

01 Introduction & Context

The Need for an Action Plan

Active transportation is integral to the identity of Culver City. This Bicycle and Pedestrian Action Plan establishes a long-term vision for improving walking and bicycling in Culver City by updating the previous plan adopted by the City Council in 2010. Its purpose is to ensure comfortable, safe, and attractive places to bike and walk so that walking becomes a first choice for travelling around the City.

Nearly ten years has passed since the City of Culver City completed its first Bicycle & Pedestrian Master Plan in 2010. Since then, many more bicycle and pedestrian projects have been completed or are underway, including:

- Bicycle lanes and green conflict markings on Duquesne Avenue
- Bicycle lanes on Jefferson Boulevard, east of Duquesne Avenue
- An off-street bicycle path along National Boulevard
- Bicycle lanes along Washington Place and Washington Boulevard, west of Sepulveda Boulevard
- Bicycle lanes on Overland Avenue, between Culver Boulevard and Ballona Creek
- Multiple bicycle routes including Sepulveda Boulevard, Irving Place, Van Buren Place, Lucerne Avenue, and Wesley Street
- More than XX high visibility crosswalks and curb ramps have been installed citywide
- [SANJANA: WHAT OTHER PED IMPROVEMENTS CAN WE HIGHLIGHT HERE?]
- Two large-scale Open Street event in partnership with surrounding cities and non-profit, CicLAvia
- Citywide Safe Routes to School education programs in partnership with Culver City Walk n' Rollers

Additionally, Culver City's station for the Exposition Line opened in 2012 re-connecting the city to the larger regional rail network. The station has been highly utilized, with the majority of visitors arriving to the station on foot and by bicycle, creating the city's top destination for walking and bicycling trips since the adoption of the previous plan.

The Culver City Bicycle and Pedestrian Action Plan continues to build upon a long-standing effort to make Culver City a place known for its extensive bicycle and pedestrian network and as an active, healthy place to live, work, and play. It expands upon the 2010 Bicycle and Pedestrian Master Plan by providing new and updated infrastructure, program, and policy recommendations. Its purpose of this Plan is to update the 2010 plan, taking advantage of new, innovative solutions, to guide City staff in prioritizing resources when implementing future projects and programs, and finally, to make the City eligible for more outside funding for these pursuits. With this in mind, the Plan includes an inventory of the City's current bicycle and pedestrian network and recommends specific infrastructure, program, and policy changes to encourage bicycling and walking.

Benefits of Active Transportation

Active transportation is a healthy, non-polluting, low-cost, quiet, and fun way to get around that is ideal for many trips throughout Culver City, including commuting and recreation. Residents and visitors of Culver City, even those who choose not to use active transportation, could greatly benefit from the improvements recommended within this Plan.

Public Health

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes, and approximately 280,000 adults in the U.S. die prematurely due to obesity-related illnesses every year. A study published in the American Journal of Preventive Medicine in 2004 by Frank et al., reported that for each extra 60 minutes spent in a car, there was a six percent increase in the chances of being obese. Creating a better physical environment that encourages walking, bicycling, and use of other active modes is a key strategy for fighting obesity and inactivity and has been shown to have substantial impacts with relatively limited public investment.

Equity

The pedestrian and bicycle infrastructure and non-infrastructure programs proposed in this Plan will enhance the accessibility of pedestrian and bicycle networks in Culver City, making daily transportation and physical activity more viable for youth, seniors, and those with disabilities. This Plan is designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or have limited income.

Economic

On a community scale, pedestrian and bicycle infrastructure projects are generally far less expensive than automobile-related infrastructure. The annual operating costs for bicycle commuters are 1.5% to 3.5% of those for automobile commuters, and walking costs nothing. These savings are amplified by potential reductions in health care costs, as regular walking can minimize health complications associated with an inactive lifestyle.

Environmental

Replacing motor vehicle trips with pedestrian and bicycle trips has a measurable impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and vehicle miles traveled (VMT) translate into fewer mobile source pollutants released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons.

Quality of Life

Creating conditions in which walking, bicycling, and using other active modes is accepted and encouraged increases a community's livability from a number of different perspectives that are often difficult to measure, but are nevertheless important. The design, land use patterns, and transportation systems that comprise the built environment have a profound impact on quality of life issues. The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and when urban space is reserved for facilities that enable people of all ages to recreate and commute in pleasant settings.

What's in this Plan?

The Culver City Bicycle and Pedestrian Action Plan is organized in the following chapters:

- Chapter 1: Introduction outlines the purpose of the plan and its goals
- Chapter 2: Existing Conditions provides an overview of the walking and biking conditions in Culver City today
- Chapter 3: Community Outreach describes the extensive public outreach process that guided this effort

- Chapter 4: Bicycle and Pedestrian Toolkit provides an overview of the many types of facilities recommended in the plan
- Chapter 5: Network Recommendations provides infrastructure improvements to increase safety and comfort for active transportation users across the city
- Chapter 6: Programs and Policies includes new non-infrastructure programs and policies to compliment the network recommendations in Chapter 5
- Chapter 7: Implementation provides guidance regarding prioritizing infrastructure projects and how to fund them

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