

Sepulveda Connects – Guiding Principles

Policy Guidance

1. Incorporate principles from guiding documents

Advance General Plan goals and policies through the development and delivery of Sepulveda Connects, including:

Goal GHG-6: Sustainability – A city that is aware of its ecology and environmental past and present.

Goal M-1: Safety – A transportation network that is safe and accessible for all travel modes and people of all ages, physical abilities, and financial means.

Goal M-2: Complete Streets – A layered transportation network that is complete and convenient for all travel modes and serves the greatest public good.

Goal M-3: Transit and Mobility Services – Frequent, reliable, and high-quality public transit and mobility services that are adaptable for the dynamic future of mobility needs, markets, and solutions. High-quality public transit and mobility services to accommodate the city’s growth in population, jobs, and economy.

Goal M-4: Equitable Access – A transportation system that provides affordable or free, equitable, and efficient access to employment centers, residential communities, schools, and other essential services.

Incorporate elements from the Complete Streets Design Standards when it is financially feasible to do so.

Core

2. Transform transit on Sepulveda

Build transit priority infrastructure to speed up buses, improve access, and transform the customer experience.

Use a data-driven approach to identifying infrastructure needs: build bus lanes where transit delay is high or will be high in the future; consider other priorities for the street in places where bus speeds are already high.

Around the Culver City Transit Center, improve access for buses using Slauson and Jefferson in addition to Sepulveda.

Why? Sepulveda is Culver City’s busiest transit corridor with more than 6,800 riders per weekday. The 2045 General Plan designates Sepulveda as a Transit Priority corridor. Sepulveda is also identified as a top 5 corridor for Bus Rapid Transit in the WSCCOG Mobility Study and will be a key corridor for the 2028 Olympic games.

Mobility

3. Meet the intent of the BPAP to create a complete cycling network

Meet the Bicycle & Pedestrian Action Plan (BPAP) intent to provide all-ages-and-abilities connections on or adjacent to the Sepulveda corridor.

Build all-ages-and-abilities bike infrastructure on or adjacent to Sepulveda that achieves the best results in:

- Closing gaps in the existing or near-future bike network; and
- Providing high-comfort, low-stress facilities that serve all community members

Where Sepulveda intersects with existing bike lanes, improve the crossings and connections.

Why? While the Bike and Pedestrian Action Plan designates portions of Sepulveda for protected bike lanes, our Existing Conditions analysis identified extremely high traffic volumes and turning movements, complicated intersections, interactions with freeway traffic, and limited connections on portions of the corridor that are consistent with the highest levels of cycling stress. Given these findings, we intend to look at cycling facilities both on and around the Sepulveda corridor during the design process.

4. Travel reliability

Ensure all modes experience predictable and reliable travel times on Sepulveda.

Balance Sepulveda’s role as a community-serving corridor with its role as a regional arterial.

Use traffic analysis and modeling tools to support street design decisions.

Why? Sepulveda runs far beyond Culver City and serves as an access point to the 405 freeway. The City’s General Plan designates Sepulveda as a Primary Arterial as well as a Transit Priority Corridor. Maintaining vehicle access while improving the corridor for all modes keeps high-volume regional traffic on Sepulveda where it belongs.

Community

5. Minimize cut-through traffic

Consider traffic-calming measures to address current and future cut-through traffic in neighborhoods connecting directly to Sepulveda:

- Blanco Park
- Sunkist Park

Work with these communities to identify suitable locations for traffic calming.

In Park West/Veterans Park, coordinate with the ongoing Tri-School Area Traffic Study. Any changes to that neighborhood will not be part of the Sepulveda Connects project.

6. Create better pedestrian crossings

Improve neighborhood connectivity through targeted pedestrian improvements.

7. Enhance public space

Use investments to improve the quality of public spaces on Sepulveda. Enhance neighborhood walkability and access to corridor businesses.

8. Maintain business access

Use parking occupancy data to inform the design process and provide parking solutions where they are needed most. Consider options to mitigate on-street parking removal.

Update parking regulations on and around Sepulveda to holistically address business parking and loading needs.

Ensure all improvements meet Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements for pedestrian access.

Design

9. Prioritize installing permanent infrastructure

Use quick-build materials only in limited circumstances, where needed to meet time and budget constraints.

If quick-build materials are used, consider aesthetics and durability in addition to functional requirements.