Culver CITY

BICYCLE & PEDESTRIAN ACTION PLAN

Existing Conditions

March 2019

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alta PLANNING + DESIGN

FEHR & PEERS

Table of Contents

Table of Figures

Table of Tables

Existing Conditions Report

Introduction

Bicycling and walking are integral to Culver City. In recent years, as the City has made investments in better active transportation facilities and programs, Culver City's residents and visitors have increasingly found bicycling and walking to be convenient and attractive alternatives to driving for daily needs and activities. As a fossil fuel-free way to get around, active transportation supports a more sustainable future.

The Bicycle and Pedestrian Action Plan presents a vision for Culver City's bicyclists and pedestrians. Its purpose is to ensure comfortable, safe, and attractive places to bike and walk so that active transportation becomes a preferred mode choice for travelling around the City.

The 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 and evaluations of the City's current bicycle and pedestrian network and recommends specific infrastructure, program, and policy changes to encourage bicycling and walking.

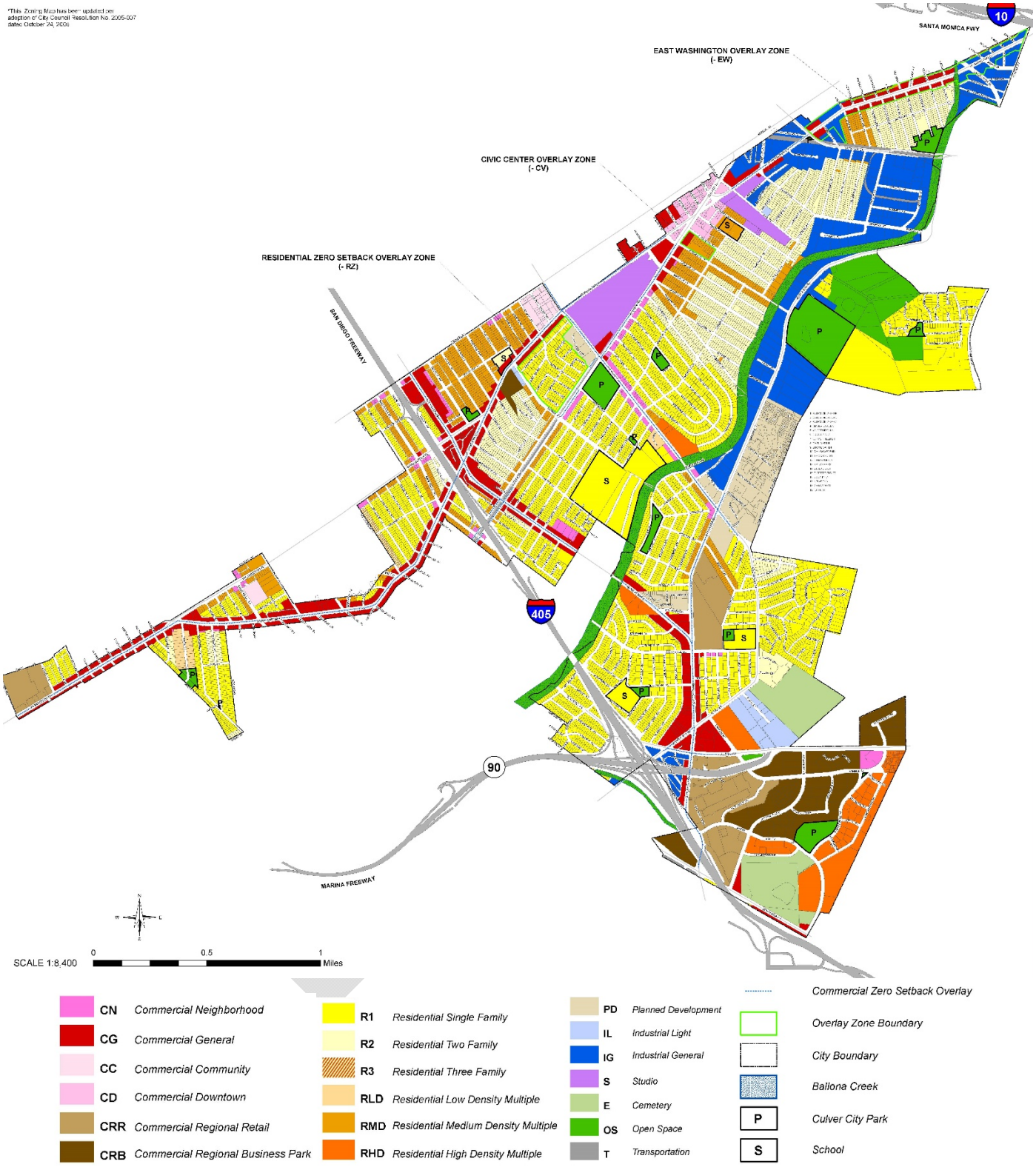
Local Context

Culver City is a great candidate as a city that can expand the role and use of active transportation. The city is mostly flat, has mild weather, has nearly 15 miles of existing bikeways, and has recently upgraded many pedestrian facilities. The City has also installed bicycle parking at numerous locations, particularly throughout downtown. These investments provide a foundation upon which Culver City can build a high quality, citywide active transportation network that is safe and comfortable for daily use.

Land Use

Land uses in Culver City are shown in Figure 1. Culver City is primarily comprised of residential land uses, particularly single-family and two-family housing. Commercial activity is concentrated along major corridors like Washington Boulevard and Sepulveda Boulevard. Industrial uses are concentrated between Jefferson Boulevard and Ballona Creek and along National Boulevard.

Figure 1: Culver City Land Uses



Demographics and Access to Vehicles

Culver City is home to nearly 40,000 people, according to 2017 American Community Survey (ACS) 5-year estimates. The median age of Culver City residents is 40.9 years old, with 18.7 percent of residents under 18 years old and 15.7 percent over 65 years old.

Over 46 percent of residents rent their homes. Regarding ethnic/racial demographics, the majority of Culver City residents identify as white (Table 1). The next most populous racial/ethnic group identifies as Hispanic or Latino, followed by those of Asian descent.

Table 1: Ethnicity/Race of Culver City Residents

Ethnicity	
American Indian and Alaska Native alone	0.1%
Asian alone	15.7%
Black or African American alone	7.5%
Hispanic or Latino	24.3%
Native Hawaiian and Other Pacific Islander alone	0.2%
White alone	46.8%
Two or more races	4.5%
Some other race alone	0.8%

The overall median income in Culver City is $86,997, which is 25 percent higher than the County's median income of $65,006.

Of the 21,554 Culver City residents 16 or older officially in the workforce as of 2017, 3.0 percent stated that they walk and 2.8 percent stated they use a bicycle to commute. However, bicycle ridership could be higher than this as ACS does not factor recreational trips or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination. Also, 2.2 percent of workers, or about 470, do not have access to an automobile. These workers would rely on transit, walking, bicycling, or carpool to get to work.

Table 2: Ethnicity/Race of Culver City Residents

Commute Mode Share in Culver City	
Drove alone	77.5%
Carpool	6.6%
Public Transit	3.2%
Walk	3.0%
Bicycle	2.8%
Work from home	5.6%
Other	1.3%

Attractors and Generators

Attractors and generators are the destinations in and around Culver City to which community members frequently travel in addition to work commutes. These include schools, civic centers, transit stations, parks, event centers, and commercial centers and corridors. Among these major destination points and areas are:

- Baldwin Hills Scenic Overlook
- Culver City Park
- Veterans Memorial Park
- Ballona Creek Bike Path
- Downtown Culver City
- Westfield Culver City
- Platform
- Metro Expo Line Culver City Station
- Culver City High School
- West Los Angeles City College

State of Active Transportation in Culver City

Vehicle, Bicycle and Pedestrian Counts

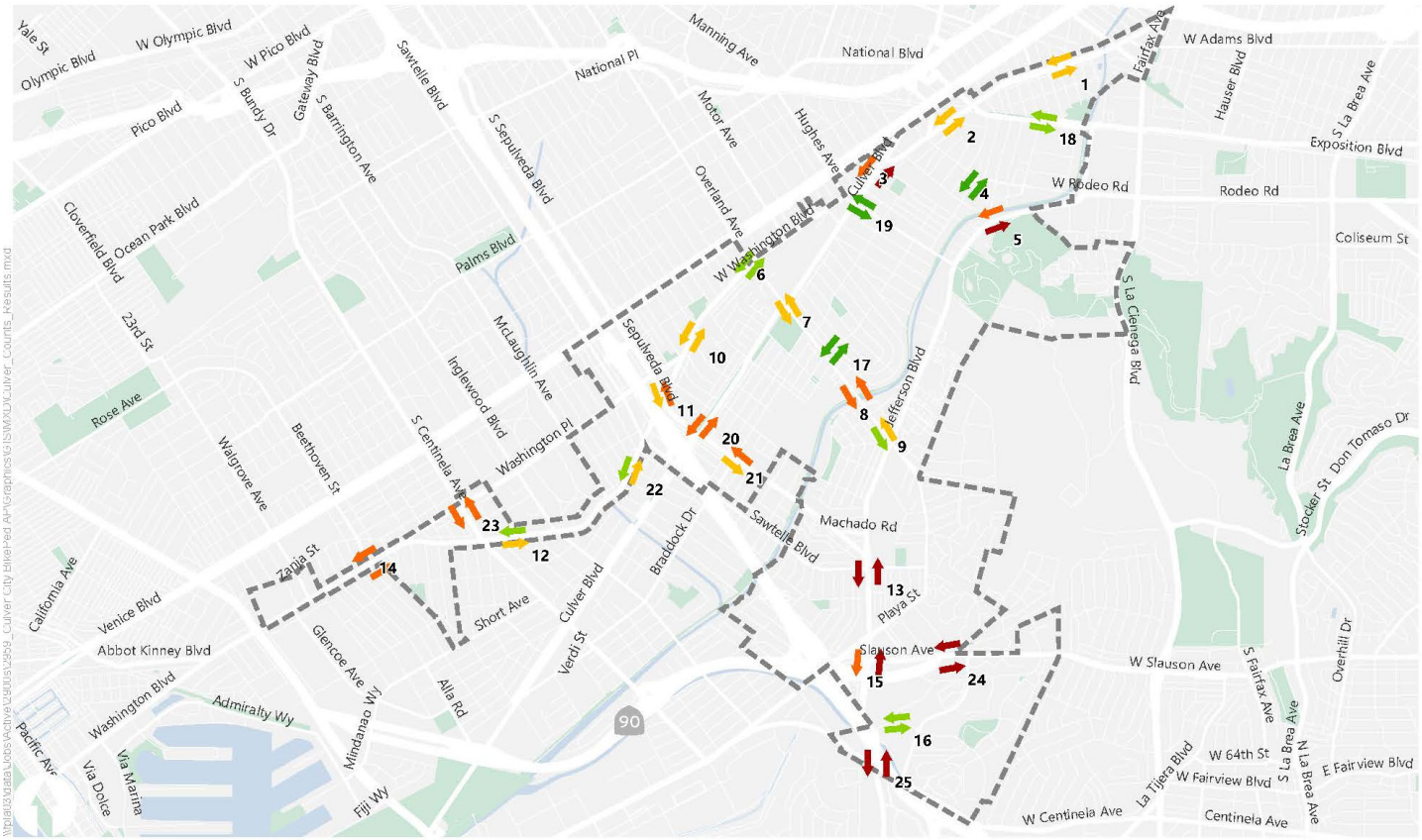
Vehicle Volume and Speed Counts

Vehicle volumes and speeds were collected at 25 locations using standard pneumatic tubes for a period of 24 hours on Tuesday, 9/11/18. The locations were selected based on the number of collisions, KSI collisions, and bicycle or pedestrian collisions within a 50 feet radius of the location, whether it is on the High Injury Network (HIN) and proximate active transportation facilities. These locations are:

- Washington Boulevard west of Roberts Avenue
- Washington Boulevard west of Landmark Street
- Washington Boulevard west of Cardiff Boulevard
- Lucerne Avenue west of Higuera Street
- Jefferson Boulevard south of Hetzler Road
- Washington Boulevard west of Overland Avenue
- Overland Avenue south of Culver Boulevard
- Overland Avenue north of Ballona Creek Bike Path
- Overland Avenue south of Jefferson Boulevard
- Washington Boulevard west of Prospect Avenue
- Sepulveda Boulevard north of Washington Boulevard
- Washington Boulevard west of Grand View Boulevard
- Sepulveda Boulevard south of Sawtelle Boulevard
- Washington Boulevard west of Moore Street
- Sepulveda Boulevard south of Slauson Avenue
- Green Valley Circle east of Fox Hills Drive
- Farragut Drive east of Overland Avenue
- National Boulevard east of Hayden Avenue
- Duquesne Avenue east of Culver Boulevard
- Culver Boulevard east of Sepulveda Boulevard
- Sepulveda Boulevard east of Braddock Drive
- Washington Boulevard south of Purdue Avenue
- Centinela Avenue south of Washington Place
- Slauson Avenue east of Playa Court
- Sepulveda Boulevard north of Centinela Avenue

Locations with the highest bidirectional average daily volume of vehicles are Location 24 (Slauson Avenue east of Playa Court), Location 13 (Sepulveda Boulevard south of Sawtelle Boulevard), Location 25 (Sepulveda Boulevard north of Centinela Avenue), and Location 15 (Sepulveda Boulevard south of Slauson Avenue). Average daily vehicle volume counts are shown in Figure 2.

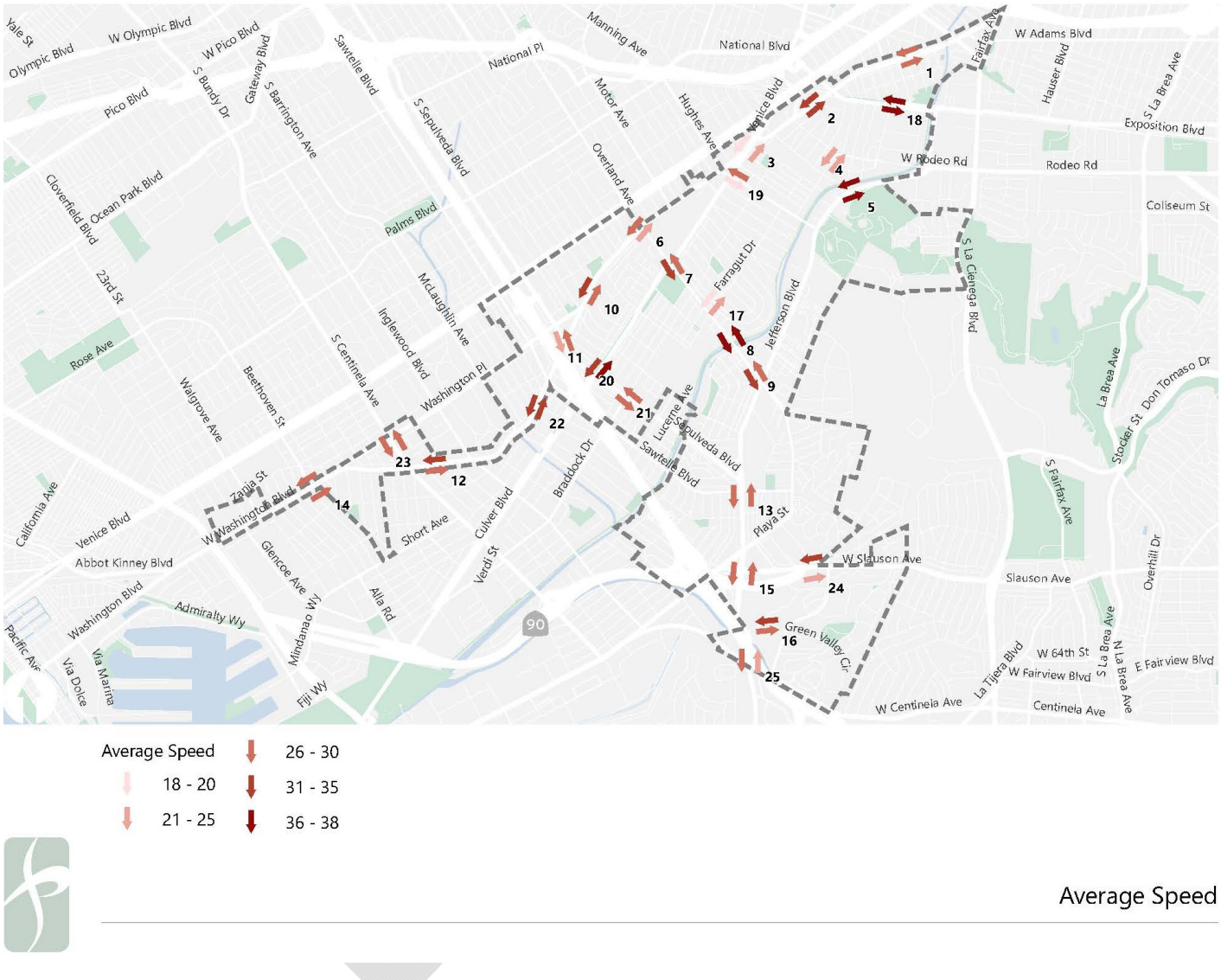
Figure 2: Average Daily Vehicle Volumes



Daily Volume

Locations with the highest average vehicle speeds are Location 5 (Jefferson Boulevard south of Hetzler Road – 37 mph), Location 18 (National Boulevard east of Hayden Avenue – 37 mph), Location 22 (Washington Boulevard south of Purdue Avenue – 33 mph), and Location 2 (Washington Boulevard west of Landmark Street – 31 mph). Average vehicle speeds are shown in Figure 3.

Figure 3: Average Vehicle Speeds



Bicycle and Pedestrian Counts

Pedestrian and bicycle screenline counts were conducted in 19 locations. The counts were collected either by the Los Angeles County Bicycle Coalition or by National Data & Surveying Service. Counts were collected according to the methodology defined by SCAG and described in the memorandum *Recommendations for Pedestrian, Bicycle, and Vehicle Data Collection in Culver City*, dated June 4, 2018. The locations were selected based on the number of collisions, KSI collisions, and bicycle or pedestrian collisions within a 50 feet radius of the location, whether it is on the High Injury Network (HIN) and proximate active transportation facilities.

Los Angeles County Bicycle Coalition collected counts at 15 locations. Weekday counts were collected at these locations on Wednesday, 5/9/18 or Wednesday, 5/23/18 between 7AM-9AM and between 4PM-6PM. Weekend counts were collected on Saturday, 5/12/18 or Saturday, 5/19/18 between 11AM-1PM. These locations are:

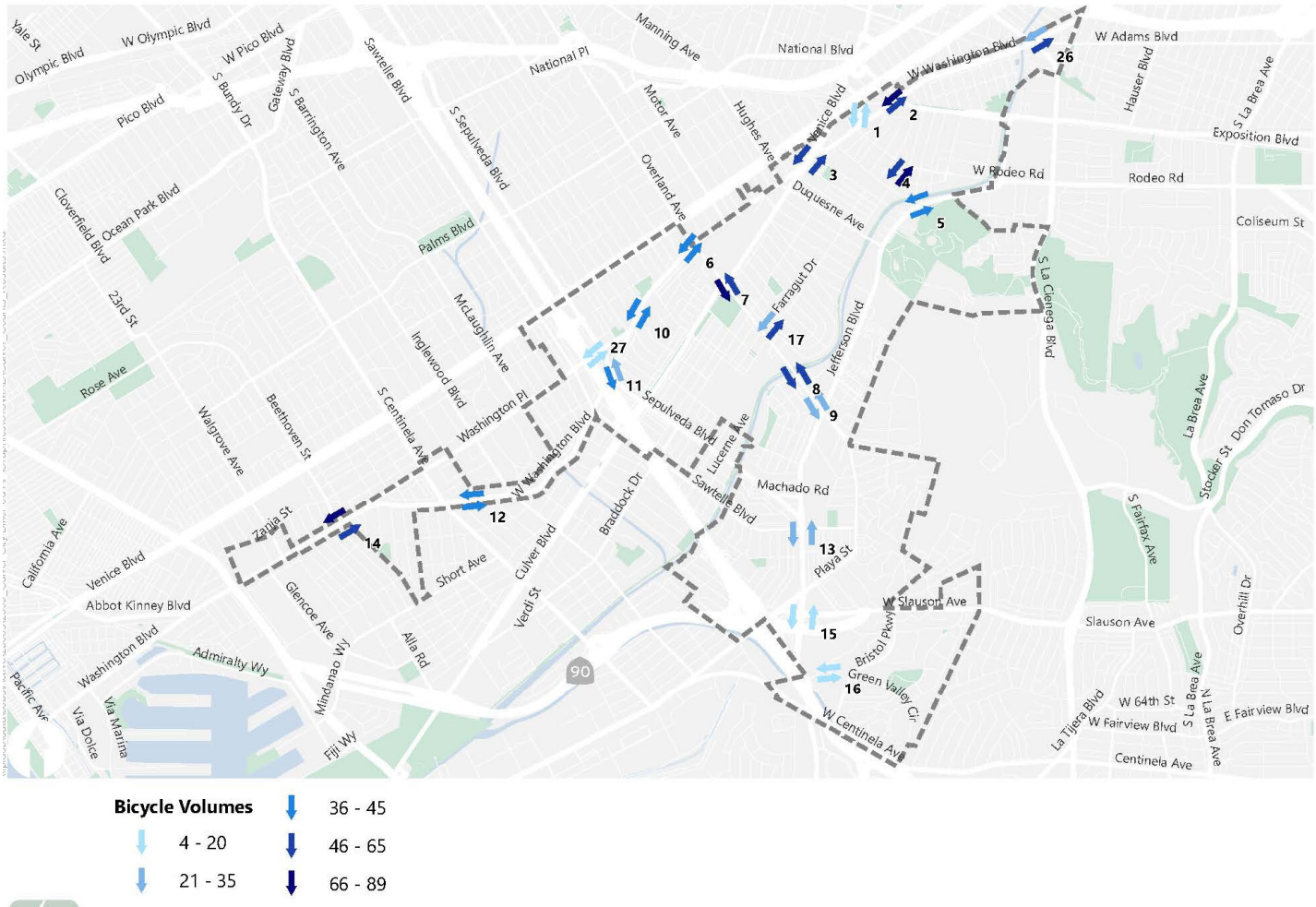
- Robertson Boulevard between Washington Boulevard & Hoke Avenue
- Washington Boulevard between National Boulevard & Expo Line
- Washington Boulevard between Cardiff Avenue & Watseka Avenue
- Washington Boulevard between Overland Avenue & Culver Center
- Overland Avenue between Culver Boulevard & Barman Avenue
- Overland Avenue between Ballona Creek & Ocean Boulevard
- Overland Avenue between Jefferson Boulevard & Virginia Avenue
- Washington Boulevard between Prospect Avenue & Huron Avenue
- Sepulveda Boulevard between Washington Boulevard & Tuller Avenue
- Washington Boulevard between Grand View Avenue & Campbell
- Sepulveda Boulevard between Sawtelle Boulevard & Vera Way
- Washington Boulevard between Moore & Beethoven Street
- Sepulveda Boulevard between Slauson Avenue & 90 Freeway
- Washington Boulevard between La Cienega Boulevard & Adams Boulevard
- Washington Place between Sepulveda Boulevard & Tuller Avenue

Four locations were collected by National Data & Surveying Service. Weekday counts were collected at these locations on Wednesday, 9/12/18 between 7AM-9AM and between 4PM-6PM. Weekend counts were collected on Saturday, 9/15/18 between 11AM-1PM. These locations are:

- Lucerne Avenue W/O Higuera Street
- Jefferson Boulevard S/O Hetzler Road
- Green Valley Circle E/O Fox Hills Drive
- Farragut Drive E/O Overland Avenue

Locations with the highest volumes of bicyclists are Location 14 (Washington Boulevard between Moore Street and Beethoven Street), Location 4 (Lucerne Avenue west of Higuera Street), Location 2 (Washington Boulevard between National Boulevard and Expo Line), and Location 3 (Washington Boulevard between Cardiff Avenue and Watseka Avenue). Peak bicycle counts are shown in Figure 4.

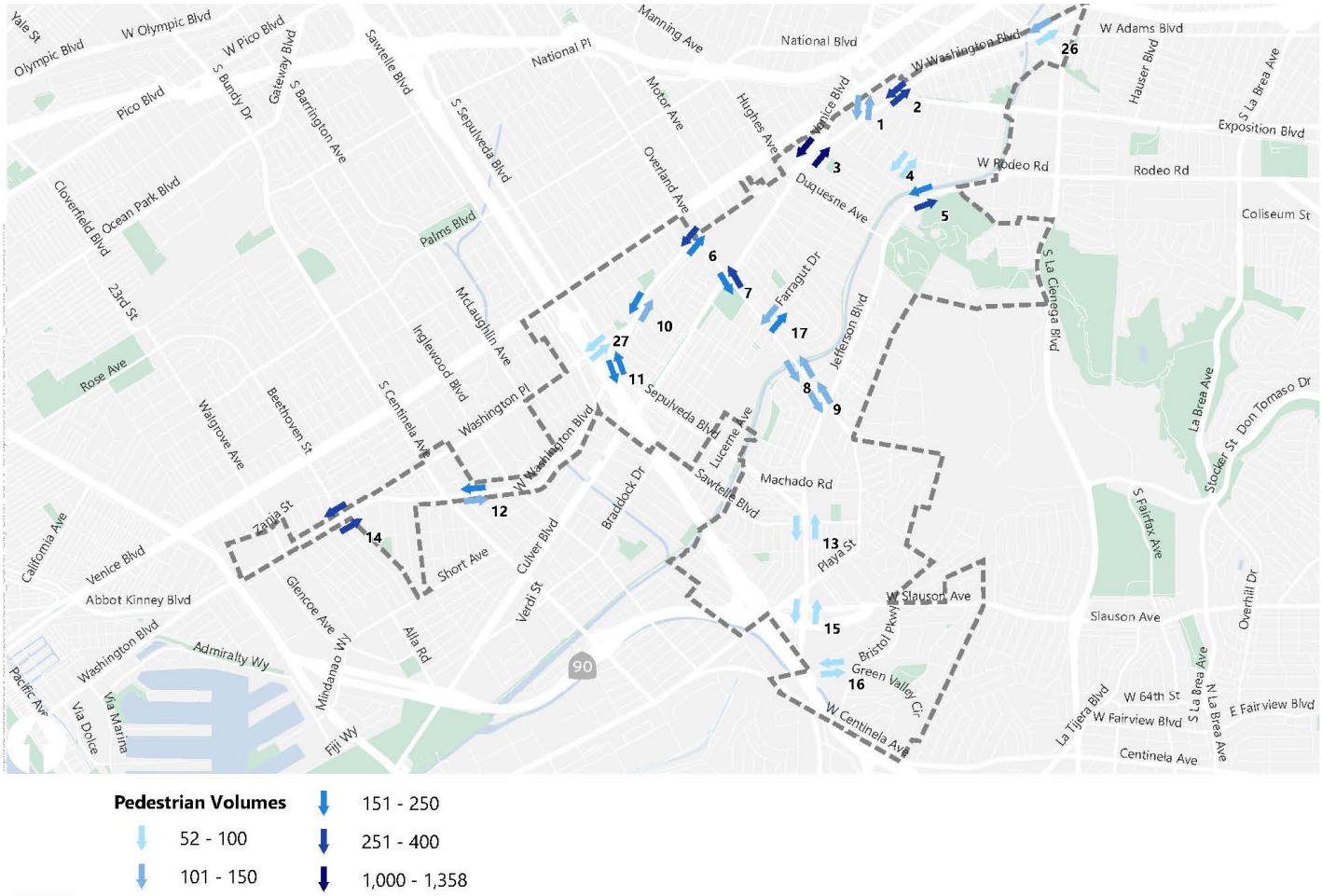
Figure 4: Bicycle Count Volumes



The most recent data indicate that cyclists were observed traveling through citywide intersections nearly 500 times during the morning commute peak hour and over 580 times in the evening commute peak hour. During a typical weekend, cyclists were observed traveling through intersections over 460 times during the peak hours.

Locations with the highest volumes of pedestrians are Location 3 (Washington Boulevard between Cardiff Avenue and Watseka Avenue), Location 14 (Washington Boulevard between Moore Street and Beethoven Street), Location 7 (Overland Avenue between Culver Boulevard and Barman Avenue), and Location 6 (Washington Boulevard between Overland Avenue and Culver Boulevard). Peak pedestrian counts are shown in Figure 5.

Figure 5: Pedestrian Count Volumes



The most recent data indicate that pedestrians were observed traveling through citywide intersections nearly 1,700 times during the morning commute peak hour and over 3,100 times in the evening commute peak hour. During a typical weekend, cyclists were observed traveling through intersections over 3,200 times during the peak hours.

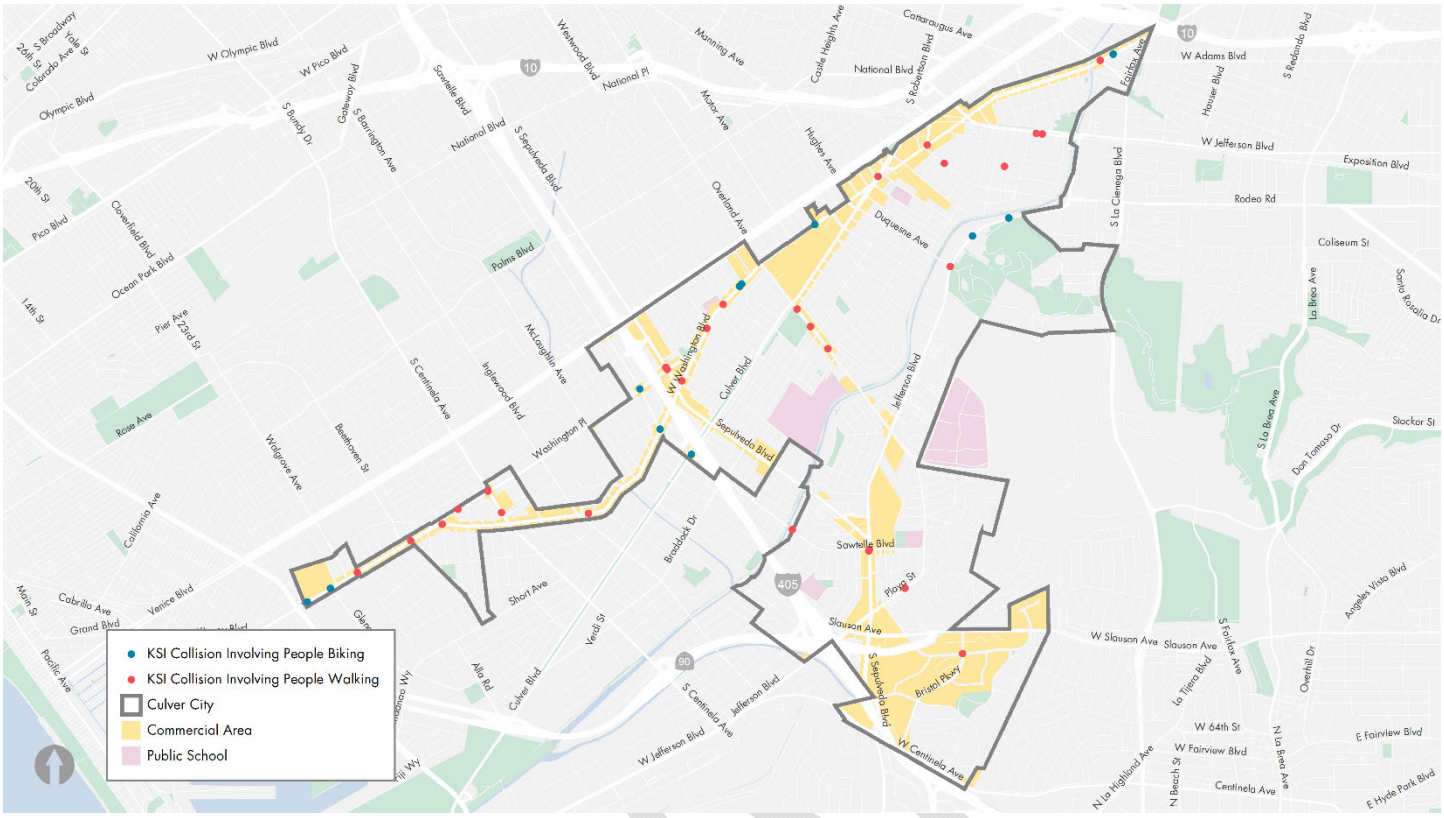
Collisions

As part of the Action Plan process, Culver City has made a bold commitment to eliminate serious injuries and fatalities on City streets. This commitment was made through the adoption of a policy called Vision Zero. Vision Zero is an international traffic safety philosophy that rejects the notion that traffic crashes are simply "accidents," but instead preventable incidents that can and must be systematically addressed. A Vision Zero Action Plan is included in Appendix X of this Active Transportation Plan. The Vision Zero Action Plan includes a data-driven analysis of crash history in Culver City, the identification of a High Injury Network (HIN) – totaling just 15% of the City's streets and accounting for over 80% of the fatal and severe collisions – and a set of project recommendations customized to address the most frequent and severe crashes along the HIN.

Crashes from 2005 through 2014 were analyzed to identify key trends (Figure 6). The full set of data included 3,174 crashes, including 85 crashes in which someone was killed or severely injured. Over the period of time analyzed, the total number of annual crashes decreased 5%, but crashes involving people walking or biking increased 17% and 21%, respectively. People walking in Culver City account for 7% of all crash victims, but nearly 60% of fatal victims. Nearly one-quarter of crashes resulting in a death or severe injury involved a driver under the influence, and over half of fatal and severe injury crashes occurred at night. More than three-quarters of crashes occur on Culver City's large arterial roadways, but those streets account for under one-fifth of the total roadway network. As shown in Figure 7, the majority of fatalities and serious injuries occurred along Washington Boulevard, Overland Avenue, and Washington Place.

Figure 6: Collisions Involving Bicyclists and Pedestrians (2005 to 2014)

Figure 7: Collisions Involving Bicyclists and Pedestrians Resulting in Fatality or Serious Injury (2005 to 2014)



Existing Facilities

Bikeway Types

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Classes I, II, III, and IV. Culver City further designates types of Class III facilities, as described below.

Shared-Use Paths (Class I)

Shared-use paths, or paved trails, are designated "Class I" by Caltrans. These facilities provide completely separated, exclusive right-of-way for bicycling, walking, and other non-motorized uses. They can be considered the lowest stress facilities, especially for the interested but concerned riders, as there are few potential conflicts between people riding and people driving. There is a total of 4.4 miles of shared-use path (Class I) facilities in Culver City, with the Ballona Creek Bike Path being the longest (3.2 miles).

Ballona Creek Bike Path, Culver City

Green bicycle lane on Duquesne Avenue, Culver City

Bicycle Lanes (Class II)

Bicycle lanes are striped, preferential lanes on roadways for one-way bicycle travel. Some bike 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 Culver City strives to achieve in that they provide a designated space for riders along a roadway. Culver City currently has 6.5 miles of roads with bike lanes.

Bicycle Routes (Class III)

Bicycle routes are signed routes where people riding bicycles share a travel lane with people driving motor vehicles. 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 Bike 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.

Bicycle route with sharrows on Irving Place, Culver City

Class III can be designated as "bicycle boulevards" by including engineering tools to slow traffic, reduce cut-through vehicle trips, and assist bicyclists and pedestrians in crossing busier roadways. Culver City currently has about 3.6 miles of Class III bicycle routes.

Separated Bikeway, Downtown Los Angeles

Separated Bikeways (Class IV)

A separated bikeway, also known as a cycle track or Class IV bikeway, is an on-street facility that is 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 interested but concerned bicyclists feel more secure while traveling along a roadway. Culver City currently has no separated bikeway facilities.

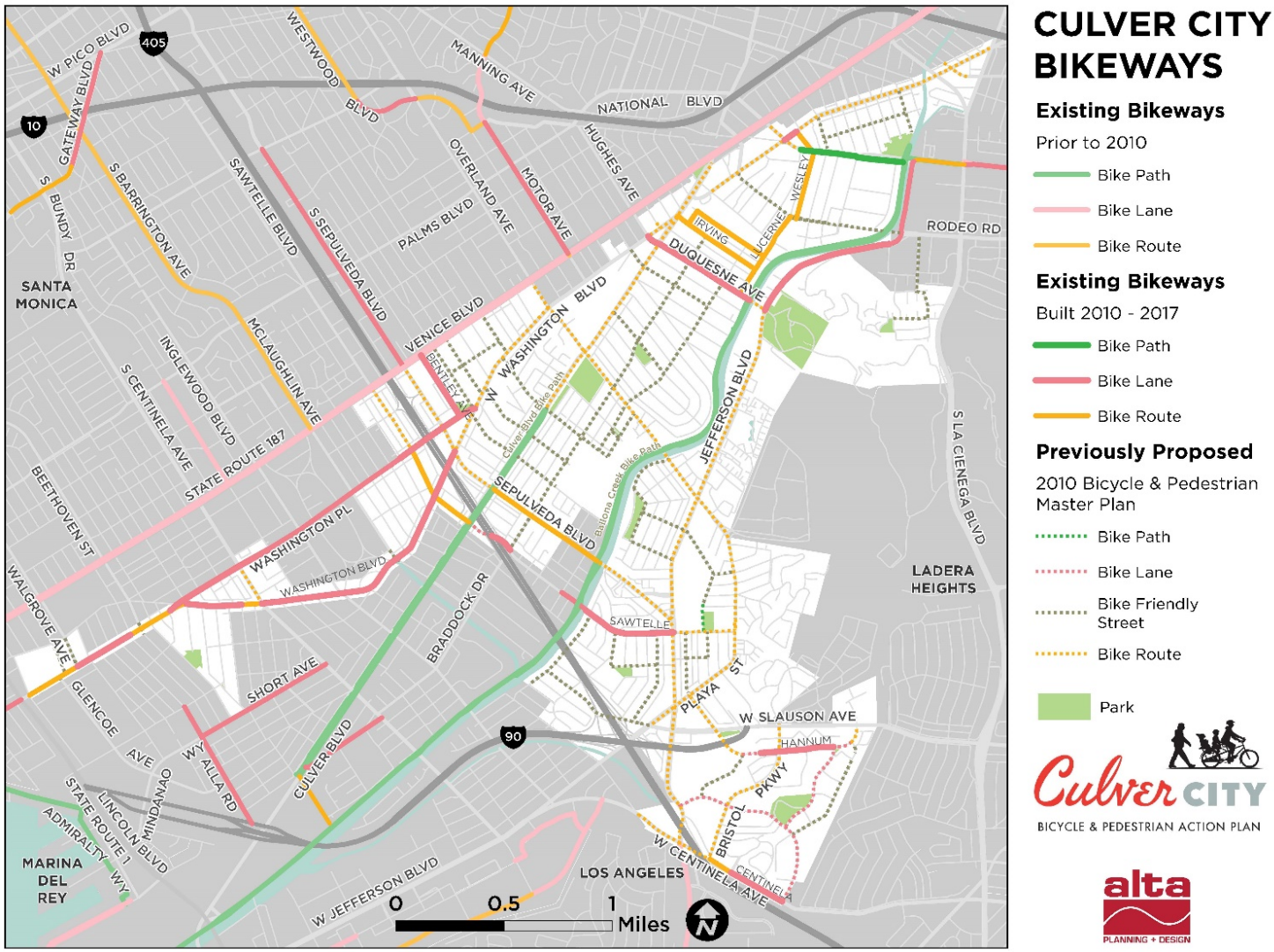
Existing Bikeway Network

Culver City currently has nearly 14 miles of bikeways (Classes I, II, and III) across 128 miles of roads. Table 3 lists the total miles of bicycle facilities by classification, while Figure 8 shows a map of the existing and previously proposed bikeway network in Culver City.

Table 3: Existing Bikeways in Culver City, by Class

Bikeway Class	Length (Miles)
Shared Use Path (Class I)	4.4
Bike Lane (Class II)	6.5
Bicycle Route (Class III)	3.5
Total	14.6

Figure 8: Map of Existing Bikeways in Culver City



The City's existing network of Class I and Class II bicycle facilities is disconnected, with few routes intersecting with others, forcing cyclists to share space with motor vehicles. Bike lanes along Washington Boulevard are inconsistent, changing between Class II and Class III multiple times. The Ballona Creek Bike Path is a popular regional bike route, but there are few access points into Culver City, and some access points are busy arterial streets without bike infrastructure (Sepulveda, Overland). Other access points, such as Duquesne were recently restriped with Class II bike lanes with green pavement, providing a connection to downtown. Bike lanes along Jefferson Boulevard also provide a connection to the bike lanes on Duquesne, to the north, but do not continue to the south.

Overall, Culver City's location and boundaries present a challenge for a continuous, connected bike network. Surrounded by the City of Los Angeles on all sides, many of Culver City's arterial streets take on the function of regional connectors for motor vehicle traffic in all directions and any reallocation of street space would require significant coordination from a regional traffic perspective. Further, streets such as Overland Avenue, Sepulveda Boulevard, and Washington Place are not contiguously inside the city's boundaries, so significant regional coordination would be required to design continuous bikeways along these corridors.

Bicycle Parking

Bicycle parking can be categorized into short-term and long-term parking. Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for relatively short periods of time - typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock.

This Plan recommends that each implementing agency review (and update if necessary) its bicycle parking requirements regularly. While public entities may lack the authority to install bicycle parking on private rights-of-way, this Plan also recommends that Culver City partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed.

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for longer periods of time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

These guidelines and recommendations are based on industry best practices as well as the Association of Pedestrian and Bicycle Professionals' (APBP) Essentials of Bicycle Parking Recommendations. Table 4 presents an overview of APBP's recommendations for bicycle parking locations and quantities.

Table 4: Recommendations for Bicycle Parking Locations and Quantities

Land Use or Location	Physical Location	Quantity (Minimum)
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
Public Facilities (e.g., libraries, community centers)	Near main entrance with good visibility	8 bicycle parking spaces per location
Commercial, Retail, and Industrial Developments (over 10,000 square feet)	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
Shopping Centers (over 10,000 square feet)	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

Source: APBP, 2015

The City has installed over 100 bike racks in locations that were recommended in the 2010 Bicycle and Pedestrian Master Plan, and continues to install bike parking through requests from the public on an ongoing basis. Though bike parking exists throughout Culver City's commercial corridors, the racks are of varying designs. Several of these existing racks do not meet current best practices of bike rack design. For example, many racks are single-point racks, which do not support the frame of the bicycle because they only allow one wheel to connect to the rack. These racks allow parked bikes to be easily knocked over and are susceptible to theft.

However, the City's current stockpile of racks consist of inverted U-racks, and many are installed across the city. There are nearly a dozen U-racks installed at Culver City's City Hall, providing greater security. U-racks have a compact design that provides a safer structure for bicyclists. They are also more space efficient than the single-point of support bicycle racks by providing equal or greater bicycle storage capacity while taking up significantly less space when vacant.

Figure 9: Public bike racks in Downtown that do not meet current best practices.

Long-term bicycle parking (bike lockers), which are more secure than bike racks, exist at City Hall for employee use, and at Culver City Expo Line Station for public use. A Metro Bike Hub is also planned for the Culver City Expo Line Station. Metro Bike Hubs feature 24-hour secure bike parking, on-call mechanics, in-person staff, and classes / events. The Bike Hub is set to open in 2019. While some businesses may allow staff to bring their bicycle indoors for storage, there is not consistent long-term bike parking at large employment centers, such as schools, Helms Bakery, or other destinations. Culver City has no existing policies dictating design, location, or quantity of bike parking in the city. Many cities have implemented bike parking policies that make end-of-trip facilities mandatory at City-owned buildings, require a minimum number of racks at newly constructed commercial or multi-family buildings, and more. In addition to implementing new bike parking policies, the City should consider providing consistent bicycle valet at community events and developing bike parking standards for Culver City.

Existing Pedestrian Network

Most streets in Culver City have existing sidewalks in good condition. Downtown Culver City features wide promenade sidewalks, making plenty of room for amenities like seating, planters, and public art. 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 Avenue, east of Hannum Avenue. Further, on Hannum Avenue, sidewalks are being installed with new development, but many gaps still exist. Community members also indicated that sidewalks are too narrow along National Boulevard and Braddock Drive. Culver City's ADA Self Evaluation and Transition Plan identifies specific facilities that do not meet current ADA standards, including sidewalks and curb ramps.

Though marked crosswalks exist at many major intersections across the city, most are transverse, and should be updated to high-visibility continental or ladder designs to increase visibility. Existing continental crosswalks are primarily concentrated on Washington Boulevard east of Downtown, while Downtown features red brick-patterned crosswalks along Culver Boulevard. Further, many major intersections have one leg that is closed to pedestrian crossing, forcing people to cross multiple times to get to their destination, or even cross at the unmarked leg in violation of posted signs. Community members identified multiple intersections and mid-block locations where new or improved crossings are needed. Culver City has two locations with Leading Pedestrian Interval (LPI). One LPI can be found at Washington Boulevard and Motor Avenue, and the other near City Hall at Duquesne Avenue and Culver Boulevard. LPIs give pedestrians a head start of three to seven seconds when they are crossing with a green light. They also increase visibility of pedestrians in crosswalks and indicate to drivers that pedestrians have the right-of-way. However, community members raised concerns about wait times at intersections with pedestrian push button activation.

Various traffic-calming measures exist throughout the city. The Hayden Tract, for example, features a diverter and median at Higuera Street and Hayden Place. Higuera Street, between Washington Boulevard and Hayden Place, features mini traffic circles with landscaping, a landscaped median, pinch points, and curb extensions. The intersection of Braddock Drive and Huntley Avenue also features a traffic circle.

Figure 10: Traffic circle on Higuera Street

In early 2018, new bus stop furniture was installed at 31 bus stops along Sepulveda Boulevard, Washington Boulevard, and at the Robertson Transit Hub at the Metro Expo Line Station. The improved stops feature shade and seating. Additionally, there are numerous benches and public seating in downtown and along Sepulveda Boulevard.

High levels of pedestrian activity have been identified along Culver Boulevard (in Downtown), Washington Boulevard (at Sawtelle Boulevard, Harter Avenue, Higuera Street, and La Cienega Boulevard), Braddock Drive (near Culver City High School), and Sepulveda Boulevard (at Overland Avenue, Culver Boulevard, and Playa Street). Further, the 405 Freeway bisects the city, and the part of the city west of the 405 offers a less pleasant walking environment.

Major destinations across Culver City will benefit from pedestrian improvements. Multiple studio lots in the city serve as major employment centers and would benefit from improved pedestrian connections. There are also 13 City parks and multiple commercial / retail centers (e.g., Westfield Culver City, Downtown) that could be improved to be pedestrian-oriented rather than vehicle-oriented. Further, schools are areas with high levels of pedestrian activity and need safer, more comfortable walking facilities.

Existing Plans and Policies Review

The Culver City Pedestrian and Bicycle Action Plan is consistent with various planning, policy, and regulatory documents. These include the City's own documents, such as the General Plan, Municipal Codes, and the 2010 Bicycle and Pedestrian Plan. Culver City also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, and the State of California. Table 5 summarizes the relevant documents that this Plan has taken into account, in order of agency and adoption date.

Table 5: Existing Plans and Policies

Document	Agency	Year Adopted
ADA Transition Plan	Culver City	2018
TOD Visioning Study	Culver City	2017
AB321 Technical Report (draft)	Culver City	2017
Bike Share Feasibility Study	Culver City	2017
e	Culver City	2017
e	Culver City	2016
Urban Forest Master Plan	Culver City	2016
Parkway Design Guidelines	Culver City	2016
Green Street Policy	Culver City	2015
Culver City Bicycle/Pedestrian Safety Assessment	Culver City	2014
Procedures and Regulations for Residential Permit Parking Districts	Culver City	2013
Culver City Bicycle & Pedestrian Master Plan	Culver City	2010
Outdoor Dining Standards and Procedures on the Public Right-of-Way	Culver City	2009
Ballona Creek and Trail: Focused Special Study and Ballona Creek Related City Council Resolution No. 2004-R044	Culver City	2004
Culver City General Plan: Circulation Element	Culver City	1996
Culver City General Plan: Land Use	Culver City	1996
Culver City General Plan: Open Space Element	Culver City	1996
Bicycling-Related Sections of the Municipal Code	Culver City	Varies
Active Transportation Plans of Neighboring Jurisdictions		
Exposition Corridor Transit Neighborhood Plan	City of Los Angeles	2011
City of Los Angeles Mobility Plan 2035	City of Los Angeles	2016
Westside Cities Long Range Transportation Plan Project List	Westside Cities Council of Governments	2015
Westside Cities Bicycle Safety Awareness	Westside Cities Council of	2012

Coordination Plan	Governments	
Park to Playa	Mountains Recreation and Conservation Authority	2011
Regional Plans & Policies		
LA Metro Active Transportation Strategic Plan	Metro	2016
Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)	SCAG	2016
Los Angeles County Metro First Last Mile Strategic Plan	Metro	2013
County of Los Angeles Bicycle Master Plan	County of Los Angeles	2012
Metro Bicycle Transportation Strategic Plan	Metro	2006
State Plans & Policies		
California State Bicycle & Pedestrian Plan	State of California	2017
Complete Streets Implementation Action Plan 2.0	State of California	2017
SB 99 - Active Transportation Program Act	State of California	2013
Caltrans Deputy Directive 64 – Complete Streets	State of California	2008
AB 1358 - Complete Streets Act	State of California	2008
SB 375 - California Sustainable Communities Strategy	State of California	2008
AB 32 - California Global Warming Solutions Act	State of California	2006
Federal Plans & Policies		
Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations	United States Department of Transportation	2010

City Documents

ADA Transition Plan (2018)

The ADA Transition Plan aims to assess curb ramps, intersections, sidewalk barriers, and transit stops in an effort to identify facility needs, prioritize implementation and funding, and make recommendations to improve the safety and comfort of walking and wheelchair use in Culver City. The plan is expected to be adopted in 2019.

TOD Visioning Study (2017)

The TOD Visioning Study focuses on evaluating Transit Oriented Development (TOD) around the Expo Line Station. The study will provide recommendations on improving connections to the station area for pedestrians, bicyclists, transit, and automobile traffic. The principles of the mobility framework helped to define the goals, objectives, and recommendations into the following categories:

Pedestrians: Improve walkability and pedestrian safety

Transit: Improve the efficiency and convenience of transit as a mobility option

Bicycling: Improve convenience, safety, and efficiency of a cycling infrastructure and encourage bicycling

Traffic: Improve mobility for pedestrians, transit, and bikes, as well as to relieve certain traffic congestion conditions on local streets

Washington Boulevard: Establish Washington Boulevard, from Downtown to its crossing at Ballona Creek, as the principal "spine" of the TOD area

Transit-Oriented Development (TOD) District Policies: Guide development within the TOD area, to define and design improvements that address mobility, and to clarify the City's expectations regarding conditions for new development

Transportation Demand Management (TDM) Policies: To encourage, facilitate, and promote the use of alternative mobility modes

Assembly Bill 321 Legislature Feasibility Study Draft (2017)

The feasibility study determines whether 15 miles per hour (mph) school zone speed limits are feasible per the conditions outlined in Assembly Bill No. 321. The study included five schools within the Culver City School District:

- El Marino Elementary School
- El Rincon Elementary School
- Farragut Elementary School/Culver City Middle School/High School
- Linwood E. Howe Elementary School
- La Ballona Elementary School

The findings suggest that it is feasible to apply a 15-mph speed limit within 500 feet of school grounds and a 25 mph speed limit within 500 to 1,000 feet of the school grounds on the streets studied except for the following:

- Hayter Avenue - Does not qualify as a "residence district"
- Coolidge Avenue - Does not qualify as a "residence district"
- Overland Avenue - Exceeds maximum speed limit and travel lanes
- Sawtelle Avenue - Does not qualify as a "residence district"
- Washington Boulevard - Exceeds maximum speed limit and travel lanes

Bike Share Feasibility Study (2017)

The purpose of this study is to evaluate the feasibility of operating a bike share system in Culver City, to evaluate which system would best serve the City's goals and interests. As a result, the Study recommended that Culver City pursue a smart bike system in partnership with Metro. The implementation of a bike share system in Culver City would encourage bicycling as a mode of transportation and could greatly increase connections to local destinations and regional transit.

Expo-Downtown Bicycle Connector Study (2017)

In 2012, the Metro Expo Line opened to Culver City, creating additional demand for walking and bicycling in downtown and spurred transit-oriented development along the corridor. The goals of this study are to evaluate safe family-friendly connections between the Expo Line Bike Path and Downtown Culver City, to promote mobility, increase access to local businesses, and to promote community health and sustainability. The study

does include information to seek right-of-way dedications and other mitigations from pending developments to enable the future implementation of the recommended project.

Washington National Transit Oriented Development District: Streetscape Plan (2016)

The purpose of the Streetscape Plan is to create a series of principles to guide the streetscape design near the Expo Line Station and the emerging Transit Oriented Development (TOD) district. A series of new TOD developments are planned near Washington and National Boulevard. These mixed-use developments will require enhancing the common public spaces and pedestrian environment. The Plan promotes revitalization through the implementation of pedestrian friendly streetscape enhancements. The Streetscape Plan conforms to the 2010 Bicycle Pedestrian Master Plan.

Urban Forest Master Plan (2016)

The objective of this Plan is to facilitate the preservation, management, and enhancement of Culver City's urban forest. The Plan further relates to the 2010 Bicycle and Pedestrian Master Plan, 2009 Parks and Recreation Master Plan, 1995 General Plan (Open Space, Circulation, and Land Use Elements). The City has a goal to create a more pedestrian- and bike-friendly urban environment and street trees can support this goal by providing shade and calming traffic.

Parkway Design Guidelines (2016)

The Parkway Design Guidelines supports the creation and maintenance of parkways in Culver City that are safe, accessible, resource efficient, ecologically responsible, and preserve the health of City trees. The green infrastructure provides not only important ecological services to the City such as cooling, stormwater runoff reduction, and energy use reduction, but further impact the pedestrian and bicycling environment in a positive way.

Green Street Policy (2015)

The Green Street Policy is implemented by the City's Public Works Department and will follow Green Street Best Management Practices for the addition of new streets, redevelopment projects, and roadway improvement projects, including Capital Improvement Projects. This policy was enacted to demonstrate compliance with the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for the Los Angeles Region (Order No. R4-2012-0175). Green streets are an amenity that provides many benefits including water quality improvement, groundwater replenishment, creation of attractive streetscapes, creation of parks and wildlife habitats, and pedestrian and bicycle accessibility.

In 2018, the City began the process of creating a Green Streets Masterplan. This Plan will align with the Ballona Creek Enhanced Watershed Management Program and will review streets in terms of pollutant loading.

Culver City Bicycle/Pedestrian Safety Assessment (2014)

The objectives of the BSA and PSA are to improve pedestrian and bicyclist safety, enhance walkability and bike-ability, and to increase accessibility for all pedestrians and bicyclists. The study analyzed the City's existing and future pedestrian and bicycle demands, which included local Safe Route to School programs, the 2010 Bicycle and Pedestrian Master Plan, and the review of collision data. This study focused on identifying opportunities to build on these existing efforts and offered recommendations for potential improvements. Walking and bicycle study areas included, Washington Boulevard, Culver Boulevard, the Tri-School area, and the Fox Hills Park. Additional bicycle studies were conducted at Washington Boulevard from the Metro Expo Line to Downtown Culver City, the Ballona Creek Bike Path at Duquesne Avenue, and Elenda Street from La Ballona Elementary School to Farragut Elementary School.

Procedures and Regulations for Residential Permit Parking Districts (2013)

The purpose of the Preferential Parking Districts is to limit the intrusion of non-residential parking into parking-restricted residential streets and neighborhoods. These Districts were adopted to limit the negative impacts to residential areas.

Culver City Bicycle & Pedestrian Master Plan (2010)

The Culver City Bicycle & Pedestrian Master Plan (BPMP) emphasizes the concept of "Complete Streets" and provides guidance for the future development of bicycle and pedestrian facilities. The BPMP further includes education, enforcement, and encouragement programs that aim to reduce congestion; lower greenhouse gas emissions; create a thriving, walkable business environment; and the promotion of healthier lifestyles and improved quality of life in Culver City and adjacent communities.

Outdoor Dining Standards and Procedures on the Public Right-of-Way (2009)

Culver City updated its Outdoor Dining Standards (ODS) in 2009 in conjunction with the development of the Downtown Culver City Design Guidelines. The popularity and demand for restaurant outdoor seating have the potential to encroach into the public right-of-way, while livening the public realm and creating more walkable areas. These standards regulate the design and operation of the outdoor dining areas in such a way to enhance the pedestrian experience.

Ballona Creek and Trail: Focused Special Study and Ballona Creek Related City Council Resolution No. 2004-R044 (2004)

One of the key goals of this Focused Study was to "promote the development of a pedestrian and bicycle path system that will be safe, secure and meet ADA accessibility requirements." The City Council Resolution No. 2004-R044 amends the Land Use, Open Space and Circulation Elements of the Culver City General Plan as they pertain to Ballona Creek.

The study recognized the use of Ballona Creek Bike Path for both commuting and recreational purposes. Accessibility to and the safety of the trail for pedestrians, bicyclists, and others with impaired mobility was a primary concern. The study also provides guiding principles for improvements that will connect the Ballona Creek Bike Path with the rest of the City Bicycle Network. Major themes of the Resolution include:

- Protecting the surrounding neighborhoods from externalities of trail access and use
- Establishing guidelines that direct future improvements/additions to the trail
- Safety, maintenance, and crime prevention
- Including surrounding communities in the improvement process
- Installing Class II bike lanes along major arterials to facilitate bicycle travel to/from the Ballona Creek Bike Path

Culver City General Plan (1996)

The following plan elements were amended in 2004:

Circulation Element:

The Circulation Element of the General Plan identifies transportation systems and facilities in correlation with the Land Use Element. Legislation requires that the County adopt a Congestion Management Plan (CMP)

addressing the linkage between land use, regional roadways, transit performance, air quality objectives, and Transportation Demand Management (TDM).

Objective 3: outlines policies that support a bikeway system and facilitates the expansion of connections to Ballona Creek Bicycle Path, expands linear routes for improved connectivity, and includes the adoption of a comprehensive bikeway plan (adopted in 2010)

Objective 4: outlines policies that support pedestrian access though improved streetscapes and connectivity, enhanced transit access, and through crime prevention measures and education that support pedestrian safety

Objective 9: outlines streetscape enhancements that integrate transportation and urban design systems through streetscape improvements. This includes enhancing the aesthetics of the City's streetscape to be consistent with the Streetscape Master Plan

Land Use Element:

The Land Use Element intends to guide land use and development to achieve the goals of improving the physical, social, and economic needs of the community as outlined in the General Plan. The Land Use Vision builds upon the City's small-town character, peaceful tree-lined neighborhoods, and a diverse economic base that is supported by City services.

Open Space Element:

The Open Space Element supports natural habitats, agricultural production, outdoor recreation and environmental health issues. The intent is to protect, expand, and enhance visible and usable open space resources.

- Policy 2D: proposes bikeway connectivity to Downtown from the Ballona Creek Bike Path
- Policy 2E: discusses Overland Avenue and Culver Boulevard. Overland Avenue is a major component of Culver City's transportation system, connecting to:
    - Ballona Creek Bike Path
    - Venice Boulevard Bike Lanes
    - Employment (Sony)
    - Civic/public life (Veteran's Center, Senior Citizen Center)
    - Recreation (Ballona Creek Bike Path, Veteran's Park)
    - Commercial Centers (Culver Center, Ralphs, Best Buy, Bally Fitness)
    - West Los Angeles College
    - Residential neighborhoods
- Policy 2F: calls for the development of a bike path along National Boulevard and pre-dates the Exposition
    - Light Rail Transit Project plans
- Policy 2H: discusses Syd Kronenthal Park and its connectivity to the Ballona Creek Bike Path.
- Policy 3C: discusses the concept of "Parkettes." These small-scale parks cab take advantage of underutilized parcels of property

In 2004, the amendment outlined policy updates to Ballona Creek connections in relation to both the Open Space and Land Use elements:

- Policy 2G: maintains and enhances the active recreation opportunities along Ballona Creek bike path while ensuring the safety and privacy of adjoining neighborhoods
- Policy 2I: develops a safe and convenient pedestrian and bicycle link between the Lucerne-Higuera

neighborhood, south of National Boulevard, and Syd Kronenthal Park

Culver City Municipal Codes

There are several sections of the Culver City Municipal Code (CCMC) that relate to the provision and design of bicycle parking, riding, and walking.

The 2010 Bicycle and Pedestrian Master Plan improved bicycling and walking opportunities, showing significant process in expanding active transportation in Culver City. Below is a list of current CCMC as they relate to walking and bicycling in Culver City.

Bicycle Parking

CCMC §7.03.535: expressly prohibits using parking meters as bicycle parking

CCMC §7.05.015: Transportation Demand and Trip Reduction Measures (TDM) requires all new non-residential developments that equal or exceed 50,000 gross square feet provide bicycle racks or other secure bicycle parking as a way to encourage bicycling as an alternative mode of transportation and reduce the use of automobiles

CCMC §9.10.055: expressly prohibits leaving a bicycle on the ground, pavement, or against a tree in a public park when a bicycle rack is provided and there is space available. Additionally, this code prohibits riding a bicycle other than on the right-hand side of the road, and bicycles shall be kept in single file when two or more are operating as a group

CCMC §17.320.045: states that bicycle parking is to be provided at most multi-family and non-residential uses. Generally, bicycle parking is required at rates that vary between 5-10% of the motor vehicle parking provided at the respective facility

Bicycle Riding

CCMC §7.02.050: prohibits bicycling upon any pedestrian walkway, which the Council, by resolution, has specifically designated as reserved for pedestrian use only

CCMC §7.04.250: prohibits bicyclists from riding on a sidewalk within any business district or upon the sidewalk adjacent to any public-school building, church, recreation center or playground. Additionally, if a person is riding a bicycle upon a sidewalk they must yield to pedestrians, give an audible signal, and pass on the left of the pedestrian

Walking

CCMC §9.08.035: authorizes the administrative licensing of outdoor dining areas where they will promote commercial revitalization and business opportunities in a manner that is consistent with public welfare and safety

CCMC §7.05.015: (Transportation Demand and Trip Reduction Measures) requires all new non-residential developments that equal or exceed 100,000 gross square feet to provide direct and safe pedestrian access to/from vehicle and bicycle parking and transit facilities

Active Transportation Plans of Neighboring Jurisdictions

Exposition Corridor Transit Neighborhood Plan (2017)

The Exposition Corridor Streetscape Plan is a vision document that provides guidance for streetscape improvements in the public right-of-way. The Plan aims to improve the walking environment of the corridor and to link rail stations, through improving connections and pedestrian safety. This Plan reflects the Mobility Plan street designations and street standards, and the Mobility Plan's enhanced street networks, including the Bicycle Lane Network, where applicable.

City of Los Angeles Mobility Plan 2035 (2016)

In 2008, the California State Legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to plan for a balanced, multimodal transportation network that meets the needs of all users of streets. The Mobility Plan meets this requirement through a series of goals that represent transportation and public health. The Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users by incorporating "complete streets" principles, and further addresses historic inequities to low-income communities by placing a citywide emphasis on safety, access, and health in socioeconomically disadvantaged areas with the highest need to connect people through increased mobility.

Westside Cities Long Range Transportation Plan Project List (2015)

The below project list is not exhaustive, but does highlight the projects that pertain to the Pedestrian and Bicycle Action Plan:

- WSCCOG Bicycle Infrastructure Priority Gap Closure - Beverly Drive/Beverwil Drive/Duquesne Avenue/Jefferson Boulevard/Overland Avenue (from San Vicente to Westfield/Culver City Transit Center)
- Streetscape improvements (street trees, landscaping, street furniture, special lighting, decorative paving, or screening walls) and facade improvements along commercial corridors that complement each focus area and improve the physical environment.
- Continue efforts to eliminate barriers to wheelchairs in the public and private pedestrian rights-of-way.
- Proposed Class III bikeway on Hannum Avenue
- Proposed Class III bikeway on Bristol Parkway
- Proposed Class III bikeway on Green Valley Circle
- Proposed Class III bikeway on Duquesne Avenue
- Sign Class II and III bikeways on Washington, Jefferson, and Sepulveda Boulevards, Overland and Duquesne Avenues, Washington Place, Playa Street and any future adopted routes.
- Provide bike lockers and staging areas for public use in safe and convenient locations within commercial corridors.
- Promote public education programs regarding bicycle safety and the City's bicycle resources.
- Establish pedestrian access across existing barriers such as freeways, Ballona Creek, and long, uninterrupted blocks, and require pedestrian links across potential future access barriers
- Promote public education programs regarding the City's pedestrian resources and pedestrian safety, especially the use of pedestrian signals at street intersections.
- Develop Safe Routes to School plans. Implement construction projects around various school sites in Culver City

- Develop a Class II bicycle connection between Expo/Culver City Station and Downtown Culver City (Washington Boulevard between National Boulevard and Ince Boulevard); enhance pedestrian environment to encourage pedestrian movement between Expo and Downtown.
- Ballona Creek Bike Path Extension: This project would study and create plans to extend the bike path further east along Ballona Creek between Syd Kronenthal Park and Fairfax
- Overland Bike Facilities: This project will add bike facilities on Overland between Venice and Playa.
- Develop a bikeway loop connecting Ballona Creek Path to downtown (Class II bicycle lane along Overland Avenue, Culver Boulevard, and Washington Boulevard through downtown connecting to Ballona Creek and Exposition right-of-way)
- Reduce automobile travel by establishing a context for TDM programs, capitalizing on the CityBus transit system and the Ballona Creek Bike Path, and studying appropriate limits on the number of parking spaces for specific uses and areas.
- Improve aesthetic, safety and traffic conditions in the area between La Cienega Boulevard and Fairfax Av and between La Cienega and Ballona Creek.

Westside Cities Bicycle Safety Awareness Coordination Plan (2012)

The Westside Cities Council of Governments (WSCCOG) identified and prioritized five corridors that would close gaps in the current bicycle infrastructure. These recommended gap closures would create a regional bicycle system that provides both north/south and east/west connections, and also connects all the WSCCOG jurisdictions with each other and the City of Los Angeles. Of the five identified bicycle network gaps, Beverly Drive/Beverwil Drive/Duquesne Avenue/Jefferson Boulevard/Overland Avenue from San Vicente to Westfield/Culver City Transit Center was a prioritized gap.

Park to Playa Trail Feasibility Study and Wayfinding Plan (2011)

The Park to Playa Trail is a regional network that ties together trails and paths across several jurisdictions and park facilities. The trail and wayfinding feasibility study, commissioned by the Mountains Recreation and Conservation Authority, studied seven miles of the "Park to Playa" corridor within Baldwin Hills. This study advances the Park to Playa vision by connecting 13 miles of trails within the Ballona Wetlands that connect to parks and open spaces in Baldwin Hills, along Ballona Creek, to the Ballona Wetlands, and the Marvin Braude Bike Trail along the beach.

Jefferson Boulevard Pedestrian and Bicycle Access Improvements (2017)

This Project provides a separate pedestrian walking and jogging trail that starts near Jefferson Boulevard and terminates at a point beyond the last residential access from Hetzler Road. The purpose of the Project is to provide a safer route than the Hetzler Road roadway for pedestrians and joggers. Pedestrian use of the section of the Hetzler Road roadway adjacent to the new walkway is no longer authorized. The Project location is in Culver City but is entirely under the jurisdiction of California Department of Parks and Recreation (State Parks).

Regional Plans & Policies

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

The SCAG Regional Transportation Plan includes a commitment to reduce transportation-related greenhouse gas emissions to comply with California Senate Bill 375. This Plan will help Culver City contribute to this goal.

Los Angeles Metro Active Transportation Strategic Plan (2016)

The Active Transportation Strategic Plan (ATSP) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan focuses on improving first and last mile access to transit and propose a regional network of active transportation facilities, including shared-use paths and on-street bikeways. The ATSP analyzed locations and provided recommendations for infrastructure near major transit destinations, including locations in Culver City.

Los Angeles County Metro First Last Mile Strategic Plan (2013)

Los Angeles County Metropolitan Transportation Authority (Metro) continues to develop a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million people, nearly 80 percent of Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities. The First Last Mile Strategic Plan also proposes an approach to improve safety and comfort of walking and biking to transit stations.

County of Los Angeles Bicycle Master Plan (2012)

The County of Los Angeles Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often.

Metro Bicycle Transportation Strategic Plan (2006)

The Los Angeles County Bicycle Transportation Strategic Plan identifies gaps in the regional bikeway network. In Culver City the Strategic Plan shows the following gap:

- Connection along Jefferson Boulevard between Culver City (Fox Hills mall/Transit Center) and Playa del Rey

State Plans & Policies

California State Bicycle & Pedestrian Plan (2017)

The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. This plan will help Culver City to work with the local Caltrans office to implement projects on Caltrans rights-of-way. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of travelers of all ages and ability in planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Senate Bill 99 - Active Transportation Program Act (2013)

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

> *The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.*
>
> *The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all*

projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identifies during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Assembly Bill 1358 - Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375 - California Sustainable Communities Strategy (2008)

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of seven percent by the year 2020 and 15 percent by the year 2035, using 2005 levels as the base year.

Assembly Bill 32 - California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.