

Culver
CITY

TOD VISIONING APPENDICES

October 20, 2017

DON'T MISS A MOMENT
888-HEALING
providence.org/JointCare

Experienced Joint Care
Saint John's Health Center
PROVIDENCE Health & Services



APPENDICES

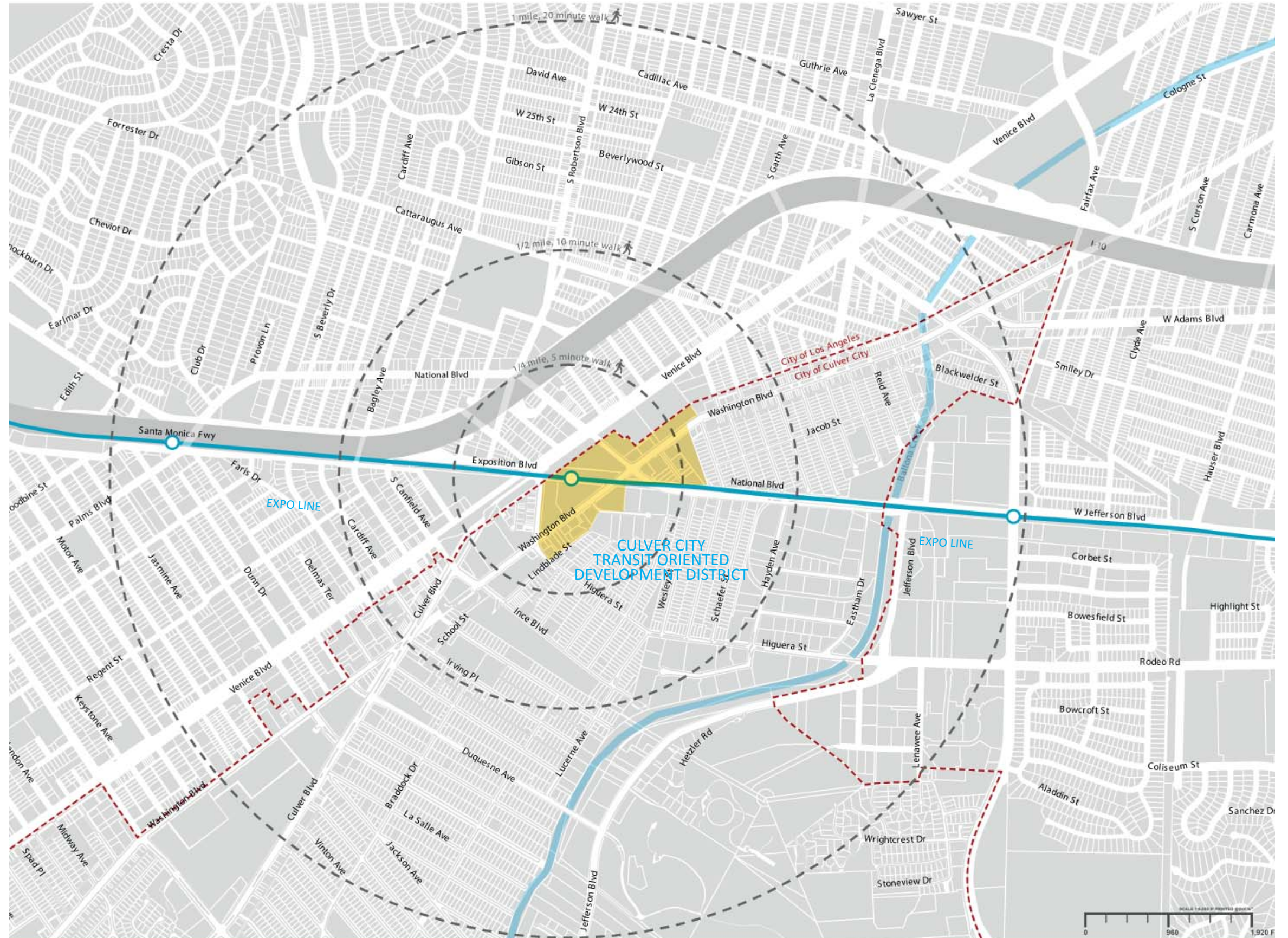
A Existing Conditions	15
B Documentation of Public Engagement Process	21
Workshops	
Website and Emails	

A

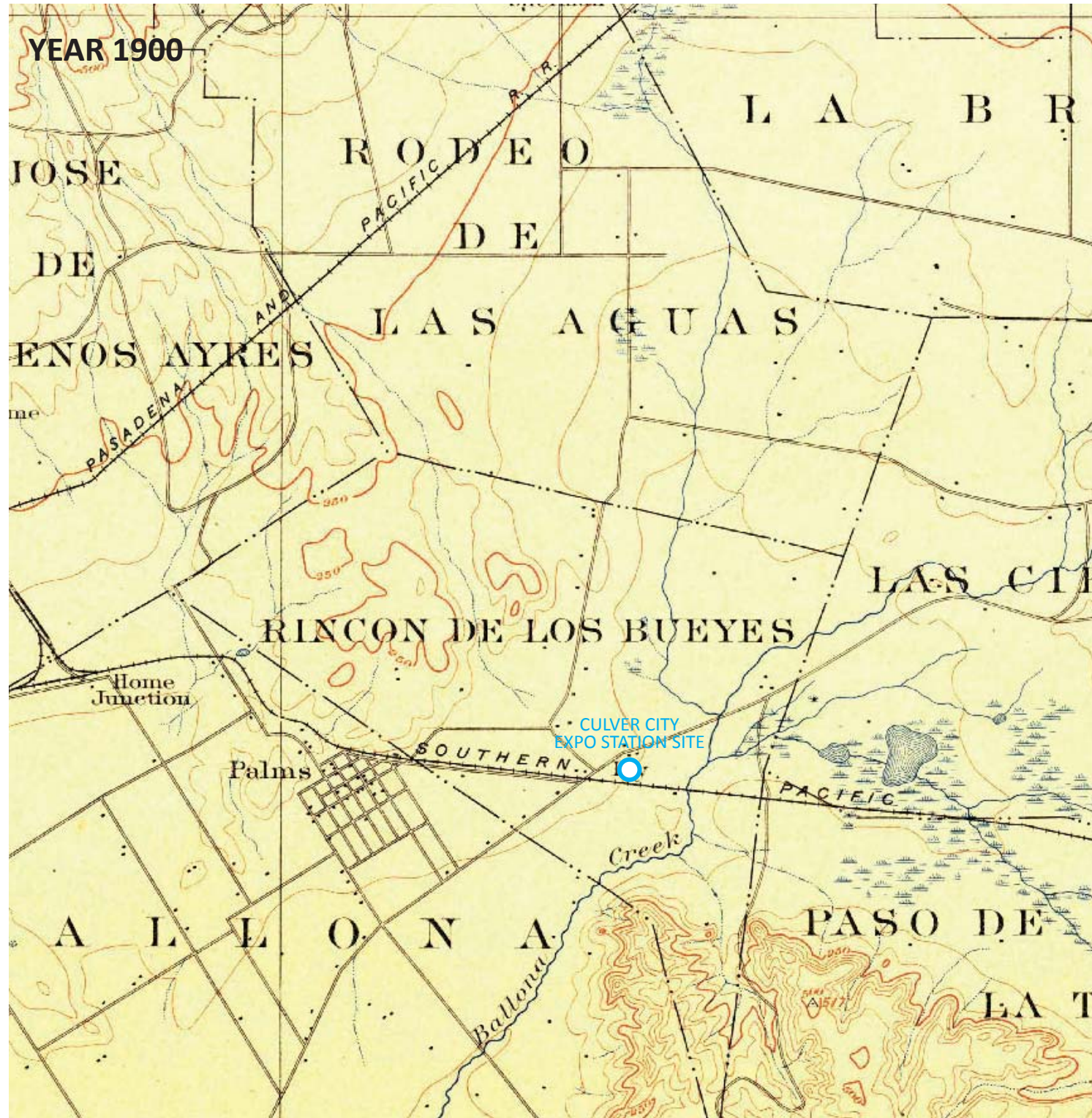
EXISTING CONDITION ANALYSIS

STUDY AREA

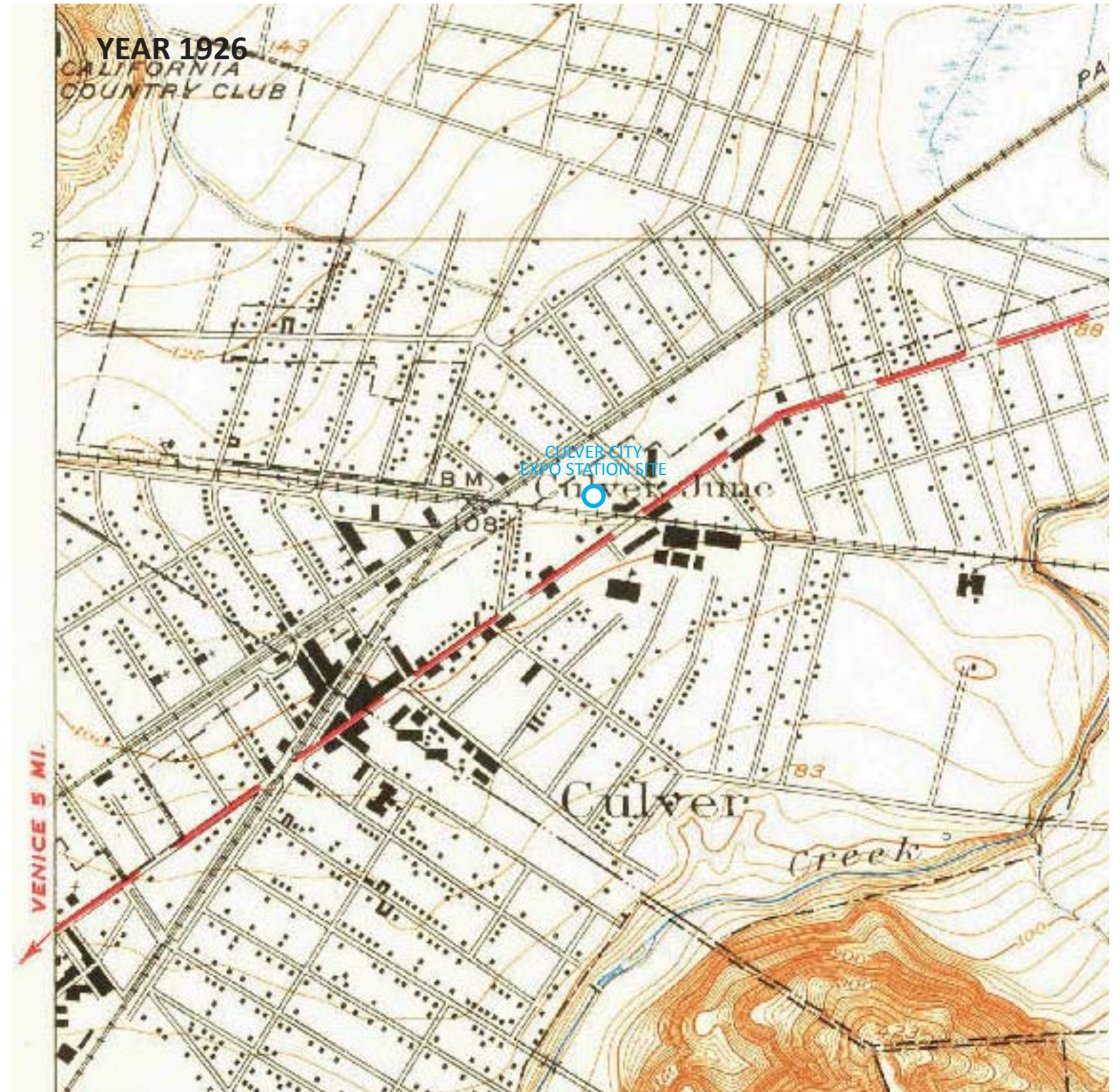
The diagram on the right shows the extent of the study area for this visioning study. The study area is defined as the area located within an ideal 20 minutes' walk - 1 mile radius, centred at the Expo Line Metro Station site. In yellow is the existing Transit Oriented Development District (TOD). It is noticeable how over half of the walking circle lays within the City of Los Angeles.



SITE HISTORICAL MAPS

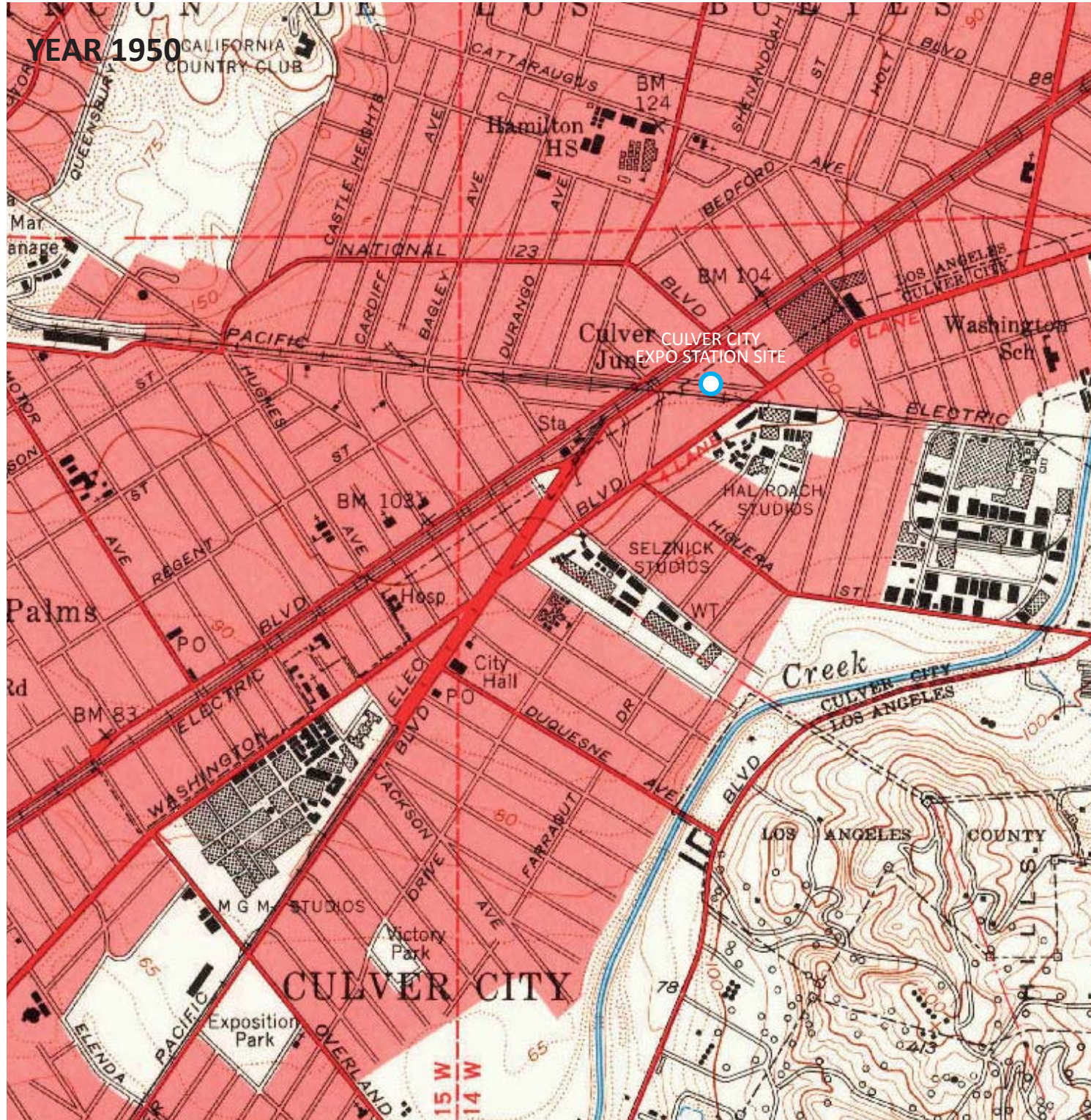


Credits: <https://www.usgs.gov/products/maps/topo-maps>

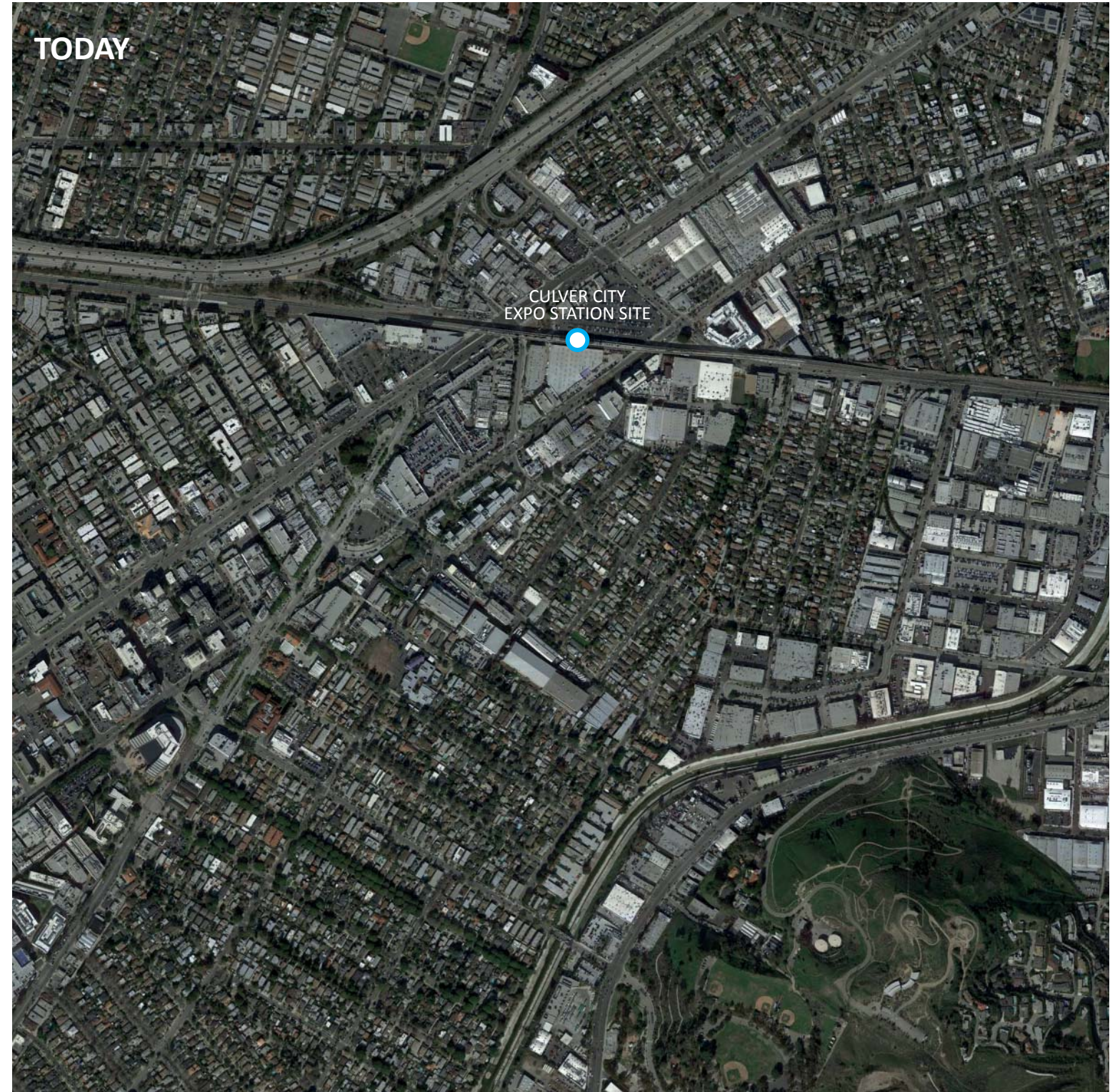


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SITE HISTORICAL MAPS

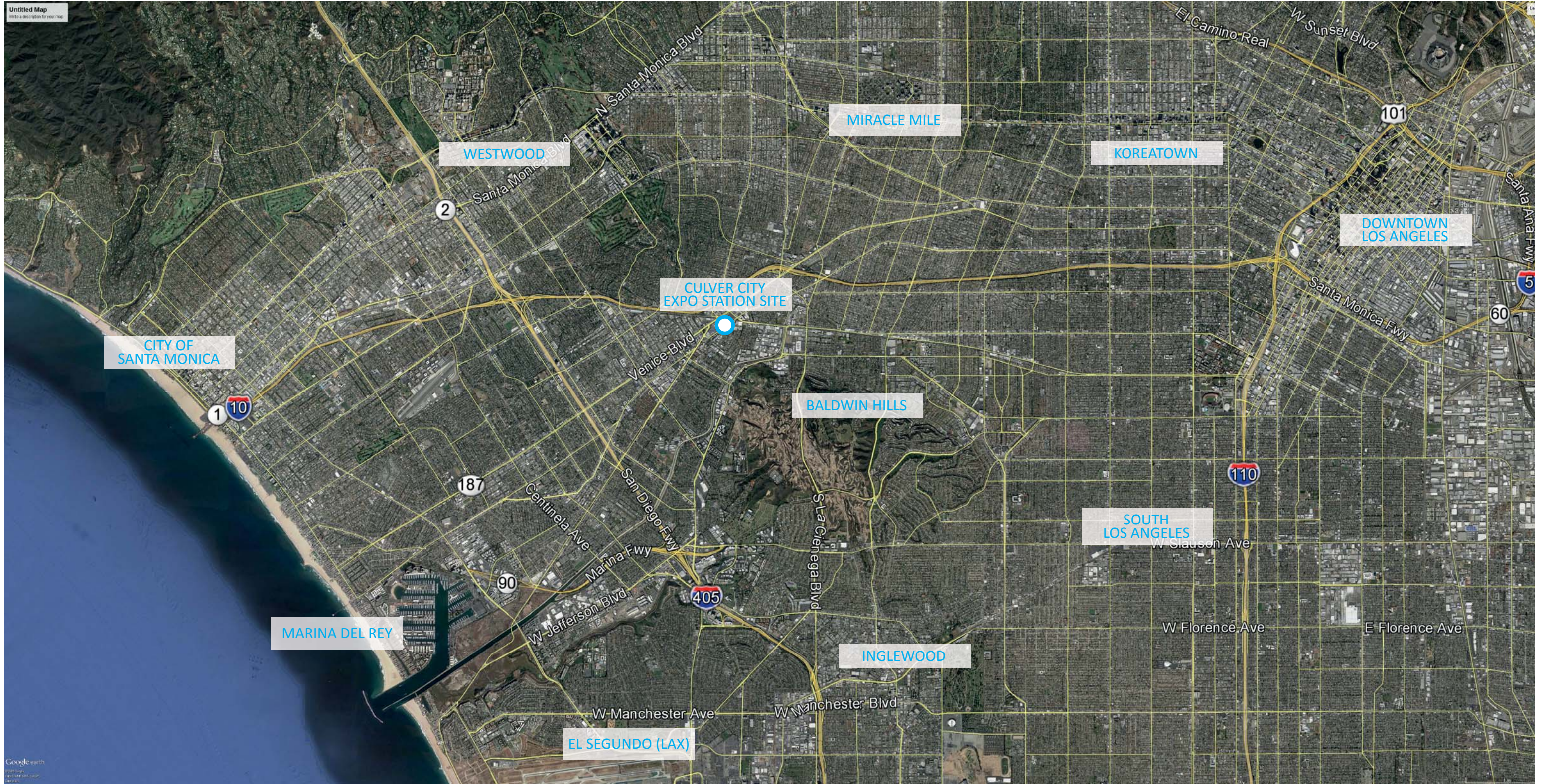


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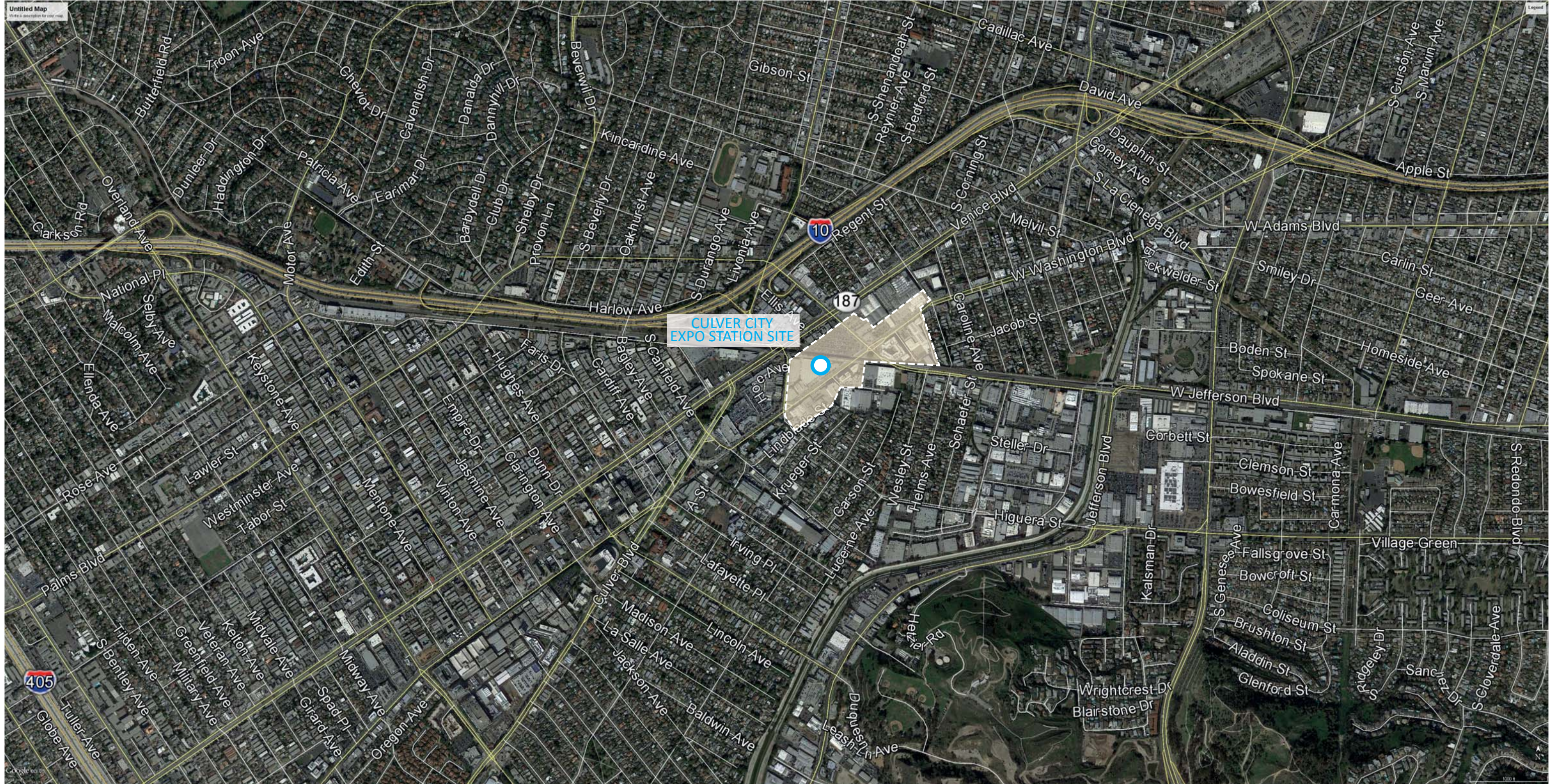
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SITE AERIAL VIEW / LOS ANGELES CONTEXT



Credits: Aerial Photography Google

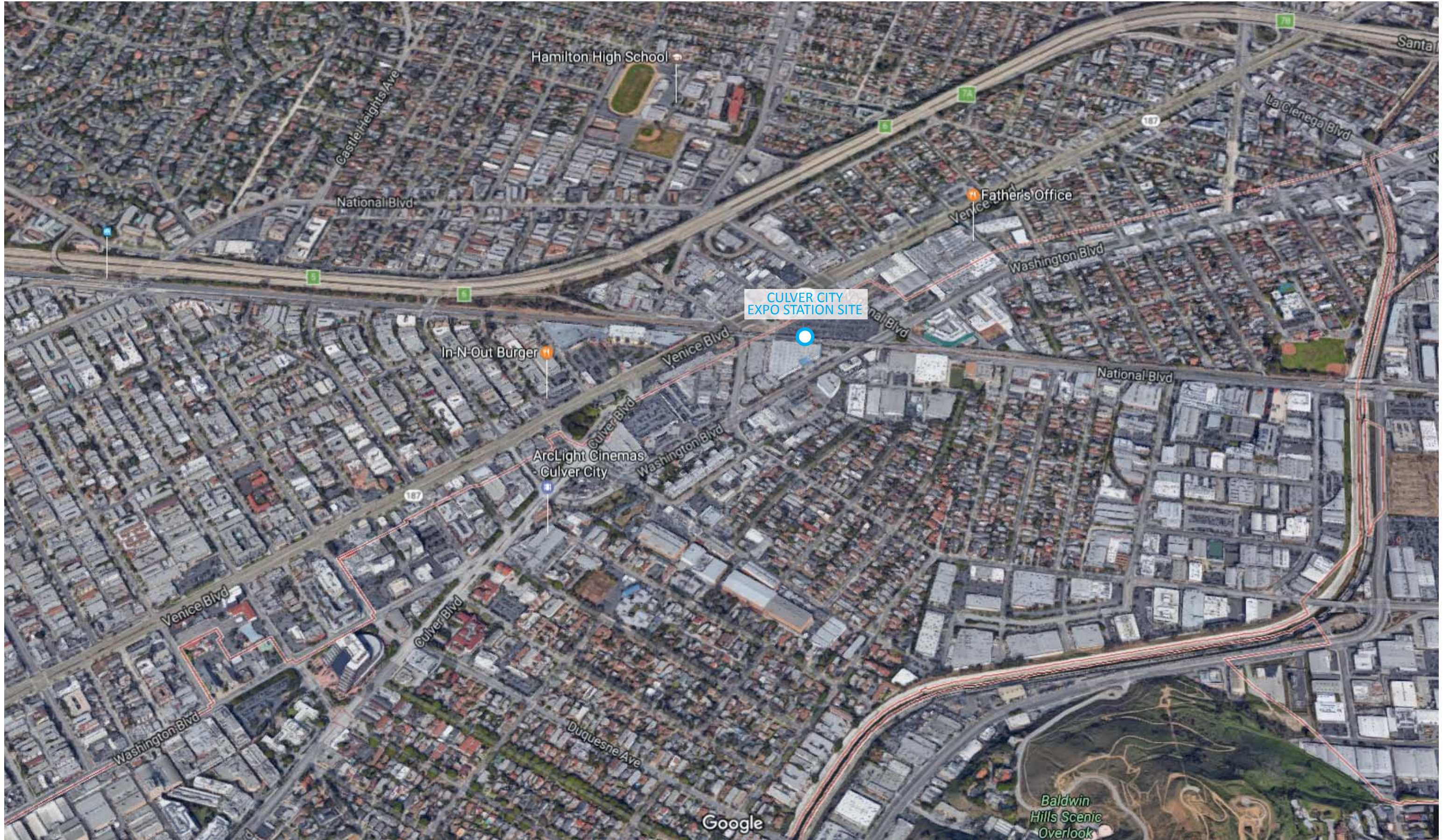
SITE AERIAL VIEW / CULVER CITY CONTEXT



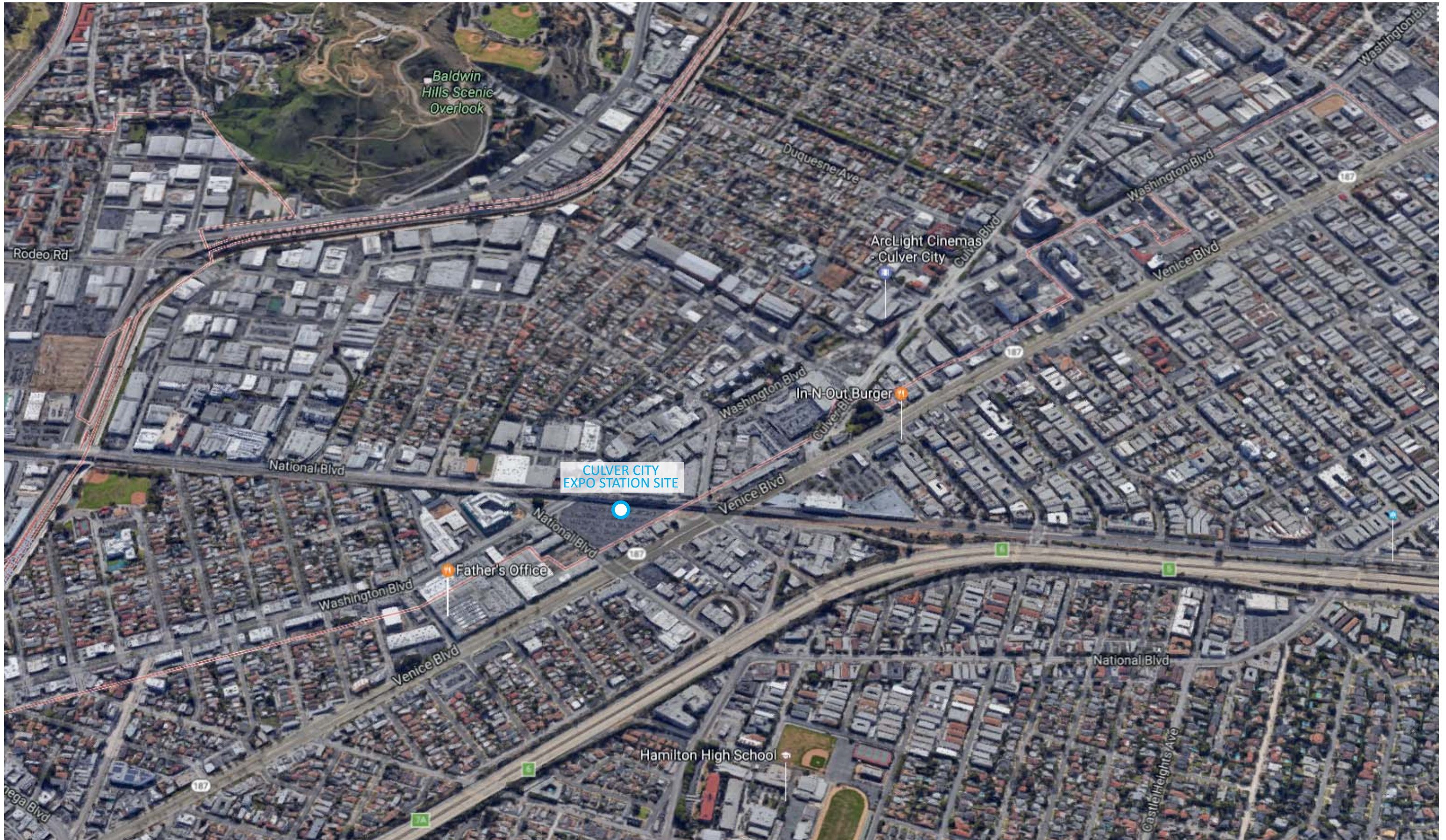
Credits: Aerial Photography Google

EXISTING CONDITIONS ANALYSIS

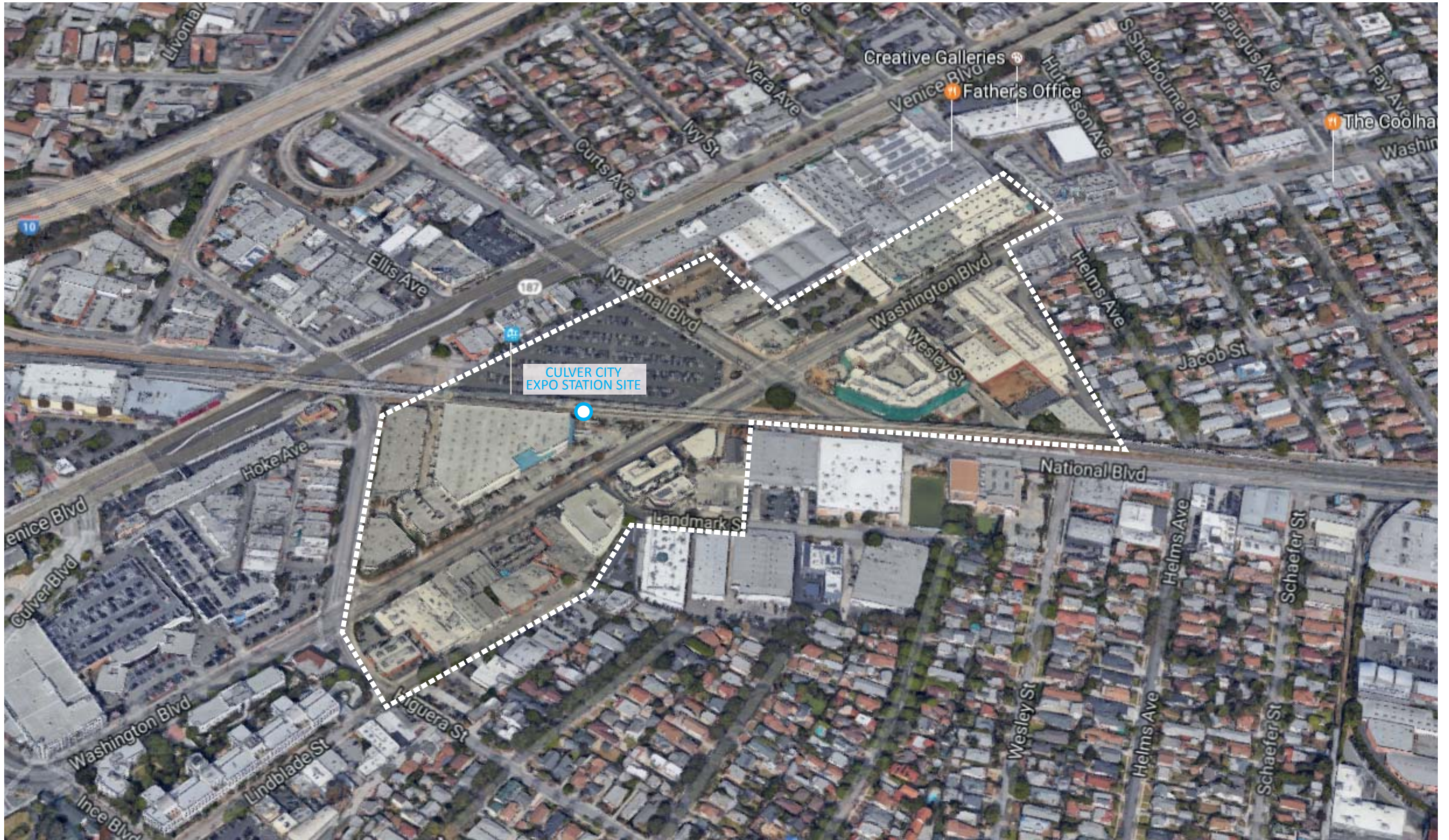
BIRD'S EYE VIEW / LOOKING NORTH



BIRD'S EYE VIEW / LOOKING SOUTH



BIRD'S EYE VIEW / TRANSIT ORIENTED DEVELOPMENT DISTRICT (TOD)

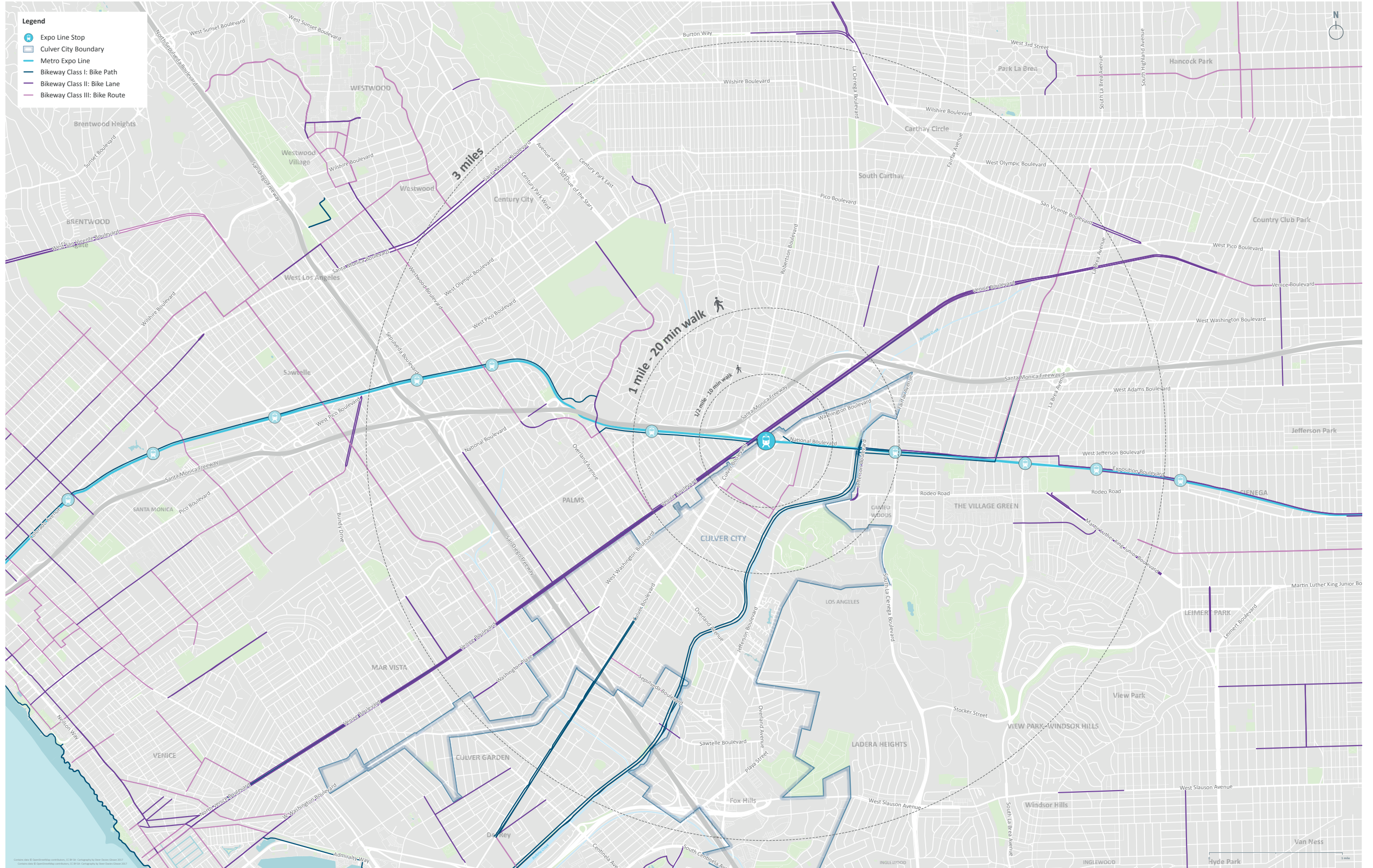


20 MINUTE BIKE RADIUS FROM CULVER CITY STATION - EXISTING BIKE ROUTES

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.

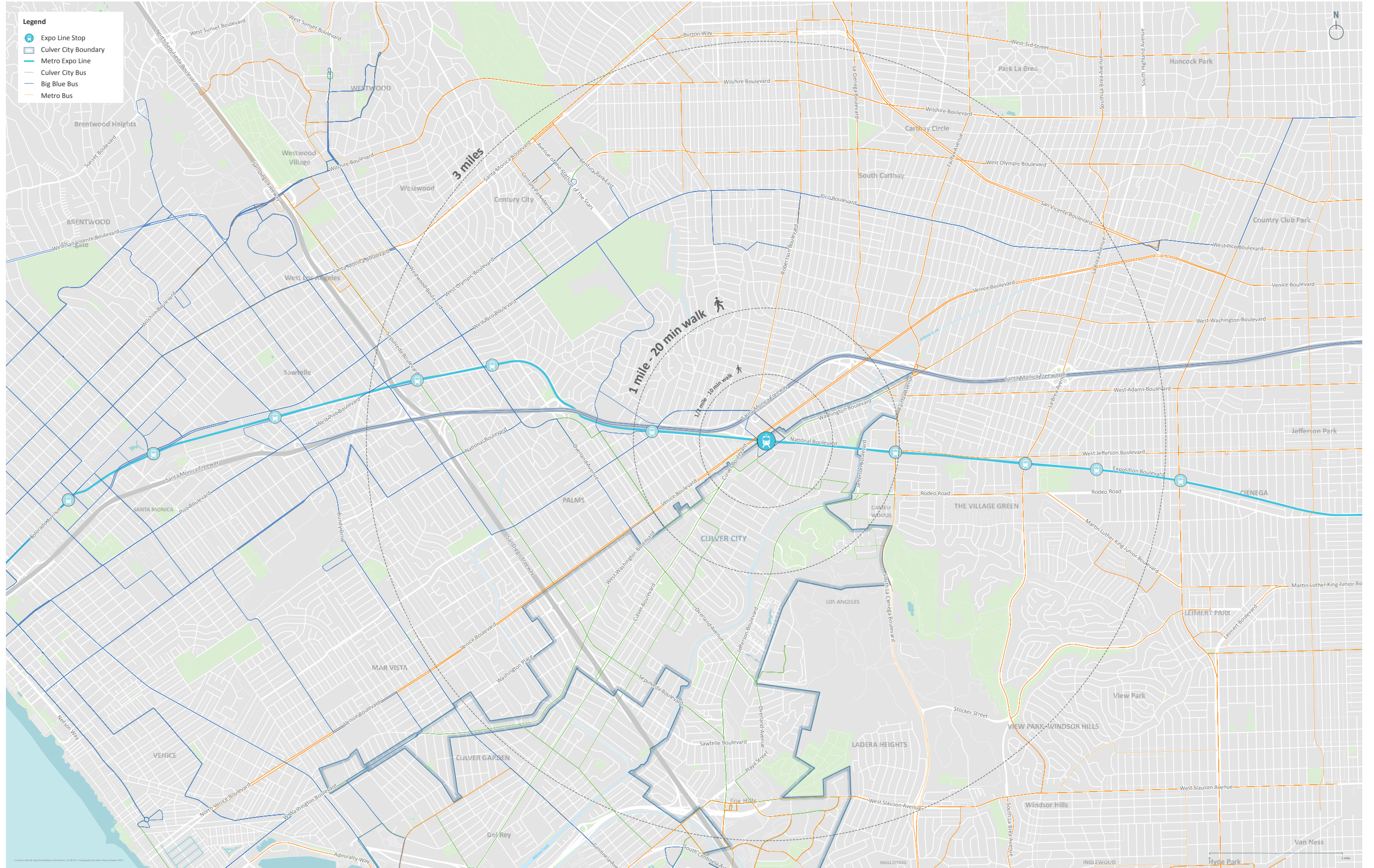


20 MINUTE BIKE RADIUS FROM CULVER CITY STATION - EXISTING TRANSIT

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.

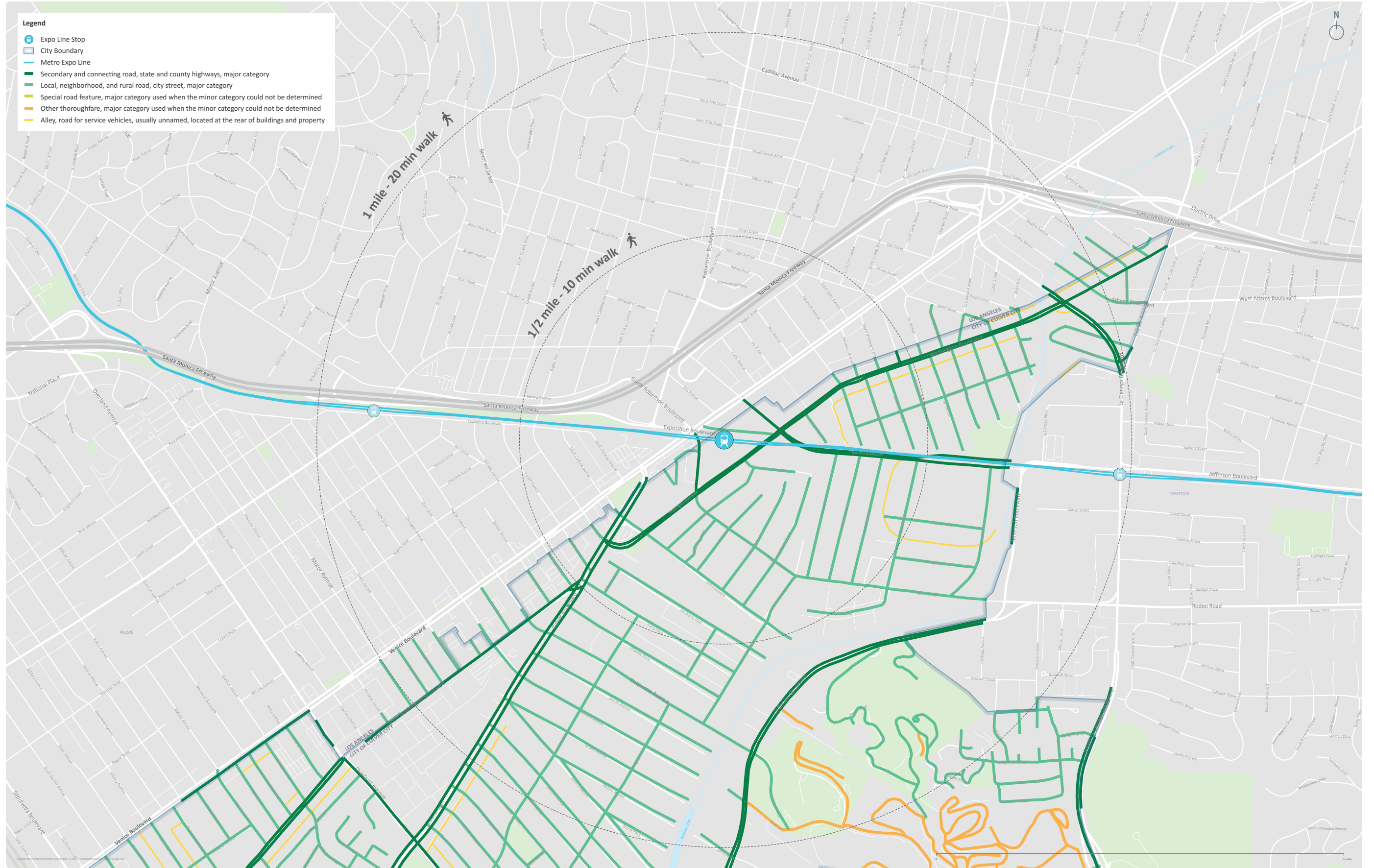


20 MINUTE WALK RADIUS FROM CULVER CITY STATION - ROAD CLASSIFICATION

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.

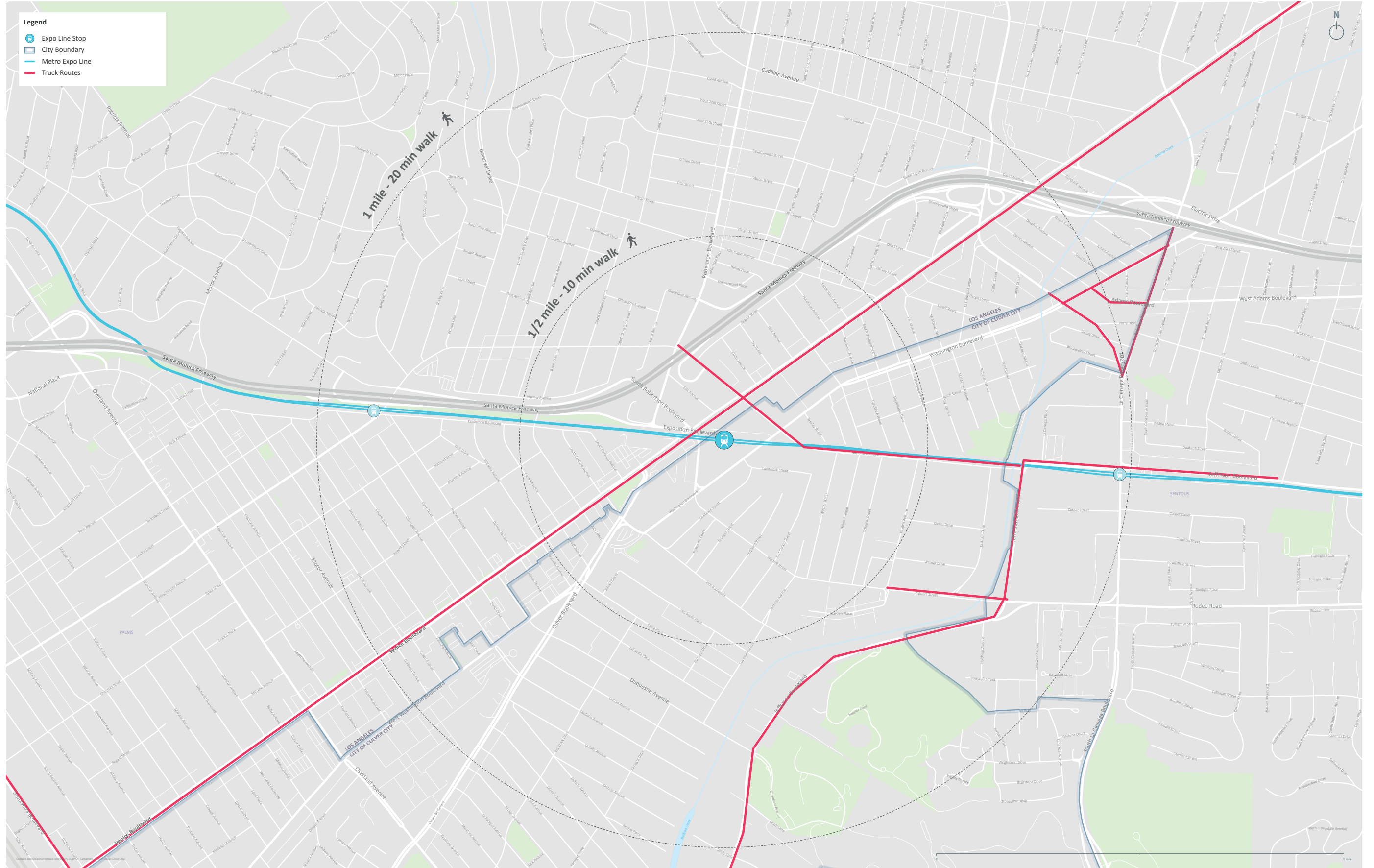


20 MINUTE WALK RADIUS FROM CULVER CITY STATION - EXISTING TRUCK ROUTES

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.

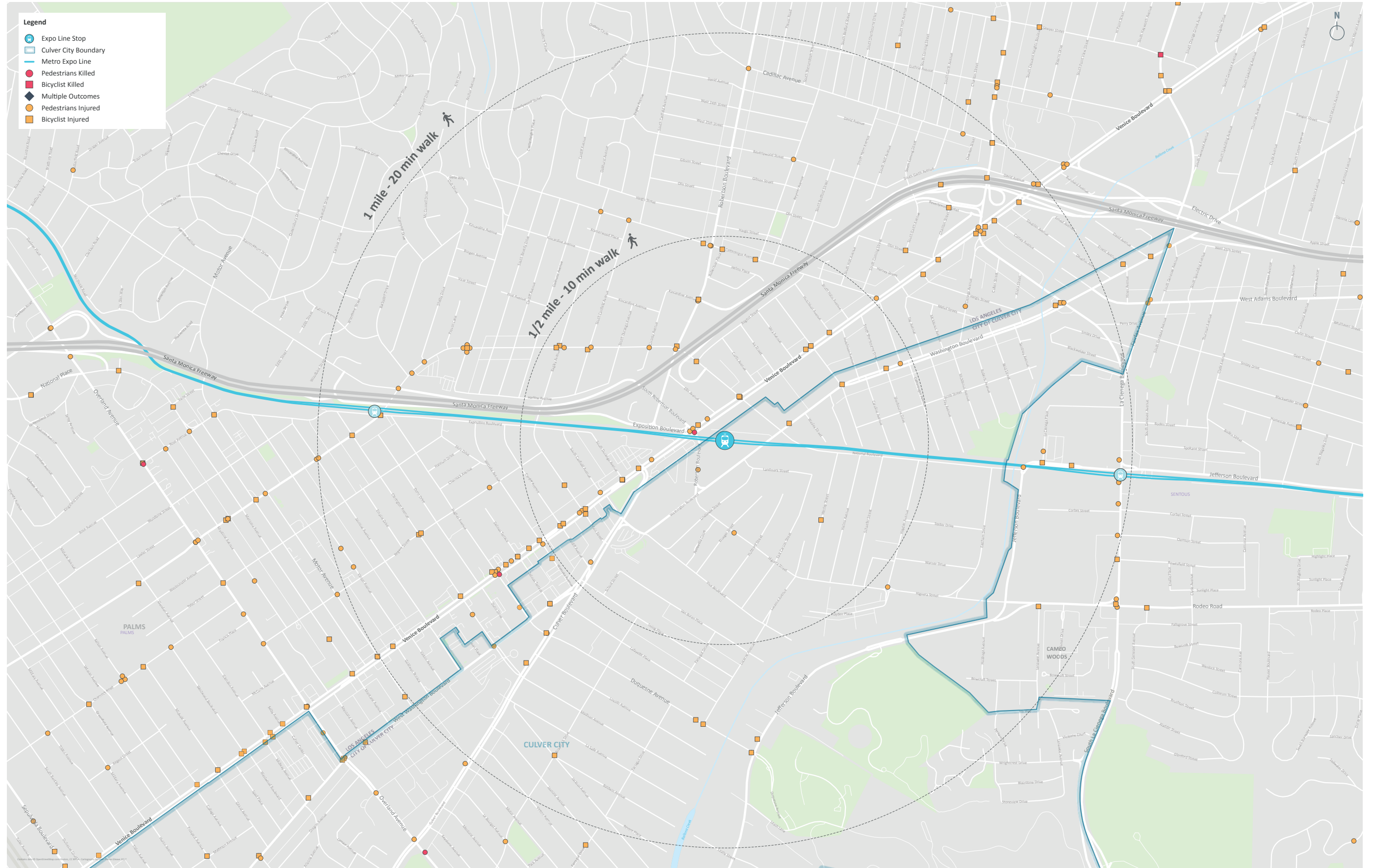


20 MINUTE WALK RADIUS FROM CULVER CITY STATION - BIKE AND PEDESTRIAN COLLISIONS

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.



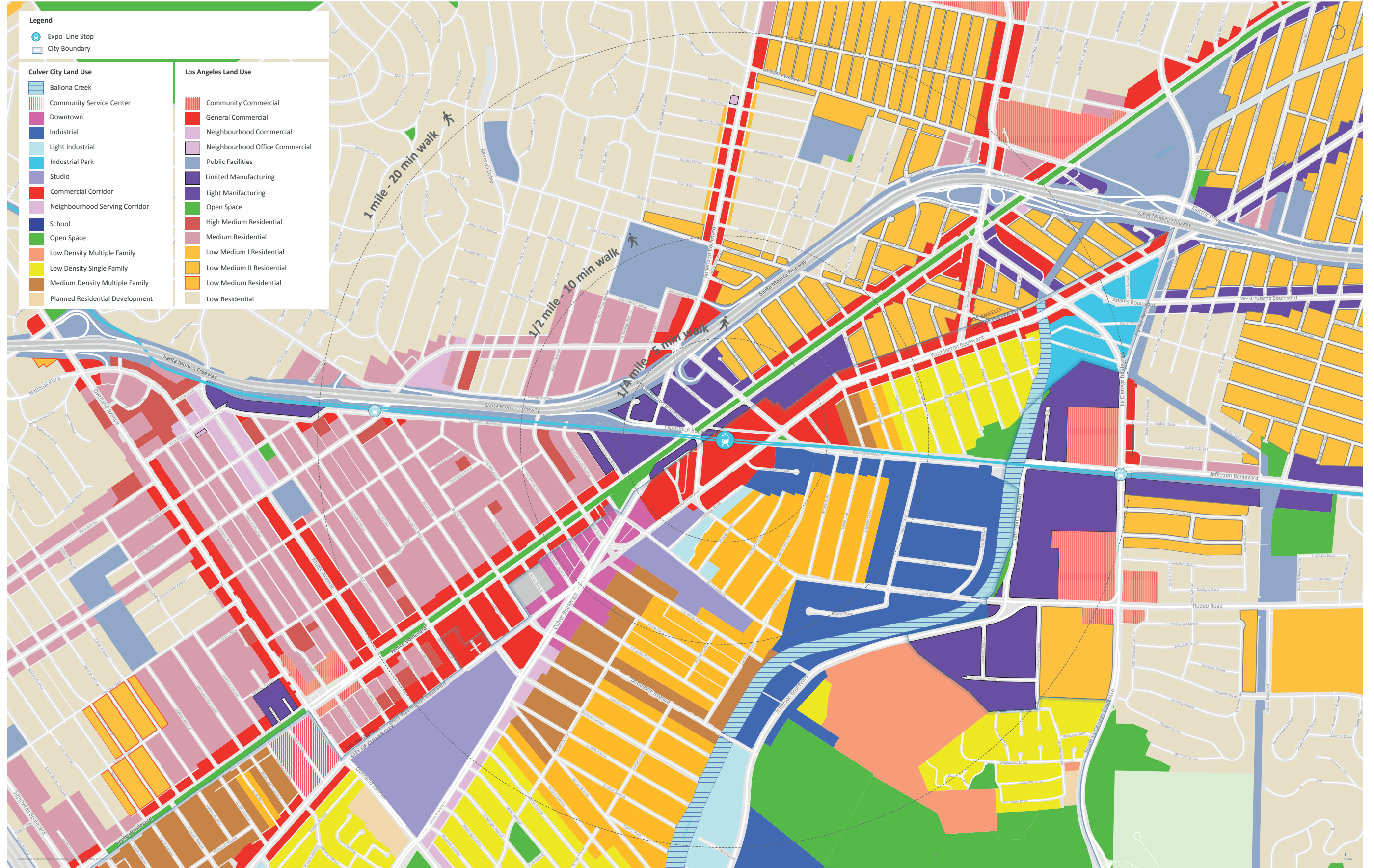
20 MINUTE WALK RADIUS FROM CULVER CITY STATION - EXISTING LANDUSE

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.

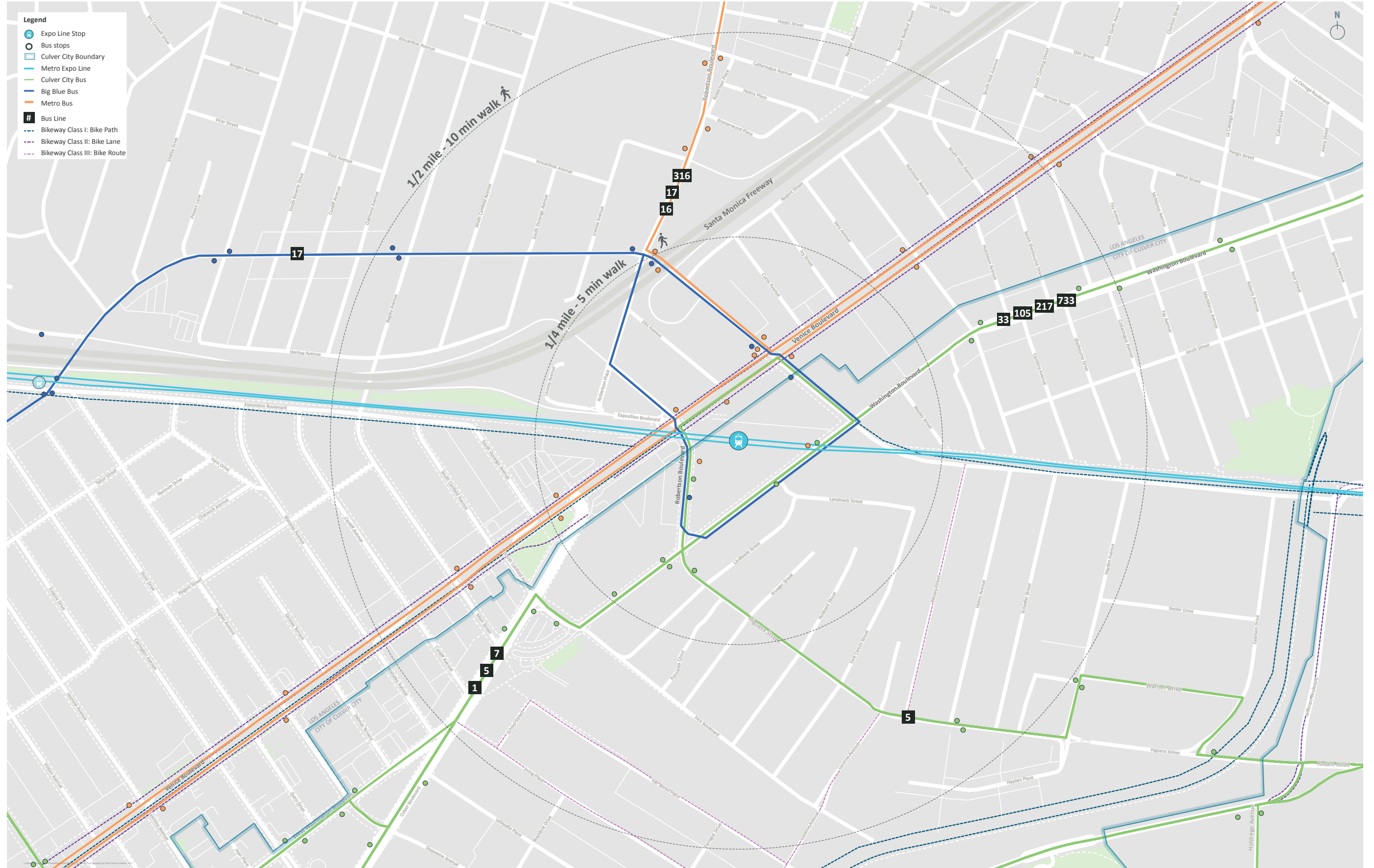
Sources:
Source: City of Culver City and City of Los Angeles



10 MINUTE WALK RADIUS FROM CULVER CITY STATION - EXISTING TRANSIT AND BIKE ROUTES

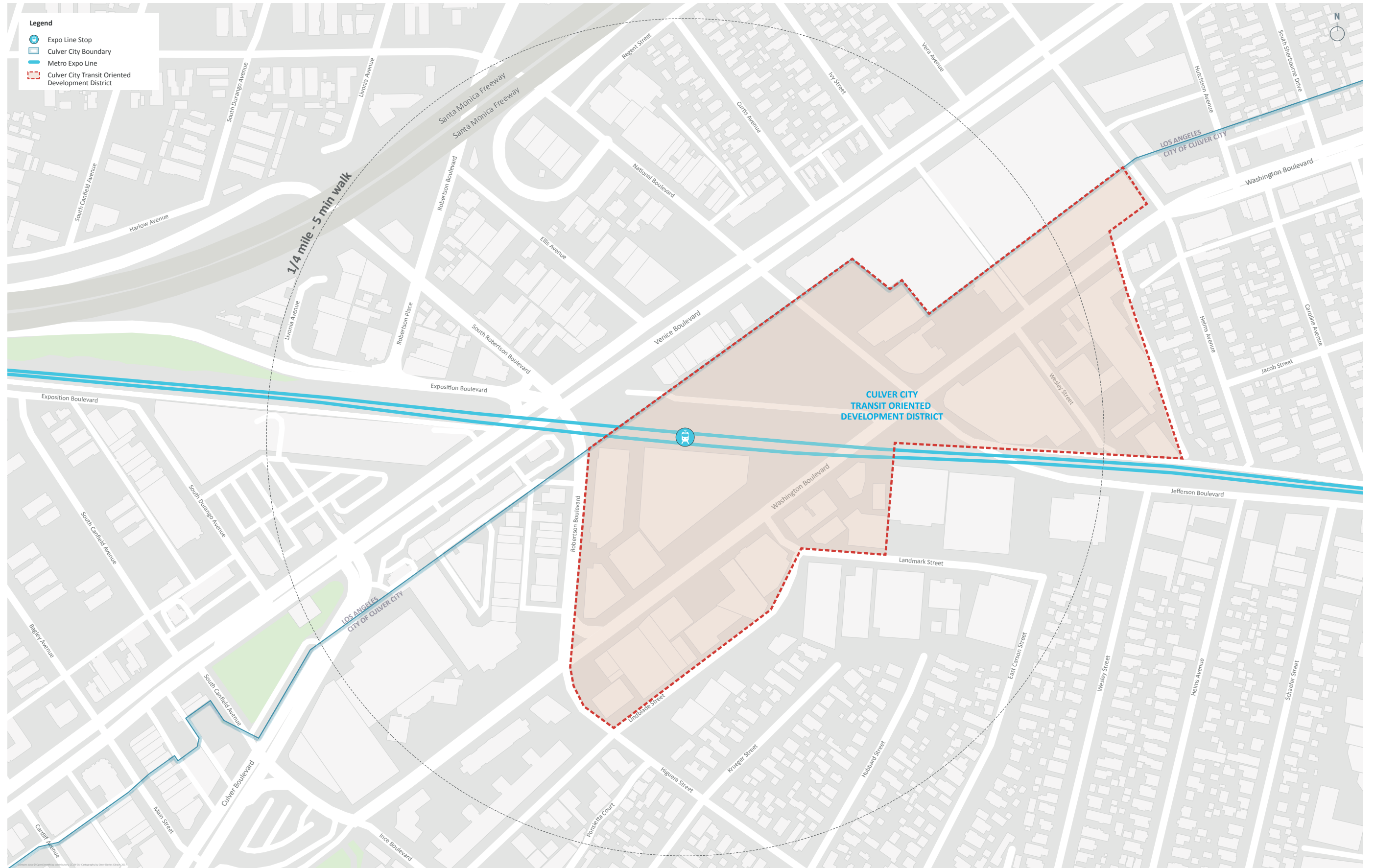
The diagram on the right shows the existing transit and bike routes within the study area, 1 mile - 20 minute walk from Culver City Expo Station.

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.

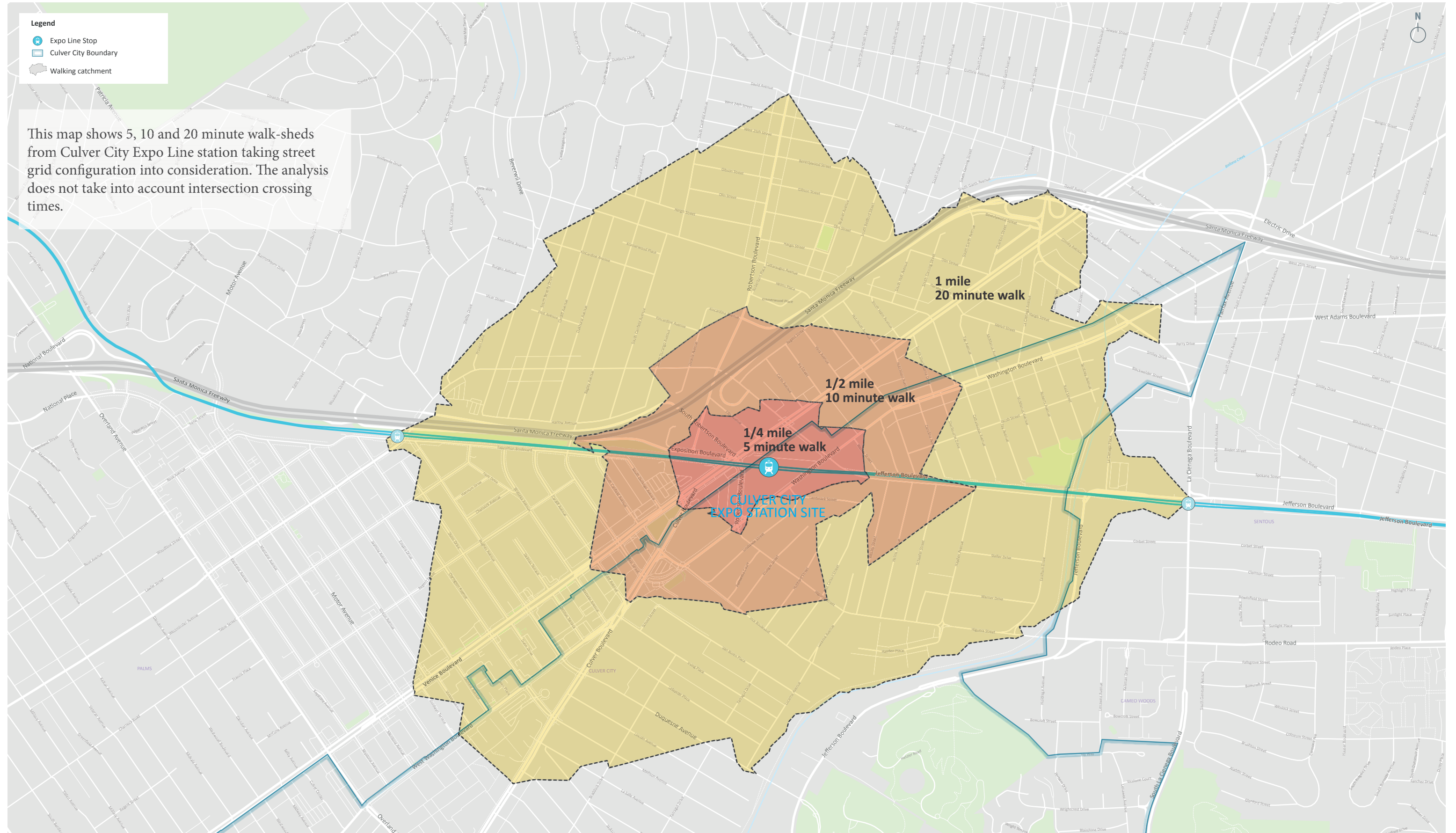


5 MINUTE WALK RADIUS FROM CULVER CITY STATION

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.



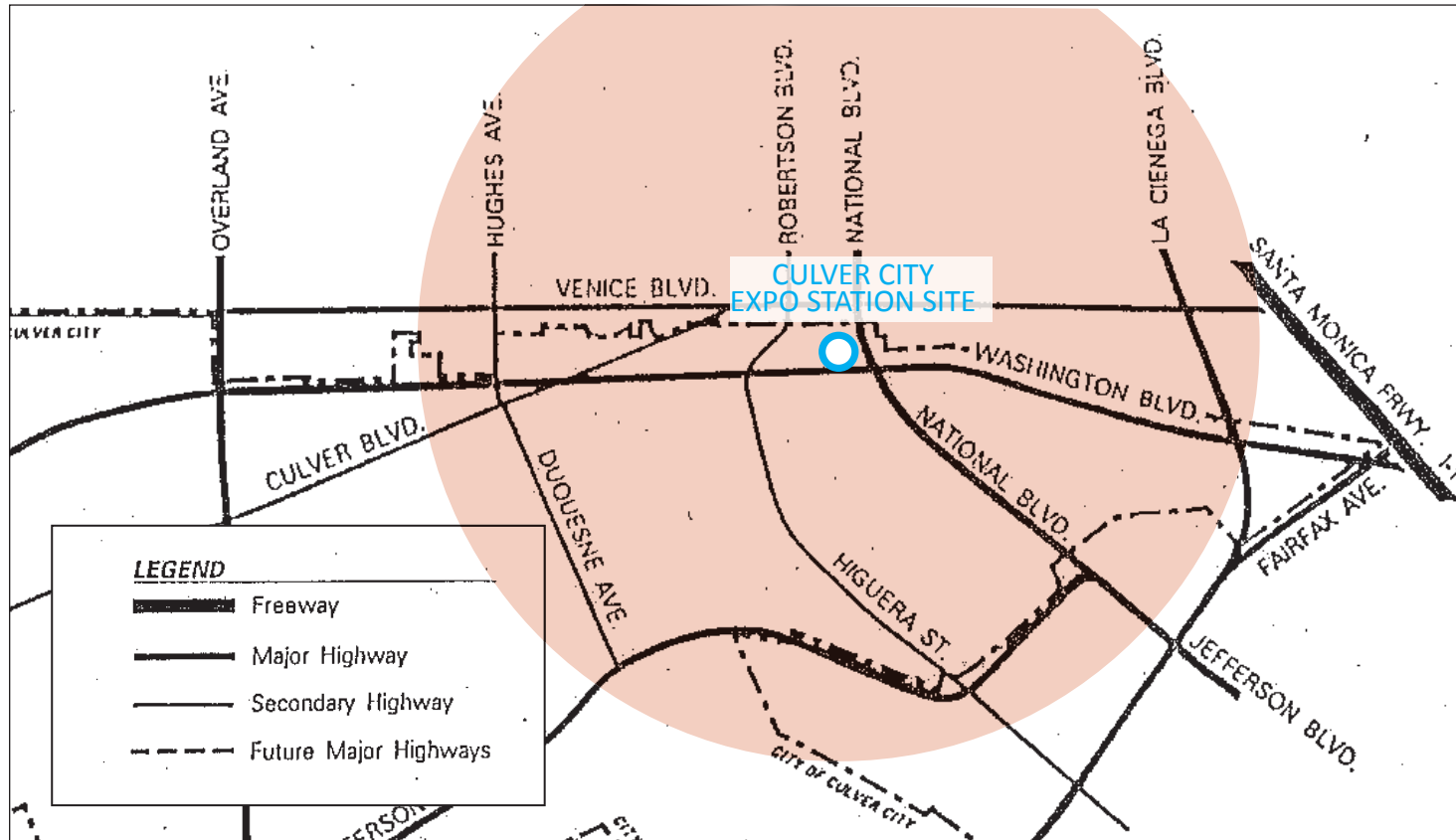
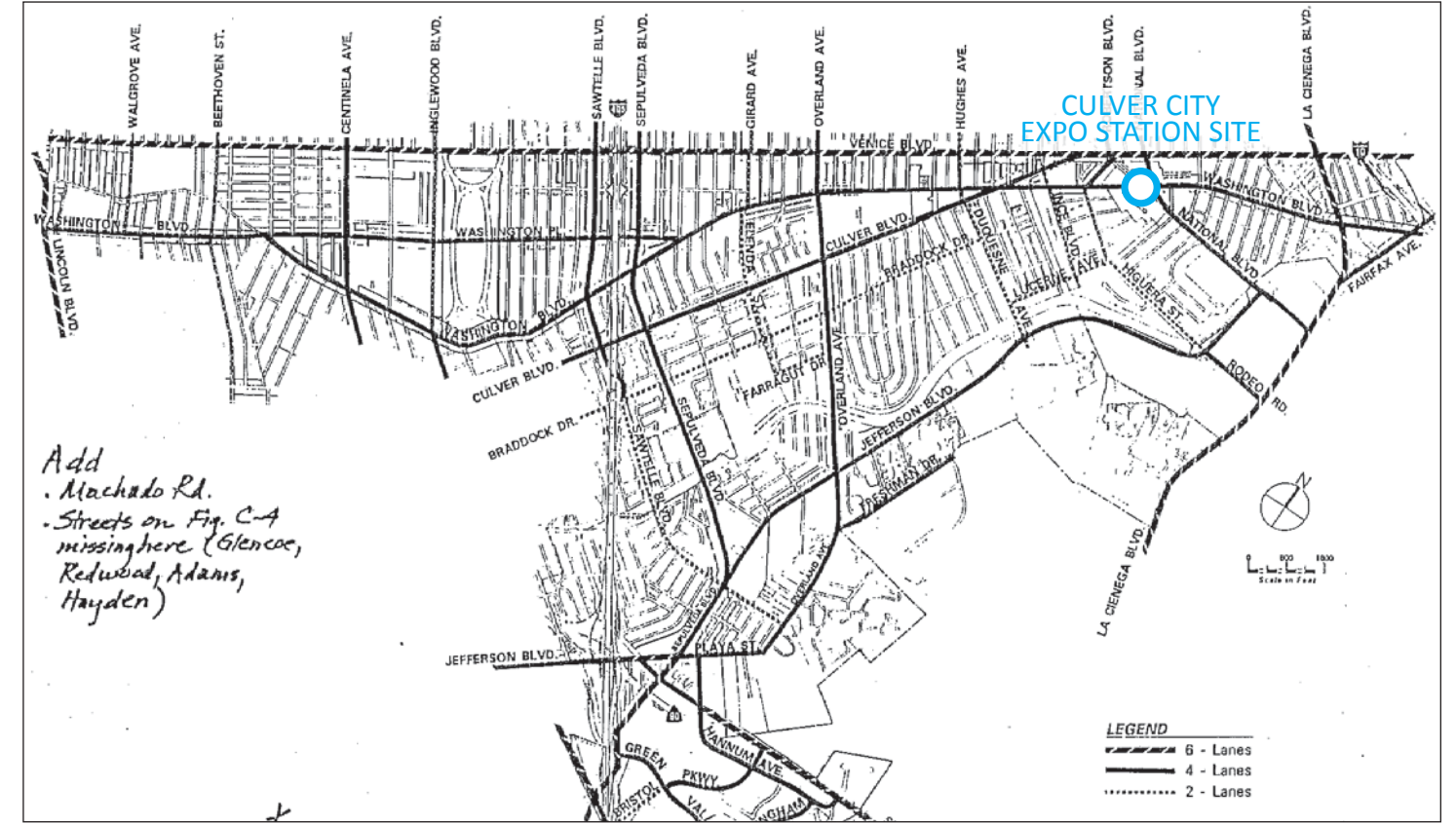
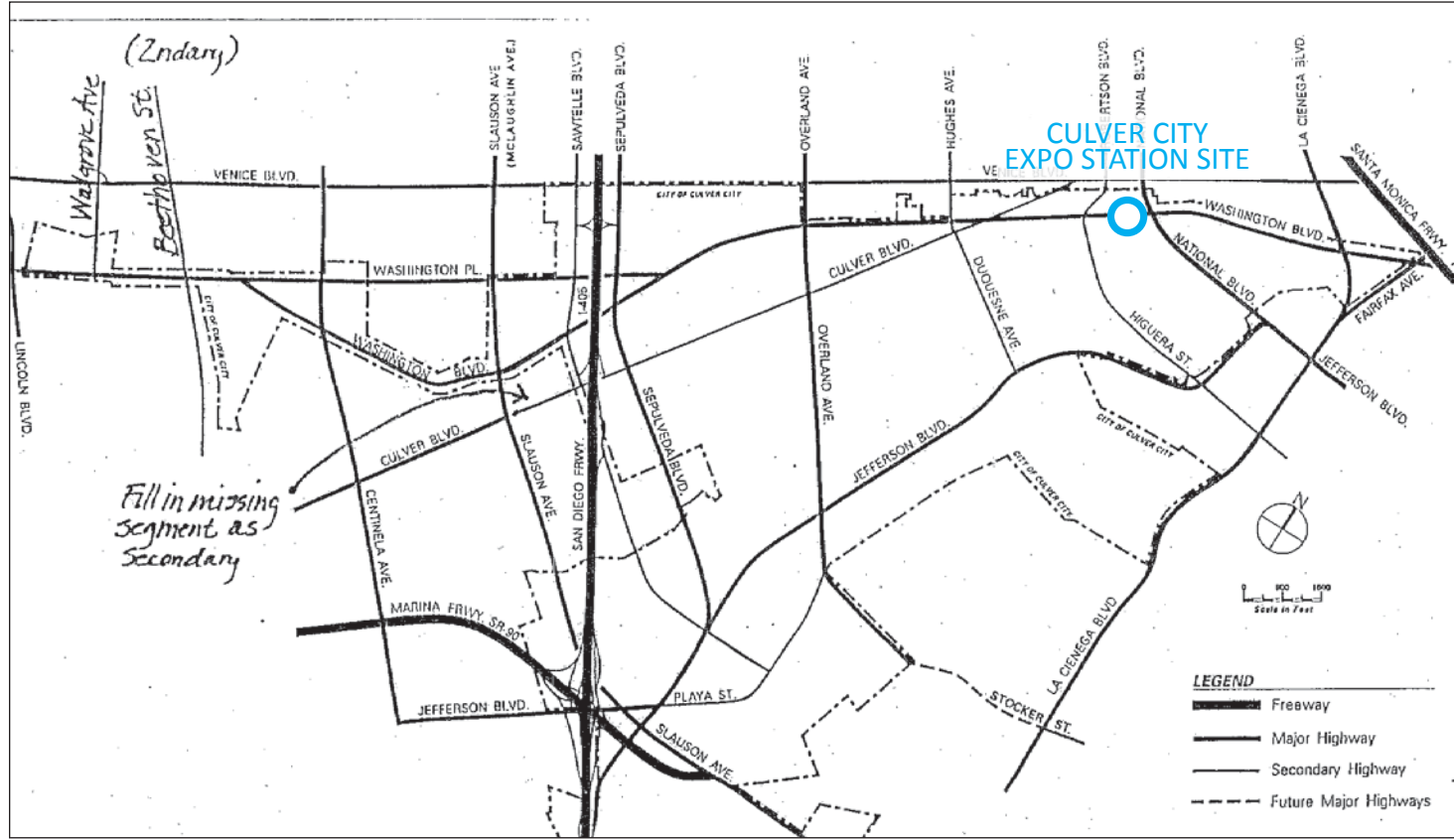
SITE NETWORK ANALYSIS - 5, 10 AND 20 MINUTE WALK-SHEDS FROM CULVER CITY EXPO STATION



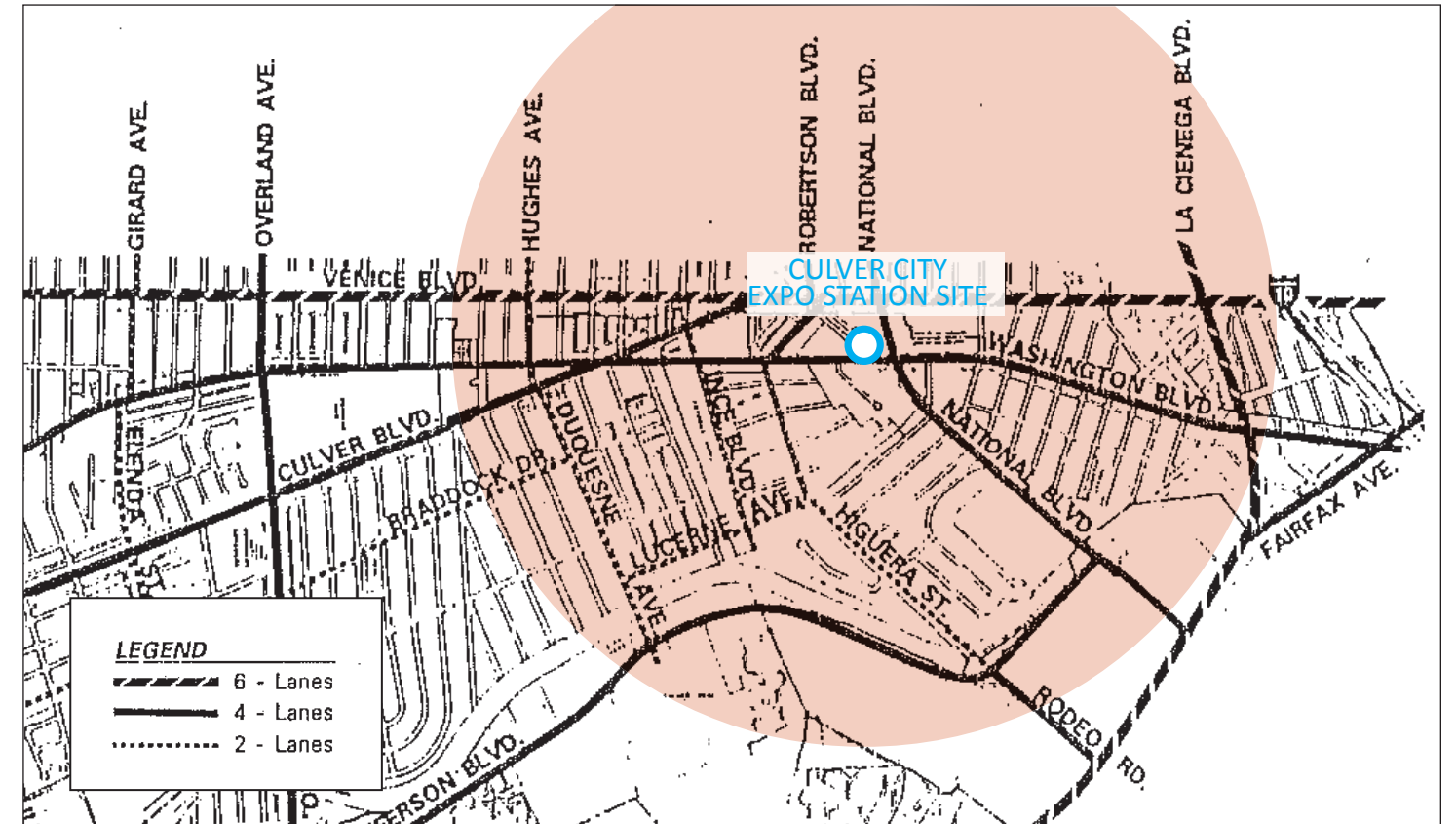
SITE NETWORK ANALYSIS - 5 AND 20 MINUTE BIKE-SHEDS FROM CULVER CITY EXPO STATION



CULVER CITY GENERAL PLAN 1996 / CIRCULATION ELEMENT



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/ mySidewalk

Commute Origin and Destination (Workers Over 16)

ACS 2006-2010 Census

American Association of State Highway and Transportation Officials, Census Transportation Planning Products. CTPP 5-year data, based on ACS 2006 - 2010 Census Data. Origin and Destination of Workers Over 16

This dataset provides information about the flow of Workers over the age of 16. "Origin" represents the amount of workers who started their commute from that geography (their home location). "Destination" represents the amount of workers who traveled into the given geography during the course of the day. "Same" represents the amount of workers who stayed in the same geography during the course of the day. "Daytime Population" represents the amount of workers who either stayed in the same geography or whose destination is in that geography.

This data is currently available for states, counties, places, and tracts.

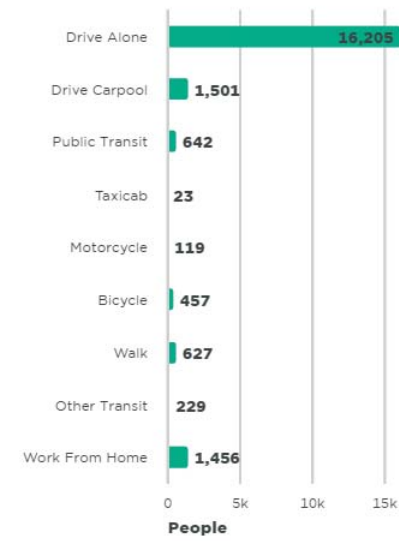
Commute Origin and Destination (Workers Over 16)

Census Tracts Visible Within Culver City

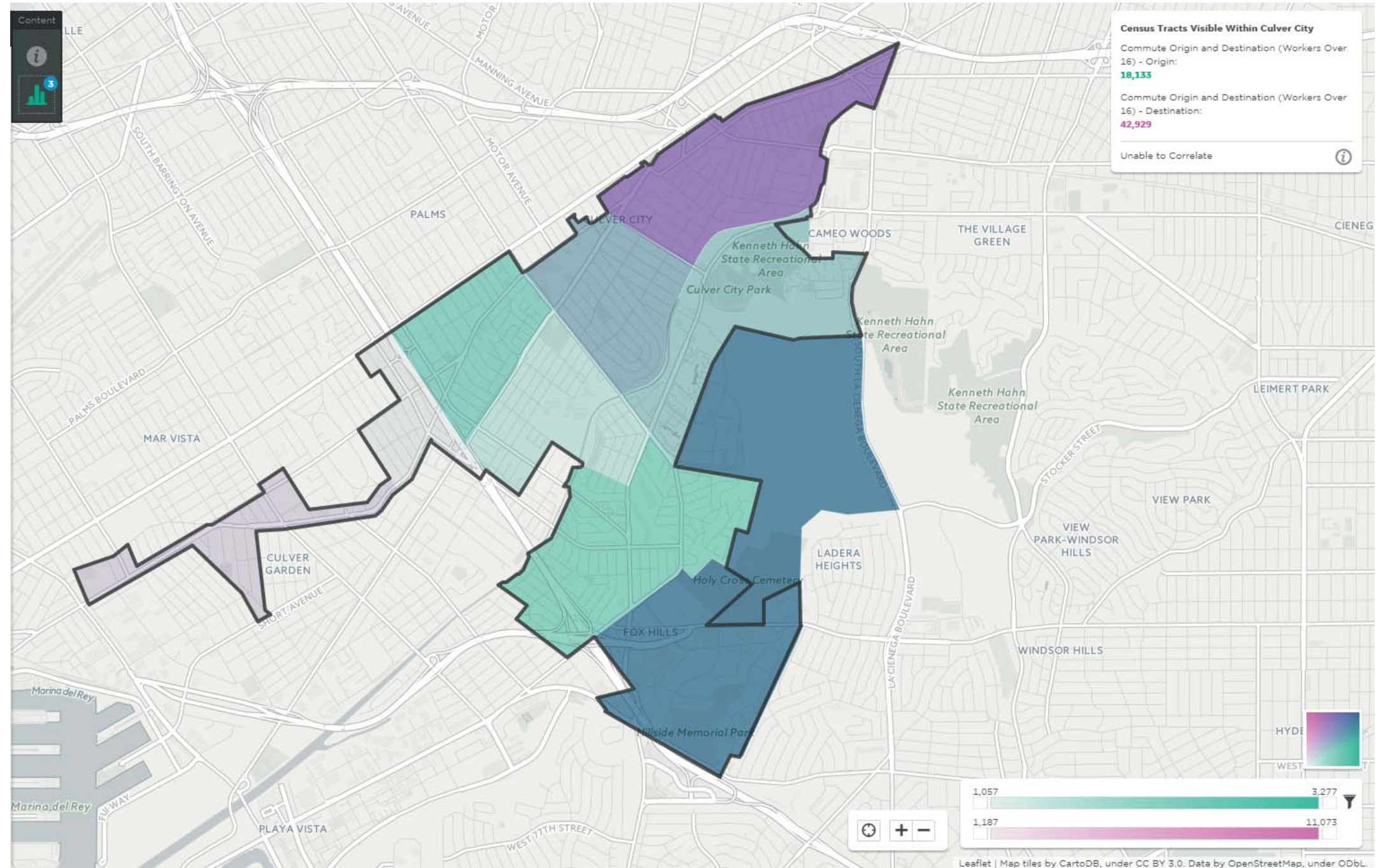


Commute Type

Census Tracts Visible Within Culver City



*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

COMMUTE MEAN TRAVEL TIME/ mySidewalk

Commute Mean Travel Time

US Census 2011-2015 ACS

U.S. Census Bureau, 2011-2015 American Community Survey (ACS) 5-Year Estimates. ACS 5-year estimates become available in December of the year following the calendar year of the data. ACS (2011-2015) 5-year estimates were released December 8, 2016.

Table: B08013 - Aggregate Travel Time To Work (in Minutes) Of Workers By Sex.

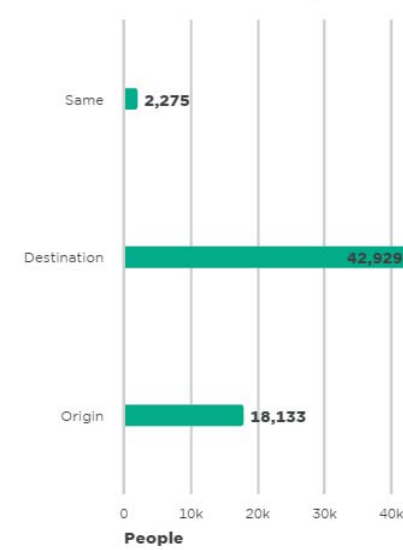
Universe: Workers 16 years and over who did not work at home.

The values in this dataset represent the commute mean travel time within a particular geography (state, county, census tract, etc.). mySidewalk derived this variable by taking the Aggregate Travel Time to Work (provided in table B08013) and dividing it by the Total Number of Workers 16 and Older Who Did Not Work At Home.

This data is currently available for states, U.S. congressional districts, metropolitan and micropolitan statistical areas, counties, state senate and house districts, school districts, county subdivisions, places, ZIPs, and census tracts.

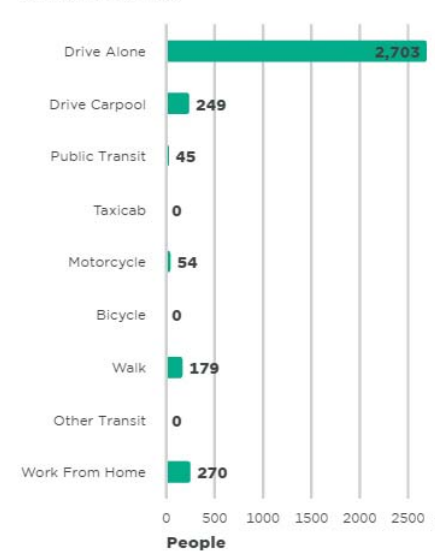
Commute Origin and Destination (Workers Over 16)

Census Tracts Visible Within Culver City

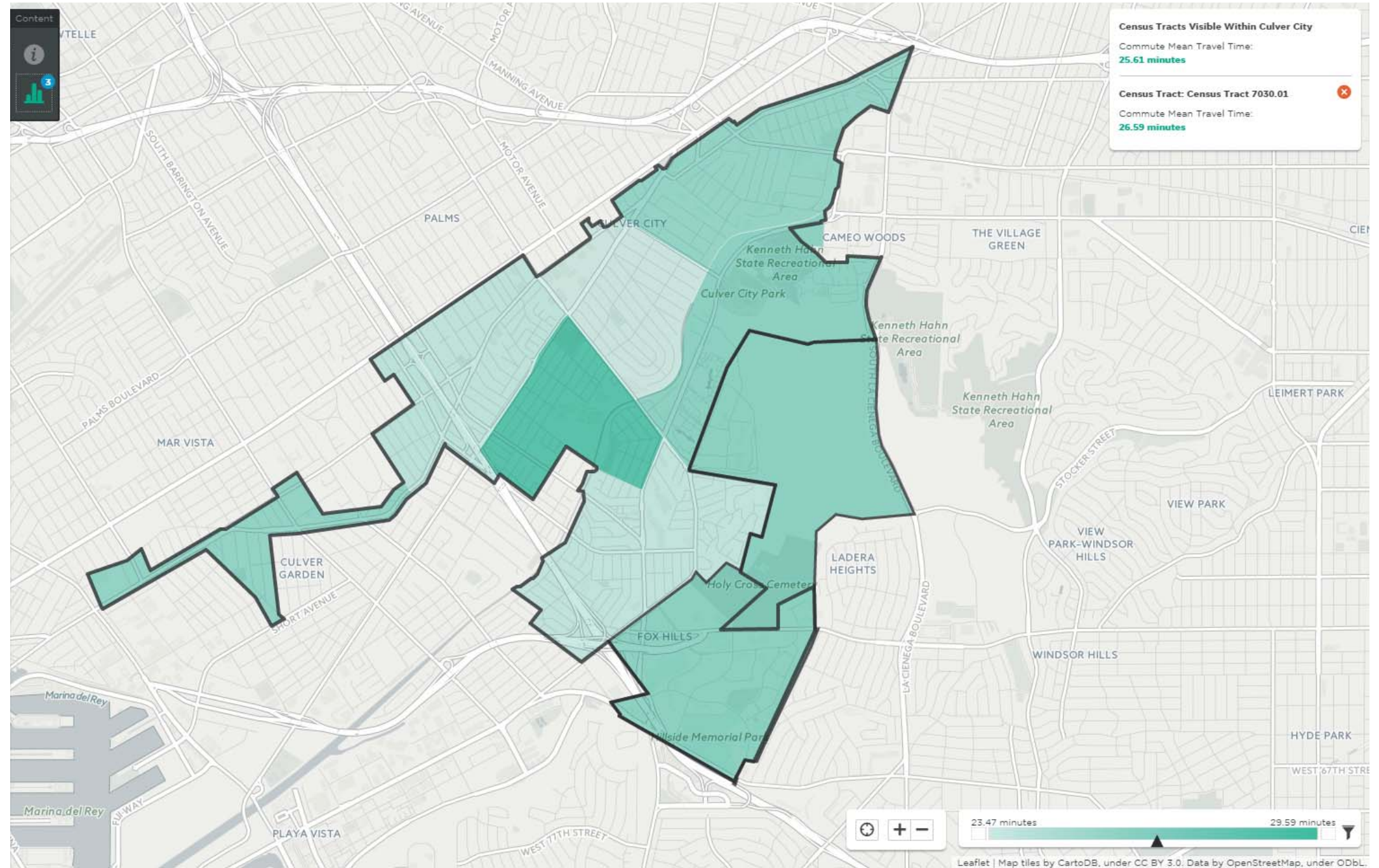


Commute Type

Census Tract 7030.01



*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

LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

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:

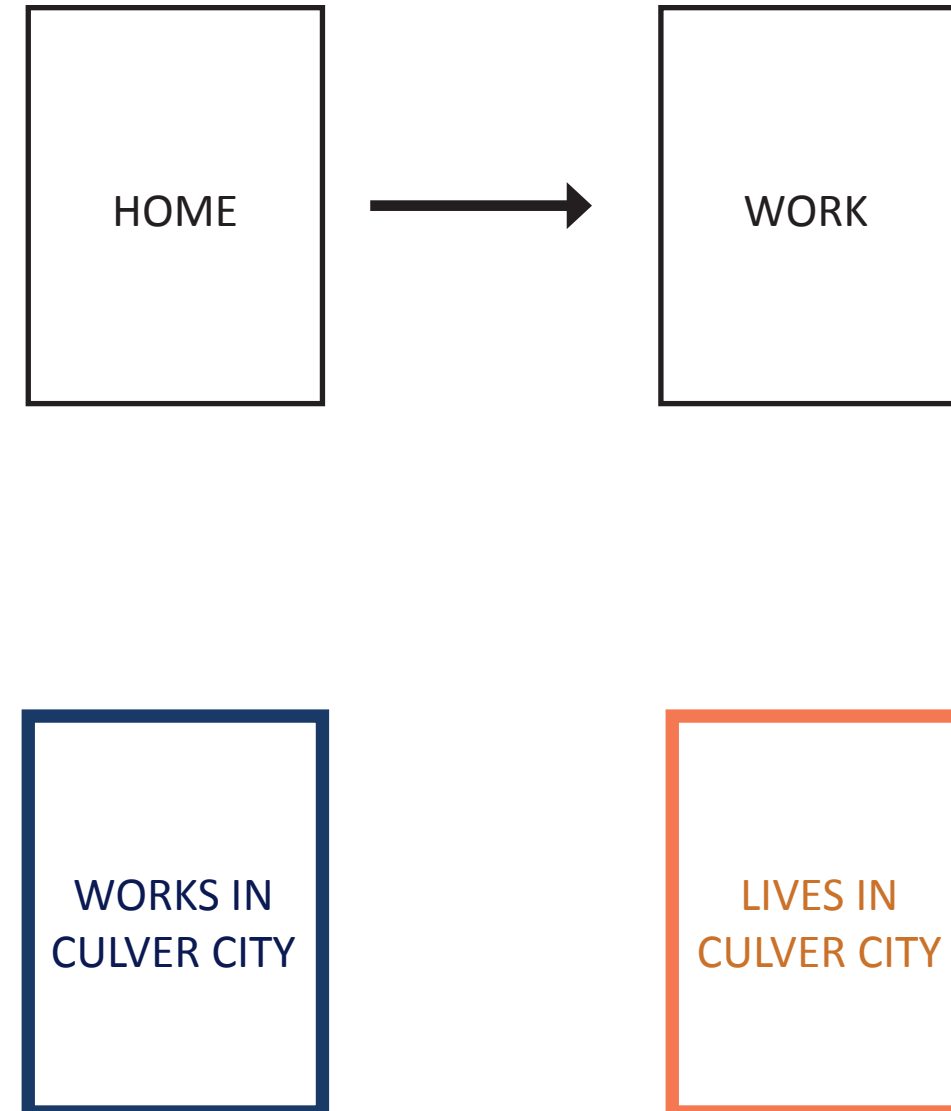
Data representing Home-to-work O-D (origin destination) flows;

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/>



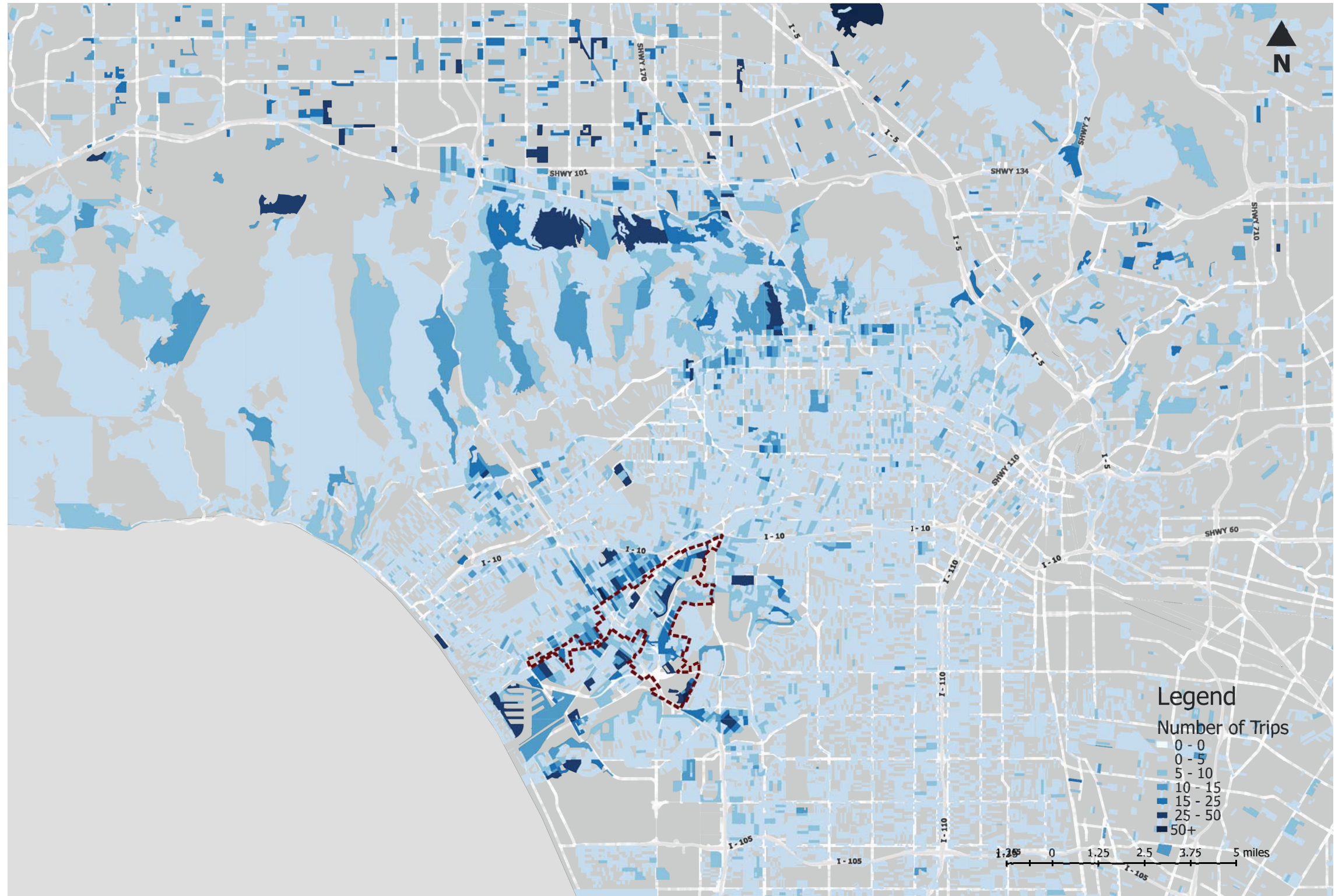
LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

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 show 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.

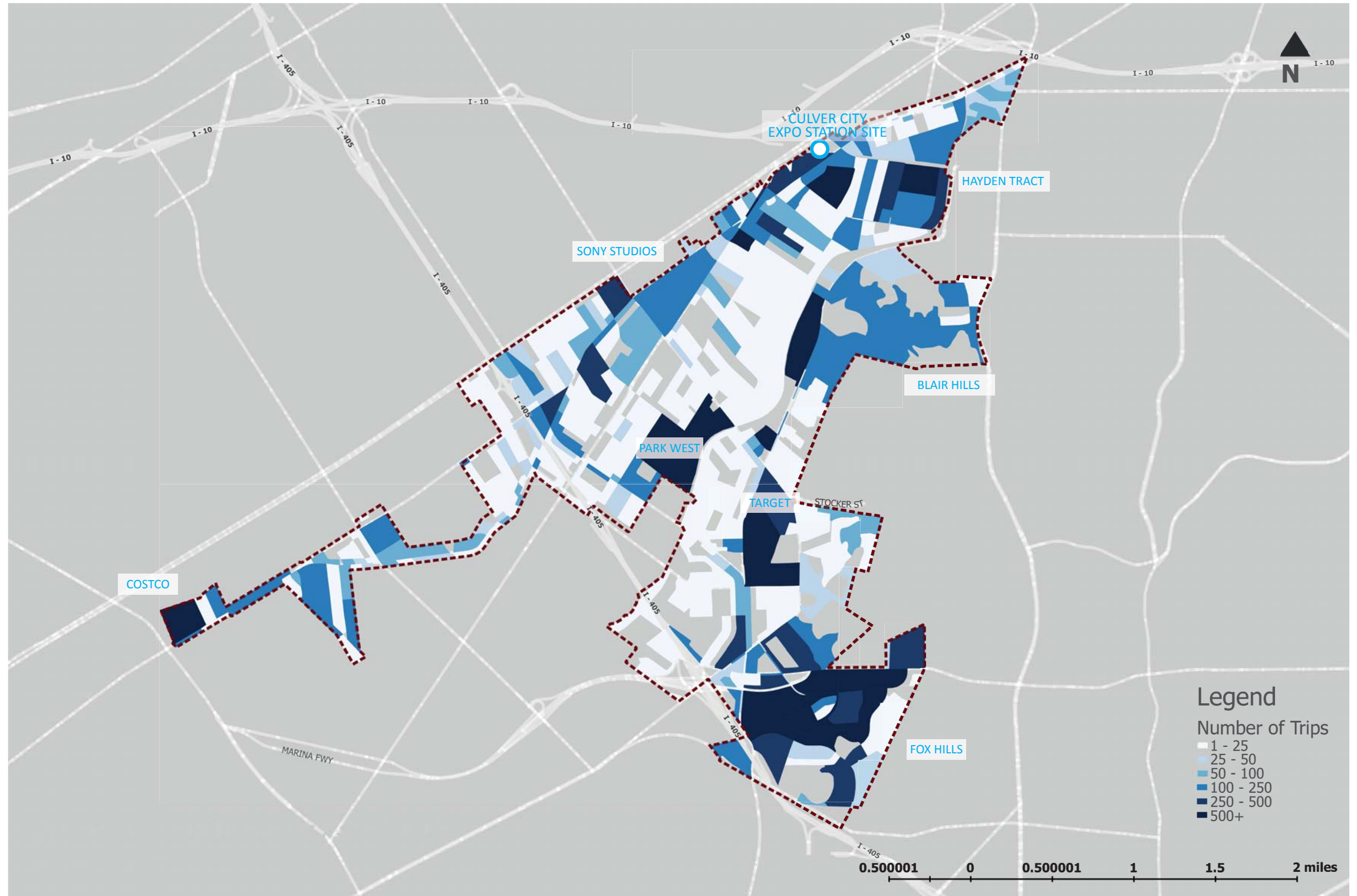
Source: <https://lehd.ces.census.gov/data/>



Origin of commuter trips that end in Culver City

LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / CULVER CITY

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.



Destination of commuter trips (daily trips) within Culver City

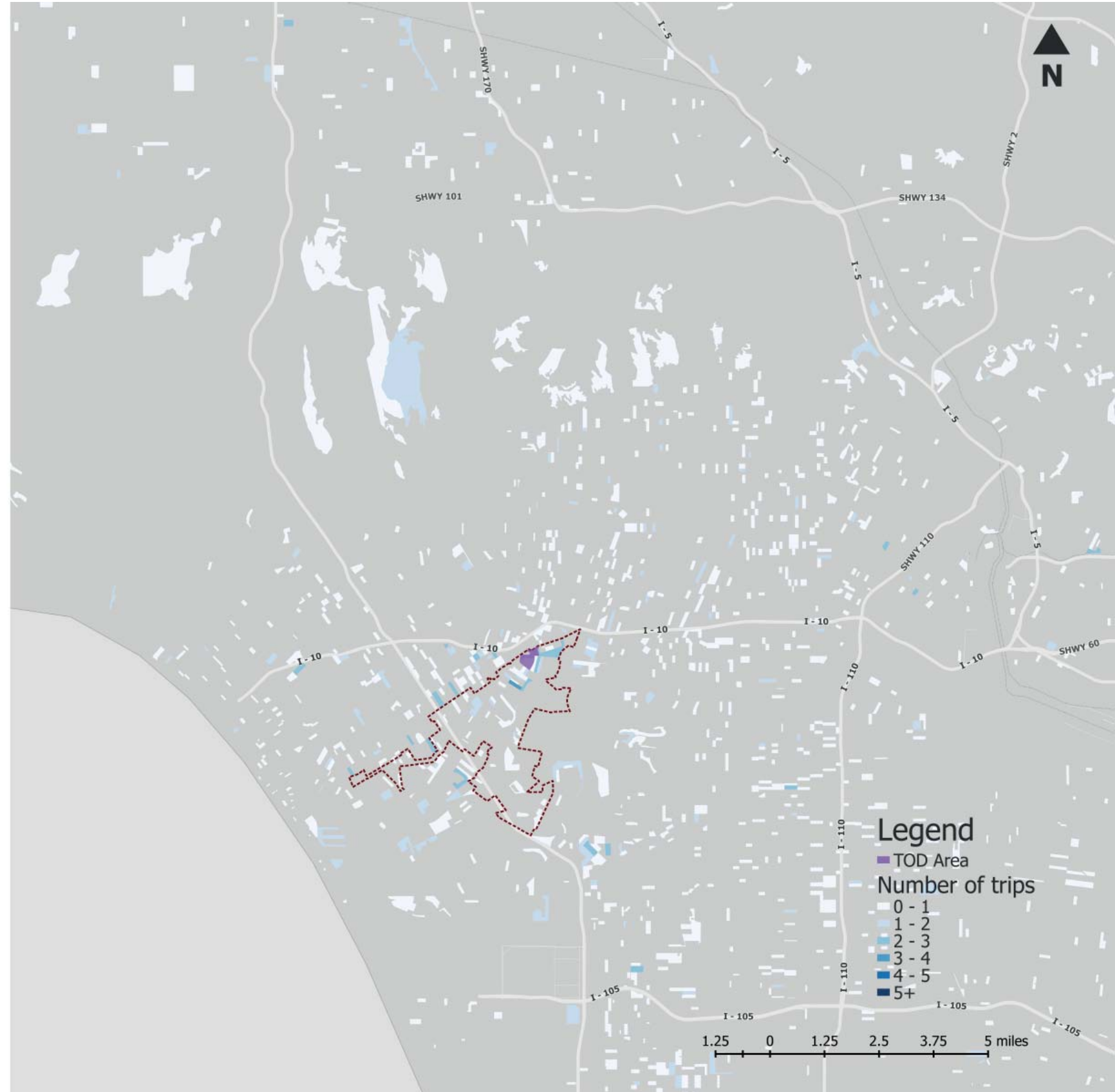
LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

Culver City Transit Oriented District (purple) brought 2,319 commute trips in to 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 are 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.

AREA	jobs	% of total (72,779)
Fox Hills	38,624	53%
Downtown Culver	4,548	6%
TOD Area	2,319	3%
Hayden Tract	2,099	3%
Blair Hills	1,949	3%
Sony Area	1,792	2%



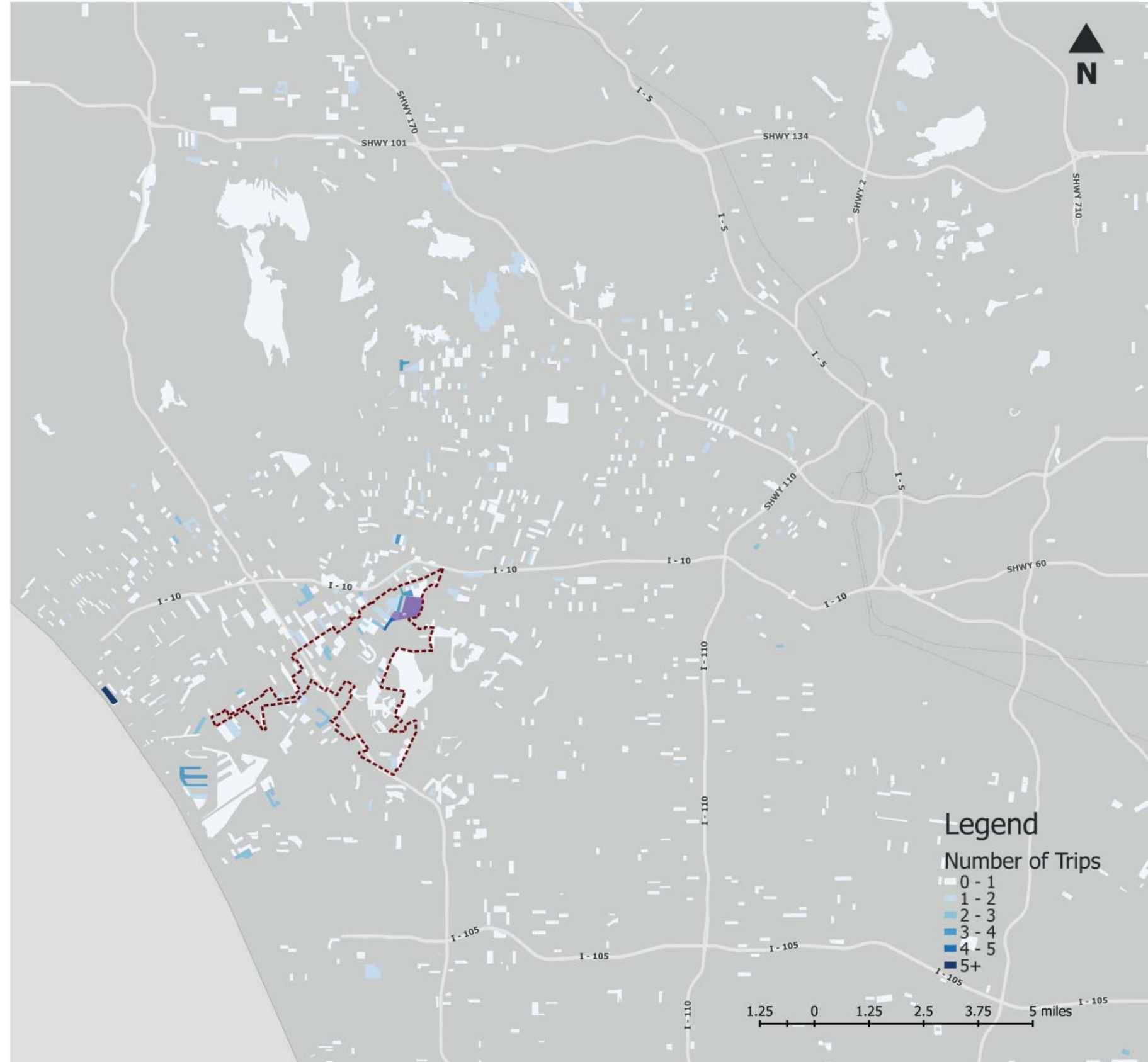
Commute Trips to Transit-Oriented District

LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

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.

AREA	jobs	% of total (72,779)
Fox Hills	38,624	53%
Downtown Culver	4,548	6%
TOD Area	2,319	3%
Hayden Tract	2,099	3%
Blair Hills	1,949	3%
Sony Area	1,792	2%

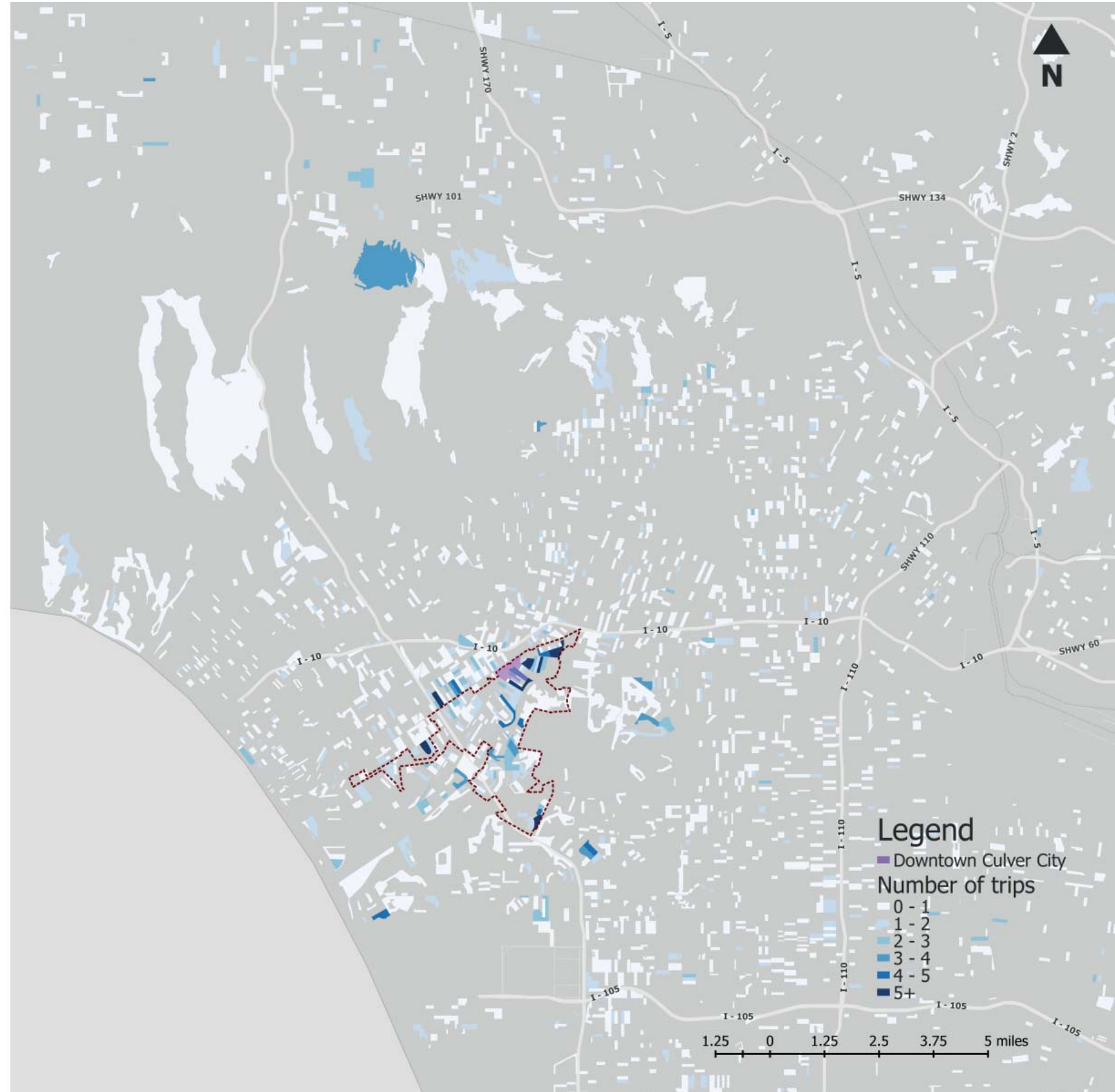


LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

Downtown Culver City (purple) brought 4,548 commute trips in to 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.

AREA	jobs	% of total (72,779)
Fox Hills	38,624	53%
Downtown Culver	4,548	6%
TOD Area	2,319	3%
Hayden Tract	2,099	3%
Blair Hills	1,949	3%
Sony Area	1,792	2%

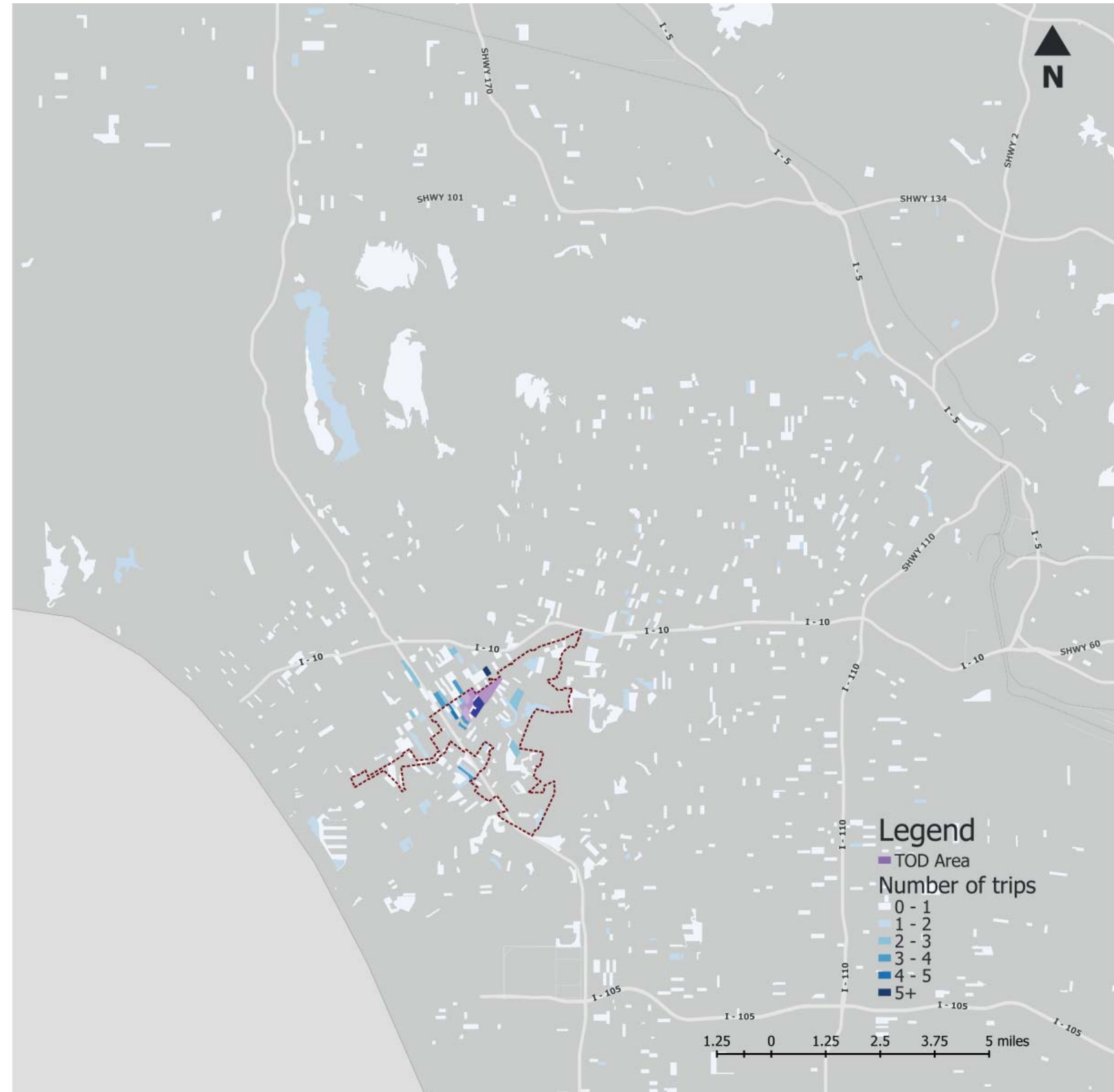


LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

Sony sub-area (purple) brought 1,792 commute trips in to 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.

AREA	jobs	% of total (72,779)
Fox Hills	38,624	53%
Downtown Culver	4,548	6%
TOD Area	2,319	3%
Hayden Tract	2,099	3%
Blair Hills	1,949	3%
Sony Area	1,792	2%

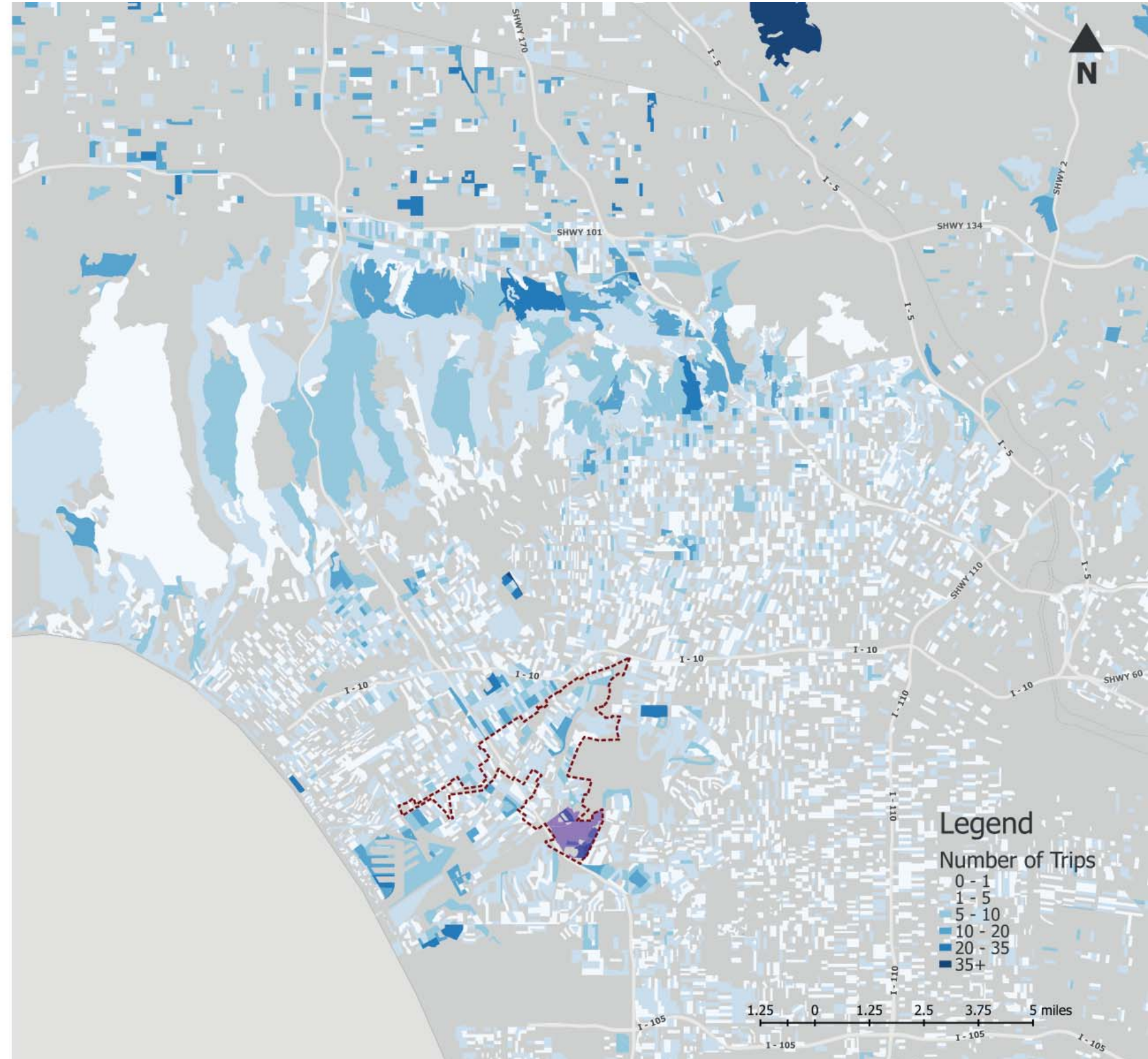


LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

Fox Hills (purple) brought 38,624 daily commute trips into Culver City in 2014. The trips for Fox Hills come from a broad 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.

AREA	jobs	% of total (72,779)
Fox Hills	38,624	53%
Downtown Culver	4,548	6%
TOD Area	2,319	3%
Hayden Tract	2,099	3%
Blair Hills	1,949	3%
Sony Area	1,792	2%

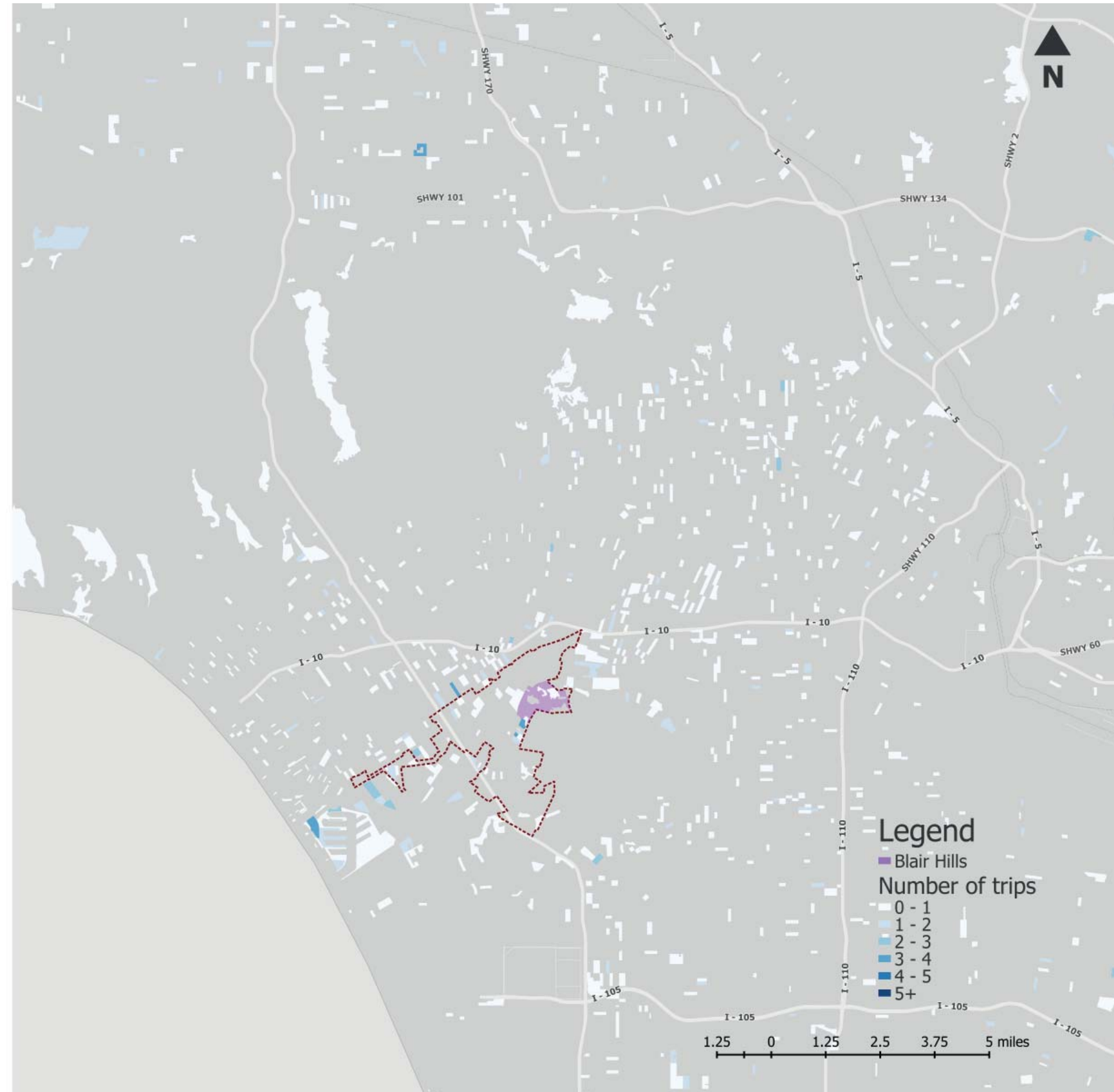


LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

Blair Hills (purple) brought 1,949 commute trips in to 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.

AREA	jobs	% of total (72,779)
Fox Hills	38,624	53%
Downtown Culver	4,548	6%
TOD Area	2,319	3%
Hayden Tract	2,099	3%
Blair Hills	1,949	3%
Sony Area	1,792	2%



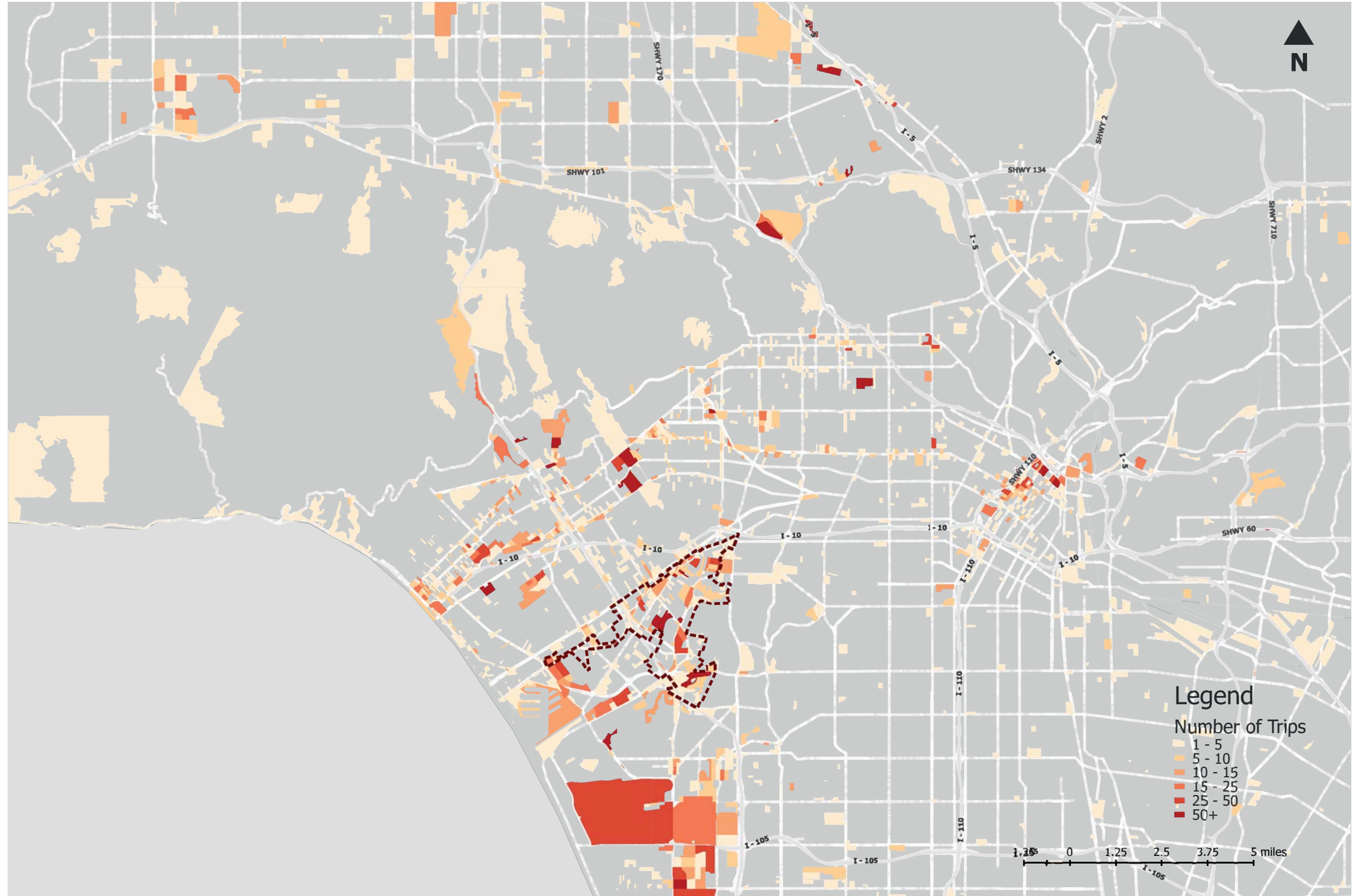
LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / LOS ANGELES METROPOLITAN AREA

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/>

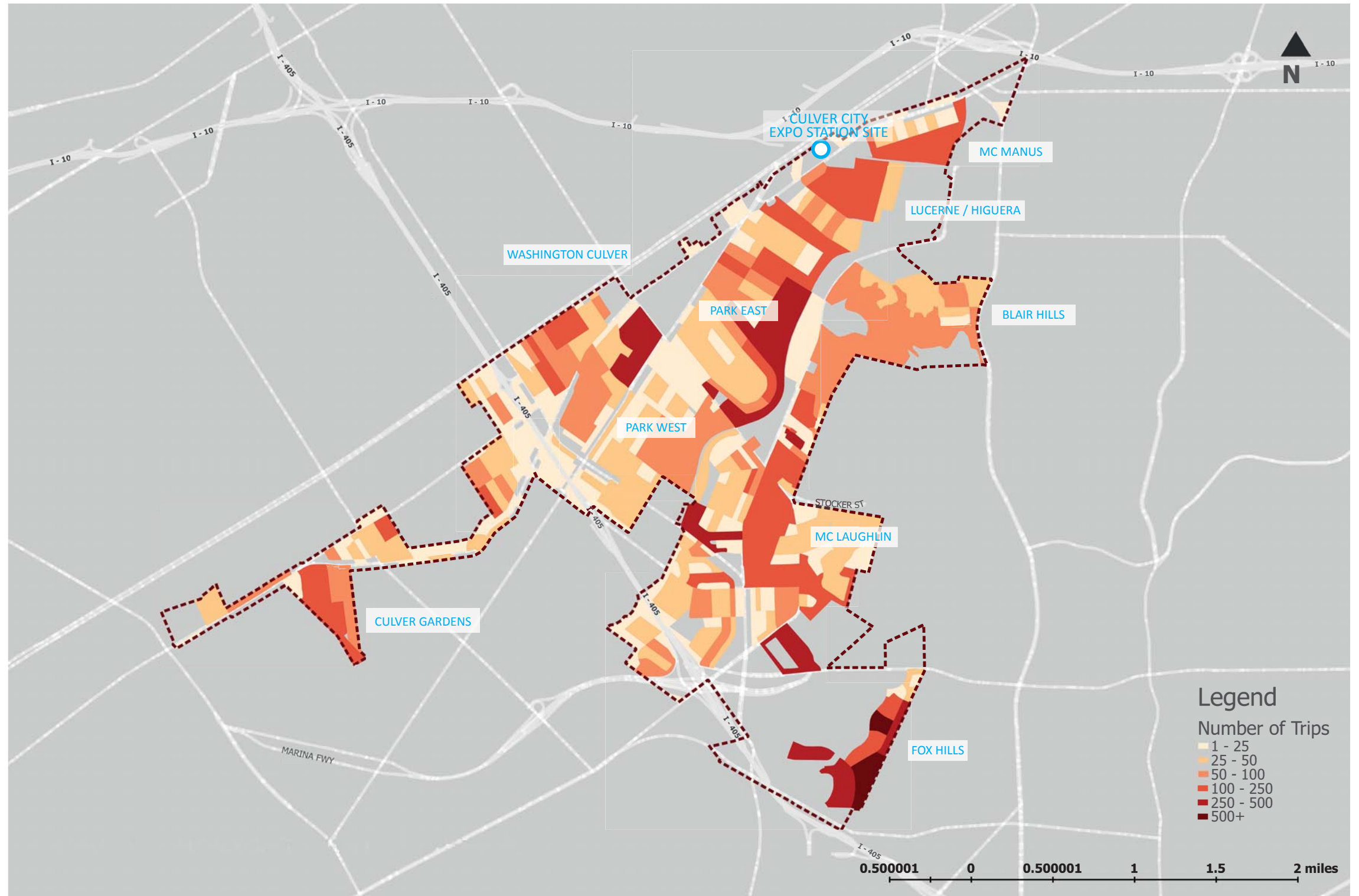


Destination of commuter trips that originate in Culver City

LEHD ORIGIN-DESTINATION EMPLOYMENT STATISTICS / CULVER CITY

This map shows the where commute trips originate from within the City.

Source: <https://lehd.ces.census.gov/data/>



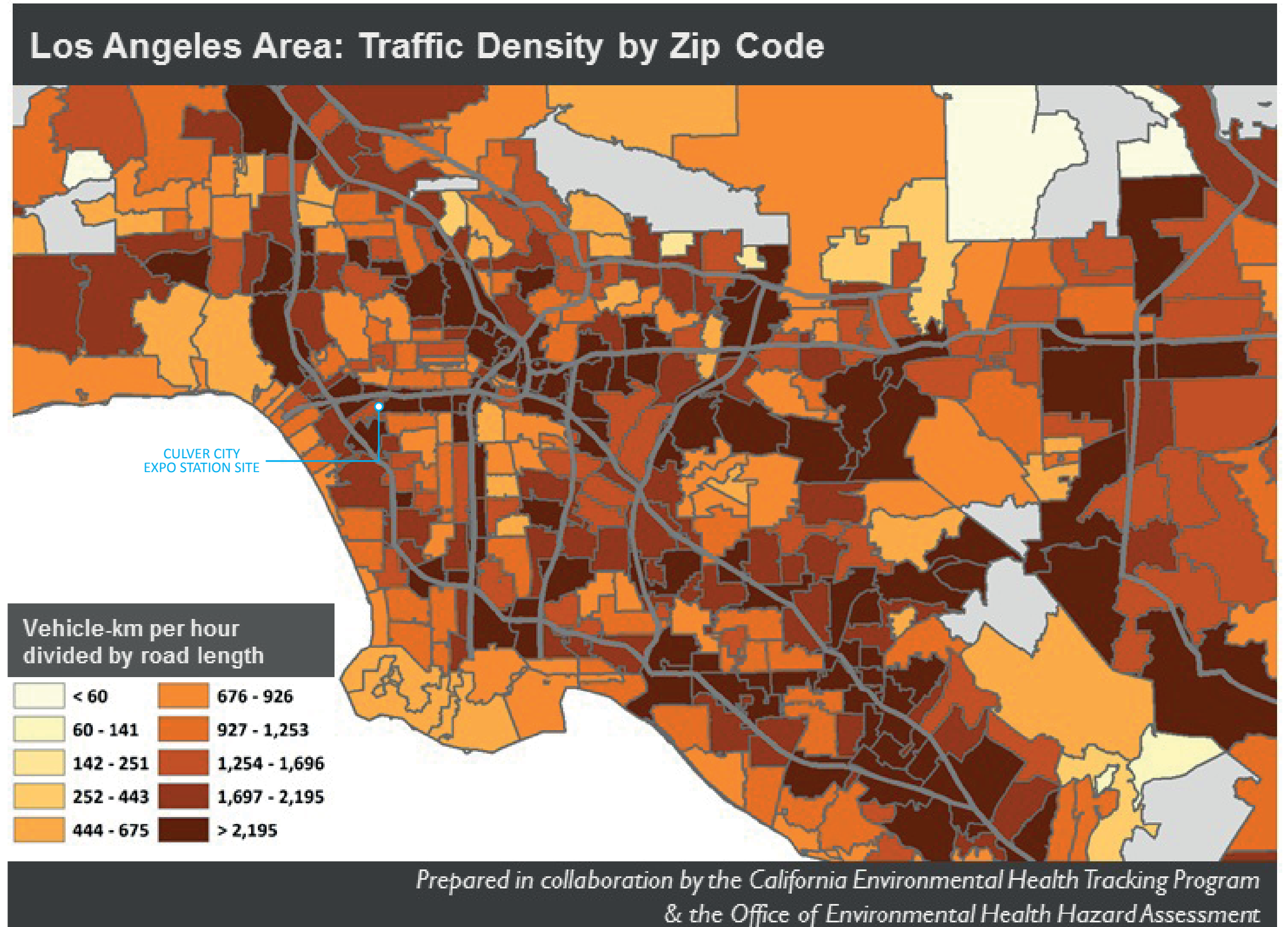
Origin of commuter trips within Culver City

TRAFFIC DENSITY BY ZIP CODE FOR LOS ANGELES AREA / CULVER CITY

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



Los Angeles area: traffic density by zip code

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

METRO RAIL SYSTEM / MEASURE R AND M PROJECTS

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:

- http://theplan.metro.net/wp-content/uploads/2016/09/measurment_ordinance_16-01.pdf
- Measure M ordinance with funding amounts http://theplan.metro.net/wp-content/uploads/2016/09/measurment_ordinance_16-01.pdf



METRO TRANSIT PROJECTS: 40-YEAR BUILDOUT

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

CULVER CITY 2012 BICYCLE & PEDESTRIAN MASTER PLAN



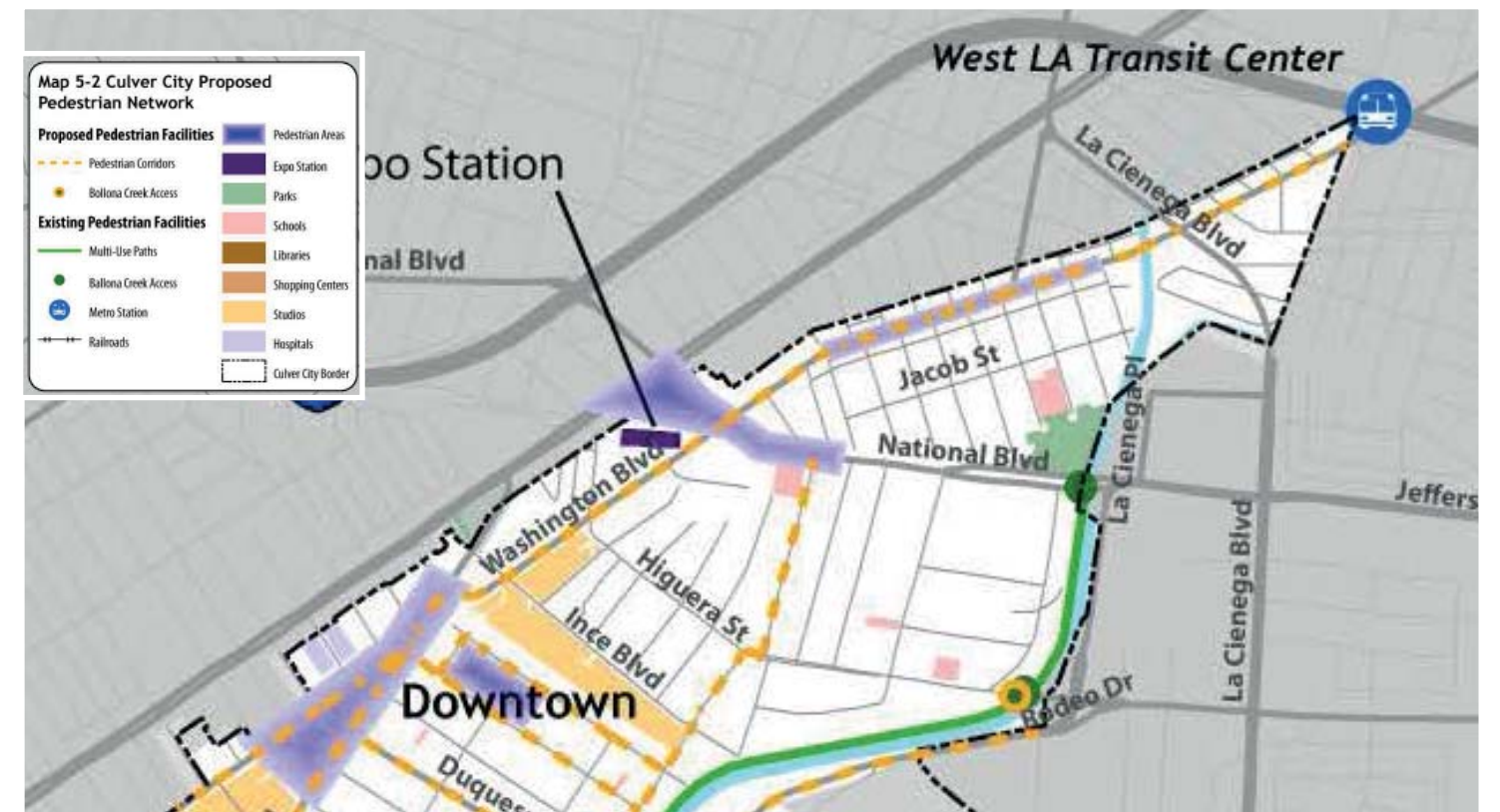
Existing bike and pedestrian facilities within the study area



Proposed bikeways



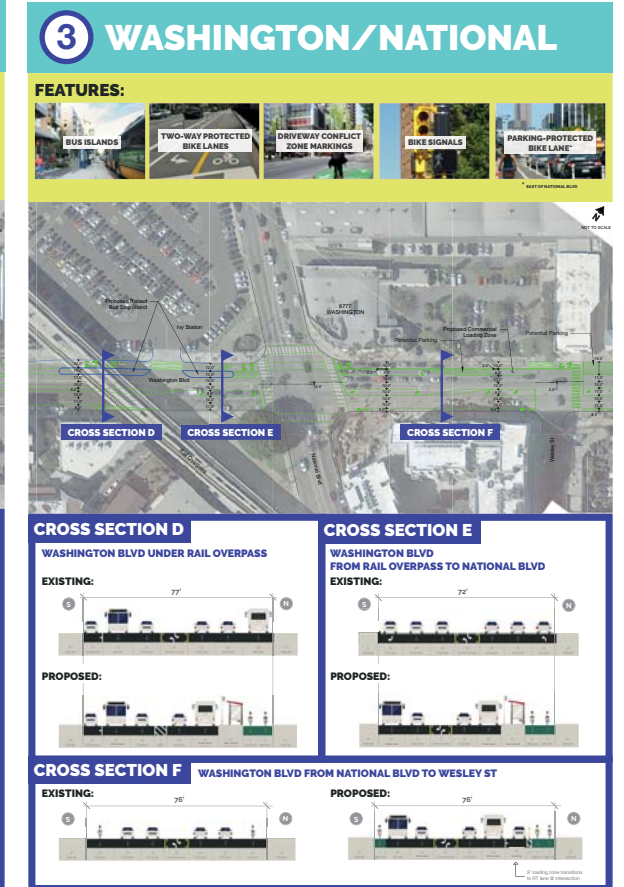
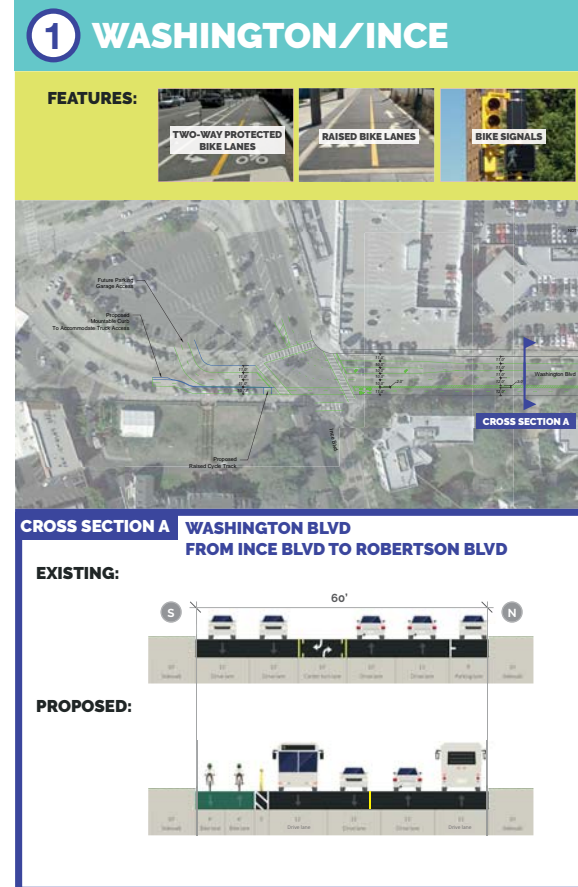
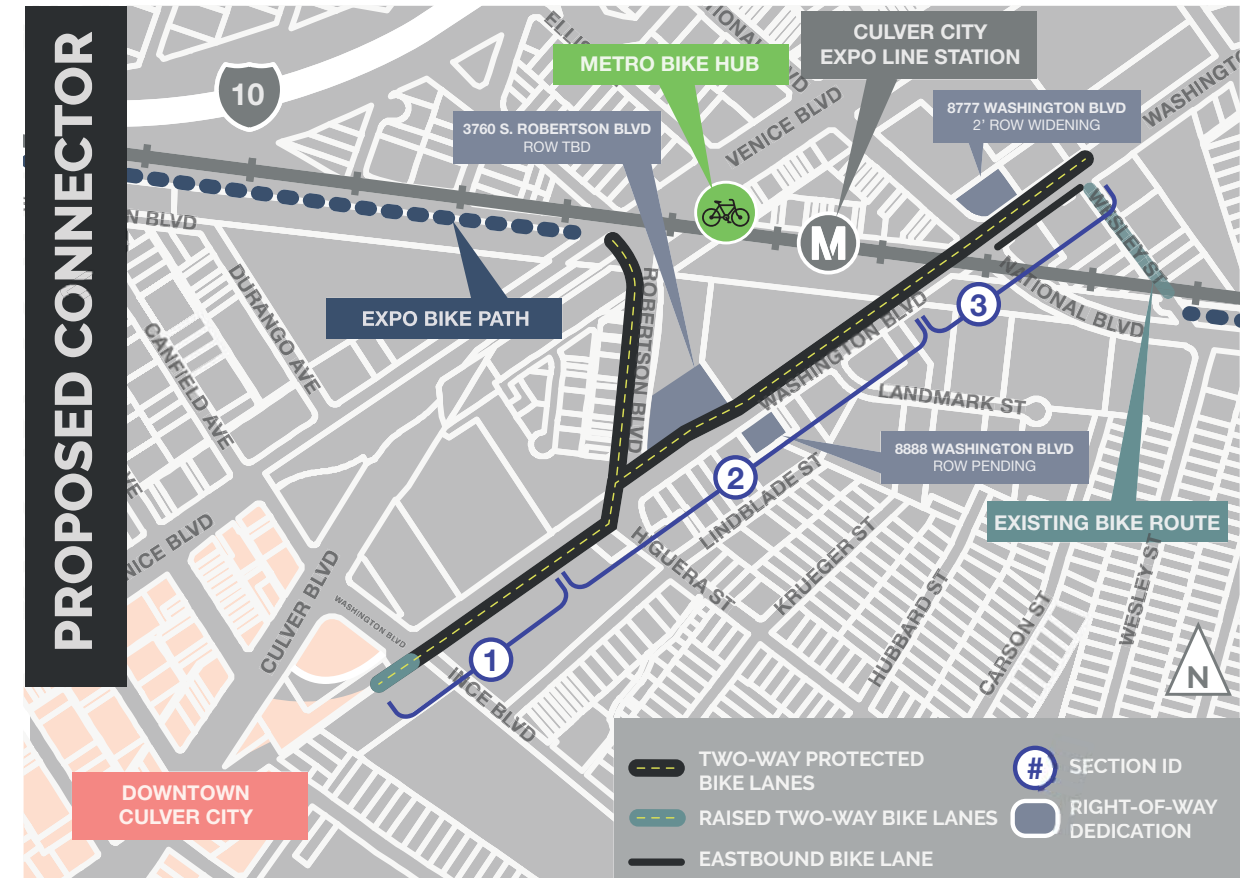
Existing pedestrian activity



Proposed pedestrian network

EXPO-TO-DOWNTOWN BICYCLE CONNECTOR STUDY 2016

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.



IVY STATION - COMPREHENSIVE PLAN 2016

BICYCLE IMPROVEMENTS

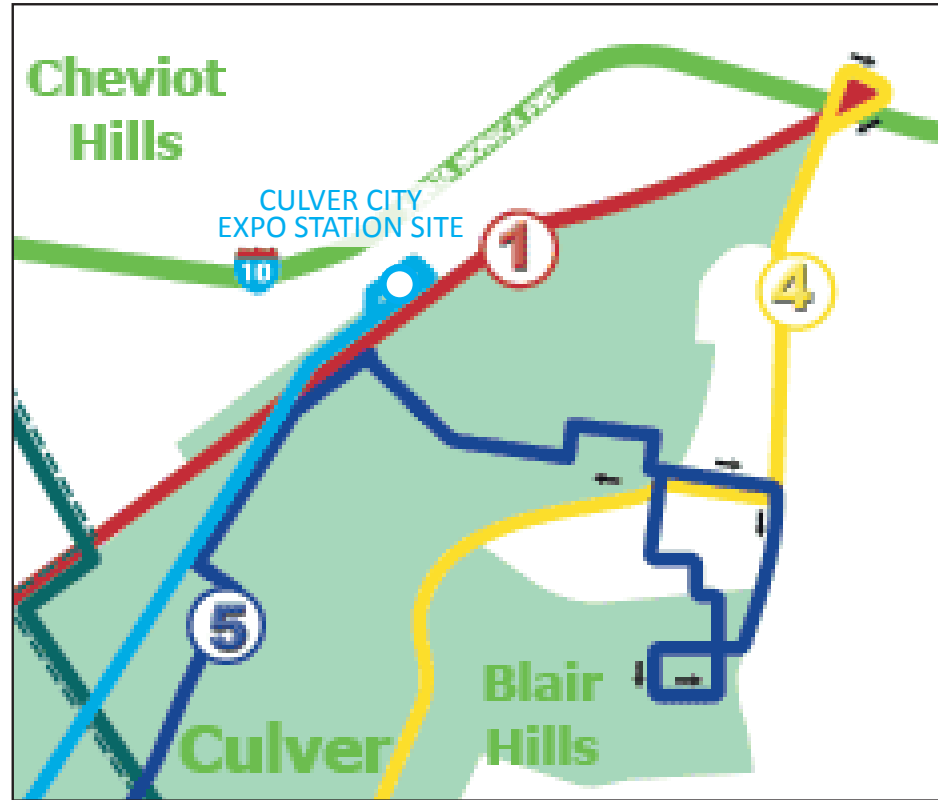
There is a Class II dedicated bicycle lane along Venice Boulevard in both east and west directions, which is also included in the City of Los Angeles Pedestrian and Bicycle Plan. A bicycle path (Class I) was constructed along most of the Expo Light Rail alignment except between National Boulevard/Wesley 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.

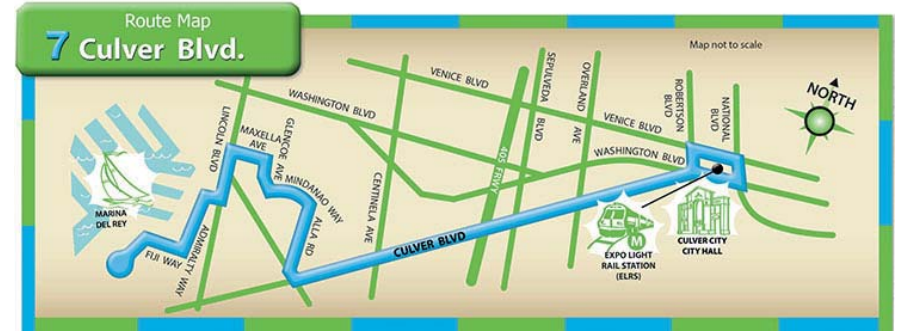
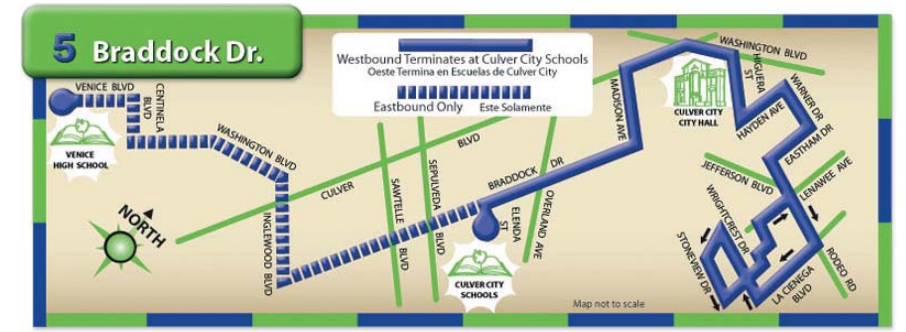
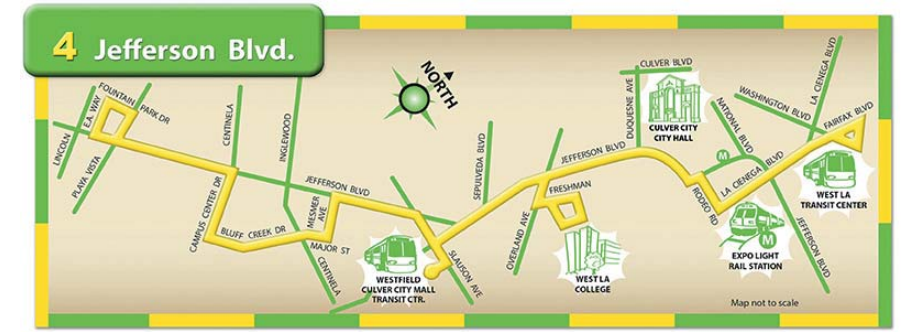
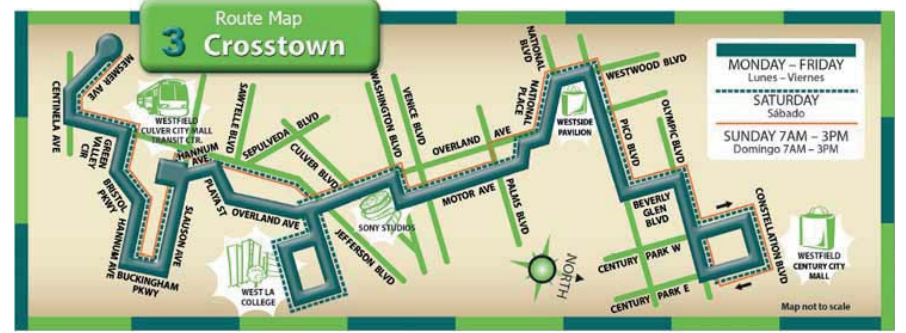


NORTH BOUND BIKE ROUTE ——— SOUTH BOUND BIKE ROUTE ——— ALTERNATE BIKE ROUTE ——— BIKE ACCESS: - - - - -

CULVER CITY BUS EXISTING ROUTES



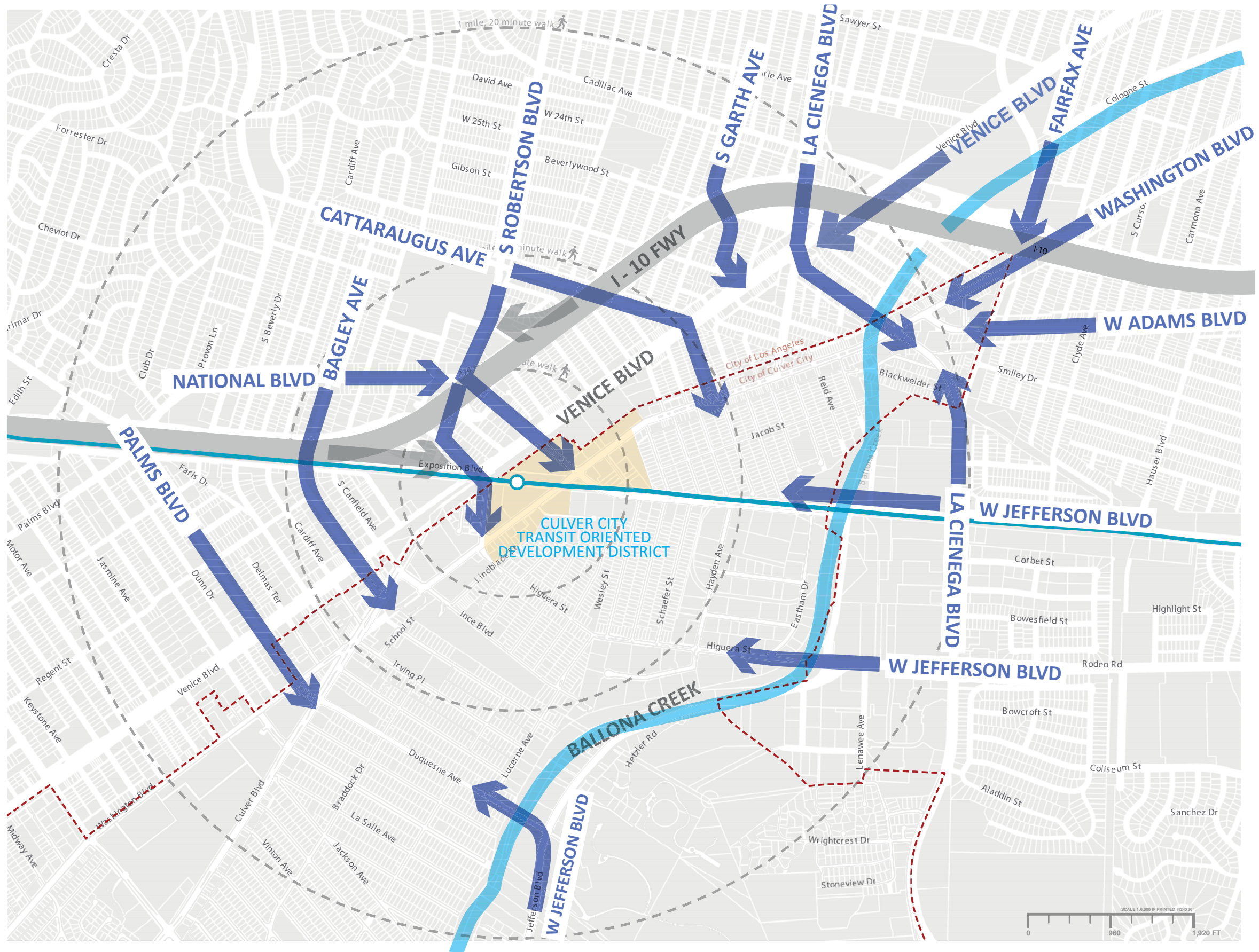
Existing Culver City bus routes in study area



ACCESS / GATEWAYS TO THE TOD DISTRICT 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.



SPATIAL SYNTAX ANALYSIS / CONNECTIVITY

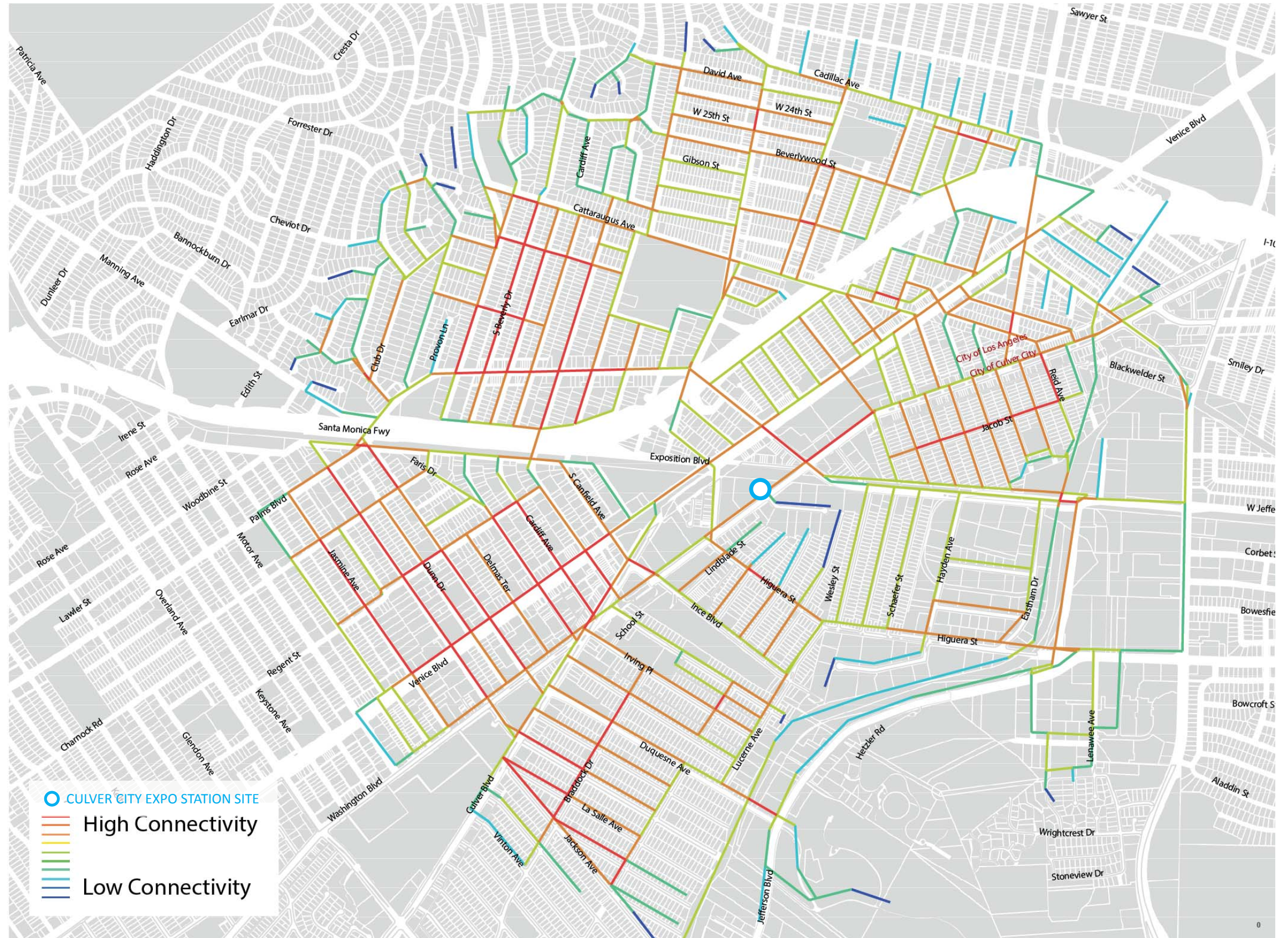
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are *integration* and *connectivity*. The measure of integration is considered a global measure, while connectivity is considered a local measure.

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.

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

SPATIAL SYNTAX ANALYSIS / CONNECTIVITY

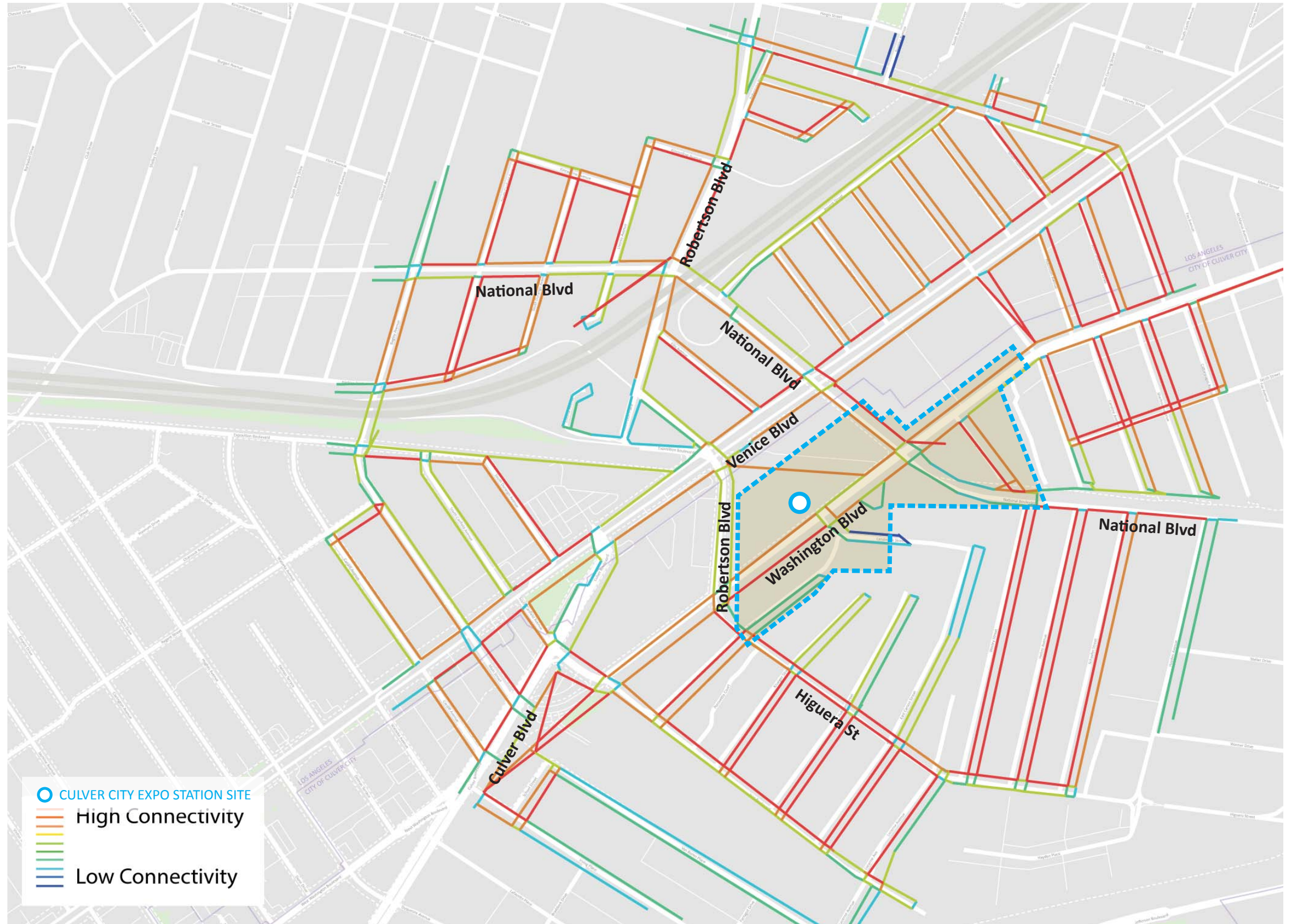
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are *integration* and *connectivity*. The measure of integration is considered a global measure, while connectivity is considered a local measure.

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.



Connectivity analysis within 10 minutes' walk - 1/2 mile radius from Expo Station

SPATIAL SYNTAX ANALYSIS / INTEGRATION

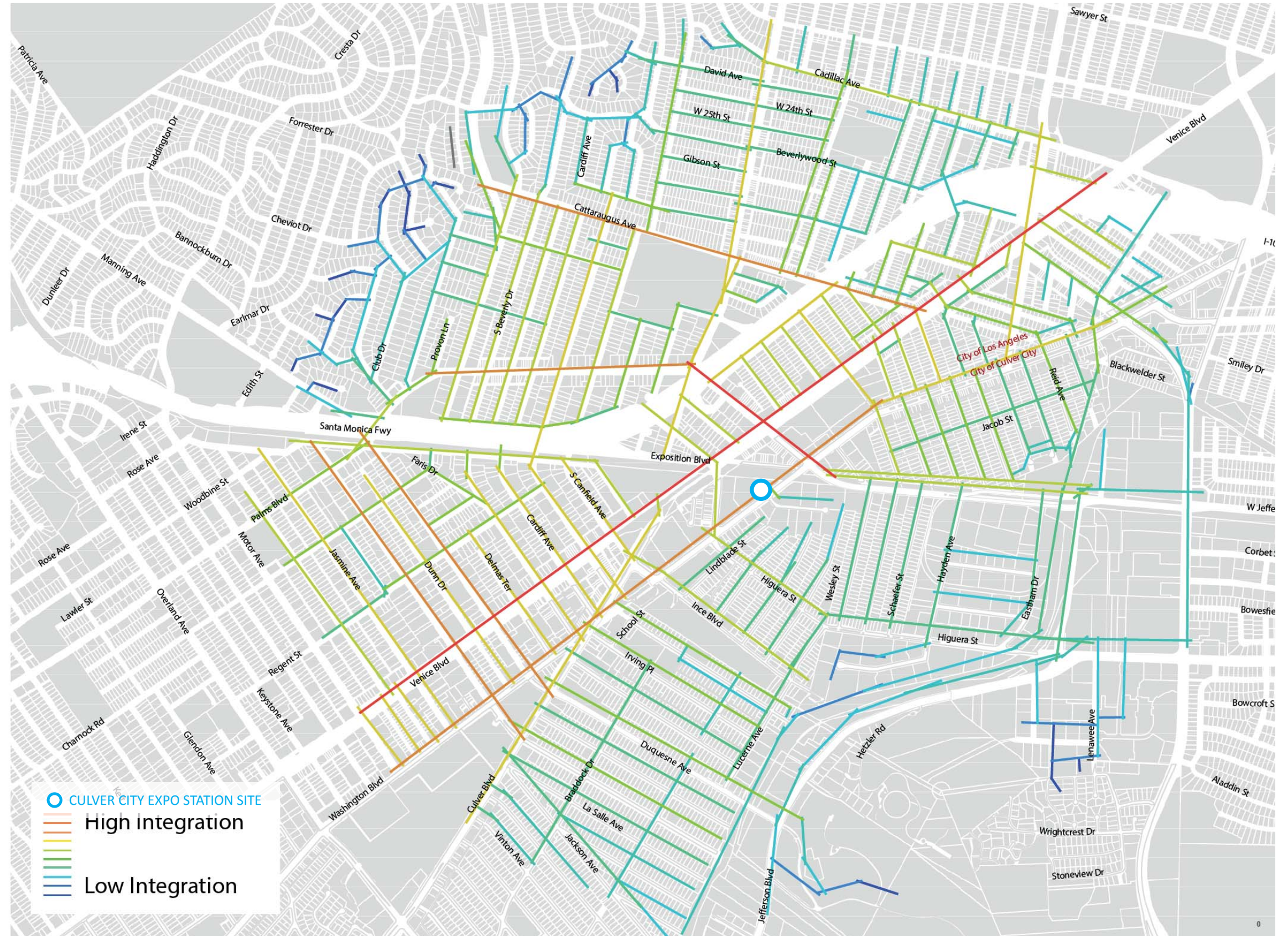
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are *integration* and *connectivity*. The measure of integration is considered a global measure, while connectivity is considered a local measure.

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.



Integration analysis within 20 minutes' walk - 1 mile radius from Expo Station

SPATIAL SYNTAX ANALYSIS / INTEGRATION

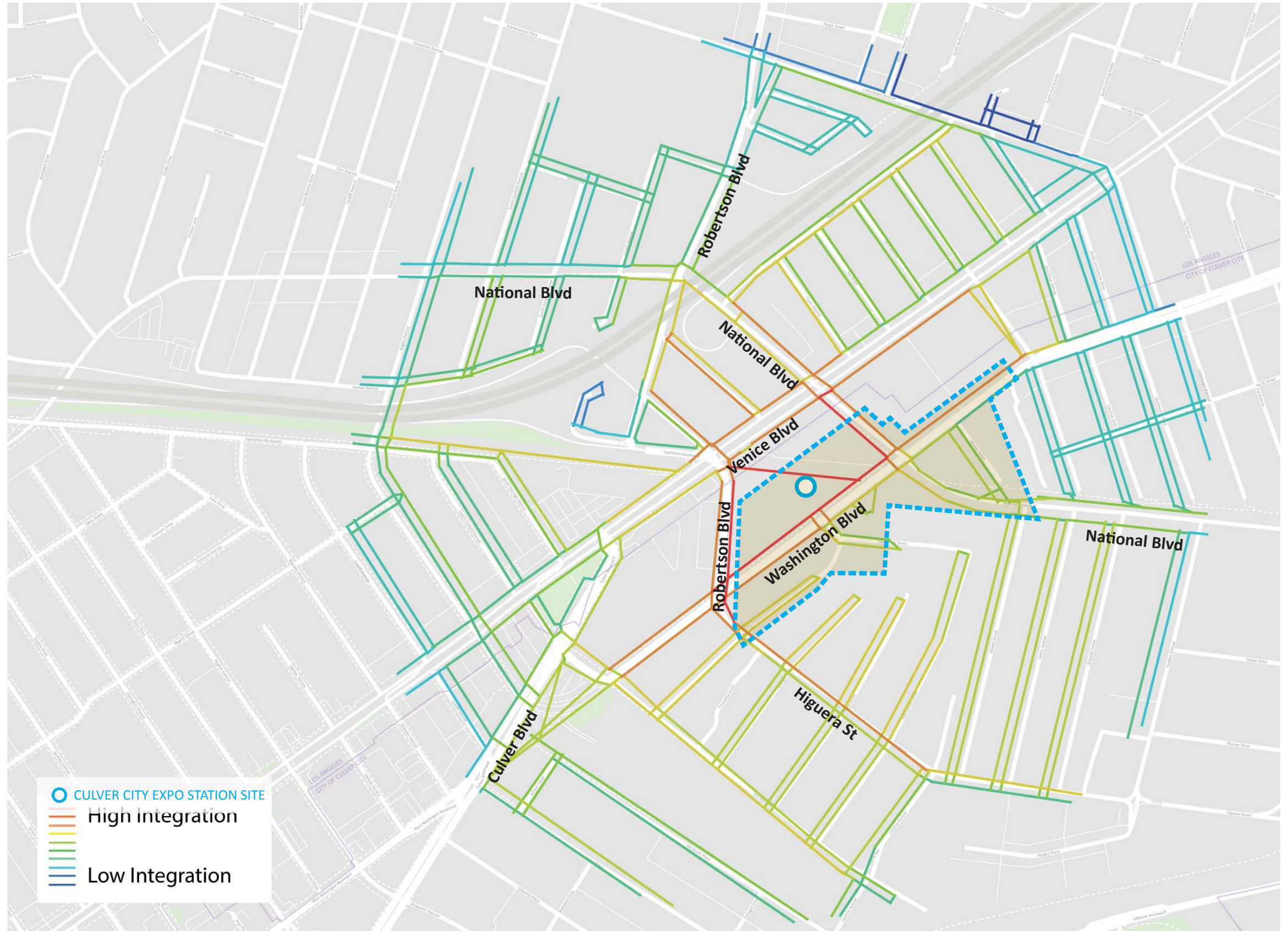
The measures that are considered for this analysis, which aims to capture the relationship of street segments within a network, are *integration* and *connectivity*. The measure of integration is considered a global measure, while connectivity is considered a local measure.

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.



Integration analysis within 10 minutes' walk - 1/2 mile radius from Expo Station

PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

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, prompt 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.

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.)

LINKS	Effective Width - space within a link available for pedestrian movement.	Tactile cues - provision, accuracy, quality of surfaces that convey information to the visually impaired.
	Curb cut - adequate access between curb and street.	Color contrast - color and tonal contrast to aid navigation.
	Gradient - steepness of a link.	Personal security - various considerations contributing to the safety and perceived sense of security of pedestrian.
	Obstructions - physical barriers to pedestrian movement.	Surface quality - evenness, absences of trip hazards and frictional qualities.
	Permeability - extent to which pedestrians can make informal movements.	User conflict - hazards to users resulting from making conflicting movements with other users.
	Legibility - ability for pedestrians to orientate themselves in relation to destination.	Quality of environment - degree to which link is pleasant to use.
	Lighting - quality of lighting, influencing perceptions of safety and therefore viability of link after dark.	Maintenance - environmental quality and reflects the effectiveness
CROSSINGS	Crossing provision - how appropriate facility is in the context of the location or road layout with regards to flow and route of users.	Legibility for sensory impaired users - provision to allow sensory impaired users to use crossing safely.
	Deviation from desire line - how much a pedestrian must travel additional distance to use a crossing.	Curb cuts - sufficiently ramped in proper location to enable maximum accessibility.
	Performance - how well the particular crossing serves pedestrian need overall.	Gradient - any features that may present difficulties such as steep ramps, high curbs, camber or cross-fall.
	Capacity - whether crossing provides sufficient space for users relative to quantity of users.	Obstructions - any physical impediment to pedestrians.
	Delay - time which pedestrian is held up by the need to cross an intersecting road.	Surface quality - evenness and friction of surface.
	Legibility - ease of which users can interpret how and when to use a crossing.	Maintenance - freedom from litter, debris and maintenance of crossing marking and cleaning of crossing infrastructure.
PUBLIC TRANSIT WAITING AREA	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.	Security measures - the level of formal and informal surveillance at the waiting area.
	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.	Lighting - quality of the lighting provided at a waiting area.
	Boarding public transit - ease with which public transit users can board their chosen means of transport from the waiting area.	Quality of the environment - qualitative factors that may affect how pleasant the area is to use as a waiting area in terms of ambience, aesthetics and noise.
	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.	Maintenance and cleanliness - management of the waiting area and the area and immediate vicinity in terms of damage, litter, surface water, soft landscaping etc.
	Safety perceptions - users' perceptions of personal safety. Looks at various potential triggers of unease such as sightlines or feeling of local ownership of area.	Waiting area comfort - level of comfort experienced by the waiting passengers in terms of the presence, suitability and quality of shelters and seating.

PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

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

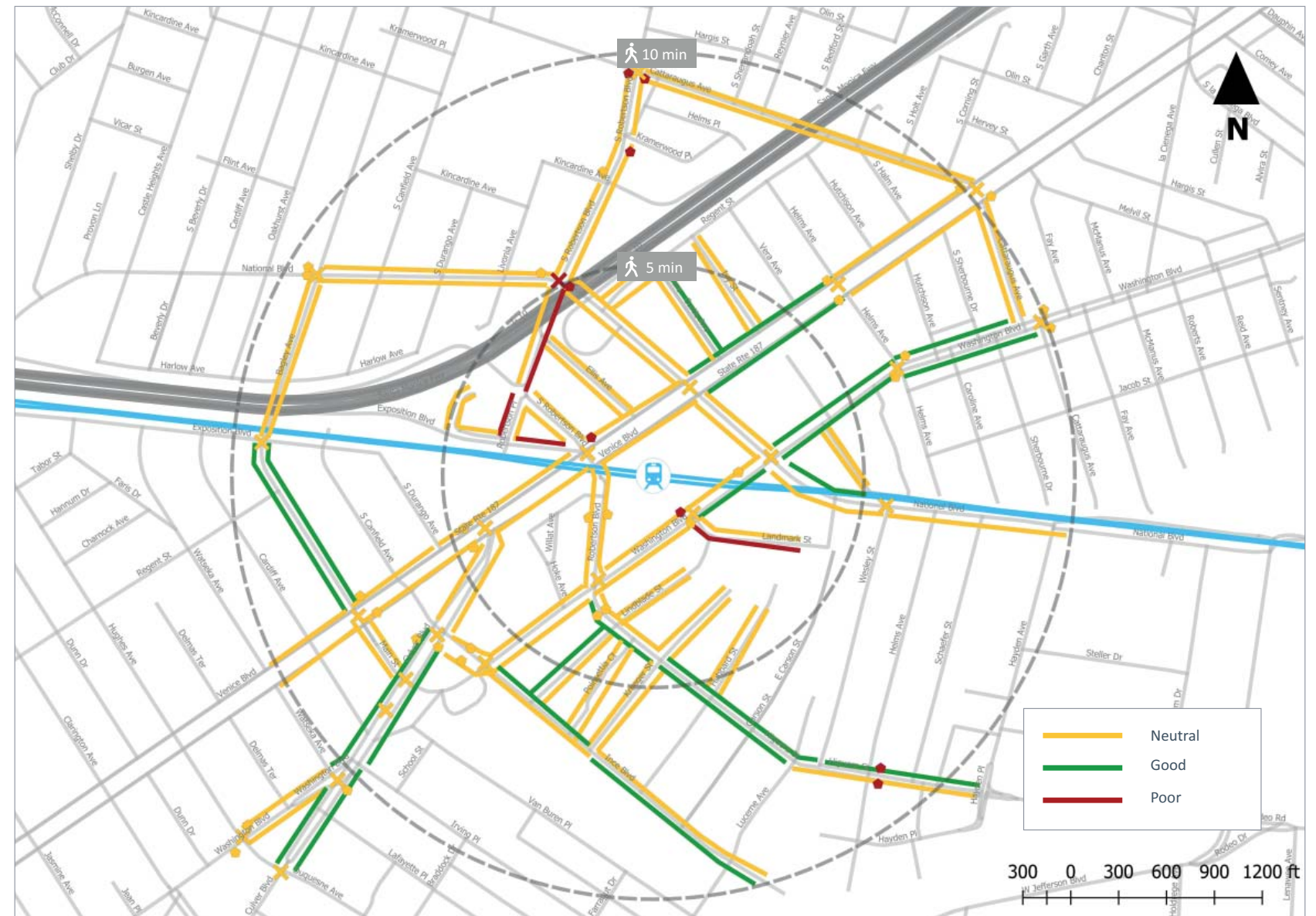
- Removed from traffic
- Gray, dull colors

Maintenance

- Chipped paint on benches and rust

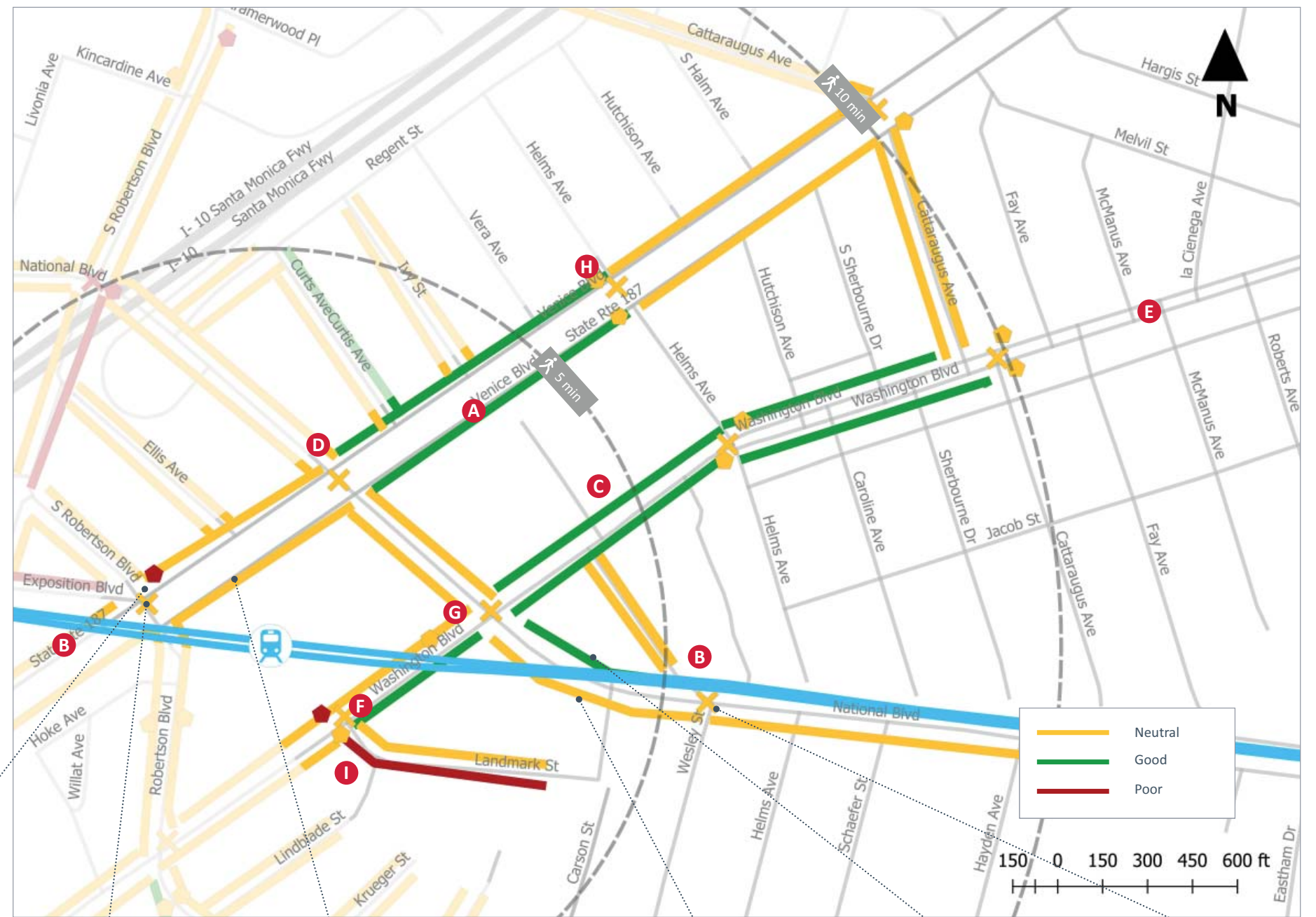
OTHER NOTES:

- 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

- LINKS**
 - PERMEABILITY**
Long blocks with heavy traffic and infrequent crossing along main arterials limits pedestrian movements
 - PERMEABILITY/LEGIBILITY**
Expo Bike path offers a huge benefit 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 improvement
 - QUALITY OF ENVIRONMENT**
Washington east of Helms has diverse store fronts, green median, nice environment. More crossing opportunities would improve permeability for active street users
- CROSSINGS**
 - CURB CUTS**
Directional curb cuts at National and Venice
 - OBSTRUCTIONS**
Crossing at McMannus (Kronenthal Park access) serves as its own obstruction at median
 - CROSSING PROVISION**
Crosswalk at Landmark St. at Platform accomadates pedestrian access between the development and Metro
 - LEGIBILITY FOR SENSORY IMPAIRED**
Washington/National intersection curb cuts have tactile cues except for corner serving Metro Station
- PUBLIC TRANSIT WAITING AREA**
 - 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, lively uses of street-level spaces



Public Transit Waiting Area: Venice/Robertson

- Stop is across Venice blvd from Metro Station
- Serves multiple routes including Metro 33 and 733 from Venice to DTLA
- Many people waiting at transit stop
- Little/no wayfinding from Expo to stop
- No information at stop
- No shelter or seating
- Sidewalk is waiting area, obstructs path for pedestrians

PERS Scoring

Poor:

- Information To/At Waiting Area
- Safety perceptions/measures
- Quality of Environment
- Waiting Area Comfort

Crossing: Venice/Robertson

- No crossing on west segment of intersection
- I-10 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
- Dropped Curbs

Poor:

- Performance
- Deviation from Desire Line
- Delay
- Crossing Provision

Link: Venice Between Robertson & National

- High Traffic Speeds and Volumes
- Sidewalks about parking areas in front of buildings, no clear distinction, conflict with parking access points/driveways
- Link width and maintenance constantly changing

PERS Scoring

Poor:

- User Conflict
- Effective Width
- Surface Quality
- Quality of Environment
- Legibility



Link: National from Washington to Wesley

- Electrical pole poses significant obstruction to path
- Sidewalk becomes very narrow
- Heavy traffic
- Poor pedestrian conditions are more significant because of adjacent elementary school

PERS Scoring

Poor:

- Obstructions
- Effective Width
- Permeability
- Personal Security
- Quality of Environment
- User Conflict

Link: National/Washington to Expo Bike Path East

- Good maintenance and surface quality
- Street furniture present, but inappropriate location, ineffective frequency
- Soft landscaping
- Connection between TOD core and bike/ped path, with connections to residential, restaurants and retail on Washington, Kronenthal Park, Ballona Creek Bike Path
- Corridor is not fully capitalized on as resource to station area, gap in infrastructure

PERS Scoring

Good:

- Permeability
- User Conflict
- Quality of Environment
- Effective Width
- Personal Security
- Surface Quality

Poor:

- Legibility

Crossing: Expo Bike Path/National

- Crossing only to one side of street
- Have to cross twice to connect with school
- Missed 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

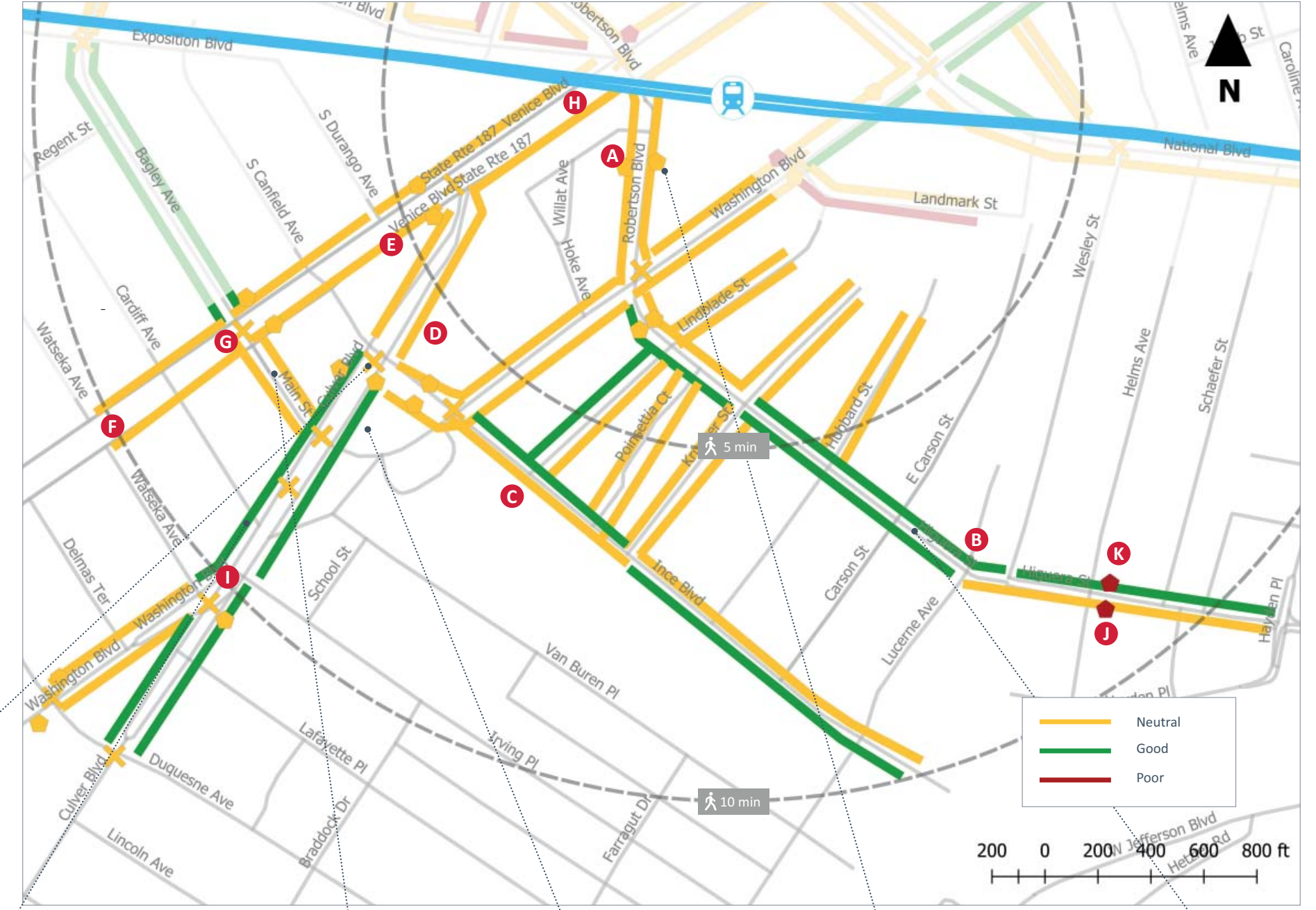
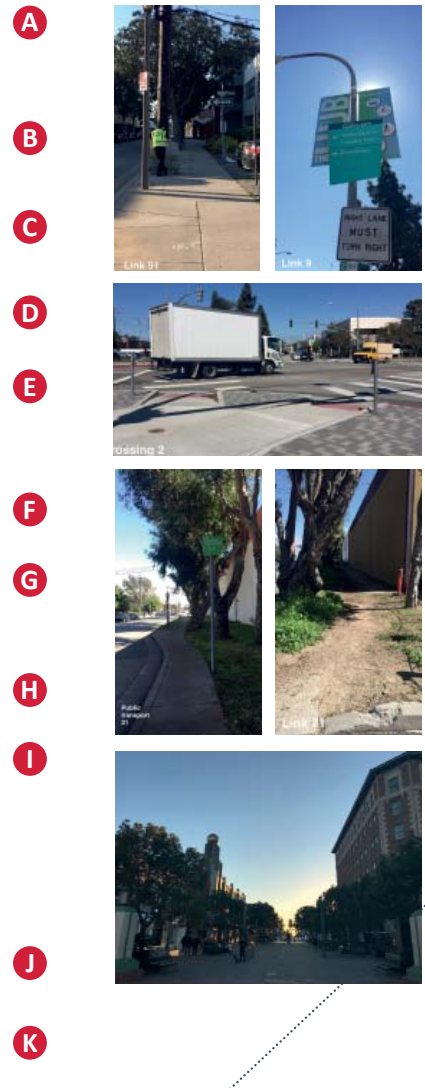
PERS Scoring

Poor:

- Deviation from Desire Line
- Crossing Provision
- Delay

PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

- LINKS**
 - LEGIBILITY**
Wayfinding present, however, does not provide clear directional or intuitive spatial understanding. Wayfinding is more oriented towards car users
 - SURFACE QUALITY**
South link of Higuera between Schaefer and Hayden suddenly disappears, replaced with dirt path
 - PERSONAL SECURITY**
Security Guards from Culver Studios on street
 - TACTILE INFORMATION**
No tactile information crossing parking garage exit on Culver
 - PERMEABILITY**
Venice between Culver & Main passes park, but bushes serve as a barrier to separate sidewalk from green space
- CROSSINGS**
 - DEVIATION FROM DESIRE LINE**
Few crossing opportunities on Venice Blvd
 - CROSSING PROVISION**
Intersection is danger to pedestrians, high traffic, low visibility of crosswalk, pedestrians get cut off by vehicles
 - DEVIATION FROM DESIRE LINE**
No Venice crossing on the west side of intersection
 - CROSSING PROVISION**
At Culver and Washington refuge is well maintained and can accommodate pedestrian traffic. Deviation from desire line and long wait times are a challenge
- PUBLIC TRANSIT WAITING AREA**
 - INFORMATION AT WAITING AREA**
Multiple transit waiting areas lack any information
 - LEGIBILITY**
Only sign of stop is sign attached to other infrastructure i.e. lightpost
 - WAITING AREA COMFORT**
Stop lacks adequate provisions for customers such



Crossing: Washington/ Culver

- Pedestrian refuges
- Cannot cross on the south intersection arm of Washington over Culver
- Moderate wait times

PERS Scoring

Good:

- Crossing Capacity
- Crossing Provision

Neutral:

- Delay

Poor:

- Performance
- Deviation from Desire Line



Link: Culver Blvd. between Washington & Irving/Watseka

- Street is activated by restaurants
- Street furniture, tree cover and landscaping
- Many pedestrians
- No bike lanes on busy street
- Some wayfinding but not clear

PERS Scoring

Good:

- Quality of Environment
- Effective Width
- Surface Quality

Poor:

- Legibility

Link: Main Street between Culver & Venice

- Active street, many pedestrians, restaurants seating extends into the streets and adds life
- Nice atmosphere, tree cover and some street furniture
- Sidewalks get congested, challenges accommodating volume of pedestrians at peak hours
- Signs and heaters from restaurants block sidewalk

PERS Scoring

Good:

- Quality of Environment

Poor:

- Effective Width
- User Conflict
- Obstructions

Link: Culver Blvd. between Irving & Ince

- Pedestrian plaza provides more route choices
- Asphalt paving north of Culver Hotel
- Bus shelter blocks sidewalk

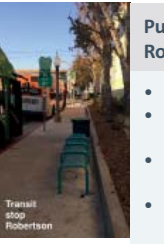
PERS Scoring

Good:

- Permeability
- Quality of Environment

Poor:

- Obstructions
- Surface Quality



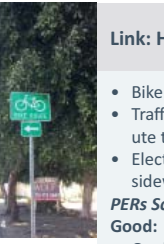
Public Transit Waiting Area: Robertson

- 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 To/At Waiting Area
- Waiting Area Comfort



Link: Higuera St.

- Bike route and signage
- Traffic calming measures contribute to environment and safety
- Electrical poles and signs obstruct sidewalk

PERS Scoring

Good:

- Quality of Environment
- User Conflict
- Permeability

Poor:

- Some obstructions
- Missing sidewalk between Schaefer and Hayden

PEDESTRIAN ENVIRONMENT REVIEW SYSTEM (PERS) AUDIT

LINKS

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 speeds 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

CROSSINGS

LEGIBILITY FOR SENSOY IMPAIRED

At Bagley crossing with Exposition and the Expo Line, there is thorough tactile information for tracks crossing.

DEVIATION FROM DESIRE LINE

At Robertson and National, there is no crossing at the east side of the intersection, restricts movement

PUBLIC TRANSIT WAITING AREA

BOARDING PUBLIC TRANSPORT

Electrical box blocks where transit users should board bus

WAITING AREA COMFORT

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

A



B



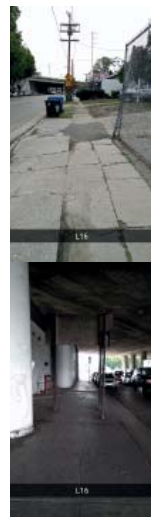
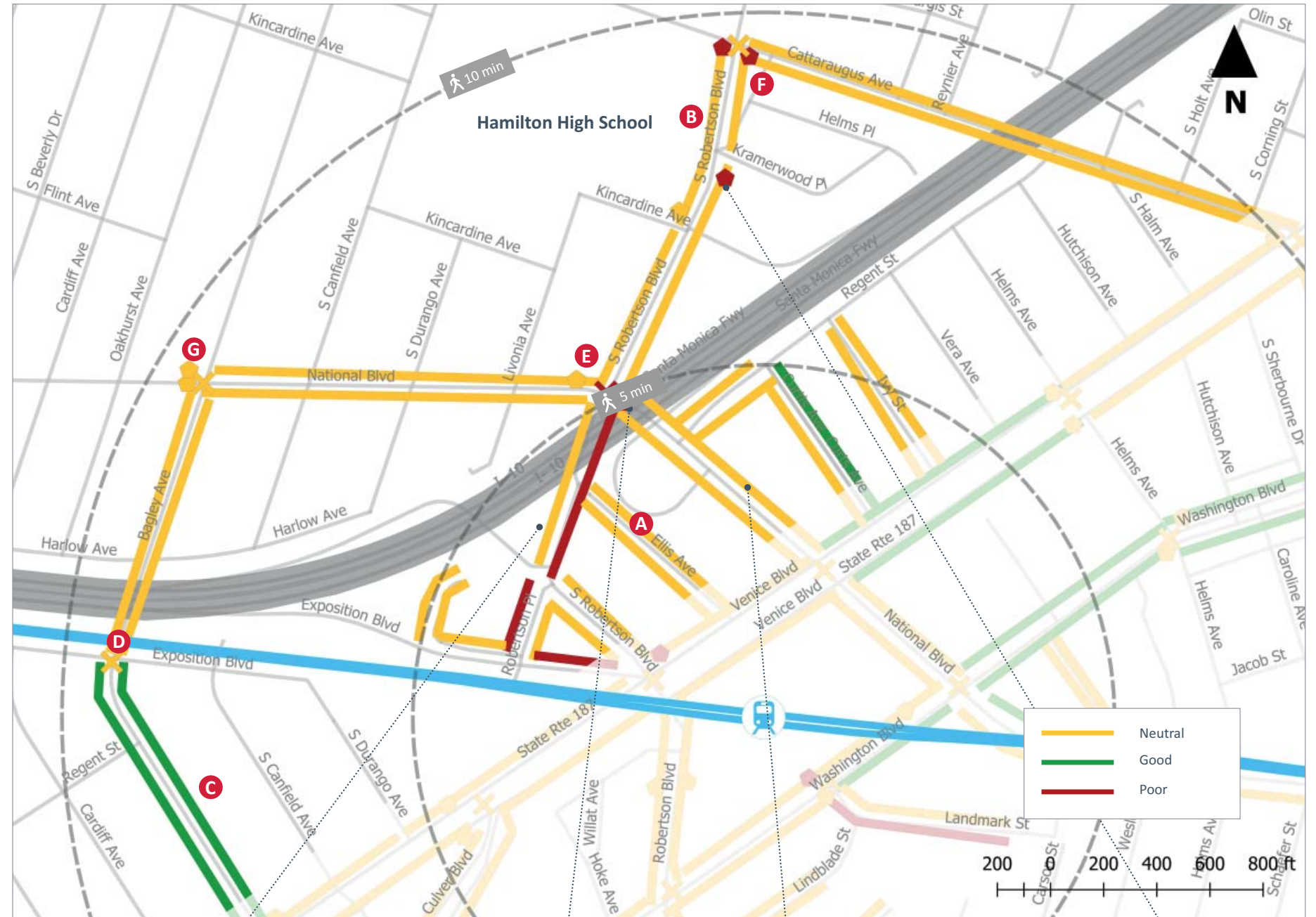
D



E



G



Link: Robertson between the I-10 Off-Ramp & National

- Heavy vehicle traffic
- Few crossings
- Poor maintenance and surface quality of links
- User conflict from driveways
- Driveways obstructed by barriers ie. fences, safety hazard
- Link under the freeway turns into a dirt path

PERS Scoring

Poor:

- Obstructions
- Permeability
- User Conflict
- Permeability
- Surface Quality
- Quality of Environment
- 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

PERS Scoring

Poor:

- Safety Perceptions/Measures
- 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 arterials, more crossing points along street would improve access
- Conflicts with driveways

PERS Scoring

Poor:

- Effective Width
- Permeability
- User Conflict
- Personal Security
- Quality of Environment
- Maintenance



Public Transportation Waiting Area: Robertson across from Hamilton High School

- Access is next to freeway off ramp
- Surface quality is uneven
- Close to traffic
- Safety hazards from traffic more severe because presence of students

PERS Scoring

Poor:

- Safety Perceptions/Measures
- Quality of Environment
- Maintenance

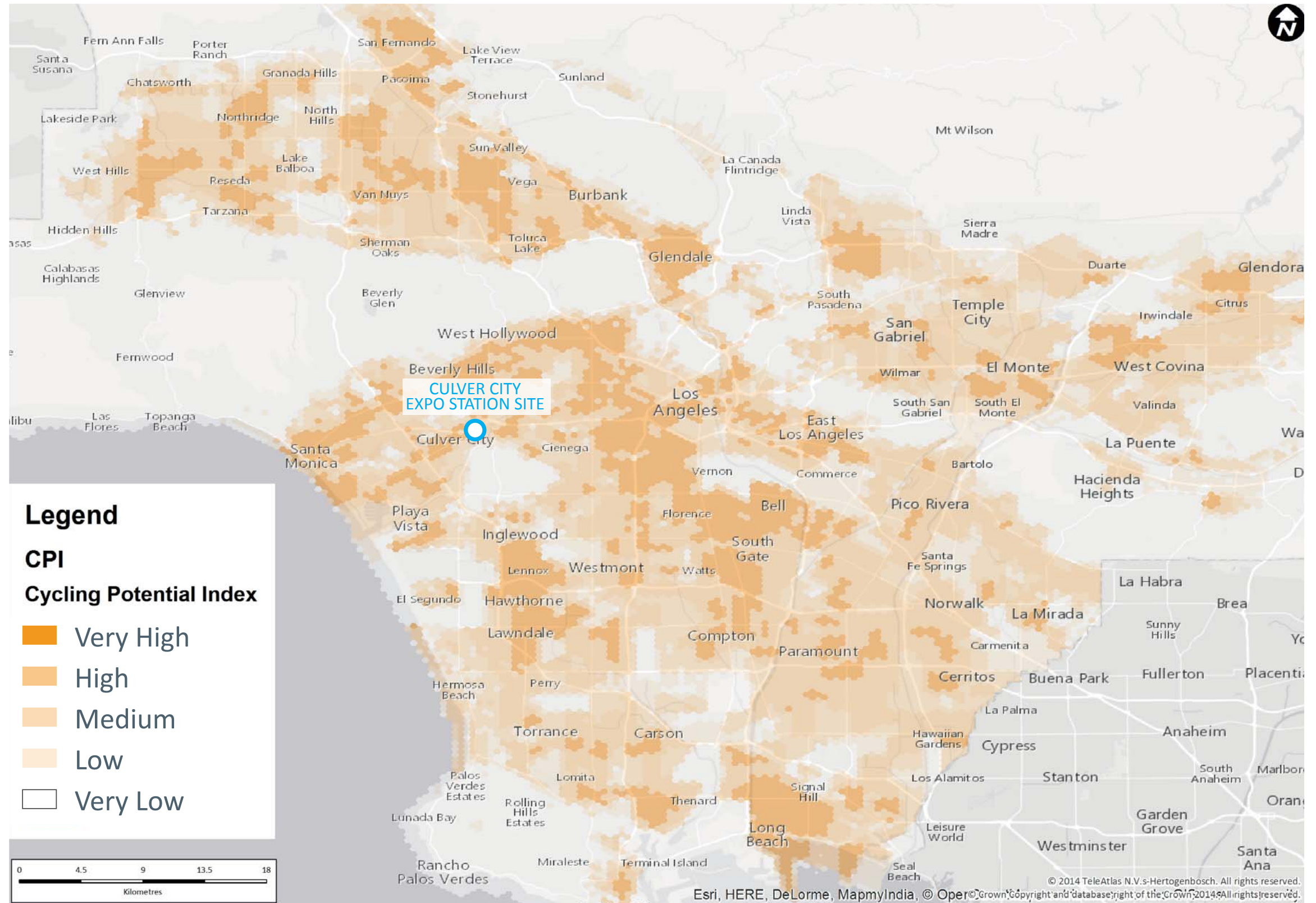
BICYCLING POTENTIAL INDEX / LOS ANGELES COUNTY

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.

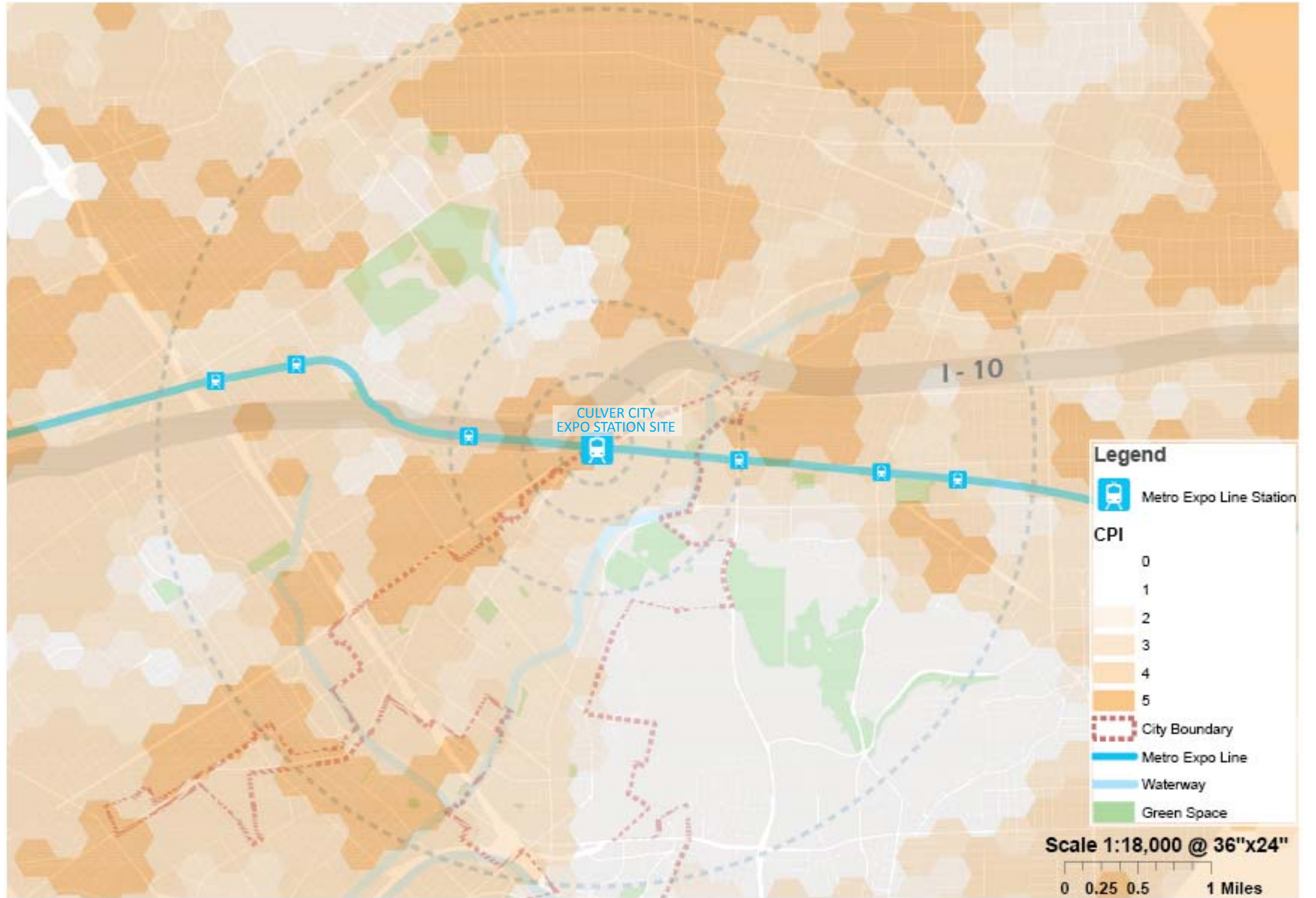


Los Angeles County Bicycling Potential Index

BICYCLING POTENTIAL INDEX / CULVER CITY

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.



Bicycling Potential Index within 3 mile radius from the Expo Station site

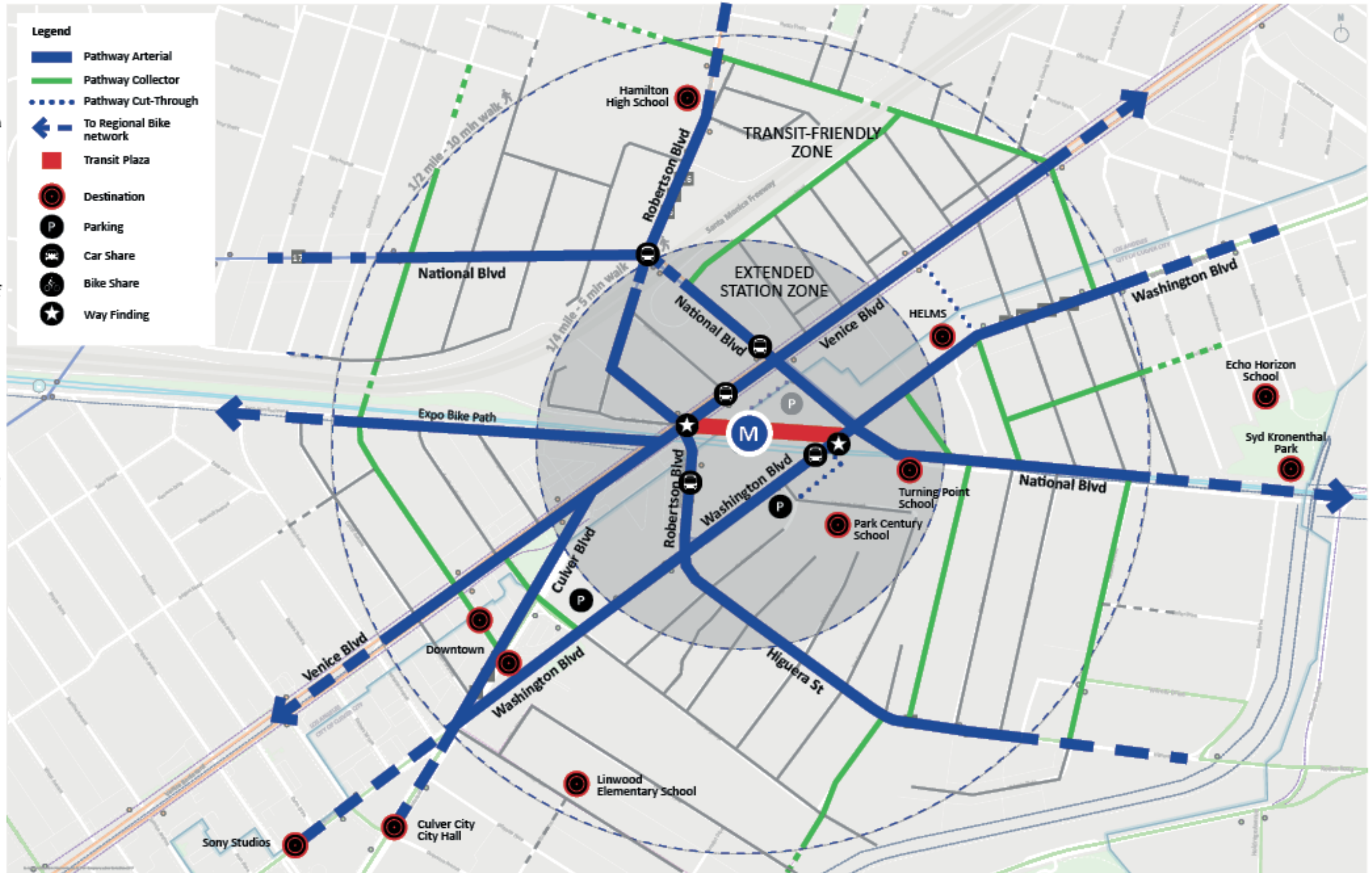
FIRST LAST MILE EXPO STATION ANALYSIS - PATHWAY NETWORK MAP

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.



B

DOCUMENTATION OF PUBLIC ENGAGEMENT PROCESS

WORKSHOPS

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

WORKSHOP - I

HOW DO WE GET THERE FROM HERE?

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.



GRADING THE CITY



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

TABLE 1	TABLE 2	TABLE 3	TABLE 4	TABLE 5	TABLE 6	TABLE 7
WALKABLE	EUROPEAN WALKING CITY	BIKE PATHS	WALKABLE	WALKABLE/ DRIVABLE	WALKABLE CITY	WALKABLE
NEAR TRANSIT	PEDESTRIAN AREA IN DT CULVER	GOOD LOCAL GOVERNMENT	HOPE PEDESTRIAN EXPERIENCE IMPROVE WITH DEVELOPMENT	CAN LIVE HERE AND NOT OWN A CAR	GROWING BIKE INFRASTRUCTURE	METRO - TRANSPORTATION HUB
WAS LESS TRAFFIC	PROTECTED BIKE PATH (CONNECTION ISSUE)	HISTORY	BIKE PATHS	PARENTS BIKE CHILDREN TO SCHOOL	GOOD ACCESS TO METRO - EXPO LINE	ACCESSIBLE GOVERNMENT
PEOPLE KNOW EACH OTHER	S - THROUGH CULVER DR. TO SLOW DOWN TRAFFIC	DIVERSITY - SMALL SIZE, GOOD ACCESS, PERSONALITIES - ADJACENT TO BIG CENTER	CLOSE TO FREEWAYS	TRAIN IS AN ASSET	GOOD ACCESS TO GOVERNMENT - CIVIC LEADERS	DIVERSITY
PEACEFUL	COMMUNITY INVOLVEMENT IN THE DEVELOPMENT	MOVIES/ RESTAURANTS	LIKE ITS POLITICS	ECCENTRIC ROAD SYSTEM, IDENTITY NOT A GRID	EXCELLENT RESOURCES - POLICE/ FIRE	WESTSIDE EPICENTER
LIKE A SMALL TOWN	FEELS LIKE A COMMUNITY	FARMER'S MARKET	ACCESSIBLE, CAN TALK TO CITY HALL/ NEIGHBORS	"EVERYONE HAS A SENSE OF RESPONSIBILITY"	MANY COMMUNITY EVENTS	CHARMING
AFFORDABILITY	CITY IS RESPONSIVE (CIVIC)		CITY PRIDE	OLD AND NEW	HISTORY/ CULTURE	CULTURAL CENTER
NEAR FAMILY	HISTORY IS EMBRACED		GROWTH & POTENTIAL FOR FUTURE	HISTORY - NEIGHBORHOOD IDENTITY	SMALL TOWN FEEL	FAMILY
CENTRALITY	FEELS LIKE A SMALL TOWN WITH ACCESS TO BIG CITY FACILITIES		NEIGHBORHOOD AUTHENTICITY	GOOD NEIGHBORHOOD SCALE	QUIET RECOGNIZABLE NEIGHBORHOODS	SMALL TOWN
ACCESSIBLE	DIVERSE MIDDLE CLASS CITY		OPENNESS TO DEVELOPMENT/ DENSITY, IF DONE WELL	SMALL TOWN - GOVERNMENT IS ACCESSIBLE	BUSINESS WITH CHARACTER	FULL SERVICE CITY
	NEW INTELLIGENT DEVELOPMENT REVITALIZING DEAD AREAS		WESTSIDE "ISH"	HAYDEN TRACT - DIFFERENT NEIGHBORHOOD	WELL MAINTAINED HISTORIC BUILDINGS	ARTS/ GALLERIES
	ENTHUSIASTIC DEVELOPMENT		FRIENDLY DENSITY	DIVERSE	VERY NICE WELL MAINTAINED TREES	FOOD DESTINATION
	ART GALLERIES		LOVE RESTAURANTS	ENCLAVE	DOG PARK/ BALDWIN HILLS	ENTERTAINMENT - STUDIOS
	NO TYPICAL FRANCHISE IE. MCDONALDS (PLATFORM)		SLEEPY CORNER, NOT HIP	AFFORDABLE	BALLONA CREEK - BEACH ACCESS	GREAT SCHOOLS
	"MOM & POP" FEEL ALONG WASHINGTON		GREEN SPACES, PARKS	CULVER HOTEL CENTER, LANDMARK	GREAT SCHOOLS	ENVIRONMENTALLY CONSCIOUS
	TREES & LIGHTS & WIDE SIDEWALKS		SCHOOLS	ARTS DISTRICT GALLERIES SCALE		
	GREAT SCHOOL (DIVERSE DEAL)		DIVERSE, INCLUDING SCHOOLS	AMENITIES ARE HERE... OTHERS COME "MAKES US PROUD"		
			SAFE	STREET TREES GIVE NEIGHBORHOOD CHARACTER		
			FEWER HOMELESS	SCHOOL DISTRICT		
			CLIMATE/ WEATHER	IRONIC - PROTECTED BY CUL-DU-SAC		
			DOWN TO EARTH			
			NO BILLBOARDS			

TOWN CHARACTER	19
AMENITIES	19
CIVIC/ GOVERNMENT	13
PEDESTRIAN	9
OPEN SPACE	6
BIKE	5
DEVELOPMENT	5
SCHOOLS	5
VEHICULAR TRAFFIC	4
MISC.	4
TRANSIT	4
AFFORDABILITY	2
CRIME	2

WHAT ARE THE CRITICAL CHALLENGES TO THE CITY'S CHARACTER, TODAY AND IN THE FUTURE?

TABLE 1	TABLE 2	TABLE 3	TABLE 4	TABLE 5	TABLE 6	TABLE 7
NOISY PEDESTRIANS	NOT SAFE BIKE LANES	NEED MORE BIKE PARKING	SIDEWALK WIDTH/ CONDITION	BIKES CUT OFF BY TRAFFIC	LACK OF BIKE INFRASTRUCTURE	LACK OF CROSSWALKS
BIKE/ PEDESTRIAN CONFLICTS	TRAFFIC	TOO MUCH CUT-THRU TRAFFIC	I DON'T EVEN WANT TO WALK ANYMORE	ECCENTRIC ROAD SYSTEM, IDENTITY NOT A GRID	BUS TRANSIT NOT WELL COORDINATED	PARKING
EXPO BROUGHT TRAFFIC AND PARKING. (WHERE DO THEY COME FROM?)	NOT ENOUGH OUTREACH PROJECTS	TRAFFIC TRAFFIC TRAFFIC	DIFFICULT FOR FOOT TRAFFIC	TRAFFIC AND GROWTH	TRAFFIC	TRAFFIC
THROUGH TRAFFIC ON LOCAL, RESIDENTIAL STREETS	OUTDATED STUDIES	LACK OF PARKING SPACES	TOO MANY PEOPLE/ CARS	THRU TRAFFIC	LEADERSHIP EFFECTIVENESS WITH REGARD TO TRAFFIC - NO TDM	THRU TRAFFIC
CONGESTION	NEW DEVELOPMENT GOING TOWARDS SIMILAR TO WEST LA	CHOKING FEELING BY TRAFFIC PRESSURE	TRYING TO BRING PEOPLE TO AN INTERSECTION. HOW IS IT A DESTINATION AND NOT A PARKING LOT?	TRAFFIC EFFECTS DECISIONS TO LEAVE HOME	HOUSING CLOSE TO METRO	THOROUGHFARE
PEOPLE IGNORE SPEED BUMPS & STOP SIGNS	HUGE DEVELOPMENT HAPPENING ALL OF A SUDDEN CITY SHOULD SLOW DOWN & THINK ABOUT THE EFFECTS OF THESE PROJECTS	BIG SIZE DEVELOPMENTS ADD MORE TRAFFIC ON THE BUSY STREETS. MAKE IT JAMMED.	USING CULVER CITY TO GET TO SOMEWHERE ELSE	"MARRIED TO OUR CAR"	AFFORDABLE HOUSING	GENTRIFICATION
VEHICLE/ PEDESTRIAN CONFLICTS	CONCENTRATION OF NON-DESTINATION DRIVING DEVELOPMENTS	TRAFFIC CONTROL & FLOW (PROBLEM)	TRAFFIC SCALE VS. HUMAN SCALE	MANSIONIZATION EVERYWHERE (ARTS DISTRICT)	BALLONA CREEK SECURITY/ LACK OF COORDINATED SECURITY	CHARACTER OF NEW ARCHITECTURE - CONTEXT
TRAFFIC SEPARATES THE COMMUNITY/ CONNECTIVITY	TALL DEVELOPMENT	90 DEGREE - STREET NAME, LIKE JEFFERSON BLVD.	OVERDEVELOPMENT	COMMERCIAL/ INDUSTRIAL - SINGLE USE, NO MIXED USE	LANDLOCKED - LIMITED INGRESS/ EGRESS	LOSING SENSE OF CHARM
"TIME OUR LIVES TO AVOID TRAFFIC."	CATERING TO HIGH END CLIENTS	PRESSURE FROM BIG SIZE DEVELOPMENT	TOO MUCH GENTRIFICATION	AMENITIES TOTALLY SPREAD OUT		RAPID GROWTH
GROWTH OF BUSINESS/ EMPLOYMENT CENTERS (OUTSIDERS)	WHAT COMMUNITY IS THIS RETAIL SERVING?	INCREASED DEVELOPMENT DENSITY	USED CAR DEALERSHIPS	BARRIER BETWEEN TREES		OVERDEVELOPMENT - TOO DENSE
EXPO LINE INCREASES CRIME	SHOULD NOT TURN INTO A BEVERLY CENTER	LACK OF AFFORDABLE HOUSING	MANY RESTAURANTS BUT NOT STORES			AFFORDABLE HOUSING
SAFETY	TOO BOUGY (WE DON'T WANT TO BE TOO BOUGY) IE. THE PLATFORM	NEED MORE PARKS/ GREEN CURBS	HOUSING AFFORDABILITY. BUILD MORE (IN LA IN GENERAL) - WITHOUT DENSITY, BECOME EXCLUSIVE. GOOD SCHOOLS			EXPENSIVE
POLLUTION	NEED AREAS FOR PEOPLE TO MIX W/OUT SPENDING MONEY	NEED MORE TREES	LOW LEVEL CRIMES, CAR BREAK-INS, FRONT STEP PACKAGES STOLEN			
		CROSS STREETS VS. LIGHT RAIL	HEARD CRIME HAS GONE UP SINCE LIGHT RAIL			

VEHICULAR TRAFFIC	29
DEVELOPMENT	16
AFFORDABILITY	9
BIKE	5
PEDESTRIAN	5
CRIME	5
OPEN SPACE	4
CIVIC/ GOVERNMENT	3
TOWN CHARACTER	3
MISC.	2
TRANSIT	1
AMENITIES	1
SCHOOLS	0

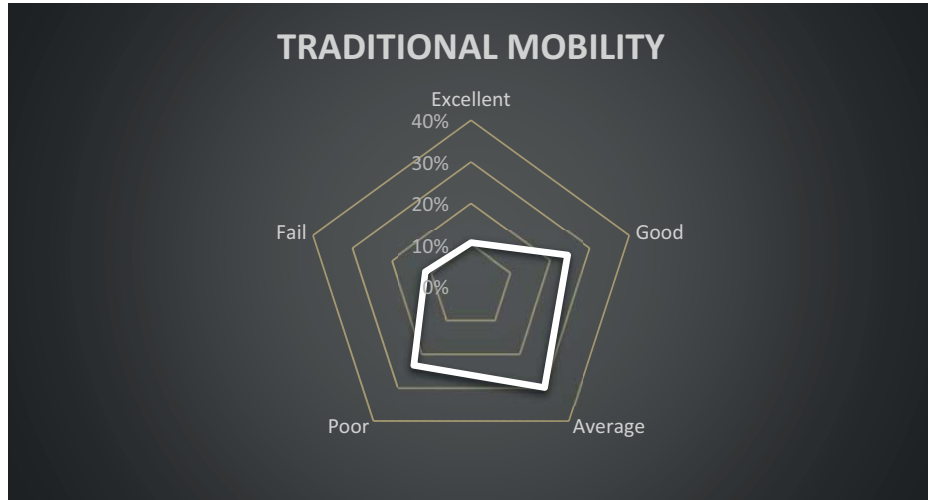
WHAT CREATES THE UNIQUE CHARACTER OF CULVER CITY AND CONTRIBUTES TO ITS SENSE OF PLACE?



WHAT ARE THE CRITICAL CHALLENGES TO THE CITY'S CHARACTER, TODAY AND IN THE FUTURE?

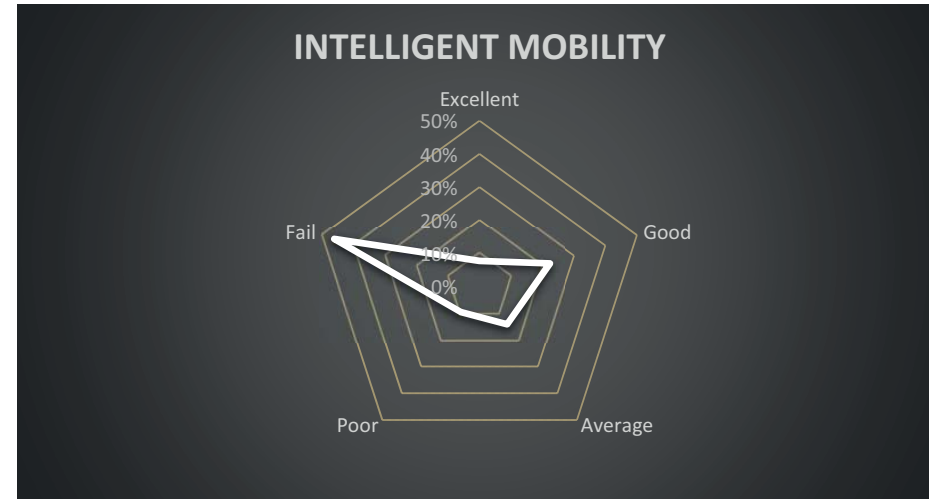


GRADING THE CITY - MOBILITY



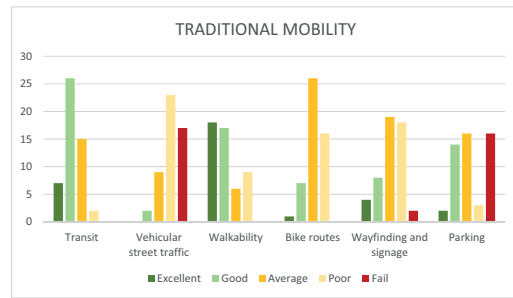
THERE SEEMS TO BE CONSENSUS IN THE COMMUNITY REGARDING MOST ISSUES OF TRADITIONAL MOBILITY EXCEPT PARKING.

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

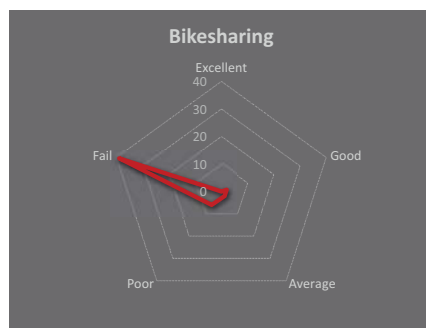
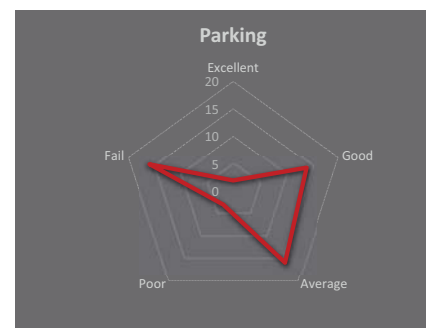
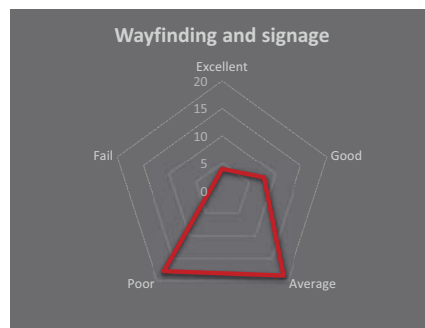
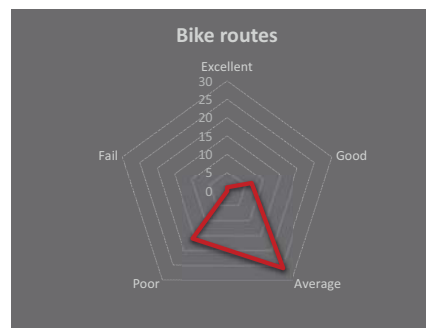
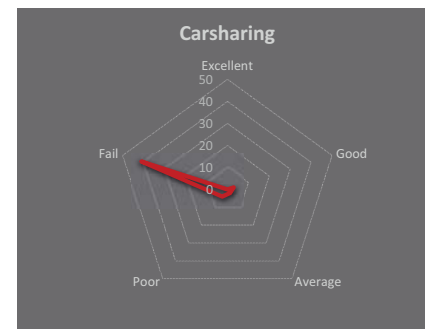
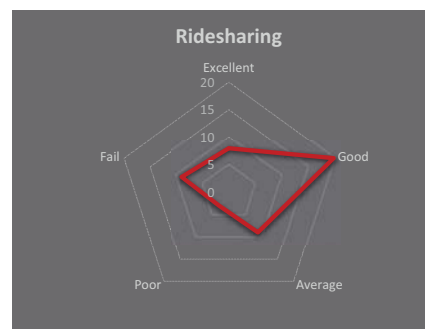
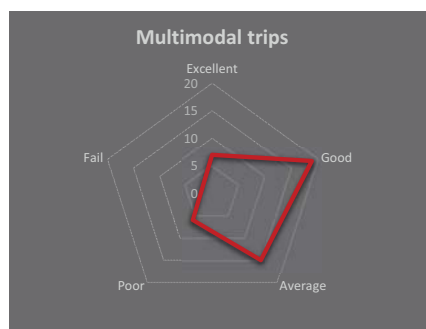
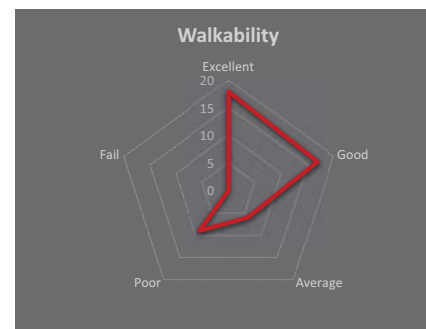
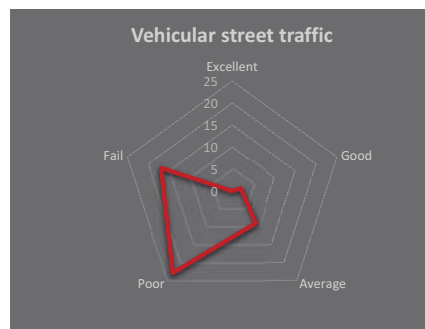
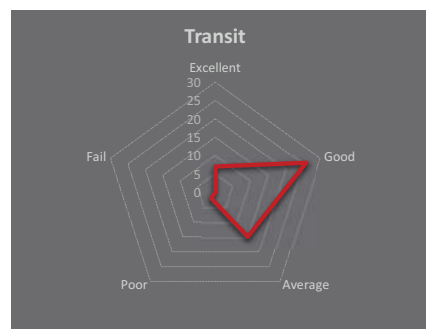
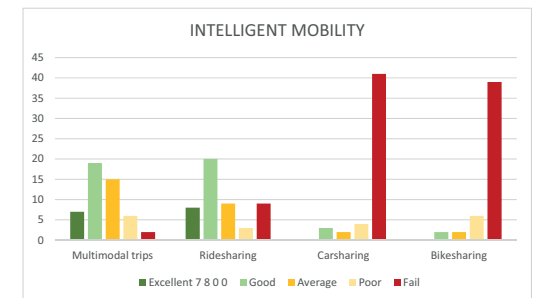


CARSHARING AND BIKESHARING HAVE A FAIL GRADE AS THERE IS AS YET NO CITY-WIDE PROGRAM FOR THEM.

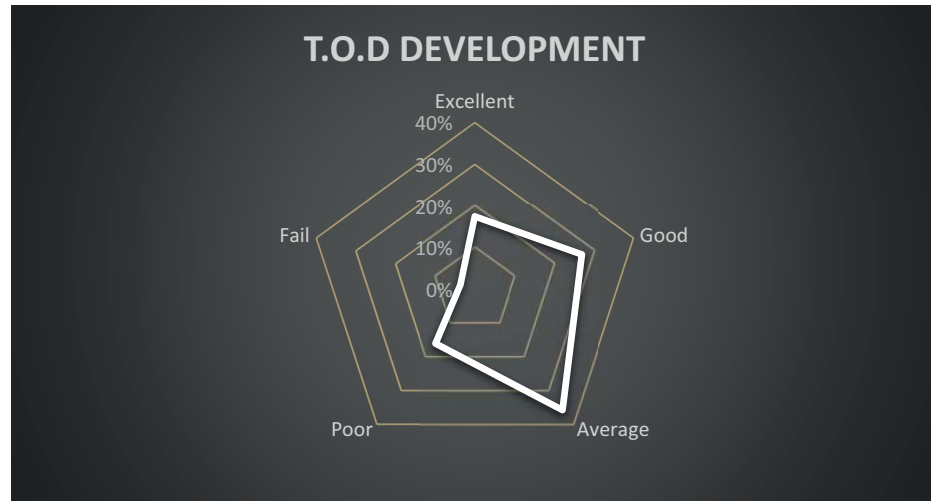
TRADITIONAL MOBILITY	Excellent	Good	Average	Poor	Fail
Transit	7	26	15	2	0
Vehicular street traffic	0	2	9	23	17
Walkability	18	17	6	9	0
Bike routes	1	7	26	16	0
Wayfinding and signage	4	8	19	18	2
Parking	2	14	16	3	16
Total	32	74	91	71	35
	Excellent	Good	Average	Poor	Fail
	11%	24%	30%	23%	12%



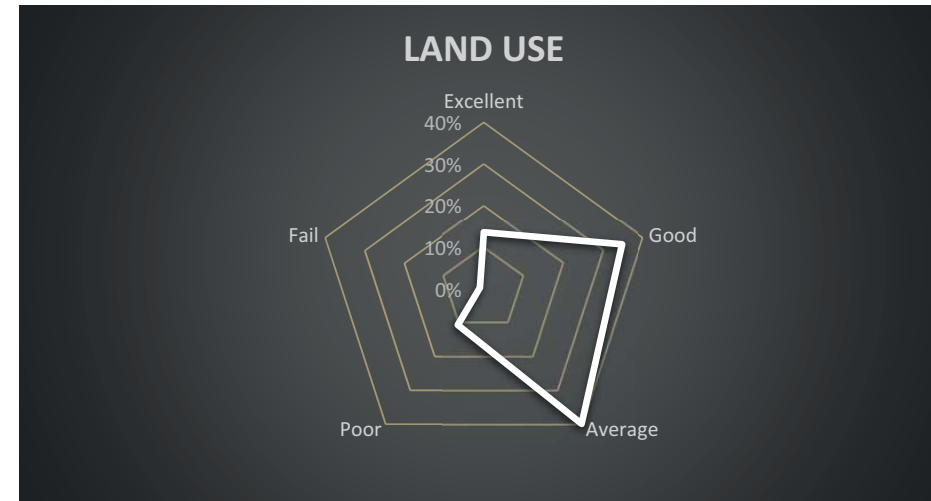
INTELLIGENT MOBILITY	Excellent	Good	Average	Poor	Fail
Multimodal trips	7	19	15	6	2
Ridesharing	8	20	9	3	9
Carsharing	0	3	2	4	41
Bikesharing	0	2	2	6	39
Total	15	44	28	19	91
	Excellent	Good	Average	Poor	Fail
	8%	22%	14%	10%	46%



GRADING THE CITY - T.O.D DEVELOPMENT & LAND USE



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.



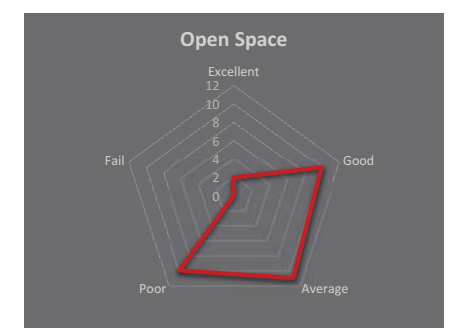
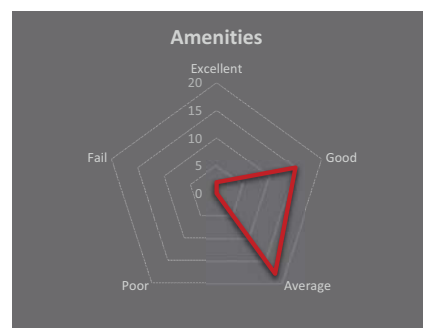
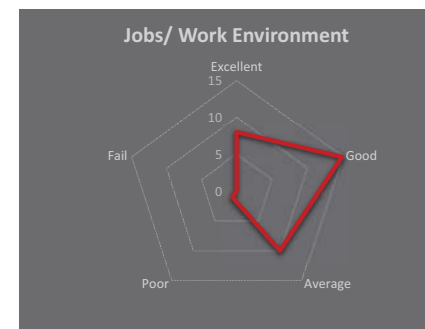
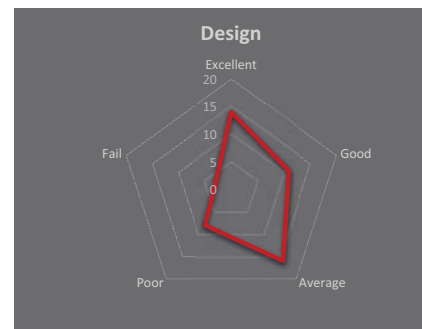
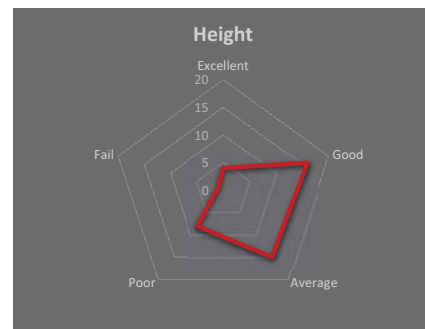
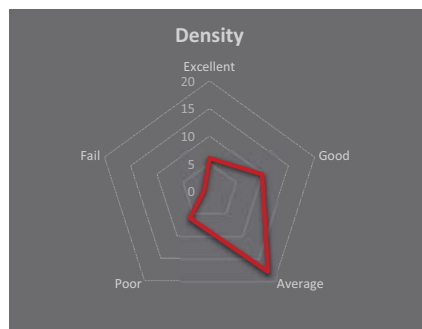
THERE IS CONSENSUS ABOUT MOST LAND USE ISSUES EXCEPT SERVICES AND OPEN SPACE.

THE GENERAL OPINION IS THAT, THERE IS A LACK OF NEIGHBORHOOD PARKS.

T.O.D. DEVELOPMENT	Excellent	Good	Average	Poor	Fail
Density	6	10	18	6	1
Height	4	16	15	8	1
Design	14	11	16	8	3
	24	37	49	22	5
	18%	27%	36%	16%	4%



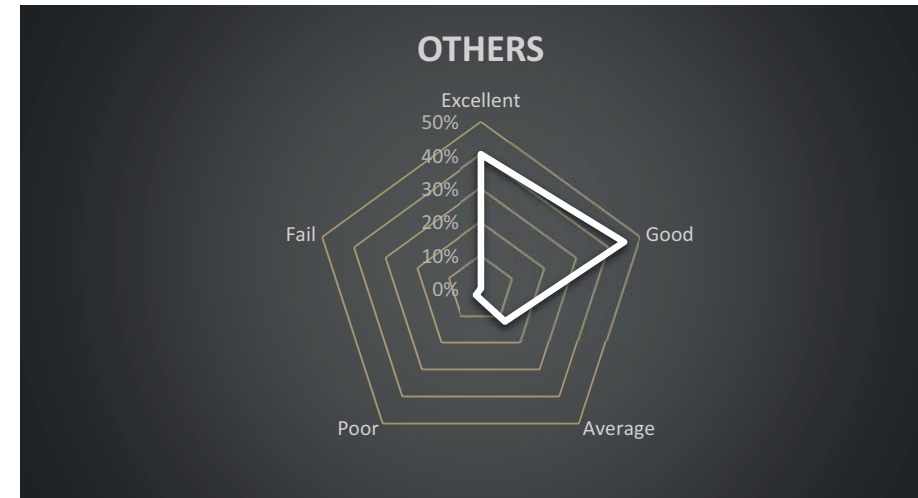
LAND USE	Excellent	Good	Average	Poor	Fail
Housing Diversity	6	10	16	4	0
Jobs/ Work Environment	8	15	10	1	0
Shopping	0	12	17	4	2
Amenities	2	15	18	0	0
Services	9	7	7	2	0
Open Space	2	10	11	10	0
	27	69	79	21	2
	14%	35%	40%	11%	1%



GRADING THE CITY - LANDSCAPE/ STREETScape & OTHER ISSUES



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

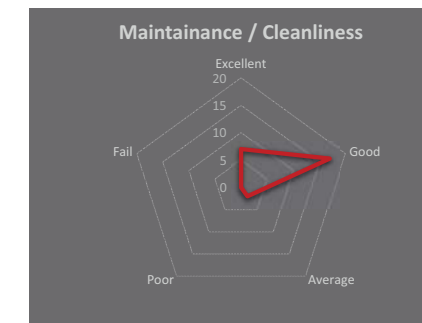
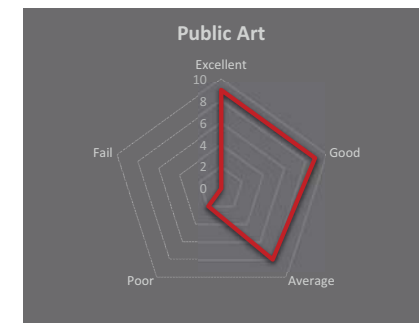
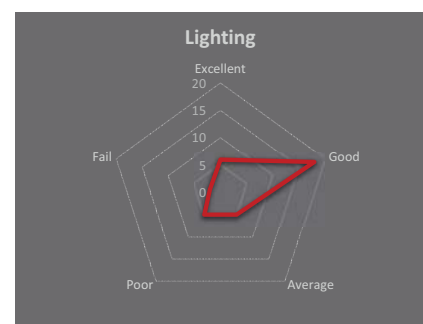
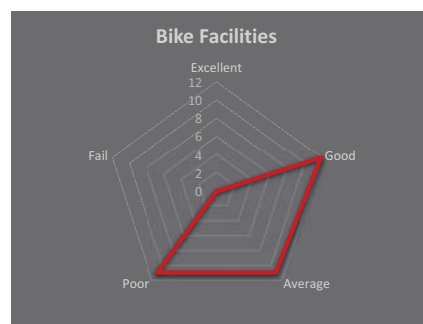
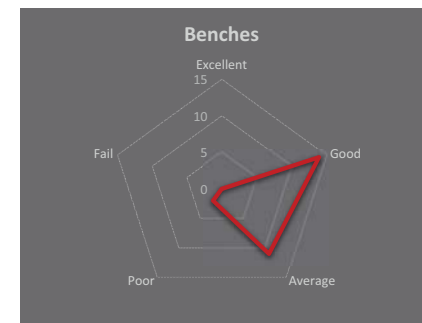
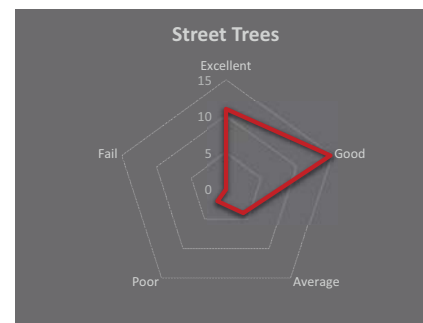


WHILE THERE WERE SOME MIXED OPINIONS ABOUT THE PUBLIC ART AROUND THE CITY, IT WAS GENERALLY VIEWED IN A POSITIVE LIGHT ALONG WITH MAINTAINANCE AND SECURITY.

LANDSCAPE / STREETScape	Excellent	Good	Average	Poor	Fail
Sidewalk	4	17	12	2	0
Street Trees	11	15	4	2	0
Benches	0	14	11	2	0
Bike Facilities	0	12	11	11	0
Lighting	6	18	5	5	2
Total	21	76	43	22	2
Percentage	13%	46%	26%	13%	1%



OTHERS	Excellent	Good	Average	Poor	Fail
Public Art	9	9	8	2	0
Maintenance / Cleanliness	7	17	2	0	0
Security / Safety	17	11	0	0	0
Total	33	37	10	2	0
Percentage	40%	45%	12%	2%	0%



MAPPING ISSUES AND CONCERNS



WORKSHOP - I - TRAFFIC ISSUES & FREQUENT ROUTES

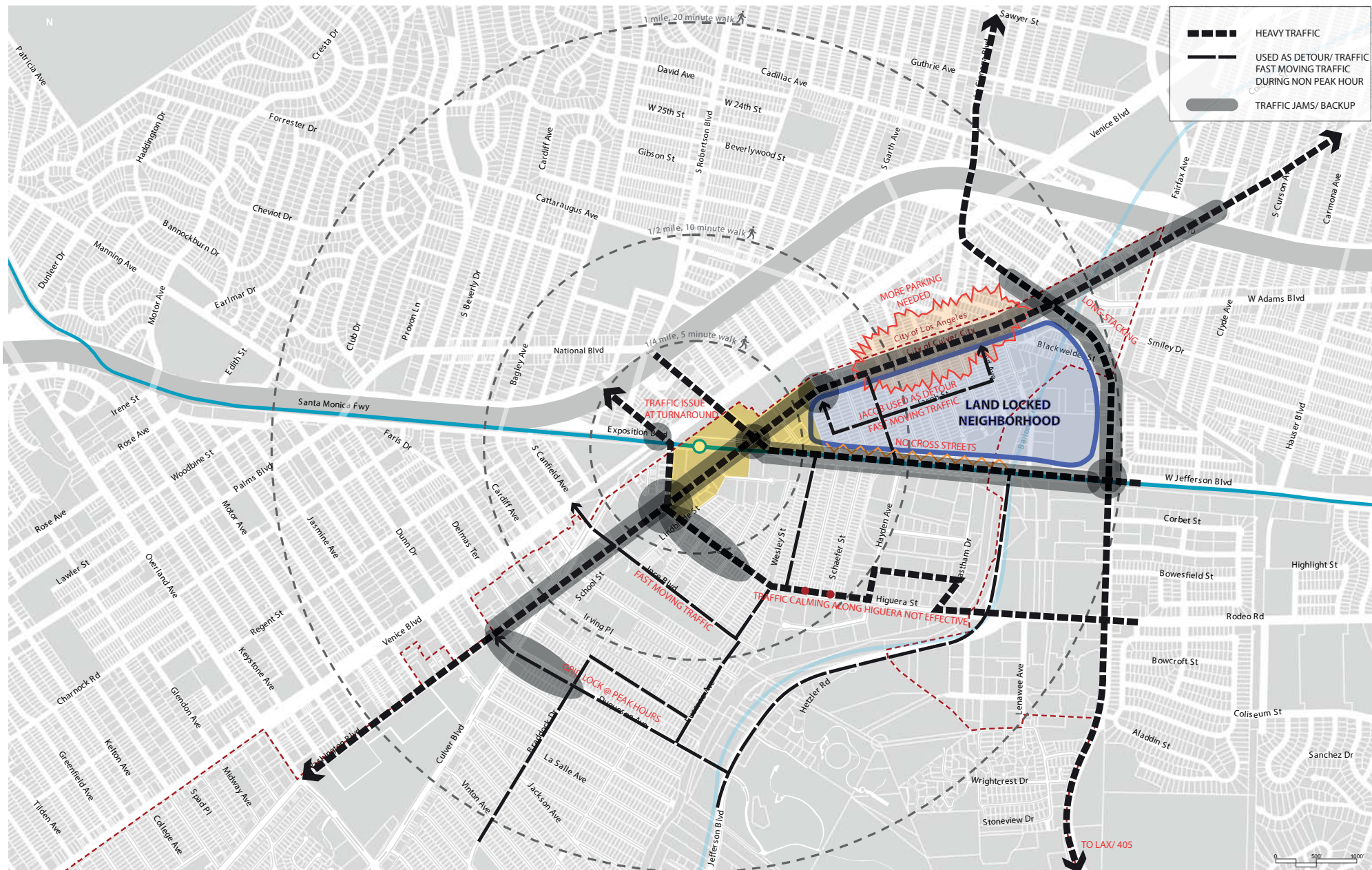


Diagram caption

WORKSHOP -I - BIKE ISSUES & FREQUENT ROUTES

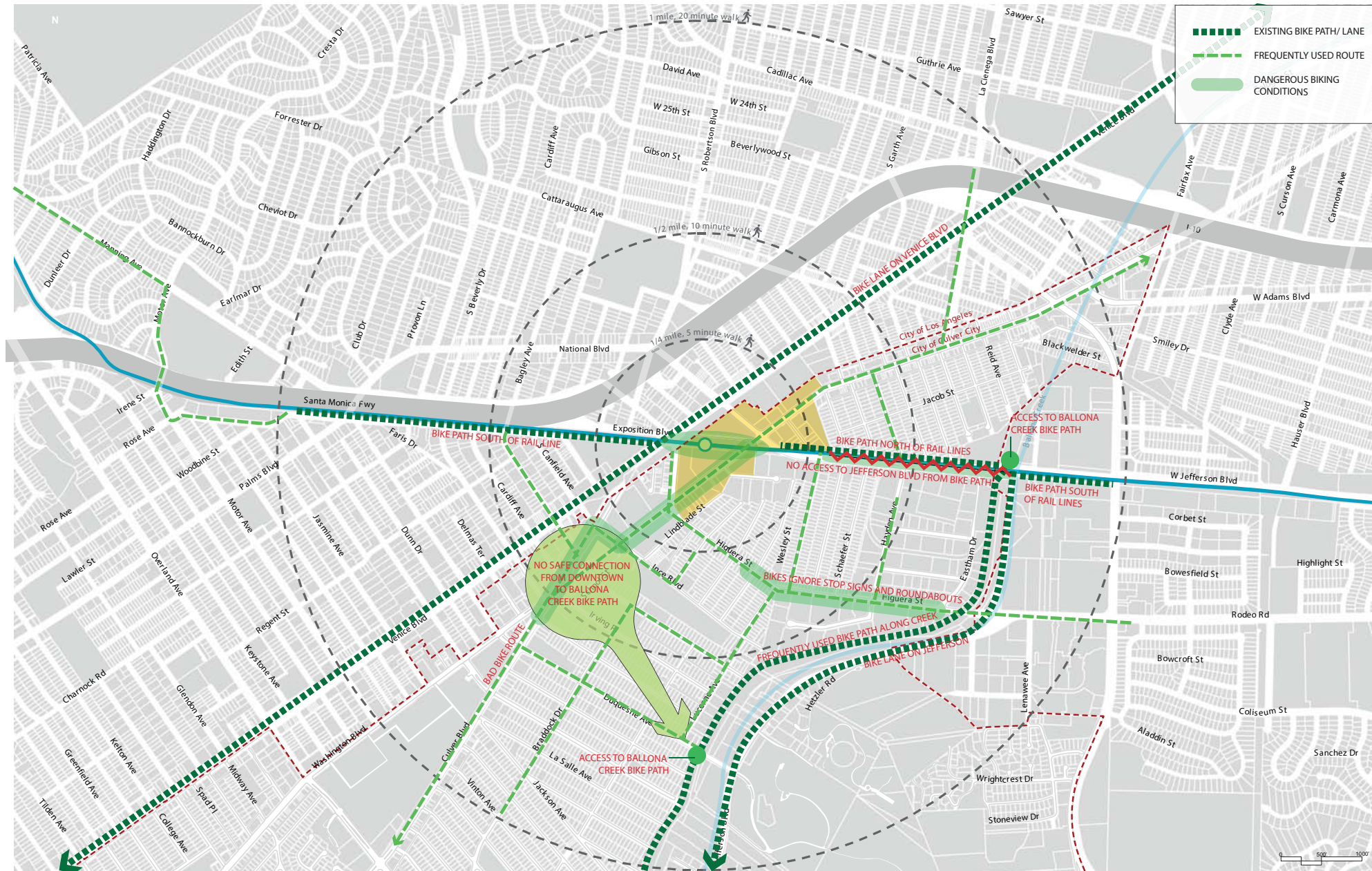


Diagram caption

WORKSHOP -I - PEDESTRIAN ISSUES & ROUTES

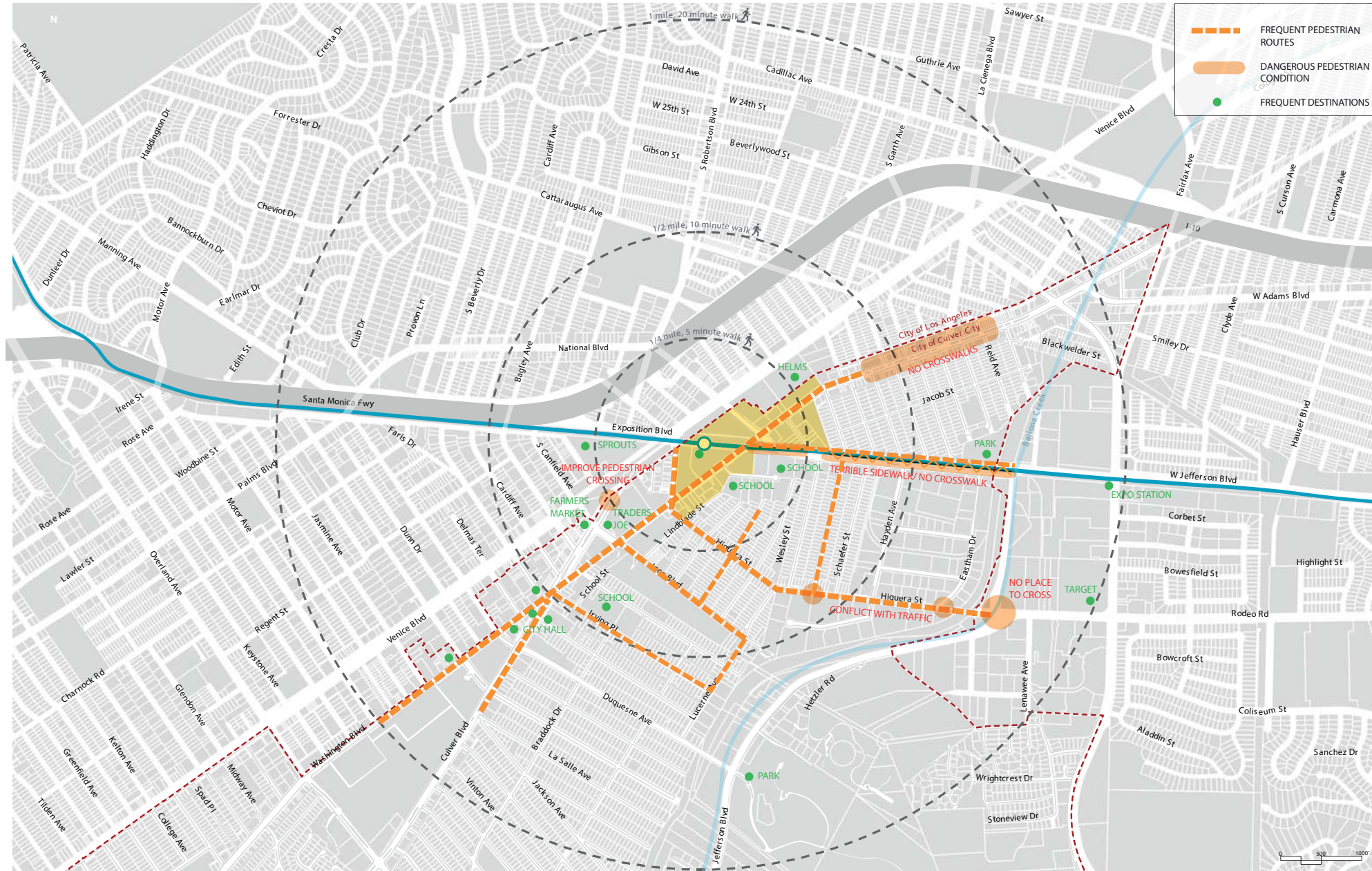


Diagram caption

APRIL 22ND, 2017

WORKSHOP - II & III

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.



OBSERVATIONS ON FOOT AND BIKE



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.



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

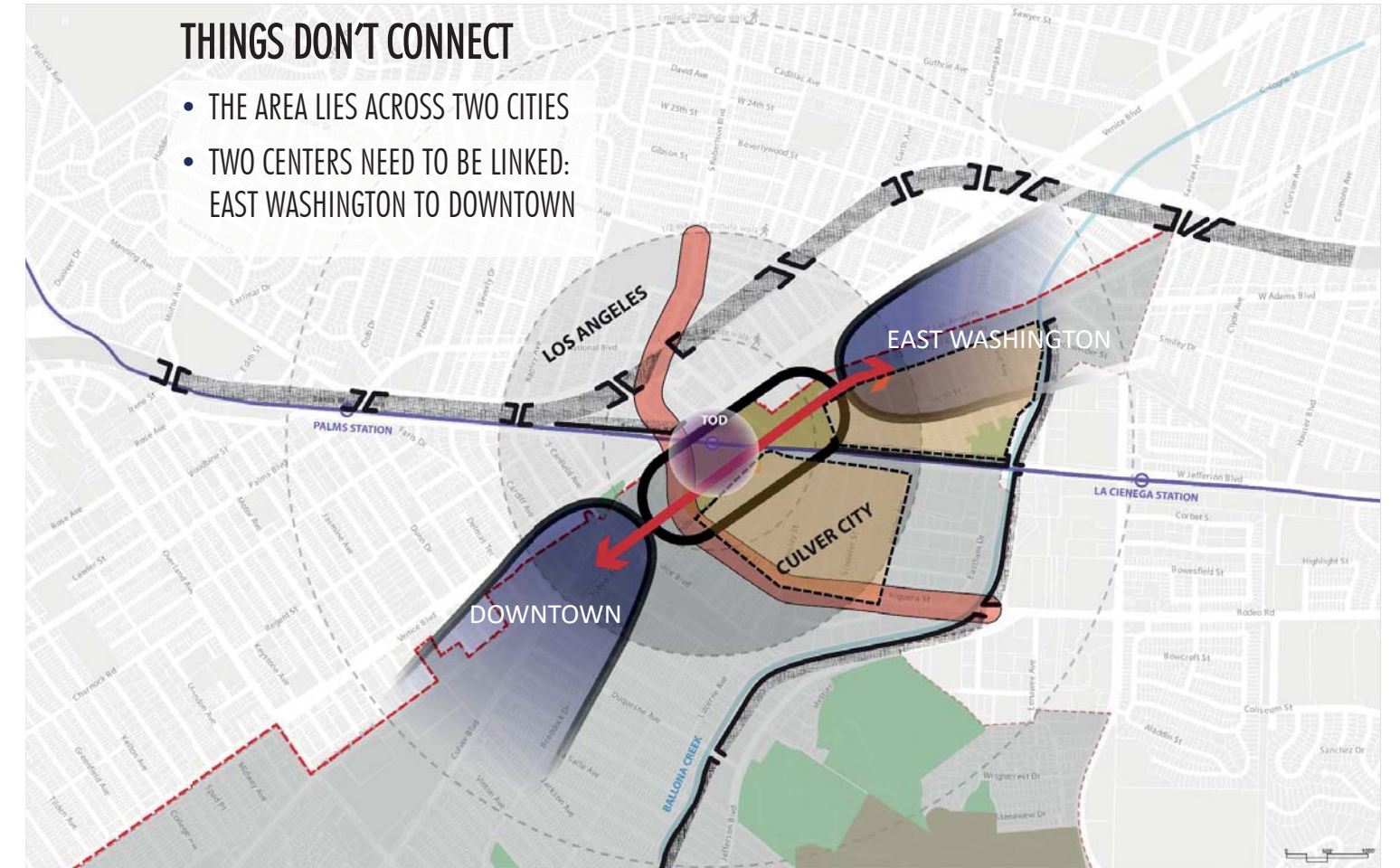
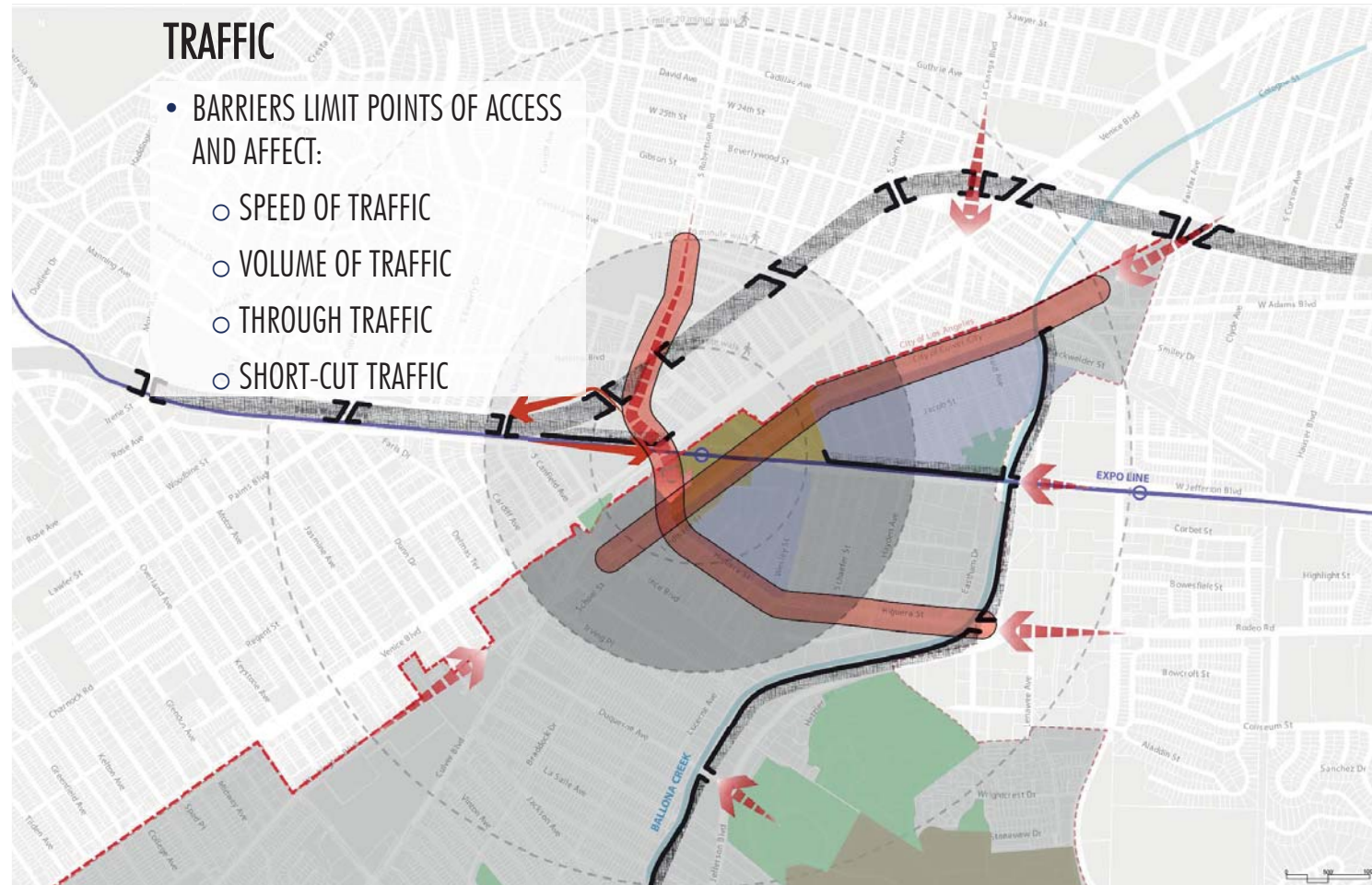
- Open Wesley St. to connect across National Blvd.
- Connect Jacob St. to Wesley to improve local access.
- Slow down traffic on Higuera St. -- current measures are ineffective.
- Traffic calming throughout the neighborhoods
- Slow down traffic on Culver Blvd.



PARKING

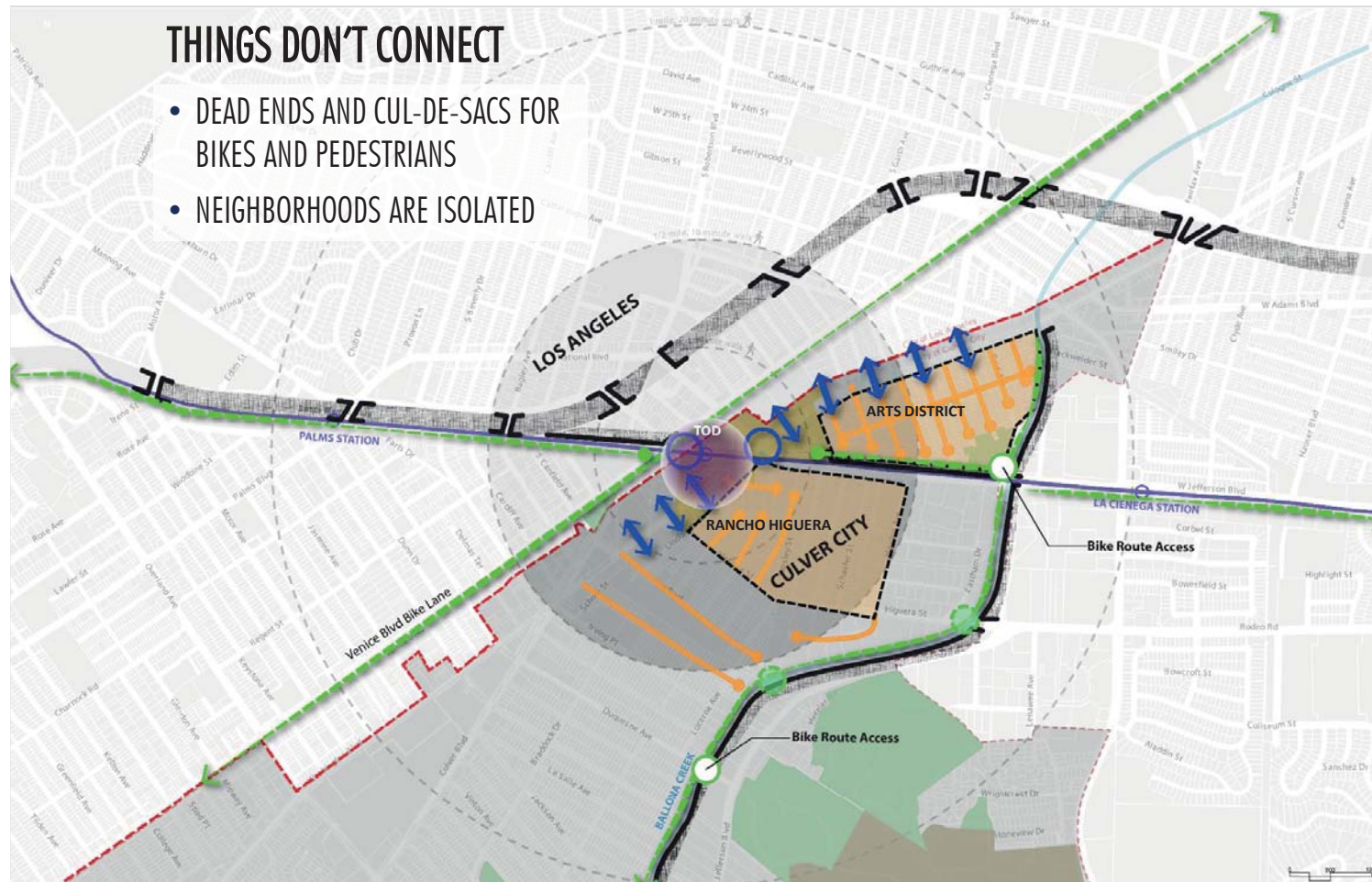
- Consider a shared parking strategy.
- Use excess R.O.W. for employee parking at La Cienega Ave..
- Consider angled parking on Washington.

ISSUES

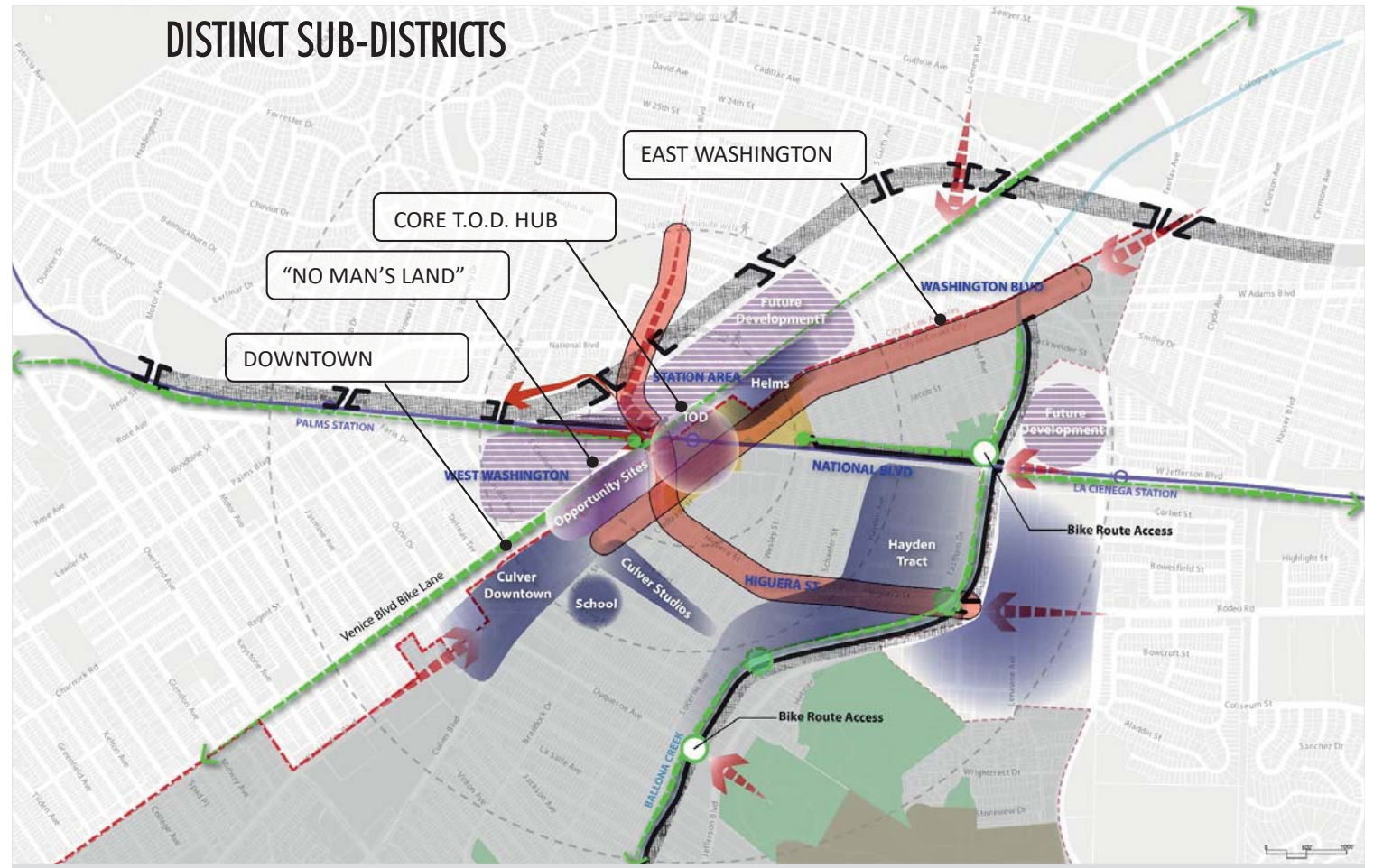


THINGS DON'T CONNECT

- DEAD ENDS AND CUL-DE-SACS FOR BIKES AND PEDESTRIANS
- NEIGHBORHOODS ARE ISOLATED



DISTINCT SUB-DISTRICTS





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
- • Carpools
- • 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

MAY 9TH, 2017

WORKSHOP - V

DESIGN COMMUNITY ROUNDTABLE

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.



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

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



WORKSHOP V

MOBILITY IN CULVER CITY: A Roundtable Discussion

May 9, 2017

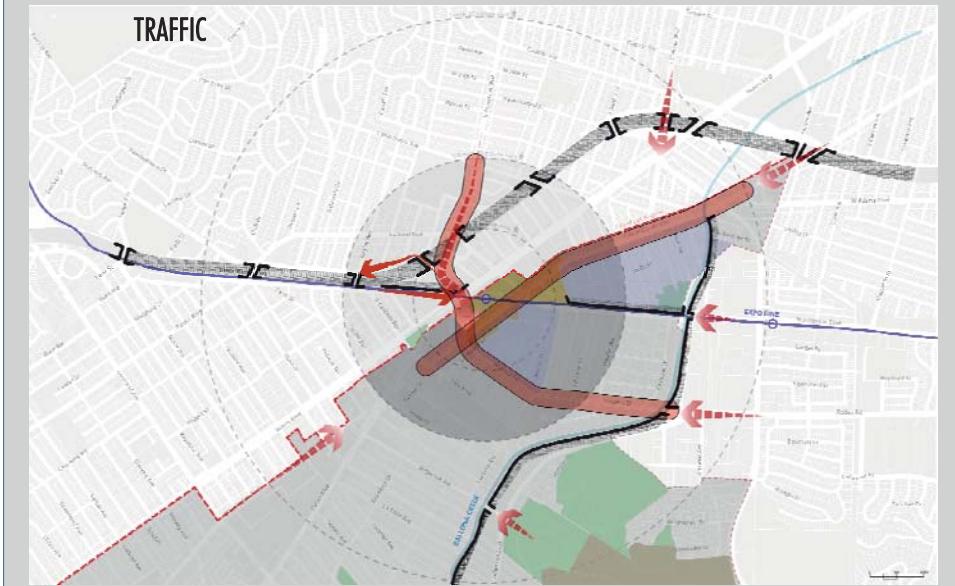
ISSUES AND IDEAS

TOO MUCH TRAFFIC

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

ISSUES AND IDEAS

TRAFFIC



TOD VISIONING

TOD VISIONING

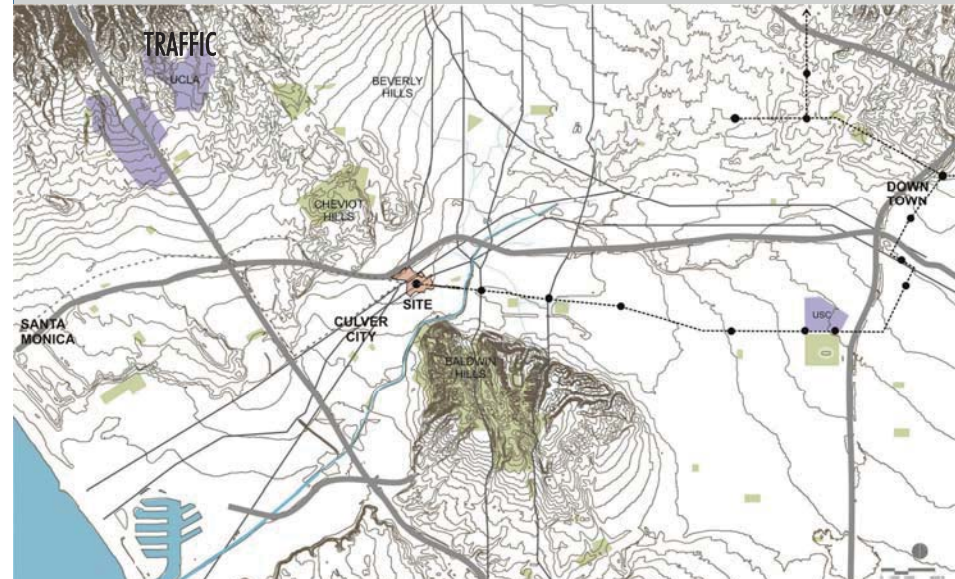
TOD VISIONING

WHAT WE HAVE HEARD FROM THE COMMUNITY

ISSUES AND IDEAS

ISSUES AND IDEAS

TRAFFIC



ISSUES AND IDEAS

TOO MUCH TRAFFIC

How can we discourage through-traffic in Culver City and enable access for those living and working there?

TOD VISIONING

TOD VISIONING

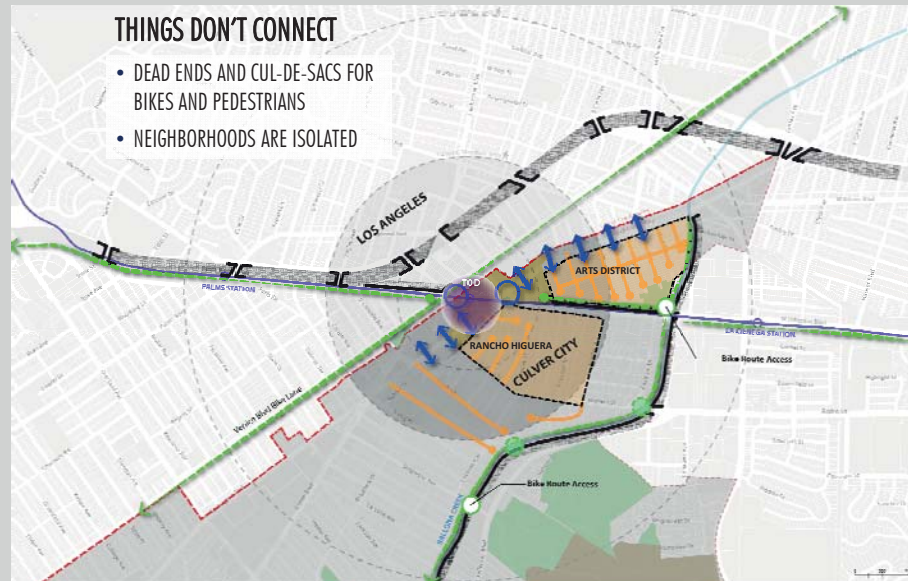
TOD VISIONING

THINGS DON'T CONNECT

Neighborhoods are locked in, streets are discontinuous, downtown is isolated from the Expo Station, and the entire city is embedded in Los Angeles.

THINGS DON'T CONNECT

- DEAD ENDS AND CUL-DE-SACS FOR BIKES AND PEDESTRIANS
- NEIGHBORHOODS ARE ISOLATED



THINGS DON'T CONNECT

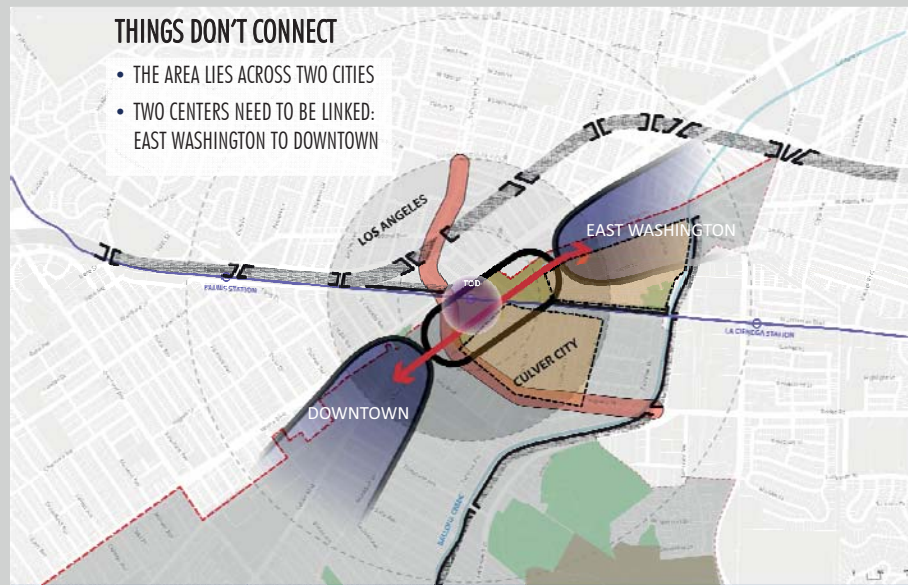
With neighborhoods wanting to be porous and connected but feeling they are under threat by "outsiders," how can connectivity and exclusivity be resolved?

TRAFFIC



THINGS DON'T CONNECT

- THE AREA LIES ACROSS TWO CITIES
- TWO CENTERS NEED TO BE LINKED: EAST WASHINGTON TO DOWNTOWN



A BIGGER QUESTION

Culver City's mobility issues are bigger than Culver City.

ISSUES AND IDEAS

A BIGGER QUESTION

Culver City TOD VISIONING

ISSUES AND IDEAS

THE PANEL

Culver City TOD VISIONING

ISSUES AND IDEAS

THE PANEL

Culver City TOD VISIONING

ISSUES AND IDEAS

A BIGGER QUESTION

What is the future of mobility in Culver City?

Culver City TOD VISIONING

ISSUES AND IDEAS

THE PANEL

Steven Ehrlich FAIA, Ehrlich Yanai Rhee Chaney Architects

Hsinming Fung AIA, Hodgetts + Fung

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Eric Owen Moss FAIA, Eric Owen Moss Architects

William H. Fain, Jr. FAIA, Johnson Fain, Moderator

Culver City TOD VISIONING

POST YOUR COMMENTS!

<https://culverTODvision.org>

Culver City TOD VISIONING

MAY 25TH, 2017

WORKSHOP - VI

DESIGN CHARRETTE: THREE "TOD TALKS"

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=dckXPuGIS2Y>



TEAM 1

- Must have bike lanes/ cycle track
- Must keep tree median in the Arts district
- Transit/ parking lanes more detail at transit center
- Prioritizw 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? Funnality 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

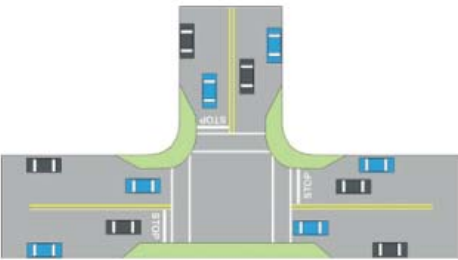
Traffic Calming Toolkit for the Neighborhoods (Mc Manus, Lucerne/Higuera)

Culver City TOD Visioning - Traffic Calming & Complete Streets Measures

Traffic Calming Toolkit - Volume Reduction Elements

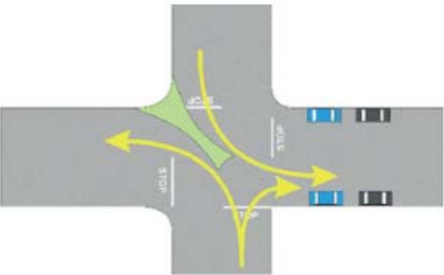
Curb Extensions

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-diverters

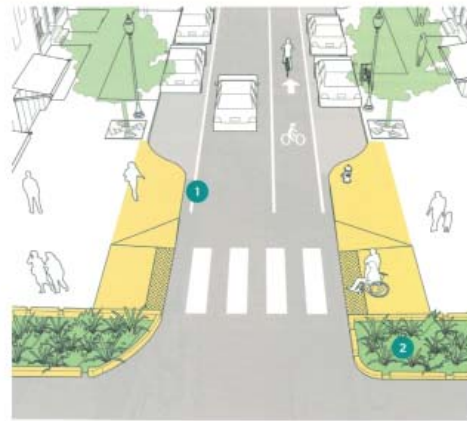
Semi-diverters are extensions from the curb or islands - usually extending from a corner of an intersection that block one directional lane of the street. effectively reduce traffic volumes on a street although the diverted traffic may impact adjacent streets. Semi-diverters are very effective in reducing volumes at specific locations. Semi-diverters affect all drivers, including local residents.



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.



Pinchpoint

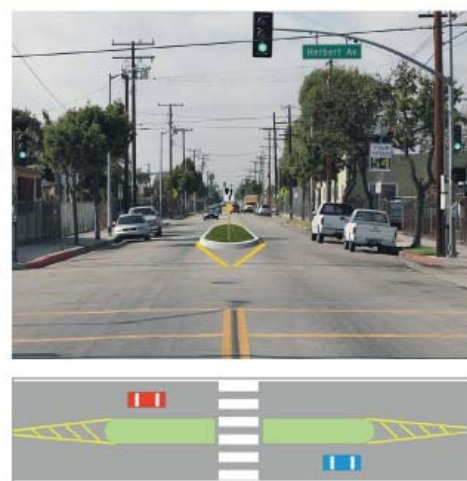
Curb extensions may be applied at midblock to slow traffic speeds and add public space. When utilized as a traffic calming treatment, midblock curb extensions are referred to as "pinchpoints" or "chokers".



Traffic Calming Toolkit - Volume Reduction Elements

Center Island Narrowing

Raised 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 mid-block crosswalk.



One-way Streets

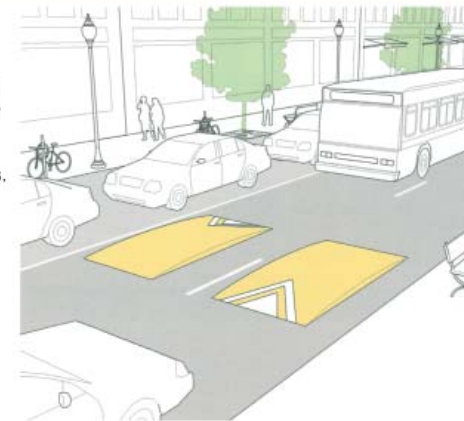
One-way Streets and associated signs are used to restrict all through traffic in a given direction on particular streets. When used on a series of streets they can be effectively used to prevent cut-through traffic. All one-way streets have the potential to increase travel speed and they may need to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



Traffic Calming Toolkit - Speed Control Elements

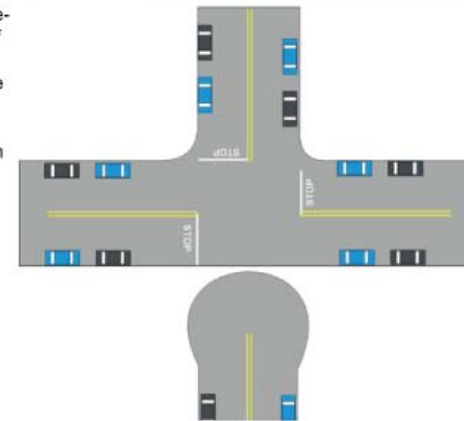
Speed Cushions

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.

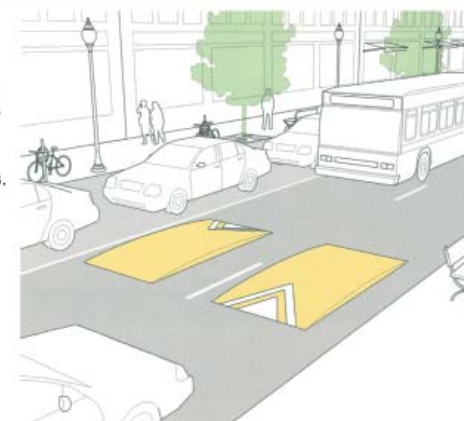


Care should be taken to consult neighborhoods when proposing cul-de-sacs or full closures because access to properties may become more difficult resulting in potential delays for residents. Sidewalks can be left open.

Traffic Calming Toolkit - Speed Control Elements

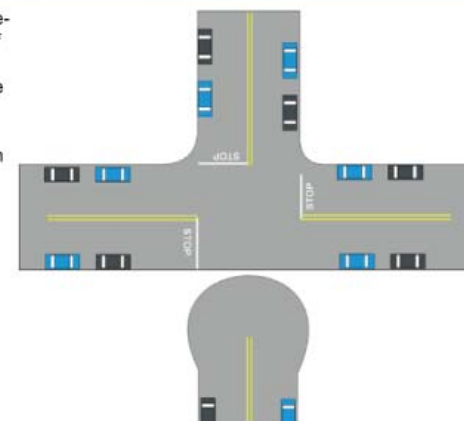
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Traffic Calming Toolkit - Intersection of Minor Streets

Reconstruction	Raised Intersections	Neighborhood Traffic Circles
Reconstruction of intersection to limit turning speed and improve crossing for pedestrian and cyclists.	Raised intersections create a safe, slow-speed crossing and public space at minor intersections.	Neighbourhood 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	Chicane
	Lane Shift	Speed Hump	2-Way Street
	Roundabout	Diverter	Signal Progression
	Building Lines	Street Trees	On-Street Parking

Complete Streets Toolkit for Major Streets - Urban Streets Design Principles

Phases of Transformation	Key Principles
<p>Existing Existing conditions demonstrate how traditional design elements, such as wide travel lanes and undifferentiated street space, have had an adverse impact on how people experience the streetscape.</p>	<p>Streets are Public Spaces</p> <p>Great Streets are Great for Businesses</p> <p>Streets can be changed</p>
<p>Interim Redesign Striping and low-cost materials can realize the benefits of a full reconstruction in the short term, while allowing a city to test and adjust a proposed redesign.</p>	<p>Design for Safety</p> <p>Streets are Ecosystems</p> <p>Act Now!</p>
<p>Reconstruction Full capital reconstructions can take 5-10 years. A complete upgrade might include new drainage and stormwater management provisions, raised bikeways, wider sidewalks, and traffic calming elements.</p>	

Complete Streets Toolkit for Major Streets - Intersection Design Principles

Intersection Design Principles		Principles		
Existing				
		Design Intersections to be as Compact as Possible	Analyze Intersections as Part of a Network, not in Isolation	Integrate Time and Space
Reconstruction				
		Intersections are Shared Spaces	Utilize Excess Space as Public Space	Design for the Future

Complete Streets Toolkit for Major Streets - Corner Radii

Effective Turning Radius	
<p>Corner radii directly impacts vehicle turning speeds and pedestrian crossing distances. Minimizing the size of a corner radius is critical to creating compact intersections with safe turning speeds. While standard curb radii are 10-15 feet, many cities use corner radii as small as 2 feet. In urban settings, smaller corner radii are preferred and actual corner radii exceeding 15 feet should be the exception.</p>	

Complete Streets Toolkit for Major Streets - Crosswalks

Conventional Crosswalks		Midblock Crosswalks	
Existing		Existing	
Reconstruction		Reconstruction	

Complete Streets Toolkit for Major Streets - Parking

Parallel Parking	Angled Parking	Back-In Angled Parking

Complete Streets Toolkit for Major Streets - Interim Design Strategies

Activating the Curb

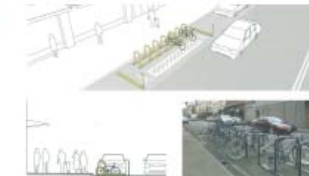
Interim Sidewalk widening



Traffic Calming



Bike Corral



Bike Share



Parklets

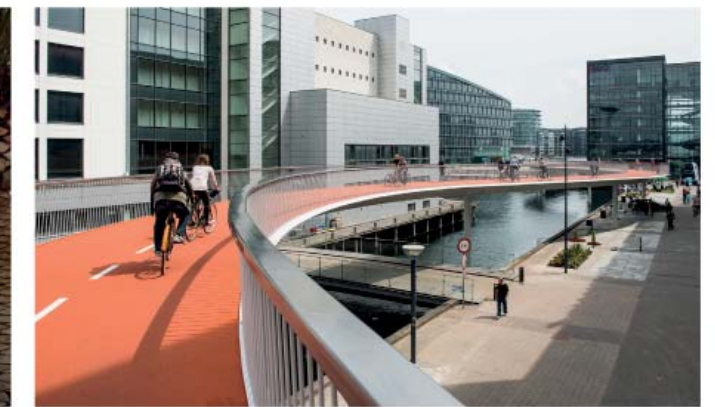


Complete Streets Toolkit for Major Streets - Pedestrian / Bicycle Over Crossing

Pedestrian Bridge Example

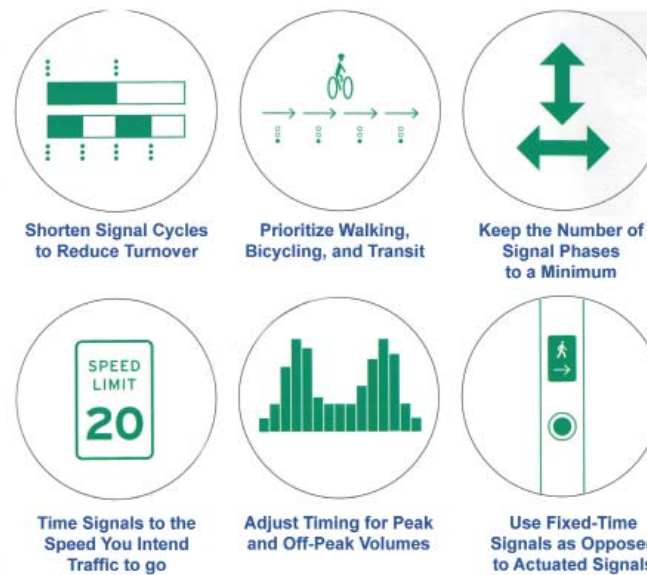


Bicycle Bridge Example



Complete Streets Toolkit for Major Streets - Traffic Signals

Signalization Principles



SOURCE: NACTO

Transit Toolkit

Transit Toolkit

Bus Lane

Dedicated Curbside Bus Lane



Dedicated Offset Bus Lane



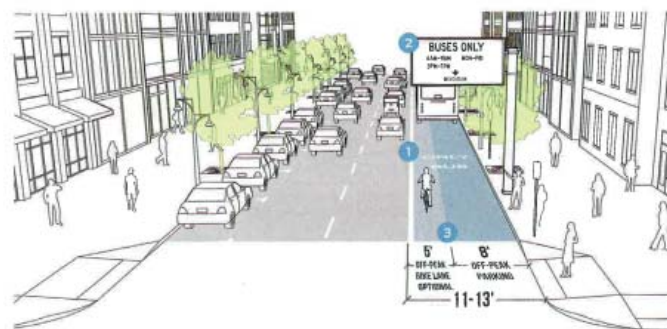
Bus Lane

Bus Bulbs



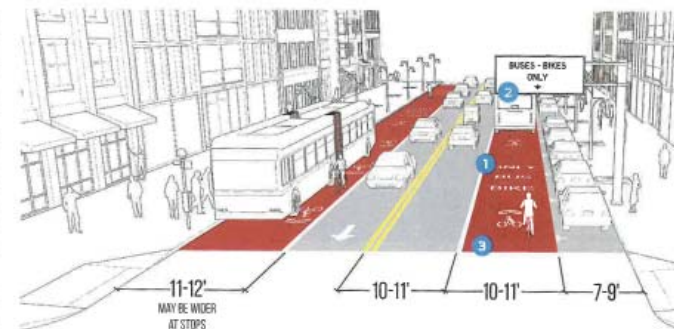
Transit Toolkit

Peak-Only Bus 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. Wider lanes can enable an effective bicycle lane off-peak adjacent to parking. Peak-only transit lanes may also be exclusive to streetcars or buses at peak times, while permitting mixed traffic at other times.

Shared Bus-Bike Lane



Shared bus-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.

Bicycle Toolkit

Bicycle Toolkit

Bike Facilities



1. Curb zone
2. Curb
3. Bikeway Clear Path
4. buffer Zone

One-way Protected Cycle Tracks

One-way protected cycle tracks are bikeways 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 or other barrier between the cycle track and the motor vehicle travel lane.



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, denoting 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.



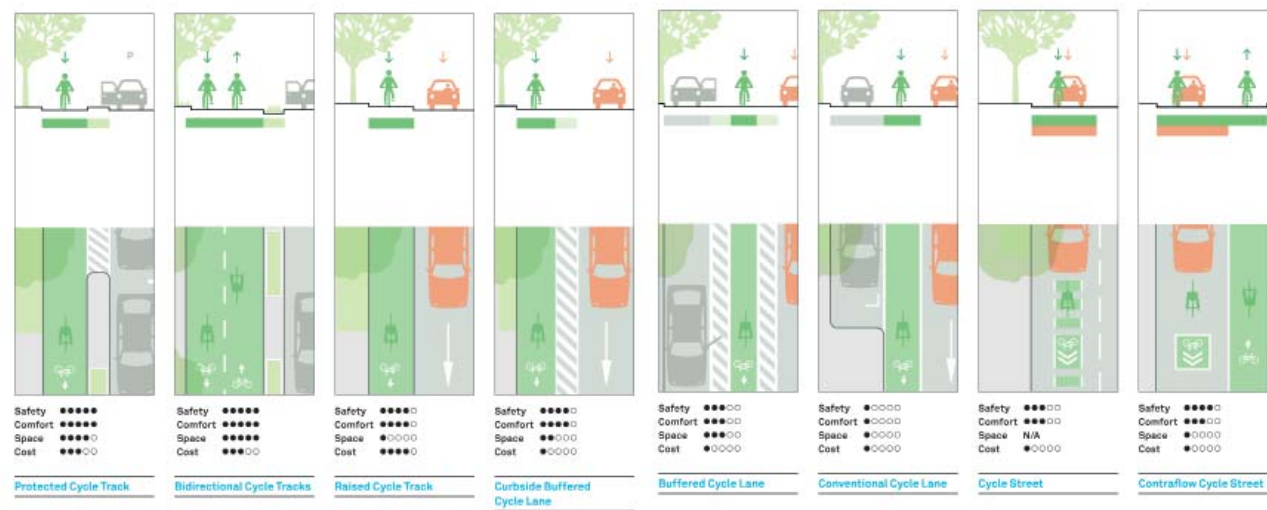
Bicycle Toolkit

One-way Protected Cycle Tracks Plan Example



Bicycle Toolkit

Bikeway Types

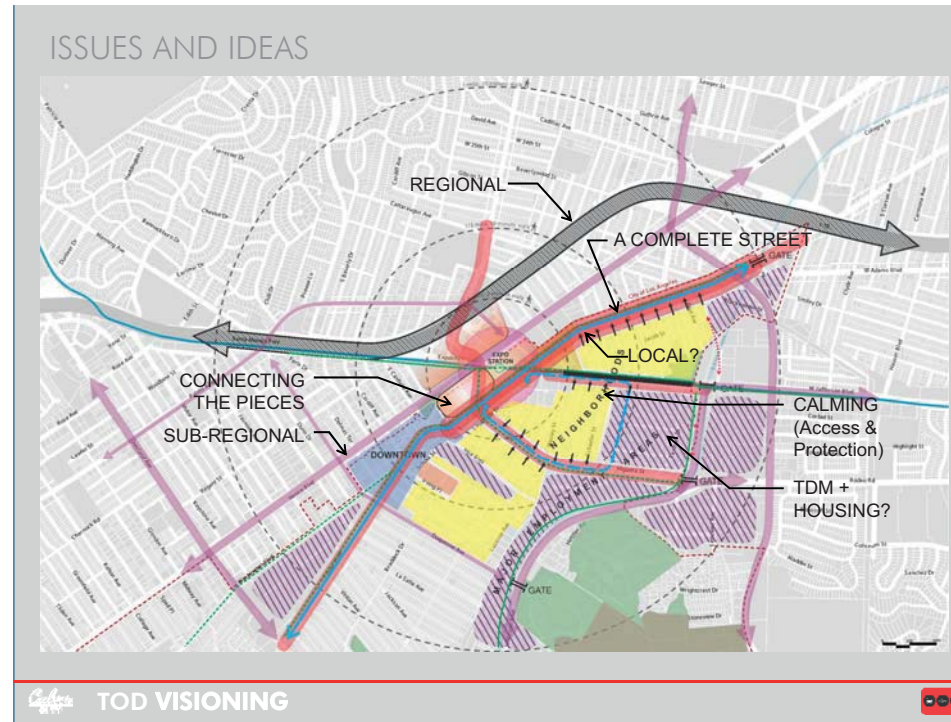


JUNE 15TH, 2017

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

TOD VISIONING

ISSUES AND IDEAS

GOALS AND PRIORITIES

- PEDESTRIANS FIRST!
- TRANSIT NEXT
- THEN BIKES
- AND CARS LAST

TOD VISIONING

WASHINGTON BLVD: A COMPLETE STREET

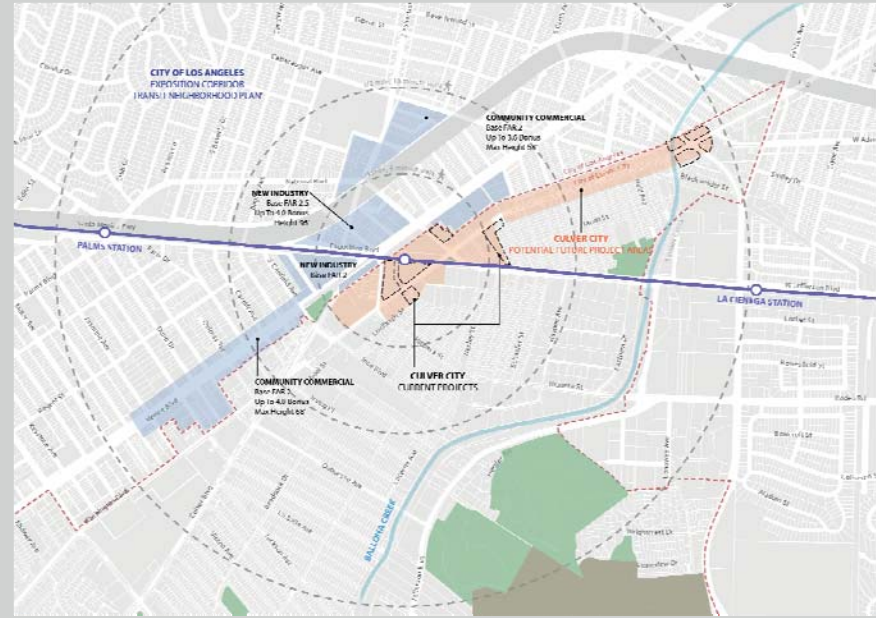
TOD VISIONING

WASHINGTON BLVD: A COMPLETE STREET



TOD VISIONING

BUILD OUT POTENTIAL



TOD VISIONING

PEDESTRIAN NETWORK

PASEO/ MID BLOCK CROSSING



TOD VISIONING

DESIGN IDEAS

PEDESTRIAN NETWORK

PEDESTRIAN NETWORK

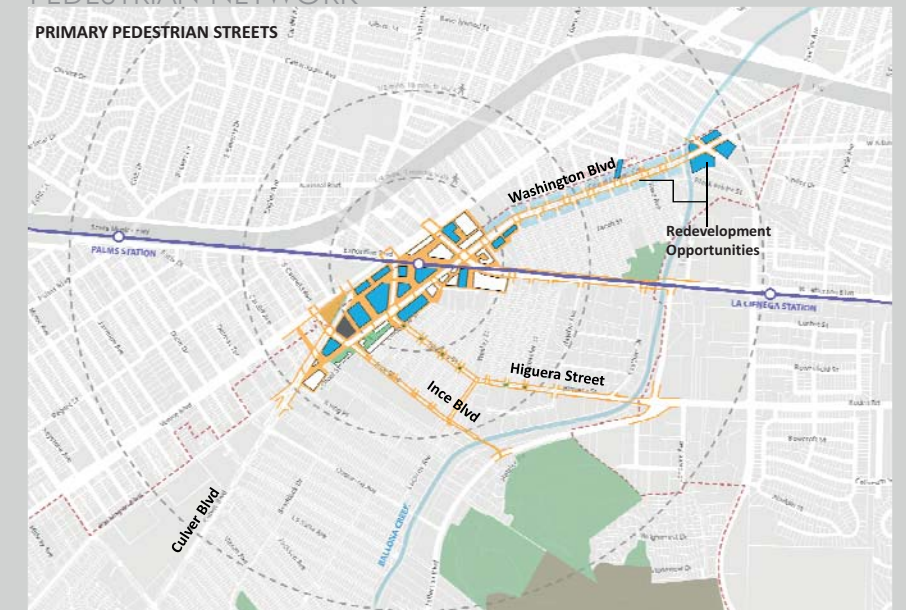
BLOCK DEVELOPMENT OPPORTUNITY IN TOD AREA



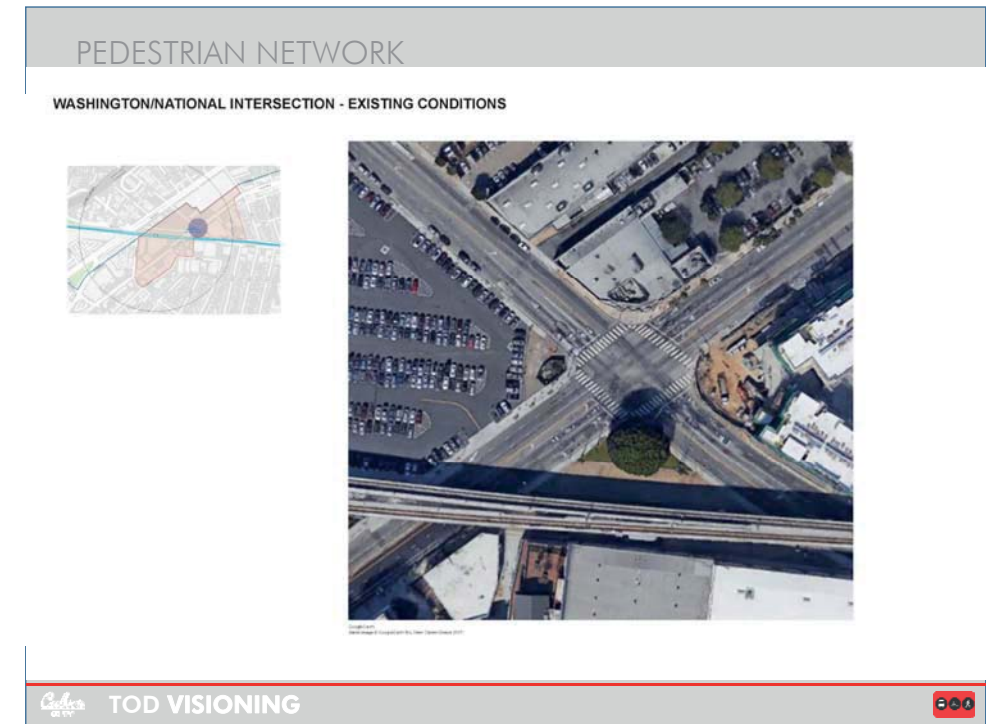
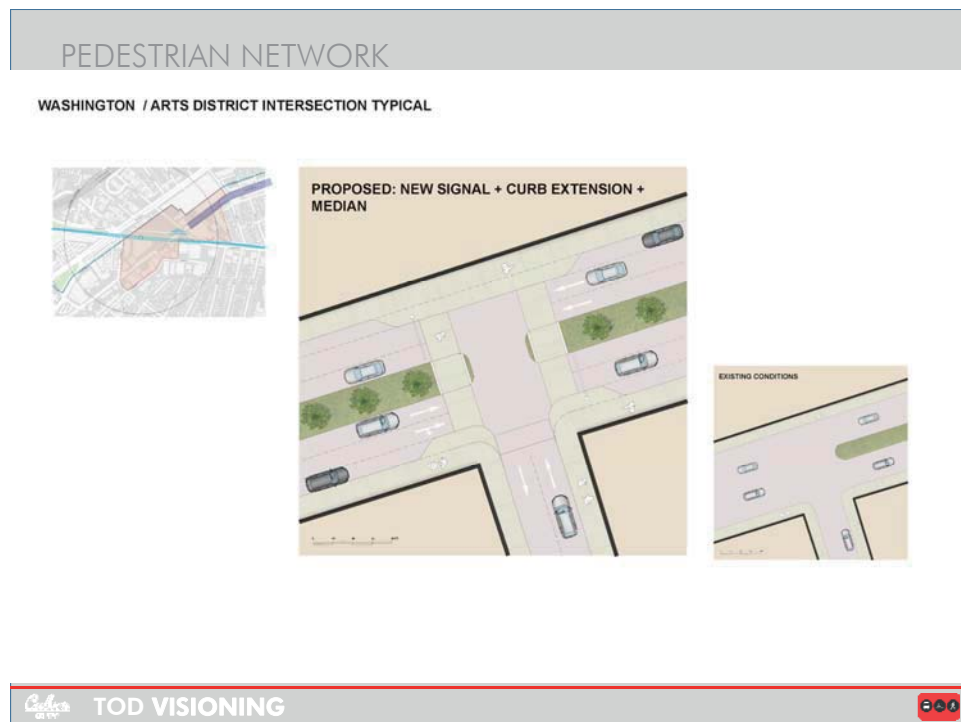
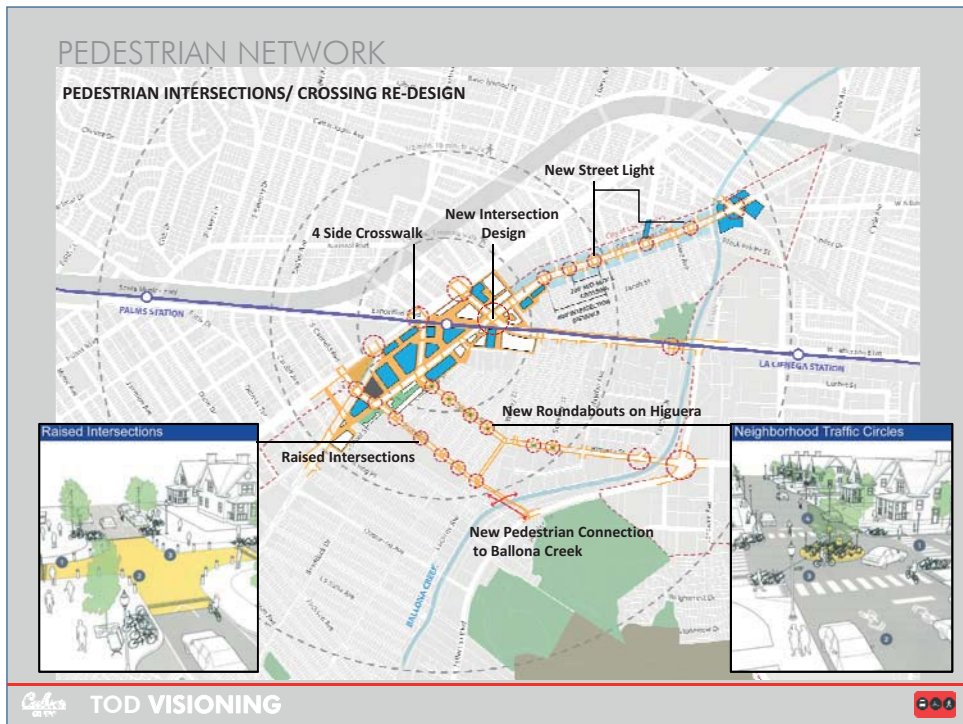
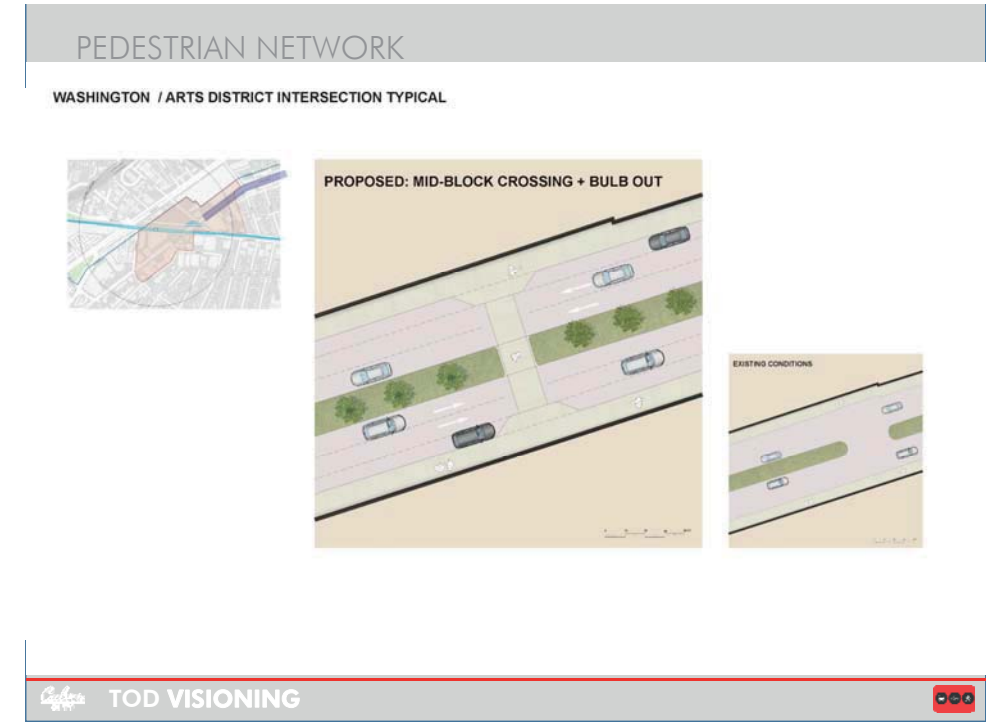
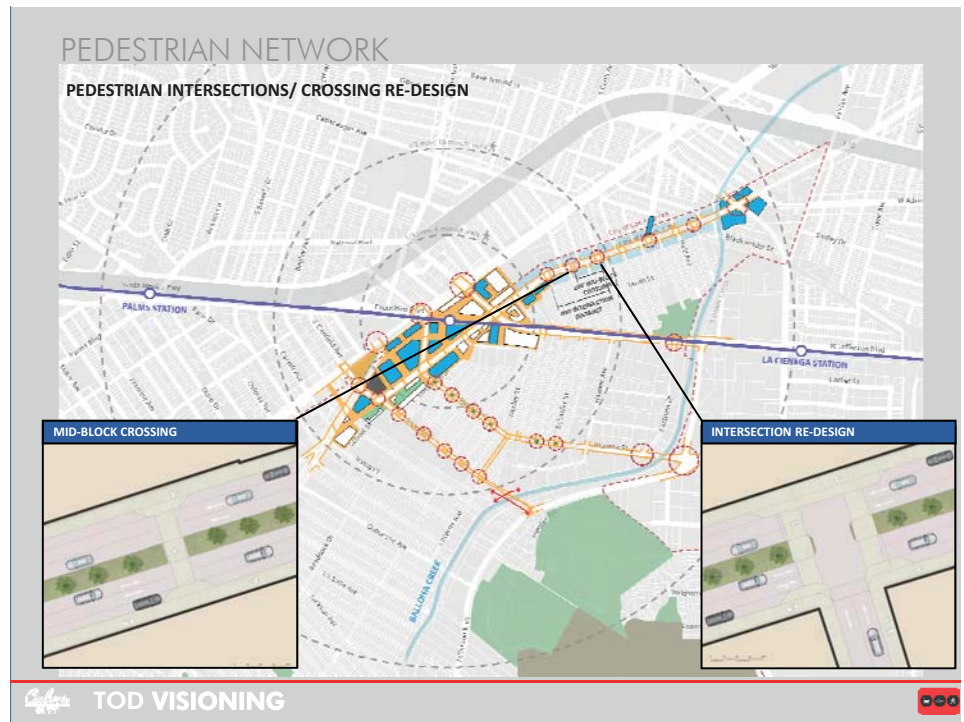
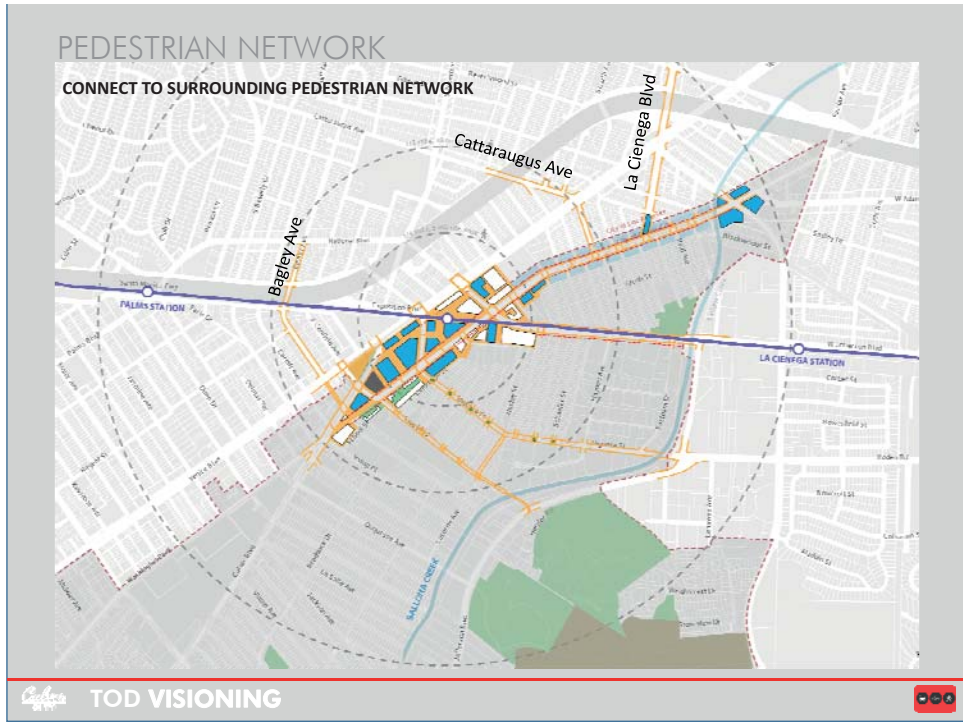
TOD VISIONING

PEDESTRIAN NETWORK

PRIMARY PEDESTRIAN STREETS



TOD VISIONING



PEDESTRIAN NETWORK

WASHINGTON/NATIONAL INTERSECTION - EXISTING CONDITIONS



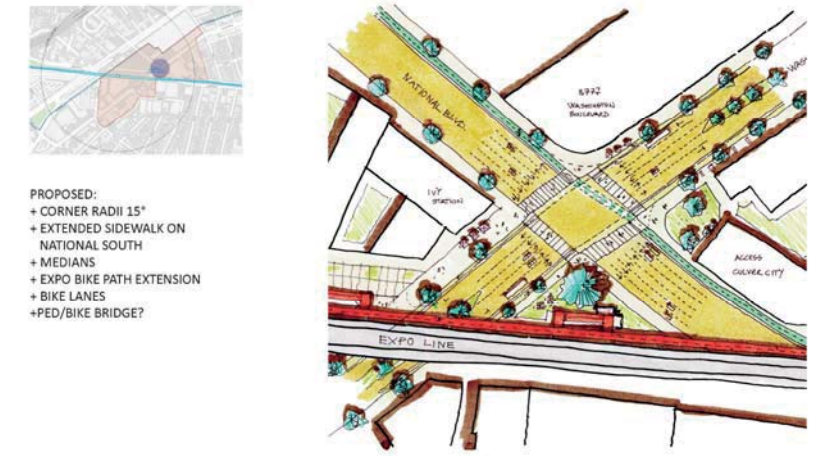
PEDESTRIAN NETWORK

WASHINGTON/NATIONAL INTERSECTION - PEDESTRIAN FIRST



PEDESTRIAN NETWORK

WASHINGTON/NATIONAL INTERSECTION - PEDESTRIAN AND BIKES FIRST CONCEPTUAL SKETCH 1



PEDESTRIAN NETWORK

WASHINGTON/NATIONAL INTERSECTION - PEDESTRIAN FIRST



PEDESTRIAN NETWORK

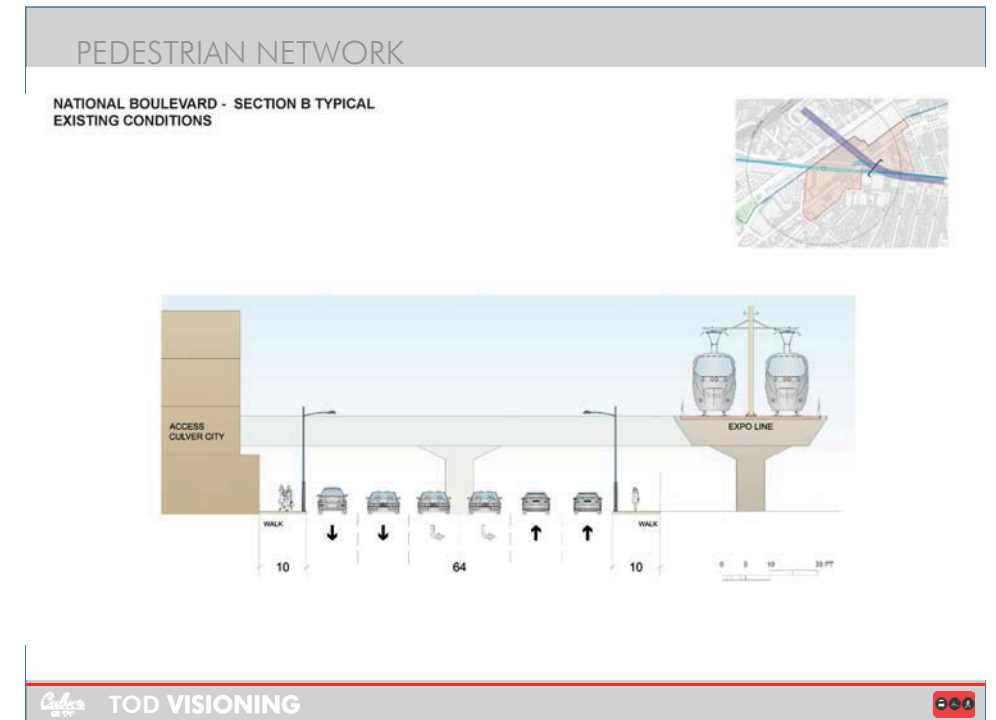
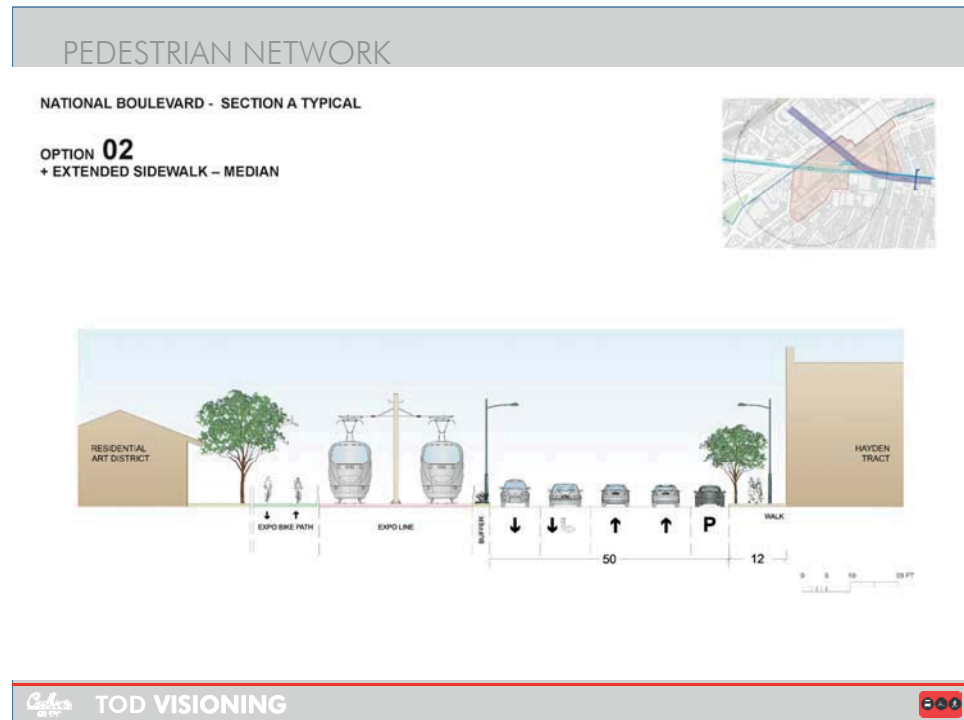
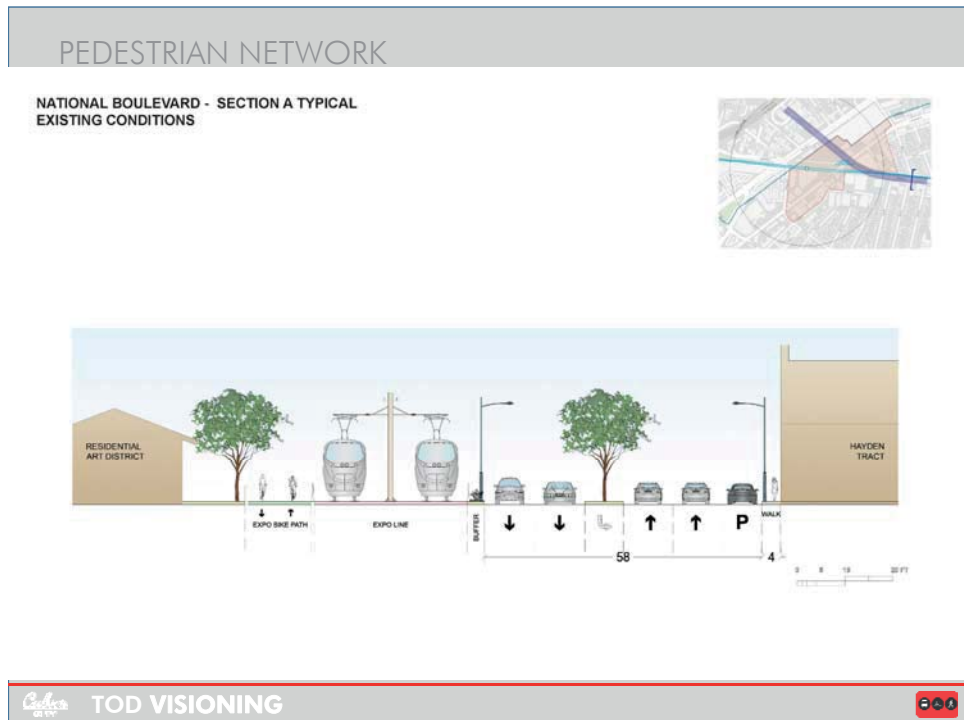
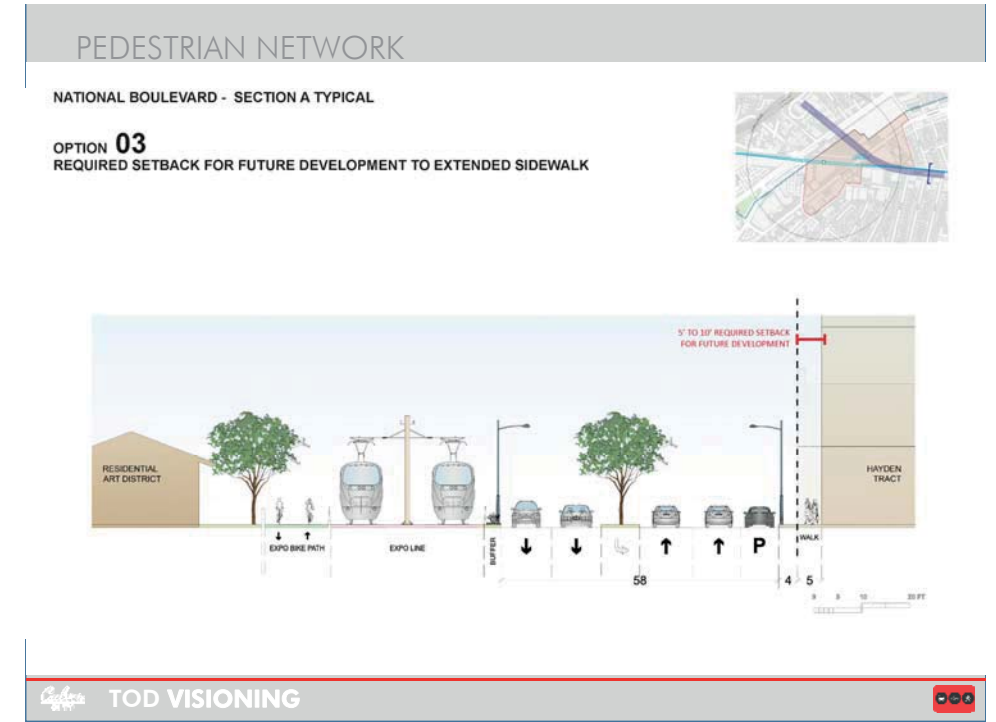
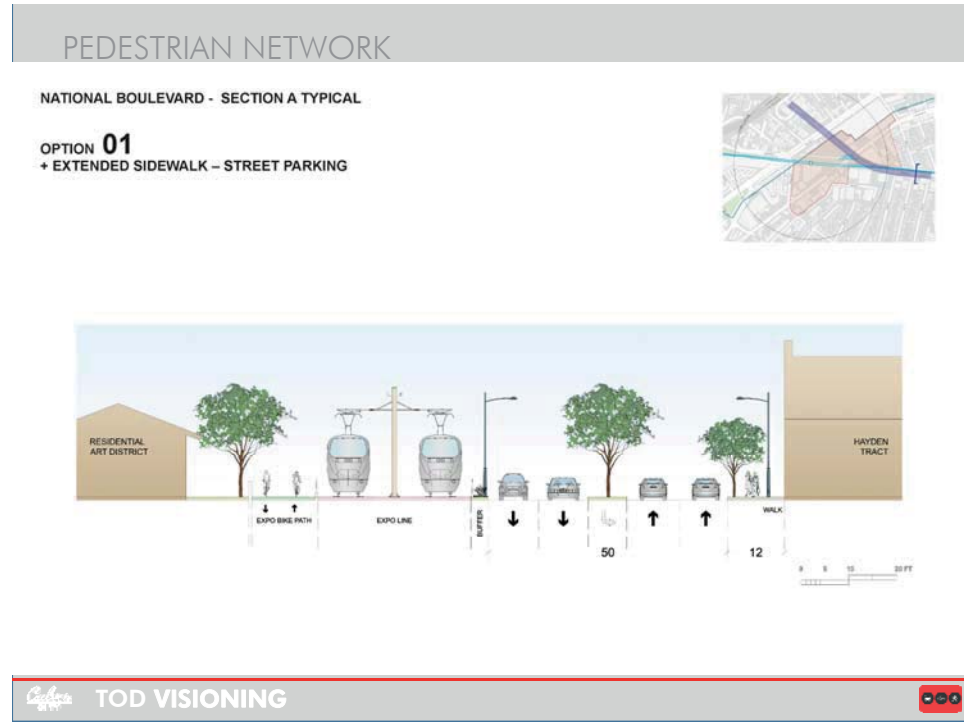
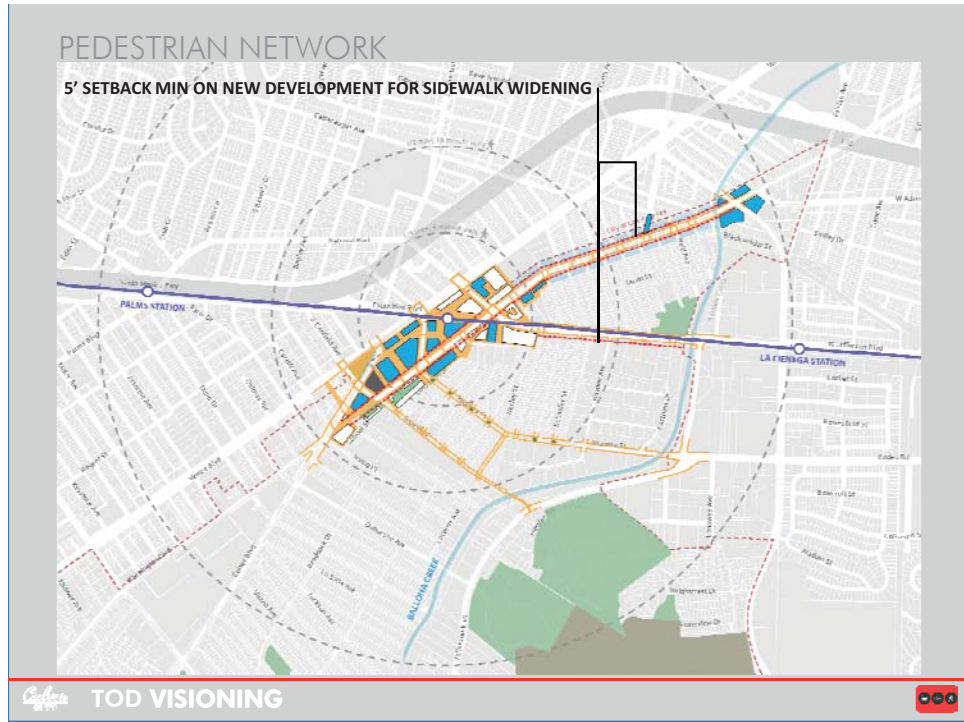
WASHINGTON/NATIONAL INTERSECTION - PEDESTRIAN AND BIKES FIRST



PEDESTRIAN NETWORK

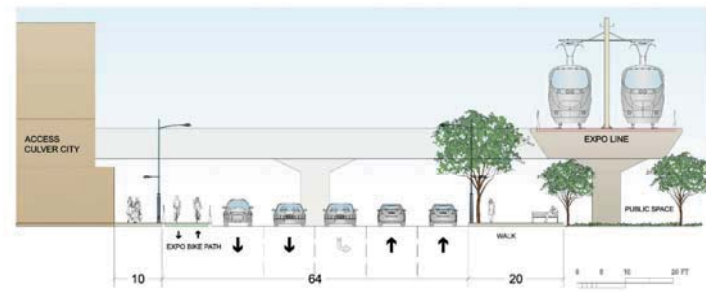
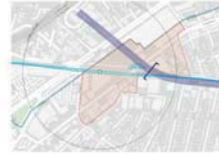
WASHINGTON/NATIONAL INTERSECTION - PEDESTRIAN AND BIKES FIRST CONCEPTUAL SKETCH 2





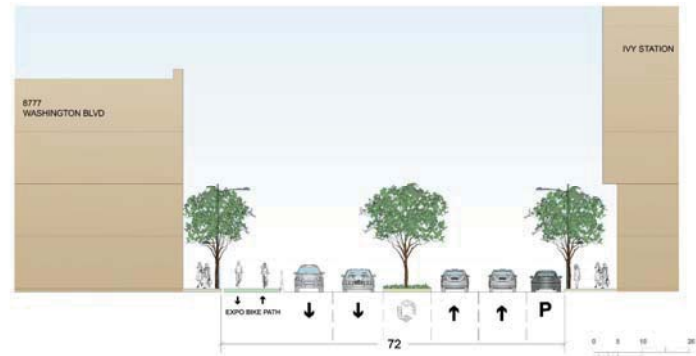
PEDESTRIAN NETWORK

NATIONAL BOULEVARD - SECTION B TYPICAL
OPTION 01
 EXPO BIKE PATH EXTENSION + SIDEWALK WIDENING + PUBLIC PARK - ROAD DIET



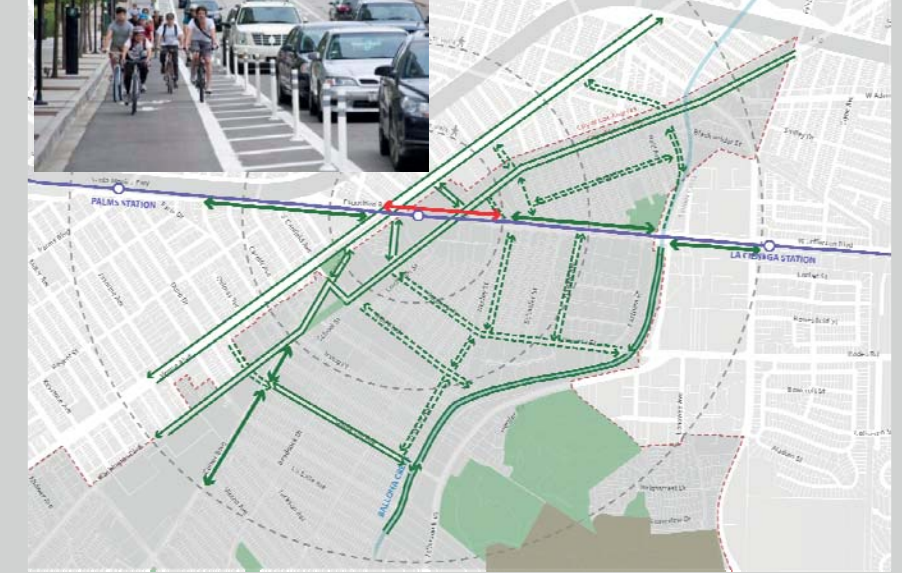
PEDESTRIAN NETWORK

NATIONAL BOULEVARD - SECTION C TYPICAL
OPTION 01
 NEW DEVELOPMENT + EXPO BIKE PATH EXTENSION + MEDIAN + LANDSCAPE



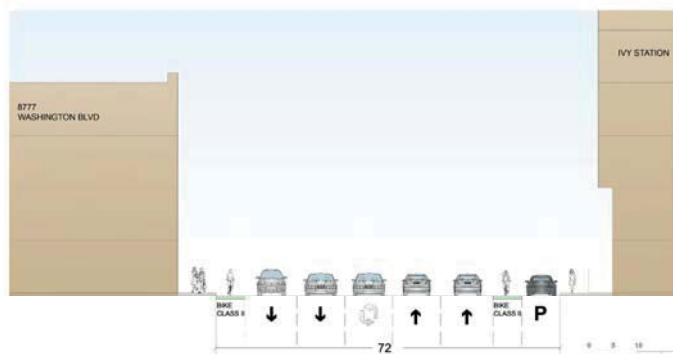
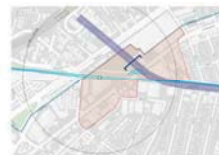
BIKE NETWORK

CLASS II & CLASS IV BIKE LANES / BIKE FRIENDLY STREETS



PEDESTRIAN NETWORK

NATIONAL BOULEVARD - SECTION C TYPICAL
 EXISTING CONDITIONS WITH NEW DEVELOPMENT



DESIGN IDEAS

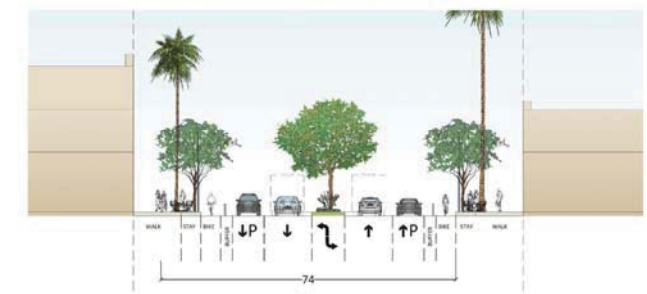
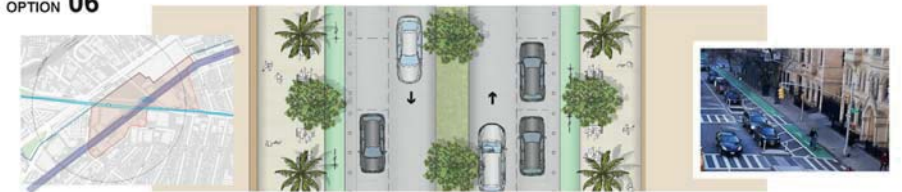
BIKE NETWORK



TRANSIT NETWORK

WASHINGTON BOULEVARD - EXTENDED SIDEWALKS + PARALLEL PARKING + CLASS IV BIKE LANES

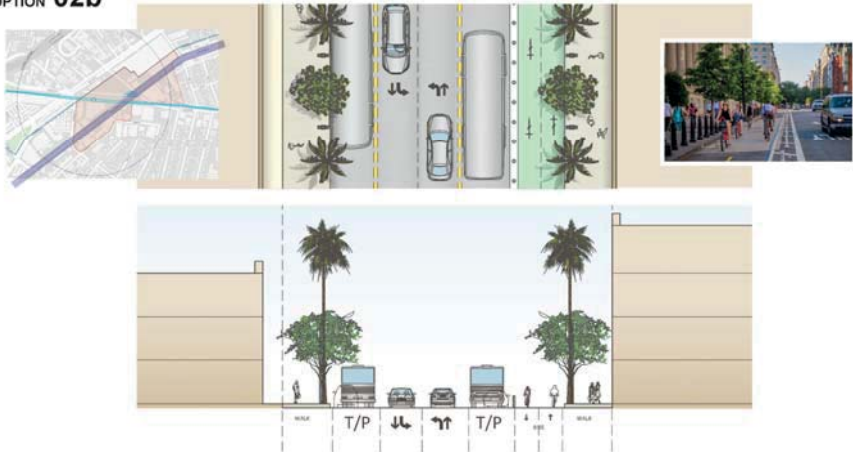
OPTION 06



BIKE NETWORK

WASHINGTON BOULEVARD - DEDICATED TRANSIT / PARKING FLEX LANE + TWO-WAY PROTECTED BIKE LANE

OPTION 02b

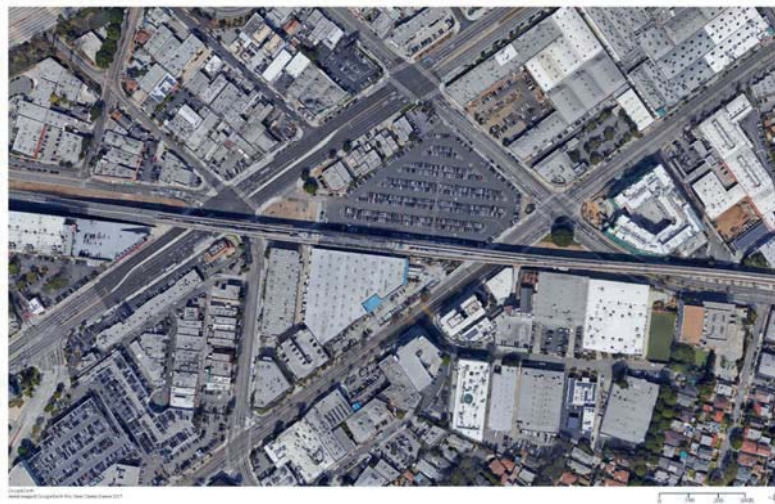


TOD VISIONING



BIKE NETWORK

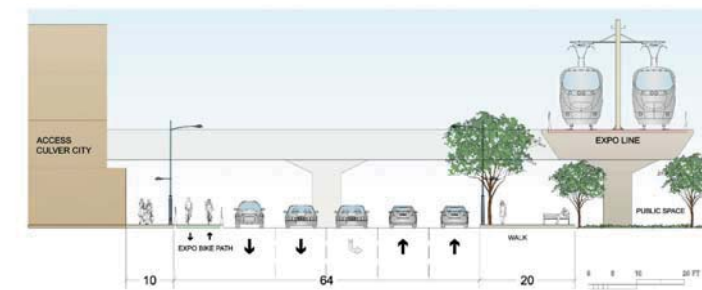
WASHINGTON/NATIONAL INTERSECTION - EXPO BIKE PATH EXTENSION
EXISTING CONDITIONS



TOD VISIONING



BIKE NETWORK

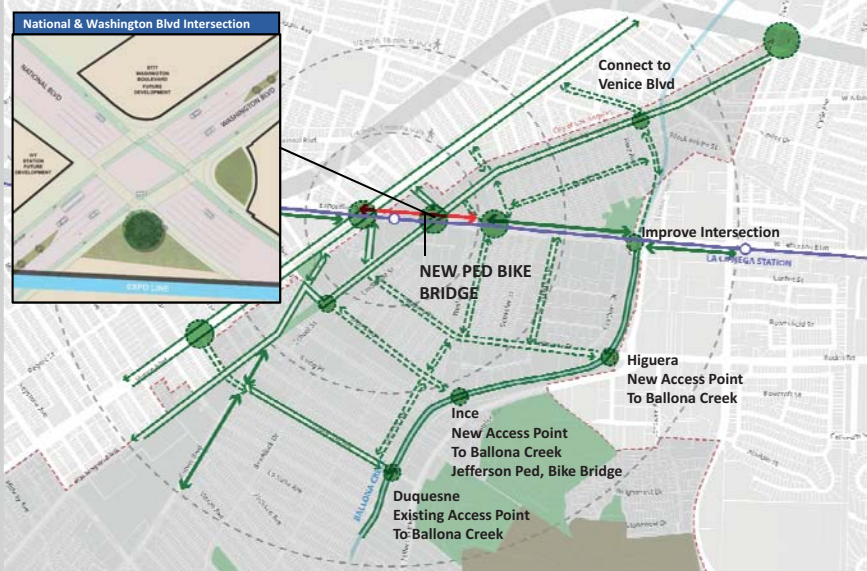


TOD VISIONING



BIKE NETWORK

BIKE INTERSECTIONS/ CROSSING RE-DESIGN



TOD VISIONING



BIKE NETWORK

WASHINGTON/NATIONAL INTERSECTION - EXPO BIKE PATH EXTENSION

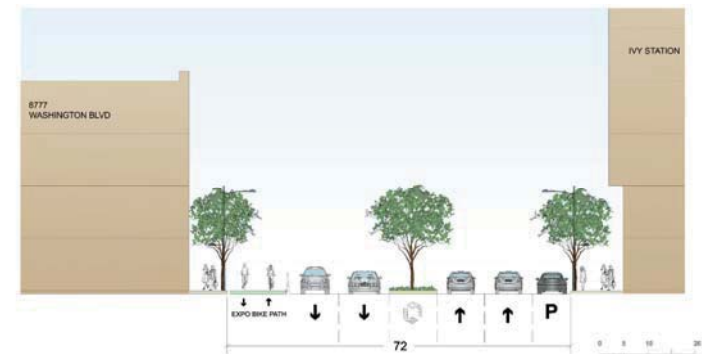
OPTION 01
EXTENSION OF BIKE PATH ON NATIONAL



TOD VISIONING



BIKE NETWORK



TOD VISIONING



BIKE NETWORK

WASHINGTON/NATIONAL INTERSECTION - EXPO BIKE PATH EXTENSION

OPTION 02
NEW BIKE AND PEDESTRIAN BRIDGE

TOD VISIONING

BIKE NETWORK

CONNECT TO SURROUNDING BIKE NETWORK

NEW PED BIKE BRIDGE

TOD VISIONING

TRANSIT NETWORK

EXISTING BUS NETWORK

TOD VISIONING

BIKE NETWORK

WASHINGTON/NATIONAL INTERSECTION - EXPO BIKE PATH EXTENSION

OPTION 02
NEW BIKE AND PEDESTRIAN BRIDGE

TOD VISIONING

DESIGN IDEAS

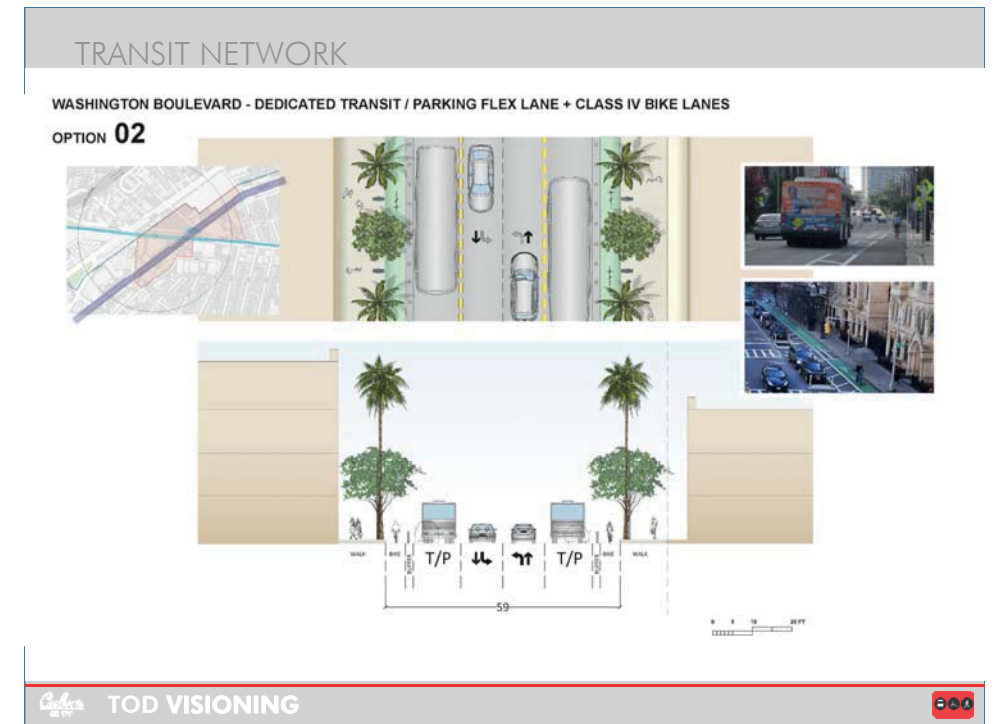
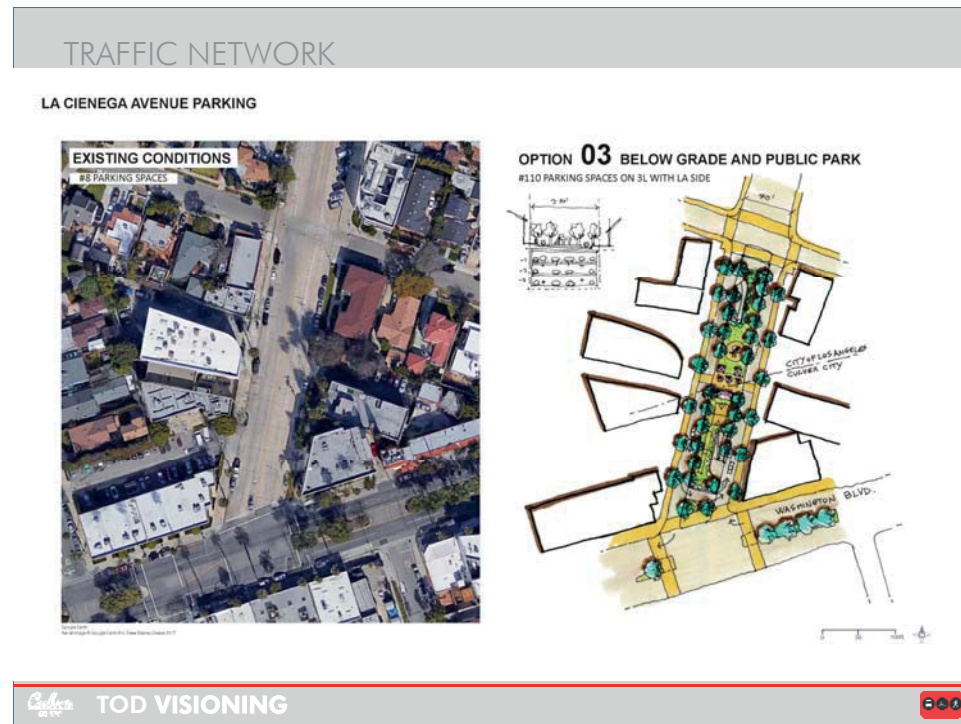
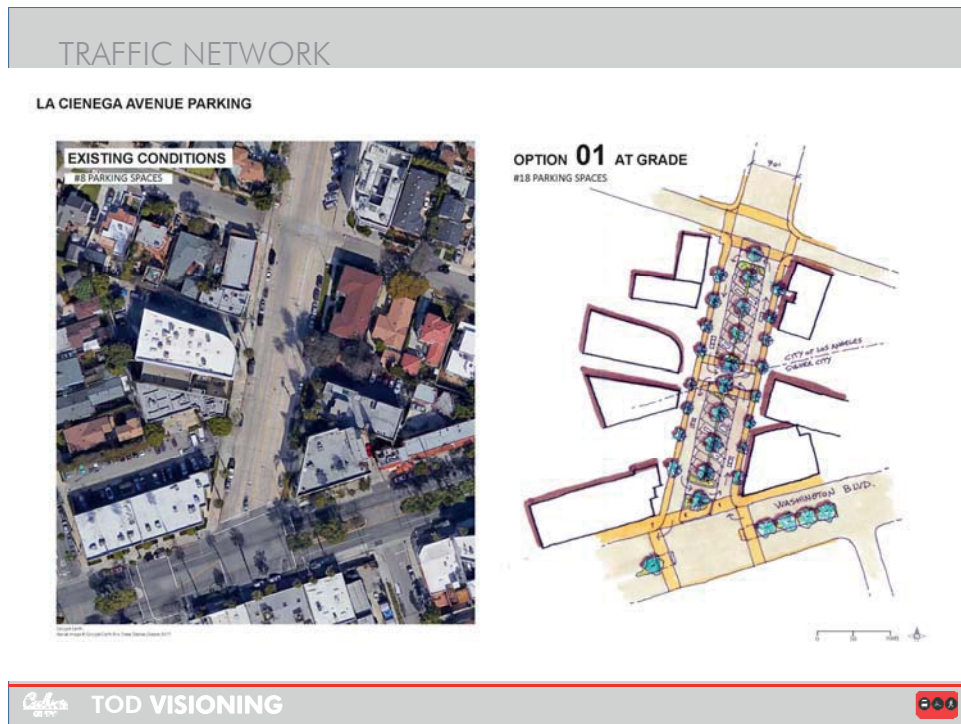
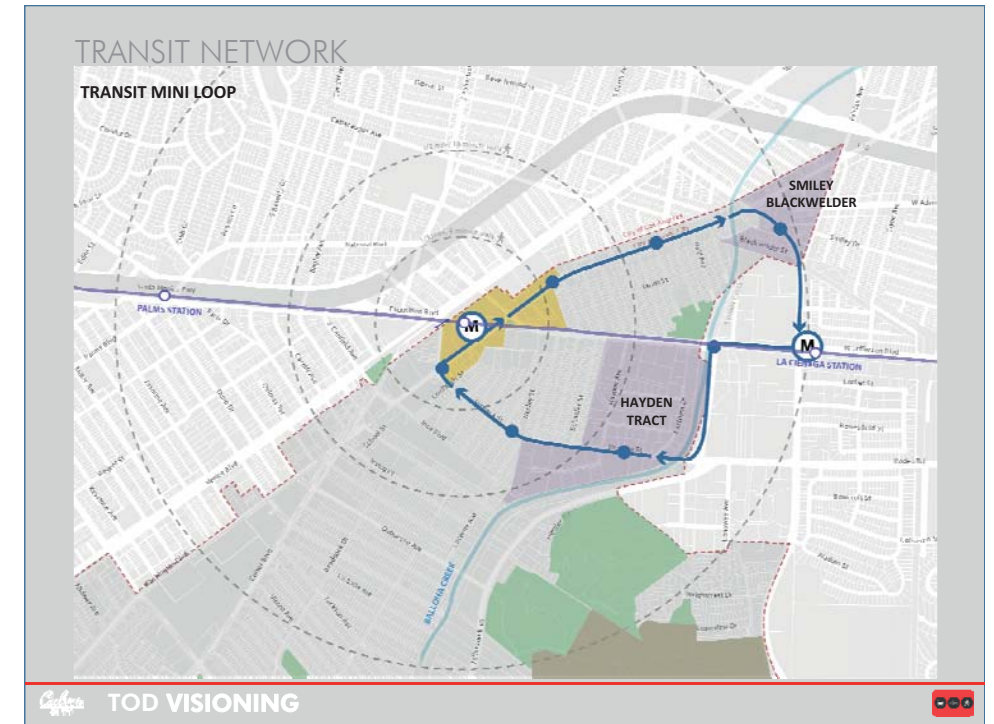
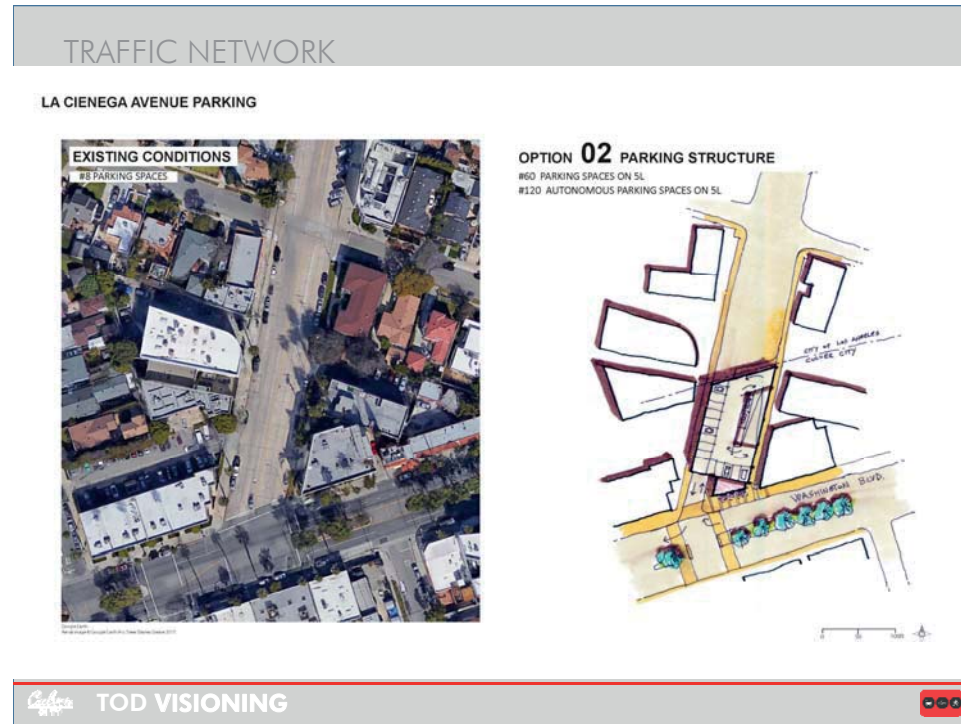
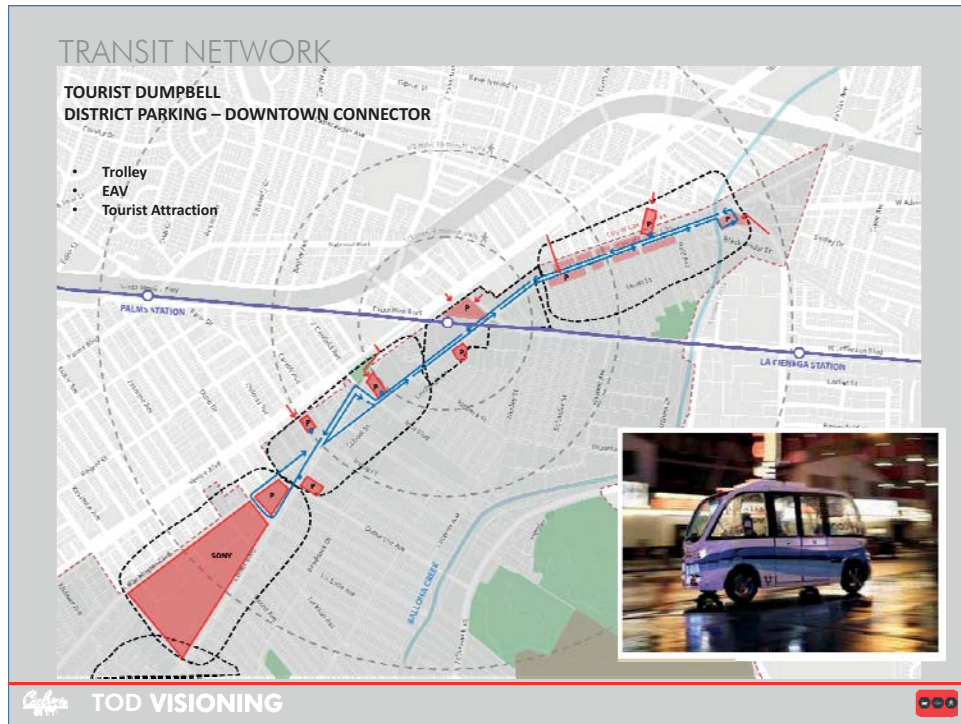
TRANSIT NETWORK

TOD VISIONING

TRANSIT NETWORK

WASHINGTON-CULVER DISTRICTS

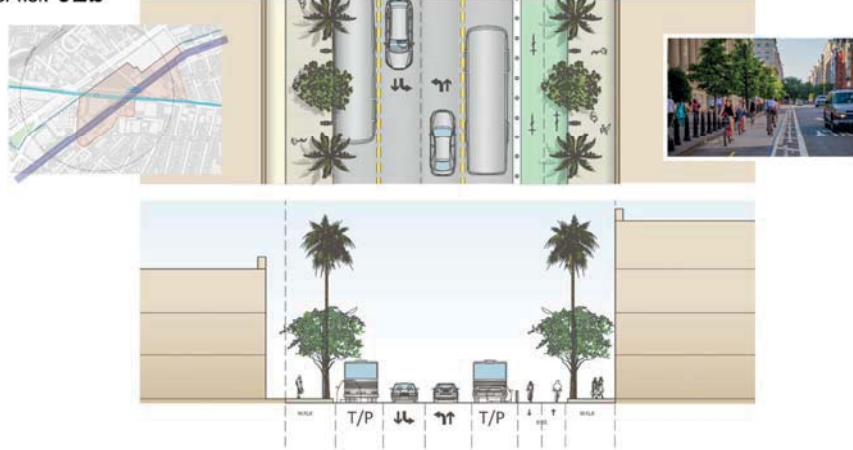
TOD VISIONING



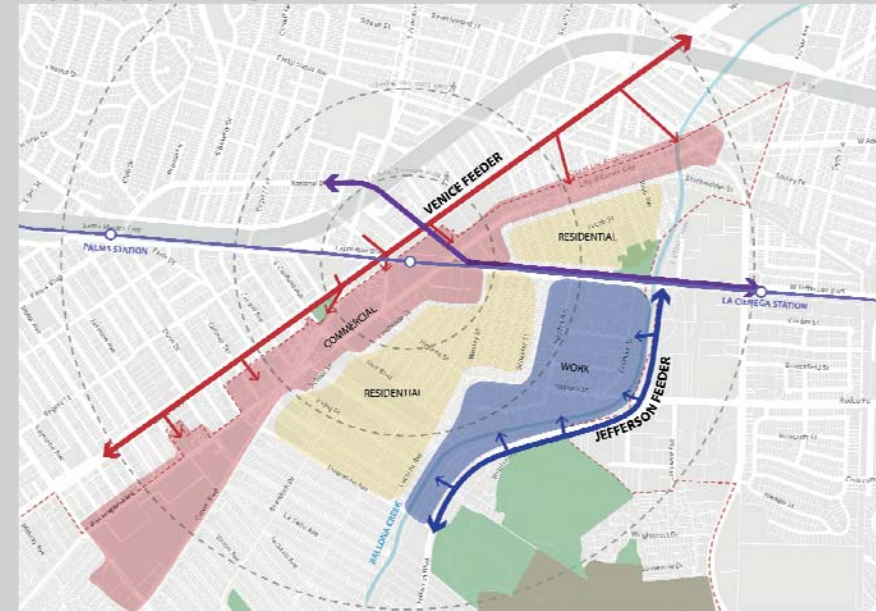
TRANSIT NETWORK

WASHINGTON BOULEVARD - DEDICATED TRANSIT / PARKING FLEX LANE + TWO-WAY PROTECTED BIKE LANE

OPTION 02b



ACCESS STRATEGY



TRAFFIC NETWORK

I-10 / ROBERTSON INTERCHANGE REALIGNMENT

OPTION 01
ROBERTSON / HIGUERA



TOD VISIONING

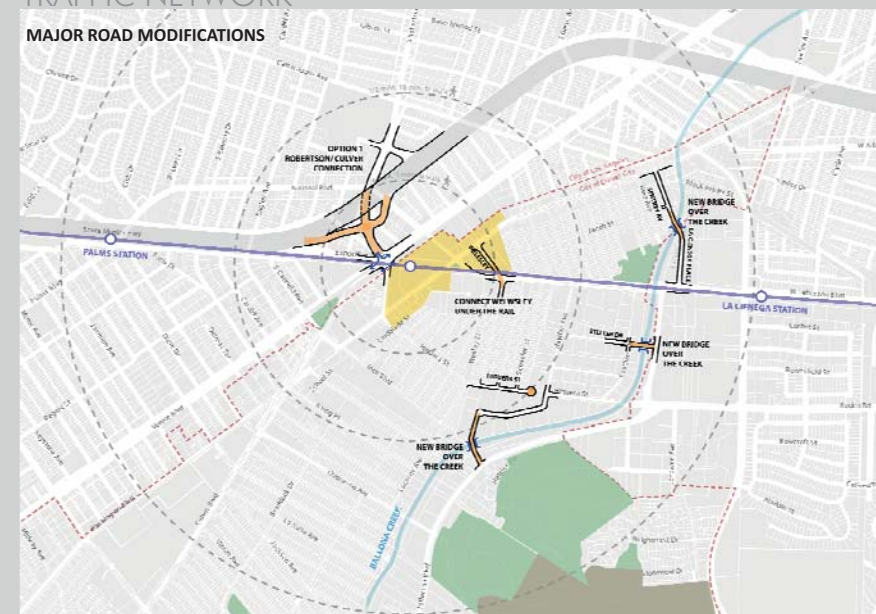
TOD VISIONING

TOD VISIONING

TRAFFIC NETWORK

TRAFFIC NETWORK

MAJOR ROAD MODIFICATIONS



TRAFFIC NETWORK

I-10 / ROBERTSON INTERCHANGE REALIGNMENT

OPTION 01b
ROBERTSON / HIGUERA
TRAFFIC DIVERSION



TOD VISIONING

TOD VISIONING

TOD VISIONING

JULY 6TH, 2017

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.



Presentation of the Concepts and Recommendations



Post-presentation Discussion and Comments



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 last, 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.

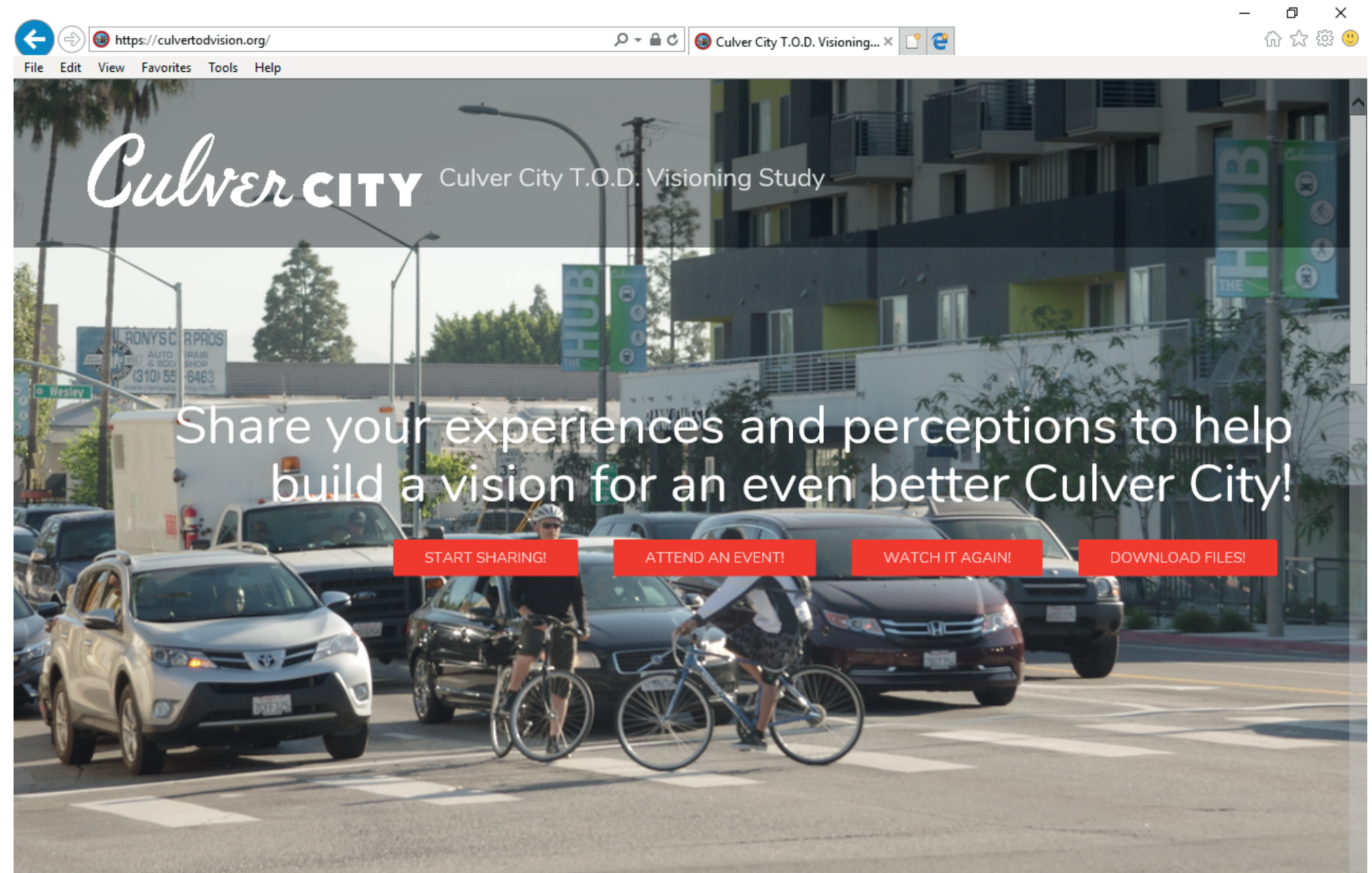
[SB]: Sidewalks and bike routes around the Expo station and the bus stops are constrained by Federal UMTA standards, which are conditions for Federal funding of the transit property.

[EP]: What about pedicabs? Golf carts?

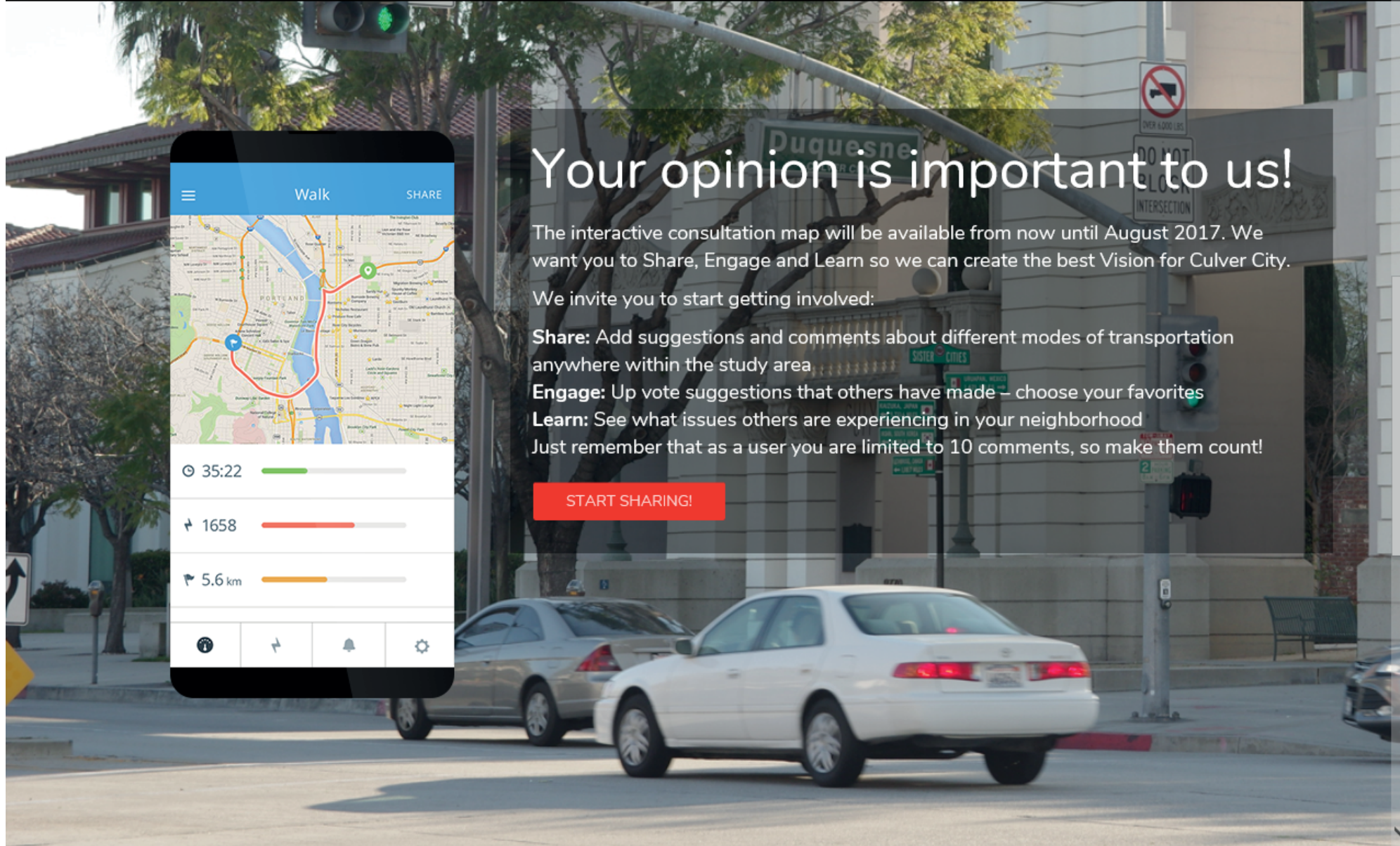
[GM]: What would it take to get more employees to ride the train? We should find out why there is not more ridership at Hayden Tract and Sony.



DOCUMENTATION OF WEBSITE



Culver CITY Culver City T.O.D. Visioning Study



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:

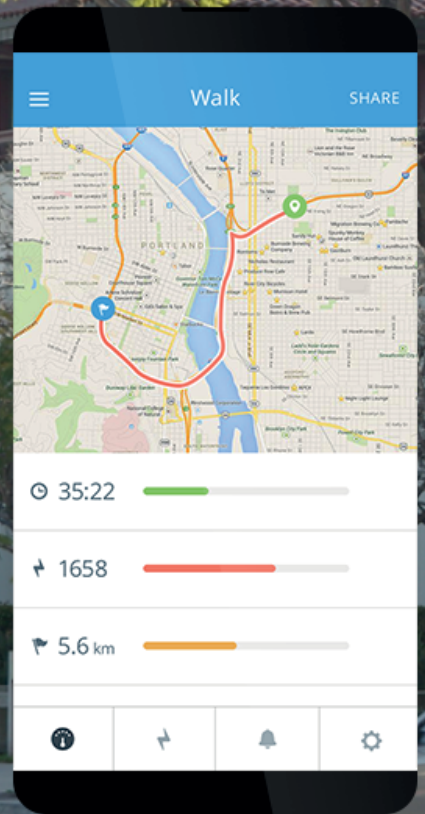
Share: Add suggestions and comments about different modes of transportation anywhere within the study area

Engage: Up vote suggestions that others have made – choose your favorites

Learn: See what issues others are experiencing in your neighborhood

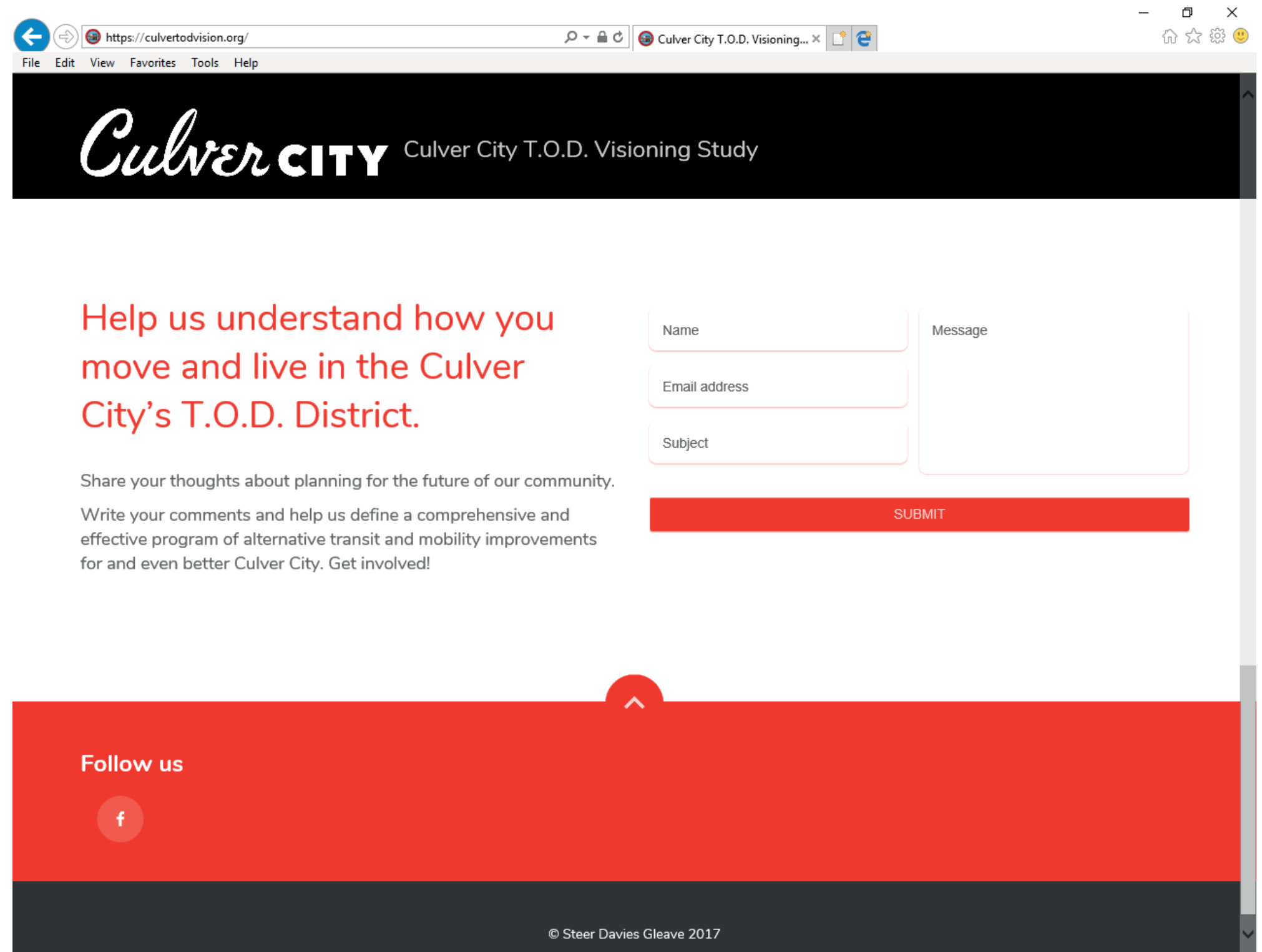
Just remember that as a user you are limited to 10 comments, so make them count!

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.



The screenshot shows a web browser window with the URL <https://culvertodvision.org/>. The page features a black header with the "Culver CITY" logo and the text "Culver City T.O.D. Visioning Study". The main content area has a red heading: "Help us understand how you move and live in the Culver City's T.O.D. District." Below this is a paragraph: "Share your thoughts about planning for the future of our community. Write your comments and help us define a comprehensive and effective program of alternative transit and mobility improvements for and even better Culver City. Get involved!". To the right is a feedback form with fields for "Name", "Email address", "Subject", and "Message", and a red "SUBMIT" button. A red bar at the bottom contains the text "Follow us" and a Facebook icon. The footer includes the copyright notice "© Steer Davies Gleave 2017".

https://culvertodvision.org/

File Edit View Favorites Tools Help

Culver CITY Culver City T.O.D. Visioning Study

Help us understand how you move and live in the Culver City's T.O.D. District.

Share your thoughts about planning for the future of our community. Write your comments and help us define a comprehensive and effective program of alternative transit and mobility improvements for and even better Culver City. Get involved!

Name

Email address

Subject

Message

SUBMIT

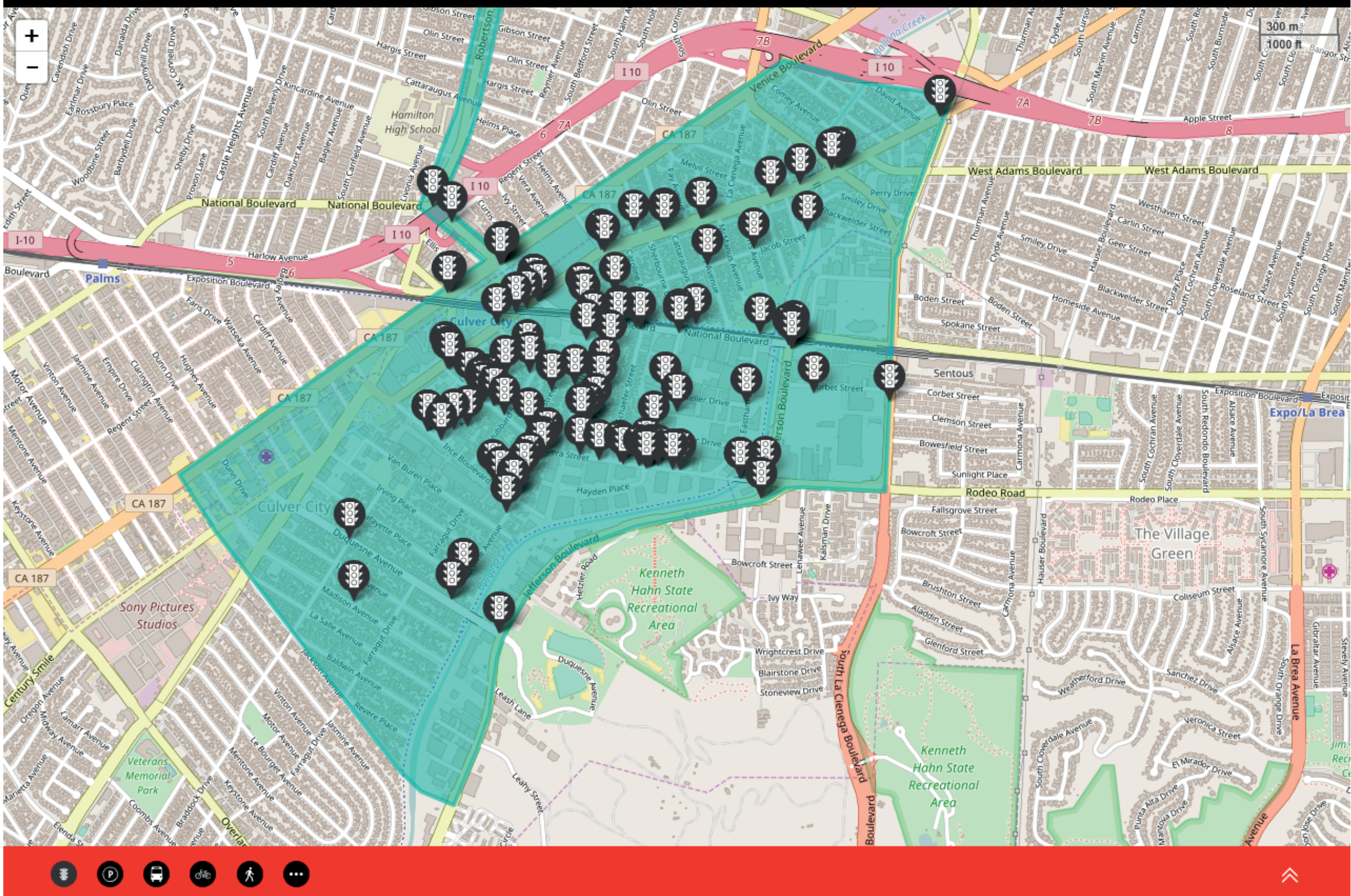
Follow us

f

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Culver City Culver City T.O.D. Visioning Study Interactive Map

Help Log in/Sign up



ID	Title	Description	Solution	Agree	Disagree
WEBPAGE MAP COMMENTS: TRAFFIC					
60	Cut Through Mayhem	Of the roughly 8,000 cars a day that travel through the residential Higuera Street, most come through this intersection. It provides a cut through for traffic coming in via La Cienega, Jefferson, and National to the 10 - clogging our streets and making it dangerous for local, neighborhood cyclists, pedestrians, and children. MOST of this traffic likely has nothing to do with either our neighborhood or the Hayden Tract	A cul de sac here, and restricted entry points in the rest of the neighborhood would push traffic BACK onto major streets. It would reduce traffic exiting the 10 and speeding through our neighborhood way faster than 35 miles an hour.	27	2
37	higuera/Ince traffic solution	Solution (last pin did not post this): Block off Haden Tract from Higuera to all traffic but emergency vehicles. one way streets similar to nearby Van Buren and Irving Place. Stop signs, crosswalks. Ince could be one way from Kruger to Lucerne (to not impact traffic to Culver Studios coming before this) a bike bath could be added down Ince. This neighborhood is not anti-development but we desperately need help from the city.	N/A	22	2
34	Higuera/Ince/Lucerne traffic	Higuera is used as a shortcut to get from Haden Tract/Jefferson to Washington Blvd/10. Every year the non-resident traffic increases through the neighborhood. Walking is difficult and dangerous. Numbers from recent developer traffic study: Avenue Daily Traffic (ADT) 1. Higuera Street between Washington Boulevard and Lucerne Avenue ≈ 8,157 ADT 2. Higuera Street between Wesley Street and Hayden Avenue ≈ 7,642 ADT 3. Lucerne Avenue between Ince Boulevard and Higuera Street ≈ 5,335 ADT	Block off Haden Tract from Higuera to all traffic but emergency vehicles. one way streets similar to nearby Van Buren and Irving Place. Stop signs, crosswalks. Ince could be one way from Kruger to Lucerne (to not impact traffic to Culver Studios coming before this) a bike bath could be added down Ince. This neighborhood is not anti-development but we desperately need help from the city.	18	3
83	Lucerne traffic mitigation	Over 5300 cars travel down Lucerne (between Ince and Higuera) daily. People drive fast trying to shortcut their way through the neighborhood. Often rolling through stops signs.	Make this block of Lucerne a one way street heading west. This in combination with making Higuera one way running north and Ince one way running south will significantly reduce the cross through traffic.	18	6
51	Traffic	People drive too fast on Ince. Walking, it's sometimes difficult to cross the street. There's also been more and more traffic.	I like Dylan's suggestions in his comments. Again, doing something to alleviate the traffic would be wonderful!	17	1
125	Wesley Street cul de sac	The Turning Point school creates incredible traffic flows as does the WAZE app. Is it possible to consider a CUL DE SAC at the Turning Point end of Wesley Street? It seems that funneling traffic to strong streets in the area will help to diffuse major jams that everyone is concerned about. These streets seem to include La Cienega, Jefferson, Venice, Culver, La Brea, and Washington...National tends to GUNK everything up as it doesn't dump	Put a cul-de-sac at the Turning Point School end of Wesley Street to deflect THRU traffic This will eliminate VOLUMES of traffic flowing on Higuera and Lucerne that seem to be negatively impacting so many residents. And it helps THRU traffic to stay focused on the large throughways that move traffic along at a decent pace.	17	0
49	Traffic!	People drive too fast on Higuera. It's often not safe driving or walking.	Dylan has some great solutions in his comments! Cutting off all the traffic would definitely make a positive impact.	15	1
56	Traffic on Lucerne is terrible	The traffic from Higuera to Duquesne is terrible, especially in the morning and evening. It is difficult to get out of my driveway in the morning on Lucerne between Ince and Higuera. The traffic from Hayden north on Higuera in the morning gets backed up down Hayden. In the evening, traveling west on Lucerne crawls. It seems that Lucerne has become a popular cut thru street for people trying to avoid Culver and Washington	Possibly limiting access to prevent Lucerne from being used as a major thoroughfare. I know Higuera is a mess as well as noted above. Control growth in the area to avoid even more density and car trips.	13	1

ID	Title	Description	Solution	Agree	Disagree
57	Cut Through Freeway	My most pressing concern, one I share with many of my Rancho Higuera neighbors, is that "cut through" traffic has decided that our residential neighborhoods are freeways; shortcuts where the speed limit is "as fast as I wanna go." Current counts have as many as 8000 cars a day traveling through our neighborhood which has 700 homes. It's hazardous to pedestrians - even more so due to a lack of crosswalks and stop signs in our neighborhood.	We need to get business and "cut through" traffic OUT of residential neighborhoods and back onto the main arteries that was designed to accommodate it.	12	0
169	Higuera Hazardous and Flooded with Traffic	In the past 3 years, Higuera's rush hour traffic has become backed up, and usually there are a long line of cars headed south into Hayden Tract. For the part of Higuera that is northwest (closer to Washington), the traffic races toward Hayden until it is forced to join the backed-up line.	Cul de Sac Hayden with a chain that allows only emergency vehicles. Install crosswalks at every intersection with Higuera with lights in the crosswalks.	12	1
74	Traffic on Rancho higuers neighbourhood	The traffic in the neighborhood in general and on Higuera street in particular is so bad that it had destroyed the neighborhood culture of this neighborhood. Sometime the backedup cars look like Presidents Trum's boader wall and residents on one side needs to dig tunnel to go on otherside!!!!	Divert the traffic on bigger street, minimize the through traffic	11	1
206	Cul de Sac @ Hayden	Right now all the vehicles that visit/work at Hayden Tract can leave that area using this intersection -- and the result is hundreds and hundreds of cars on Higuera St. heading for the freeway. :(Place a cul de sac where Higuera St. meets Hayden.	11	0
237	Turning Lanes Only	During rush hour, cars flow through Higuera... 8,000 a day, until back-ups form all the way to Carson. It's dangerous to drive and walk in the neighborhood. We need to eliminate "cut through" traffic while not disrupting the character of the neighborhood. "	At this intersection, if traffic was allowed to turn either east or west (from both sides, north bound and south bound) and NOT allowed to continue straight through the intersection, it would effectively eliminate Higuera as a cut-through street - without majorly impacting local traffic.	11	3
246	Traffic Helms, Wesley and Schaffer	Too many cars daily and cars driving too fast. Cars use Wesley Helms and Schafer as pass through causing extra and dangerous situations on these residential streets	For starters add traffic bumps, no turns from National during peak traffic hours.	11	0
42	stop sign needed	It's dangerous to turn left onto Hayden from Warner here	I think putting a stop sign here would not only make it safer/easier to turn left, but it would also slow people down who drive on Hayden. Same goes for the Hayden/Stellar intersection	10	0
69	Increased traffic	Massive traffic increase on this street, plus speeders, which looks to get worse with new development. This is also a designated bike route so cyclists are at risk as well.	Increase size of speed bumps and make street a cul de sac, but one that enables cyclists to get through.	10	2
47	Traffic!	Traffic backs up on Higuera most weekday mornings and evenings. I live on Krueger and often cannot cross Higuera to get my kids to and from school. Cars are cutting through on Higuera to get to the 10.	I'd love it if non-resident commuters didn't use Higuera to cut through to the 10. Maybe some "Do Not Block Intersection" signs would help so I could at least get across when cars are stopped at the light. Now I have to get pretty aggressive to get through. Thankfully there are sometimes courteous drivers that let me through."	9	0
62	Highway Speeds	Traffic exits the 10 and uses our neighborhood as a shortcut to Jefferson, National, and La Cienega - speeding through without pause or stop between this point and Lucerne. It's poor design to aim the exit for the freeway down our street, rather than angle it towards National.	Among other proposed ideas, making Higuera one way NORTH and Ince one way SOUTH would reduce the number of cars exiting the 10 and racing through our streets. However, the goal should be to force cut through traffic BACK onto the main streets and our of our neighborhood.	9	4
24	Parking obscures view of eastbound National traffic.	Because there are cars parked along National and because people drive so fast on National, it is impossible to see if it is safe to turn onto National from Schaefer.	(1) Slow down traffic speeds on National, through narrower lanes, chicanes, pavement markings or striping, speed feedback and increased enforcement, or other techniques. (2) Eliminate one or two parking spots to eliminate visual obstructions.	8	0

ID	Title	Description	Solution	Agree	Disagree
44	stop sign needed	People drive too fast down Hayden, need to slow them down with a stop sign.	I think putting a stop sign here would not only make it safer/easier to turn left, but it would also slow people down who drive on Hayden. Same goes for the Hayden/Warner intersection	8	0
76	connect Wesley to National	to lessen burden on Wash/Nat intersection and create alternate means of access to Arts District, connect Wesley to National under train overpass.	please analyze costs, potential existing utility conflicts, right of way issues with Metro and effects on traffic flows for this suggestion.	8	6
132	Traffic	I'm noticing more and more cars using Ince lately. I think some are switching to Ince because Higuera gets so backed up.	Getting rid of the cut-through traffic. Our little neighborhood was not designed for so much traffic.	8	1
82	Off the 10 and into a neighborhood	The exit from Robertson directs not down Exposition to National, but onto a street that becomes a residential neighborhood one block later. As a resident, it's convenient, but it creates a flow of cut through traffic into a neighborhood instead of arteries.	When the 10 interchange is redesigned, this approach should be redirected to National or Venice.	7	1
188	Congestion-price Higuera Street	Gridlock within Culver City makes daily life unbearable for the residents.	Like in London, charge a fee for non-residents when they travel west-bound on Higuera St after they cross Hayden. This is possible with current traffic camera technology.	7	0
196	Congestion-price National Blvd	Gridlock within Culver City makes daily life unbearable for the residents.	Like in London, charge a fee for non-residents during high congestion hours when they travel southeast on National Blvd after they cross Venice. This is possible with current traffic camera technology.	7	2
104	Unsafe Vehicle Traffic	Traffic is too fast and dangerous.	Bump outs at all intersections. A bus bike only lane.	6	2
254	Speeding	Cars drive through at high speeds in the rush hours partially evading the National traffic. We have a children in the area now getting ready to use bikes and crossing the street.	:: Moving traffic better on National :: Speed bumps :: Dead end street :: Making Higuera a worse option	6	0
53	Commercial trucks	Commercial trucks use Higuera St. btwn Venice and Hayden Tract. There are several \ No trucks over 6000 lbs. \" signs posted along Higuera St. Would be great if this was enforced. Trucks that size cannot get around the traffic circles - so they just drive right over them. Sad!"	Issue tickets. Enforce the law. Higuera St. cannot handle that kind of traffic.	5	0
75	divert cut through traffic	cut through traffic at rush hour makes Washington unbearable	change the lanes on the east side (heading west) of the LaCienega / Washington intersection to have two left lanes onto LaCienega south, two right lanes onto LaCienega north, and only one through lane down Washington through the Arts District. Minimize straight arrow time to limit cars	5	1
91	THIS HIGHWAY NEEDS TO CONVERT TO A NEIGHBORHOOD SUPPORTING STREET	Washington Boulevard is organically attracting new retail and pedestrian and cyclist population is growing fast since the train station came in, yet there is horrible rush hour cut-thru traffic that doesn't utilize the area. The rest of the day the boulevard has very fast moving vehicles in 4 lanes, crosswalks only every 6-7 blocks, few stoplights, no discreet bike lanes and relatively narrow sidewalks that often feel unsafe for walking, particularly for seniors and children.	You guys should take out the character limits in these fields. why have any> most will not go over. this street should reduce to one lane of traffic in each direction and add crosswalks at all intersections and more lights to give pedestrians a chance to cross. Also wider sidewalks and discreet bike lanes. Finally its desperate for more parking to accommodate the more parchment, abbot Kinney, retail.	5	2
121	Speeding on Krueger	Too many cars are speeding down Krueger as a short cut to avoid Washington. We suggest speed bumps to reduce and slow the traffic	Speed bumps please	5	0
163	Traffic	Cut-thru traffic (significant)...only getting worse	Mitigation measures are a must (e.g. cul-de-sacs, one-way, stop signs, etc	5	0
262	Hayden-Higuera Problem	Cut-through traffic	Recommended to funnel traffic off of Higuera to National Blvd, because it can handle the increased traffic PLUS it is commercial not residential and it connects with Hayden	5	1
93	Hayden Tract has no traffic lights or control beyond a few stop signs	1000's of cars daily, tons of horrible traffic, not a single traffic light in the whole district.	Add some better traffic management. sidewalks and bike paths are all horrible as well here.	4	0

ID	Title	Description	Solution	Agree	Disagree
95	open this up to take some volume off of National and Washington	this street could allow customers and residents of the new developments an option besides national and Wash.	N/A	4	5
131	Traffic	Lucerne has been getting backed up in the mornings and evenings again. Altering the stop light at Jefferson/Dusquene helped a lot, but the cars are backing up again.	Fewer cars cutting through to Higuera.	4	0
164	Local Traffic Only on Jacob	Cars often use Jacob Street as an alternative to Washington, and fly down the road at unsafe speeds during rush hour despite the presence of many small children and pets.	Ensure that no changes encourage more cars on Jacob; add more stop signs on Jacob to slow traffic; add speed bumps if they are proven to be effective; restrict use of Jacob to local residents only.	4	0
185	Speed Bumps on Lucerne ave	Speeding Traffic on Lucerne everyday. Many cars don't stop at the intersection of Lucerne ave and Higuera, That includeds large delivery trucks and mostly FEDEX trucks art the fastest.	We should have at least one more Speed Bump Closer to Higuera. There is already a speed bump on Lucerne between Ince and Higuera, but it's closer to Ince. We need at least more one closer to Higuera	4	0
284	People speeding through Helms	Speeding is a real issue on this street	Speed humps to slow traffic	4	0
81	allow better flow into and out of neighborhood	sharp corner and narrow helms ave often makes access into neighborhood difficult. limit turning during peak hours to residential use only and provide enforcement.	rework this intersection as part of the ECF project to enhance ability to make right turn onto helms. Also program signal to prioritize movement of residents vs. the cars passing through.	3	0
99	Jacob between Helms and Sentry	Jacob has become a \highway\" for traffic especially during high peak times trying to circumvent Washington Blvd bumper to bumper traffic."	4-way stop signs at every intersection	3	0
174	Stop sign needed	Several of the streets that intersect with Jacobs St have stop signs, others do not. Sometimes drivers blow through the stop signs because it's inconstant. It would be more clear if every intersection along Jacobs St had stop signs.	Adding stop signs and/or roundabouts on Jacobs St. We need something to slow down the traffic going in and out of the McManus Park.	3	0
183	Add stop sign	During rush hour there are extreme amounts of cars driving down Lucerne and fast. People often take Irving to cut around the traffic and there are blind spots during rush hour trying to pull onto Lucerne. There is also a parking lot for two apartment complexes and with the traffic, makes it difficult to get in and out of.	Adding a stop sign on Lucerne (in addition to those on irving) will help slow people down and also allow residents to safely enter and exit the street.	3	1
193	Congestion-price Duquesne Ave	Gridlock within Culver City makes daily life unbearable for the residents.	Like in London, charge a fee for non-residents during high congestion hours when they travel north-bound on Duquesne Ave from Jefferson. This is possible with current traffic camera technology.	3	2
251	Traffic	Posting again about getting blocked in the Krueger cul-de-sac side of Krueger due to cars completely blocking the Krueger/Higuera intersection cutting through to get on the 10. There's often a back-up at the light and no movement	I'm thinking a 4 way stop sign might be necessary-especially if the increase in traffic continues. This would benefit pedestrians and neighborhood drivers while slowing down traffic making everyone safer.	3	0
320	Confusing lanes	Going from Jefferson to Rodeo is confusing. Which right hand lane do you use? Cars get cutoff	Better lane designation	3	1
324	3-way stop needed	There are stop signs for drivers traveling south and east but not for those traveling north. This creates confusion and danger. Drivers also race down this narrow street, creating a safety hazard.	A stop sign needs to be on Eastham and Steller for drivers traveling north and speed bumps need to be added between Steller and National to slow the speeders.	3	0
111	Change the \No Right On Red\"	There is a \No Right On Red\" Sign for cars travelling west on Washington turning north onto National. Although useful in the mornings to prevent back up an Venice blvd the majority of the time drivers are left confused as to why the sign is there. "	Create hours that drivers cannot turn right on red.	2	0
173	Heavy Traffic	Always congested	Add concrete highway barriers to separate Fairfax Ave and La Cienega Blvd at Rodeo Drive. Most of the traffic is headed toward Fairfax, so if you divert it sooner it would help alleviate Culver City thoroughfare.	2	0

ID	Title	Description	Solution	Agree	Disagree
189	Congestion-price Washington Blvd	Gridlock within Culver City makes daily life unbearable for the residents.	Like in London, charge a fee for non-residents during high congestion periods when they travel west-bound on Washington Blvd after they cross La Cienega. This is possible with current traffic camera technology.	2	3
190	Congestion-price Higuera St	Gridlock within Culver City makes daily life unbearable for the residents.	Like in London, charge a fee for non-residents when they travel south-bound on Higuera St after they cross Washington. This is possible with current traffic camera technology.	2	1
207	Incentives to reduce # of cars to this area	Too many cars traveling to this area. Lots more development on the way.	Offer employees incentives to take alt modes of travel -- bike, carpool, bus, walk.	2	0
209	Too much parking	There are too many parking lots in the area, which creates an incentive to drive. If there was less parking, people would drive less and walk more.	Remove parking minimums on all new construction. Perhaps consider parking maximums on new development. Charge an annual tax on every parking space within 1/4 mile of the Rail station.	2	3
247	Crosswalk across Jefferson at National	The sight lines for the drivers in the right hand turn lane of westbound Jefferson/National make it difficult to see people walking or cycling in the crosswalk. Drivers often zip through the crosswalk (against the light) so that they can pull forward enough to see if they can turn right on red. I have almost been hit when I was in the crosswalk, crossing with the light.	It could help to add some kind of blinking light located well before the crosswalk that would alert drivers in the right hand lane that they need to complete their stop at the red light and NOT roll through the crosswalk.	2	0
259	Left turn only off of Lucerne to Ince	Too much traffic on Lucerne	Make Lucerne to Ince Left only turn if coming from Duquesne. Will reduce traffic on Higuera and Lucerne	2	3
260	One Way Traffic	Too much cut through traffic	Lucerne should be one way from Higuera-Ince	2	0
265	Left Turn Collector Lane Far too short	This collector lane is good for 3 cars. To really change behavior this needs to extend ideally from Jefferson and allow many cars to turn left.	Express left turn from Jefferson. Please remember this during the bridge work and beyond.	2	0
295	difficult turn on peak times	It is difficult to get out of street during peak times and being let in is difficult	reduction of drive through traffic by closing off the neighborhood for through traffic and enhancing walking and biking options for local traffic needs	2	0
323	Drive around	At LEAST once a week biking to work I see drivers traveling north on Higuera who simply drive around the road block, which is precarious for drivers, pedestrians and bikers.	Create a cul de sac stop where Higuera meets Hayden so no passing through the neighborhood can occur. (this needs to be coupled with no left turn signs on National for Helms/Schaefer/Wesley so people can't travel west on those streets during peak travel times	2	0
325	Sweeping changes	With all the development going on in and around our neighborhood I do worry that we won't do enough.	Sweeping changes -- stop signs and speed bumps may not be enough. One way streets, cattle corners and cul de sac might be the best options.	2	0
327	Madison Avenue now Major thoroughfare	Waze has made Madison Ave a major cut through street to Duquesne via Farragut.	Put a No Left Turn from Madison onto Farragut East during rush hour. And No Right Turn onto Duquesne from Farragut during rush hour. The speed bumps on Madison have not cut down or slowed the traffic, some frustrated drivers are doing 40-50MPH as they rush down the street and some fail to realize the last block dead ends into the creek.	2	0
331	rlb9011	Too much traffic.	Cul de sac at Hayden and Higuera	2	0
145	Traffic on Washington mitigation:	La Ciengia Blvd and Washington Blvd is the main intersection entering Culver City and the Arts District. I suggest several pop up events to test solutions to traffic diverting or minimizing.	Try single lane traffic on both sides. Try 20 foot wide side walks. Try stop lights at several other of the intersections. Try smart blocks where the traffic only flows one way at certain times of day	1	0
148	Round About in the intersection of National and Washington Blvd	Intense traffic at rush hour.	Try a round about in the intersection would disincentive traffic maybe	1	1

ID	Title	Description	Solution	Agree	Disagree
172	N/A	There is excessive traffic congestion from Washington to Hayden daily esp. during rush hours as Higuera which is a commonly used cut-through street. The speeding of studio and delivery trucks as well as cut-through drivers is scary for residents and their children.	I believe cul-de-sacs would be great! and have been in the past requested at certain streets within our community. There is the hope of crosswalks placed at Krueger St an randomly down the 9 blocks to Schaefer. This would allow for residents to cross the streets and get out of their streets in cars, during rush hours. The (2) one-way NORTH AND SOUTH lanes on Ince idea could deter speeding and offer safety. Neighbors welcome low grade speed bumps on side streets currently without them.	1	0
200	Congestion-price Ince Blvd	Gridlock within Culver City makes daily life unbearable for the residents.	Like in London, charge a fee for non-residents when they travel southbound on Ince Blvd after they cross Lindblade St. This is possible with current traffic camera technology.	1	2
248	Slowing traffic on Washington	Washington is often jammed with cars that are driving through/ or people are zooming well above the speed limit - there is super limited parking, no safety for bikers, and narrow sidewalks. This makes it perilous for people who would like to walk, bike or shop along Washington between la Cienega and National.	What if we - widened the side walk, added a protected bike lane, changed the parking to diagonal spaces and take away one lane in each direction. This would add parking for local, mom and pop businesses, slow traffic and make Washington a more desirable street for those who live in the area and want to bike, walk or shop.	1	2
294	Speeding	High speed traffic of drivers that are agitated from being stuck especially bad on street cleaning days, street invites to be a clear race track.	visually or physically block the opportunity to race through, prevent turns into neighborhood during peak traffic hours.	1	0
304	EB 10 Signage	Encourage vehicles going to DTLA to turn right here and use 3 lane Venice instead of 2 land National. Cuts 0.4 mi. off the trip	Add EB-10 directional signage.	1	0
307	Turn lane	Traffic backs up at intersection due to only 1 lane for all vehicles turning left or going straight on National, vs. two lane wide for turning right (N) onto Robertson	Put right turn lane back to 1 lane wide.	1	0
308	too many cars & too much speed on Higuera St	I have been informed that 8000 cars now travel n Higuera each day We on Higuera pay extra taxes for the changes to our street that were intended to mitigate this problem. Apparently it is no longer woking	I am against additional stop signs. Stop signs only cause excess exhaust from every car that has to stop I am not certain of the solution but it seems logically to be something that can stop most outside traffic from traveling through our neighborhood in the first place Perhaps the City with proper input & knowledgeable planners can offer some solutions	1	2
321	Higuera live work	I live on Higuera and bike to work in the Hayden Tract. From about 7:30am to 9:15am, it can be impossible to cross Higuera due to backed up cars traveling north to the freeway. Every morning I am honked at by cars who want to go faster and don't like sharing the road with a bicycle.	A cul de sac barrier where Higuera ends at Hayden is the best solution to stop cars using our neighborhood as a pass through to the fwy. That coupled with no left turn signs on national during peak traffic hours for Wesley, Helms and Schaefer would have a dramatic impact.	1	0
340	Wesley Cul de sac	Wesley is used as a cut through street. Because of this, there is heavy traffic and the cars drive extremely fast. This is unsafe for the local residents, cyclist, and the children from the school.	Cul de sac the street just south of the school and business on the northern side of Wesley.	1	1
343	Need traffic light at Cattaraugus & Washington	It is nearly impossible to turn left onto Cattaraugus from the west on Washington in a.m. rush hour (I have waited 7 to 9 minutes for a break in traffic), or for cars to get off Cattaraugus onto Washington. It is similarly difficult in p.m. rush hour although the bulk of the traffic on Washington is heading west then, making it not so bad.	We were told a light was to be added at this intersection when it was re-stripped and the median was taken out, but it hasn't yet happened. That should happen. I also like the secondary benefit of slowing down Washington to discourage cut-through commuter traffic.	1	0
351	Enhanced Lane Guidance Paint	Cars traveling westbound, and continuing southbound around the bend on Jefferson Blvd often steer directly into the oncoming left turn lane (towards those turning left onto National). Currently there are some faded yellow stripes. I see near head-on collisions everyday.	Repaint lane-guidance around this bend.	1	0

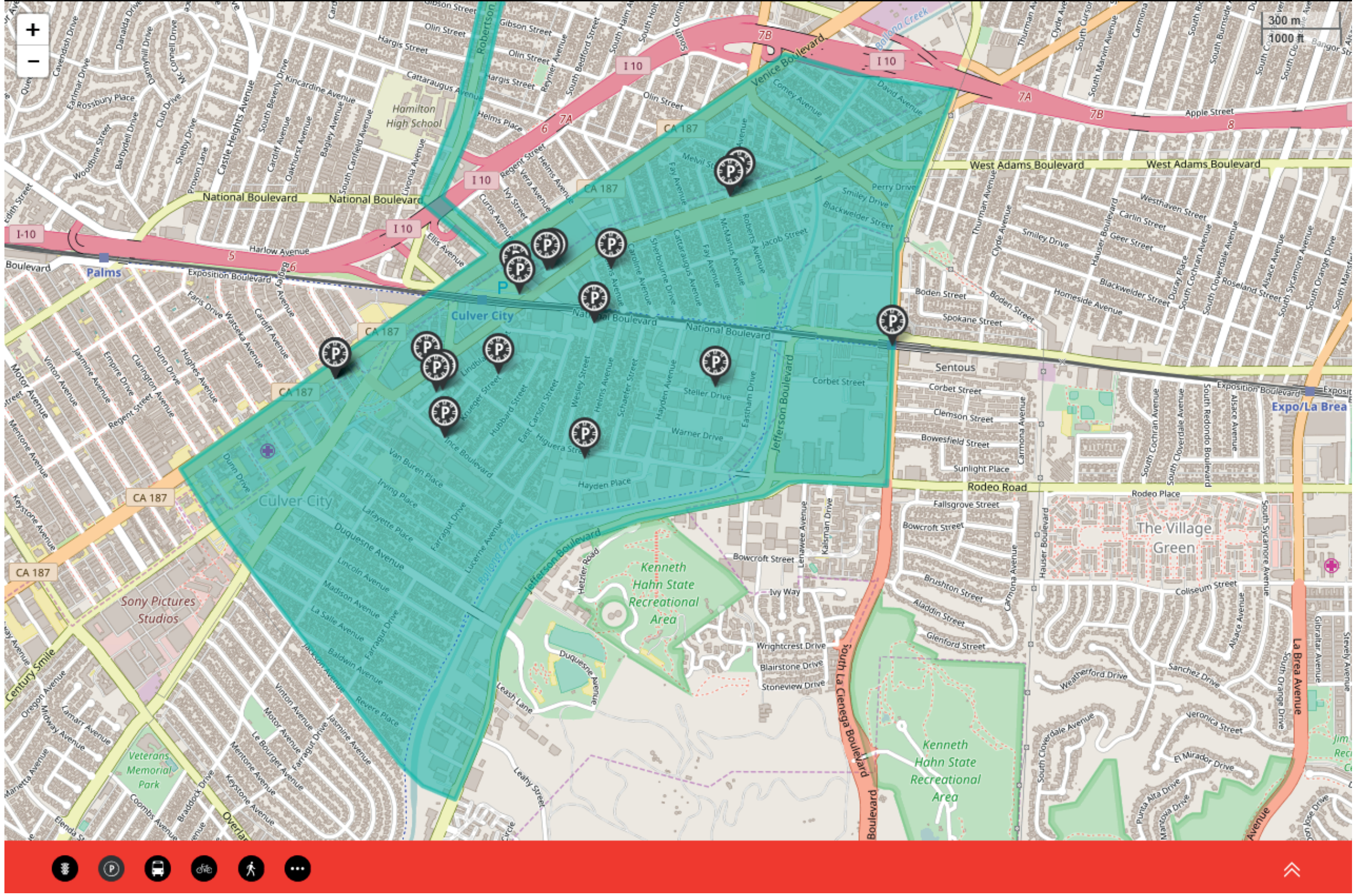
ID	Title	Description	Solution	Agree	Disagree
358	Dangerous Intersection	1. There is no reason why there can't be 2 lanes of traffic going straight west bound on Jefferson. Since this was changed to one lane, traffic backs up far. 2. Frequently cars in the right lane go straight. Frequently cars in the left hand turn lane go straight as well.	Change the marking on the left hand turn lane to make it clear that this lane turns left. Make the right turn lane a lane that also can go straight.	1	0
359	Better right turn lane	Cars go straight from the right turn lane to beat traffic.	Paint right turn arrow on lane. Better indication needed that right lane must turn right.	1	0
361	Headed eastbound confusing on the right	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	Better designation needed to indicate the purpose of the right most lane going east.	1	0
133	N/A	N/A	Put cup de sacs in the congested areas off the residential streets leading onto National and Hayden. Crosswalks would very beneficial as well at the busiest intersections off residential blocks within Washington and Hayden St.	0	0
184	We Need Immediate Relief	Can't walk, bike or drive across Higuera anymore?	The QUICKEST (even if it's temporary or subject to change in the future) way for immediate relief would be 4 way stop signs from Washington south to Lucerne. I know how long it will actually take and how many more years of meetings for add'l cul de sacs. If enough people request this we could see some immediate relief. I know that if Ince had speed bumps it might not take the biggest hit. I have asked many many folks whether they take Braddock and if not - why not- they all said a	0	0
215	bridge Higuera to Jefferson	Change 3 lines of 4 lines going out between 4 PM to 7 Pm	N/A	0	0
249	Backdoor for Landlocked Arts District Residents	Our only way out of the neighborhood is onto Washington, which is often gridlocked. This is a. a hassle, and b. concerning when I wonder how police and fire rescue can deliver timely services.	Construct a bridge over Ballona Creek at the West end of Jacob that connects with Blackwelder, and do so in a way that makes it unattractive to "pass through" drivers seeking a speedy short cut and making it helpful to residents who need to get their children to and from school. (Perhaps stationing a magic traffic troll JK)"	0	0
253	IMMEDIATE RELIEF IS POSSIBLE	DEADLY	The QUICKEST (even if it's temporary or subject to change in the future) way for immediate relief would be 4 way stop signs from Washington south to Lucerne. I know how long it will actually take and how many more years of meetings for add'l cul de sacs. If enough people request this we could see some immediate relief. I know that if Ince had speed bumps it might not take the biggest hit. I have asked many many folks whether they take Braddock and if not - why not- they all said a	0	0
256	Poor visibility to exit Helms	It is difficult to get a clear view exiting Helms. Looking West on National is difficult due to parked cars and moving into the street dangerous due to speeding cars	:: Reduce speed on National :: Remove parking on National facing West.	0	0
257	Poor visibility to exit Helms	It is difficult to get a clear view exiting Helms. Looking West on National is difficult due to parked cars and moving into the street dangerous due to speeding cars	:: Reduce speed on National :: Remove parking on National facing West.	0	0
264	Allow Parking on both side	Slow down Traffic on Lucerne	If we allow parking on both sides of Lucerne it will slow down traffic to an extent it will mitigate traffic	0	0
287	cut through traffic	too many cars cut through our neighborhood through Hayden Tract	effective cul de sac at Hayden and Higuera	0	0
288	coordinate signals	traffic lights and timing need to be coordinated better with lights at venice blvd	N/A	0	0
290	Traffic too heavy on Lucerne and Higuera	Too many cars used Lucerne and Higuera to cut through to the 10 Fwy	Make Ince One Way going north	0	3

ID	Title	Description	Solution	Agree	Disagree
293	Reduce Pass Through Traffic from La Cienega to Helms on Washington Blvd	Way too much traffic at very high speeds along Washington Blvd and not enough street parking for existing and future small retail and future businesses which will hopefully be on scale with neighborhood(small)	Make Washington Blvd from La Cienega to Helms ONE LANE IN EACH DIRECTION. ADD ONE LANE OF PARKING IN EACH DIRECTION IN THE MIDDLE. LEAVE THE TREES LIKE THEY DID IN SANTA MONICA ON 4TH ST. BETW PICO AND OCEAN PARK. HAVE A MIX OF STOP SIGNS AND LIGHTS	0	2
322	Fwy access	Non-residents using Higuera as a pass-through to 10 fwy	I DO NOT think local residents should have their direct access to the freeway or businesses on Robertson/Venice compromised because non-residents are using Higuera as a pass through (like by not allowing anyone to proceed straight north on Higuera after crossing Washington). Any limitations should be placed on NON residents only. We should not be punished for the wrong doings of others.	0	0
330	One way and Speed bump	Speeding!	Make Lucerne one way and add at least 2 more speed bumps.	0	1
334	Too many cars	Cars using Helms as a cut thru to Higuera and the freeway	Fire truck friendly barrier in from the businesses: Speed bumps	0	0
337	NO ONE-WAY NORTH ON HIGUERA	Traffic on Higuera is unbearable and dangerous. One way streets have been proposed in our neighborhood, but I believe that making Higuera one way NORTH is a very BAD idea. I live on Higuera and the worst of the traffic on HIGUERA is NORTH bound in the a.m. going to the 10 Fwy. The biggest issue in our neighborhood is the a.m. NORTHBOUND traffic on Higuera. If we made Ince one-way going south, even more traffic would pile up in the mornings on Higuera to get to the 10 fwy.	If Higuera is made into a one-way street,, it needs to be a one-way south bound IF AT ALL. We cannot make Ince one way southbound as it would mean double traffic on Higuera at a time when kids are leaving for school. I am actually opposed to one way streets in our neighborhood as I think it will make Higuera a nightmare.	0	1
338	Traffic Blocking Krueger	Lately there have been a lot of cars backed up on Higuera blocking Krueger as they wait to cross Washington to get to the 10.	Could we at least get "Keep Clear" painted on the Krueger/Higuera intersection and/or a "Do Not Block Intersection" sign so I'm not trapped in the Krueger cul-de-sac when I have to get somewhere?"	0	0
339	Traffic	Cars roll right through the flashing red lights. I'm seeing more and more just roll right over the diverter, which is dangerous when so many cars are trying to navigate this confusing intersection. Many more cars make illegal u-turns.	It would seem that the diverter is not working anymore. The diverter should become a solid cul-de-sac. At the very least other traffic calming measures need to occur so there aren't 8,000 cars cutting through on Higuera every weekday.	0	0
346	Single lane National	Cut down the traffic on National.	Make it a single lane. Use the other lane for designated shuttle or broaden the extremely narrow sidewalks or have protected bike lanes.	0	0
348	Sight lines horrible	Going north on Fay the sight lines on Jacob Street are horrible for turning onto Jacob. Especially on Tuesday and Wednesdays when everyone parks on the south side of the street.	Angled mirror at the intersection of Jacob and Fay so you can see around the corner of Jacob and Fay.	0	0
349	MAKE WASHINGTON BLVD A COMPLETE STREET !!!!!!!	Make Washington Blvd. is packed with drive through traffic that chokes the neighborhood and all of Culver City and especially the businesses there.	Make Washington Blvd. a complete street. One lane of traffic. Protected bike lanes all the way to La Cienega Blvd. Broaden sidewalks. Have a designated transit lane. But keep the median of trees. It's what makes the street special. Do not remove the median.	0	0
350	Right turn only during morning and evening rush hour for residents only	cut thru traffic driving through our neighborhood during rush hours	Signage that says East bound drivers in the evening only residents can make a right turn onto Helms.	0	0
354	Stop sign needed	People drive fast down this stretch, and it's right in front of a school (the willows, which my daughter goes to.) Also it's really hard to turn left out of the school onto higuera, towards jefferson. It's also hard to turn left out of the parking lot across the street.	Stop sign - to slow cars down, and also make access to willows and the parking lots next to Beats easier to access.	0	0

ID	Title	Description	Solution	Agree	Disagree
366	Too much through traffic on Higuera	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.	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.	0	0
370	Higuera at Hayden, Wesley, Helms & Schaefer @ National	Busi, private school drop off & pick up as well as Marina Del Rey traffic trying to avoid Jefferson and Washington cut through on Duchesne to Lucerne to Higuera to Wesley, Helms, Schaefer or all the way through Higuera to Hayden	Cul-de-sac Wesley, Helms & Schaefer 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.	0	0
372	Frequent Car Accidents/Near Misses	Cross traffic on Braddock does not have a stop sign and cars traveling on Lafayette have restricted view when turning left or right on Braddock. This condition causes occasional accidents and many more 'near misses'.	Add a rectangle sign underneath the stop sign stating Cross Traffic does not Stop""	0	0
381	Drivers not obeying right of way	Drivers 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.	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.	0	0
384	Dangerous street	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 the mornings.	Restrict times the trucks can stop to non rush hour	0	0
393	freeway connection	Confusing connection between the freeway and the city streets	Make National the main entry/exit to the freeway. With secondary turns to access Robertson and Venice Blvd. Hierarchy will give clarity.	0	0
394	narrow, busy section of Washigton Blvd needs center lane	The right of way for this stretch of Washington is very narrow. The Design needs to be efficient.	Needs to have all the characters of a 'Complete Street' [https://en.wikipedia.org/wiki/Complete_streets]. A center turn lane allows for access to businesses that won't clog traffic. The center lane also allows for movement of vehicles traffic to the area .	0	0
396	divert through traffic	Too much through traffic clogging downtown Culver City. Additional development while make it worse.	Washington blvd would be made convenient for local traffic going to the expo area and downtown Culver city. West bound through traffic would be encouraged to divert to Venice Blvd or La Cienega/Jefferson	0	0
				442	77
				TOTAL COMMENTS: TRAFFIC	109
				TOTAL "AGREE" THUMBS UP	442
				TOTAL "DISAGREE" THUMBS DOWN	77

Culver City T.O.D. Visioning Study Interactive Map

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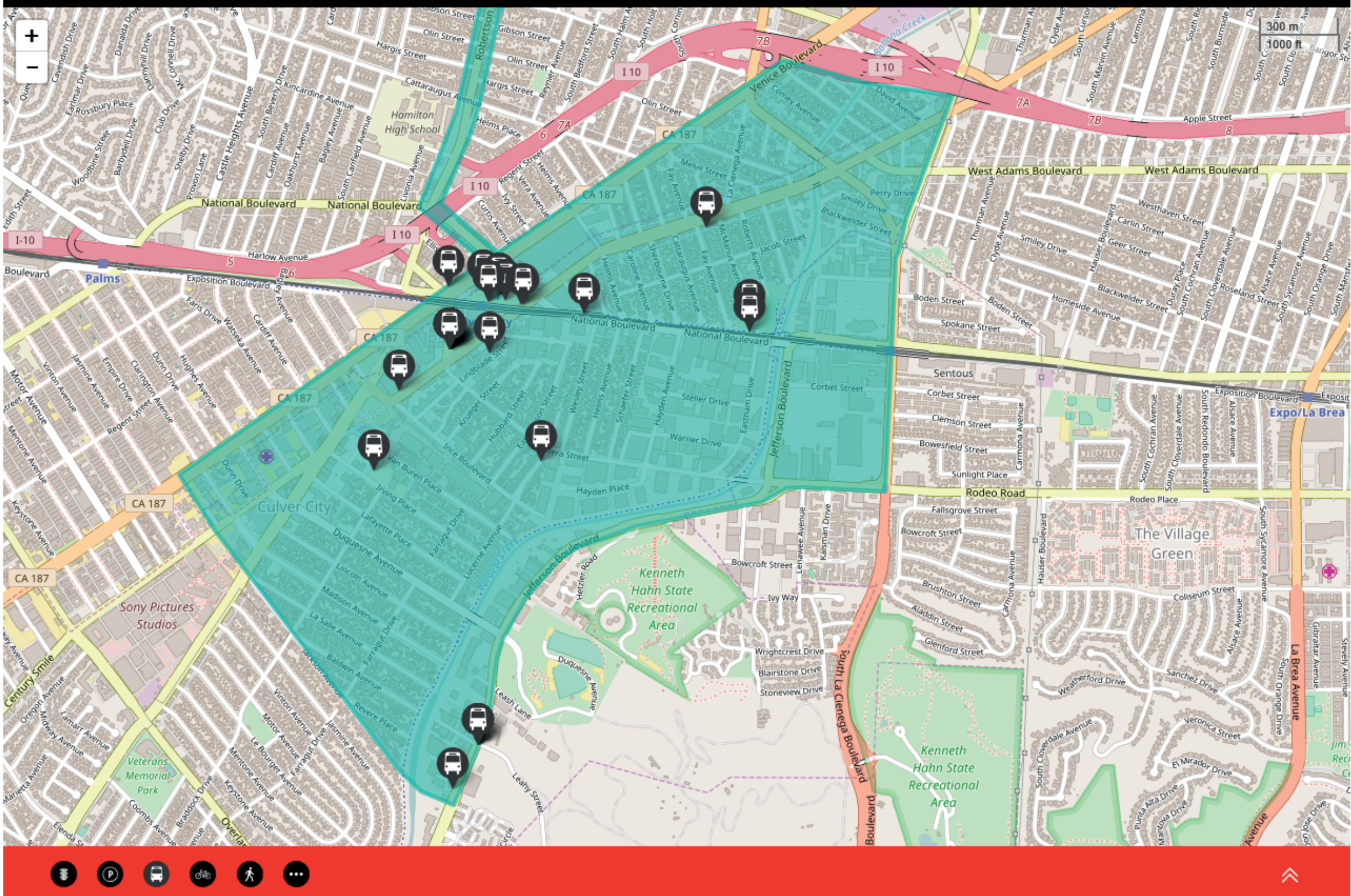
ID	Title	Description	Solution	Agree	Disagree
WEBPAGE MAP COMMENTS: PARKING					
52	Parking	Parking is often difficult in the Lucerne/Higuera neighborhood-especially on trash and street cleaning days. Many people without permits park for the entire day. There are more and more businesses close by-plus the metro, which brings more and more cars to our neighborhood.	More parking enforcement?	13	0
88	Culver Studio Truck Parking	My understanding is when the Culver Studios garage is built they no longer will have access to parking the production trucks on Ince Blvd that currently line the length of the street. But that will literally take years. As it stands, the truck parking on Ince is permitted by the city, non studio vehicles are not allowed to park at the meters. This will also be a deterrent to making Ince Blvd a split bike path/ one way car lane.	The city could end the Ince permits beyond Krueger and simply move the studio's additional trucks to Lindblade which is a non-residential commercial stretch. It is also a perfect loop for trucks, enter on Higuera, exit on Ince Blvd. The trucks would actually be closer to the Culver Studio entrance.	13	1
79	Parking garage needed for Businesses	Find a way to create a parking garage somewhere from this location to the east to support the local businesses on Washington. Maybe some sort of Public/Private arrangement. Build the garage with flat decks so that if need for parking disappears by virtue of technological advances, then the structure could easily be repurposed to another use.	underpark below current standards the new developments in the TOD. Explore possibility of using shared savings from developers for not building underground spaces to help finance garage. Or possibly attaching spots in the garage to individual business properties along Washington, similar to efforts made in Pasadena. Provide a shuttle to and from this garage up and down Washington to DTCC	9	0
217	Parking	Prohibit truck to parking on Ince. They take too much space on the street.It is dangers.	N/A	9	2
128	Parking Requirements	Please study the current parking requirements in the TOD and make recommendations. If its about the train, make it about the train, and minimize what developers are allowed to park. This has come up in many Council Meetings and the Parking and Traffic Subcommittee is tasking this review on the TOD Visioning Team.	Create parking maximums, not minimums. Please review this ASAP and provide expedited recommendations, prior to advancement of proposed large scale developments in the area.	5	1
90	La Cienega Avenue Parking Possibilities	This street is unusually wide and could be a resource for parking. It's about 6 lanes wide and needs no more than 2. It could be a great location for a parking garage. Short term, and almost immediately close to 20 more parking spaces could be added if new striping was painted for diagonal parking as is in	Too much permitting and restriction of local residential streets in this neighborhood by both LA and CC has severely reduced the amount of employee and worker parking in Culver Arts District. We are in need of more 10 hour spaces- this could be a great place to start	4	2
205	Lindblade is narrow	With regard to parking production trucks on Lindblade (instead of Ince)... I'm on Lindblade a lot. It's one-way -- feels narrower -- so not sure how the trucks would actually fit. :-/ It's tricky on that street w/ just both sides filled with cars. The businesses there can barely manage.	I thought the studio was creating more parking for them. Wishful thinking?	3	0
296	Parking	Difficult to park, pick up and drop off at train station from the Culver City side	open a drop off lane / area	2	0
309	PARKING FOR BUSINESSES	BUSINESSES THAT EITHER DO NOT HAVE OR DO NOT PROVIDE PARKING FOR THEIR EMPLOYEES CAUSING THEM TO DRIVE THROUGH THE AREA LOOKING FOR PARKING	PERHAPS SOME WAY TO KEEP THOSE WHO WORK IN THE HAYDEN DISTRICT OFF HIGUERA & SURROUNDING STREETS & REQUIRING ANY BUSINESS IN OUR AREA OR ANY AREA OF CULVER CITY TO PROVIDE EMPLOYEE PARKING. THIS ALONE WOULD TAKE MANY CARS OUT OF OUR NEIGHBORHOOD & OFF OUR STREETS	2	0
326	Reduce # of cars traveling to Hayden Tract	Too many cars traveling to Hayden Tract and no place to park once they get there.	Employers/City can offer incentives for carpooling, biking and public transportation to the busy area.	2	0
328	Wesley St	The business and school on the corner take up all parking spots on Wesley for residents and are rude and inconsiderate many times. Block traffic on Wesley with culdisac. Everyone uses Wesley because of the traffic light onto National. Put lights on other streets accessing National. Bide path on Wesley too is ridiculous!	culdisac on Wesley at National behind school and business or no parking on Wesley only for residents	2	1

ID	Title	Description	Solution	Agree	Disagree
96	Why was this lot closed on February 15th	there was no reason to close if zero work was to be done. A week or two perhaps but it's been 2 months already, and I 'll bet it's 4-6 months of zero development activity and a big unused parking lot.	reopen it until their ready to do some work.	1	1
281	Promote La Cienega Station	Promote La Cienega Station. This is an underused station. Promote this to Hayden tract workers and provide shuttle bus and bike share into Hayden Tract and downtown.	Promote La Cienega Station. This is an underused station. Promote this to Hayden tract workers and provide shuttle bus and bike share into Hayden Tract and downtown.	1	0
313	Shared parking	Lack of parking on maximum train use days, such as football games at Coliseum.	Encourage office buildings near station to allow train rider parking on weekends.	0	0
329	Wesley St	The business and school on the corner take up all parking spots on Wesley for residents and are rude and inconsiderate many times. Block traffic on Wesley with culdisac. Everyone uses Wesley because of the traffic light onto National. Put lights on other streets accessing National. Bide path on Wesley too is ridiculous!	culdisac on Wesley at National behind school and business or no parking on Wesley only for residents	0	0
368	parking	under-priced or free parking, too much parking for businesses/residential areas	remove minimum parking requirements. Get ride of the sea of parking next to the metro station and put housing there. price current parking based on demand. add bike/ped infrastructure so that any age can use it	0	0
380	Valet Parking on Main Street.	The valet parkers on Main street take too many precious parking spots to run their business. It should be limited to two or three spots not the whole west side of Main street. I have seen them park cars on the remaining east side of Main street. They have valet parking on Culver, in front of the Culver Hotel and in front near the Movie Theater. I think they have enough spots and should leave main street to residents who need to run in and pick up to go orders or visitors. Thank you.	Allow valet parking to no more than three spots on Main Street for pick up and drop off and not be allowed to park cars on Main street. They can use the lots designated for their business.	0	0
398	Residential Zone parking requirements	Many of the lots on this street and perhaps others in the study area are zoned RMD, allowing for one unit per 1500 sf of lot area. The current zoning code requires 2 parking spaces (with one covered) per unit, plus one guest space for 3 or more units, along with a maximum of 2 stories for buildings. For the typical 6000+ s.f. lot on this street, that means 9 semi-subterranean spaces, which drives up development costs.	Given the proximity to multiple transit options and the forthcoming bike network improvements, car parking requirements should be reduced. three story buildings should be allowed to increase density. Density is a prerequisite for successful public transit, walkable and bike able neighborhoods, not to mention increased housing supply to put downward pressure on prices, and it should be encouraged by all	1	0

	67	8
TOTAL COMMENTS: PARKING	18	
TOTAL "AGREE" THUMBS UP	67	
TOTAL "DISAGREE" THUMBS DOWN	8	

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ID	Title	Description	Solution	Agree	Disagree
WEBPAGE MAP COMMENTS: TRANSIT					
201	Promote shuttles & buses for office workers	Too many additional cars come into Culver City to go to office parking lots. Decent vanpool/public transit is lacking.	Create van/shuttle/bus lanes on Washington blvd to shift commuters to use company vanpools, local shuttles, and public transit to arrive at work. Adding congestion-based road pricing would deter private car use for commuters.	6	0
170	School bus for Linwood Howe and other schools	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.	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 Howe.	5	1
242	Create mixed-use housing and commercial to activate Washington	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 more mixed-use development!	The arts district would be an even more vibrant place if Washington was re-zoned to allow commercial ground floor with residential above to connect people with local businesses and transit.	4	0
234	Speed tables	Lucerne needs more traffic calming measures. At least 2 to 3 more speed tables are needed to slow Trucks and cars down. This is a no truck zone yet large trucks travel this street all the tim	Install more speed Tables and bigger no Truck signs. Slow the speed down and get the trucks off the streets	3	0
236	Small Bus stop	Small Electric bus stop to drop off people from the Metro station to downtown.	Install small bus stop	3	0
240	Metro Passes	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.	I've worked at companies in other cities that offered free or reduce-rate transportation passes. After extended use, it convinced me to get rid of one of my family's cars completely.	3	0
311	Restrooms	No restrooms on train or at any station. Have seen urinate in public.	Add restrooms to facilitate people walking greater distances to station.	3	0
233	Small bus	there should be a small bus runs from the Metro to downtown Culver City and picks up through out the rout. It would be wonderful if it picked up at Huguera and Lucerne also. If they ran a rout through out the neighborhood to make less cars at Metro station. A run to Hayden track to get people to work and back to metro.	small Electric buses to run between downtown and Metro station.	2	0
158	Hyperloop	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 reside in California build a hyper loop from McManus Park to Downtown Culver City and the Westside.	1	3
235	Remove Halfway House for Felons	There is a green apartment/hotel building on this street that allows Felons to rent when they get out. Before this street is made a pass-through this practice of renting to Felons needs to stop. I would not want my children riding their bike of walking past this building	Stop the practice of running a halfway hotel. Have owner clean up this property so a safe bike pedestrian path can go through Lindblade St.	1	4
266	bus service	Bus: I am not surprised about the relatively low amount of remarks 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.	Culver Bus (and others) provide info at the stops (best would be live: \next bus arrives in x minutes\" or at least schedule in paper). Is this obsolete since there are apps? No relying on apps only is discriminating."	1	0
303	Add bus from station to WLA College	Traveling from this station to WLA college takes 2 buses	Direct bus line from station to WLA College	1	0
84	bus access to Expo	Culver City bus access to the Expo station is shockingly limited. There are very few routes that go to the station, when ALL routes 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 so I'm not sure what that district is called "	Provide more routes to Expo station.	0	9
292	promote traffic on major streets	encourage more traffic volume onto National Blvd instead of residential side streets	add another lane of traffic or turn lanes, coordinate signals, add traffic signals at Helms and Schaefer Streets.	0	1

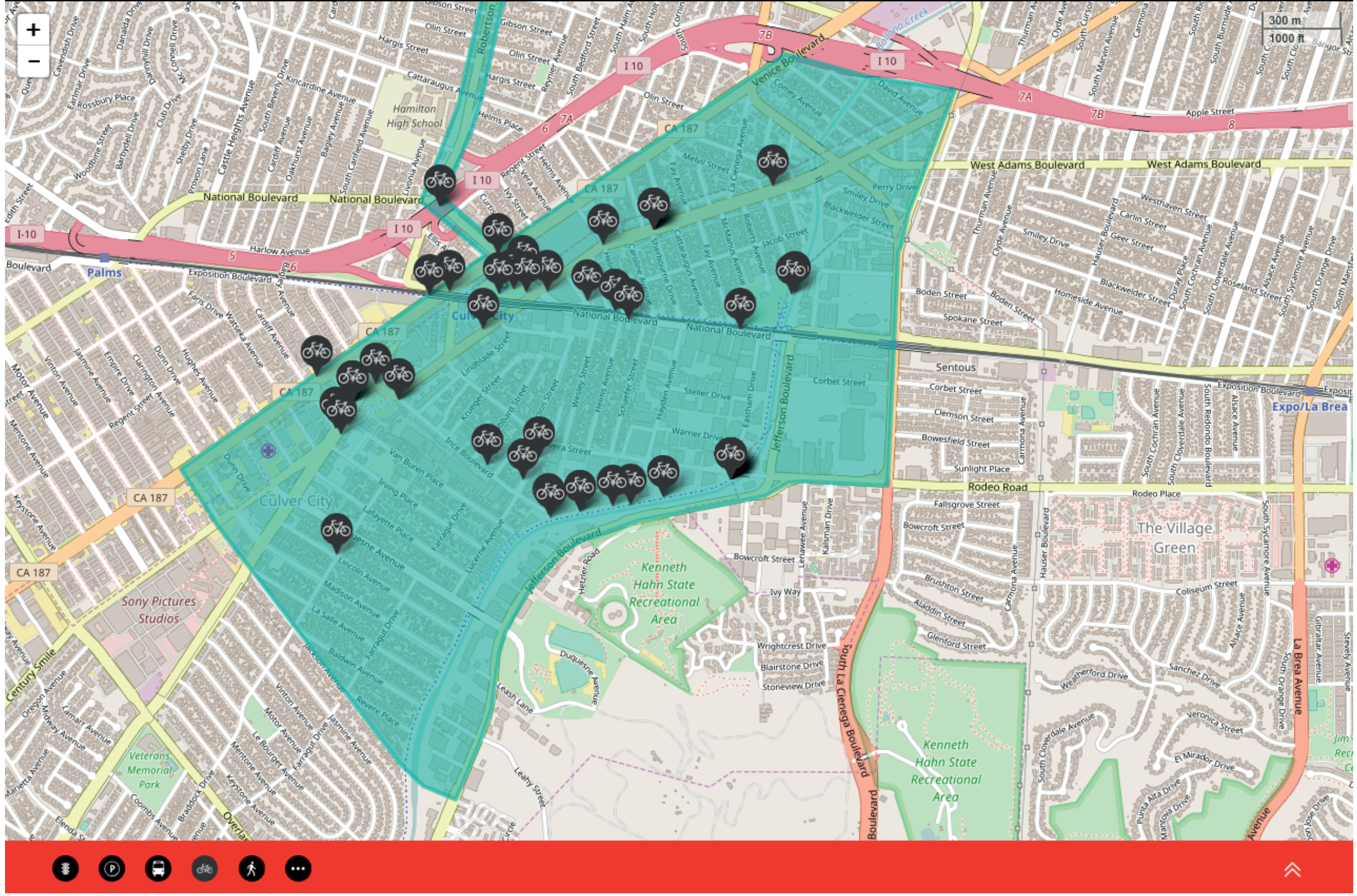
ID	Title	Description	Solution	Agree	Disagree
314	Add bus benches	Heavily used bus stop with no benches/shelter	Add bus benches for train to bus transfer riders heading to Venice Beach.	0	0
318	Bus to Expo station	Traveling to/from WLA College & CC Expo station takes 2 buses.	Direct bus from WLA College to CC Expo Station	0	0
345	Shuttle from Metro stop to Hayden Tract	There's no efficient way to get from the Metro station to the Hayden Tract.	An electric shuttle with 12 seats that has it's designated lanes. From Metro station to Hayden Tract.	0	0
374	Mini van needed to downtown	There are about 6000 people who live on Jefferson between Overland and Duquesne. We need a mini van to loop along Jefferson and the restaurant district	Get a small mini van. Perhaps the restaurant owners could help pay for this.	0	0

33 18

TOTAL COMMENTS: TRANSIT	18
TOTAL "AGREE" THUMBS UP	33
TOTAL "DISAGREE" THUMBS DOWN	18

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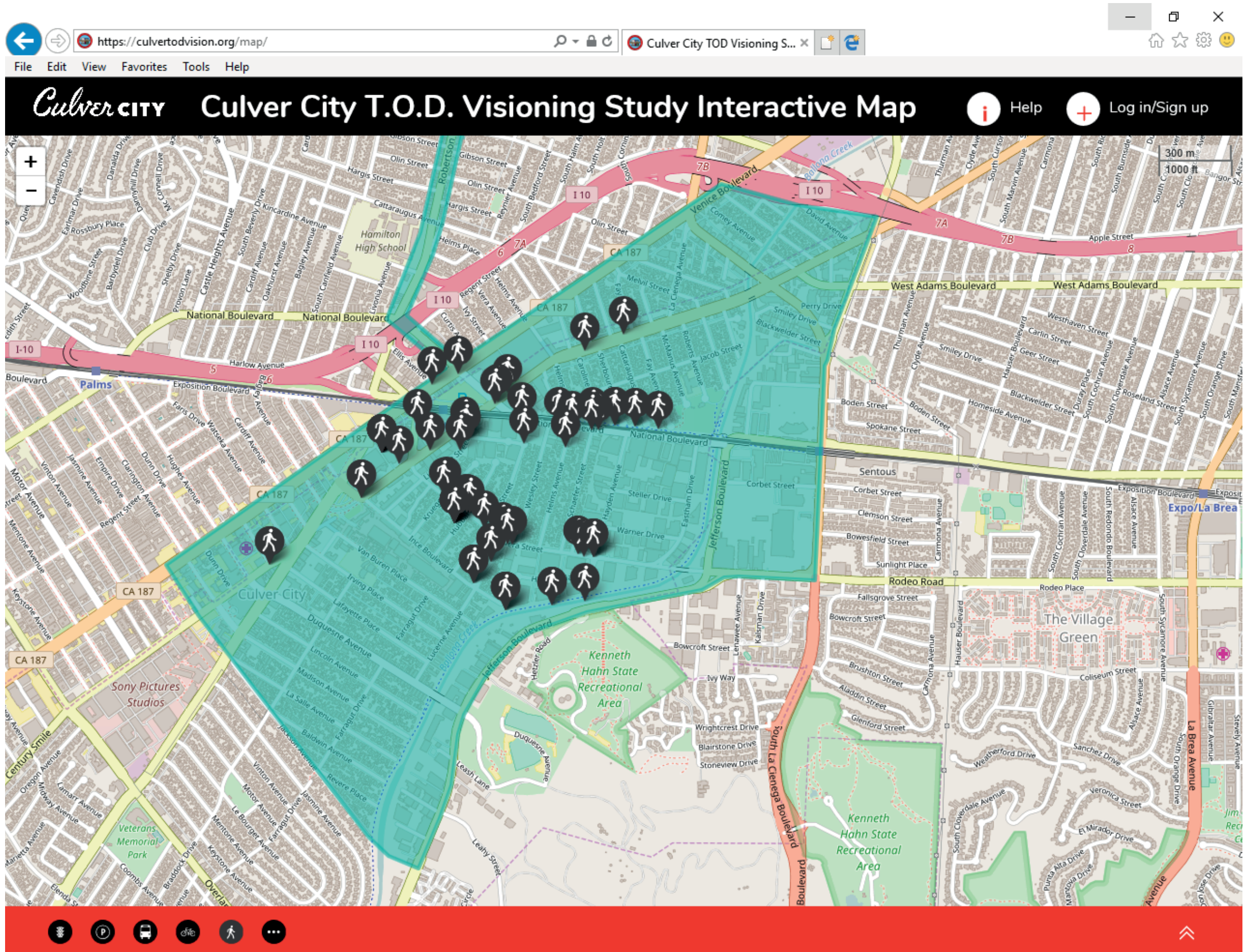
ID	Title	Description	Solution	Agree	Disagree
WEBPAGE MAP COMMENTS: CYCLING					
38	Ince bike path	Great opportunity to add a nice bike path down Ince Blvd connecting the planned Washington Blvd bike path to the Ballona Creek Path. Ince could become split: One way car traffic on one side/ Two way bike traffic on the other.	N/A	34	1
59	bike-walk connector baldwin	agree with Alex: fantastic opportunity to connect Baldwin Hills to Downtown Culver for walking/biking.	1. connection from Ince to Ballona creek, 2. connection to new bridge over Ballona creek to Jefferson (conform masterplan) between Higuera and Duquesne.	33	0
32	Opportunity for connectivity to Bike Path	This would be a great place to add access to the Ballona Creek Bike Path.	Acquire an easement and construct a ramp to the bike path.	24	0
127	Bike boxes + better bike infrastructure on Venice/National	With the new Ivy Station development and Metro bike hub there will be increased bike traffic in the Venice/National intersection. As designed now, the intersection is very hard to navigate on a bike, specifically when making left turns. On Venice bikes have to cross over 4.5 lanes of fast moving traffic to make a legal left. This creates barrier at the intersection for bikes that makes it challenging to access the area south of Venice by bike	Adding a bike box at National for bikes turning left on to Venice and at Venice for bikes turning left on to National will make the intersection more accessible and safe by providing dedicated space and infrastructure for people on bikes turning left onto or from Venice and National. Additionally, this would provide a better connectivity to the expo bike path.	23	0
72	Walkin and biking first	Dangerous intersection because the middle car lane combines two directions. Bikers are at danger when they take this middle lane (to bike further on Culver). The same problem occurs when biking from Washington to Culver at Trader Joes corner.	In general: look for solutions that put flow of walking and flow of biking above flow of car-traffic. This means separate bike lanes with bike-trafficlights. This will slow down the car traffic even more, with as a result less trough traffic. Specific: no combined lanes. Waitng boxes for bikes in front of cars	21	0
87	Narrow path for cyclists sharing road with cars	Heading east on Washington going past Helms, the road twists a little bit to the right and the right lane narrows slightly. When the light is green cars can get dangerously close to cyclists.	Build a protected bike lane on Washington, please!	21	1
30	No safe convenient route to bike from Helms or Schaefer to TOD area or Expo bike lane	There is no safe convenient way to get from Helms or Schaefer to the TOD area. The sidewalk is too narrow to ride and the street is too busy. To ride a bike to the Expo bikeway, people on Helms and Schaefer must either ride all the way to Higuera and around to Wesley or brave the traffic of National.	Add a bike path on the North side of National and add lights and crossing protection from Helms and/or Schaefer.	19	0
116	Crossing Venice Blvd to Expo bike path	Daunting connection by bike from Expo station or Robertson to westbound Expo bike path. Making a left turn on Robertson across Venice is a leap of faith. It's a high pedestrian volume crossing, so crossing in the crosswalk isn't a good option either. Curb access on the Venice side is not easy either (tell City of L.A. please).	Bike box and signal on NB Robertson, crossing Venice. Make it the gateway it is. Add turning lane markers in intersection, so as a turning bike you're not just a sitting duck in that sea of asphalt.	18	0
123	red-light not sensitive for bikes	Many intersections are not sensitive for bikes, like the one from Ince. You cannot know if a light is sensitive or not: this is not inviting but discouraging bike riding.	Add bike-lights or make the lights sensitive for bikes. Mark the signs that are sensitive (or not).	16	1
156	Bike Path on Ballona Creek Rehab	The bike path on Ballona Creeks is narrow and drab with lots of concrete and graffiti	Greenway the bike path. Widen bike path. Plant trees. Reclaim land make a narrow park for recreation and maybe even a dog park	14	0
177	Bike and ped mode share	2 lanes of car use in both direction. Need more bike and ped room.	Reduce car lane to 1 in each direction, add dedicated bike lane and wider sidewalk.	14	0
122	How to bike from Trader Joes to Ince?	Leaving Trader Joes by bike to Ince makes you wait very long and is unclear. Either waiting two traffic lights at corner with Culver or taking sidewalk till crossing Ince at corner of Washington, but then traffic-lights for bikes are unclear. Crossing on Washington blv, and again crossing at Ince makes you regret you took the bike. To get the walk-sign, you need to push the button, which you never can do by just sitting on ...	In general: consider also bike-lanes/bike-paths on Ince between Culver and Washington. (general) consider separate bike-lights with pushbuttons reachable for a bike without having to enter the sidewalk.	13	0

ID	Title	Description	Solution	Agree	Disagree
159	Protected Bike Path should go all the way down Washington Blvd to La Cienga blvd	The proposed protected bike path stops at Ivy Station.	The protected bike path should extend all the way down Washington Blvd to La Cienga Blvd and be on the south side of the street.	13	0
77	reconfigure bike lane to south side of Access	forcing the bike path north on Wesley to the north side of Washington is cumbersome and creates excess conflicts of bike and residential through traffic	reconfigure that bike lane to continue on the south side of the Access and explore options for how to connect to the proposed protected bike path on the south side of Washington.	12	0
166	Elevated bike path	The bike path ends and forces riders onto busy streets.	New developers, the City, and Metro jointly fund an elevated bike path along the existing elevated railway to connect on the north side of Venice.	12	0
221	Build a bike ramp to access Higuera Street	Arts District is separated from the Hayden Track District because of the Expo line and there isn't any safe or easy way to bicycle from Washington Blvd to that part of Culver City. Riders can cycle through Syd Kronenthal Park, but then they find they have to brave National Boulevard where there aren't any safe options.	It might be difficult to add a dedicated bike path on the north side of National Boulevard, but another easy solution would be to add an entrance/exit ramp from the Ballona Bike Path as to allow bikers to access Higuera Street (and the rest of the district) at the LA School of Gymnastics. Riders in the Arts District would be able to cut through Syd Kronenthal Park and reach the ramp that connect to the Ballona Bike Path	11	0
241	Bike Racks	This is a very small issue but the bike racks in this plaza have very thick outer bars and thin inner bars. This does not allow you to lock the body of your bike using a common U lock, only the front wheel. As many front wheels have quick release attachment, this leaves the bike vulnerable to theft	Replace bike racks with standard U configuration rack similar to the ones at Trader Joe's or other more appealing design.	9	0
239	Bike Sharing	The last mile - workers commuting to Hayden Tract, Downtown, and the Washington Corridor would be big fans of shared bikes like New York's CitiBikes.	Planting shared bike stations here and at other key areas in the study area would be a wonderful way to extend character and charm while reducing the need for cars.	8	0
232	Pedestrian Bridge over Ballona	There is no way one can bike from the Arts District to Jefferson Boulevard in a safe way. One can bike through Syd Kronenthal Park to access a tiny part of the Expo bike path that reaches Jefferson Boulevard. From there, cyclists have to fend for themselves on a stretch of road that is challenging during periods of high traffic.	A pedestrian / bike bridge could also be added to connect Hayden Place to the Kenneth Hahn State Recreational Area at Jefferson-Hetzler Road intersection. For example, a pedestrian bridge already exists at Ocean Dr. connecting to Culver City Middle School. The city should study ways to add more pedestrian bridges along the Ballona Creek as to connect many isolated neighborhoods to the main arteries	7	0
78	bike path on south side of washington	City's proposed bike lane on the north side of Washington is a mistake. This lane should be on the south side. The current plan for the north side will drastically be at odds with vehicular flow. Having the buses stop in the #2 lane in front of Ivy Hotel is problematic	Study having the lane on the south side of washington. Connect to the expo bike path on the south side of Access. If the bike lane is to continue down Washington, then keep it on the south side up to Helms and switch to the north side to avoid conflict with vehicular access in/out of the Arts District residential streets..	6	1
299	Bike lane needed on Lucerne	Lucerne is a major connector for cyclists, including kids biking from the Arts District to school at Linwood Howe Elementary. With street parking on both sides of the street and single lane traffic in both directions, it is unsafe for kids to ride anywhere but on the sidewalk.	Create protected (curbed) bike lane the entire length of Lucerne, from Higuera to Duquesne.	4	0
107	Washington Bicycling	No comprehensive bike plan implemented. It is dangerous to ride wighout a distinct lane and plan.	Have a complete study before implementing piece meal bike lanes. Study should go all the way to Fairfax otherwise it's a waste of money and time.	1	0
274	Street is too narrow for bicyclists	Westbound lane on Braddock between Madison and Irving is narrow and unsafe for bicyclists.	Recenter the divider to allow for more room on the westbound side of the street.	1	0
291	unsafe for bicyclists	it is dangerous for bicyclists to continue going southwest bound on Lucerne at this intersection due to the split of straight and turn lanes	N/A	1	0

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. Cars 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 valuable destination for Cyclists and pedestrians.	Reduce the speed limit on Culver Blvd. to 20 mph between Duquesne and Ince. 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
369	Broken Glass	This stretch (which I realize very little of which is in Culver City's reach) just always has a crazy amount of broken glass in it.	Either more regularly clearing broken glass from the area or more proactively keeping people from sitting in that area, drinking, then smashing the bottle when they're done.	0	0
385	extend 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
387	access across the creek	better connection between the state park and the resident / workforce population.	bike/walk bridge at street level. with a connection down to the bike/walk path.	1	0
388	future vehicle access to southwest corner of the Hayden tract	Commercial traffic cuts through the residential neighborhood.	Place a cul de sac on Higuera, between the residential and commercial uses. Add a bridge for vehicle access to southwest corner of the Hayden tract. [location TBD] Allow for bike/ped access as well as connect to creek path.	0	0
399	Proposed bike/ped bridge to complete bike network through this intersection	At the 19 July ToD workshop, a bike/ped bridge over this intersection was discussed. This is an undesirable solution in that it separates bikes and peds from the urban fabric in a manner reminiscent of freeway planning for cars.	Strengthen 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 continuing straight through this intersection are squeezed both approaching and leaving this intersection. The lane markings and designations exacerbate the spatial / dimension problem.	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 point in the future, once use/density 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 having your bike stripped is too great 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 would-be thieves 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.	1	0
407	Bike Lanes connecting Washington to Venice	When connecting between the eastern portion and the western portion of the Expo bike path, national blvd 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 405 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 parking 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 Ballona Creek 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

338 4

TOTAL COMMENTS: CYCLING	36
TOTAL "AGREE" THUMBS UP	338
TOTAL "DISAGREE" THUMBS DOWN	4



ID	Title	Description	Solution	Agree	Disagree
WEBPAGE MAP COMMENTS: WALKING					
27	Cars speed through turn, right next to pedestrians	Of all the unpleasant stretches 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	0
25	No curb cutout	There is no curb cutout 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 cutout.	13	0
61	No Crosswalks	There are no crosswalks for much of the length of Higuera, isolating the northeast from the southwest. It makes it difficult and dangerous to cross the street - especially for children who attend Linwood Howe. There have been accidents in the neighborhood.	Install crosswalks and stop signs at Hubbard (the midway point in the neighborhood) or even more frequently.	13	1
102	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/ scrambles. Make traffic lights respond quickly to pedestrians. Use different materials to show crosswalks.	13	0
175	Ped Bike bridge	Improve linkage from Higuera and Hayden to the state park.	Bridge?	11	0
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	0
26	Telephone pole in walkway covered in splinters	This telephone pole is covered in upward pointing splinters. It snags the clothing of passers-by and once stabbed my son pretty badly.	Either sand the telephone pole or wrap it in some sort of protective cover. It would be amazing if all of the various poles that impede the miserable narrow sidewalk on National were relocated.	10	0
39	crosswalk	Cars turning right onto Higuera from Hayden often roll right through this stop sign all the time. It's also bit of a blind corner because of the building.	More noticeable crosswalk?	9	0
97	why is there no way to cross the train tracks to Hayden tract	in the middle of downtown LA the expo line runs 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 metro built.	there is no sidewalk at all on the north side of national, and the sidewalk on the south side is absurdly narrow and interrupted with power poles. The traffic is either 50 mph or horribly bumper to bumper with no safe zone for bikes that allow access to Hayden tract	8	0
138	Stop Signs	Unsafe for pedestrians to cross. Children coming home from school are unsafe. Faded crosswalk marking. No one stops at the 3 way stop with signs and it is UNSAFE to cross at this only cross walk on Higuera.	I would like to see stop signs with solar lights installed with cross walks that also have flashing yellow lights	8	0
139	Crosswalk needed	The corner of Lucerne and Ince is a odd shape. you can not cross from corner to corner they are not across from each other. It is very unsafe. Children coming home from school are very unsafe.	New crosswalk stripping with a direct path to cross street. Flashing yellow lights installed in sidewalk and Solar lights installed on Stop signs	8	0
73	Placemaking	The big Ficus 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 rail tracks (beer-garden, Cyclavia, whatever) could have its entrance/marker at this tree. I would like to see a well designed bench (partly) around the tree and an continuous floor/pavement/DG that connects National, Platform and Washington. This goes together with a better sidewalk along National	7	0
119	blind, narrow corner	Sidewalk corner bordering Culver studios is very narrow. There are regular near-miss collisions between people on foot, bikes and peds here (because despite legality, ppl still ride bikes on the sidewalk for safety concerns). I heard someone was injured pretty bad once in a collision w bike. Also, people on bikes like to cut through the closed-off road, since it's more pleasant than Washington, Culver.	Bulb-out the corner, make clear bike lanes so less people will ride on sidewalk. Make it a better gateway to DT.	7	0

ID	Title	Description	Solution	Agree	Disagree
136	steel rod sticking out of ground on path	There is a Medal 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 be installed and rod sticking out ground needs removed right away	Sidewalk should be installed and rod sticking out ground needs removed right away	7	0
167	Hazardous Crossing	Crossing is very dangerous as cars speed past on Higuera at Krueger. This is true day or night. I live on the corner of Higuera and Krueger.	Add a painted crosswalk with led flashing yellow lights when someone is in the crosswalk along with a yellow pedestrian-crossing street sign. If this does not work, add a stop sign.	7	0
58	Walking problematic	Parked cars block oncoming traffic, decreasing visibility. Sidewalk is difficult to navigate with bikes, strollers, scooters, wheelchairs.	Limit parking close to intersection. Remove lamps/poles in the middle of the sidewalk. Make sure all intersections have ADA compliant ramps.	6	0
142	Make street on way	This is the unsafe street and so busy. We have rush hour traffic and Trucks that floor it down our street. It is so unsafe to cross the street. We can only park on one side and it is sooooo unsafe to cross the street or pull out of our driveway.	More speed bumps or make the street one way.	6	0
250	Walking path	Open a walking path between Carson and Landmark so people on Carson can access the train and the shops/restaurants.	Open a small path for walkers - with or without a code/lock.	6	0
298	bridge linked to neighborhood to get to park	it would be nice to get quick and safe access to park via a bridge.	build bridge for walking/ biking ... might benefit cyclists wanting to drop into path using parking on Jefferson	6	0
63	cut through	Block between Venice, Robertson, Washington, Culver is big. None of the streets around the block, connecting Down Town with Expo station, are fun to walk on. They don't have urban quality.	Pro-active to future development: integrate walking routes crossing the block (try out what the effect could be with the Space syntax program)	5	0
134	Crosswalk Opportunity	There is currently no crosswalk to connect the Platform walking street with the parking across the street that supports those retail/food uses - and with the bend in the road (Landmark) visibility for cars and pedestrians is limited. Cars aren't expecting people and vice versa.	Stripe 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.	5	0
286	traffic control	dangerous intersection for pedestrians	pedestrian crosswalk	5	0
45	no sidewalk	there is no sidewalk on the south side of the street between schaffer and hayden	N/A	4	0
117	Narrow, cluttered sidewalk at transit hub	Walkability is very poor here, yet it's a high-volume pedestrian access area for the buses and train. Key issues: 1) sidewalk is WAY too narrow (I walk in street a lot of the time to avoid people congregated at bus stops or to not block oncoming ped traffic); 2) too many obstructions in already narrow sidewalk (trash cans, benches, trees, utility boxes, lights, are all ill-placed and leave very little room to walk); 3) always lots of diesel exhaust and noise from FedEx trucks and landscapers.	1) Widen sidewalk significantly 2) When widening, assure necessary obstructions are in-line and minimize breaking walking path and leaving enough space for strollers to pass 3) idk what to do about the diesel-- ask them to start shifts earlier? the big rush at 8-9 am is gross.	4	0
137	planter	planter on south side of Higuera needs plants. It is a 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 of is not going to plant and maintain the planter let me plant succulents. They can turn on the sprinklers that are already there and paid for by the home owners on Higuera in their taxes.	4	0
255	Side walk to narrow for strollers	It is close to impossible to make it along National with a stroller, since the sidewalk is narrow and there are a lot of \poles\" installed in the middle of the side walk."	:: move the poles :: widen the sidewalk :: move some elements to the North side of National, next to the tracks	4	0
285	Traffic Control and re-routing	excessive car speed, dangerous intersections	pedestrian crosswalk	4	0
28	Intersection prioritizes car speed over 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 righthand turn pocket for cars turning from Northeast bound Nation to Eastbound Washington.	3	2

ID	Title	Description	Solution	Agree	Disagree
243	Make Washington more walkable by allowing mixed-use development of housing and commercial	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 more mixed-use development!	The arts district would be an even more vibrant place if Washington was re-zoned to allow commercial ground floor with residential above to connect people with local businesses and transit.	3	0
244	park-connection	Missing are: 1. a safe pedestrian route from Washington to Haydentract; 2. /parkplayground for the smallest neighborhood kids in lucerne Higuera; 3. shortcuts form the dead-endstreets to the expoline station	Look for a green walk connection between Lindblade/Landmark and Hayden Avenue that also connects one (or more) playground area ('s).	3	0
176	Lindblade to Landmark connection	As you can see on the map, it is shown as linked but is not. Maybe this can be made a reality. Allow bike and ped to pass through.	Not sure, pass through the school parking lot? Seems like parking has been allowed on what is something that in the past has been a public right of way	2	0
220	Link Lindblade to Landmark	N/A	N/A	2	0
276	N/A	Sometimes the traffic on the residential streets becomes so dangerous for walking, jogging or just crossing at Higuera and Ince due to the fast driving vehicles. I also believe the big movie trucks parked on Higuera, are an obstruction for ease of passing.	I opt for speed humps on this street and other cut-through blocks. I hope Culver Studios finds a parking lot or enhances their lots to accommodate these big trucks soon! They possibly are OVER the size and weight regulations on this street as well and should not be able to park here.	2	0
180	Traffic sign/crosswalk	Traffic travels too fast on Higuera and it's difficult to cross Higuera.	I would like to see a Stop sign for Traffic on Higuera, at Higuera and Hubbard. The Intersection should have the actual Crosswalk with a bright blinking crossing markers on the pavement. Playe del Rey installed one of these a few years ago on Culver Blvd, in downtown Playa del Rey.	1	0
335	Speeding Cars	As others have mentioned, Higuera is increasingly unsafe for pedestrians and cyclists, with FEDEX trucks and others speeding and rolling through this stop sign. While I agree with all the other suggestions, which could really make a difference is to make this area less appealing as a cut-through between the Hayden Tract and the 10. My gut sense is that WAZE is sending a lot of people through who otherwise would use main roads.	Turn Schaefer, Helms, & Wesley into cul-de-sacs at National, make Higuera a cul-de-sac at Helms, or add more stop signs along Higuera where the center planters are (at Helms & Hubbard), or increase enforcement. I realize the cul-de-sacs create less ways for residents to leave the neighborhood, too, but it would disincentivize others from using our residential area as a cut-through.	1	0
356	Mid-block Crossing Opportunity	A lot of people run across the street here rather than walking down to the end of the next block to navigate the maze of crosswalks where the streets meet.	A mid-block crosswalk would be a great fit here. The traffic is usually very slow anyway, but leaving a space clear would improve the experience for pedestrians wanting to cross the street.	1	0
40	crosswalk	Cars turning right onto Higuera from Hayden often roll right through this stop sign all the time. It's also bit of a blind corner because of the building.	More noticable crosswalk?	0	0
64	cut through	Block between Venice, Robertson, Washington, Culver is big. None of the streets around the block,connecting Down Town with Expo station, are fun to walk on. They don't have urban quality.	Pro-active to future development: integrate walking routes crossing the block (try out what the effect could be with the Space syntax program)	0	0
130	Walkable Destinations along Washington Blvd	The stretch of Washington between National & La Cienega is zoned as Commercial General. However, I feel that this stretch is lacking in terms of development. I see this street as having a lot of potential for development of restaurants and popular destinations. It's proximity to the expo line station is also a huge benefit to attract customers/tourists.	Offer incentives for businesses to develop along this corridor.	0	0
144	Ugly	there is no landscaping on Washington Between Higer and Landmark. There is broken windows and glass on sidewalks.	Wider sidewalk and add landscaping. Clean up all the broken glass	0	0
154	Mall all of Washington Blvd from the Arts District to Downtown Culver City	Too much Traffic on Washington Blvd.	Mall all of Washington Blvd from La Ciengag to Downtown Culver city	0	1
212	build a pedestrian bridge to link ince to Jefferson	N/A	N/A	0	0
297	bridge linked to neighborhood to get to park	it would be nice to get quick and safe access to park via a bridge.	build bridge for walking/ biking ... might benefit cyclists wanting to drop into path using parking on Jefferson	0	0

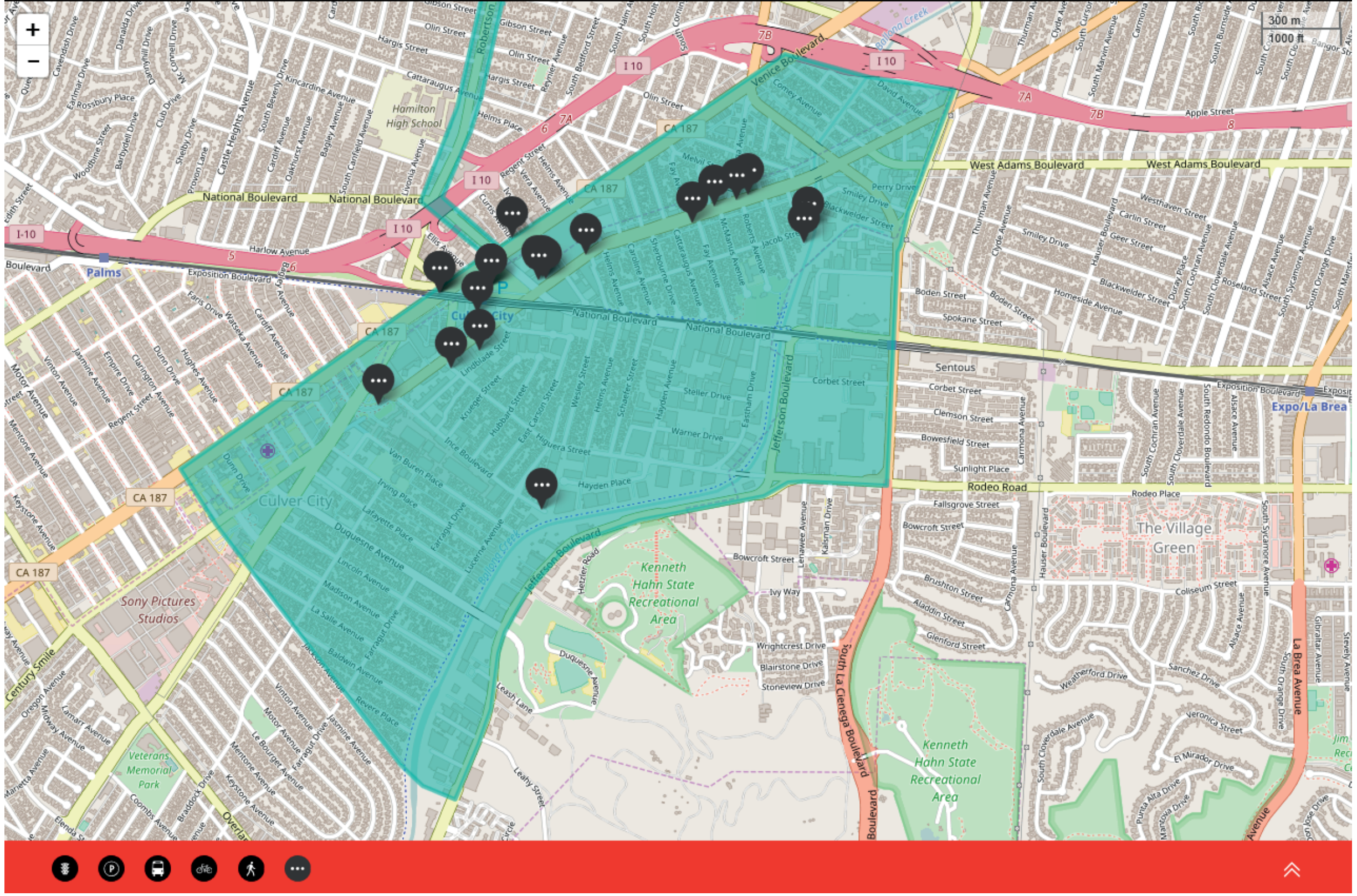
ID	Title	Description	Solution	Agree	Disagree
300	8 lane jaywalking	Jaywalking across Venice rather than using crosswalks at Robertson or National	Construct a barrier in the median to prevent jaywalking	0	0
344	National as Complete Street	There is no good way to get from the Metro Station to the Hayden Tract.	Broadening the sidewalks. Putting in bike lanes.	0	0
376	McManus/Hayden Tract Access	Walking (and cycling) access between McManus and Hayden Tract is blocked by the Expo Line. One either has to walk to Jefferson or Wesley St to get around the tracks.	Consider putting in a train crossing designed for pedestrians and cyclists to use.	0	0
403	Motorists turning right onto southbound National are dangerous for peds and cyclists crossing Venice	Motorists turning right from Venice onto southbound National tend to look left for other motorists turning left from westbound Venice instead of looking right for peds / cyclists crossing from the south side to the North side of Venice	Eliminate the beg button" here and always turn the walk light on when the light is green in the North-south direction."	0	0

222 4

TOTAL COMMENTS: WALKING	47
TOTAL "AGREE" THUMBS UP	222
TOTAL "DISAGREE" THUMBS DOWN	4

Culver City T.O.D. Visioning Study Interactive Map

Help Log in/Sign up



ID	Title	Description	Solution	Agree	Disagree
WEBPAGE MAP COMMENTS: OTHER					
80	Explore lane configuration options	Washington is a parking lot of through traffic during rush hour or a speedway at other times. Explore possible solutions to provide better access to the neighborhood and discourage pass through traffic.	possible bus/shuttle lanes, local only lanes, better sidewalks, turning lanes, more lights, crosswalks, reversible center lane to have better flow westbound in morning and eastbound in evening. Find a way to maintain some sort of GREEN smaller medians or more GREEN streetscape. Be sure trees remain in some configuration.	18	0
101	TOD Development	Developers do nothing for the TOD. Why exploit the resident's lives and waste the city's time and money if they don't have a priority for the Transit Oriented District? The plan does nothing to mitigate parking (400 spots), alleviate traffic or push design.	City needs to change the code and demand that developers have a higher standard for development. We need forward thinking people here and no more excuses. We want this area to be progressive and an example for the world, not just some cooks utter development	4	0
149	Another access route out of the land locked Arts District Neighborhood.	The Culver City residents of the Arts District have only one way out of their neighborhood by car and that's through the congested Washington and National intersection.	Construct a road continuing Setney along the park and under the train tracks and into the Hayden Tract or Jefferson Blvd. road for cars. Maybe limit it to only Arts District residents.	2	5
153	Build Sky way at the end of Jacob over Ballona Creek for cars	Culver City Arts District Residents are land locked by car can't get out of neighborhood except for intersection at National and Washington.	Build a skyway over Ballona Creek for cars that connects to Jefferson Blvd.	2	4
157	Design and Character of 8777 Building	The current Desgin of the building at 8777 Washington Blvd is very cookie cutter and uninspired.	The Building should be cutting edge and represent the surrounding Arts District Neighborhood some cool funky Eric Moss type building or lots of green like the picture I added of Bjarke Ingels building.	2	0
171	Ensure that TOD property is used for actual transit oriented developments	It seems at least one new development -- the one replacing Surf as at 8777 Washington -- is not the best use of important transit oriented district property. That project will likely be a traditional office building with limited retail space and ample parking for commuting employees. Such a project could be built anywhere and does not seem to encourage transit use.	Please make suggestions as to specific types of development projects that should be built within the TOD. Do not hesitate to give opinions on projects currently being considered by the City.	3	0
203	Turn Park and ride into transit oriented development	Help grow the neighborhood and public transit by housing more people near the Expo line.	Building apartments, especially without parking. Smaller units would allow more people to live here, and be more affordable.	6	0
238	Neighborhood Appropriate Development	The Washington corridor is a charming, small town walking street that has the potential for retails, restaurants, and galleries in lovely tree-line streets. That charm would be ruined by 4 & 5 story multi-use glass boxes.	Development in this neighborhood should be appropriately scaled and designed to comfortably fit in the neighborhood.	1	0
245	Incentivize more housing in the downtown/TOD area	Greater Los Angeles and also Culver City are in need of more housing (all market levels). Land so close to good public transportation and downtown facilities is the best for high density (is not perse highrise!) housing with a lively, commercial first floor. Prevent business streets that die in the evening.	Promote along Washington blvd dense mixed-use landuse in combination with housing. Promote (capped) parking regulations on district-level, not by individual development.	2	0
282	Signage	Cut through traffic. RHNA awareness for visitors.	Sign during peak hours saying 'you are on camera\ Speed limit 15 MPH."	1	2
301	Map error	Street name Curts, not Curtis	Correct map	1	0
367	Culver Studios Park	This parking lot in front of Culver Studios and Trader Joe's is really unattractive rather than being a tree shaded gathering place for special events. It separates downtown from the train station.	This potential park needs large shade trees, attractive landscaping and paving or decomposed granite so it can host special events such as CicLAvia and IndieCade while also accommodating residents and visitors at other times. Please include a SAFE bicycle connection from Washington Boulevard which avoids the crazy traffic on Culver Blvd	0	0
389	creek side park	There is no park in the Rancho Higuera neighborhood.	Grade separation with bike/pedestrian bridge at street level, and a linear park along the creek path.	0	0
392	grade separated crossing	Pedestrian/Bike/Car crossing at long, diagonal, busy intersection.	Provide grade separated crossing for bikes and pedestrians. It will make the 'last mile' transit connection much quicker and easier.	0	1

ID	Title	Description	Solution	Agree	Disagree
395	'Complete Street' . Encourage a walkable neighborhood.	Encourage a walkable neighborhood.	Washington Blvd in Culver City needs to have the characteristics of a 'Complete Street' [0	0
397	Poor land use by this business	This type of business at this location is inappropriate at this point in time. This is a prime lot for a mixed use development with reduced parking.	I understand that this is a privately owned lot, but the City should partner with a developer to buy this lot/building and redevelop it.	0	0
405	Zoning and incentives along Washington in the Arts District	Pedestrian activity is too low along Washington to support businesses and the type of street that everyone seems to want. This makes the businesses along Washington dependent on destination traffic for their customer bases, which increases traffic and puts on-street parking pressure on the area.	Planning should encourage mixed use with a strong residential component for most, if not all, lots fronting Washington, on both the North and South sides. Parking incentives, height and story incentives, and density bonuses should be used to incentivize residential development along Washington.	0	0
411	Keep Washington Blvd with 2 lanes on either side	Keep Washington Blvd 4 lanes - 2 eastbound/2 westbound	KEEP THE STREET THE WAY IT IS! Bike lanes can be build elsewhere. 97% of us drive to work. Why inconvenience the vast majority?? Don't do what LA (Mar Vista & Vista Del Mar) has done, only to reverse itself. Let's be smarter than that.	1	0
400	Inappropriate development for this site	The proposed HBO building at this location is a poor use of this site: No residential component, missing an opportunity to increase density, increase street use outside of working hours, and provide more eyes on the street". Excessive parking, missing opportunity to shift users to other, less socially and environmentally pathological modes. Architectural design shows full glazing facing south and west, which means excessive solar heat gain. LEED silver is too low a bar. given	It's probably too late, but the Planning department's recommendation to accept this project should be rescinded, and a mixed use, more ambitious (in economic and environmental terms) project should be encouraged.	0	0

43 12

TOTAL COMMENTS: OTHER	19
TOTAL "AGREE" THUMBS UP	43
TOTAL "DISAGREE" THUMBS DOWN	12

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 meeting. 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 unimpeded 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: Conceptional 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 here 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 occasions 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 city's 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 not 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 well we 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.

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

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?

Smaller questions and observations

5. The South sidewalk of National is pretty minimal until Eastham/ Ballona 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!

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

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.

