment in cycling infrastructure.

The demographic information considered is:
- Persons age 15-34
- Persons in school aged 18-24
- Households without access to a vehicle
- Commuters who bike and total commuters
- Commuters who walk, drive less than 10 minutes, or take transit less than 20 minutes

The diagram on the right shows the Bicycling Potential Index for Los Angeles County.
The diagram on the right shows the Bicycling Potential Index for the area within 3-mile radius from the Expo Station Site. The 3-mile radius / 20 minutes' bike ride is considered the limit of the bike shed per the Metro First Last Mile Strategic Plan and for a comfortable end-to-end bike trip.

In darker yellow the areas where the potential for bicycling is higher. Notably the areas of Miracle Mile and Mid-Wilshire, Palms, Venice Blvd, Rancho Park, Hasuer Blvd and Pico-Robertson.
APPENDIX A: EXISTING CONDITIONS ANALYSIS

This map illustrates the Pathway network at the Culver City Expo Line Station, developed utilizing the process outlined in Metro First Last Mile Strategic Plan. The fifteen minute walk equates to a one-half mile radius around the station portal. The map is depicted in the style of a transit map, to suggest that for the user, the Pathway would be understood as an extension of the transit experience. Certain access components, such as bike share, car share, parking, and location of wayfinding stations are presented to illustrate the concept that a range of access and mobility solutions could be strategically bundled around Pathway networks.

Goals:
- Increase average speed of active transportation users;
- Decrease point to point distances;
- Support multi-modal transfer activity.
CULVER CITY TOD VISIONING WORKSHOP SCHEDULE

Thursday, March 23  Workshop I:  How do we get there from here?

Saturday, April 22  Workshop II:  “Bikeshop”  (10:00 am – Noon)
Meet at El Barone parking lot, 8641 Washington Boulevard

Workshop III:  “Walkshop”  (Noon – 2:00 pm)
Meet at the Expo Station, 8817 Washington Boulevard

Monday, May 1  Workshop IV:  What We Heard:  Summary of Issues  (6:30 – 8:30)
Multipurpose Room Veterans Memorial Building

Tuesday, May 9  Workshop V:  Design Community Roundtable  (6:30 – 8:30)
Rotunda Room, Veterans Memorial Building

Thursday, May 25  Workshop VI:  Design Charrette  (6:30 – 8:30)
Rotunda Room, Veterans Memorial Building

Thursday, June 15  Workshop VII:  Review of Preliminary Recommendations  (7:30 – 9:00)
Multipurpose Room, Veterans Memorial Building

Thursday, July 6  Workshop VIII:  Presentation of Final Recommendations  (6:30 – 8:30)
Location to be announced
MOBILITY MATTERS
The inaugural workshop sought to understand those qualities and characteristics of Culver City that residents and business owners found to be essential to the place, and what might threaten those qualities and jeopardize the character of the place. Approximately 65 participants engaged in a series of small group exercises designed to identify and begin to define those issues that should be tackled in a mobility plan. The activities were organized around the questions “What makes Culver City special? What creates the unique character of Culver City and contributes to its sense of place? What are the critical challenges to the city’s character, today and in the future?”

Small work groups tackled these questions together, and reported back to the group at large in the last half of the session. As a follow-up to the workshop, the consultant team tabulated the findings of the group and prepared word clouds showing the groups’ priorities. These were posted on the project’s webpage.
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS

WHAT CREATES THE UNIQUE CHARACTER OF CULVER CITY AND CONTRIBUTES TO ITS SENSE OF PLACE?

WHAT ARE THE CRITICAL CHALLENGES TO THE CITY’S CHARACTER, TODAY AND IN THE FUTURE?
GRADING THE CITY - MOBILITY

THERE SEEMS TO BE CONSENSUS IN THE COMMUNITY REGARDING MOST ISSUES OF TRADITIONAL MOBILITY EXCEPT PARKING.

PARKING FLUCTUATES EQUALLY BETWEEN POOR, AVERAGE AND GOOD AND THIS COULD BE DUE TO PARKING ISSUES AT A MICRO NEIGHBORHOOD LEVEL.

CARSHARING AND BIKE SHARING HAVE A FAIL GRADE AS THERE IS AS YET NO CITY-WIDE PROGRAM FOR THEM.

CULVER CITY T O D VISIONING STUDY & RECOMMENDATIONS
THE COMMUNITY VIEWS THE TRANSIT IN CULVER CITY AS A POSITIVE BUT SEEM TO HAVE A MIXED OPINION ABOUT TRANSIT ORIENTED DEVELOPMENT AND ITS AESTHETICAL QUALITIES.

THERE IS CONSENSUS ABOUT MOST LAND USE ISSUES EXCEPT SERVICES AND OPEN SPACE.

THE GENERAL OPINION IS THAT, THERE IS A LACK OF NEIGHBORHOOD PARKS.
GRADING THE CITY - LANDSCAPE/STREETScape & OTHER ISSUES

LANDSCAPE AND STREETSCAPE IN THE CITY ARE VIEWED FAVOURABLY BY THE COMMUNITY.

WHILE THERE WERE SOME MIXED OPINIONS ABOUT THE PUBLIC ART AROUND THE CITY, IT WAS GENERALLY VIEWED IN A POSITIVE LIGHT ALONG WITH MAINTENANCE AND SECURITY.
WORKSHOP - I - PEDESTRIAN ISSUES & ROUTES

Diagram caption
BIKESHOP / WALKSHOP

BIKES

• Biking on Venice and National is not safe, comfortable, or pleasant
• Reconfigure lanes on National at Washington to extend bike lane through the intersection.
• Consider a grade-separated bike and pedestrian bridge over Washington/National and Venice/Robertson.
• Ensure bike connections through Ivy Station along the Expo line.
• Bike lanes on both sides of Robertson between Venice and Washington.
• Improve bike routes through Downtown to connect the eastside with the westside.
• More and better bike connections to Ballona Creek (e.g., at Van Buren).
• Better security on the Ballona Creek Bike Path
• Improve bike wayfinding signage and pavement markings.

WALKABILITY

• Encourage a high quality pedestrian environment by requiring pedestrian-active uses on Washington in all new development.
• Require easements to connect dead end street sidewalks from residential neighborhoods to Washington and National.
• More crosswalks on Washington.
• Widen the sidewalks on the south side of National.
• Add a crosswalk on the west side of the Robertson-Venice intersection.
• Consider a pedestrian bridge connection from the Ince parking structure into Downtown.
• Maintain safe and convenient pedestrian paths during construction of new projects.
• Bikers feel safer on sidewalks, but pose safety hazards for pedestrians.
• Improve wayfinding signage.

OBSERVATIONS ON FOOT AND BIKE

APRIL 22ND, 2017
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS

TRAFFIC

Washington Boulevard
- Prioritize pedestrians first, bikes and transit next, and cars last.
- Re-visit the Downtown Connector bike lane as part of a more comprehensive design for Washington Blvd.
- Slow down the traffic.
- More parking for employees and customers
- Narrow the street and widen the sidewalks to make more space for pedestrians.
- Consider angled parking.
- Provide more crosswalks.
- Provide an east-west shuttle between East Washington and Downtown to connect to the transit station.

TRAFFIC

Neighborhood Traffic
- Open Wesley St. to connect across National Blvd.
- Connect Jacob St. to Wesley to improve local access.
- Slow down traffic on Higuera St. -- current measures are ineffective.
- Traffic calming throughout the neighborhoods
- Slow down traffic on Culver Blvd.

PARKING
- Consider a shared parking strategy.
- Use excess R.O.W. for employee parking at La Cienega Ave.
- Consider angled parking on Washington.
ISSUES

TRAFFIC
• Barriers limit points of access and affect:
  o Speed of Traffic
  o Volume of Traffic
  o Through Traffic
  o Short-Cut Traffic

THINGS DON’T CONNECT
• The area lies across two cities
• Two centers need to be linked: East Washington to Downtown
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS

THINGS DON’T CONNECT

- Dead ends and cul-de-sacs for bikes and pedestrians
- Neighborhoods are isolated

DISTINCT SUB-DISTRICTS

- Core T.O.D. Hub
- "No Man’s Land"
- Downtown
- East Washington

VISIONING

- Rancho Higuera Arts District
- Things don’t connect
- Districts

OLIVIER CITY

ARTS DISTRICT

WASHINGTON

CITY
Focus Areas

Distinct Sub-Districts

1. Strengthen the Station Area as the Hub of the District
2. Future Development to Support Connectivity
3. Integrate Downtown into the District and Strengthen Connection to Station
4. Complete Street – Pedestrians First!
5. Open the Neighborhoods for Residents
6. Take the Traffic on Higuera

Ideas

East Eashington Boulevard
- Complete street – pedestrians first
- Slower traffic – more signals, crosswalks, sidewalks, transit, angled parking
- Better access from neighborhoods – connect Wesley across national, Jacob to Wesley, possible bridge access from Sentney
- Discourage traffic on Jacob – traffic calming, limited turns in from Washington

National Boulevard
- Complete bike path connection from national to Venice – remove one turn lane to extend, possible bridge crossing
- Widen and improve sidewalk connection on south side of national from Expo station to Hayden Tract

Higuera Street
- More effective traffic calming measures on Higuera
- Improved pedestrian access from Rancho Higuera neighborhood to Washington and the Expo station
- Better bike access to Ballona Creek at Van Buren

T.O.D Hub
- Pedestrian and bike access on all sides
- Improve crosswalks
- Improve wayfinding

West Washington
- Pedestrian paths through all new development
- Improve connections to station
- Complete connections from dead end sidewalk
Following the initial workshop and the two workshops in the field, the consultant team took the issues reported by the participants, combined with findings from the team’s original research, and reported back to the attendees the key factors that the team took from the input, for the groups’ confirmation and comment. Break-out groups then responded with annotations on a series of maps, as well as written comments and recommendations.
TEAM 2
- Higuera wants immediate relief
- Cul-de-sac and one-way streets take too long to implement; traffic calming measures like speed bumps and 2-way stop signs
- Cannot get out of residential driveway
- Safe passages to school for walking + biking - Cross walks with flashing lights
- Create exit only path from Wesley
- Right/ left, out only at Wesley (not through traffic)
- Restrict in/ out to residents
- Construction during rush hour concerns – lane closures
- Limit parking for residences and commercial development in the TOD
- Shuttle buses + centralized parking
- Increase cost of parking
- Electric micro-buses like in Manhattan Beach
- Concern about coordinating with Los Angeles
- Helms architectural style of development in the TOD
- Access not enduring/ quality
- The more difficult you make it to drive on Washington the better to stop cut-through traffic

TEAM 4
- Turn restriction on Washington from 4-7 am
- Uniform application
- One-way couplets on Ince
- Traffic calming
- Jacob – resident only new one-way bridge – Wesley connection
- Reversible lanes
- Widen sidewalks on National
- Shuttle from Expo station to Hayden tract
- Make Washington – La Cienega more pedestrian and bike friendly
- City communication with residents affected – 1000’ is not sufficient
- Signage directional
- Pedestrian bridge - Ince-Jefferson over Ballona Creek

TEAM 5
- Background
- Ivy Station precipitated
- Parking
  - Competing needs (young, old, driving, walking)
  - Arts district landlocked
  - Mobility & land use – start with mobility
- Washington / National – Wesley cut through – would opening Wesley do anything – risk of more cut through from Duquesne and Lucerne
- Bike lane straight through from TOD to Washington south side & National
- From North bound Higuera @ Washington, turns only (no io access)
- Better solution to cut through …Higuera diverter – cul de sac
- Higuera pedestrian
- …..
- Analyze various lane configurations on Washington
- Slow Ince (but possibly use its capacity to end?? Traffic on other streets
• Better traffic calming on Higuera than traffic circles – they are ineffective – make it safer for pedestrians
• Slow traffic on Wesley, Helms, Schaefer
• Cattle corner

TEAM 6
• Opps and Cons
• Consider La Cienega also as TOD (Hayden + 2 sides), consider traffic around
• Examples back alleys of Pasadena; permeability for pedestrian; public –private collaboration
• Washington blvd complete street; more program; design is now convenient for cars; make whole TOD are pedestrian first
• 1st and last mile keep is from “trains”

TEAM 7
• Hayden Tract
• Cut-through
• Destination
• Bridge Closure
• Cul-de-sac Hayden
• National
• Bike Path
• Incentives
• Tom
• Carpoole
• Train
• One Way traffic on Higuera – Traffic calming on Higuera
• South on Ince
• North on Higuera
• Robertson Boulevard South/ only left or right
• Hayden Tract – Bridge from Hayden to Jefferson
• Cannot stop urbanization & development in LA so protect neighborhood through traffic calming and isolation
• Jefferson + Nation intersection needs alternative routes into Hayden (Needs its own visioning re traffic)
• TOD needs Uber/ Lyft drop off zone
• Protected bus + bike lanes on major boulevards
• Pedestrian bridge on Ince Blvd to Ballona creek
• Road Diet – “Complete Streets” – pedestrian + buses/ shuttle

TEAM 8
• Land Use – more mixed use development needed
• More “mom + pop” businesses
• Art district is a mix of uses/ district changes
• Arts district – more retail
• Not enough N/S crossing
• More multi modal – more walkable
• Don’t add more parking
• Residential areas need parking
• New development doesn’t need so much parking
• Residential parking demand needs TDM (reduce auto dependency)
  • Destination/ employer relationship vs residential
• Employee vs resident parking needs (must distinguish)
• Look at La Cienega Ave for parking with business parking (shared parking)
• Prevent cut through traffic through neighborhoods
• Eum of expo lot, residential parking district has created too much demand for parking in TOD area
• Slow traffic + grow new business
• Funding for improvement – how? TDM
• Toll roads
This workshop broke with the patterns of the first four and convened a panel of notable local architects to share their perspectives on the issues of mobility in 21st century Culver City. Culver City may have more architects and design professionals per square foot than any other city in America. The Culver City TOD Visioning project team hosted a roundtable discussion with some of the most respected architects in the world, all of whom live and/or work in Culver City. The consultant team shared with the panel the issues and concerns about mobility in Culver City that we had been hearing from all of the Culver City citizens in the past several workshops and heard the panel’s views on how best to think about them.

Design Panel Participants:
Steven Ehrlich  FAIA, Ehrlich Yanai Rhee Chaney Architects
Hsinming Fung  AIA, Hodgetts + Fung
Craig Hodgetts  FAIA, Hodgetts + Fung
Thom Mayne  FAIA, Morphosis
Eric Owen Moss  FAIA, Eric Owen Moss Architects
William H. Fain, Jr.  FAIA, Johnson Fain, Moderator

A video recording of the panel discussion is available at: https://www.youtube.com/watch?v=1Ox9y0cfwAk
TOD VISIONING

WORKSHOP V
MOBILITY IN CULVER CITY:
A Roundtable Discussion
May 9, 2017

WHAT WE HAVE HEARD FROM THE COMMUNITY
ISSUES AND IDEAS

TOO MUCH TRAFFIC
More cars drive to and through Culver City than live here.

ISSUES AND IDEAS

TOO MUCH TRAFFIC
How can we discourage through-traffic in Culver City and enable access for those living and working there?
ISSUES AND IDEAS

THINGS DON’T CONNECT

With neighborhoods wanting to be porous and connected but feeling they are under threat by “outsiders,” how can connectivity and exclusivity be resolved?

A BIGGER QUESTION

Culver City’s mobility issues are bigger than Culver City.
What is the future of mobility in Culver City?

THE PANEL

Steven Ehrlich FAIA, Ehrlich Yanai Rhee Chaney Architects
Hsinming Fung AIA, Hodgetts + Fung
Craig Hodgetts FAIA, Hodgetts + Fung
Thom Mayne FAIA, Morphosis
Eric Owen Moss FAIA, Eric Owen Moss Architects
William H. Fain, Jr. FAIA, Johnson Fain, Moderator

POST YOUR COMMENTS!
https://culverTODvision.org
Brief “short courses” on current thinking and trends in mobility from three international experts.

1. Smart Cities
   Craig Nelson, Los Angeles

2. Transportation Demand Management (TDM) and Multi-Modality
   Geoff England, Vancouver

3. Complete Streets
   Peter Piet, London

Video of the “TOD Talks” is available at:
https://www.youtube.com/watch?v=dckXPvG5S2Y

TEAM 1
- Must have bike lanes/ cycle track
- Must keep tree median in the Arts district
- Transit/ parking lanes more detail at transit center
- Prioritize pedestrians

TEAM 2
- Combo Transit – locals only lane
- Diagonal parking does not work on Washington Blvd.
- Reduce parking in TOD area
- Keep a green median east side. Smaller is ok.
- Larchmont Blvd is a good example
- Diagonal parking with bike lane next to sidewalk will not work with LA drivers
- More crosswalks on Washington Blvd.
- Speed tables as crosswalks on Washington, Lucerne and Higuera Street.
- Wider sidewalks
- Connect Wesley to National as an exit only lane from the Arts district
- Either a speed table or traffic light at each intersection of Washington East.
- First construct convertible perimeter parking garage then lose all street parking
- Need shuttles every 4 minutes; also bring back the Dash.
TEAM 3
OPTION 2:
- Offers all modes of transportation

SECTION D
- Required parking
- Make Washington more local based – reduce corridor traffic
- Make it more pedestrian/ bicycle friendly – expedite transit
- Slow traffic down
- Reliable transit – more frequent, more precise (info) technology

T.O.D DEVELOPMENT
- Worries about increased density & heights with new development
- They like current building profile and character that revokes the history of Culver
- They really like the feel of Helms

TEAM 4
- Area segments on either side of Section B doesn't need on-street parking
- Is on street parking needed b/w section C-D Helms etc
- Taking away capacity may seem counterintuitive but it forces people to make alternative decisions
- La Cienega – Helms – street parking critical; Helms & Robertson will not be necessary
- More stops/ signals
- West Robertson have to keep on street
- Flex transit priority – transition to full transit transit-dedication
- Wayfinding

TEAM 5
- No dedicated bike lane
- No widening of sidewalk

TEAM 6
- Concern that calming will affect other streets – drivers who want to cut through to other destinations
- Flex parking
  - Lane for traffic during peak hours
  - Parking for businesses at other times
- Preserve median or not? Narrow? Functionality as left turn pocket
- Trees on side better
- Double the lanes – equal double capacity; double the people – double the traffic
- Fundamental question: Two lanes for cars on Washington – would flow/ capacity of one lane make up for lost car lane?
- Faster buses equates more ridership; protected bikes equates more bike riders
- With more alternatives, maybe lower need for on street parking
- On street parking is most valuable for going to one’s business
- Time of day as part of solution
- People might be ready for weird

TEAM 8
PRIORITIES
- Safety especially for kids to move around
- Two lanes of travel each way is important but reducing that can divert traffic to elsewhere
- Flexibility in lane use throughout the day; different problems at different times of the day
- Capacity of the street directly influence the volume of traffic into that street
- Medians are restrictive – wider sidewalks are better
- More trees create a calming effect
- There are not enough crosswalks and there are not safe ones with flashing lights – cars come too fast
- Cars coming to a destination are welcome; it is the through-traffic that is just passing through that are too fast.
- If you limit the amount of cars, streets will become safer for other modes
- If we remove street parking, how do we replace it?

OPTION 6:
- Wide sidewalks, flexibility in lane use (good for rush hour)
- Public transit is not currently so big in Culver
- Because Washington is preferred to be local – add priority to bikes and a small local shuttle service

OPTION 2C:
- No traffic, large sidewalks
- One flexible lane in the center that changes direction based on time of the day (Reversible lane)
- Option of mass transit and parking staggering
- Double bike lane is ok
Traffic Calming Toolkit for the Neighborhoods
(Mc Manus, Lucerne/Higuera)

**Curb Extensions**
The term is most often used at pedestrian crossings - both at intersections and mid-block, where the extension of the curb into the roadway narrows the distance between curbs and improves the pedestrian environment. Visibility is also improved for both pedestrians and drivers.

**Semi-dividers**
Semi-dividers are extensions from the curb or islands - usually extending from a corner of an intersection that block one directional lane of the street. Effectively reduce traffic volumes on a street although the divided traffic may impact adjacent streets. Semi-dividers are very effective in reducing volumes at specific locations. Semi-dividers affect all drivers, including local residents.
**APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS**

**Culver City TOD Visioning - Traffic Calming & Complete Streets Measures**

**Traffic Calming Toolkit - Volume Reduction Elements**

**Gateway**
Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low-speed street, a curb extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street.

**Pinpoint**
Curb extensions may be applied at midblock to slow traffic speeds and add public space. When utilized as traffic calming treatment, midblock curb extensions are referred to as “pinpoints” or “chokers.”

**Center Island Narrowing**
Padded islands are installed along the center of the street to effectively narrow the travel lanes in each direction. They can be landscaped to improve the aesthetics of the location and can have a built-in pedestrian refuge when placed in conjunction with a midblock crosswalk.

**One-way Streets**
One-way streets and associated signs are used to restrict all-through traffic in a given direction on particular streets. When used on a series of streets, they can be effectively used to prevent cut-through traffic. All one-way streets have the potential to increase travel speed, and they may need to be used in conjunction with other speed control devices to offset this.

**Speed Cushions**
Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds.

**Full Closures/Cul-de-Sacs**
Full closures or Cul-de-Sacs close one end of a street. They are used to force changes in travel patterns – such as preventing cut-through traffic in residential neighborhoods or to eliminate dangerous or problematic intersections.

Care should be taken to consult neighborhoods when proposing cul-de-sacs or full closures because access to properties may become more difficult resulting in potential delays for residents. Stigmas can be left open.

**Traffic Calming Toolkit - Speed Control Elements**

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Traffic Calming Toolkit - Intersection of Minor Streets

- Reconstruction: Reconstruction of intersection to limit turning speed and improve crossing for pedestrians and cyclists.
- Raised Intersections: Raised intersections create a safe, slow-speed crossing and public space at minor intersections.
- Neighborhood Traffic Circles: Neighborhood traffic circles lower speeds at minor intersections crossing and are an ideal treatment for uncontrolled intersections.

Complete Streets Toolkit for Major Streets (Washington / National)

Designing Streets for People

Traffic Calming Toolkit - Speed / Volume Reduction

- Speed Reduction Mechanisms:
  - Median
  - Pinchpoint
  - Chicanes
  - Lane Shift
  - Speed Hump
  - 2-Way Street
  - Roundabout
  - Diverter
  - Signal Progression
  - Building Lines
  - Street Trees
  - On-Street Parking
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS
**APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS**

**Transit Toolkit**

- **Bus Lane**
  - Dedicated Curbside Bus Lane
  - Dedicated Offset Bus Lane

**Bicycle Toolkit**

- **Bike Facilities**
  - One-way Protected Cycle Tracks
    - One-way protected cycle tracks are bike lanes that are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected cycle track may be combined with a parking lane on wider streets, a bike lane on wider streets, a bi-directional bike lane on wide streets.

- **Shared Bus-Bike Lane**
  - A peak-only bus lane can operate as a dedicated bus lane at peak travel periods and provide general curbside uses at other times. Dedicated curbside bike lanes can accommodate both modes at low speeds and moderate bus headways, where buses are discouraged from passing, and bicyclists pass buses only at stops. In appropriate conditions, bus-bike lanes are an option on streets where dedicated bus and separate high-comfort bicycle facilities cannot be provided.
Culver City TOD Visioning - Traffic Calming & Complete Streets Measures

**Bicycle Toolkit**

**Buffered Bike Lanes**

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

**Intersection Treatments**

Designs for intersections with bicycle facilities should reduce conflict between bicyclists (and other vulnerable road users) and vehicles by heightening the level of visibility, demarcating a clear right-of-way, and facilitating eye contact and awareness with competing modes. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

**Bikeway Types**

- Dedicated Bicycle Lanes
- Buffered Bicycle Lanes
- Protected Bicycle Lanes
- Bus/Railway Lanes
- Buses/Railway Lanes
- Two-Way Bicycle Lanes
- One-Way Bicycle Lanes
WORKSHOP - VII
PRELIMINARY RECOMMENDATIONS

This workshop focused on measures for improving pedestrian, transit, and bike circulation as well as further development of design for Washington Boulevard as a Complete Street. This represented the synthesis of issues and concerns heard throughout the preceding workshop sessions, and was presented as a lengthy and detailed set of design options that the consultant team deemed to have the greatest effectiveness. Break-out groups after the detailed presentation reviewed printed copies of the “book” of drawings and proposals, annotating them with their comments and observations.

THE PROCESS UP TO NOW
WORKSHOP I: How do we get there from here?
WORKSHOP II: BIKEshop
WORKSHOP III: WALKshop
WORKSHOP IV: What we heard [so far…]
WORKSHOP V: Design Roundtable
WORKSHOP VI: Designing for Mobility

GOALS AND PRIORITIES
- PEDESTRIANS FIRST!
- TRANSIT NEXT
- THEN BIKES
- AND CARS LAST
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WORKSHOPS
PEDESTRIAN NETWORK

NATIONAL BULLEVARD - SECTION B TYPICAL

OPTION 01
EXPAND PATH EXTENSION + SIDEWALK WIDENING + PUBLIC PARK + ROAD DIET

PEDESTRIAN NETWORK

NATIONAL BULLEVARD - SECTION C TYPICAL

OPTION 01
NEW DEVELOPMENT + EXPD PATH EXTENSION + MEDIAN + LANDSCAPE

PEDESTRIAN NETWORK

NATIONAL BULLEVARD - SECTION D TYPICAL

EXISTING CONDITIONS WITH NEW DEVELOPMENT

BIKE NETWORK

BICYCLE NETWORK

TRANSIT NETWORK

WASHINGTON BULLEVARD - EXTENDED SIDEWALKS + PARALLEL PARKING + CLASS III BIKE LANE

OPTION 06

DESIGN IDEAS

CULVER CITY TOD VISIONING STUDY & RECOMMENDATIONS
WORKSHOP - VIII
VISION CONCEPTS AND RECOMMENDATIONS

In this final workshop, we sought comments on the design team’s recommendations for improving pedestrian, transit, and bike circulation around and within the Transit Oriented District.
FOCUS GROUP

DISCUSSION

On behalf of the City of Culver City and its consultant team (Johnson Fain, Steer Davies Gleave, and KOA Corporation), a few concerned citizens were invited to a small group discussion of issues and matters of concern in the Culver City TOD Visioning Study area. Following are a few keypoints about the discussion.

[GM]: Washington Boulevard needs to be a great street with intentional design – wide sidewalks, bike lane, maybe only one lane of traffic in each direction. Look at the Colorado Boulevard Esplanade in Santa Monica.

[EP]: The problem is drive-through traffic, traveling too fast.

[KM]: Reducing traffic on WB will lead to a shift in the kinds of businesses there – less dependent on drive-by traffic.

[GM]: Traffic needs to be slower, maybe like Larchmont. Maybe more stoplights. But we still need parking.

We need to leverage other cities’ programs and budgets for areawide improvements.

[EP]: Can we try a pop-up at La Cienega and Washington? Maybe reduce the travel lanes to one lane westbound. Try it for five days or so and see what happens.

[KM]: Yes, a lane re-configuration is needed at La Cienega and WB.

[DT]: This could lead to downstream traffic advantages.

[AF]: The Hayden Tract is a very important node. Many people work there bringing many more cars into the system.

[GM]: What about a grade-separated crossing at National for pedestrians and bikes?

[KM]: The timing of traffic signals on Washington favors pass-through cars and not cars entering from the residential streets.

[GM]: There needs to be more pedestrian crossings on WB

[TS]: Prioritize cars lost, as in the Vancouver model.

[SB]: It would be good to have metrics of cumulative development impacts on traffic.

[DL]: Don’t forget about the impacts of Cumulus.

[PB]: If traffic is slowed on WB then people will find alternatives.

[GM]: It’s LA’s problem.

[EP]: Do some examples – try visual simulations of alternatives.

[RC]: We need more transit alternatives: creative modes, like ride-share, or on-call shuttles.

[SB]: Sidewalks and bike routes around the Expo station and the bus stops are constrained by Federal UMTA standards, which are conditions for Federal funding of the transit property.

[EP]: What about pedicabs? Golf carts?

[GM]: What would it take to get more employees to ride the train? We should find out why there is not more ridership at Hayden Tract and Sony.
DOCUMENTATION OF WEBSITE

Share your experiences and perceptions to help build a vision for an even better Culver City!
Your opinion is important to us!

The interactive consultation map will be available from now until August 2017. We want you to Share, Engage and Learn so we can create the best Vision for Culver City.

We invite you to start getting involved:

Share: Add suggestions and comments about different modes of transportation anywhere within the study area.
Engage: Up vote suggestions that others have made – choose your favorites.
Learn: See what issues others are experiencing in your neighborhood.

Just remember that as a user you are limited to 10 comments, so make them count!

START SHARING!
MOBILITY MATTERS

The following pages document the feedback from the community, through the project website as well as email communications. The comments included here were posted on the project website through August 23rd, 2017.
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS – WEBSITE AND EMAILS
84 Speed bumps on Lucerne ave
Speeding traffic on Lucerne everyday. Many cars don't stop at the intersection of Lucerne and Higuera. That includes large delivery trucks and mostly REDDER trucks at the fastest.

85 Stop sign needed
Several of the streets that intersect with Lucerne St have stop signs, others do not. Sometimes drivers blow through the stop signs because it’s too easy. It would be more efficient if every intersection along Lucerne St had stop signs.

86 Econo Valley Traffic
Traffic is too fast and dangerous.

87 City Council Traffic
Traffic can be too fast for some residents when they travel southbound on Higuera after they cross Hayden.

91 The Neighborhood Needs a 24-hour VIDEO SURVEILLANCE STREET
The traffic on the west side of the LaGrange / Washington intersection to have two left turns onto LaGrange south, two right turns onto LaGrange north, and only one through lane down Washington through the Arts District. Minimum average time to turn has

92 Lenoir Traffic
More than cars are speeding down Lenoir as a short cut to avoid Washington. We suggest speed bumps to slow and reduce the traffic.

93 Traffic
Left turns are significant. Only getting worse.

94 Hayden-Higuera Pedestrian
Pedestrians can safely cross the intersection.

95 City Council Traffic
Traffic can be too fast for some residents when they travel southbound on Higuera after they cross Hayden.

96 Traffic
Traffic can be too fast for some residents when they travel southbound on Higuera after they cross Hayden.
<table>
<thead>
<tr>
<th>ID</th>
<th>Title</th>
<th>Description</th>
<th>Solution</th>
<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>358</td>
<td>Dangerous Intersection</td>
<td>1. There is no reason why there can't be 2 lanes of traffic going straight westbound on Jefferson. Since this was changed to one lane, traffic backs up frequently. 2. Frequently cars in the right lane go straight, people in the left lane turn left, and cars in the right turn left go straight as well.</td>
<td>Change the marking on the left hand turn lane to a turn lane that this lane turns left. Make the right turn lane a lane that also can go straight.</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>359</td>
<td>Better right turn lane</td>
<td>Can go straight from the right turn lane to beat traffic.</td>
<td>Point right turn lane as an arrival lane. Better indication needed that right turn lane must turn right.</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>361</td>
<td>Headed eastbound conflicting on the right</td>
<td>There is a right turn lane into the public storage and a bike lane, or is there? People routinely go straight from the right turn lane/bike lane.</td>
<td>Better designation needed to indicate the purpose of the right most lane going east.</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>133</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>182</td>
<td>We Need Immediate Relief</td>
<td>Can’t walk, bike or drive across Higuera anymore.</td>
<td>The quickness (short time) temporary or subject to change in the future way for immediate relief would be 4-way stop signs from Washington south to Luear. 4-way will know how long it will take actually and how many more years of meetings for similar cut out. If enough people request this we could see some immediate relief (IE): know that if no cut had speed bumps it might not take the biggest hit. I have asked many folks whether they take Broadband and if not – why not? they all said 0.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>215</td>
<td>Bridge Higuera to Jefferson</td>
<td>Change 3 lanes of 4 lanes going cut between 4 PM to 7 PM.</td>
<td>API</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>249</td>
<td>Backdoor for Laidback Ats District Residents</td>
<td>Our only out of the neighborhood is onto Washington which is often policed. This is a hassle and, it concerning when how I wonder if fire and police can deliver timely services.</td>
<td>Construct a bridge over Balboa Creek at the west end of back that connects with Blackwood, and do so in a way that makes it picturesque to “pass through” drivers seeking a speedy cut short and making it helpful to residents who need to get to their children and to school. (Perhaps staging a traffic roaring toll bill).</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>252</td>
<td>IMMEDIATE RELIEF IS POSSIBLE</td>
<td>HEADY</td>
<td>The quickness (short time) temporary or subject to change in the future way for immediate relief would be 4-way stop signs from Washington south to Luear. 4-way will know how long it will take actually and how many more years of meetings for similar cut out. If enough people request this we could see some immediate relief (IE): know that if no cut had speed bumps it might not take the biggest hit. I have asked many folks whether they take Broadband and if not – why not? they all said 0.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>256</td>
<td>Poor visibility to exit higuera</td>
<td>It is difficult to get a clear view exiting higuera. Looking West on National is difficult due to parked cars and moving into the street towards dangerous to speeding cars.</td>
<td>Reduce visibility and speed.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>257</td>
<td>Poor visibility to exit higuera</td>
<td>It is difficult to get a clear view exiting higuera. Looking West on National is difficult due to parked cars and moving into the street towards dangerous to speeding cars.</td>
<td>Reduce visibility and speed.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>254</td>
<td>Allow Parking on both sides</td>
<td>Slow down traffic on Lucerne.</td>
<td>If we allow parking on both sides of Lucerne it will slow down traffic to an extent it will mitigate traffic.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>287</td>
<td>cut through traffic too many cars cut through our neighborhood in Hugo Mahon Truck</td>
<td>Effective cut de sac at Hayden and Higuera.</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>290</td>
<td>coordinates signals</td>
<td>Traffic lights and timing need to be coordinated with lights at venice blvd.</td>
<td>N/A</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>290</td>
<td>Traffic too heavy on Lucerne and Higuera</td>
<td>Too many cars used Lucerne and Higuera to cut through the 10 FW</td>
<td>Make one way going north</td>
<td>0</td>
<td>3</td>
</tr>
</tbody>
</table>
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WEBSITE AND EMAILS

<table>
<thead>
<tr>
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<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>366</td>
<td>Too much traffic on Higuera</td>
<td>I'm concerned that there is already heavy cut through traffic on Higuera and with construction of Ivy Station it will get heavier. We need a more effective way to re-route the traffic onto wider commercial streets (National, Duquesne) which are better equipped to handle the volume and protect those walking and cycling in this residential neighborhood and its narrow streets.</td>
<td>Make the barriers to through traffic on Higuera more effective at the separation between light industrial Hayden Tract and the residential area, but allow through pedestrian and bicycle travel. Make sure people can't just drive around the barriers.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>370</td>
<td>Higuera at Hayden, Wesley, Helms &amp; Schaeffer @ National</td>
<td>No, private school drop-off &amp; pick up as well as Martina Del Ray traffic trying to avoid Jefferson and Washington cut through on Duxce to Lucerne to Higuera to Wesley, Helms, Schaeffer all the way through Higuera to Hayden</td>
<td>Cul-de-sac Wesley, Helms &amp; Schaeffer at National and cul-de-sac Higuera at Hayden. To cul-de-sac use the post type barriers that can be dropped by fire and police to get through then put back up. Like the ones they have in supermarket parking lots. Then they can be changed as needed.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>372</td>
<td>Frequent Car Accidents/Near Misses</td>
<td>Cross traffic on Bradbrook does not have a stop sign and cars traveling on Lafayette have restricted view when turning left or right on Bradbrook. The condition causes occasional accidents and many more 'near misses'.</td>
<td>Add a rectangle sign underneath the stop sign stating Cross Traffic does not stop**</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>381</td>
<td>Driven not obeying right of way</td>
<td>Driven heading northbound on Higuera do not stop to yield to oncoming traffic when they turn right onto Hayden. They do not realize that there are drivers coming from the opposite direction are turning left. I get into a near accident every day.</td>
<td>Install a traffic light, or signs alerting drivers to yield to oncoming traffic and/or put traffic cops on the area to enforce laws and dissuade the free for all in that area.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>384</td>
<td>Dangerous street</td>
<td>This street always has trucks stopping to load and unload on the east side so that you have to drive into oncoming traffic. There is also a school on this street so there is a lot of congestion in this position.</td>
<td>Restrict times the trucks can stop to noon each hour</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>385</td>
<td>Freeway connection</td>
<td>Confusing connection between the freeway and the city streets</td>
<td>Make Notional the main entry/exit to the freeway. With secondary turns to access Robertson and Venice Blvd. Hierarchy will make sense.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>394</td>
<td>narrow, key section of Washington Blvd multi-center lane</td>
<td>The right of way for this stretch of Washington Blvd is very narrow. The Design needs to be efficient.</td>
<td>Relate to the character of a ‘Complete Street’ [<a href="https://en.wikipedia.org/wiki/Complete_street">https://en.wikipedia.org/wiki/Complete_street</a>]. A center turn lane allows for access to businesses that won’t clog traffic. The center lane also allows for movement of goods by semi-trucks to hydrate the demands on shops on the street.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>396</td>
<td>divert through traffic</td>
<td>Too much through traffic clogging downtown Culver City. Additional development while make it worse.</td>
<td>Washington Blvd would be made a center movement for local traffic going to the expo area and downtown Culver city. West bound through traffic would be encouraged to divert to Versace Blvd or La Cienega/Jefferson</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Totals:

- Total Documents: 108
- Total "Agree" Thumbs Up: 448
- Total "Disagree" Thumbs Down: 77
<table>
<thead>
<tr>
<th>ID</th>
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<th>Agree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>201</td>
<td>Promote shuttles &amp; buses for office workers</td>
<td>Too many additional cars come into Culver City to go to office parking lots. Decent vanpool/public transit is lacking.</td>
<td>Create valet shuttle/buses on Washington Blvd to shift commuters to use company vanspool, local shuttles, and public transit to arrive at work. Adding congestion-based road pricing would deter private car use for commuters.</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>270</td>
<td>School bus for Lincoln/Inwood and other schools</td>
<td>There are many rush-hour individual car trips to Culver City public schools. This creates more trips and also makes it more difficult for parents to use public transit to commute to work.</td>
<td>Explore the feasibility of adding school buses for Culver City schools. At a minimum, a single bus could pick up Arts District students to Lin House.</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>242</td>
<td>Create mixed-use housing and commercial to activate Washington</td>
<td>Lots of great ideas to help make this section of the plan more bike and pedestrian friendly, but what we really need to bring the TOD to life is a more mixed-use development!</td>
<td>The arts district would be an even more vibrant place if Washington was re-named to allow commercial ground floor with residential allow to connect people with local businesses and transit.</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>234</td>
<td>Speed limits</td>
<td>Luca needs more traffic calming measures. At least 2 to 3 more speed tables are needed to slow Traffic cans and cars down. This is a no truck zone yet large trucks travel this street all the time. Install more speed tables and bigger no truck signs. Slow the speed down and get the trucks off the streets.</td>
<td>3</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>238</td>
<td>Small Bus stop</td>
<td>Small bus to stop to drop off people from the Metro station to downtown.</td>
<td>Install small bus stop</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>240</td>
<td>Metro Passes</td>
<td>While the transit is here, the bus or train is often not quite as convenient as driving. We should encourage local business to subsidize Metro passes.</td>
<td>I've worked at companies in other sites that offered free or reduced rate transportation passes. After extended use, it convinced me to get rid of one of my family's cars completely.</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>311</td>
<td>Restrooms</td>
<td>No restrooms on train or at any station. Have seen unruly in public.</td>
<td>Add restrooms to facilitate people walking greater distances to station.</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>323</td>
<td>Small Bus</td>
<td>There should be a small bus route from the Metro station to downtown Culver City and pick up through out the route. It would be wonderful if it picked up at Hagman and Lucas and then ran a route through the neighborhood to make less cars at Metro station.</td>
<td>Small electric bus to run between downtown and Metro station.</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>258</td>
<td>Hyperloop</td>
<td>As landlocked Arts District residents we can't get our kids to their schools without going through the intersection of Washington and National. Several Hyperloop companies based in California build a hyper loop from McMenamins Park to Downtown Culver City and the Westside.</td>
<td></td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>235</td>
<td>Remove the flyover for Culver City</td>
<td>There is a green space in the middle of the street that allows bikers to rest when they get out. Before this street was made a pass through this practice of renting for felonies. Need stop to practice of renting for felons needs to stop.</td>
<td>Stop the practice of renting for felons needs to stop. House owner clean up this property or a safe bike pedestrian path can go through Lindblad St.</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>226</td>
<td>bus service</td>
<td>Bus, can not predict the amount of demand about the current bus system. How many of the neighbors actually use the bus? Bus stops don't give clues where the bus is going, how long you have to wait or when the bus will arrive.</td>
<td>Culver Bus (and others) predict stops at the stops (best would be live (next bus arrives in a minutes); or at least schedule in paper; is this obsolete since there are apps? No relying on apps only is discriminat?</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>303</td>
<td>Add bus from station to WLA College buses</td>
<td>Traveling from this station to WLA college takes 2 Direct bus line from station to WLA College buses.</td>
<td>Provide more routes to Expo station.</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>34</td>
<td>bus access to expo</td>
<td>Culver city bus access to the Expo station is shockingly limited. There are very few routes that go to the station, when all the stations should go to the station - especially now that the parking is gone. Also, I don't understand the [Neighborhood] - selection. Is this for the area I have a suggestion for? If I'm not sure what that district is?</td>
<td>Provide more routes to Expo station.</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>292</td>
<td>pedestrian traffic on major streets</td>
<td>Major traffic route cuts through residential streets.</td>
<td>Add another bus of traffic or shuttles, coordinate signals, add traffic signals at Helms and Schaefer lanes.</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>
Protected Bike Path should go all the way down Washington Blvd to La Cienega Blvd.
The proposed protected bike path stops at Lay Station.

**APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WEBSITE AND EMAILS**
ID | Title | Description | Solution | Agree | Disagree
---|---|---|---|---|---
365 | Downtown streets discourage cycling | Downtown CC streets are the site of a convergence of traffic from multiple directions. Can change lanes and jockey for position as they pass through. These conditions are intimidating to cyclists, right in the heart of the City - which should be the most palatable destination for Cyclists and pedestrians. | Reduce the speed limit on Culver Blvd to 20 mph between Duquesne and Inyo. Install highly visible Radar speed signs to display "Your speed!" to approaching vehicles. Follow-up with random enforcement and ticketing.* | 1 | 0
347 | Protected bike lanes on National | No protected bike lanes on National. | A protected bike lane on National. Take one of the lanes of traffic away. | 0 | 0
350 | Broken Glass | This stretch [which I realize very little of which is in Culver City's reach] just has always a crazy amount of broken glass in it. | Either more regularly cleaning broken glass from the area or more proactively keeping people from sitting in that area, dsinking, then smashing the bottle when they've done. | 0 | 0
358 | Access bike/walk path to Washington | The bike/walk path is an uninterrupted route all the way from the beach. It should continue as far as possible. | Extend the bike/walk path to Washington Blvd. | 0 | 0
358 | Future vehicle access to southeast corner of the Hayden tract | Commercial traffic can cut through the residential neighborhood. | Make a cut to be set on Mugnai, between the residential and commercial uses. Add a bridge for vehicle access to southeast corner of the Hayden tract. [Location TBD] Allow for bike/ped access as well as connect to creek path. | 0 | 0
359 | Proposed bike/ped bridge to complete bike network through this intersection | At the 10 July FA workshop, a bike/ped bridge over this intersection was discussed. This is an undesirable solution in that it separates bikers and peds from the urban fabric in a manner reminiscent of freeway planning for cars. | Strengthens integration of multiple modes of transportation through the urban fabric; allowing for increased, not decreased, interaction between the various users. | 0 | 0
402 | Confusing/dangerous intersection for cyclists | Cyclists continue straight through this intersection are squeezed both approaching and leaving this intersection. The lane markings and designations create confusion and / or motion problems. | Not sure. It's a complicated interchange, but perhaps those with more training can figure something better out. | 0 | 0
404 | Reduction of bike theft at transit stations | At some points in the future, once occupancy reaches a certain level, the light rail should place limits on allowing bikes on trains because they take up so much space. We will then need to leave our bikes locked up at stations. However, locker space is limited, and the risk of leaving your bike stripped is not good if you use the racks, especially if your bike is a step above a "beater" bike.* | Install cameras monitoring bike racks at Metro stations along with signage notifying riders that they're being filmed. Privacy concerns can be addressed by restricting the camera angle to capture only the racks. At some point, we'll all have a beater bike that we can afford to leave outdoors, like in all of the other cycling nations (e.g. Netherlands, Denmark), but we're not there yet, so we need a step up in security against bike theft. | 0 | 0
407 | Bike Lanes connecting Washington to Venice | When connecting between the eastern portion and the western portion of the Exposition bike path, national line has no bike infrastructure and making a left turn is harrowing at best. | Dedicated protected bicycle lanes with button-activated left turn signals for bikes only. | 0 | 0
408 | Dangerous Bike Lanes | The bike lanes from Culver Blvd to the I-10 are extremely narrow and not well marked. They provide very little protection from cars speeding through venice at near highway speeds. | Emulate the solution further west on Venice by creating protected bike lanes to enhance safety and slow vehicular traffic to a safer speed. | 0 | 0
410 | Better lighting and security patrols | After dark the Baldwin Crete path becomes INCREDIBLY nerve-wracking to bike or walk through, leading people to ride on less safe streets. | Better lighting for the entire path, routine police patrols. | 0 | 0

TOTAL COMMENTS: STANDING TOTAL "AGREE" THUMBS UP: 38 TOTAL "DISAGREE" THUMBS DOWN: 4
21. Pedestrian crossing for right turn to M street to
pedestrians

Of all the unique streets to walk on National, and there are many, this section is terrifying. Cars speed through this turn, right next to pedestrians. Slow down the cars. 14 D

25. No curb cut

There is no curb cut on the southeast corner of this intersection, which makes it difficult to push a stroller here and is an obstacle for the mobility impaired. Install a curb cut. 13 D

41. Crosswalks and pedestrians

There are no crosswalks for much of the length of Hillgar, isolating the northeast from the southwest. It makes it difficult and dangerous to cross the street - especially for children who attend Linswood School. There have been accidents in the neighborhood. Install crosswalks and stop signs at Hillgar (the midway point in the neighborhood) or even more frequently. 14 1

52. Crosswalks and pedestrians

North side of Washington has less pedestrian traffic and businesses because it’s hard to cross the street. Design for pedestrians not cars. Make Washington fully pedestrian. Or have lots of crosswalks/scrampeds. Make traffic lights respond quickly to pedestrians. Use different materials to show crosswalks. 13 D

175. Pedestrian bridge

Improve bridge from Hillgar and Hayden to the state park.

Bridge? 11 D

23. No curb cut

On both sides of the street, there is no curb cut from the sidewalk. This is problematic for people walking with strollers and for people with disabilities. Install curb cuts. 10 D

26. Telephone pole in walkway covered in splinters

The telephone pole is covered in sharp splinters. It rips the clothing of passers-by and once stained my son’s baby clothes. Either send the telephone pole or snip it in some sort of protective cover. It would be amazing! If all of the various poles that impose the monstrous narrow sidewalk on National were updated. 10 D

39. Crosswalk

Cars turning right into Hillgar from Hayden often run right through this stop sign all the time. It’s also a bit of a blind corner because of the building. More isolated crosswalks 9 D

97. why is there a way to cross the train tracks to
the southeast of somewhere at the exp h bus route
along pico and there are dozens of places where pedestrians can cross. add this to the tracks here and their can be better flow from Arts District to Hayden, and better utilization of the bike path meter bows.

There is no sidewalk at all on the north side of national, and the sidewalk on the south side is abnormally narrow and interrupted with power poles. The traffic is at least 50 mph or horribly bumper to bumper with no safe zone for bikes that allow access to Hayden. There is no sidewalk at all on the north side of national, and the sidewalk on the south side is abnormally narrow and interrupted with power poles. The traffic is at least 50 mph or horribly bumper to bumper with no safe zone for bikes that allow access to Hayden. 8 D

138. Stop signs

Unsafe for pedestrians to cross. On Monday coming home from school are unsafe. Failed crosswalk marking. No one stops at the 3 way stop with signs and it is URGENT to cross at this only cross walk on Hillgar.

-needed. 8 D

199. Crosswalk needed

The corner of Luson and Hillgar is a odd shape. you can not cross from corner to corner they not from across from each other. It is very unusual. Children coming home from school are very unusual.

New crosswalk stripes with a direct path across the street. Flashing yellow lights installed in sidewalk and solar lights installed on stop signs. 8 D

73. Placemaking

The big Pico tree marks this corner. It’s potential is unused right now. The tree could mark the entrance to Platform, to Hayden tract, to the station. Any happening under the railroad tracks (beer garden, Cotton), whatever could have its entrance/marker at this time. I would like to see a well designed bench (partly) around the tree and a continuous floor/parment that connects National, Platform and Washington. This goes together with a better sidewalk along the northeast.

7 D

109. Blind, narrow corner

Sidewalk corner bending Culver streets is very narrow. There are regular near miss collisions between people on foot, bikes and park here (because despite legaly, ppl still ride bikes on the sidewalk for safety concerns). I heard someone was injured pretty bad once in a collision bike. We, people on bikes like to cut through the sidewalk-off road, since it’s more pleasant that Washington/Culver.

94. Traffic and re-routing

Excessive edge speeds, dangerous intersections

Pedestrian crosswalks can speed up safety and convenience of all other forms of transportation

This intersection is wide and the corners are rounded so that cars can speed through their turns.

Square off corners to reduce crossing distance for pedestrians. Eliminate right turn on pocket turn from Northeast bound Norton to Eastbound Washington.

136. steel rod sticking out of ground on path

There is a steel rod that sticks out of ground on path. No sidewalk so you must take dirt path and go into the street to go around landscaping wall that blocks dirt path. Sidewalk should install and rod sticking out ground needs removed right away.

Sidewalk should be installed and rod sticking out ground needs removed right away.

167. Hazardous Cosing

Crossing is very dangerous as cars speed past on Hillgar at Knauer. This is true day or night, I live on the corner of Hillgar and Knauer.

Add a painted crosswalk with bush fencing

156. Walking problematic

Parked cars block oncoming traffic, decreasing visibility. Sidewalk is difficult to use with bike, strollers, coasters, wheelchairs. Limit parking close to intersections. Remove bike/peds in the middle of the sidewalk. Make sure all intersections have ADA compliant

Linn parkings close to intersections.

60. More Speed humps or raise the street one way.

60. More Speed humps or raise the street one way.

150. Walking path

uphill walking path between station and landmark so people on Cesar can access the train and the shops/restaurants.

Upset a small path for walkers with or without a code/wiki.

60. Bridge ties to neighborhood to get to park

it would be nice to gain quick and safe access to park via a bridge.

Build bridge for walking/biking – might benefit cyclists wanting to stop into parks/some vendors

60. Cut through

Block between Vernon, Robertson, Washington. Big in the streets of the block,connecting Down Town with Expo station, are fun to walk. They don’t have urban quality.

Pro-active to future development - integrate walking routes crossing the block(try out what the effect would be with the Space syntax program)

134. Crosswalk Opportunity

There is currently no crosswalk to connect the Platform walking street with the parking across the street that supports those retail/head/foot uses - and with the bend in the road (Landmark)!’s visibility for cars and pedestrians is limited. Cars aren’t expecting people and vice versa.

Strip the street with a pedestrian crossing and some related signage to make the connection a safe one. – could also help with wayfinding on the parking structure side where it can be confusing to find the pedestrian entrance.

169. Traffic control

dangerous intersection for pedestrians

pedestrian crosswalk

45 no sidewalk

there is no sidewalk on the south side of the street between walker and hayden

45 no sidewalk

K/N 4 0

123. Narrow, sidewalk interrupted at toward field

Walkability is very poor here, yet it is a high-volume pedestrian across area for the buses and train. Key issues: 1) sidewalk is WAY too narrow (it walk in a line of the time to avoid people congested at bus stops to not block oncoming and traffic) 2) too many obstructions in already narrow sidewalk (trash cans, benches, trees, safety boxes, lights, are all 5 foot placed and leave very little room to walk), 3) always lots of diesel exhaust and noise from fields trucks and loudness

2) Modern sidewalk significantly

4) When widening, assume necessary obstructions are in-line and minimum breaking walking path and leaving enough space for strollers to pass

12) What do to about the diesel – ask them to start shifts earlier? The big rush at 8-9 am is grand.

137. planter

planter on south side of hillgar needs plant a is city planter where the sidewalk splits and has sprinklers, it could be planted and maintained by City. The planter is in front of the rock bench

If the city is not going to plant and maintain the planter let me plant succulents. They can turn on the sprinklers that are already there and stop. City could let me plant them.

4 0

255. Side walk to narrow for strollers

It is close to impossible to make it along narrow with a stroller across the sidewalk in normore and there are a lot of ‘gulps” installed in the middle of the side walk.

I move the pole

I move the sidewalk

I move some elements to the fourth side of National, not in the tracks

125. Traffic control and re-routing

Excessive edge speeds, dangerous intersections

Pedestrian crosswalks can speed up safety and convenience of all other forms of transportation

This intersection is wide and the corners are rounded so that cars can speed through their turns.

Square off corners to reduce crossing distance for pedestrians. Eliminate right turn on pocket turn from Northeast bound Norton to Eastbound Washington.

126. CULVER CITY T O D VISIONING STUDY & RECOMMENDATIONS

126.
APPENDIX: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WEBSITE AND EMAILS
APPENDIX B: DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS - WEBSITE AND EMAILS
DOCUMENTATION OF FACEBOOK/ EMAIL COMMENTS

Comments received directly through e-mail or through the web tool’s comments box:

In addition to the comments posted on the interactive map, comments were also posted on an open-ended comment box on the web page, or sent directly through e-mail to the City or to members of the consultant team. The following comments were received through these means. They have been redacted to remove the names and addresses of the senders.

Subject: TOD
Message: I went to 3 of the planning meetings. The group of like-minded people demonizing cars is what I have noticed. “Specialists” from other parts of the world telling us what should happen in Culver City. Most of them consider Washington Blvd. as a cut through east/west street. By cutting out car traffic lanes on Washington Blvd. a huge traffic problem will occur just like what happened in Playa Del Rey. Southern California is a giant area and using public transportation to get where you want to go is impossible. I hope the public will be able to see on a graph maybe in the local paper and be able to vote if they want the plan or not. My vote is to keep all car traffic lanes open.

Subject: Metro parking
Message: 1. A “suburban” Metro station without parking is useless. I have seen one long range planning map that substantially ups population density and office space near the Metro station; parking must be a core concern. 2. Bike traffic planning; the newest installations are unworkable. I suggest the European plan that shares space with pedestrian sidewalks, with “lane lines” designating bike paths, and if necessary, divided railings along curb areas. Safety is higher and cost lower than the “Bonin” plan Thank you.

Subject: No Lane Removals
Message: Multi-modal road use does not have to come at the expense of drivers and commute times. Don’t take driving lanes away from major streets. Convert side streets and less traveled routes for bikes. It is safer for all and won’t be met with the rage of the community.

Subject: How I move in the TOD District
Message: I drive my car, as does 97% of the rest of us. Thanks.

Subject: traffic congestion & bike lanes
Message: I live at the western edge of the TOD district. Over the past 15 years, I have seen rush hour traffic through downtown Culver City slowly back up to the point that I can no longer turn off of my street (La Salle) onto Culver or Braddock in the evening without experiencing substantial delays. More development keeps bringing in more traffic. Please do NOT further constrict the roads and worsen traffic by installing bike lanes along major arterials (such as Washington Boulevard). It is maddening to sit in artificially exacerbated traffic while the bike lanes remain devoid of users (such as on Motor Ave.) everywhere I go. Please don’t punish those of us who have no choice but to drive.

Subject: Vision Zero
Message: Please, whatever you do, don’t do lane reductions like they have done in Playa Del Rey and Venice! It’s has caused nothing but headaches and anger amongst the residents. I would hate the see that happen in Culver City too. This is not Amsterdam, you are not going to get people biking! All reducing lanes does is cause even more gridlock. And stop building so many multi-unit dwellings that no one can afford to live in, without looking at the consequences that it will have on traffic and quality of life for everyone else that lives in CC.

Subject: Rancho Higuera
Message: Hello, I’ve really enjoyed this process to this point. My neighbors and I have been open, collaborative, and enthusiastic about the project. We’ve even spent hours shaping proposals and encouraging community involvement. But despite the charge of “reducing cut through traffic” and “protecting neighborhoods”, the final presentation did neither. 70,000 cars enter Culver City every day... and there are 8,300 daily trips on Higuera - a residential street. We’ve seen the accidents, the road rage fights, the dangerous driving, the congestion, the hit & runs and as a neighborhood, we’re not at all happy to see that preserved and worsened. The broadly
supported “turns only” intersection at Higuera & Washington was inexplicably moved to Robertson & Venice where it was summarily eliminated. This intersection design would allow for local traffic to continue, while eliminating the neighborhood as a short cut to the 10. The cul de sac at Higuera & Hayden, which still allows 2 entrances for the Hayden tract and 7 for Rancho Higuera, would eliminate traffic that uses BOTH Hayden AND Rancho Higuera as a short cut. The cul de sac benefits both neighborhoods. But despite the support from our neighbors and other neighborhoods at every meeting, the cul de sac was diminished. As I said in the meeting, I feel the end result of all our hard work was for naught. With your final proposal, our neighborhood and Hayden will remain a dangerous place for pedestrians and cyclists and children to serve as an unpaved highway for short cut traffic cutting mostly between La Cienega or Playa - cutting through Jefferson to Lucerne - to the 10. I don’t understand how ignoring Higuera at all protects neighborhood or reduces cut through traffic. I really hope to see the ideas that were present in the previous drafts return before you present to the City Council. Thank you.

Subject: Residential Parking Requirements
Message: The ToD plan should include secondary areas such as the residential lots within a given radius of major transit centers, say 500’ or 1000’. The RMD-zoned lots on, for example, Helms south of Washington, should have reduced parking requirements, as should the large multi-use developments near major transit stations. This would increase density and improve land use, both of which are prerequisites for successful ToDs.

Subject: setting up for failure
Message: I think this looks great! Culver City being a hub of Transit Oriented Development is laudable. But for one of your stated goals, I think you’re setting yourself up for failure. Not just failure of the goal, but also creating false expectations that opponents of TOD will use against you when it’s not actually achieved. “Help us identify ways to reduce traffic congestion,” Traffic congestion will never get better. Ever. And as you create more ways of getting around in a climate-friendly manner, there will be less room for cars. I understand this might be here for some sort of buy-in from the auto-centric view, but it’s not going to happen. And when traffic gets worse, people are going to be upset.

Subject: Bike Ped Bridge
Message: The cost of an elevated bridge would be quite expensive. At the June presentation it was explained that due to the 8% elevated grade up to the bridge, cyclists would have to walk their bikes up the ramp. This is a challenge and I don’t see that happening. Also, many will want to speed down the ramps. Have you considered the liability issues? The elevated bridge was presented as an iconic landmark or archway to or from Culver City. One could see that in the current situation, but with the Ivy Station development on one side and HBO headquarters developed on the other, the stand alone elevated bridge would be dwarfed and obscured by the new development.

Subject: Presentation Feedback - What Works
Message: Thanks for all your hard work and thoughtful consideration for this project. I’ve reviewed the proposal thoroughly, and below are my opinions on what DOES work. WASHINGTON BLVD 1st choice: Option 06 2nd: Option 08 3rd: Option 04 Option 06 is ideal because it keeps the median, keeps turning lanes, and provides protected bike paths on both sides. LA CIENEGA AVE 1st choice: Option 03 - below grade parking WASHINGTON/NATIONAL 1st choice: Concepcional Sketch 2 ARTS DISTRICT - RESIDENTIAL - Local traffic calming - Raised intersections along Jacobs - One way streets along Reid, Roberts, Fey, etc. ROAD MODIFICATIONS 1st choice: Option 2 New road over creek 2nd: New bridge over creek on Sentney BIKE NETWORK - I believe the bike path should continue down Washington Ave (toward downtown Culver) rather than along Venice Blvd. (The Ped/Bike bridge is a nice idea but I don’t have reason to head toward Venice Blvd, I’d much rather stay on Washington Blvd for a more direct route to downtown.)

Subject: TOD Vision
Message: Dear Council Members, my wife and I have reviewed the Transit Oriented District (TOD) information which has been made available online. Based on our review we urge you to realign the priorities by placing vehicle traffic higher on the priority list, because adopting the utopian version of the plan, which eliminates lanes of traffic on Washington Bl, would make our commutes from Sunkist Park to our jobs just east of DTLA impossible. This is because the cars that currently use Washington Bl would be forced onto the heavily used Jefferson Bl and Venice Bl corridors. In addition, our ability to access DTCC for dinner, which is where we meet fairly frequently on our trips home, would likely come to an end.

Finally, viewing this rationally you cannot reasonably expect people to ride their bikes eighteen miles or take a train and bus for another 1.25-1.5 hours (45-minutes to get to DTLA and ride a bus another 30-45-minutes) to complete their one-way commute to work.

Thank you for taking our concerns into account as part of the decision making process.

Subject: Dangerous Intersection
Message: I work at a building in Culver City that faces the intersection at Washington and McManus. My desk is right next to the windows and I’ve noticed that this intersection is extremely dangerous for pedestrians. When cars turn right from La Cienega onto Wash, they do not realize that there is another light and a pedestrian cross walk around the bend. As a result, I’ve seen people with strollers, on bikes, and walkers ALMOST get hit so many times.

I feel that it is my public duty to report this to the city - I’ve seen too many near misses to be silent any longer. Thank you.

Subject: Communication
Message: I’m the new owner of a small apartment building in Culver City, and live approximately a mile away, in Los Angeles. I’m interested in all development projects, so please keep the community informed online and at public forums. Thank you.

Subject: Connecting
Message: Hi There, seeing the layout of DT Culver in relation to the Expo line I think the biggest issue is making the space between the Expo line station and DT Culver walkable. This is aside from the
traffic snarl of major arteries coming together. There is a break at the moment between the Washington and National Blvd area - The Hub/Platform and Downtown Culver – you have on Washington the car dealerships and the cold storage warehouse space - it’s not going to lead foot traffic back and forth which seems a lost opportunity. Alternately - the Venice sidewalk is such an afterthought - is there a way to make that feel walkable - shade trees leading from the station at Venice/Robertson to Downtown? There’s a lot of opportunity in what is now wasted urban space - dirty, car exhaust pound, sun beaten sidewalk. If there was a way to connect these spaces as one foot traffic friendly with walking businesses and landscaping - Culver City could continue its rise as a premier LA environs community.

Subject: Culver City Workshop Feedback (6/15)
Message: Hello, Note: Feedback is for workshop on 6/15, I attended the TOD Vision Plan Design workshop on 6/15/17 and wanted to offer feedback on the overall community participation in these workshops as well as the accessibility of information regarding the vision plan. Community participation in this workshop was rather disappointing by only allocating the last 30 minutes of the workshop for community input and breaking up into groups and having one representative voice our opinions on the design plans. I would suggest for a structure where community input is more individualistic and has higher prioritization. I understand it is still early in the design of the TOD study but this is the stage where community input is most valuable. Lastly, it would be nice to see more accessibility of information regarding the study. Specifically it would be very helpful to post powerpoints, reports, visualizations, etc. on the website. The videos are very difficult to view since the audio/video quality is not the best and they are long. On a side note, I really enjoy the map with the ability to comment directly on the map. Best, Alex Gomez (resident)

Subject: T.O.D.
Message: I attended your last meeting and could not believe what i was hearing. Everyone was expressing how they did not want outside communities driving through Culver City. They only want Washington Blvd, for local use and for the people who will stop and buy goods from local merchants. Bike lanes are O.K. but not at the expense of removing a traffic lane. Taking a bike to pick up your kids from school, grocery shopping, taking a family outing, going to work in all different directions are not possible on a bike or public transportation. Have you seen what the exact plan of Playa Del Rey has done this week. The gridlock is horrendous creating more pollution and road rage in one of the most stressful cities in the U.S. U.S. I’m 68 years old and have lived near all my life. Your so called experts from London, and Vancouver do not have a clue about Southern California. If this idea of removing traffic lanes is such a great idea the citizens should all know about it and have a vote. Most people that live here have no idea what T.O.D. is or planning to do.

Subject: Invitation to Culver City TOD Visioning Discussion Group
Message: Unfortunately I have a conflict this evening and cannot attend the visioning meeting. I have been impressed with your work to date and am confident this will be another productive meeting. Thank you for your great leadership on this important project.

Although I cannot attend, I do want to pass along to you my strong desire to keep our Arts District neighborhood as a series of cul de sac streets. I know one person has been pushing to open up either or both ends of Jacob to outside streets, but I and the neighbors I have talked to think this would be a huge mistake for our neighborhood. I see how much the Ranch Higuera neighborhood residents are burdened by through-traffic (there is a reason they get better attendance at these meetings than our neighborhood does), and that is the last thing I want for our neighborhood. If anything, I want to decrease the current traffic on Jacob, but pushing through either end of Jacob would turn it into a Higuera-type street. Being landlocked is a blessing for us, so long as we can improve the traffic situation on Washington. Personally, I believe that complaints from our neighbors about the difficulty of leaving our neighborhood onto Washington have been overstated.

Our son began riding a bike shortly after he turned three. He could do it well physically, but was too young to understand the dangers of the streets or to fully follow clear instructions when excited about riding, and on at least two occasion rode out onto Jacob without fully stopping to look for cars. It scares me to death to think of more high-speed cars on that street given how many small children and pets live in our neighborhood. Currently, it is a great neighborhood for families and I would hate to change that fundamental characteristic in the name of reducing traffic on Washington.

I am not opposed to pushing Wesley through to National, as that shouldn’t impact cars on Jacob.

Subject: Last Night’s Architecture Soiree
Message: Thank you for hosting last night’s Architecture Meeting and making that happen. First off for me there’s so much mind blowing architecture talent in Culver City it’s unbelievable. As I said last night that was like architecture porn for me. I think those guys should have a YouTube Channel… I’d subscribe.

My take away from the meeting was that Culver City has suffered from a lack of leadership and vision for many years now from its City Council and Planning Commission. The city has ignored all the architecture talent in an around it and played it incredibly conservative and pedestrian when we have Eric Moss right here. In the last 15 or more years they have never reached out to the local genius talent pool. They also have done things ad hoc with no cohesiveness. They end up doing what’s fast and cheap right at the end. Case in point is the TOD intersection of National Blvd and Washington Blvd. There’s a separate developer on every corner putting in or already has put in a major development. Nobody in the planning commission thought about how the four developments would play off each? Interact? Mesh with the architecture there? Integrate with Washington Blvd.? Represent the avant garde architecture tradition of the city? Or represent the Arts District with all its world renowned galleries. They did the bare minimum in traffic studies and engagement of the community. NO VISIONING!!! If the planning commission was a movie it would be called, FAST, CHEAP AND OUT OF CONTROL.

The panel said several things last night. One, Thomas Mayne talked about the lack of center in our urban communities. I actually think Culver City has that in spades. Much more than neighboring communities. The center of Culver City is the Culver Hotel and the promenade next to it. It’s where we have the tree lighting ceremony every Holiday season. In fact I think it is a big contributor to the cities identity and its citizens feeling of community. Two Eric Moss who has done tons here was telling several war stories about dealing with the huge Los Angeles bureaucracy and getting things done. That’s another advantage to Culver City is that it feels like a small town and operates like one. You can easily get something in front of City Council and the planning commission. There’s no layers of bureaucracy you have to wade through. Eric Moss was saying that the citizens have to have the will to “propose something to restructure the discourse.” I think there was evidence in that packed room last night of that will. That meeting could have gone on for several more hours.
like a spiritual revival for starving Culver City residents craving some kind of unifying comprehensive vision for the city.

I do think that it was hard to get them off the clouds and get them to roll up their sleeves and give some concrete ideas or solutions to the problems. They thought they were giving an academic talk about the state of urbanism...city planning and it was heard to get them to focus on Culver City. Especially Thomas Mayne. He totally avoided and kind of practical application and wanted to get back to the ethereal discussion of what is the problem? We don’t have time for that. And frankly that reminded me of the broad platitudes the planning commission gives us when they want to stall the process or ignore us and lull us into a sense of complacency...usually they say we well need to study that more and then suddenly there’s something before the council that they want them to vote on ASAP.

This recent explosion of development especially around the TOD in Culver City is happening now. We need a cohesive, bold general plan now. We need to look in the future and model how this is all going to play out over the next 40 years.

Two solutions that have been bubbling up out of the visioning study is making Washington Blvd a complete street. It’s the artery that runs to downtown and through. Maybe 20 foot wide sidewalks, bike lanes a trolley car system. And also developing National Blvd specifically from the Metro Station to the Hayden Tract. Making it more pedestrian friendly, bike friendly and maybe creating a small shuttle somehow from the train to the tract.

Thanks for listening to my thoughts.

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Subject: RE: Culver City TOD Visioning Study
Message: Is there any political and greater community element to any Visioning conclusions? As I said I was not aware of any concerted community concern about the Cumulus Project and general La Cienega/National area. Now we have The Exposition Corridor Transit Neighborhood Plan that seems to create a planning and zoning overlay increasing the densities around the Culver City Metro Station. I haven’t studied the Plan in order to draw any conclusions. To be honest I wasn’t even aware of it until Wally Marks brought to my attention. There is a June 5th deadline for comments. All these projects and areas are relative to any realistic appraisal of Culver City’s future. What is Culver City’s position? Are they pro-active? Has the Visioning Group discussed it? Again, I admit to be unaware one way or the other. Best regards and thanks for giving me a hearing. Bill

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Subject: TOD Visioning
Message: Unfortunately I won’t be able to make tonight’s meeting. A few thoughts stuck out after our last meeting from bigger questions to the small.
1. What can we expect at the end of this Visioning? What do you yourself wish to accomplish? What type of documents and recommendations do you expect?
2. Do you think there can be hard changes to be made to the TOD City Guidelines like maximum amount of parking, design guidelines, height maximums, traffic?
3. How do you see this Visioning addressing other studies and projects in the pipeline? i.e. The bike and pedestrian plan is coming up shortly and other traffic studies.
4. How will this be presented to the city in a way that will be able to put these in place?

Small questions and observations
5. The South sidewalk of National is pretty minimal until Eastham/Ballon Creek.
6. Traffic lights should be timed to pedestrians, especially main intersections. Pedestrian shouldn’t have to wait a whole cycle to be able to walk!

I’m sure there’s something I’m forgetting!

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Subject: Culver City Arts District Resident Concerns.
Message: I am greatly concerned having seen this absolute monstrosity that is about to be erected within such close proximity. Had I known of these plans when I purchased, I wouldn’t have dreamt of making this area my home.

Traffic along Washington with the addition of the metro has become dense enough to warrant taking a considerable chunk out of the day if one wishes to travel at any time other than bang in the middle of the day or indeed night; and I cannot begin to imagine the implications of the addition of this building. It will not only be this one edifice, but will change the permitting rules for the entire area, and it will become akin to Century City or Downtown LA. Not the quiet enclave with which I, and many of my neighbors, fell in love.

For some of us this is about HOME not about business and making money for the city. We are taxed enough as it is without greater constraints on time and at what benefit to us pray tell? I have no idea how this was allowed without the consent of the homeowners in the area. Planning permission passed me by entirely for one.

At the VERY LEAST, the streets adjacent to Syd Kronenthal Park (and don’t get me started on the spending on those two pointless swings that ate up the one piece of grass one could enjoy a quiet picnic as well!) should be somehow cordoned off so as not to become a thoroughfare for traffic. More and more people are going to end up using our residential streets as a quick bypass of the increasingly hideous congestion and this needs to be addressed with commensurate gravity and seriousness. I for one have no interest in living on the residential cousin to the 405.

Regrettably I fear I will be unlikely (potentially due to traffic) to attend this Thursday’s meeting but rest assured I will continue to have plenty to say on the subject.

Subject: TOD
Message: Hi. I’m interested in finding out if there is opportunity to be on the team. I am a resident of Culver City and business owner as well as involved heavily in transportation. I sit on two transit advisory councils and one public agency procurement committee.