Culver City Tri-School Area Mobility Study

Bicycle and Pedestrian Advisory Committee | March 19, 2026



Mobility Study Timeline

Summer 2025 – Summer 2026

Fall 2025

Round One Engagement

Listening Workshop 11/13/25

Online Survey

Spring 2026

Round Two Engagement

Workshop 3/4/26

Online Survey

Spring 2026

Round Three Engagement

Workshop

Online Survey

Committee Input

1 2 3 4 5 6 7

WE ARE HERE

Summer 2025

Launch Project

Winter 2025

Engagement Analysis

Data Collection

Data Analysis

Spring 2026

Engagement Analysis

Develop Recommendations

Summer 2026

Finalize Recommendations

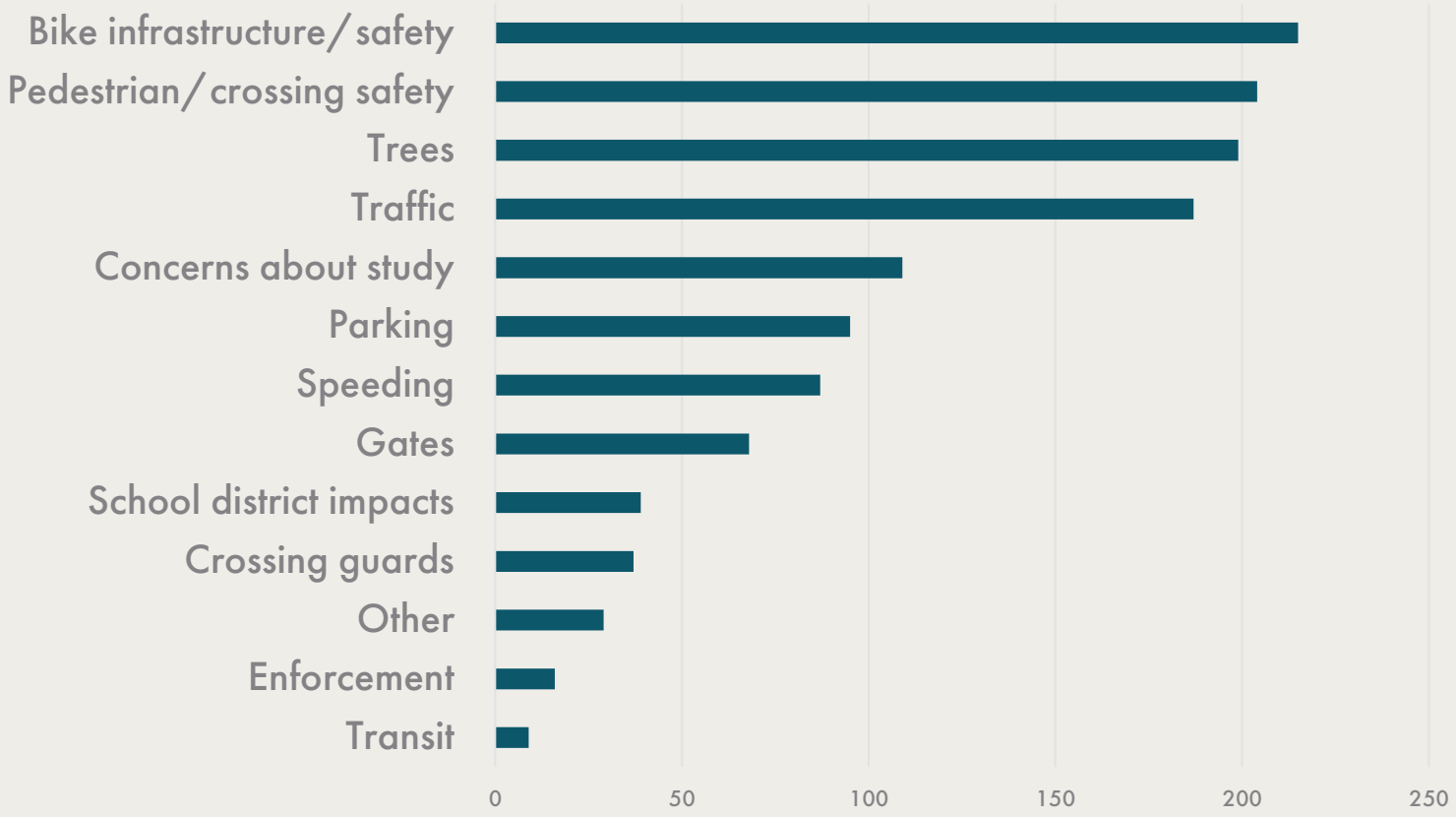
Present Final Report to City Council

Summary of Comments/Feedback

We received **over 900 comments** over the course of the project:

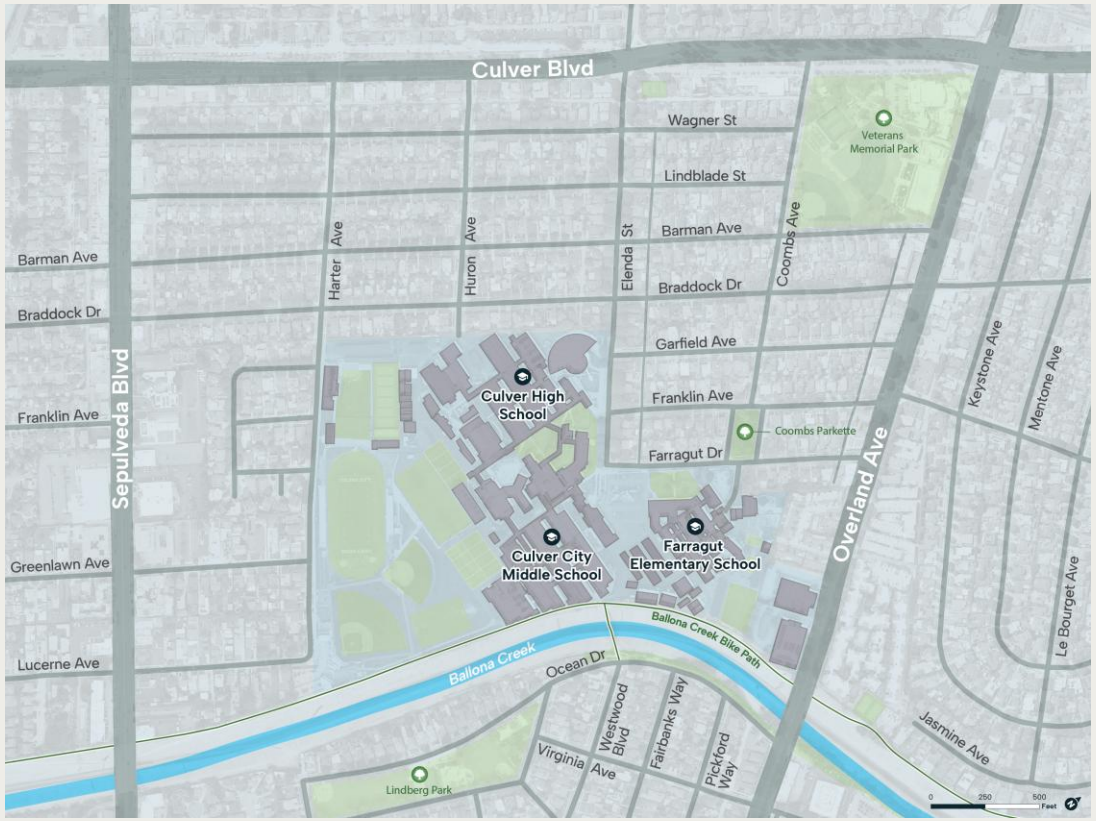
- In-person at Workshop #1
- Online via website survey
- Emails

Input by Category



Neighborhood Snapshot

- 25 MPH speed limits throughout the neighborhood
- Fewer than 2,000 daily trips on most streets
- Tree-lined streets with on-street parking
- Three major schools on large site



School Schedules

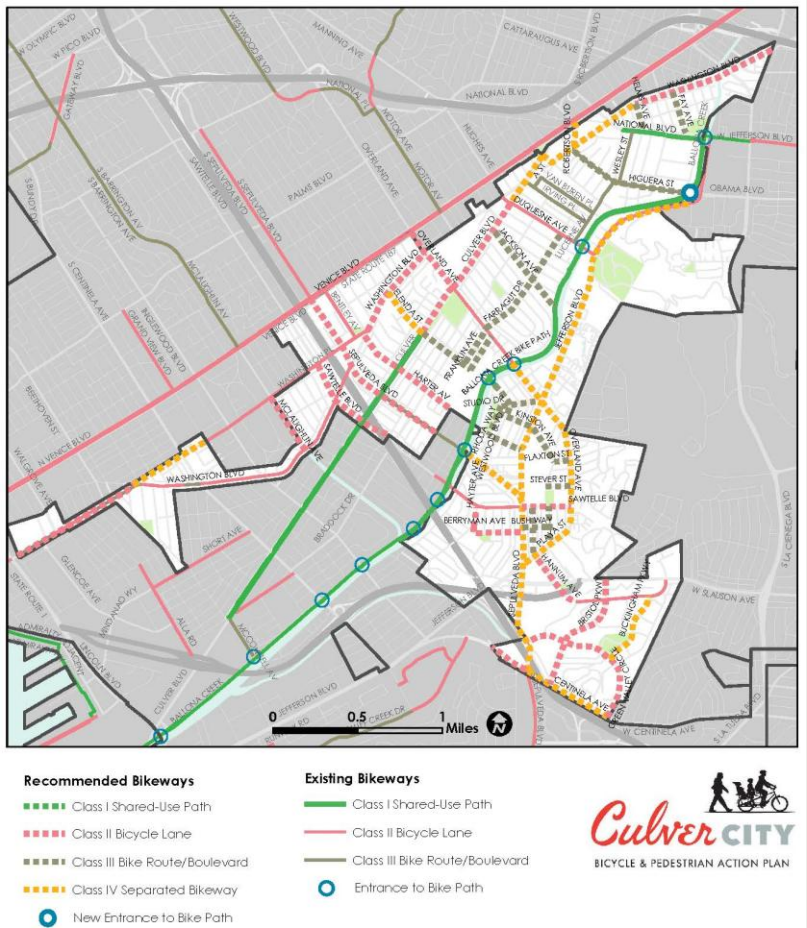
With children of all ages, staggered drop-of/pick-up times, all traveling to the same area

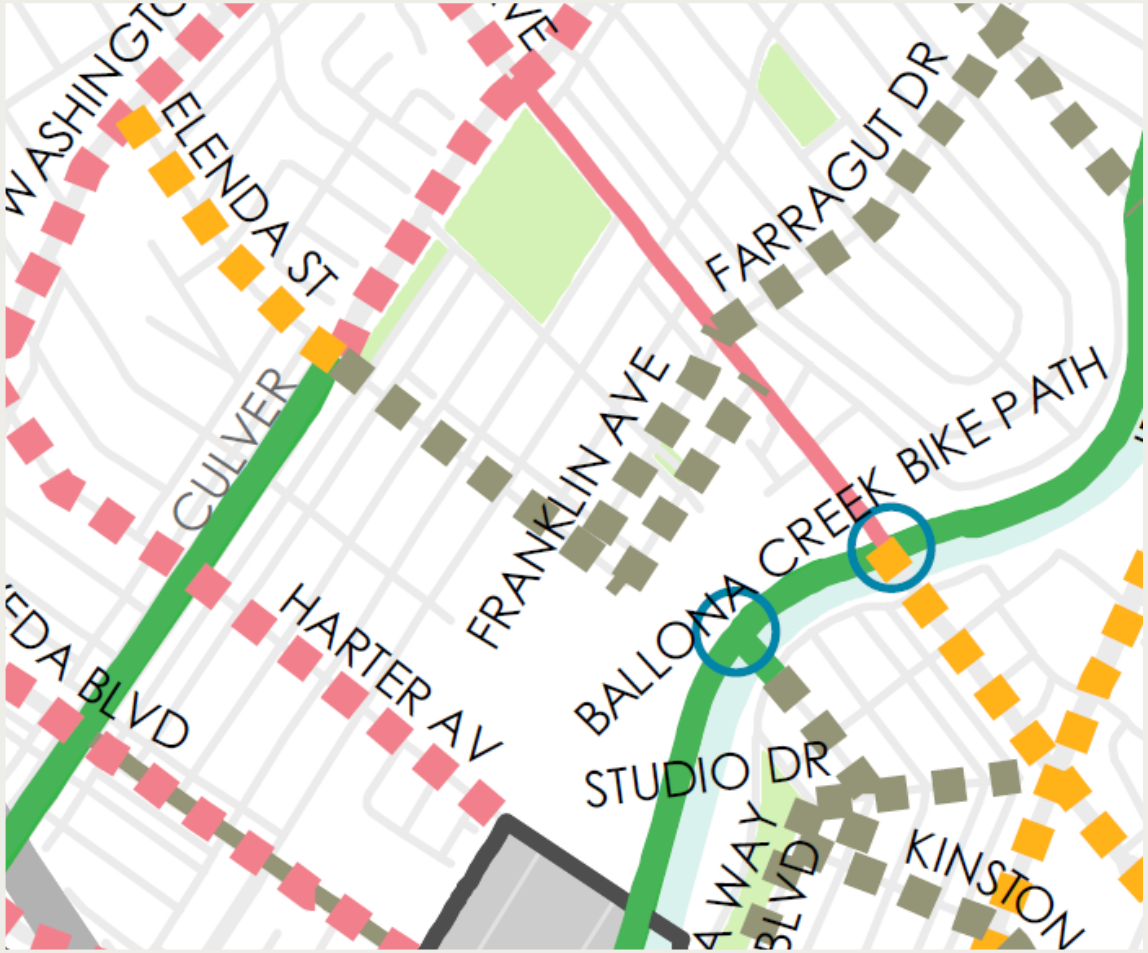
Schools	Students	Time
Farragut Elementary (grades K-6)	**554**	**8:45am – 3:15pm**
Culver City Middle School (grades 7-8)	**1,544**	**8:15am – 2:25pm**
Culver City High School (grades 9-12)	**2,085**	**8:30am – 3:35pm**



BPAP Summary

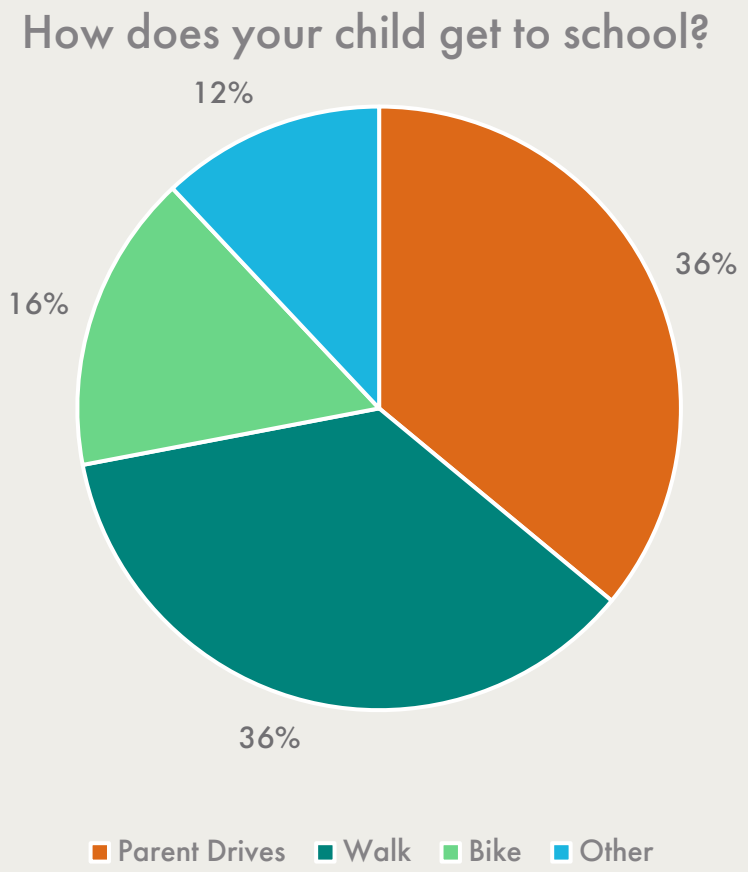
- **Class II - Harter Ave**
- **Class III - Elenda St, Franklin Ave, Farragut Dr**





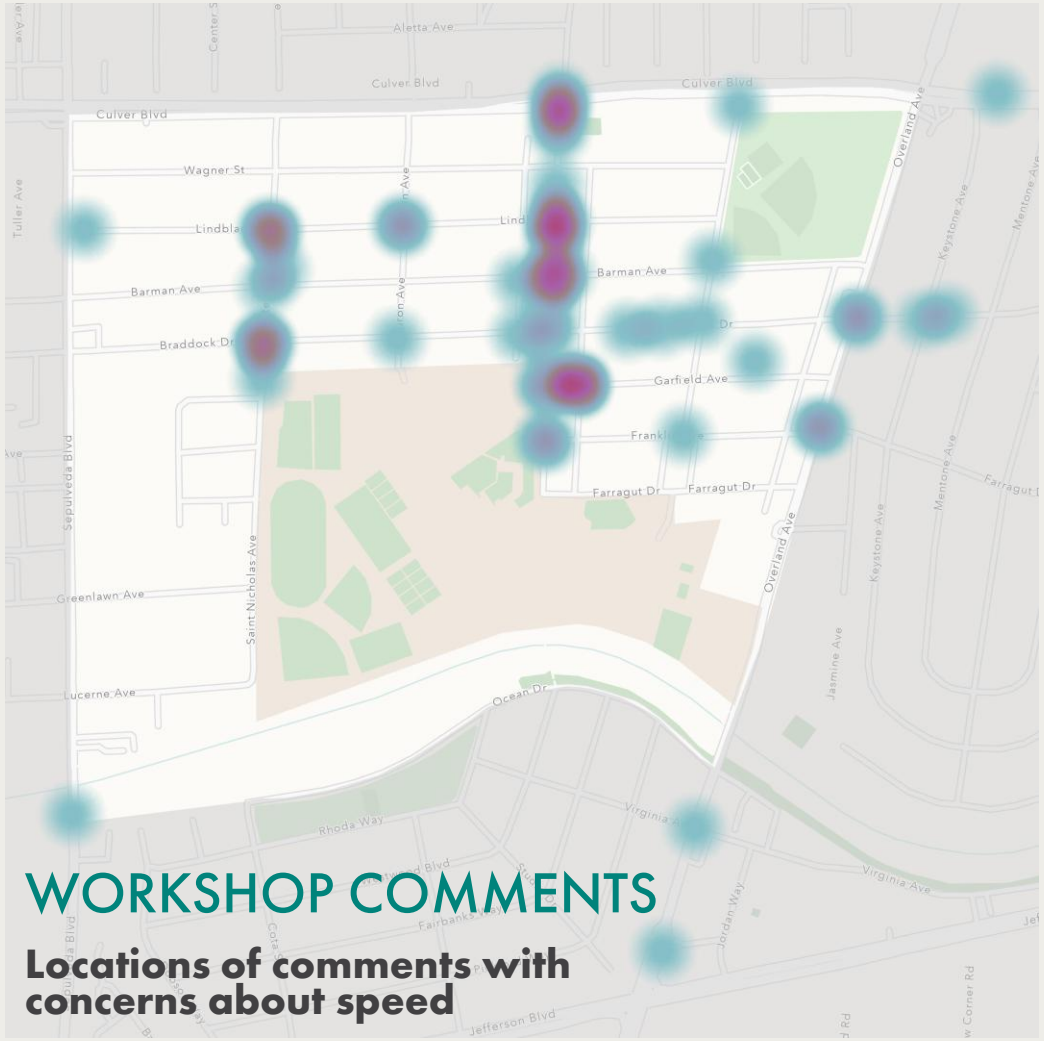
SR2S Survey Results

- **36%** of parents surveyed drove their student to school
- **36%** of parents surveyed had students walking to school
- **47%** of parents surveyed live within 1 mile of school
- **48%** of trips traveling through the neighborhood during the drop-off window began inside Culver City



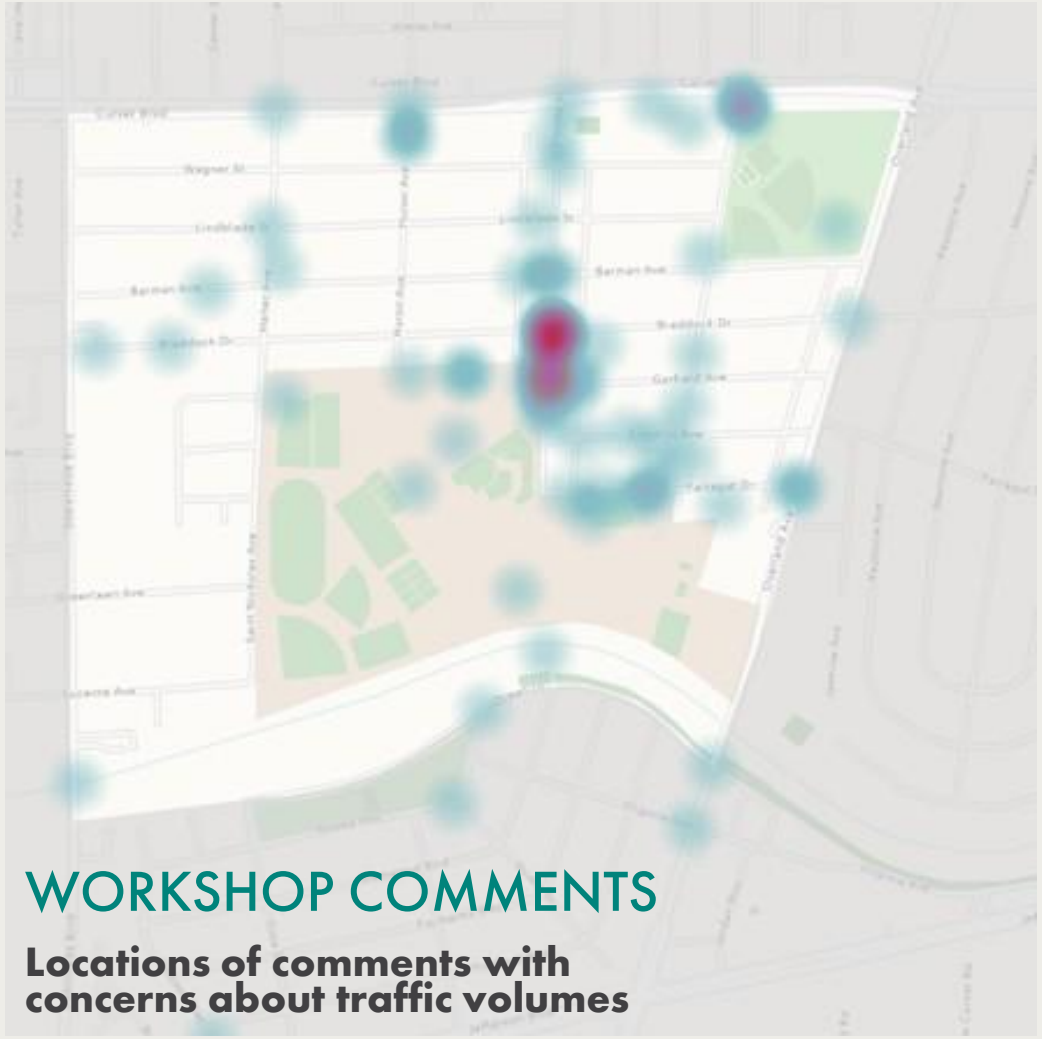
Vehicle Speeds

- On Elenda and Braddock, the **85th percentile speed exceeds 25 MPH** speed limit
- On Elenda, Braddock, Huron, and Harter there were maximum speeds recorded **over 40 MPH**



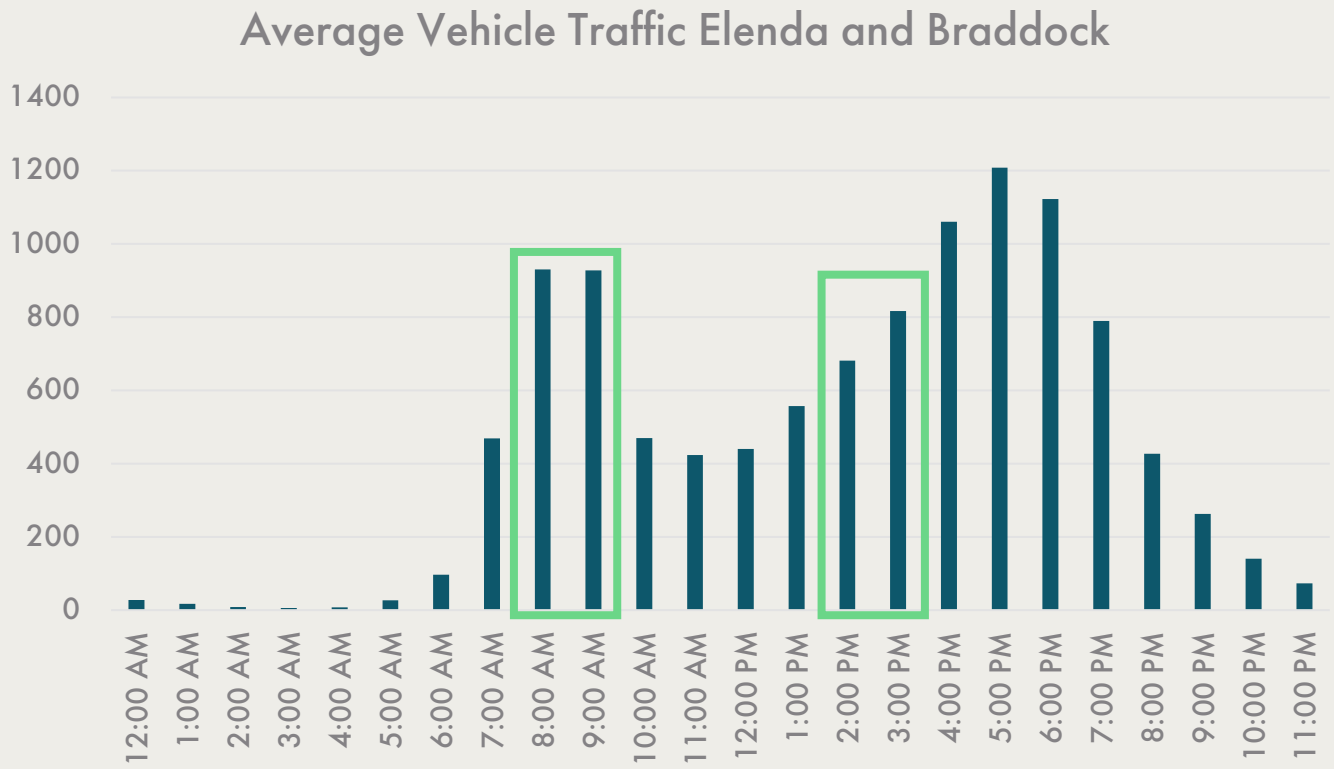
Vehicle Volumes

- Over **2,500** daily vehicle trips on Elenda
- Over **3,400** daily vehicle trips on Braddock
- Typical streets of this scale and context would handle around **2,000** daily vehicle trips



Vehicle Volumes

- **26% of vehicle trips** occur in the two-hour windows surrounding school drop-off and pick-up
- 74% of trips happen during the rest of the day



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	2887	28.0	47
Braddock West (between Huron and Elenda)	764	714	4646	27.0	44
Braddock East (between Coombs and Elenda)	253	421	3459	28.0	44
Franklin (between Coombs and Elenda)	524	237	1165	23.5	40
Farragut (between Coombs and Elenda)	314	224	1772	23.0	38
Huron (between Lindblade and Barman)	64	110	723	25.0	51
Harter/St. Nicholas (between Greenlawn and Farragut)	125	195	1759	25.5	43

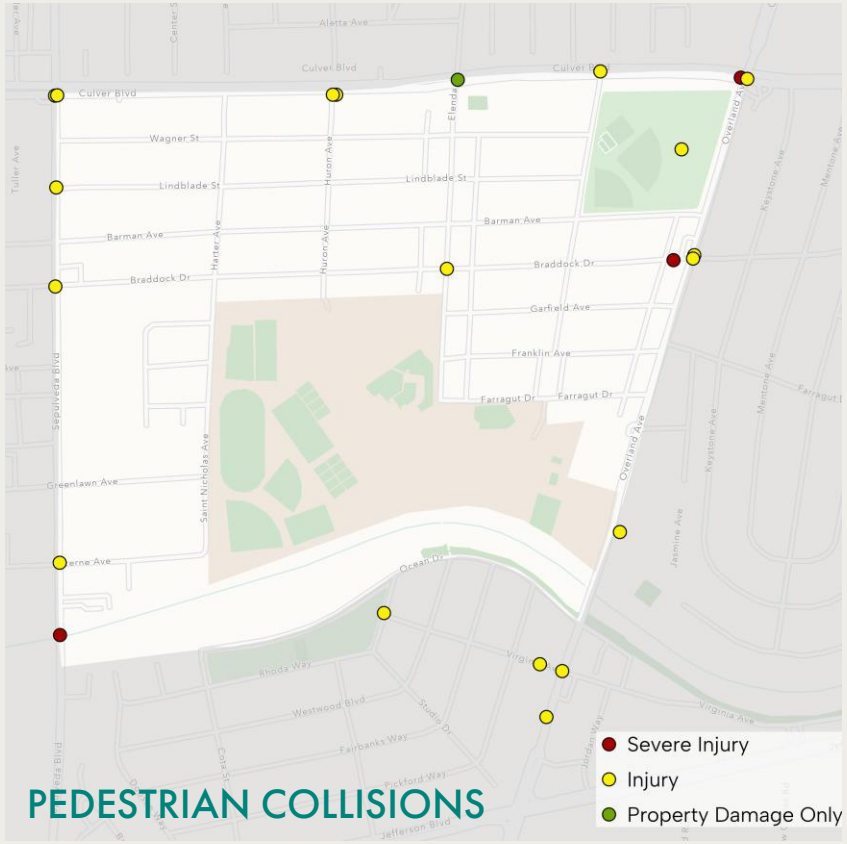
Pedestrian Crash History

From 2016-2025

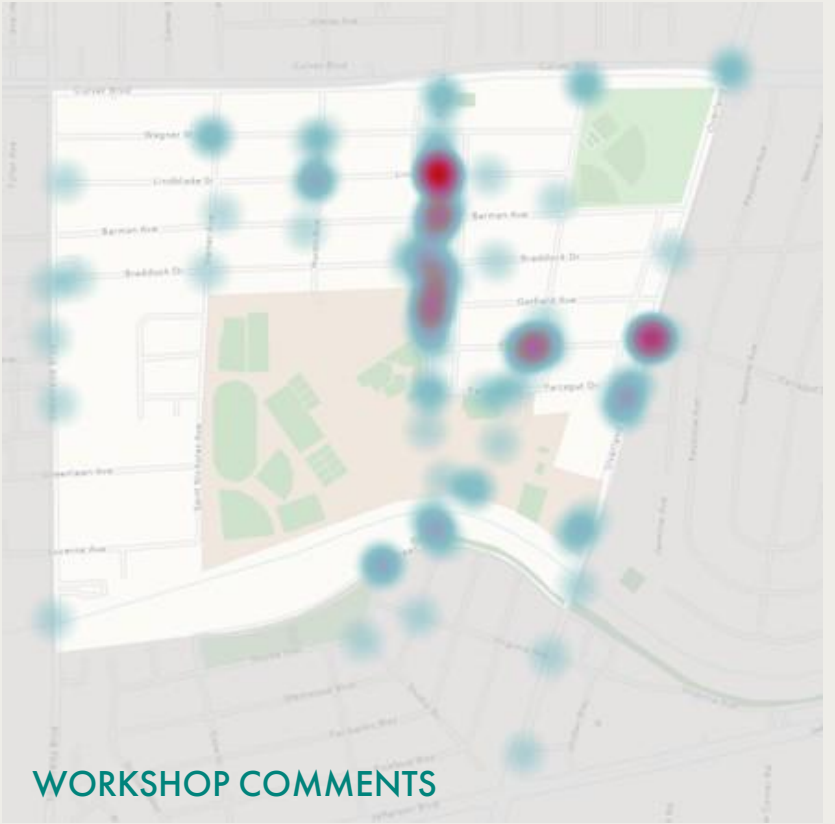
25 collisions

24 injury collisions

3 severe injury collisions



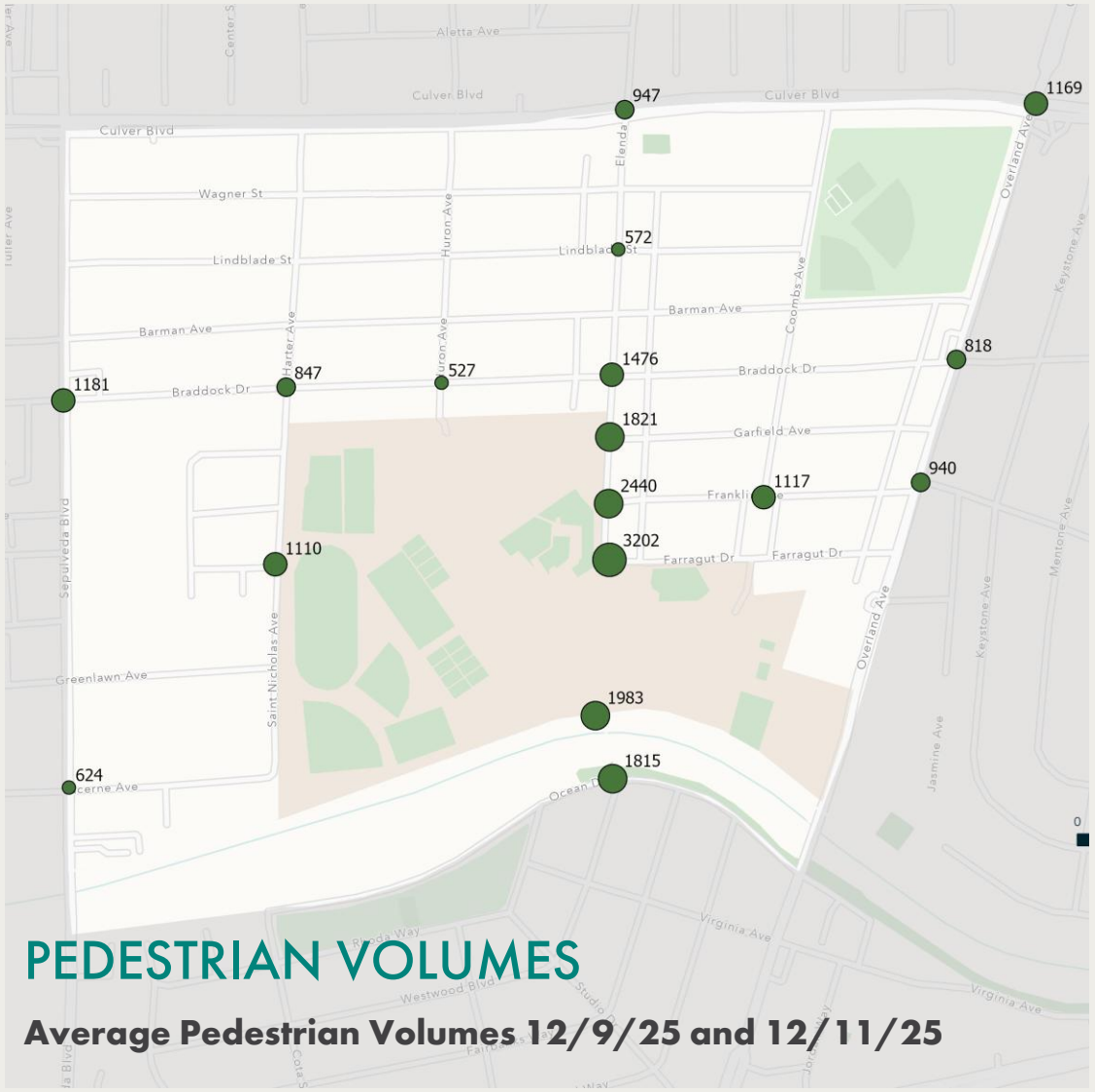
PEDESTRIAN COLLISIONS



WORKSHOP COMMENTS

Pedestrian Data

- **Over 3,000 pedestrian crossings** a day at the intersection of Farragut & Elenda
- **62% of pedestrian crossing volumes** occurred during the two-hour drop-off and pick-up periods



Pedestrian Data

Intersection	Average Drop-Off Counts	Average Pick-Up Counts	Average Daily Counts
Braddock/Elenda	469	636	1476
Braddock/Harter	166	268	847
Braddock/Huron	153	146	527
Braddock/Overland	90	170	818
Braddock/Sepulveda	133	200	1181
Culver/Elenda	179	217	947
Culver/Overland	100	140	1169
Farragut/Elenda	1554	1045	3202
Farragut/Harter	78	293	1110
Franklin/Elenda	1079	851	2440
Franklin/Farragut/Overland	234	194	940
Garfield/Elenda	762	746	1821
Lindblade/Elenda	150	200	572
Lucerne/Sepulveda	59	142	624
Ocean/Westwood	734	666	1815
Franklin/Coombs	358	368	1117
Ballona Creek Bike Path	826	630	1983

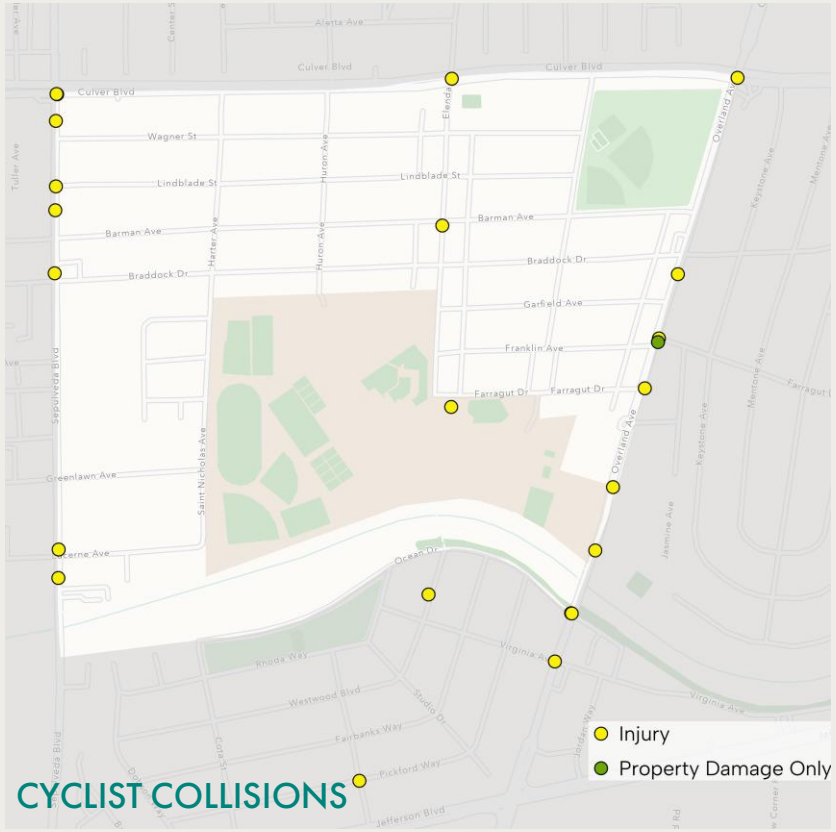
Bicycle Crash History

From 2016-2025

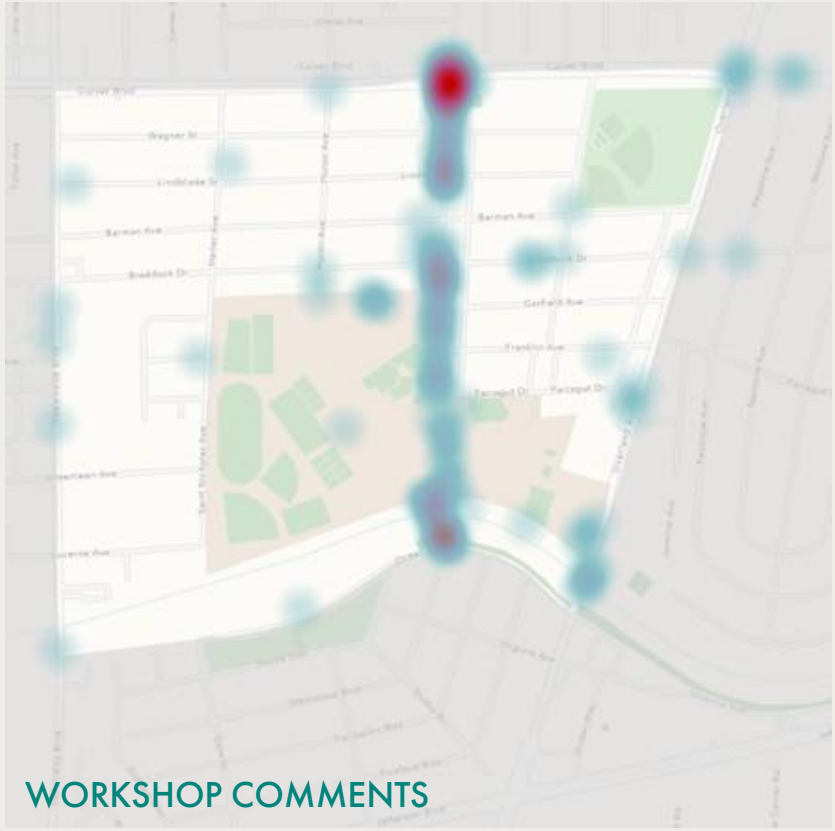
23 collisions

21 injury collisions

0 severe injury or fatal collisions



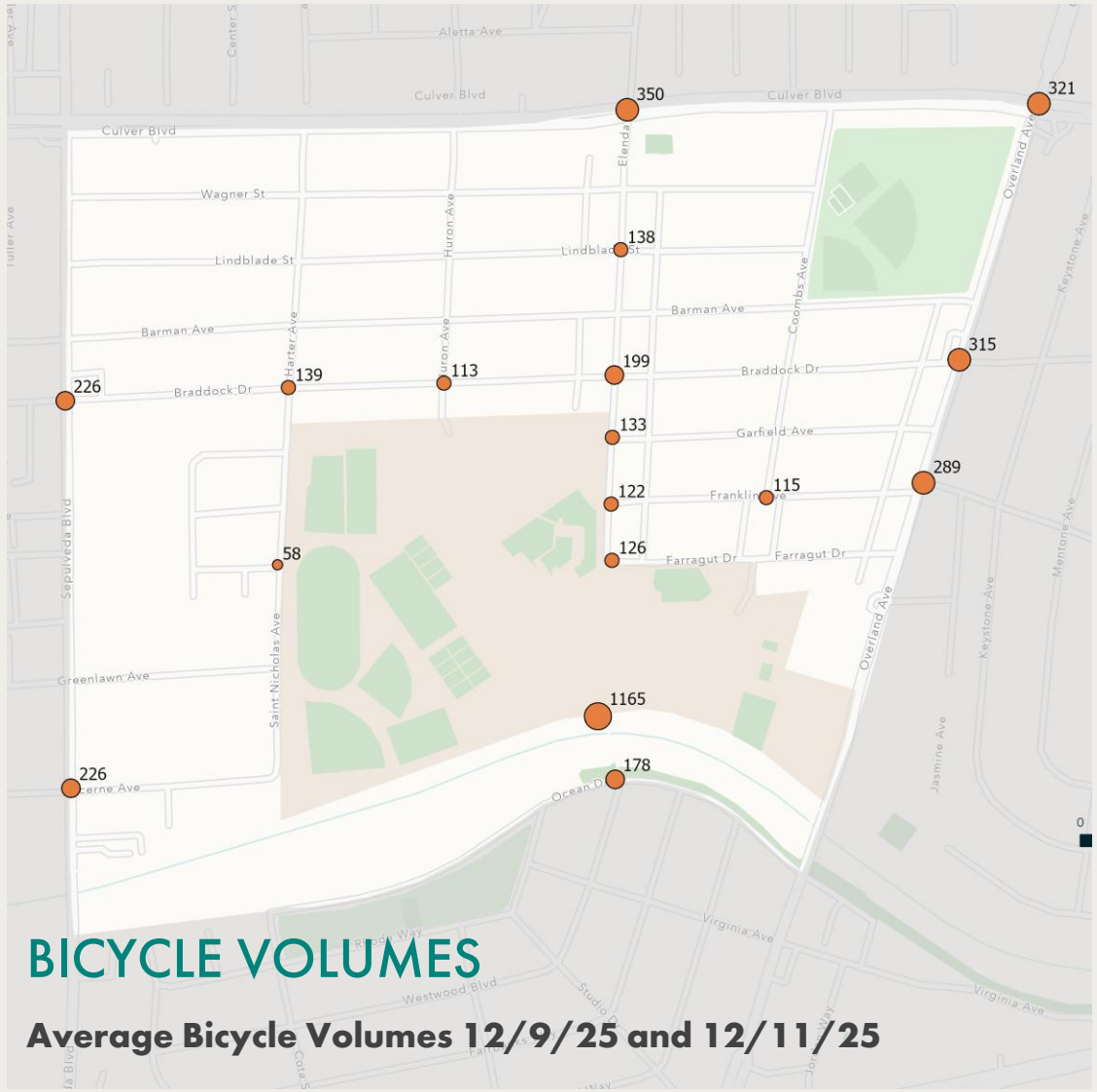
CYCLIST COLLISIONS



WORKSHOP COMMENTS

Bicycle Data

- **350 bicyclists** a day traveling through the intersection of Culver & Elenda
- **43% of bicycle volumes** occurred during the two-hour drop-off and pick-up periods



BICYCLE VOLUMES

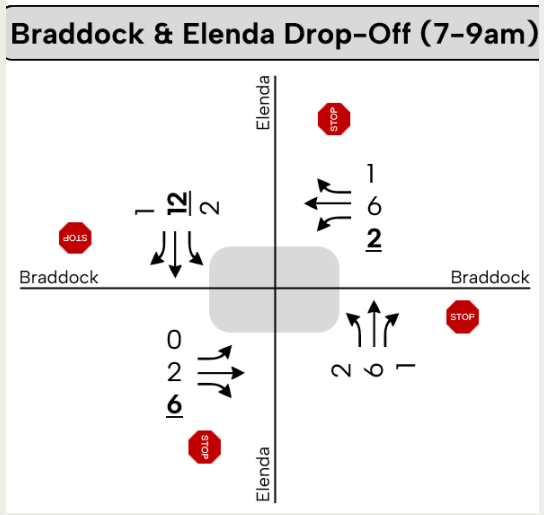
Average Bicycle Volumes 12/9/25 and 12/11/25

Bicycle Data

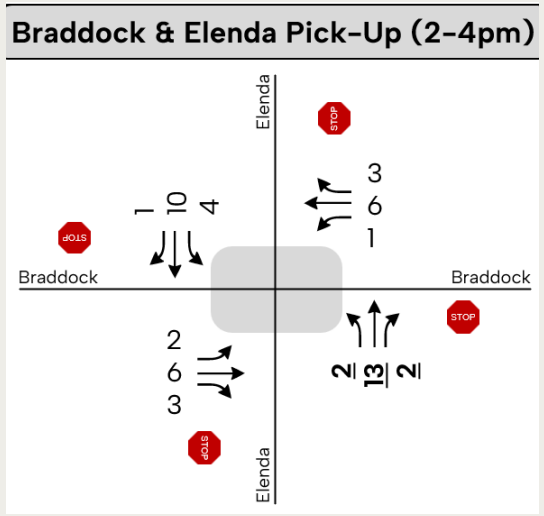
Intersection	Average Drop-Off Counts	Average Pick-Up Counts	Average Daily Counts
Braddock/Elenda	39	49	199
Braddock/Harter	22	42	139
Braddock/Huron	22	32	113
Culver/Elenda	57	64	350
Farragut/Elenda	34	38	126
Farragut/Harter	12	12	58
Franklin/Elenda	29	31	122
Garfield/Elenda	44	37	133
Lindblade/Elenda	33	41	138
Ocean/Westwood	58	52	178
Franklin/Coombs	38	35	115
Ballona Creek Bike Path	281	250	1166

Bicycle Data

Braddock at Elenda

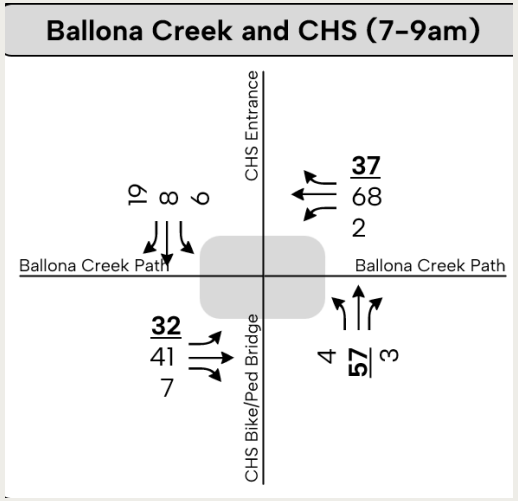


Avg bike volume towards school: 20

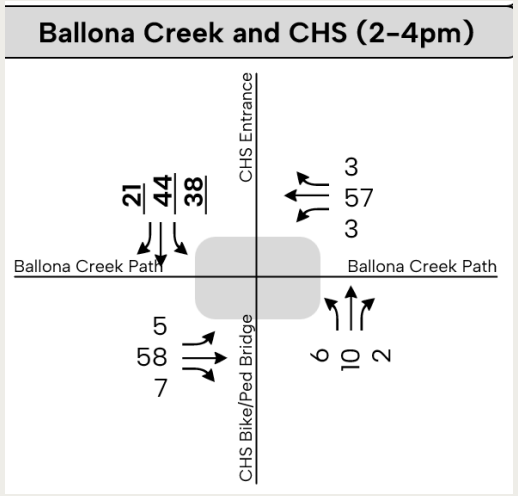


Avg bike volume leaving school: 17

Ballona Creek at CCHS



Avg bike volume towards school: 126



Avg bike volume leaving school: 103

Online Survey – Open Until March 27

Review each toolbox on the boards around the room, then weigh in on priorities here:

culvercity.org/trischoolstudy

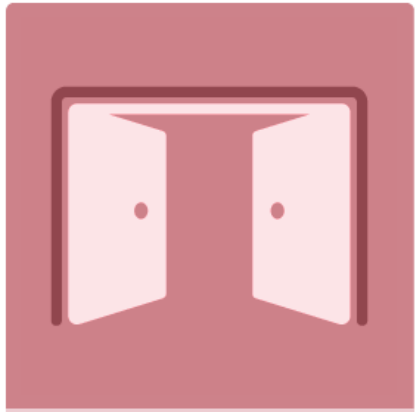
Example Toolbox

What tools are in our toolbox?

¿Qué herramientas están en nuestra caja de herramientas?

School Access and Loading Management

Gestión de Accesos y Carga Escolar



Opening Closed Access Gates

Apertura de Accesos Escolares Cerrados

Reopening or adding school access gates can better distribute student entry and exit points, reducing congestion at primary access locations.

Reapertura o incorporación de accesos escolares para distribuir mejor los flujos de llegada y salida.

This tool addresses:
Traffic volume
Volumen de tráfico



Optimizing Loading Zones

Optimización de Zonas de Ascenso y Descenso

Adjusting the location, design, or operation of loading zones improves traffic flow and safety during student drop-off and pick-up periods.

Ajuste de ubicación y operación de zonas de carga escolar para mejorar el flujo vehicular y la seguridad.

This tool addresses:
Traffic volume
Volumen de tráfico



Walk Bus/Bike Train Program

Programa Caminar, Autobús y Bicicleta

School-led programs to organize groups of students to walk or ride bicycles to school together along designated routes with adult supervision

Programas organizados por la escuela para coordinar grupos de estudiantes que caminan o van en bicicleta juntos bajo supervisión adulta.

This tool addresses:
Pedestrian safety; Traffic volume
Seguridad peatonal; Volumen de tráfico



School Travel Option Education & Outreach

Educación y Difusión sobre Opciones de Viaje Escolar

Educational outreach from schools provides families with clear information about designated off-site drop-off options and safe walking and biking routes to reduce congestion and support alternative travel to school

Programas educativos que informan a las familias sobre opciones de descenso fuera del sitio y rutas seguras para caminar y andar en bicicleta.

This tool addresses:
Pedestrian safety; Bicycle safety; Traffic volume
Seguridad peatonal; Seguridad del ciclista; Volumen de tráfico



Incentives To Walk-Bike from Schools

Incentivos para Caminar o Andar en Bicicleta a la Escuela

Incentive programs encourage students to walk or bike to school through recognition, rewards, or special events that promote active transportation.

Programas de incentivos que fomentan que los estudiantes utilicen modos activos de transporte para llegar a la escuela.

This tool addresses:
Pedestrian safety; Bicycle safety; Traffic volume
Seguridad peatonal; Seguridad del ciclista; Volumen de tráfico

Key Data Findings

- Speeding on neighborhood streets throughout the day
- High pedestrian volumes during drop-off and pick-up
- Most students arriving by bike are coming from Ballona Creek Bike Path
- Many students are driven and walk to school
- Nearly half of parents surveyed lived within 1 mile of school
- Limited access points to the schools create high congestion during these times



What Comes Next?

Upcoming Meetings

- Mobility Subcommittee: March 31st
- City/CCUSD Liaison Meeting: TBD
- Community Workshop 3 – April/May
- BPAC and Mobility Subcommittee – May/June
- City Council Consideration - Summer

www.culvercity.org/trischoolstudy



Thank You

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