

# Justification for the Reciprocal Public Accessway Network

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## **Purpose and Neighborhood Vision**

The Fox Hills neighborhood is currently defined by vehicle-centric "mega-blocks," some approaching 2,000 feet in length. These expansive blocks were designed for automobiles, effectively discouraging pedestrian mobility and limiting access to essential community hubs like Fox Hills Park and the Culver City Transit Center. Under the Culver City General Plan 2045 and the Fox Hills Specific Plan, the City envisions a major shift toward a walkable, high-density, mixed-use neighborhood. To mitigate the transportation and health impacts caused by this increased development intensity, the City has established the Reciprocal Public Accessway Network.

## **Essential Health and Safety Mandates**

A primary objective of this network is to protect the public health and safety of Fox Hills residents. Research highlights that pedestrian fatality risk increases exponentially at impact speeds above 30 mph. Currently, 85th percentile operating speeds on primary Fox Hills roadways—including Bristol Parkway and Green Valley Circle—consistently exceed this 30 mph threshold. Furthermore, key access routes such as Centinela Avenue and Sepulveda Boulevard are identified as "High-Risk Roadways" in the City's Local Road Safety Plan.

The Public Accessway Network provides a dedicated grid for pedestrians and cyclists that is physically separated from these high-speed vehicle roadways. By providing off-street, lower-stress pathways, the network reduces pedestrian exposure to hazardous traffic conditions and decreases the number of required arterial crossings. Because these pathways serve as critical mobility improvements and essential health and safety infrastructure, the public accessways are a mandatory requirement and cannot be removed or waived through State or local density bonus concessions or waivers.

## **Nexus and Proportionality Findings**

The City has established a clear legal nexus for this requirement. As redevelopment occurs under the proposed Fox Hills Mixed Use Medium and Fox Hills Mixed Use High designations, residential density and trip generation will increase within a roadway

network not designed for high levels of multimodal travel. The accessway network directly addresses these impacts by breaking up long blocks to provide the direct routes necessary for a functional urban grid.

The urgency of this requirement is evidenced by the **May 2026 Citywide Housing Pipeline Report**, which identifies several high-density projects currently planned or under construction within the Fox Hills area, totaling 2,870 new residential units, plus over 29,000 square feet of retail.

Technical analysis conducted through the **SCAG Transportation Data Analysis Program** demonstrates the proportionality of the public accessway requirement:

- **Mitigation of Intensity:** Transitioning from low-density office parks to high-intensity projects (up to 100 units per acre) creates a localized demand for permeability that is directly addressed by these public accessways.
- **Reciprocal Benefit:** While a single accessway on an individual property offers limited utility, the collective network provides an exponential benefit by linking all participating developments to major transit and recreation hubs. Therefore the public access on one property is proportional to the use of the entire network.
- **Significant Travel Time Savings:** Analysis of 28 origin-destination pairs shows that 79% of pedestrian trips experience a change in optimal routing with the introduction of the network. Some high-impact routes—such as from 5855 Green Valley Circle to the Transit Center—show a time savings as high as 11.7 minutes.

### **Consistency with General Plan Policies and Zoning**

This regulatory framework is firmly supported by the City’s General Plan 2045, which prioritizes connected transit-oriented communities and safe active travel networks. Specifically, **Policy LU-7.2** requires new developments in Fox Hills to break up large blocks to prioritize pedestrian and bicycle access. By implementing these accessways, the City fulfills its commitment to providing safe routes for all ages and abilities while ensuring that all residents live within a ten-minute walk of parks and open spaces. Attached as Exhibit 1 is a list of all the General Plan Policies supportive of the reciprocal public accessway network.

Furthermore, the public accessways are intended to be consistent with site zoning and safety regulations—such as fire lanes, setbacks, building separations, and onsite open space. In this way, the public accessways may be utilized to satisfy these other city requirements by functionally integrating them into the project’s accessways.

## Exhibit 1 – Supporting General Plan Policies

CHEJ-1.2: City programs for health equity. Promote access to health-promoting amenities and services across the city.

CHEJ-1.3: Health in All Policies. Integrate a Health in All Policies approach across City departments to improve health and advance environmental justice, including close collaboration with Los Angeles County agencies.

CHEJ-4.4: Active transportation. Prioritize transportation system funding and safety improvements that encourage walking, bicycling, and transit use in SB 1000 Priority Neighborhoods.

CHEJ-4.5: Age Friendly Streets. Develop safe routes for aging adults, particularly routes to transit and shopping centers.

LU-1.4: Connected transit-oriented communities. Develop strong pedestrian, Culver CityBus, other public transit, and bicycle connections to and from transit stops via pedestrian-oriented building design, safe and convenient road crossings, and street furniture and amenities.

LU-2.5: Amenity space for physical activity / healthy living in multifamily development. Encourage new multifamily housing development to provide amenity spaces (e.g., gyms, active spaces, outdoor open space, flex working spaces, etc.) which promote physical activity and healthy living options. Create incentives for developments to make such amenities available to the public so that they can benefit the neighborhood.

LU-2.6: Walkable connections in multifamily development. Encourage new multifamily developers to provide convenient, walkable connections to nearby trails, transit, and open space to promote active lifestyles.

- Place building lobbies adjacent to sidewalks and encourage multiple lobbies in larger projects.
- Locate required bicycle parking at the ground floor and convenient to sidewalk entrances.

LU-7.2: Walkable streets in Fox Hills. Require new development to break up large blocks and prioritize pedestrian, bicycle, and emergency vehicle access with complete streets improvements.

LU-9.5: Pedestrian and bicycle access to the corridor. Require new project applications to foster pedestrian and bicycle access by providing safe, accessible pedestrian connections and creating secure and convenient bike storage.

LU-11.9: Pedestrian and bicycle connectivity in residential neighborhoods. Link existing residential neighborhoods by providing pedestrian and bicycle connections.

LU-14.3: Pedestrian connections and sidewalks. Improve pedestrian connections and sidewalk infrastructure across the city, especially between residential and commercial areas, keeping in mind mobility needs of children, families, seniors, and people with disabilities.

PR-1.1: Park walkability. Strive for all residents to be within a ten-minute walk of parks, open spaces, and joint use facilities.

M-1.1: Safe systems approach. Implement strategies to reduce severe and fatal traffic collisions and improve overall traffic safety conditions.

M-1.3: Improve transportation network safety. Design transportation network improvements with the most vulnerable users in mind to ensure the transportation network is accessible to all travelers regardless of age, race, gender, or ability.

M-2.2: Cohesive active travel network. Ensure bikeways are integrated with regional bikeways that connect with employment centers and other key land uses and destinations.

M-8.1: Transportation improvements and physical activity. Prioritize transportation investments that provide regular physical activity and access to healthcare and social services, schools, employment, and retail.

M-8.2: Active modes of travel to parks, recreation facilities, open spaces, and trails. Improve access of active modes of travel to parks, recreation facilities, open space, and trails.

# Citywide Housing Pipeline May 2026



ID	Project	Type	Status	Affordable	Market Rate	Total
1	11235 McDonald Street	Residential	Pre-PPR	0	3	3
2	4340 Overland Avenue	Mixed Use	Pre-PPR	7	26	33
3	12903 Washington Boulevard	Residential	Applied for PPR	0	10	10
4	4076-4080 Lafayette Place	Residential	Applied for PPR	6	34	40
5	4051-4055 Jackson Avenue	Residential	Applied for PPR	0	15	15
6	11828 Washington Boulevard	Mixed Use/Church	Applied for PPR	8	70	78
7	11304-11310 Culver Boulevard	Residential	Applied for PPR	88	0	88
8	3845 College Avenue	Residential	Applied for Entitlement	0	5	5
9	4030 La Salle Avenue	Residential	Applied for Entitlement	0	7	7
10	3739 Robertson Boulevard	Mixed Use	Applied for Entitlement	3	19	22
11	5730 Uplander Way	Residential	Applied for Entitlement	29	258	287
12	11281 Washington Place	Mixed Use	Applied for Entitlement	84	1	85
13	4044 Lincoln Avenue	Residential	Applied for Entitlement	0	7	7
14	5757 Uplander Way	Mixed Use	Entitled	78	999	1,077
15	4315-4321 Sepulveda Boulevard	Mixed Use	Entitled	3	17	20
16	6201-6299 Bristol Parkway	Mixed Use	Entitled	36	810	846
17	10950 Washington Boulevard	Mixed Use	Entitled	79	429	508
18	13474-13476 Washington Boulevard	Mixed Use	Entitled	5	10	15
19	12727 Washington Boulevard	Mixed Use	Entitled	16	88	104
20	10808-10860 Culver Boulevard	Residential	Entitled	6	0	6
21	5700 Hannum Avenue	Mixed Use	Entitled	27	282	309
22	11111 Jefferson Boulevard	Mixed Use	Plan Check	52	292	344
24	100 Corporate Pointe	Mixed Use	Plan Check	30	321	351
24	4233 East Boulevard	Residential	Plan Check	0	4	4
25	9763 Culver Boulevard	Mixed Use	Plan Check	6	28	34
26	3556 Helms Avenue	Residential	Plan Check	0	2	2
27	4046 Sawtelle Boulevard	Residential	Plan Check	0	4	4
28	4051 Sawtelle Boulevard	Residential	Plan Check	0	4	4
29	4069-4073 Madison Avenue	Residential	Plan Check	0	10	10
30	3907 Sawtelle Boulevard	Residential	Plan Check	0	4	4
31	4044 Madison Avenue	Residential	Plan Check	0	3	3
32	4464 Sepulveda Boulevard	Mixed Use/Church	In Construction	93	2	95
33	3955 Bentley Avenue	Residential	In Construction	0	3	3
34	3826 Girard Avenue	Residential	In Construction	0	4	4
35	3727 Robertson Boulevard	Mixed Use	In Construction	3	9	12
36	3434 Wesley Street	Mixed Use	In Construction	1	14	15
37	3846 Bentley Avenue	Residential	In Construction	0	4	4
38	3906 Tilden Avenue	Residential	In Construction	0	5	5
39	4095 Sawtelle Boulevard	Residential	In Construction	0	4	4
40	3906 Huron Avenue	Residential	In Construction	0	5	5
41	4041 Sawtelle Boulevard	Residential	In Construction	0	4	4
42	3336-3340 Helms Avenue	Residential	In Construction	0	8	8
<b>Totals</b>				<b>660</b>	<b>3,824</b>	<b>4,484</b>

This list is updated monthly; status and other project information current as of 05/04/2026.  
 2 new projects have been added and 2 units finalized last month for a net increase of 11 units.  
 2 projects have changed in status.

**COVER PLACEHOLDER**

DRAFT

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# Transportation Data Analysis Technical Assistance Program Overview

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The Southern California Association of Governments (SCAG) Transportation Data Analysis Technical Assistance (TA) Program was established to advance the use of emerging transportation data platforms in local and regional planning practice. The program operates under SCAG's Regional Pilots Initiative (RPI) program, which carries out demonstrations of next generation technologies to guide the Southern California region toward a more sustainable region. The TA Program demonstrates how public agencies can utilize big data analytics to address complex transportation planning questions that support regional sustainability goals aimed at reducing transportation-related carbon reduction emissions.

To support this effort, SCAG procured a regional subscription to StreetLight Insight®, providing data access at no cost to local agencies through June 2026. This subscription enables access to multimodal origin-destination data, safety analytics, truck telematics data, near real-time speed data, transportation network company (TNC) activity data, and integrated transportation network tools. This subscription enables public agency staff and regional stakeholders to analyze local and regional travel behavior patterns using big data analytics to inform decisions that reduce emissions, improve multimodal access and connectivity, mitigate safety risk, and ensure equitable access to the broader transportation system.

The key objectives of the Transportation Data Analysis TA Program include:

- Encourage a culture of data-driven decision-making across the region.
- Bridge traditional and emerging planning approaches, integrating big data with established planning tools and policy frameworks.
- Refine complex transportation research questions so they are appropriately scoped and right sized for big data analysis.
- Empower local partners through technical guidance, hands-on analytical support, and expanded access to advanced mobility datasets.
- Promote cross-platform validation, encouraging comparison between big data sources and traditional datasets to enhance data literacy and analytical reliability.
- Document best practices for leveraging big data in transportation planning and public sector decision-making.
- Equitably deliver data access and technical guidance, prioritizing capacity building among smaller and underserved jurisdictions.

Through a Request for Questions (RFQ) process, SCAG solicited research questions from public agencies. Selected case studies demonstrate practical applications of mobility analytics to address transportation safety, congestion, transit performance, demand management, and land use impacts on transportation.

# Case Study Overview

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The Culver City Public Accessway Network analysis was conducted as part of the SCAG TA Program to evaluate the effectiveness of big data for network-based pedestrian accessibility and vehicle speed analyses. Additionally, this effort tests the efficacy of big data for strengthening nexus and proportionality findings within a Specific Plan framework. Nexus and proportionality require demonstrating that new development generates impacts, such as increased population and travel demand, that create a clear need for additional pedestrian infrastructure, and that the required improvements, such as constructing public accessways, are reasonable and proportional responses to those impacts.

This case study was guided by the following research question, refined through the TA Program:

- **Case Study Research Question:** Can big data and innovative analytics be used to quantify the public health, safety, and connectivity benefits of the proposed Public Accessway Network?

## PLANNING CONTEXT AND NEED

The Public Accessways and Public Accessway Network (formerly the Reciprocal Paseo Network) is a system of publicly accessible pedestrian and bicycle pathways planned within the Fox Hills Specific Plan area to improve mobility, reduce transportation impacts associated with new high-density development, and advance public health and safety objectives. As described in the Fox Hills Specific Plan, the network is intended to break up large suburban “mega blocks,” some approaching 2,000 feet in length, and establish a more connected, walkable, and transit-supportive urban form.

Fox Hills was originally developed as a car-oriented office and commercial district, with curvilinear streets and limited pedestrian connectivity. As redevelopment occurs under the Mixed-Use Medium and Mixed-Use High designations, residential density and overall trip generation are expected to increase. While this growth supports the City’s vision for a mixed-use, transit-accessible neighborhood, it also increases pedestrian, bicycle, and vehicle activity within a roadway network that was not designed for high levels of multimodal travel. The Public Accessway Network improves circulation, shortens walking distances, and provides safer alternatives to high-speed arterial roadways.

## POLICY ALIGNMENT

Implementation of the Public Accessway Network supports and advances the following goals and subgoals outlined in Culver City’s [Mobility Element](#):

- **Goal M-1 (Safety):** Reduce fatal and severe injury crashes and prioritize safety corridors
- **Goal M-2 (Complete Streets):** Establish a cohesive active transportation network
- **Goal M-4 (Equitable Access):** Improve pedestrian connections to key land uses and transit

In addition, the City’s Local Road Safety Plan (LRSP) identifies high-risk roadways, reinforcing the need for safer, lower-stress pedestrian connections and infrastructure. Additionally, federal safety guidance, including Vision Zero and Safe System principles, further supports reducing exposure on high-speed roadways.

## ANALYSIS FRAMEWORK

This analysis evaluates the public health and safety benefits of the proposed Public Accessway Network from two primary perspectives:

- **Pedestrian Travel Time** – By introducing mid-block connections, the accessways reduce pedestrian travel distances and circuitry between housing, transit, employment centers, retail destinations, and community amenities. Shorter and more direct routes increase the practicality of walking and biking for daily trips and support mode shift away from short vehicle trips, contributing to reduced vehicle miles traveled (VMT) and carbon reduction.
- **Pedestrian Exposure** – Existing roadway conditions within and surrounding Fox Hills include operating speeds that frequently exceed 30 mph, a nationally recognized threshold at which pedestrian fatality risk increases substantially. Currently, many common walking routes require travel along or across high-speed corridors identified in the City's Local Road Safety Plan as high-risk roadways. The Public Accessway Network aims to provide separated, lower-stress pathways that reduce pedestrian exposure to high-speed traffic, decrease the number of required arterial crossings for internal neighborhood trips, and improve overall safety outcomes consistent with Vision Zero and Safe Systems principles.

## ROLE OF BIG DATA

### USES AND BENEFITS

This case study evaluates how big data can support planning and policy decisions in this context. Connected vehicle data (CVD) from StreetLight Data was used to provide recent, segment-level vehicle operating speed information for all roadways in Fox Hills. StreetLight Data provides a significant benefit over traditional data collection methods by offering a historical, annualized view of vehicle travel behavior rather than a single point-in-time snapshot. This allows the City to look back in time and compare travel patterns across different periods, supporting before-and-after analyses and ongoing monitoring. Culver City can use StreetLight Data to track changes in vehicular travel behavior in Fox Hills over time, as well as support broader area-specific and citywide assessments.

### LIMITATIONS AND APPLICATIONS IN THIS STUDY

Big data was not used to estimate pedestrian travel times. The pedestrian travel time analysis was conducted using a GIS-based network approach with assumed walking speeds to isolate the impact of the proposed Public Accessway Network on route directness and distance.

This approach was selected due to limitations associated with applying big data at a neighborhood scale for pedestrian routing and origin-destination analysis. Big data sources such as StreetLight estimate pedestrian activity based on modeled and aggregated data, which can introduce uncertainty at smaller geographic scales. In addition, sample size limitations from StreetLight's location-based service (LBS) data stream may affect the reliability of pedestrian trip patterns within a focused study area like Fox Hills.

As a result, big data was applied where it provides the greatest value, understanding vehicle operating speeds and exposure to higher-speed traffic, while traditional methods were used for pedestrian travel time analysis to ensure a more controlled and reliable assessment of connectivity impacts.

## PURPOSE OF THIS MEMORANDUM

This memorandum documents the methodology and findings of the public health and safety analysis supporting the Public Accessway Network, including evaluation of operating speeds, pedestrian travel time reductions, and exposure risk along high-speed corridors. It is also intended to demonstrate how big data can be applied and evaluated, and when alternative methods are more applicable. The findings are intended to support Culver City in understanding, safety, access, and VMT-related benefits of the proposed network, and provide data-driven foundation for future planning efforts. However, they are not intended to provide final or conclusive recommendations.

# Methodology

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## PEDESTRIAN TRAVEL TIME ANALYSIS

To evaluate the effect of the proposed Public Accessway Network on pedestrian connectivity, a network-based travel time analysis was conducted comparing existing conditions to a scenario including the proposed accessways.

First, GIS centerlines representing the existing roadway network were mapped. A second network layer was created by adding the proposed Public Accessway alignments to the existing network. These two network scenarios (Existing Network and Existing + Accessways Network) were analyzed separately.

Representative pedestrian trip origins were selected at dispersed residential and mixed-use buildings throughout the Fox Hills Specific Plan area. These included:

- 5800 Bristol Parkway
- 5740 Canterbury Drive
- 5950 Canterbury Drive
- 6174 Buckingham Parkway
- 5855 Green Valley Circle
- 6083 Bristol Parkway
- 5990 Green Valley Circle

Trip destinations were defined as the four proposed mobility hubs identified in the Specific Plan:

- Culver City Transit Center
- Bristol & Green Valley
- Buckingham & Green Valley (proxy for Fox Hills Park)

- Hannum & Buckingham
- Fox Hills Park

For each unique origin–destination pair, the shortest walking route was calculated under both network scenarios. Walking time was derived using an assumed average walking speed of 4 feet per second (used in California MUTCD to determine pedestrian clearance time). Differences in route length and travel time between the two scenarios were used to quantify improvements attributable to the Public Accessway Network.

## PEDESTRIAN EXPOSURE ANALYSIS

To evaluate pedestrian exposure to high-speed traffic conditions within the Fox Hills Specific Plan area, segment-level operating speed data were obtained from **StreetLight Connected Vehicle Data**. The dataset reflects a **one-year analysis period from October 2024 through October 2025**. Speeds represent bi-directional **85th percentile vehicle speeds**.

This analysis establishes baseline operating speed conditions on corridors where pedestrians currently travel and provides context for evaluating how the proposed Public Accessway Network would reduce pedestrian exposure to higher-speed roadway environments by providing separated, lower-stress walking routes.

# Results and Recommendations

## PEDESTRIAN TRAVEL TIME ANALYSIS

A total of 28 origin–destination (O–D) pairs were evaluated between representative residential locations and the four designated mobility hubs within the Fox Hills Specific Plan area. The analysis compared shortest walking routes under:

- Existing roadway network conditions, and
- Existing network plus the proposed Public Accessway Network.

### KEY FINDINGS

**22 of the 28 O–D pairs (79%)** experience a change in optimal walking route when the Public Accessway Network is introduced.

For these affected trips, the average travel time reduction is **2 minutes**.

Travel time savings vary by trip, with several O–D pairs experiencing more substantial reductions due to the elimination of circuitous routing around large blocks within Fox Hills.

The specific origin–destination pairs that experience travel time savings are summarized in **Table 1 – Travel Time Savings by O–D Pair**. Corresponding route comparisons (existing vs. with accessways) for O–D pairs with a travel time savings of 1 minute or greater are illustrated in **Figure 1-8** in the appendices.

**Table 1. Travel Time Savings by Origin-Destination Pair**

Origin	Destination	Existing Walk Time (min)	Future Walk Time (min)	Travel Time Savings (min)
5800 Bristol Pkwy	Culver City Transit Center	11.8	11.8	-
5800 Bristol Pkwy	Bristol/Green Valley Mobility Hub	9.1	9.1	-
<b>5800 Bristol Pkwy</b>	<b>Buckingham/Green Valley Mobility Hub</b>	<b>15.4</b>	<b>11.7</b>	<b>3.7</b>
5800 Bristol Pkwy	Hannum/Buckingham Mobility Hub	4.7	4.3	0.4
5740 Canterbury Dr	Culver City Transit Center	19.0	18.9	0.1
5740 Canterbury Dr	Bristol/Green Valley Mobility Hub	15.9	15.7	0.2

Origin	Destination	Existing Walk Time (min)	Future Walk Time (min)	Travel Time Savings (min)
5740 Canterbury Dr	Buckingham/Green Valley Mobility Hub	11.7	11.7	-
5740 Canterbury Dr	Hannum/Buckingham Mobility Hub	2.3	2.3	-
<b>5950 Canterbury Dr</b>	<b>Culver City Transit Center</b>	<b>22.1</b>	<b>20.3</b>	<b>1.8</b>
5950 Canterbury Dr	Bristol/Green Valley Mobility Hub	14.2	14.2	-
5950 Canterbury Dr	Buckingham/Green Valley Mobility Hub	8.4	7.9	0.5
5950 Canterbury Dr	Hannum/Buckingham Mobility Hub	5.5	5.3	0.2
<b>6174 Buckingham Pkwy</b>	<b>Culver City Transit Center</b>	<b>24.5</b>	<b>17.5</b>	<b>7.1</b>
6174 Buckingham Pkwy	Bristol/Green Valley Mobility Hub	9.5	9.4	0.1
6174 Buckingham Pkwy	Buckingham/Green Valley Mobility Hub	3.1	2.8	0.3
6174 Buckingham Pkwy	Hannum/Buckingham Mobility Hub	7.5	7.1	0.4
<b>5855 Green Valley Cir</b>	<b>Culver City Transit Center</b>	<b>24.3</b>	<b>12.6</b>	<b>11.7</b>
5855 Green Valley Cir	Bristol/Green Valley Mobility Hub	3.5	3.1	0.4
5855 Green Valley Cir	Buckingham/Green Valley Mobility Hub	3.3	3.3	0.1
<b>5855 Green Valley Cir</b>	<b>Hannum/Buckingham Mobility Hub</b>	<b>13.9</b>	<b>12.0</b>	<b>2.0</b>
<b>6083 Bristol Pkwy</b>	<b>Culver City Transit Center</b>	<b>20.4</b>	<b>17.3</b>	<b>3.1</b>
6083 Bristol Pkwy	Bristol/Green Valley Mobility Hub	3.6	3.4	0.2
6083 Bristol Pkwy	Buckingham/Green Valley Mobility Hub	10.1	9.7	0.4
<b>6083 Bristol Pkwy</b>	<b>Hannum/Buckingham Mobility Hub</b>	<b>20.1</b>	<b>17.2</b>	<b>2.9</b>
5990 Green Valley Cir	Culver City Transit Center	10.4	10.3	0.1
5990 Green Valley Cir	Bristol/Green Valley Mobility Hub	3.6	3.6	-
5990 Green Valley Cir	Buckingham/Green Valley Mobility Hub	11.2	11.2	-
<b>5990 Green Valley Cir</b>	<b>Hannum/Buckingham Mobility Hub</b>	<b>24.5</b>	<b>17.5</b>	<b>6.9</b>

## INTERPRETATION

The results of the pedestrian travel time analysis demonstrate that the Public Accessway Network:

- Improves route directness for key residential-to-transit and residential-to-mobility hub trips
- Reduces pedestrian circuitry created by large block sizes
- Enhances internal neighborhood connectivity
- Increases the practicality of walking for short, local trips

These connectivity improvements support increased active transportation use and reduce reliance on indirect routes along higher-speed roadways.

The following section evaluates how the proposed Public Accessway Network may also reduce pedestrian exposure to elevated operating speeds within the Fox Hills roadway network.

## PEDESTRIAN EXPOSURE ANALYSIS

### OPERATING SPEED CONDITIONS

As shown in **Figure 9**, most primary roadways within the Fox Hills Specific Plan area, including Bristol Parkway, Green Valley Circle, Fox Hills Drive, Hannum Avenue, and Buckingham Parkway, as well as adjacent arterials (Slauson Avenue, Sepulveda Boulevard, and Centinela Avenue), have historical 85th percentile operating speeds exceeding 30 mph.

Operating speeds above 30 mph represent a critical safety threshold. Federal Highway Administration (FHWA) research and Vision Zero guidance demonstrate that pedestrian fatality risk increases exponentially at speeds above approximately 30 mph.

Additionally, research shows that the number one indicator of crash severity is speed. The average risk of death for a pedestrian struck by a vehicle is<sup>1</sup>:

- 10% fatality risk at an impact speed of 23 mph
- 25% fatality risk at an impact speed of 32 mph
- 50% fatality risk at an impact speed of 42 mph
- 75% fatality risk at an impact speed of 50mph
- 90% fatality risk at an impact speed of 58 mph

Additionally, the average risk of severe injury for a pedestrian struck by a vehicle reaches 50% at an impact speed of 31 mph.

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<sup>1</sup> Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death; National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018

The presence of these speeds within Fox Hills indicates elevated pedestrian exposure risk and reduced comfort conditions along the existing roadway network.

## HIGH-RISK CORRIDORS

Culver City's [Local Road Safety Plan](#) identifies **Centinela Avenue and Sepulveda Boulevard** as High-Risk Roadways. These corridors serve as primary access routes between Fox Hills residential areas, commercial destinations, and the Culver City Transit Center.

Under existing conditions, pedestrian access to transit and nearby destinations requires travel along or across these higher-speed corridors, increasing both crash exposure and potential injury severity.

## ROLE OF THE PUBLIC ACCESSWAY NETWORK

The proposed Public Accessway Network, including the paseo connection and 12-foot sidewalk dedication between Hannum Avenue and Sepulveda Boulevard, provides:

- Off-street, lower-stress pedestrian and bicycle routes
- Reduced exposure to operating speeds above 30–35 mph
- Improved access to transit and neighborhood destinations

# Key Takeaways and Potential Next Steps

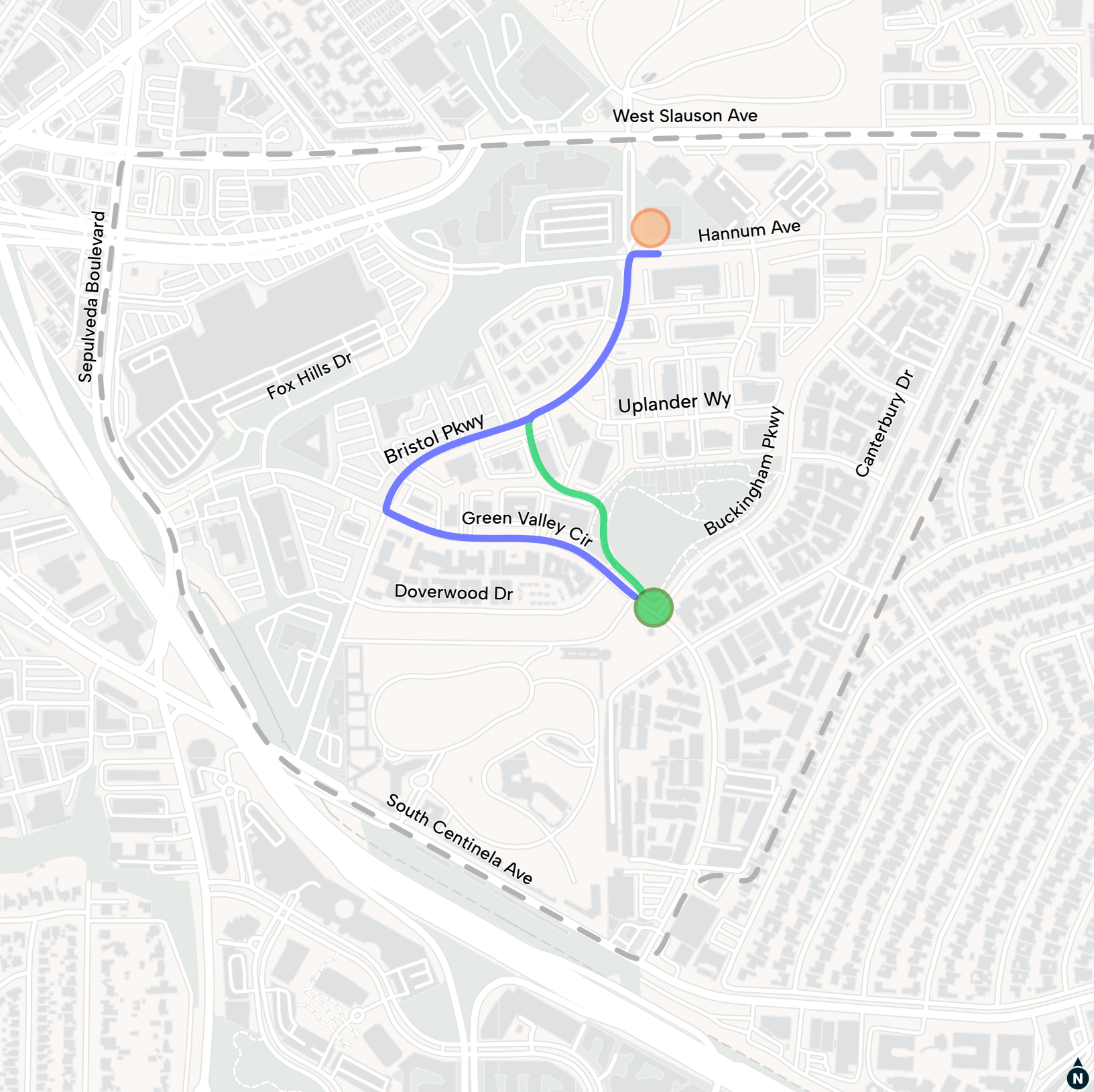
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This case study highlights several key lessons regarding the application of big data in neighborhood-scale transportation planning efforts. Big data is most effective when applied to questions seeking to understand vehicular travel patterns and behavior, and pedestrian and bicyclist exposure at both a segment- and area-level scale. Traditional analysis methods may be better suited for analyses that require precise mobility routing or are sensitive to sample size, such as pedestrian travel time and routing at a localized scale. Second, the analysis demonstrates the importance of pairing multiple analytical approaches.

Looking ahead, Culver City can build on this effort by continuing to integrate big data into ongoing monitoring of travel patterns in Fox Hills. Potential next steps may include:

- Using StreetLight Data or similar big data vendor to track changes in vehicle operating speeds within or adjacent to Fox Hills.
- Conducting before- and after evaluation to assess how new accessways influence travel behavior and usage. This is contingent on active transportation data becoming more widely available and stable in big data.
- Incorporating additional data such as crash data, pedestrian counts, speed surveys to further validate and expand upon findings.
- Applying these analyses to other areas of the City.

Overall, this effort demonstrates a scalable approach for applying, evaluating, and integrating big data into local planning processes, while maintaining flexibility to use traditional analysis methods where they are most appropriate.

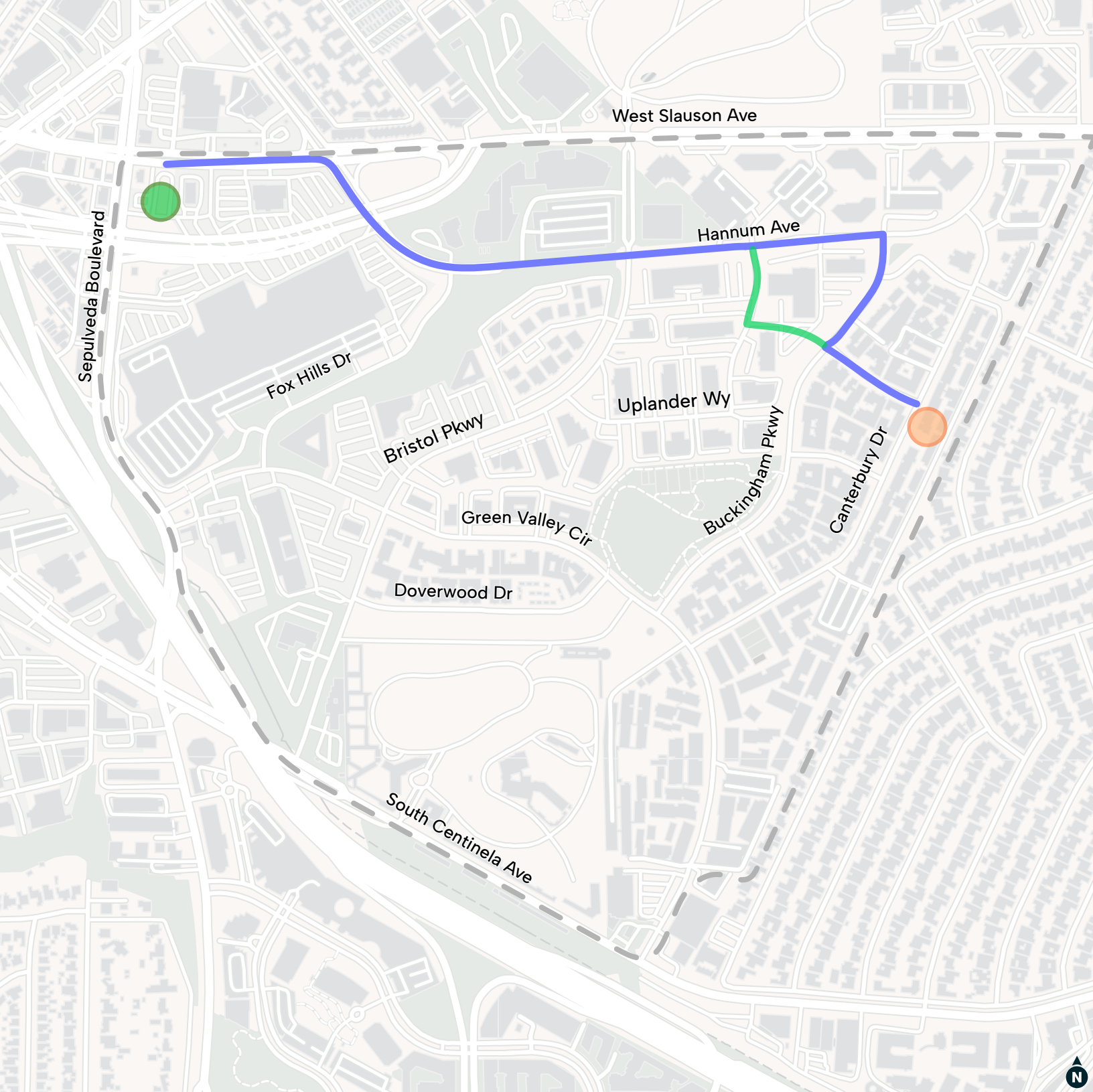


Origin   Destination   Existing Route   Proposed Route

**Figure 1: 5800 Bristol Pkwy to Buckingham/  
Green Valley Mobility Hub**

Source: Open Street Map; Culver City

**Fehr & Peers**

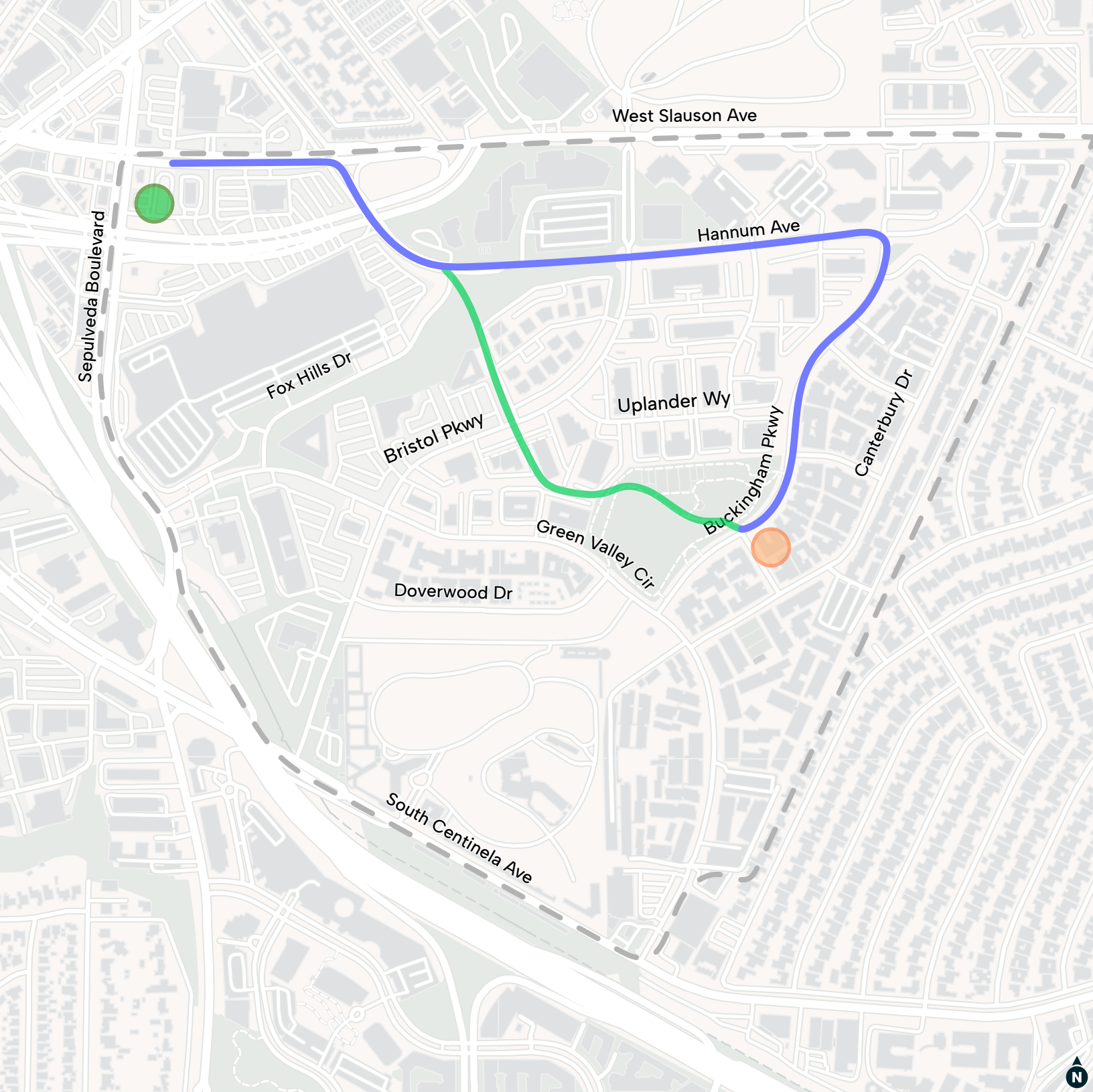


Origin   Destination   Existing Route   Proposed Route

**Figure 2: 5950 Canterbury Dr to Culver City Transit Center**

Source: Open Street Map; Culver City

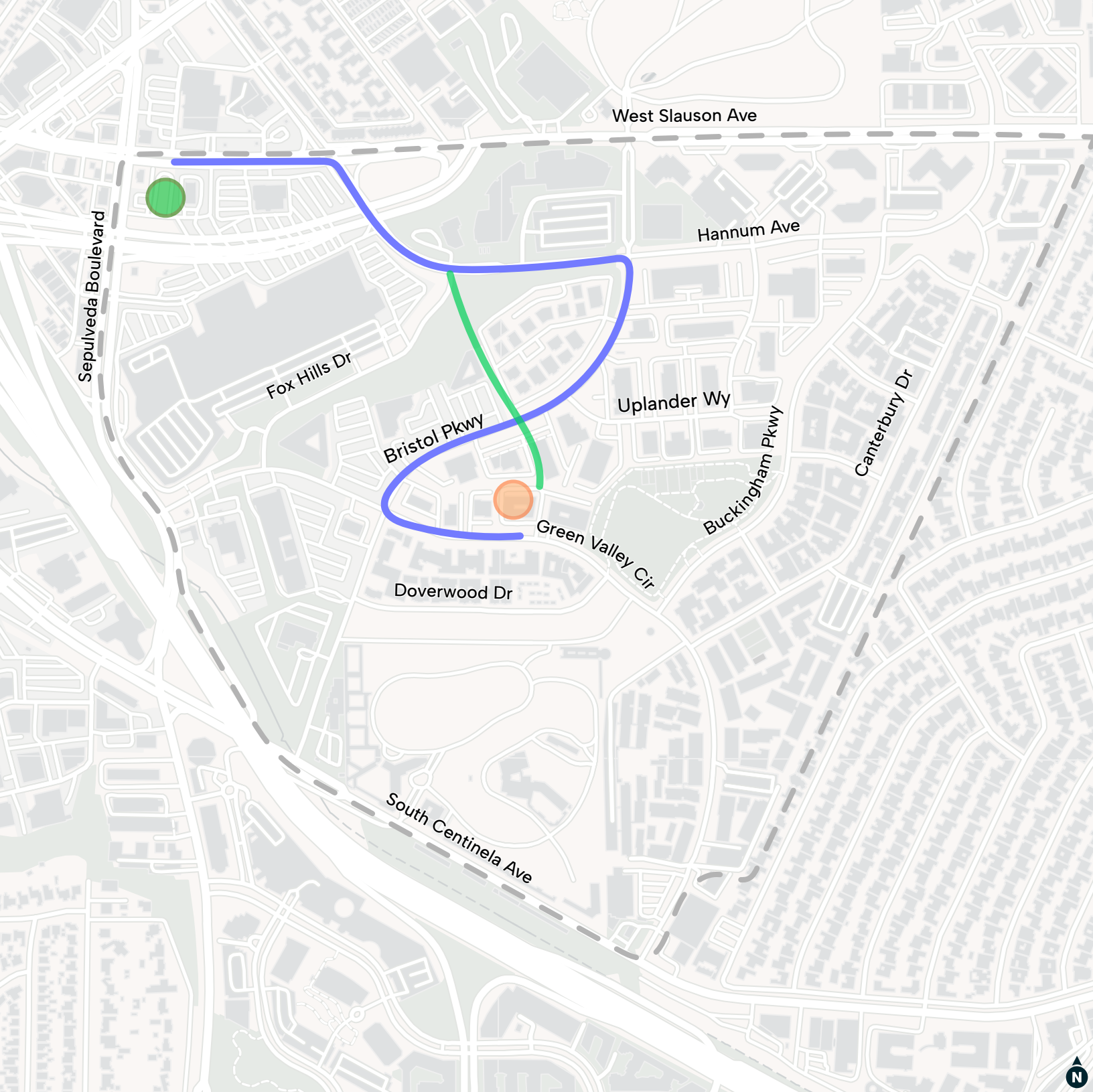
**Fehr & Peers**



● Origin    
 ● Destination    
 — Existing Route    
 — Proposed Route

**Figure 3: 6174 Buckingham Pkwy to Culver City Transit Center**

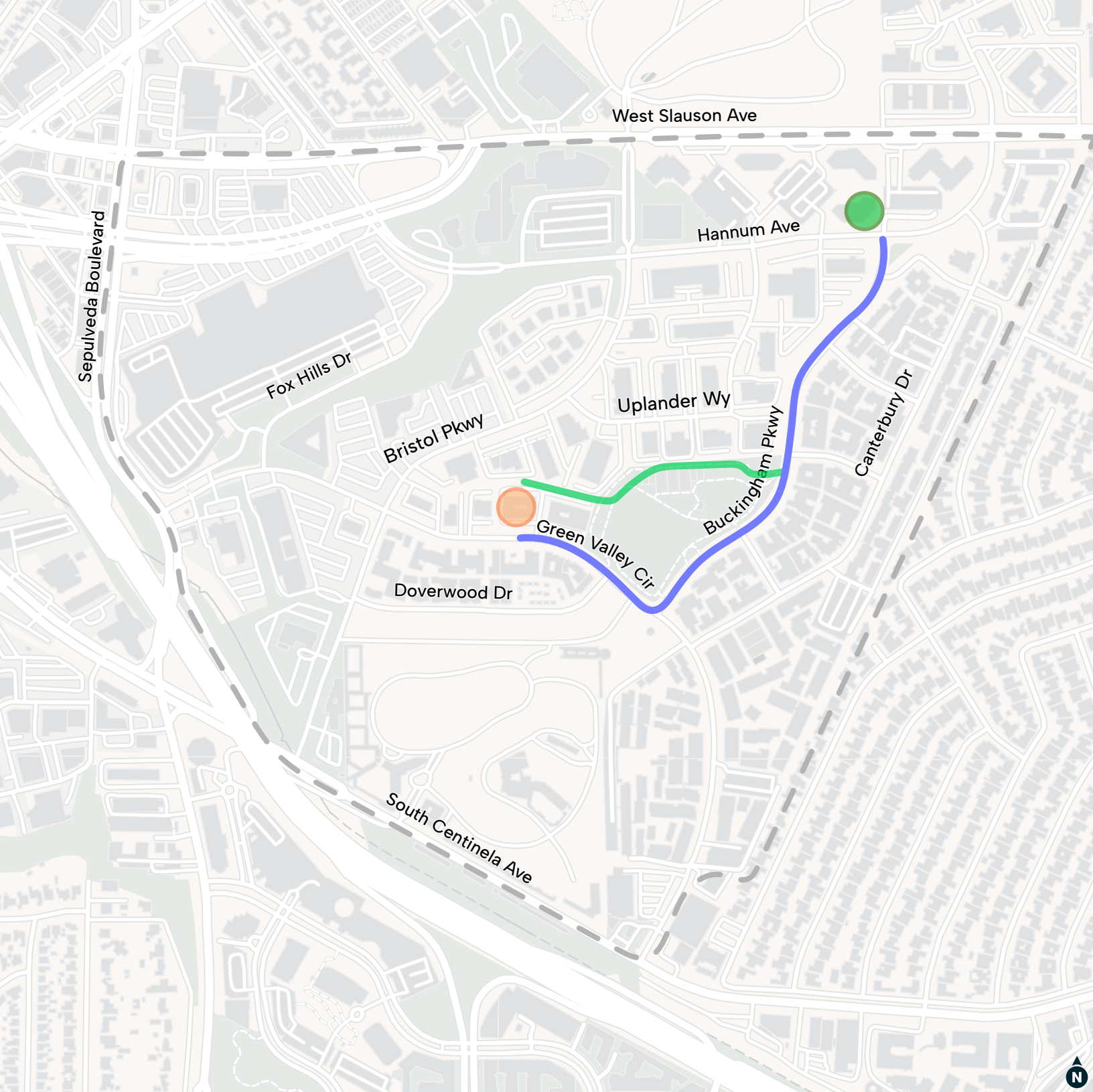
Source: Open Street Map; Culver City



● Origin    
 ● Destination    
 — Existing Route    
 — Proposed Route

**Figure 4: 5855 Green Valley Cir to Culver City Transit Center**

Source: Open Street Map; Culver City

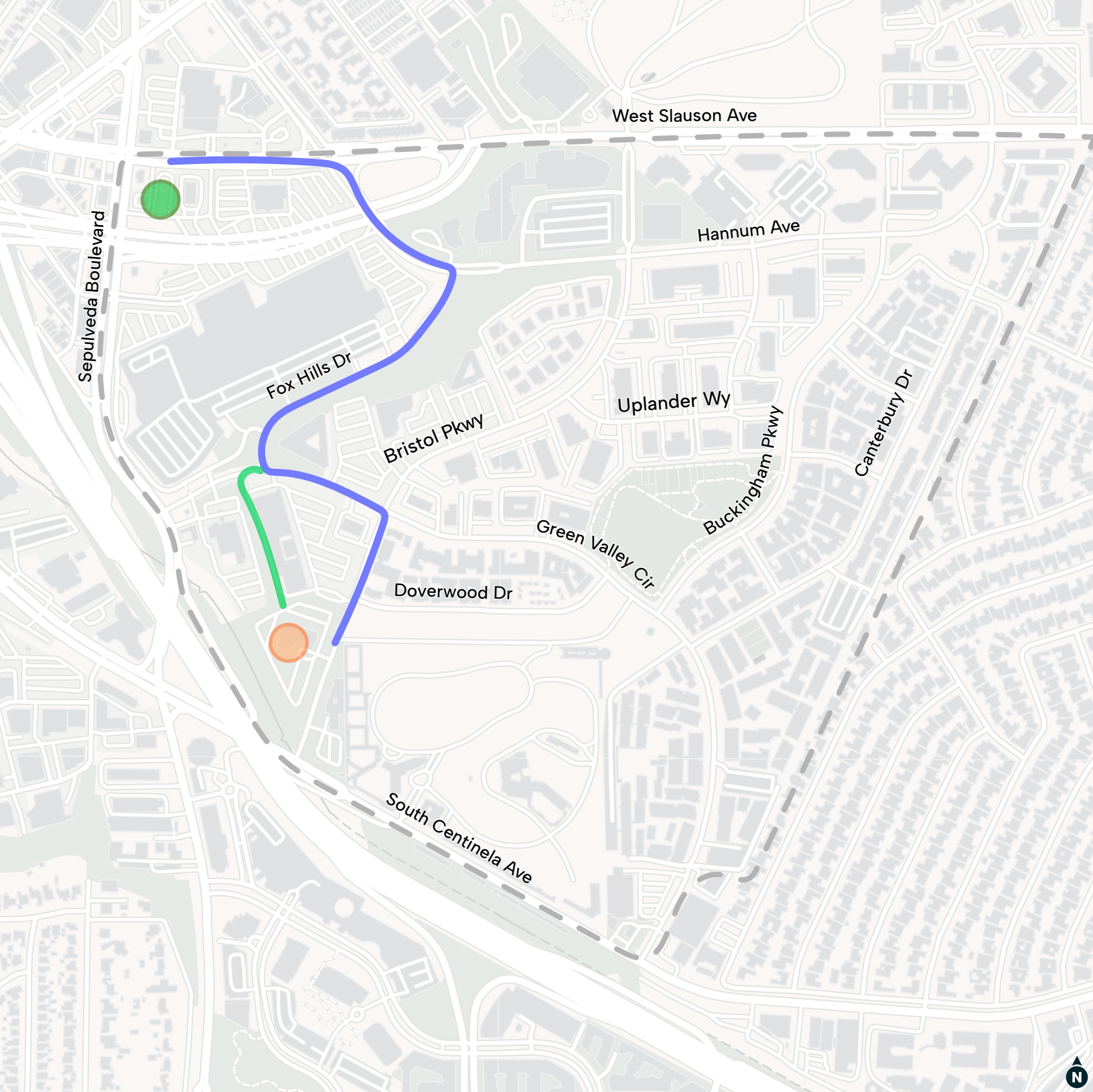


● Origin    
 ● Destination    
 — Existing Route    
 — Proposed Route

**Figure 5: 5855 Green Valley Cir to Hannum/  
Buckingham Mobility Hub**

Source: Open Street Map; Culver City

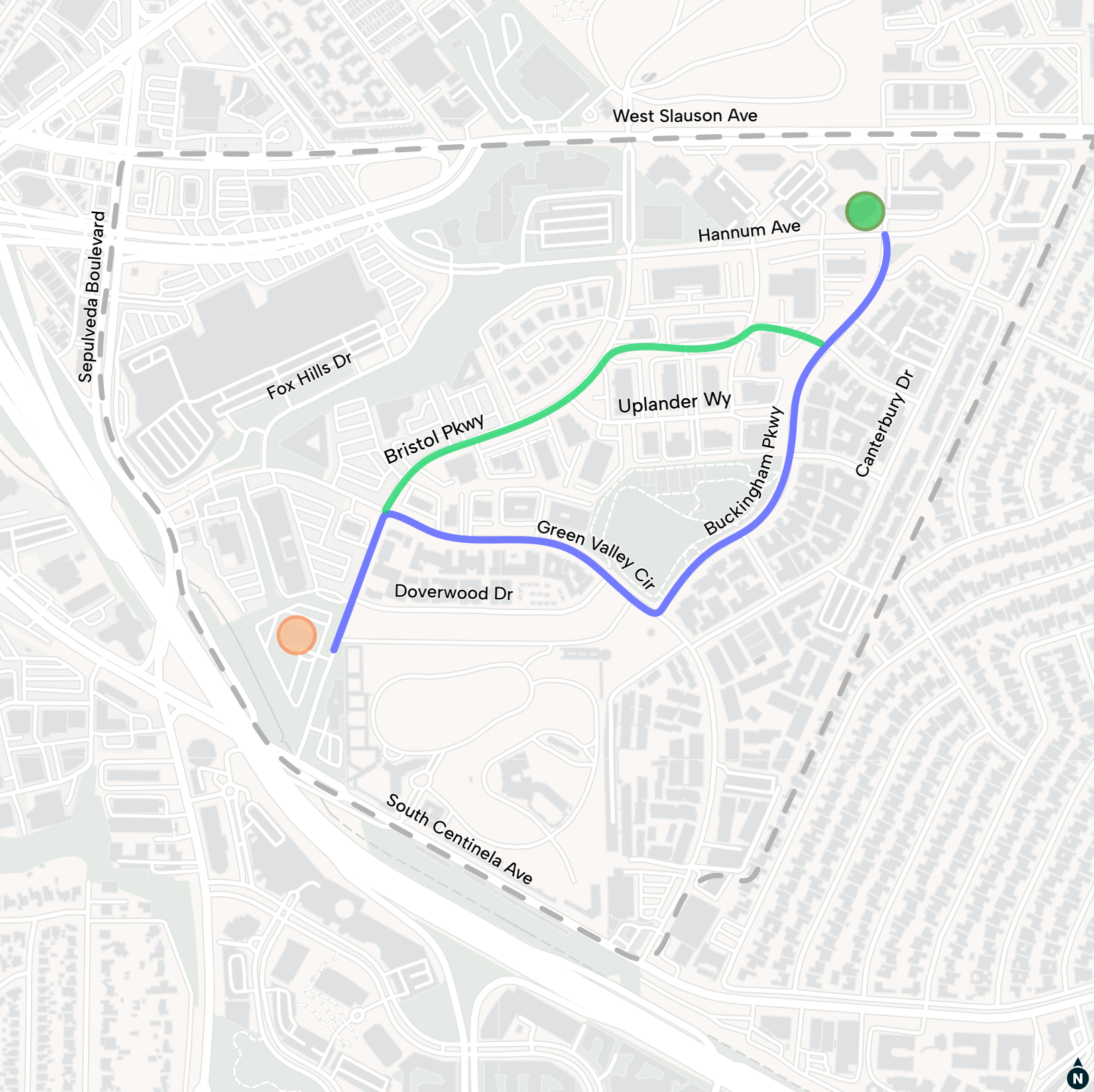
**Fehr & Peers**



● Origin    
 ● Destination    
 — Existing Route    
 — Proposed Route

**Figure 6: 6083 Bristol Pkwy to Culver City Transit Center**

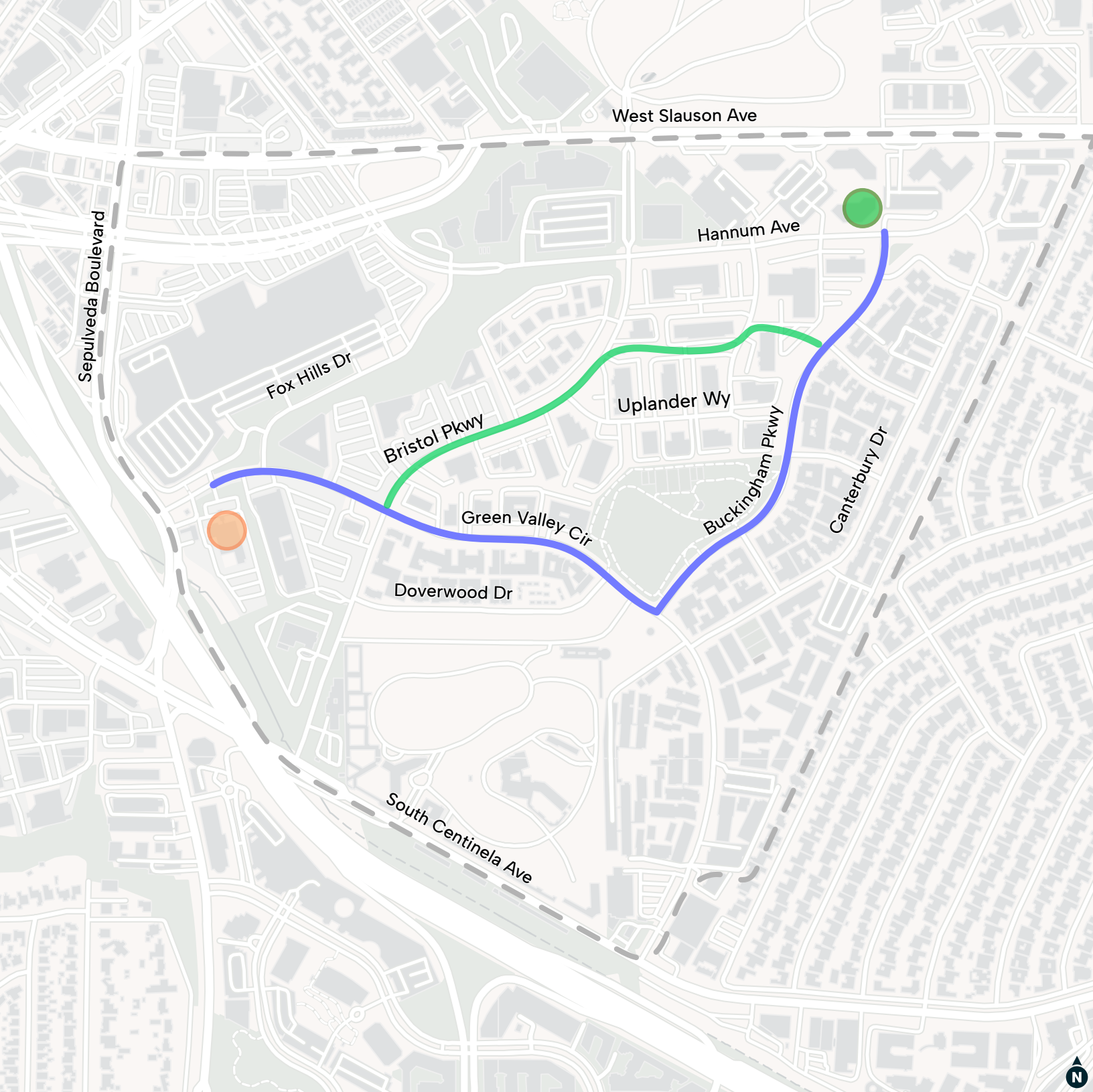
Source: Open Street Map; Culver City



● Origin    
 ● Destination    
 — Existing Route    
 — Proposed Route

**Figure 7: 6083 Bristol Pkwy to Hannum/  
Buckingham Mobility Hub**

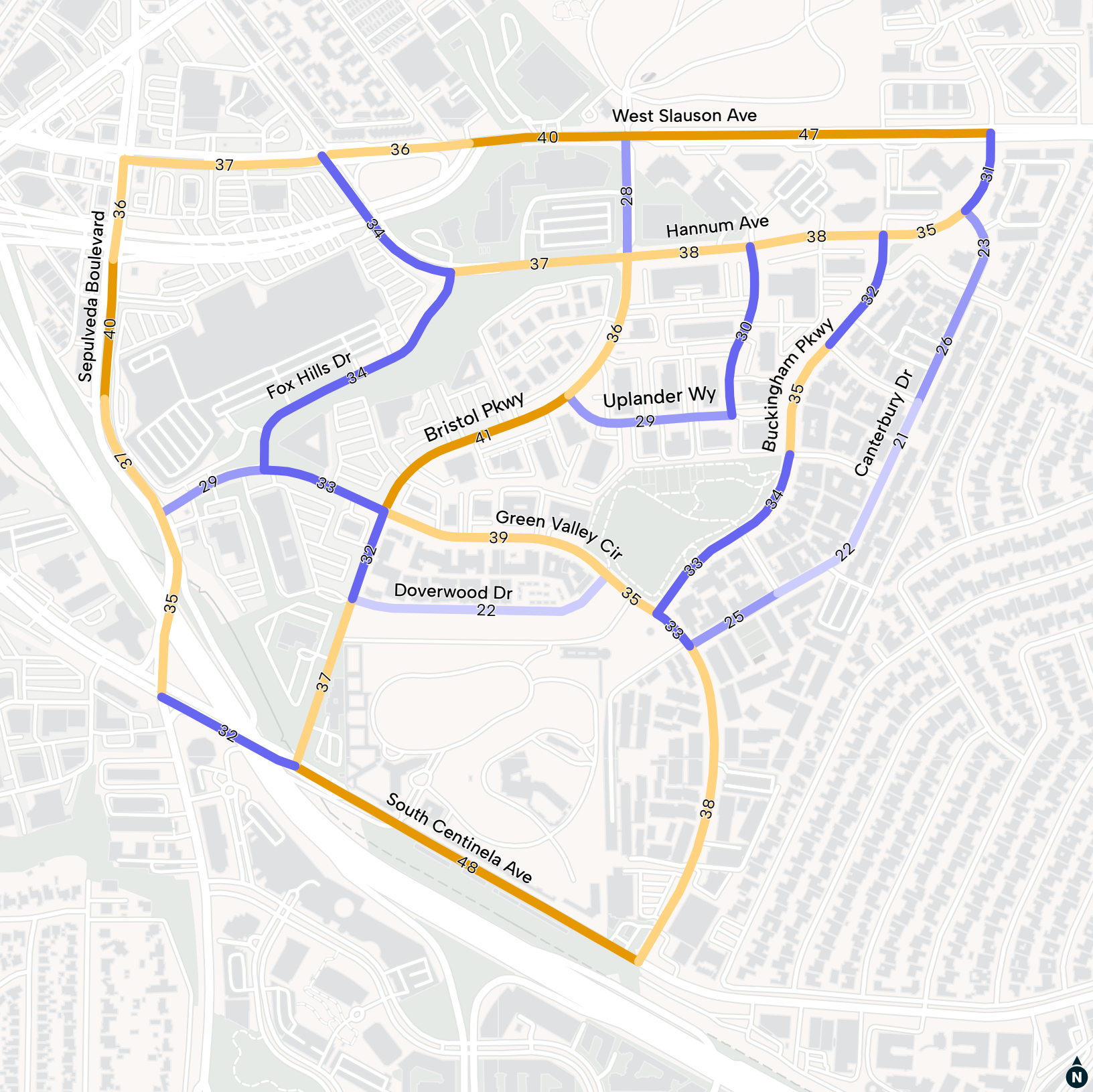
Source: Open Street Map; Culver City



● Origin    
 ● Destination    
 — Existing Route    
 — Proposed Route

**Figure 8: 5990 Green Valley Cir to Hannum/Buckingham Mobility Hub**

Source: Open Street Map; Culver City



### Speed Bins

- Low
- Low-Medium
- Medium
- Medium-High
- High

*Note: 85th percentile speeds are representative of an average day. Speed bin categories are relative to all roadways within Fox Hills*

## Figure 9: 85th Percentile Vehicle Speeds

Source: StreetLight Data October 2024 to October 2025

## Back Cover Placeholder