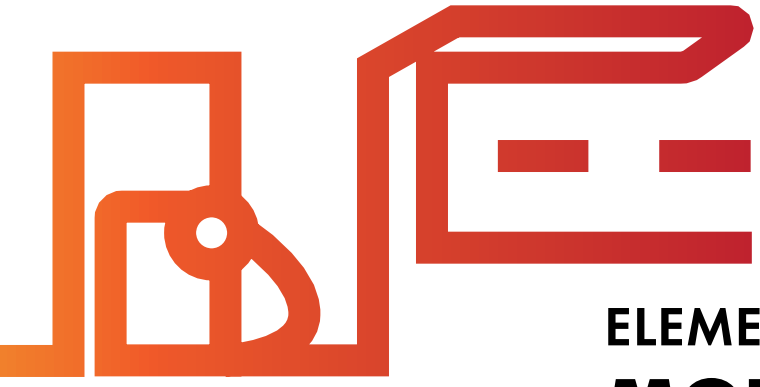
PICTURE HOW WE MOVE



ELEMENT 8
MOBILITY

This Element establishes a zero-emission transit system that better supports safe active transportation such as cycling, walking, and other forms of modes of travel utilizing emerging technology.

INTRODUCTION

The Mobility Element establishes a policy framework and proposed 2045 city-wide network for all transportation modes. The Mobility Element aligns with the Guiding Principles by encouraging use of active and shared modes getting to, from, and within Culver City by providing more reliable, safe, affordable, convenient, clean, and connected mobility options for people of all ages and abilities. By enhancing safe and reliable access to schools, parks, community services, neighborhood serving retail, and jobs, this Element aids in creating a community that is more equitable, inclusive, innovative, and sustainable.

What We are Trying to Achieve

- The number and share of transit, walk, and bike trips in and through Culver City are aligned with the Greenhouse Gas Reduction Element's carbon neutral 2045 goal and exceed Connect SoCal performance targets.[44]
- Greenhouse gas (GHG) emissions are eliminated from the transportation sector, as documented in the Greenhouse Gas Reduction Element, by reducing Vehicle Miles Traveled (VMT) from passenger vehicles and utilizing clean transportation.
- Citywide connectivity is enhanced through safe and comfortable networks for walking, biking, rolling, and riding transit.
- The city is a great place to live through equitable and reliable access to Culver City's schools and key destinations.
- There are attractive sustainable mobility options for all.
- Severe injuries and fatal collisions are eliminated and collision rates are reduced on the city's roadway network.

Washington Boulevard

44. Connect SoCal is the Southern California Association of Governments' 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy.

KEY ISSUES AND OPPORTUNITIES

The Mobility Element identifies existing community mobility-related concerns and opportunities, and establishes goals, policies, and guidance to address these concerns for the future improvement of the transportation network, considering emerging technologies and innovations. Topics covered include safety, complete streets, transit and other mobility services, equitable access, transit-oriented communities, street management technology, active transportation, and Ballona Creek.

Culver City E Line Station

Equity and Health

The existing mobility network does not provide an equitable distribution of benefits and costs to all residents. Most Culver City residents drive alone to work (77 percent). Residents of color make up less than half of commuters who drive alone (43 percent) but over half of those who carpool (52 percent) and use transit (56 percent).[45] Transit riders and carpoolers experience longer commutes, and therefore a greater time-burden, than commuters who drive alone; the mean travel time to work for transit riders is nearly twice that of commuters who drive alone to work.[46] Incentivizing higher occupancy trips, improving transit speed and reliability, and redesigning roadways to prioritize and support the safe movement of non-automobile modes can make the mobility network more equitable.

Public mobility services should be managed holistically and designed around the needs of all travelers regardless of age, race, gender, physical ability, or financial means. This Element helps to operationalize equity indicators within priority implementation and funding decisions to ensure future investments address gaps in underinvested areas and for the most vulnerable travelers. It also highlights targeted investments in SB 1000 Priority Neighborhoods, such as high frequency transit service and pedestrian safety projects at major intersections, to improve transit efficiency and reliability, create safer pedestrian environments to promote walking, and expand first- and last-mile mobility options near key commercial areas.

45. U.S. Census, American Community Survey Data 5-Year Estimates: Means of Transportation to Work by Select Characteristics (Table S0804), 2019.

46. Ibid.

Culver Boulevard

Safe and Comfortable Walking and Biking

Walking and biking offers several benefits, including increased physical activity, cost savings compared to car ownership; and environmental benefits. Culver City's location and boundaries present a challenge for a continuous, connected bicycle network. Surrounded by the City of Los Angeles and several unincorporated areas on all sides, many of Culver City's arterial streets function as regional connectors for motor vehicle traffic in all directions. Reallocating street space requires significant regional coordination on traffic impacts. Furthermore, streets, such as Sepulveda Boulevard and Washington Place, are not contiguously inside the City's boundaries. Therefore, they require that the respective government agencies coordinate to design continuous bikeways along these corridors.

Culver City residents also experience high vehicle volumes from passthrough travel as many of the city's most heavily used streets serve as regional thoroughfares extending well beyond City limits. High vehicle speeds of passthrough traffic and regional travel redirecting through residential neighborhoods detract from the comfort and safety of people walking and biking. Unsafe speed was the most common factor for vehicle-involved collisions, accounting for nearly a third of all collisions in Culver City between 2014 and 2018. All collisions involving unsafe speed occurred on roadways with speed limits ranging from 30 to 40 miles per hour.

To address these issues, this Element includes polices, actions, and network guidance to develop a safer and more continuous multimodal network for citywide travel. This guidance lays the framework for a city that provides safe and comfortable access to schools, community-serving retail and services, parks, and trails for travelers of all ages and abilities. Network recommendations to advance this vision include enhancing access to, across, and along Ballona Creek; implementing the connected grid of bikeways and improved pedestrian facilities recommended in the 2020 Bicycle and Pedestrian Action Plan (BPAP); and increased deployment of innovative mobility services and shared micromobility options.

Culver City E Line Station

Growth and Congestion

Most Culver City residents work in neighboring cities, including Los Angeles, Inglewood, and Santa Monica, while a majority of those employed in Culver City commute from outside the City limits. Many of these employees drive alone to work. While this is partly the result of regional job growth, more can be done to encourage transit-oriented development in that provides housing for a mix of income levels and encourages major employers to provide commuter benefits and options beyond driving alone.

In recent years, the city has seen a boom in construction; however, the City does not have robust requirements for developers to mitigate transportation impacts and invest in multimodal improvements. Ensuring that new development contributes to the City's mobility needs requires updating transportation demand management (TDM) regulations to provide robust guidelines for providing comprehensive trip reduction measures within project entitlement and commute trip reduction programs for major employment sites. The City also has the opportunity to further mitigate congestion and reduce vehicle trips from future growth by significantly reducing, eliminating, or setting maximum parking requirements and encouraging shared parking practices, especially in transit-oriented districts.

Emerging Trends and Innovation

Emerging mobility options and services, such as shared e-scooters, e-bikes, and smaller transit vehicles, offer new ways to connect people to places and goods. Focused on solving problems and filling gaps within the broader transportation system, emerging mobility responds to the way people want to move. The expansion of shared, autonomous, and electric mobility options can also help to improve systemwide efficiency, safety, and convenience, while offering environmental benefits.

Culver City has had to address local safety and accessibility impacts stemming from spillover emerging mobility permits and usage from neighboring jurisdictions. Although no comprehensive citywide policies currently exist, the City has taken a measured approach in exploring technological solutions for optimizing existing services, such as dial-a-ride and microtransit. This Element helps the City prepare for and adapt to emerging mobility trends. It also creates opportunities for the City to guide emerging mobility operations in service of broader goals, such as reducing VMT, and to address negative externalities, such as intermodal conflicts and reduced transit ridership.

Experimenting with innovative approaches to implement and service delivery via temporary pilot programs can help unveil opportunities and challenges. It also gives the City an opportunity to make necessary adjustments before committing to full-scale implementation. The MOVE Culver City pilot project, for example, used quick-build materials to test a Downtown to E Line mobility lane to improve the movement of transit buses, bikes, scooters, and emergency vehicles. This Element incorporates lessons learned from pilot processes to guide the future reallocation of road right-of-way (ROW), the development of permanent facilities from successful tactical projects, and the design of human-centered streets and public spaces. This Element also creates opportunities for the City to continue to be flexible and innovative with mobility to achieve broader economic and public health goals.

MOBILITY PLAN

This section describes the Mobility Plan, which establishes the future mobility framework for those who live, work, and play in Culver City to ride, walk, roll, and drive through the city. This section includes circulation diagrams, multimodal network diagrams, mobility standards and guidelines, and roadway classifications.

Bike lane on Higuera Street Bridge, connecting to the Ballona Creek Bike Path

Circulation Diagrams

The circulation diagrams are provided for the roadway, transit, pedestrian, bicycle, and emerging mobility networks established by this General Plan. Figure 27 through Figure 32 depict the proposed circulation system for the city to support existing and planned development under the General Plan Land Use diagram.

This circulation system is shown on Figure 27 by means of a set of roadway classifications, developed to guide Culver City's long-range planning and programming. Roadways are classified in this system based on the linkages they provide, their function in the hierarchy of roadways, and the importance of the route's service to the residents and businesses.

Multimodal Networks

The primary purpose of the mobility network is to connect people with activity centers and other trip generators. Culver City seeks to ensure safe, comfortable, and attractive facilities to walk, bike, roll, and take public transportation so that these forms of transportation become the first choice for traveling around the city.

The mobility network supports transportation of people and goods by various means, including automobile, transit, bicycle, pedestrian, and other emerging mode choices. Components of the network are designed, implemented, and operated according to functions aligning with the travel markets they are intended to serve, as well as the access needs of the surrounding communities along corridors.

The mobility network includes the transportation infrastructure, facilities, modes, and services described within the following sections.

Roadway Classifications

Clear guidelines related to the geometric design, traffic operations, and modal priorities of roadway segments and at intersections are crucial to maintain a safe operating environment for all modes of transportation. The City's Roadway Functional Classification shown in Table 6 summarizes the design characteristics, and modal priorities that each roadway classification type serves in the greater mobility network. The City's functional classification system has been developed in compliance with relevant federal classification standards and the State of California General Plan Guidelines.

Jefferson and Sepulveda intersection

Federal and State Functional Classification System

The Federal Highway Administration (FHWA) identifies functional classification as a key item in transportation data as well as determination of eligibility for Federal funding programs. Streets and highways are grouped into classes according to the service they provide. The California Road System (CRS) maps display functional classification, which is used in determining Federal funding to maintain the roads.

The federal classifications included in the CRS maps are:

- Interstate
- Other Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Determining the appropriate functional classification is normally based on the roadway's typical travel markets (users), the volume and composition of traffic, and its location. This does not preclude cities from further defining their roadway classification systems for local management purposes. However, it is recommended that a direct correlation be made between the federal classifications and a city's functional classification system.

Multimodal Street Classification

Streets of different scales serve different purposes. Functional classification does not dictate a facility's design, although the two are interrelated and influence one another heavily. Many agencies and municipalities are considering integrating multimodal street typologies and other 'context sensitive' design components within roadway functional classification hierarchies. To maintain the highest levels of safety, the road's function is clearly identified, considering land development decisions and addressing the needs of all its users. In general, the key aspects of a multimodal classification system are:

- Functional classification
- Land use typology
- Modal priorities
- Right-of-way allocation

The multimodal classification system desired by Culver City was informed by community engagement, considering all road users, not just automobiles. While maintaining consistency with the FHWA and CRS classification structure and hierarchy, Culver City is adapting multimodal street classification principles to transition from a highway-centric functional classification system to better integrate land use context and non-motorized transportation components in the transportation network. This General Plan includes modal priority and special roadway designation typologies that enable the reallocation of public right-of-way to promote and encourage safe use of alternative transportation modes.

The following section defines typical characteristics and features, by functional classification, for the roadways and segments within the City's jurisdictional control.

Primary arterial in Culver City

Local street in Culver City

Freeways carry large volumes of traffic at high speed throughout the region. Designed and constructed to maximize the mobility of automobiles, freeways have controlled access and do not directly serve adjacent land uses. Directional travel lanes are usually separated by some type of physical barrier.

Primary Arterials accommodate trips entering and leaving an urban area and movements through the urban area connecting to outlying residential areas. They are highly signalized with priority green time to minimize delay. They include major cross-town thoroughfares serving major activity centers and are corridors with the highest traffic volume and longest trip demands.

Secondary Arterials link collectors and primary arteries, have more land access than Primary Arterials without penetrating identifiable neighborhoods, and are highly signalized with priority green time to minimize delay. They serve trips of moderate length at a somewhat lower level of travel mobility and to smaller geographic areas than Principal Arterials, provide intra-community continuity, and may carry local bus routes.

Major Collectors connect larger trip generators and destinations to the arterial network. Collectors provide access to residential neighborhoods. Major Collectors often have lower densities of connecting driveways, have higher speed limits, are spaced at greater intervals, and have more signalized intersections. They distribute and channel trips between Local Roads and Arterials, usually over a distance greater than three-quarters of a mile.

Minor Collectors penetrate residential neighborhoods, often only for a short distance; have higher connecting driveway densities, lower speed limits; and fewer signalized intersections. They distribute and channel trips between Local Roads and Arterials, usually over less than three-quarters of a mile.

Local Streets provide direct access to adjacent land and are found mostly in residential neighborhoods, although they can also serve other non-residential land uses. Vehicles travel between private parking and driveways to the larger, non-local streets. Local streets are not intended for use in long distance travel, except at the origin or destination end of the trip. After freeways, primary/secondary arterials, and major/minor collectors have been identified, local streets should be identified for residential areas and similar land uses that have yet to be served by a roadway within higher classification categories.

Special Designations applied to roadway segments or corridors of the mobility network were developed to address specific mobility needs and functional programming of right of way for priority use by specified mode(s) and/or vehicle(s). Designation typologies reflect the intended mobility, health, and safety benefits to be provided by modifications to features, characteristics, and functionality of roadway facilities such as, but not limited to land use, access management, curb management, traffic operations, modal priority, lane configurations, and signalization.

The City (including affected Departments and Divisions) will develop an integrated and standardized process for the identification and enforcement of Special Designation segments and corridors.

TABLE 6 ***Roadway Table***

Classification	Configuration/Guidelines	Modal Priority
1. Freeways	**Number of 1-way travel lanes:** 3 - 4 **Other:** Access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections	Vehicle: High Transit: Med Bicycle: n/a Pedestrian: n/a
2. Primary Arterial	**Typical ROW width:** ≥95,' but may be narrower based on constraints. **Number of 1-way travel lanes:** 4 - 6, plus left turns. **Other:** Should have limited access from private driveways. Designated as 'controlled access streets' where private driveways are prohibited	Vehicle: High Transit: High Bicycle: Med Pedestrian: Med
3. Secondary Arterial	**Typical ROW width:** 80' – 94,' but may be narrower based on constraints **Number of 1-way travel lanes:** 2 - 4 **Other:** Driveway access to mixed use and high-density properties	Vehicle: High Transit: High to Med Bicycle: High to Med Pedestrian: High to Med
4. Major Collector	**Typical ROW width:** 60' – 79,' but may be narrower based on constraints **Number of 1-way travel lanes:** 1 - 2, plus parking or median **Other:** Access to mixed use and higher density residential properties	Vehicle: High Transit: Med Bicycle: High to Med Pedestrian: High to Med
5. Minor Collector	**Typical ROW width:** ≤60' **Number of 1-way travel lanes:** 1, plus parking **Other:** Frequent driveway access to low – medium density housing and some commercial properties	Vehicle: Med to Low Transit: Low Bicycle: High to Med Pedestrian: High
6. Local Streets	**Typical ROW width:** ≤60' **Number of 1-way travel lanes:** 1, plus parking **Other:** Numerous residential driveways for frequent access to private properties	Vehicle: Low Transit: Low Bicycle: High to Med Pedestrian: High

Notes:

1. *AADT: annual average daily traffic*
2. *"Other" considerations may include provisions for parking, median, access management issues, etc.*
3. *ROW: right-of-way*

The General Plan provides initial roadway classifications and requirements. More specific regulatory and guidelines documents may supersede the General Plan roadway classifications and requirements. These documents include, but are not limited to, the City's Complete Streets Design Guidelines, specific plans, special study areas, comprehensive plans, planned developments, Manual on Uniform Traffic Control Devices (MUTCD), the Caltrans Highway Design Manual, and more.

Special Designations

By developing Special Designation functional classifications, the City is further considering transportation policy and supportive land uses when allocating right-of-way for alternative modal priorities. The designations allow the City to address design characteristics, functional uses, and implementation for roadway segments and/or corridors that support the Mobility Element goals and objectives. Potential improvement projects may include, but not limited to modal priorities and reallocation of right-of-way for alternative transportation uses, or implementation of TDM measures.

1. **Truck Routes** are currently a Special Designation that support the movement of goods and freight on commercial vehicles (over 6,000 pounds - unladen) considered too heavy for many Culver City streets.
2. **Active Transportation Corridors** reallocate right-of-way, including converting or reconfiguring parking or travel lane, to support safe, active transportation trips. Corridor improvements may include:
   - Access and/or curb management solutions
   - Passenger wayfinding and intelligent transportation systems (ITS)
   - Signalization
   - Improved crosswalks
   - Traffic calming
   - Dedicated bicycle facilities, etc.
3. **Transit Priority Corridors** reallocate right-of-way for specific transit and/or alternative modes. Corridor improvements may include:
   - Transit priority lanes
   - Transit signal priority
   - Queue jump lanes and other transit speed and reliability improvements
   - Passenger wayfinding and ITS
   - Enhanced transit stop or mobility hubs featuring amenities and station area improvements, to be later defined with an update to the City's Mobility Stop Guidelines
4. **Car-Free Zones** (Vacated Streets) will be assigned to roadways (or roadway segments) and reallocate and/or repurpose right-of-way, both inside and outside of the curb, for improvements that could include:
   - Pedestrian and bicycle safety and accessibility
   - Placemaking and creation of temporary or permanent public spaces (e.g. plazas or promenades)
   - Economic Development initiatives
   - Complete Streets implementations

Cyclists can use bike lanes to travel safely throughout the city.

TABLE 7 *Special Designation Roadway Classifications*

Classification	Configuration/Guidelines	Modal Priority
Existing Special Designation Roadway Classifications		
Truck Route	Indicators and conditions supporting implementation of access / egress routes to ports and State of California Truck Route Network interstates / freeways or local needs for moving commercial goods	n/a
New Special Designation Roadway Classifications		
Active Transportation Corridor	Indicators and conditions supporting implementation of active transportation infrastructure and safety treatments consider local factors, such as: • High pedestrian and/or bicycle volume counts • High collision and fatality rates	Vehicle: Med Transit: Med Bicycle: High Pedestrian: High
Transit Priority Corridor	Indicators and conditions supporting implementation of transit priority treatments consider local factors, such as: • High frequency transit service and use • High transit delay due to congestion • Future mobility patterns and demands • Adjacent land uses, including Transit Oriented Community (TOC) objectives • Regional high-capacity transit investments • Transit priority corridor or bus rapid transit corridor as identified in regional plans and studies	Vehicle: Med Transit: High Bicycle: Med Pedestrian: High to Med
Car-Free Zones (Vacated Streets)	Indicators and conditions supporting implementation of vacating automobiles from roadways (and segments of roadways) consider alternative mobility network connectivity and accessibility, including the proximity of: • Transit Priority Corridors • Active transportation Corridors • TOC and Transit Oriented Development (TOD) improvements	Vehicle: n/a Transit: Med Bicycle: High Pedestrian: High

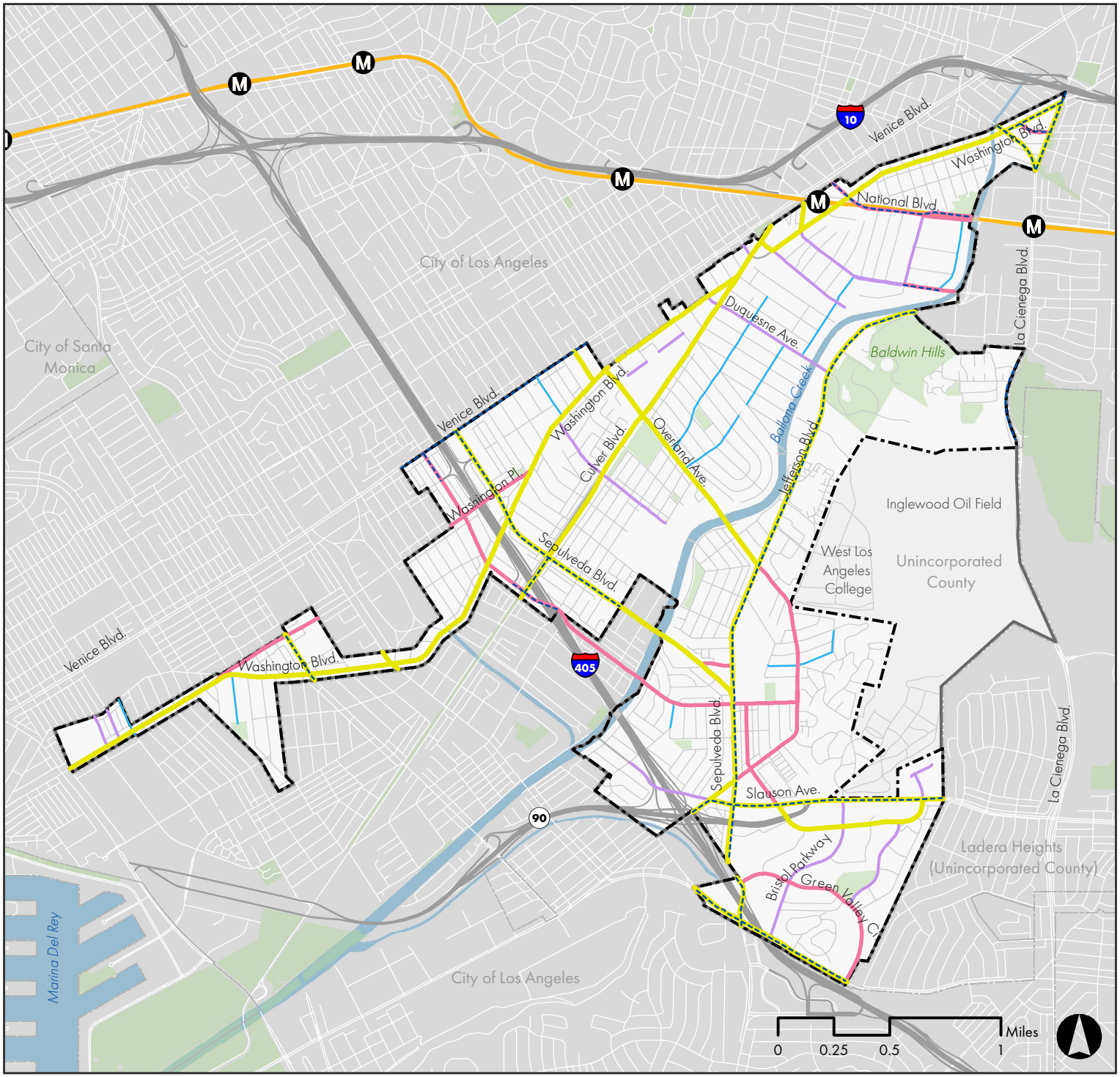


FIGURE 27

Roadway Network

Sources: City of Culver City (2021); County of Los Angeles (2021); ESRI (2021).

City Limits
Sphere of Influence
Metro Station
E Line (Expo)
Major Roads
Local Roads
Parks and Open Space
Waterbody

Future Roadway Network & Classification

Primary Arterial
Secondary Arterial
Major Collector
Minor Collector
Local Street
Truck Route

The mobility network presented within this General Plan will be referenced and built upon by future and recurring project development and capital planning processes.

Roadways, or specific roadway segments meeting criteria described in Table 7 are eligible for reclassification as Special Designation facilities. Potential corridors and/or segments will be identified by findings and recommendations of subsequent project development and planning processes. The use of thresholds, indicators, and critical factors related to project prioritization and implementation will be determined by an integrated interdepartmental coordination process developed by the City.

Local and Regional Plans and Studies

Future City recurring and standalone planning efforts potentially affecting mobility network descriptions and roadway functional classifications within this General Plan may include but are not limited to:

- Americans with Disabilities Act (ADA) Transition Plan
- Bicycle and Pedestrian Action Plan (BPAP)
- Complete Streets Design Guidelines
- Comprehensive Operational Analysis (COA)
- Local Road Safety Plan (LRSP)
- Long Range Transportation Plan (LRTP)
- Neighborhood Traffic Management Program (NTMP)
- Regional high-capacity transit plans
- Safe Routes to School (SRTS)
- Short Range Mobility Plan (SRMP)
- Transit Oriented Development (TOD) Visioning Plan
- Short Range Transit Plan (SRTP)

Potential changes to mobility network assumptions, thresholds, requirements, recommendations, and projects are subject to revision and final approval of Culver City Mobility Team[47] and City Council.

Roadway Reclassification Process

While functional classifications of some roadways and segments can and do change over time, the functional classification of most roadways remains consistent. Therefore, the focus of the City's Roadway Table (Table 6 and Table 7) is a reference tool to identify roadways and segments where the functionality is recommended for modification to existing conditions or is likely to change in the future.

The State also grants authority to cities to reclassify other streets through ordinance or within a General Plan. Roadway segment reclassification may involve a change between functional classification or assignment of a Special Designation. These changes may result in the form of re-aligned, extended, widened or otherwise reconfigured roadways; or potential changes to land uses, trip generators, activity centers, and development density patterns.

Should the City need to adjust, add, or remove the functional classification of a roadway segment, Caltrans provides a legal framework (Functional Classification Change Request process) to update the limits of and reclassify roadways within local jurisdictions.

Culver City Mobility Team will coordinate with appropriate City staff and stakeholders to establish a collaborative process to periodically review factors and conditions along roadways and segments to determine if they have met eligibility criteria for potential functional reclassification. Within the reclassification evaluation process, Mobility Departments will establish thresholds for reclassification, potential design treatments, and operating conditions permitted by the functional classifications. Thresholds will be periodically reviewed for update and revision, to adapt for potential future mobility market changes.

47. The City of Culver City Mobility Team includes staff from the Public Works and Transportation Departments, as well as from the Advance Planning Division in the Community Development Department.

Culver Boulevard

Pedestrian Network

A well-connected and comfortable pedestrian network enhances access for all travelers and is a critical component of an active and healthy community. Pedestrian facilities (i.e., sidewalks, crosswalks, and trails) implemented to safely accommodate people of all ages and abilities help to increase walking as a means of transportation, accessing transit, recreation, and exercise.

The City has worked to improve the safety of pedestrians at signalized intersections by introducing Leading Pedestrian Intervals (LPIs). LPIs give pedestrians a head start of four seconds when crossing before motorists receive a green light. Most streets in Culver City also have existing sidewalks in good condition. Downtown has wide promenade sidewalks, making room for amenities like seating, planters, and public art. Many gaps in the network, however, still exist. Sidewalks are missing along Bentley Avenue from Venice Boulevard to Washington Place, on both sides of the street. Sidewalks are also missing on the south side of Slauson just east of the Westfield Culver City. Additionally, sidewalks along National Boulevard and Braddock Drive are narrow and interrupted by utility boxes and power poles. Many major intersections across the city include marked crosswalks, however, most are standard, lacking the high visibility of continental or ladder crosswalks.

Future Improvements

In addition to prioritizing traffic calming and other active transportation-focused projects at key intersections, the Mobility Element pedestrian network recommends improved connections to schools, including El Rincon, Farragut, La Ballona, and El Marino Elementary Schools and Culver City Middle and High School. The Safe Routes to School (SRTS) Improvement Zones have various intersection and corridor safety projects within a quarter-mile radius of several K-12 schools. Safety projects consist of new or improved crosswalks, traffic signal improvements, traffic calming elements such as speed humps and roundabouts, curb ramps and extensions, updated signage and pavement markings, and sidewalk improvements.

The pedestrian network also increases opportunities for crossing Ballona Creek, thereby allowing residents, employees, and visitors to access amenities on both sides of Ballona Creek on foot. Many recommended crossings are adjacent to major cross-town thoroughfares.

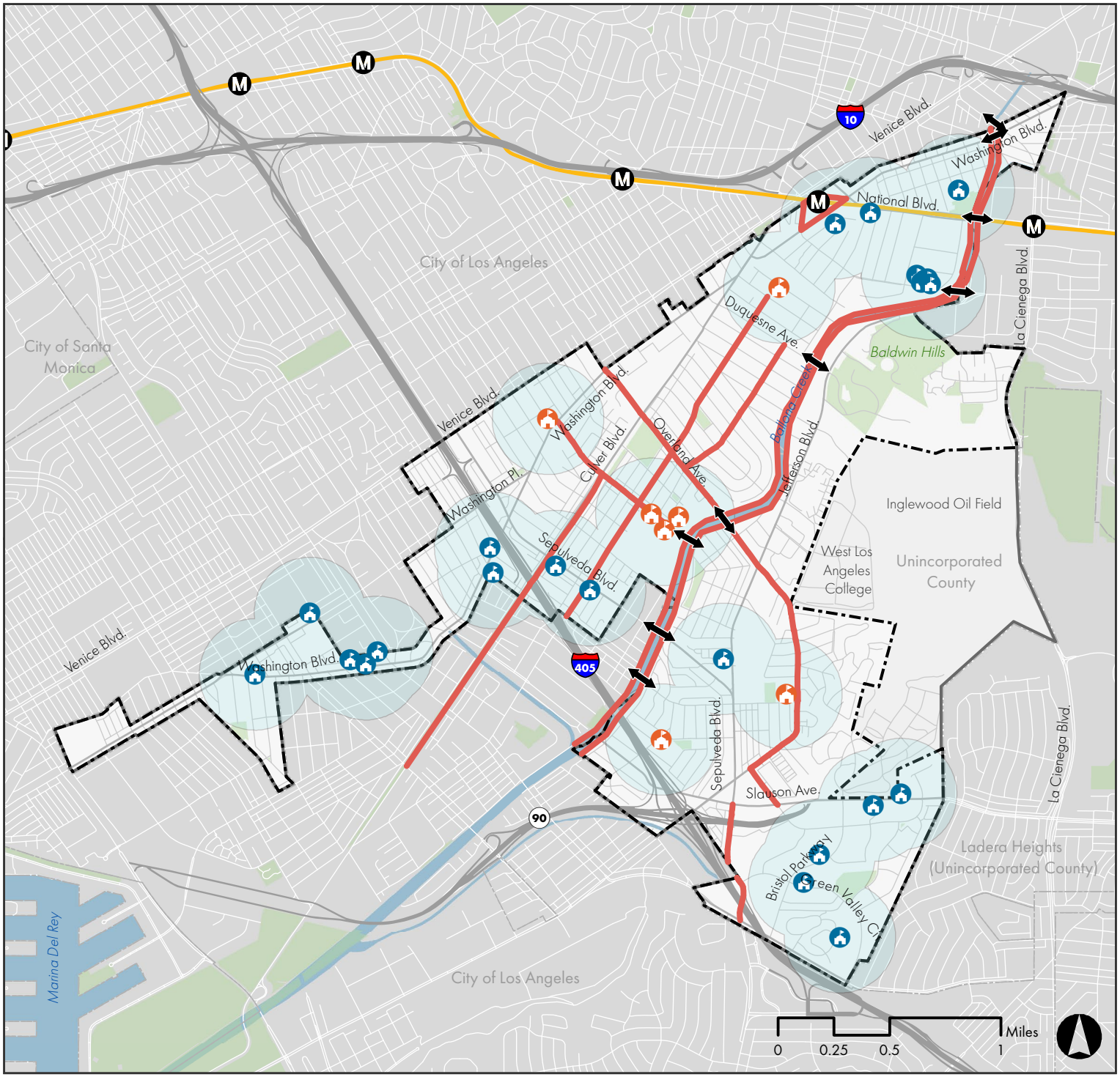


FIGURE 28

Pedestrian Network

Sources: City of Culver City (2021); County of Los Angeles (2021); ESRI (2021).

- City Limits
- Sphere of Influence
- Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody

Future Pedestrian Facilities

- Private School
- Public School
- Ballona Creek Crossing
- Active Transportation Corridor
- Safe Routes to School (SRTS) Improvement Zone

Crossings on Sawtelle Boulevard, Sepulveda Boulevard, and the existing Ballona Creek Bridge improve connections between residential neighborhoods and several schools on both sides of the Creek. Crossings further north on Duquesne Avenue, Jackson Avenue, and Jasmine Avenue connect residential neighborhoods west of Ballona Creek to major retail centers and open space east of the Creek. Meanwhile, crossings on National Boulevard and north of Syd Kronenthal Park provide connections between major employment centers concentrated in the northeastern part of the city.

Recommended and planned pedestrian facilities from recent plans, including the Bicycle Pedestrian Action Plan (2019), Local Road Safety Plan (2020), and the Neighborhood Traffic Management Plan (2019) are also included in the pedestrian network. These include additional or improved crossings, traffic calming elements, and curb treatments. Corridors that have a high concentration of intersection improvements (e.g., five or more consecutive intersection improvements) are highlighted in orange. Enhanced pedestrian crossings are prioritized along areas where pedestrian demand is high, such as retail land uses and schools.

Bicycle Network

A well-connected, comprehensive, and safe bicycle network has many benefits. It can help reduce the number of short vehicle trips and reduce greenhouse gas emissions while increasing the mode share for bicycling. When well-designed, it can also encourage people to use active modes to get to where they need to go and contribute to a healthier way of living.

Caltrans has defined four types of bikeway facilities, which are described below. Culver City's existing bicycle network consists primarily of Class I, II, and III facilities. The adopted BPAP and General Plan mobility scenario development process further identified recommendations for installing Class IV protected bicycle facilities in strategic corridors to establish safe, seamless bicycle network connectivity across the city.

CLASS I BICYCLE PATH
Class I are shared-use bicycle paths, or paved trails. The facilities provide separate, exclusive right-of-way for bicycling, walking, and other non-motorized uses. They can be considered the lowest stress facilities, as there are few potential conflicts between bicycles and motor vehicles. Culver City has a total of 4.4 miles of shared-use path facilities, with Ballona Creek Bike Path being the longest at 3.2 miles.

CLASS II BICYCLE LANE
Class II are striped, preferential lanes on roadways for one-way bicycle travel. Some bicycle lanes include striped buffers that add a few feet of separation between the bicycle lane and traffic lane or parking aisle. These facilities are important for the overall bikeway network because they provide a designated space for riders along a roadway. Culver City has 6.5 miles of roads with bicycle lanes.

CLASS III BICYCLE ROUTE (SHARROW)
Class III are signed routes where people riding bicycles share a travel lane with people driving. Because they are mixed-flow facilities, bicycle routes are only appropriate for low-volume streets with slow travel speeds. Some routes are designated only by Caltrans-compliant Bicycle Route signs, while others are designated by signs and painted shared-lane markings, or "sharrows," to indicate a shared environment for bicycle riders and motorists. Among other benefits, shared-lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Class III on residential streets may be designated as "bicycle boulevards." Traffic calming measures that help to slow traffic and help people walking and riding bicycles are included, as needed, to help reduce cut through vehicle trips. Culver City has about 3.5 miles of Class III bicycle routes.

CLASS IV SEPARATED BIKEWAY
Class IV—or separated bikeways—also known as cycle tracks, are on-street facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. This facility type provides extra separation between moving vehicles and people riding bicycles so that bicyclists feel more secure while traveling along a roadway. Culver City has no separated bikeway facilities.

Culver City's existing network of Class I and Class II bicycle facilities is disconnected, with few routes intersecting others, forcing people on bicycles to share space with motor vehicles. Bicycle lanes along Washington Boulevard are inconsistent, changing between Class II and Class III multiple times. The Ballona Creek Bike Path is a popular regional bicycle route, but it has few access points into Culver City, and some access points are busy arterial streets like Sepulveda Boulevard and Overland Avenue that lack bicycle infrastructure.

Multimodal street

Future Improvements

Recognizing bicycling is integral to how residents and visitors move, the City developed BPAP, an update to the 2010 Plan of the same name. The BPAP sets a long-term vision for improving walking and bicycling conditions in Culver City. Recommendations from the BPAP are represented in the bicycle network illustrated in Figure 29. The bicycle network prioritizes Class II and Class IV facilities along major thoroughfares like Culver Boulevard, Overland Avenue, and Jefferson Boulevard that serve both local and regional trips. Since these roadways carry high volumes of traffic, bikeways along these corridors emphasize designating space for people riding bicycles and separating bicycle and vehicular travel.

Many of these bikeways connect existing Class II and Class III facilities concentrated in the northern and southwestern ends of the city, creating a more comprehensive network that allows people to safely travel from one part of the city to another on a bicycle. The bicycle network includes several Class III facilities on low-stress residential streets. These facilities provide direct access to K-12 schools and to several Ballona Creek crossings.

The Ballona Creek Bike Path is also an important active transportation corridor and popular regional route that can be improved with lighting, safety, and additional access points. Several initiatives, including the Ballona Creek Revitalization Project and the City's Ballona Creek and Trail Focused Special Study (2003), are working to make Ballona Creek more walkable, bikeable, and better connected to major destinations in the city. It currently features a Class I multi-use path on the northern bank of Creek from Syd Kronenthal Park to Santa Monica. The bicycle network proposes a separated bikeway, (Class IV) that runs the length of the southside of the Creek within City limits—this provides bicycle riders traveling on intersecting, east-west corridors a safe and comfortable alternate north-south route.

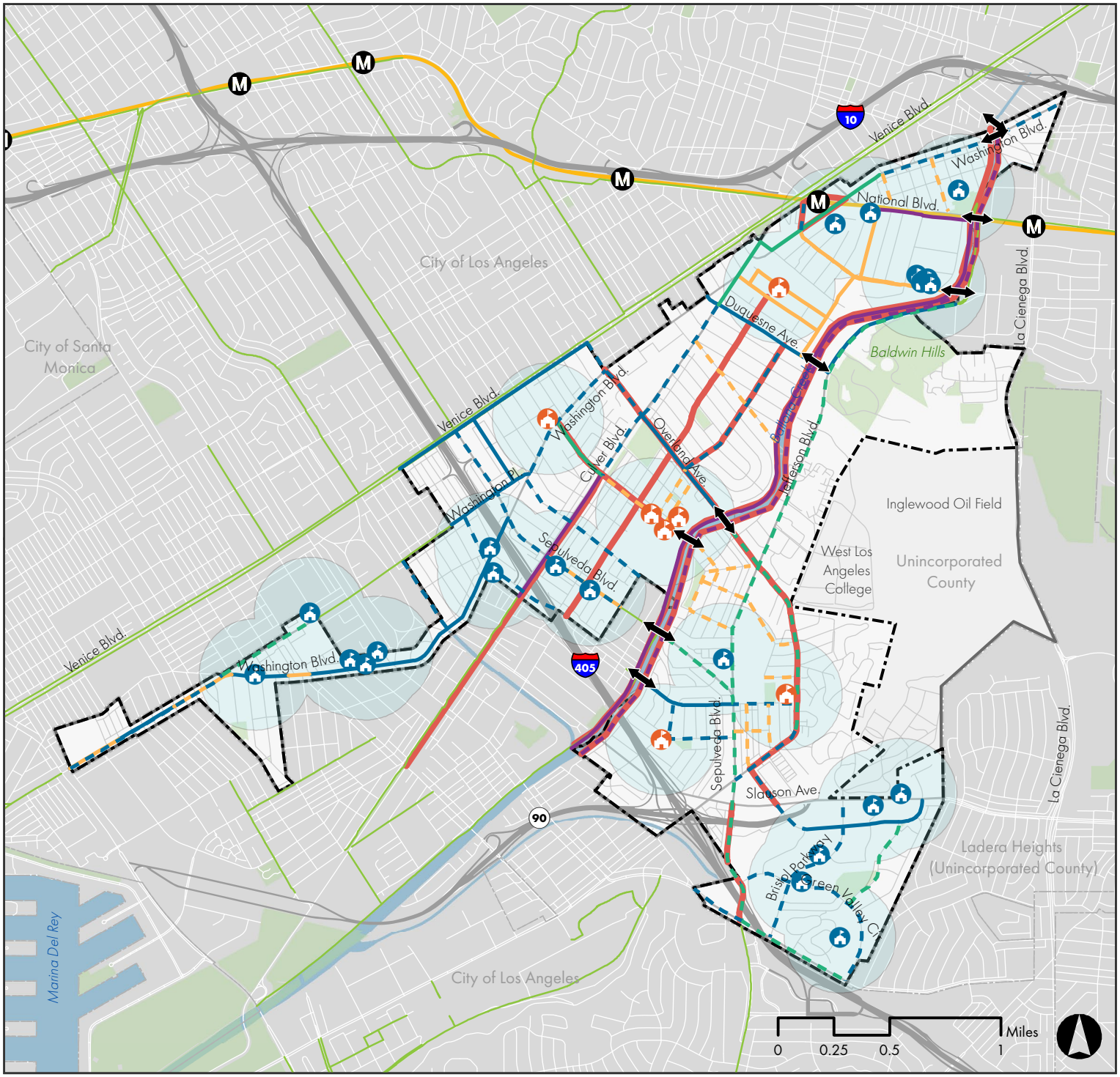


FIGURE 29

Bicycle Network

Sources: City of Culver City (2021); County of Los Angeles (2021); ESRI (2021).

- City Limits
- Sphere of Influence
- Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody

Future Bicycle Network

- Private School
- Public School
- Existing Regional Bicycle Facility
- Active Transportation Corridor
- Existing Class I: Bike Path
- Proposed Class I: Bike Path
- Existing Class II: Bicycle Lane
- Proposed Class II: Bicycle Lane
- Existing Class III: Bicycle Route
- Proposed Class III: Bicycle Route
- Existing Class IV: Separated Bikeway
- Proposed Class IV: Separated Bikeway
- Ballona Creek Crossing
- Safe Routes to School (SRTS) Improvement Zone

**Bicycle network includes other forms of transportation vehicles such as scooters, e-bikes, etc.*

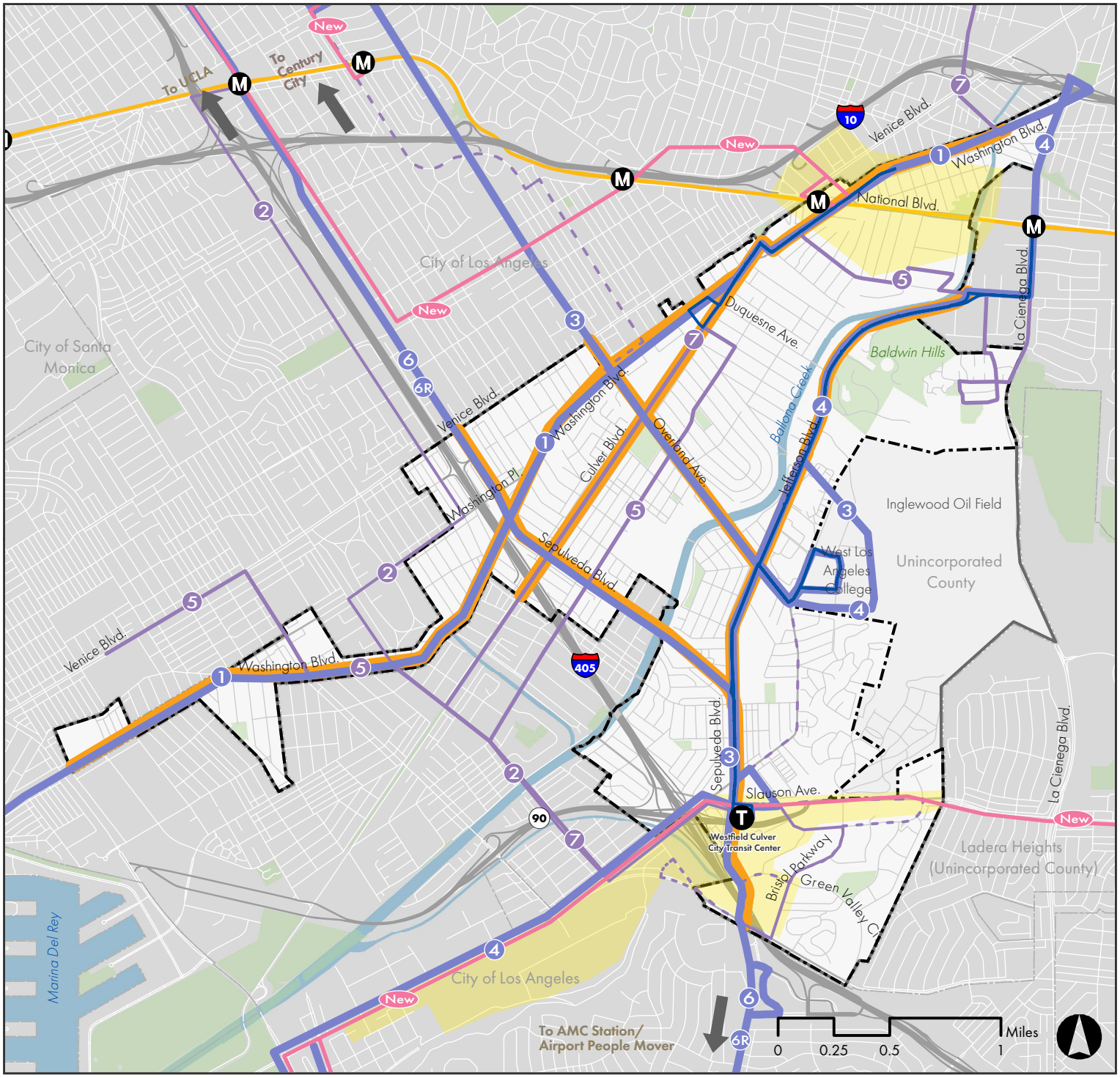


FIGURE 30

Transit Network

Sources: City of Culver City (2021); County of Los Angeles (2021); ESRI (2021).

- City Limits
- Sphere of Influence
- Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody

Future Rixed-Route Transit and HCT Improvements

- Existing (2020) CityBus route to maintain in the future
- Existing (2020) CityBus route proposed for improved frequency
- Existing (2020) CityBus route proposed for future realignment
- New CityBus route
- Transit Priority Corridor

Circulators

- Downtown and Jefferson Circulators

Microtransit

- Service Areas

Transit Network[48]

The Culver City Transportation Department oversees the provision of public transportation services within the City limits, and those connecting residents and visitors to and from major destination points outside of City limits. The Transportation Department characterizes the services provided into two categories:

- **Sub Regional Public Transportation Services** are Culver City Bus fixed-routes and Access Services (paratransit). These services connect Culver City with the subregion.
- **Local Public Transportation Services** include various (fixed route and demand response) mobility services provided to Culver City residents, now branded as CityRide services. These services connect various destinations within the city.

Culver City Bus

Future Improvements on Mobility Services

The City completed a Short Range Mobility Plan (SRMP) that summarizes all citywide mobility initiatives over the next five years. The SRMP is then expected to be updated every three to five years. The Transportation Department will conduct a Comprehensive Mobility Service Analysis (CMSA). The CMSA will include detailed analyses of existing transit service as well as additional analyses and surveys to evaluate market demand and identify enhancements to transit and mobility services. This CMSA will consider anticipated changes in the region that will impact the mobility services. The information and recommendations from this next CMSA will help inform future service changes and improvements.

The General Plan also designates Transit Priority Corridors that reallocate public right-of-way to support high-frequency transit service and other alternative modes. Improvements along these roadways may include installing transit priority lanes or other transit speed and reliability treatments. These corridors include Washington Boulevard, Sepulveda Boulevard, and Jefferson Boulevard. The City is exploring candidate corridors that already serve local and regional high-frequency transit service that were also recommended from subsidiary plans and studies like the CMSA, regional high-capacity transit plans, the Transit Oriented Development Visioning Plan, and Complete Streets and Bus Stop Design Guideline documents. These corridors include Culver Boulevard and Overland Avenue. The future transit network is shown in Figure 30.

Emerging Mobility Network

Developing a comprehensive approach to managing and integrating emerging mobility services into the broader transportation system is necessary to maximize the benefits and mitigating negative externalities of these new services.

MOBILITY HUBS

Mobility hubs are places designed to connect people with multiple modes of transportation and maximize first- and last-mile connections to high-quality transit service. Mobility hubs integrate different modes and can include a variety of features, like bus layover zones, shelters, real-time information, bikeshare stations, carshare facilities, wayfinding, taxi stands, public Wi-Fi service, bicycle parking and lockers, micromobility services, retail, and open space.

To provide consistency in deployment and integration of services, the City should define categorical typologies that govern the types of facilities and first/last mile mobility services that could be supported at potential hub locations. The typologies should consider supporting land uses, market demands, and intermodal connectivity opportunities at a given location. An example, three-tiered, typology informing the scale and scope of mobility hubs is shown in Table 8.

The emerging mobility network in the Mobility Element includes dozens

48. For more information about transit, see Appendix B.

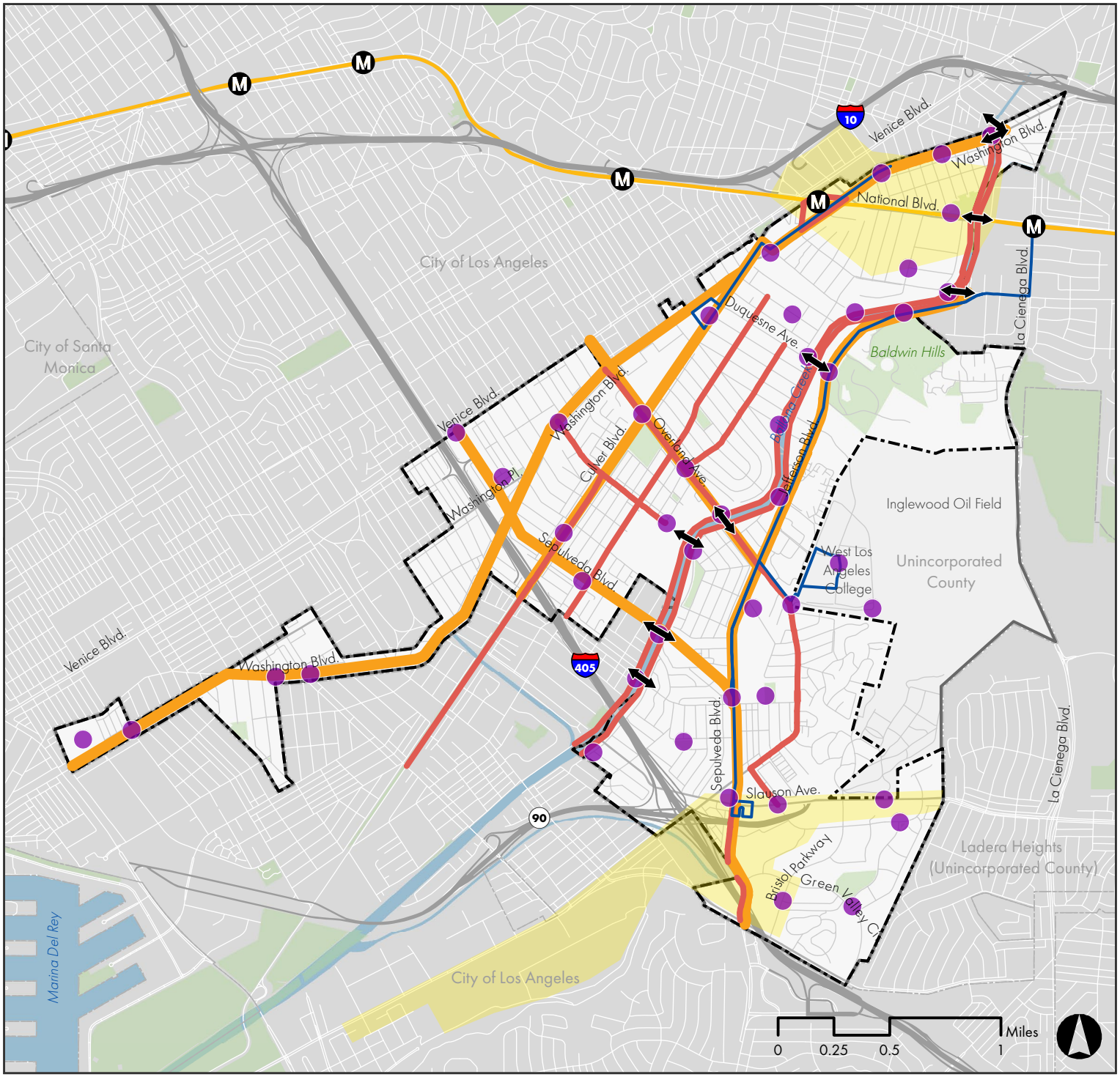


FIGURE 31

Emerging Mobility Network

Sources: City of Culver City (2021); County of Los Angeles (2021); ESRI (2021).

- City Limits
- Sphere of Influence
- Metro Station
- E Line (Expo)
- Major Roads
- Local Roads
- Parks and Open Space
- Waterbody

Emerging Mobility Network

- Mobility Hub*
- Microtransit Service Area
- Ballona Creek Crossing
- Downtown and Jefferson Circulators
- Active Transportation Corridor
- Transit Priority Corridor

**Mobility Hub typologies (level of capital and service investments) have not been determined yet.*

TABLE 8 ***Potential Mobility Stop Typologies***

Typology	Typical Supporting Land Uses	Potential Mobility Services
1	Regional Activity and Transit Centers -- high-density commercial / retail centers, existing transit facilities	Carshare, park and ride, passenger or Transportation Network Company (TNC), like Uber or Lyft, pickup / drop off, bike share and / or scooter share, bus stop amenities
2	Local Trip Generators / Destinations -- commercial and retail centers for activities of daily living, etc.	Carshare, bike share and / or scooter share, bus stop amenities
3	Neighborhood / Community Access – Parks, local trips, active transportation pathways (trails), etc.	Bike share and / or scooter share, bus stop amenities

of mobility hubs located near corridors with supportive bicycle and pedestrian infrastructure, such as Ballona Creek, designated Transit Priority Corridors that support high-frequency transit service, and major activity centers such as schools, parks, commercial areas, and major employment centers. The City will create standards on the mobility hubs through an update to its bus stop standards, converting it into the Mobility Stop Guidelines.

MICROMOBILITY MANAGEMENT (CITYSHARE)

Micromobility encompasses a variety of shared, lightweight vehicles, such as bicycles, e-bikes, e-skateboards, scooters, and e-scooters, that are considered legally distinct from the regulations governing motor vehicles. Micromobility programs provide on-demand options that allow residents and employees to make quick trips without the cost and hassle of owning a bicycle or other micromobility device. As the most established form of micromobility, bike share has proven very effective in improving transit commutes by providing new first- and last-mile options to connect to transit. Metro operates a dock-based bike share program throughout Los Angeles, Culver City, Mar Vista, Playa Vista, and Venice.

Culver City oversaw an Electric Scooter Share pilot program from July 2018 to March 2020. The program included requirements to monitor and regulate these devices while allowing the City flexibility to respond to changes in micromobility. During the pilot, permitted operators were allowed to deploy a small fleet of vehicles in City right-of-way. Starting in 2022, the City has expanded the program into a micromobility program consisting of both dockless e-scooter and e-bikes to provide expanded mobility choices to the community. The City is also exploring implementing Metro's future bike-share program.[49]

MICROTRANSIT

The City is collaborating with private mobility providers and regional transit operators to explore opportunities to provide on-demand microtransit service within its service area. Culver City will first pilot this service in partnership with Metro and RideCo, a transportation technology company, within a geofenced area that encompasses the E Line (Expo) Culver City Station, Hayden Tract Business District, and Downtown. The pilot intends to showcase the use case for microtransit as a viable and attractive first- and last-mile option to complement transit trips to and from the Hayden Tract Business District and Downtown for commuters.

To ensure Microtransit service is used by the target market of Culver City residents, visitors, and employees, the City may consider incorporating eligibility constraints to trip booking and service areas. Depending on demand, the project may expand its use cases, service hours and/or extend the service area to cover all of Downtown or the Arts District.

The City is also considering an additional potential microtransit service area that includes the Westfield-Culver City, the Culver Pointe Business District, the Fox Hills neighborhood, and neighboring Playa Vista. Other opportunities to integrate microtransit service as part of the Culver CityBus system involve upgrading the Dial-a-Ride service and replacing late-night, less productive fixed-route service with microtransit service.

Metro Bike Hub at Culver City Station

49. For more information about micromobility management, see Appendix B

Aviation

Culver CityBus is evaluating future mobility service enhancements at LAX as part of the agency's CMSA. Several regional transportation projects are also currently under construction or in planning phases that may reduce airport-related traffic passing through Culver City and improve connectivity opportunities for Culver City residents. These projects include the Crenshaw/LAX Transit Project, which extends transit service from the existing Metro E Line at Crenshaw/Exposition south through Inglewood to merge with the Metro K Line at the Aviation/LAX Station in El Segundo and the new Airport Metro Connector (AMC) transit station that is currently under construction. As travel patterns adjust, Culver CityBus can also adjust Line 6 and Rapid 6 accordingly to ensure riders have better access to regional destinations and enhanced regional transportation connections. The AMC will directly connect to LAX's future Automated People Mover (APM), a fixed-guideway service that connects the Crenshaw/LAX Line, the LAX City Bus Center, and the passenger terminal. Service is projected to begin in 2024.

Los Angeles International Airport (LAX)

Goods Movement Network

Goods movement is essential to the daily life of residents and needs of local businesses. About 80 percent of U.S. communities rely on trucks to deliver everyday goods, including food, medicine, and raw materials. Roadway facilities that support goods movement should provide efficient connections to commercial and industrial parts of the city while also minimizing travel through residential streets to avoid exposing residents to noise and emissions pollution.

Designated truck routes prioritize automobile and heavy vehicle usage. Roadways that are not classified as a designated truck route are restricted to trucks under 6,000 pounds. However, vehicles making pickups or deliveries that the City permits for movie or television production, and those used to support construction of public utilities and street maintenance, are exempt. Vehicles exceeding the 6,000-pound threshold shall use designated truck routes, shown in Figure 32.

Goods movement in Culver City

Should the City need to adjust, add, or remove a designated truck route to accommodate future land use changes, the California Vehicle Code provides a legal framework to establish, enforce, and revise truck routes within local jurisdictions. It also grants authority to cities to prohibit trucks on other streets through ordinance or within a General Plan. The Culver City Police Department enforces truck route regulations. Where feasible, local commercial deliveries should be encouraged to take the shortest route possible and use off-peak travel hours.

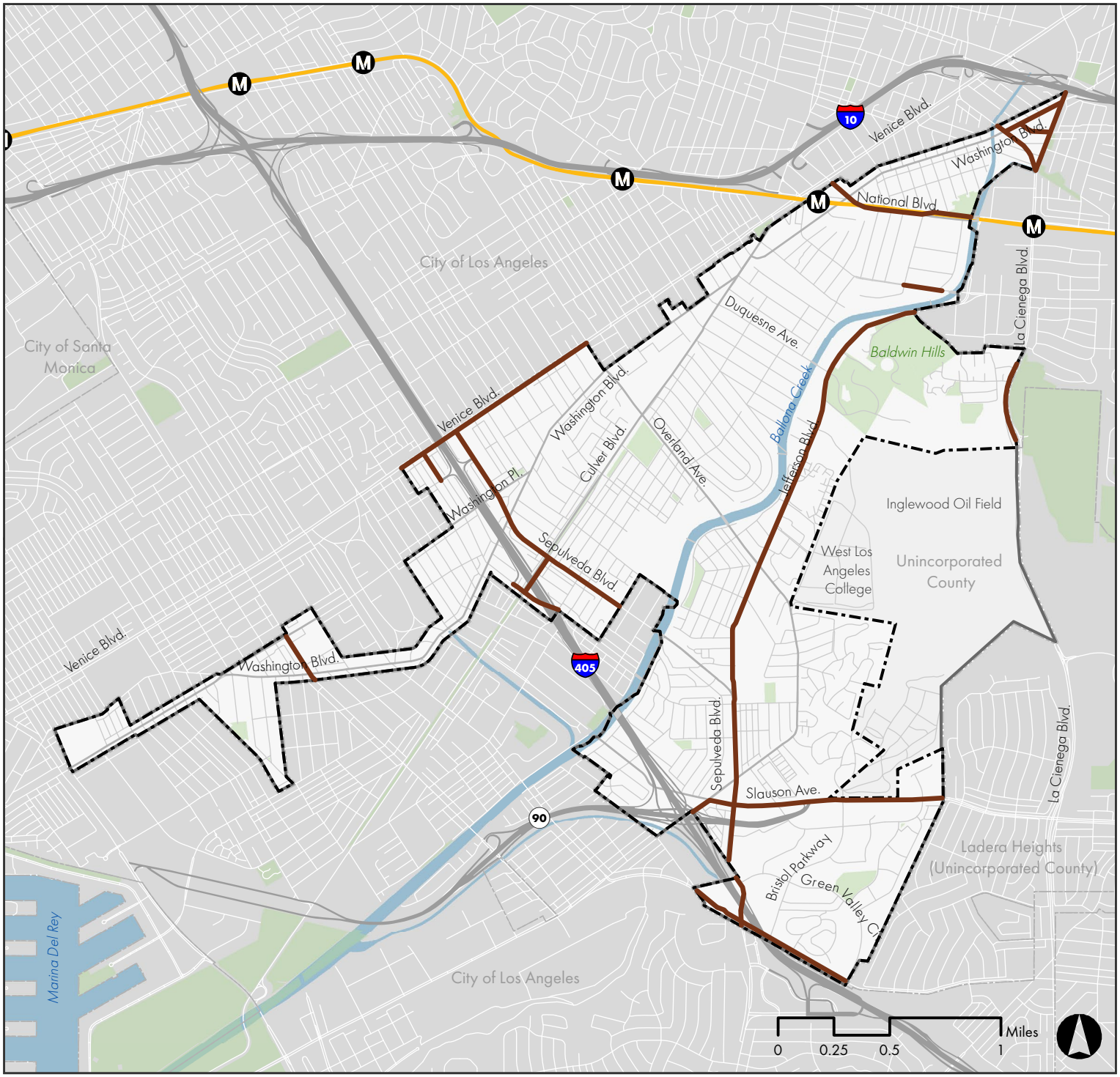


FIGURE 32

Truck Network

Sources: City of Culver City (2021); County of Los Angeles (2021); ESRI (2021).

City Limits
Sphere of Influence
Metro Station
E Line (Expo)
Major Roads
Local Roads
Parks and Open Space
Waterbody

Corridors Supporting Goods Movement

Truck Route

POLICY FRAMEWORK

Key: Goal attributes.

- Equity & Inclusion
- Innovation & Creativity
- Sustainability
- Compassion & Community

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.***

For policies connected to transportation noise, see Noise Element Goal 3.

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

M-1.2: Priority Safety Corridors. Maintain regular updates every three to five years to the Local Road Safety Plan (LRSP) that identifies a High Injury Network (HIN), also identified as Priority Safety Corridors, and location-specific safety improvements.

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-1.4: Safe travel programs. Implement programs that increase awareness of safe travel practices.

GOAL M-2

Complete streets. ***A layered transportation network that is complete and convenient for all travel modes and serves the greatest public good.***

M-2.1: Prioritize multimodal projects. Guide project selection and delivery based on complete streets principals and addressing the gaps identified by Bicycle Network Assessment Areas, the Bicycle and Pedestrian Action Plan (BPAP) and American with Disabilities (ADA) Transition Plan.

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-2.3: Transit priority lanes. Evaluate Implementing transit priority lanes and other speed and reliability improvements on roadways meeting transit priority corridor thresholds.

M-2.4: Street space and public realm design. Prioritize allocating street space and public realm designs that advance sustainable transportation, increase safety, expand public space, enhance placemaking, and foster local business activity.

M-2.5: Multimodal connectivity. Transform traditional bus stops into mobility centric locations that provide easy access and hassle-free connectivity between modes of transportation.

M-2.6: Update and maintain street classifications. Reclassify the Roadway Classification table every three to five years based on modal priorities and corresponding land uses to achieve more equitable use of roadway space.

M-2.7:Staff mobility training. Provide regular mobility training to equip City staff with best practices to design, implement, and maintain the City's complete streets network and educate the community on safety.

GOAL M-3

Transit and other 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. Travel behavior shifts from driving to more sustainable modes by establishing comprehensive and high-quality mobility service options and infrastructure. High-quality public transit and mobility services to accommodate the city's growth in population, jobs, and economy.***

M-3.1: **Regional mobility coordination.** Improve and influence regional mobility service quality and ensure that Culver City community members are connected to regional mobility options and resources by continuing to coordinate with Metro and other municipal mobility service providers.

M-3.2: **Mobility funding.** Work with regional partners and elected representatives to continually seek regional, State, and federal funding for mobility services and infrastructure.

M-3.3: **Mobility options.** Continually improve and innovate existing, directly-operated mobility services including CityBus and CityRide services and manage and/or collaborate with mobility service providers to provide and improve other mobility services.

M-3.4: **High-quality transit service.** Prioritize capital investments and improvements that align with Culver City's SRMP, regional studies, and LA Metro's LRTP to enhance transit reliability and rider experience to make transit competitive with driving.

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.***

M-4.1: **Integrated public transportation services.** Manage and operate integrated public transportation services, other multimodal mobility services, and resources to provide convenient and reliable options for daily trips.

M-4.2: **First/last-mile barriers.** Prioritize investments that reduce first/last-mile barriers to transit stops and encourage alternative transportation options for daily activities and/or improve access to high quality jobs.

M-4.3: **Access to mobility in SB 1000 Priority Neighborhoods.** Improve access to mobility services and implement multimodal improvements in Senate Bill 1000 Priority Neighborhoods

M-4.4: **Bicycle parking.** Provide secure and covered bicycle parking at key destinations, including all public parking garages.

M-4.5: **Equitable transit access.** Work with transit agencies to enhance services in areas lacking convenient transit access, including increased service frequency and spans.

M-4.6: **Accessible pedestrian facilities.** Construct pedestrian facilities, including sidewalks and controlled crossings, that are ADA-compliant and connect with key land uses and regional and local transit services.

M-4.7: **Mobility service geographic prioritization.** Prioritize expanding alternative mobility services and resources to communities with limited access to transit and developing a connected multimodal network across the city.

M-4.8: **Public transit and mobility service prioritization.** Continue to prioritize dignified public transit and mobility services to accommodate people with mobility impairments, non-traditional schedules, and families that need flexible mobility options.

GOAL M-5

Sustainable and accessible transportation system and transit-oriented communities. ***A sustainable and accessible transportation system that provides great multimodal travel experience for residents, workers, and visitors through mobility planning, transportation demand management, and transit-oriented districts, corridors, and developments.***

M-5.1: 2017 Transit-Oriented Development (TOD) Visioning Study and Recommendations. Continue to implement the 2017 TOD Visioning Study and Recommendations.

M-5.2: Mobility paradigm shift. Shift the mobility paradigm toward sustainable modes by offering equitable alternative mobility choices and transforming the multimodal travel experience. Implement multimodal street transformations with expanded sustainable mobility services, enhanced access to mobility services, and other strategies to improve the travel experience.

M-5.3: Transportation demand management implementation. Deploy TDM measures citywide to shift the mobility paradigm by promoting and incentivizing the use of non-drive alone and sustainable mobility options.

M-5.4: Transportation demand management requirements. Require employers and new developments to effectively reduce the number of single-occupancy vehicle trips they generate and ensure safe and comfortable access for the local multimodal network, including promoting and incentivizing the use of transit, walking, and cycling over driving.

M-5.5: Traffic congestion and parking management. Proactively manage traffic congestion and parking at major destinations and job centers.

M-5.6: Off-street parking. Allow flexible approaches to providing off-street parking, including sharing spaces between different uses.

M-5.7: Parking management and dynamic parking strategies. Deploy parking management strategies and explore dynamic parking pricing strategies, like parking rates that fluctuate based on peak parking demands, to manage parking, improve transit-oriented districts, and support the mobility paradigm shift.

M-5.8: Funding sources for multimodal investment projects. Leverage appropriate and eligible alternative funding sources including the Mobility Improvement Fee and assessment districts to support multimodal projects and mobility services in transit priority areas and transit priority corridors.

GOAL M-6

Street and curb management. ***Streets are proactively managed to increase person-throughput (the number of people that a street moves) on arterials and collectors while addressing passthrough auto traffic on local streets.***

M-6.1: **Arterial performance.** Measure arterial performance by person-throughput. Allow for and prioritize new street designs and transportation modes with higher people moving capacity such as transit lanes, protected bikeways, sidewalks.

M-6.2: **Coordination with other jurisdictions to improve arterials.** Continue to work with neighboring jurisdictions, LA Metro, Southern California Association of Governments, and Caltrans to improve arterial person-throughput through design and technology improvements, including ITS, improved transit speeds, and enhanced bike/micromobility facilities.

M-6.3: **Regional congestion pricing.** Continue to engage in regional congestion pricing, high-occupancy toll lane, and multimodal corridor planning discussions.

M-6.4: **Non-local auto travel.** Discourage using local streets for non-local auto travel.

M-6.5: **Slow Streets Program.** Continue to implement the Slow Streets Program in collaboration with community volunteers.

M-6.6: **Goods and freight movement.** Ensure the adequate movement of goods and freight while limiting heavy truck movements by periodically reviewing and updating the designated truck route network, as needed, to minimize cut-through traffic on neighborhood streets and near sensitive land uses (e.g., schools, playgrounds, healthcare facilities, affordable housing, and elder and childcare centers), while accommodating the needs of commercial and industrial uses.

GOAL M-7

Technology. ***New transportation technology is proactively leveraged and managed to achieve equitable access, provide high-quality mobility services, achieve efficient operations, and yield sustainable transportation outcomes.***

M-7.1: **Emerging mobility.** Seek and leverage new transportation technologies that support new forms of transportation or business models while continuing to provide safe and effective mobility services.

M-7.2: **Micromobiltiy management.** Continue to regulate and manage micromobility within the city and establish strategic partnerships and pilots with the mobility industry and community organizations that increase access to mobility options, including the regional transit network.

M-7.3: **Last-mile delivery platforms.** Monitor, promote, and regulate the use of sustainable, last-mile delivery technologies and strategies such as micro-distribution hubs, delivery lockers, and smaller-vehicle electric delivery fleets, including cargo bicycles.

M-7.4: **Intelligent Transportation Systems (ITS).** Continue to deploy existing and new technologies that help streamline operation protocol to achieve costing-saving and/or high operating efficiency will prioritizing the movements of modes with higher people moving capacity. ITS measures may include transit signal priority to enhance the efficiency of transit vehicles, pedestrian and bicycle detection at signals, and incident management to minimize delay with traffic operations.

M-7.5: **Parking and curb management.** Continue to deploy advanced parking management techniques, such as the real-time parking information signs in the Downtown area, to make parking more efficient and minimize unnecessary auto traffic circulation. Evaluate and implement performance monitoring and evaluation systems, such as digitizing curbside assets, to dynamically manage evolving curbside demands.

M-7.6: Mobility platforms. Seek and leverage new transportation technologies that aim to improve user experience and encourage the use of alternative modes of transportation including continued investment in online platforms and customer service interface applications that promote and encourage using Culver City mobility services.

M-7.7: Shared mobility data sharing. Require private operators of shared mobility devices to provide real-time information of their vehicles' availability and parking location.

M-7.8: Equitable mobility technology. Ensure that mobility solutions and technologies are designed and deployed to prioritize equity by reducing barriers to access in disadvantaged communities and Senate Bill 1000 Priority Neighborhoods, with consideration for those residents who may have physical disabilities or other barriers to access.

M-7.9: Caltrans coordination. Continue to coordinate with Caltrans to advance the implementation of congestion management and incident management solutions on I-10 and I-405 to reduce passthrough traffic.

GOAL M-8

Active transportation. ***An active transportation network that supports healthy living and expands access to social determinants of health.***

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.

M-8.3: Human-scale lighting. Provide human-scale lighting along pedestrian thoroughfares, trails, and at transit stops.

M-8.4: Streetscaping. Provide and maintain shade trees, street furniture, bike racks, and other streetscaping features to enhance the street environment and encourage active modes of travel.

M-8.5: Bicycle and Pedestrian Action Plan (BPAP) alignment. Align with the BPAP and expand the network recommendations as needed to facilitate a complete and interconnected citywide active transportation network.

M-8.6: Multimodal project performance. Evaluate multimodal project performance and mode shift after implementation of projects based on Key Performance Indicators.

GOAL M-9 ***Ballona Creek. Ballona Creek is a safe, inviting, and accessible multi-use recreational and movement corridor.***

For related policies and implementation actions connected to Ballona Creek, see Conversation Element Goal 6, Land Use Element Goal 17, and Parks, Recreation, and Public Facilities Element Goal 1.

M-9.1: Ballona Creek multi-use path. Enhance the experience along the regionally significant Ballona Creek multi-use path for walking, biking, and rolling so that the path is an active transportation spine for those of all ages and abilities, along both sides of the Creek. Continue to implement recommendations from the Bicycle and Pedestrian Action Plan and Ballona Creek Greenway Plan (2010) and Projects (2011).

M-9.2: Ballona Creek public amenities. Continue to incorporate amenities in public and private development along the Ballona Creek corridor, including rest stops, pocket parks, shading, overlooks, terraces, shared mobility devices, solar powered lighting, ADA accessibility improvements, and mobility stops.

M-9.3: Improve connections to Ballona Creek. Prioritize convenient pedestrian and bicycle connections between Ballona Creek and Culver City Park, the Baldwin Hills Scenic Overlook, Kenneth Hahn State Recreation Area, Lindberg Park, West Los Angeles College, the Culver City Metro Station, Downtown, and other nearby park, open space, and employment centers.

M-9.4: Innovative Creekside design. Encourage and explore the feasibility of public and private demonstration projects to model innovative Creekside design. Projects can incorporate high quality landscaping and architecture, public art, multimodal connections to and use of the path, stormwater management, signage, public use areas, and other amenities.

M-9.5: Engagement for Ballona Creek. Promote the use of Ballona Creek as a transportation route for bicycle and pedestrian commuters including students at local schools and colleges. Conduct community outreach and engagement to assist with the environmental enhancements and other improvements to the Ballona Creek and multi-use path.

IMPLEMENTATION ACTIONS

Key: Types of actions may include partnership, program, study, plan, physical improvements, and more.

Key: Timeframe icons for implementation actions table.

- ● Short-term 1-5 Years
- ●● Medium-term 5-10 Years
- ●●● Long-term 10+ Years
- Ongoing

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
IA.M-1: Safe Routes to School Program. Implement the developed citywide Safe Routes to School projects and monitor conditions for future upgrades to facilitate safe access to schools. Support Safe Routes to School projects with bicycle riding, transit riding, and safety training courses.	M-1	Ongoing	Program, Physical Improvements	Public Works	–
IA.M-2: Safe Routes for Seniors Program. Develop a Safe Routes for Seniors program that actively engages aging adults on determining key destinations and plans that prioritize street and walking investments that enhance access to those destinations	M-1	●●	Program	Public Works	–
IA.M-3: Safe Streets traffic safety education. Maintain and enhance the Safe Streets traffic safety education program covering school students, working adults, seniors, and unhoused community members. Continue to apply for Office of Traffic Safety (OTS) and other grant sources to help fund these Public Works efforts.	M-1	Ongoing	Program	Public Works	–
IA.M-4: Complete streets guidelines. Complete and adopt complete streets guidelines in coordination with City Departments and stakeholders.	M-2	●	Plan	Public Works	Transportation

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
IA.M-5: Neighborhood Traffic Management Program (NTMP). Continue to deploy the NTMP to reduce traffic volumes and speeds on residential streets, thereby enhancing safety conditions and encouraging walking and cycling.	M-2	››››	Program	Public Works	–
IA.M-6: Street and parking space reallocation. Consider creating a program that permanently reallocates street and parking spaces for sustainable mobility modes, outdoor dining, and other public uses, as piloted in response to COVID-19 and in the MOVE Culver City Project.	M-2	●	Program	Public Works	Transportation
IA.M-7: Transit electrification. Implement zero-emission battery electric infrastructure and buses/vehicles to provide cleaner and quieter public transportation service and minimize transportation-related GHG emissions.	M-3	● ● ●	Capital Investments	Transportation	–
IA.M-8: Comprehensive Transportation Demand Management (TDM) Plan. Create a plan that establishes goals and objectives, a timeline for recommended measures, fiscal impacts, administrative structure and staffing needs, and funding sources for citywide TDM implementation.	M-5	●	Study	Transportation	–
IA.M-9: TDM Ordinance update. Update the TDM Ordinance to define the applicability requirements, mandatory measures, trip reduction targets, menu of options, and reporting process for developers, employers, and property owners to implement TDM measures.	M-5	● ●	Code Update	Transportation	–

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
IA.M-10: Funding prioritization. Use the Short Range Mobility Plan (SRMP) scoring process and staff committee feedback in line with annual Capital Improvement Plan (CIP) updates to prioritize unfunded mobility projects within a three- to five-year implementation timeframe.	M-5		Capital Investments	Transportation	–
IA.M-11: Automated Vehicle Plan. Develop a plan for connected and automated vehicular infrastructure to improve the overall performance of the transportation system while prioritizing the efficiency and safety of public transit, other mobility services, and active transportation.	M-6		Study	Transportation	–
IA.M-12: Automated vehicle pilot. Develop pilot to adopt automated vehicle technology on mobility service vehicles to provide high quality mobility services.	M-7		Study	Transportation	–
IA.M-13: Automated traffic enforcement. Engage in statewide efforts to legalize automated traffic enforcement to remove bias in enforcement and improve public safety.	M-7		Study	Public Works	Transportation
IA.M-14: Mobility as a Service (MaaS) application. Create a MaaS application by enhancing the City's Next CCBus real-time transit information app and/or work with the region to establish a regional MaaS application.	M-7		Program	Transportation	–

Implementation Action	Associated Goal(s)	Timeframe	Type of Action	Primary Responsibility	Secondary Responsibility
IA.M-15: Design guidelines along Ballona Creek. Develop design guidelines for amenities like benches, picnic tables, trash receptacles, railings, shade trees and structures, native landscaping, potable water sources, lighting, restrooms, public art installations and murals, and interpretive and informational signage. Consider recommendations from recommendations from the Bicycle and Pedestrian Action Plan and Ballona Creek Greenway Plan (2010) and Projects (2011).	M-9	●	Plan	Public Works	Transportation
IA.M-16: Ramp access to the Ballona Creek bike path. Construct additional ramp access points to the Ballona Creek path, with careful analysis and community input being of utmost importance, especially if any new access is considered in residential areas.	M-9	● ●	Study	Public Works	Transportation
IA.M-17: Ballona Creek multi-use path upgrades. Upgrade and extend the existing multi-use path that runs adjacent to Ballona Creek, including extending the path north to Washington Boulevard, partnering with the City of Los Angeles to extend the path further north to Cochran Avenue, creating new connections to the existing path, and creating new paths and connections along the south side of the creek, where beneficial and feasible.	M-9	● ●	Physical Improvements	Public Works	Transportation
IA.M-18: Ballona Creek signage system. Develop a signage system to facilitate use of the creek and multi-use path, including wayfinding at access points, directing people to access points and adjacent public amenity areas, a mile marker system coordinated with adjacent public agencies, interpretive exhibits, and other information.	M-9	● ●	Plan, Physical Improvements	Public Works	Transportation

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