

GPAC Meeting #16

Dear GPAC Members,

On Thursday, May 13th, 2021, from 7-9 PM, the City of Culver City will hold our 16th GPAC meeting. We will cover transportation and mobility alternatives, including:

- Strategic multimodal vision
- Transit and multimodal components
- High-level travel trend analysis
- Alternative development and assumptions
- Next Steps - potential single-occupant vehicle (SOV) trip and vehicle miles traveled (VMT) mitigation

The purpose of this meeting is to **discuss and build consensus on the objectives, approach, and underlying assumptions used to develop the “Financially Constrained” and “Aspirational” Mobility Alternatives** and associated mobility projects discussed below, but not the projects themselves. The alternatives assumptions will be finalized, taking community input into account, and analyzed in detail to compare potential benefits and tradeoffs.

Nelson Nygaard, the GPU project's mobility subconsultant, will give a short overview of the General Plan Update (GPU) strategic multimodal vision, a technical framework to develop and identify alternatives, and the coordination of ongoing and parallel planning efforts, critical constraints, considerations, and assumptions informing mobility alternatives.

They will then present the draft mobility alternatives, including capital infrastructure and mobility service improvements, and discuss a comparison of potential benefits and tradeoffs. Evaluating the alternatives will inform priority projects and policies to maximize future mobility options for Culver City.

Mobility / Travel Data Analysis Approach

Analyzing the alternatives will assess the potential mobility benefits and SOV trip mitigation achieved through different levels of investment in the future multimodal network.

Nelson Nygaard is leading an iterative process to develop the future multimodal network assumptions with Public Works, Transportation, and Community Development Department staff and Fehr & Peers, the City's consultant assisting with the GPU traffic impact analysis, travel demand forecast model, and proposed VMT impact fee program nexus study and associated VMT improvement project list (“Project List”).

As part of developing the forecast model, City staff and Fehr & Peers disaggregated daily trip production and trip volume data from the Southern California Association of

Government (SCAG) future 2045 regional travel demand network into over 200 unique regional traffic analysis zones (TAZ). The smaller, disaggregated TAZ structure provides a closer look into the travel patterns internal to Culver City, including locations generating the most trips per day now (using 2019 travel data) and in the future (2045).

Fehr & Peers provided Nelson\Nygaard with trip volume data from the 2045 forecast (which assumes about 10,000 new housing units and 20,000 new jobs) and a short-list of priority and programmed mobility network capital investments, including several aligning with the Project List.

The Nelson\Nygaard team modeled the combined trip generation impacts of the forecast and capital projects, identified where the daily trip activity will increase the most between 2019 to 2045, compared the impacts by TAZs, and found those most affected.

Mobility Alternatives

The project team will compare and assess the potential benefits and tradeoffs of three future mobility alternatives to inform the GPU Mobility Element. Alternative assumptions are cumulative and build upon the investments in capital infrastructure and service operations proposed on the “Baseline” alternative below:

1. **Baseline Alternative:** includes programmed mobility projects from the Project List. These projects would be partially “funded” by the VMT impact fee program, assuming it is adopted. The fee program is anticipated to fund about 30% of the Project List cost. The remaining funding would come from grants, partnerships, etc.
2. **Financially Constrained Alternative:** includes an expanded set of financially feasible capital investments from the Project List and network investments along roadways and facilities with right-of-way capacity to accommodate dedicated active transportation or transit lanes.
3. **Aspirational Alternative:** includes added transit and multimodal investments on major arterials and connectivity of multimodal pathways to proposed regional transit and transportation demand management investments by partner agencies like Metro, related to projects like the BRT (Bus Rapid Transit) Vision and Principles and Sepulveda Transit Corridor.

Initial Findings

Initial findings and trip generation trends when comparing the 2019 mobility network to the 2045 SCAG forecast data show:

- The highest trip generators in the 2019 network include Sony Studios, Studio Village, Fox Hills, Jefferson / West LA College, and Park West.
- The highest trip generators in the 2045 network include Sony Studios, Studio Village, Fox Hills, Jefferson / West LA College, and Park West, Corporate Point, and Sunkist Park.

- From 2019 – 2045, Fox Hills, Jefferson, and Sunkist Park saw the greatest increase in trips.

The team observed trends by comparing the 2019 and 2045 data sets to identify areas of interest in Culver City where capital investments may be most impactful in mitigating future SOV trips. Future analyses will assess the potential impacts of travel patterns to, from, and between TAZ areas of Culver City, assuming additional capital and operational investments to the mobility network as described in the following section.

Multimodal Alternative Development

Besides travel flow increases, the team may also identify potential network chokepoints and hotspots requiring additional investments to improve mobility. In addition to the high trip-growth areas above, the multimodal alternatives will focus on various levels of intensity to alternative mobility solutions that:

- Connect with established regional transit facilities and rail stations such as the Metro E Line Culver City Station and Culver City Transit Center
- Connect with high frequency fixed route bus service or corridors considered for future high-capacity transit bus rapid transit (BRT) or rail

Draft transit and multimodal investment alternatives were developed in response to the projected growth pattern and include:

- Fixed route transit
- Bicycle facilities (within rights-of-way)
- Pedestrian and multi-use facilities (outside of curb)
- Microtransit / shared mobility services
- Mobility hubs like car/scooter/bike shares, electric vehicle charging, placemaking

Should you have any questions before the meeting, please feel free to reach out. Thank you, and we look forward to seeing you on Thursday the 13th at 7 PM sharp. Please plan for the meeting to end around 9 PM.

- The General Plan Team

Background Materials

- Mobility and Transportation Existing Conditions Report and Video: <https://www.pictureculvercity.com/latest-news/ecr-mobility>
- GPAC Meeting #11 – Mobility: <https://www.pictureculvercity.com/events-activities/gpac-meeting-11>
 - Presentation: https://static1.squarespace.com/static/5d950bf9ae137b5f0cbd75f5/t/5fb70b00951ff52e6a7a4f65/1605831463538/CCGPU_GPAC11_MobilityPresentation_20_1112.pdf
 - Minutes: <https://culver-city.legistar.com/View.ashx?M=M&ID=769898&GUID=E666C49F-7AF5-493D-ADFD-E31847CA2A49>
 - Video: http://culver-city.granicus.com/player/clip/1895?view_id=1&redirect=true