Culver City Tri-School Area Mobility Study

Mobility Subcommittee | June 30, 2026



Mobility Study Timeline

Summer 2025 – Summer 2026

Summer 2025

Launch Project

Fall 2025

Round One Engagement

Listening Workshop 11/13/25

Online Survey

Winter 2025

Engagement Analysis

Data Collection

Data Analysis

Spring 2026

Round Two Engagement

Workshop 3/4/26

Online Survey

Spring 2026

Engagement Analysis

Develop Recommendations

Spring 2026

Round Three Engagement

Workshop 5/27/26

Online Survey

Committee Input

1 2 3 4 5 6 7

WE ARE HERE

Summer 2026

Finalize Recommendations

Present Final Report to City Council

Draft Concepts

Concept A

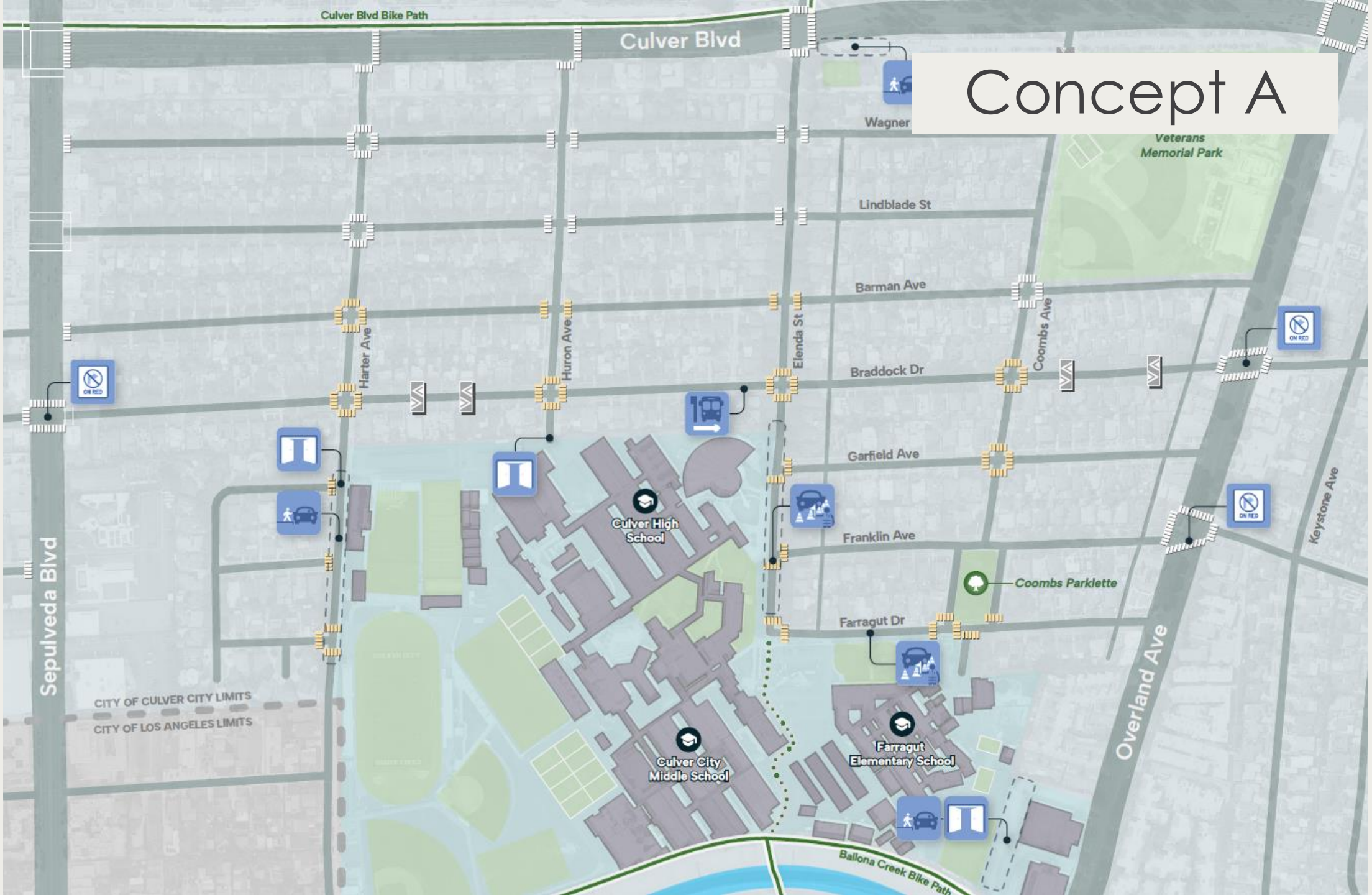
- Focuses on lower-cost operational improvements and targeted safety enhancements that could generally be implemented through signing, striping, operational modifications, and limited capital improvements.

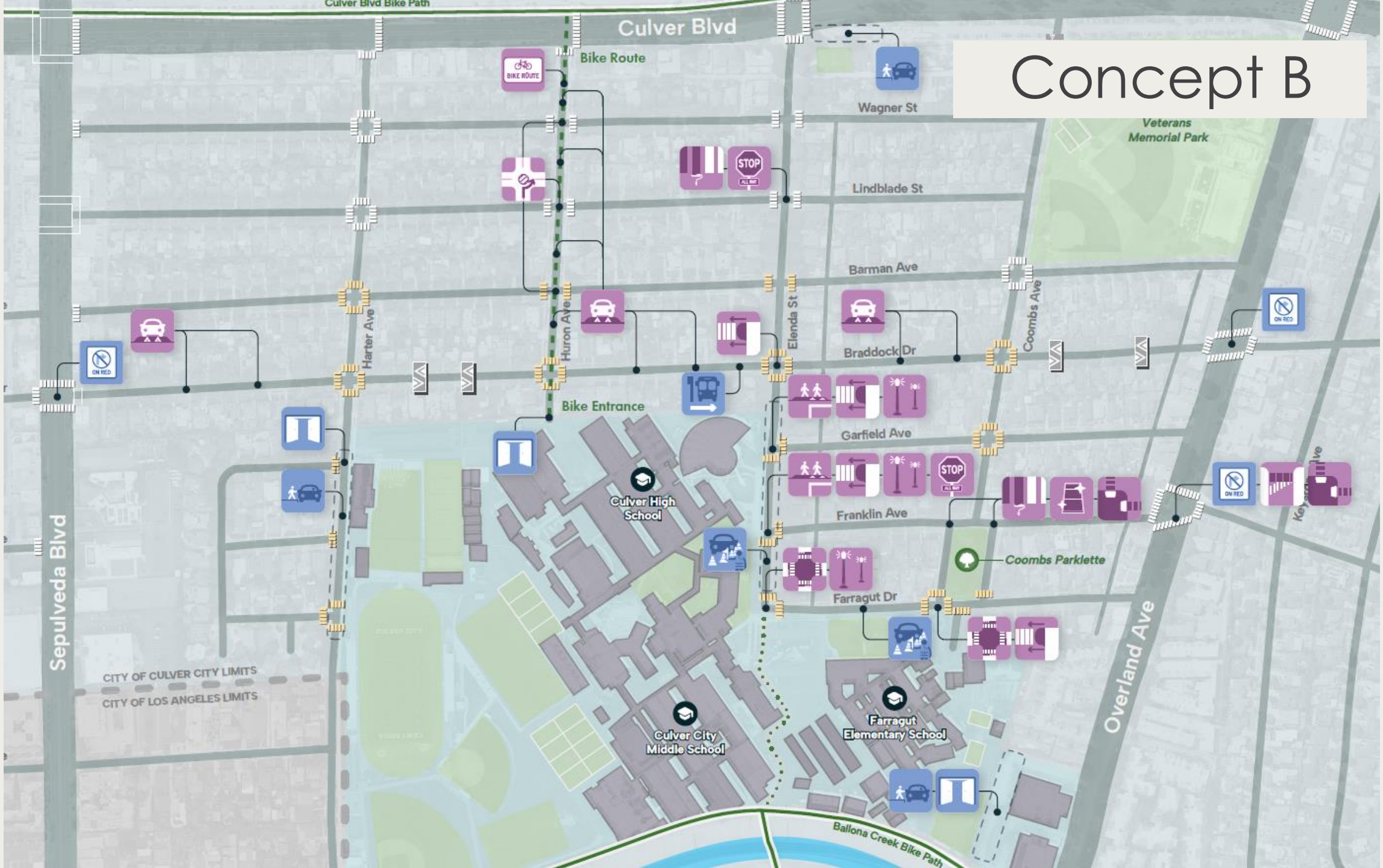
Concept B

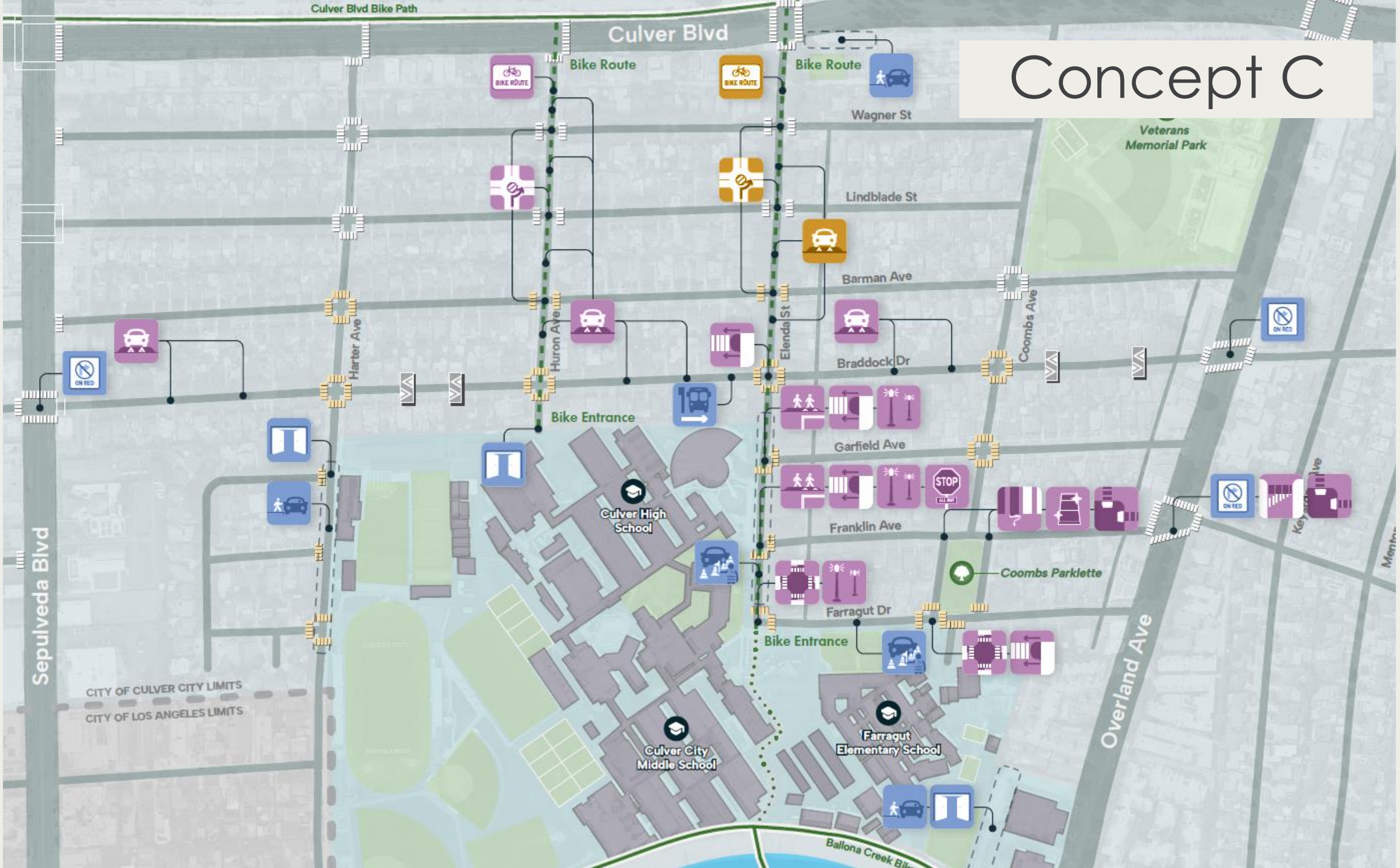
- Builds upon Concept A and includes additional infrastructure improvements intended to reduce vehicle speeds, improve pedestrian visibility, and enhance bicycle connectivity.

Concept C

- Includes all improvements contained in Concept B and adds a neighborhood greenway concept along Elenda Street intended to enhance bicycle connectivity through the study area.


Concept A
Culver Blvd Bike Path
Culver Blvd
Wagner
Veterans Memorial Park
Lindblade St
Barman Ave
Braddock Dr
Garfield Ave
Franklin Ave
Farragut Dr
Harter Ave
Huron Ave
Elenda St
Coombs Ave
Keystone Ave
Overland Ave
Sepulveda Blvd
Coombs Parklette
Culver High School
Culver City Middle School
Farragut Elementary School
CITY OF CULVER CITY LIMITS
CITY OF LOS ANGELES LIMITS
Ballona Creek Bike Path
ON RED


Concept B
Culver Blvd Bike Path
Culver Blvd
Bike Route
BIKE ROUTE
Wagner St
Veterans Memorial Park
STOP
Lindblade St
Barman Ave
Elenda St
Coombs Ave
Braddock Dr
ON RED
Harter Ave
Huron Ave
Bike Entrance
Garfield Ave
Franklin Ave
Coombs Parklette
Farragut Dr
Sepulveda Blvd
Overland Ave
Culver High School
Culver City Middle School
Farragut Elementary School
CITY OF CULVER CITY LIMITS
CITY OF LOS ANGELES LIMITS
Ballona Creek Bike Path


Concept C
Culver Blvd Bike Path
Culver Blvd
Bike Route
Bike Route
Wagner St
Veterans Memorial Park
Lindblade St
Barman Ave
Braddock Dr
Garfield Ave
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CITY OF CULVER CITY LIMITS
CITY OF LOS ANGELES LIMITS
Ballona Creek Bik
STOP
ON RED

Engagement Round 3 Summary

Community input was collected through:

- Workshop #3 (5/27, Culver City Senior Center)
- Online - Project Website (5/28-6/26)

113 Total votes received

200+ Comments received

Engagement Round 3 Summary

In-Person Votes – 50 votes

- Concept A – 21 Votes
- Concept C – 19 Votes
- Concept B – 2 Votes
- No Change – 8 Votes

Online Votes – 60 votes

- Concept A – 13 Votes
- Concept B – 10 Votes
- Concept C – 34 Votes
- No Change – 6 Votes

Elenda St Considerations - Class IV (protected) Bike Lane

- **NACTO – Urban Bikeway Design Guide**

  “Protected bike lanes are appropriate for all streets, in all contexts. Protected bike lanes should be explored for all streets with daily traffic volumes over 6,000, where speeds are more than 25 mph (40 km/h), or where more than one travel lane is present in each direction.”

- **FHWA - Bikeway Selection Guide**

  “Generally, the higher the speed and volume of a road, the more protective the recommended bikeway. Shared lanes or bicycle boulevards are recommended for the lowest speeds and volumes; bike lanes for low speeds and low to moderate volumes; and separated bike lanes or shared use paths for moderate to high speeds and high volumes.”

- **Caltrans - Complete Streets: Contextual Design Guidance**

  “Class IV separated bikeway is most appropriate for higher speed and/or higher traffic volume environments.”

Elenda St Considerations - Class IV (protected) Bike Lane

Vehicle Data

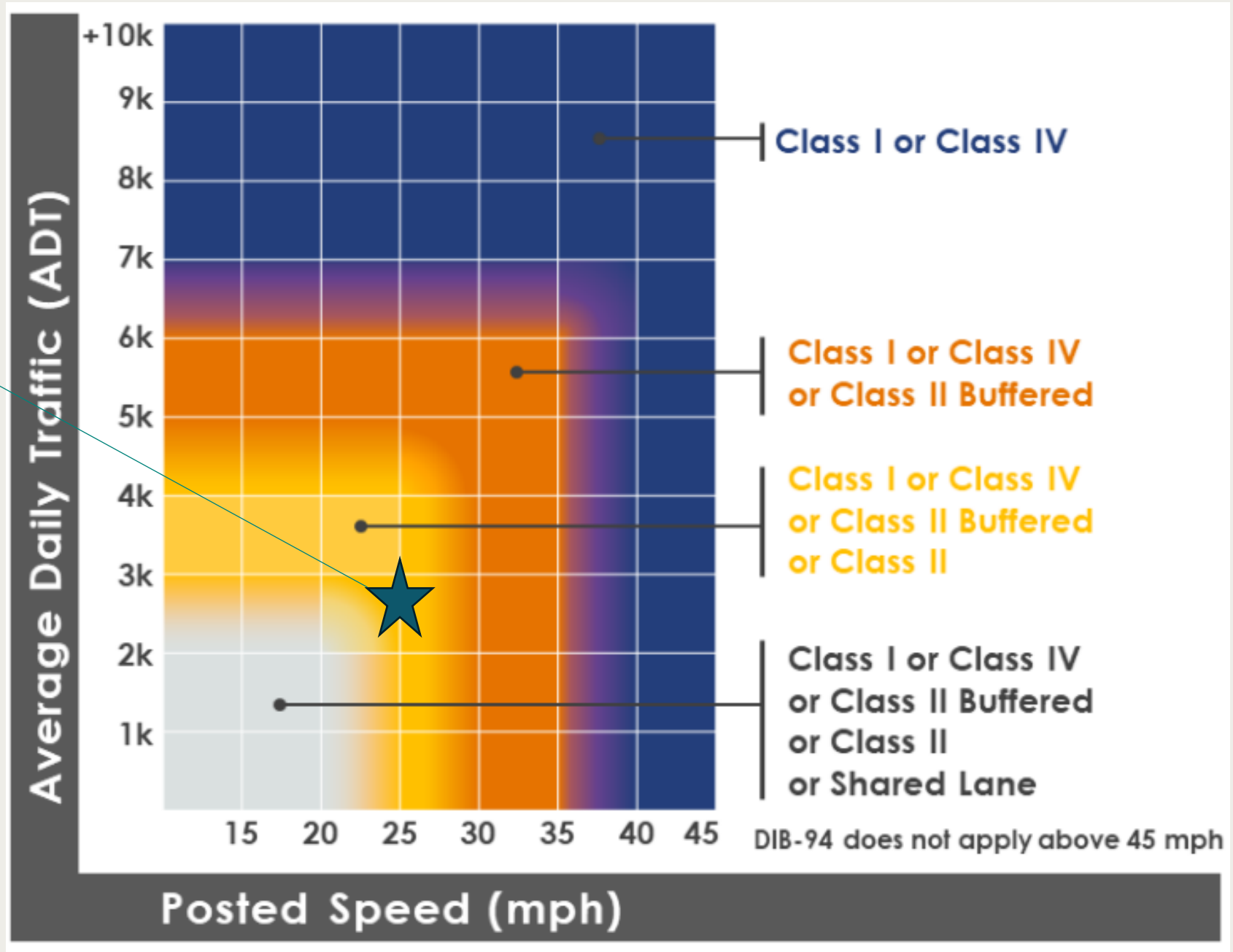
Corridor	Average Drop-Off Volumes	Average Pick-Up Volumes	Average Daily Volumes	85th Percentile Speed	Max Observed Speed
Elenda (between Barman and Lindblade)	383	364	2,887	28.0	47

Elenda St Considerations - Class IV (protected) Bike Lane

NACTO Urban Bikeway Design Guide

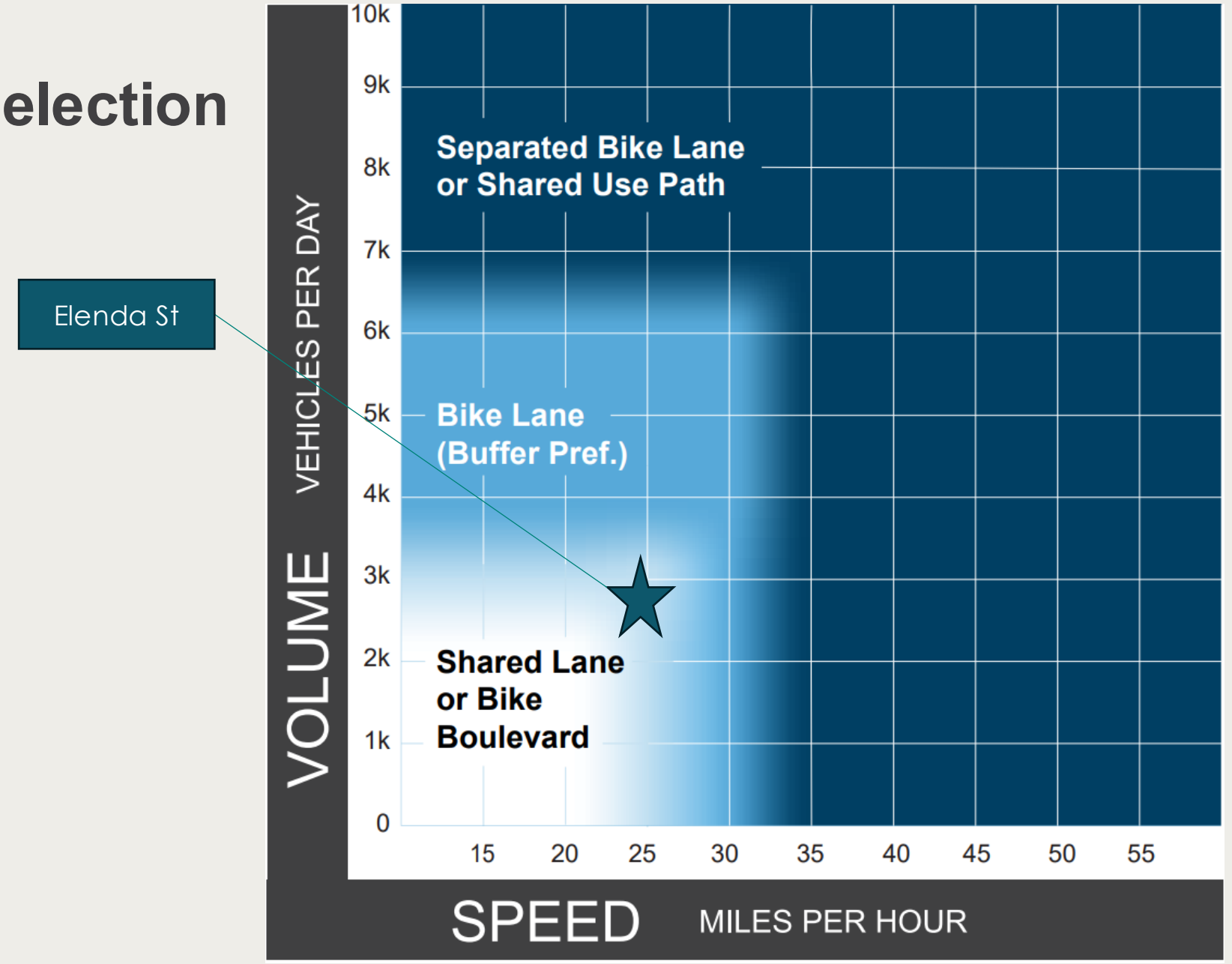
and

Caltrans Complete Streets: Contextual Design Guidance



Elenda St Considerations - Class IV (protected) Bike Lane

FHWA Bikeway Selection Guide

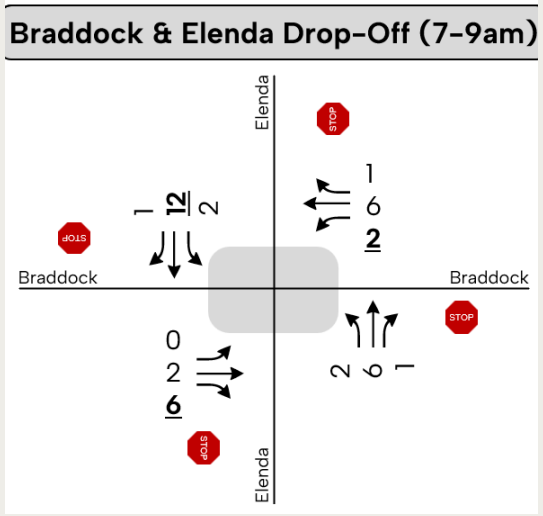


Elenda St Considerations - Class IV (protected) Bike Lane

Bicycle Data

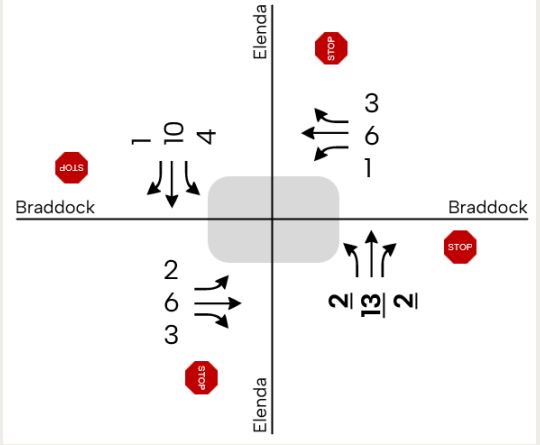
Braddock at Elenda

Braddock & Elenda Drop-Off (7-9am)



Avg bike volume towards school: 20

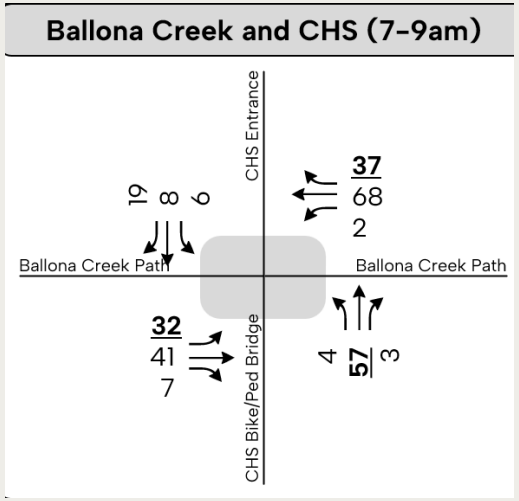
Braddock & Elenda Pick-Up (2-4pm)



Avg bike volume leaving school: 17

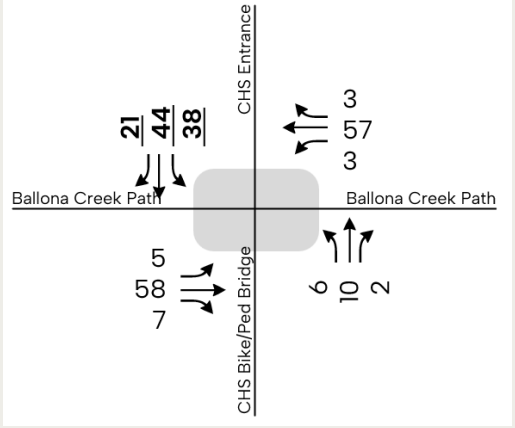
Ballona Creek at CCHS

Ballona Creek and CHS (7-9am)



Avg bike volume towards school: 126

Ballona Creek and CHS (2-4pm)

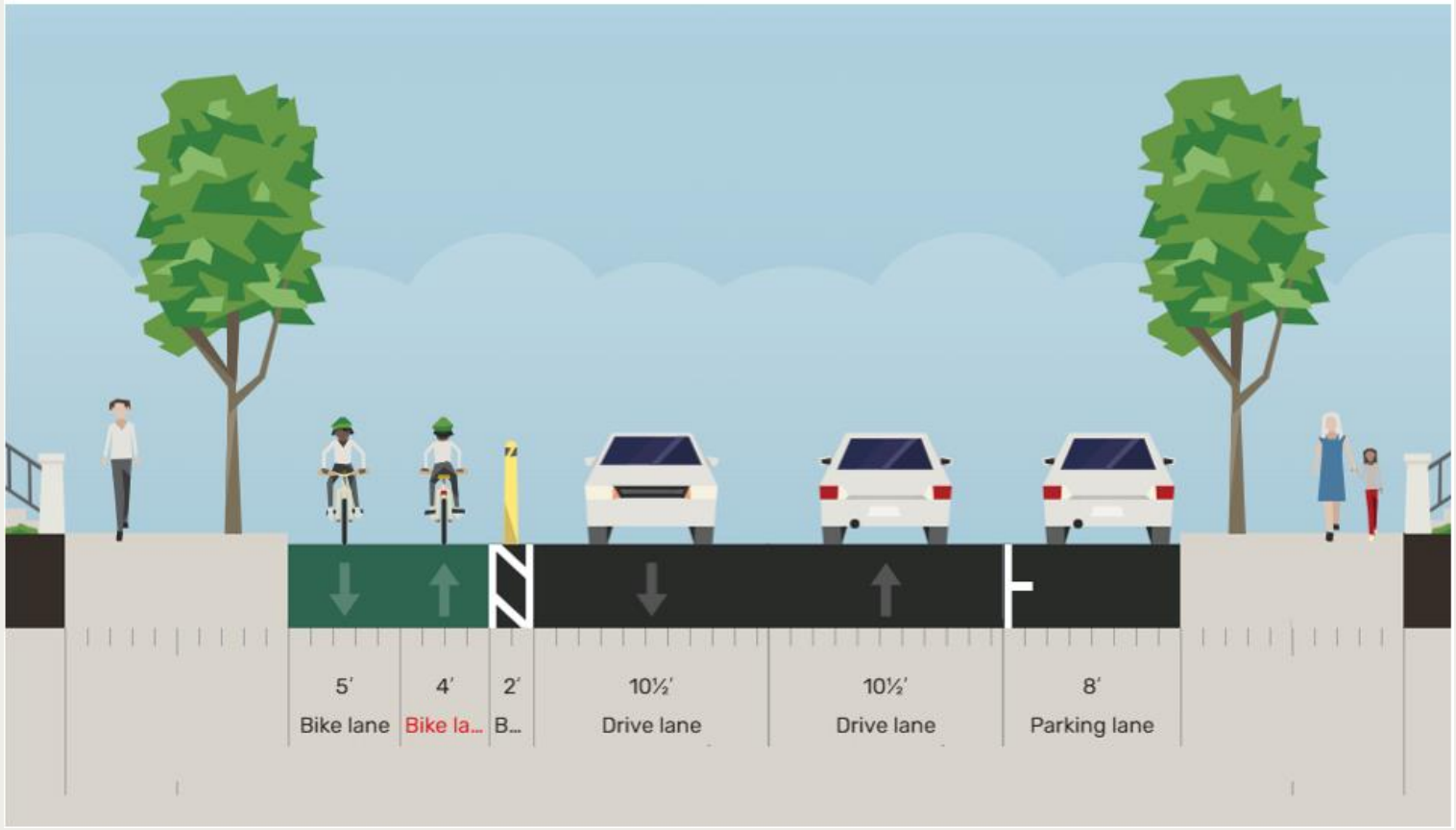


Avg bike volume leaving school: 103

Elenda St Considerations - Class IV (protected) Bike Lane

2-Way Cycle track on one side only

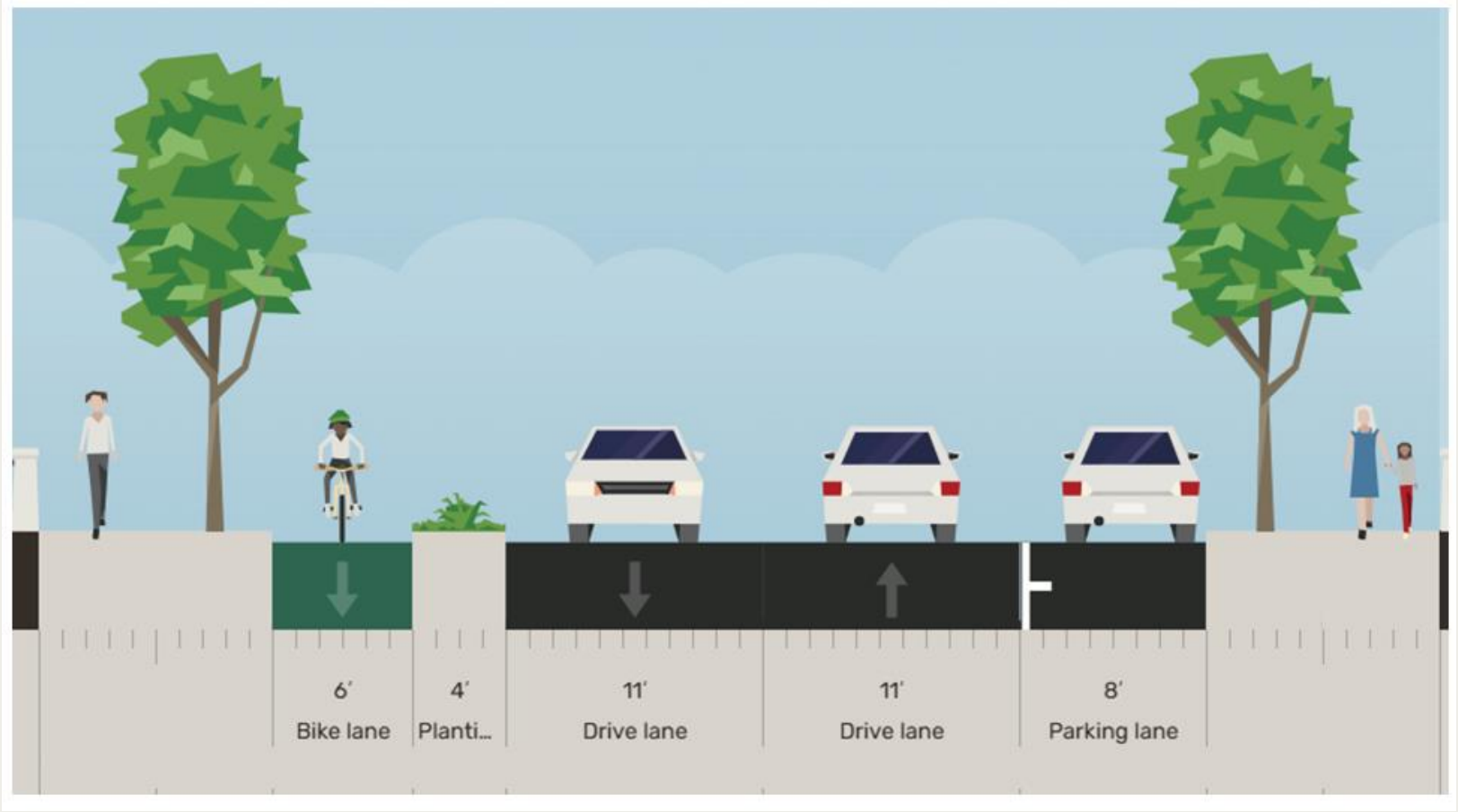
- Higher costs and complicated traffic signal operations
- Minimum parking and vehicle lane widths
- Would require removal of parking on one side
  - 44 spaces on W side or 60 spaces on E side



Elenda St Considerations - Class IV (protected) Bike Lane

Protection on one side only (one direction)

- Would require removal of parking on one side
  - 44 spaces on W side or 60 spaces on E side



Elenda St Considerations - Class IV (protected) Bike Lane

Protection on both sides

- Would require removal of all 104 on-street parking spaces



Elenda St Considerations - Class II (painted) Bike Lane

On southbound side only

- Keep on-street parking
- Minimum parking and vehicle lane widths
- Door zone hazard is heightened

On both sides

- Would require removal of up to 44 on-street parking spaces
  - 44 spaces on W side
  - 60 spaces on E side

Elenda St Considerations - Class I (off-street) Bike Lane

Within the existing parkway

- Met with City arborist to inspect roots
- Determination that any encroachment into the existing root systems would necessitate tree removal
- Would require removal of up to 27 Ficus trees
  - 26 trees on W side
  - 27 trees on E side

Elenda St Considerations - Class III (shared) Bike Lane

Represented in Concept C

- Meets NACTO's All Ages and Abilities threshold of under 150 vehicles in each direction per hour for roughly 88% of the day , when paired with speed and volume management recommended
- Neighborhood greenway intended to slow traffic via traffic circles and curb extensions (~5-10 mph)
- Improved visibility for cyclists
- Allows cyclist to be outside the door zone

What Comes Next?

Upcoming Meetings

- Additional community engagement based on direction tonight
- City Council Consideration – Summer 2026

Funding

- Improvements in Concepts B and C are not currently funded and would require engineering design

www.culvercity.org/trischoolstudy



Thank You

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