

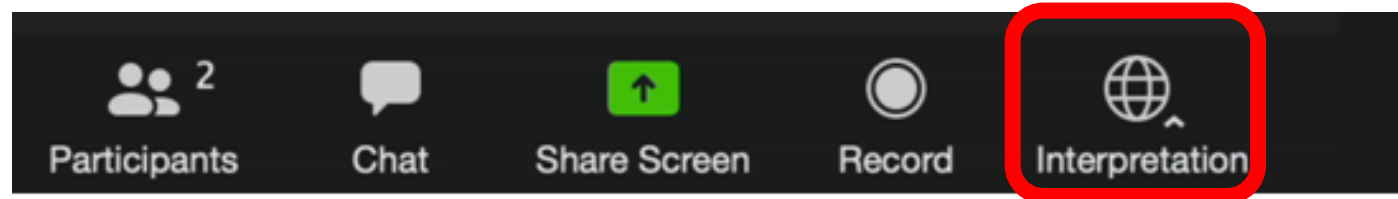
General Plan 2045 *Culver* CITY

Mobility Alternatives Community Workshop

May 27, 2021

La interpretación en simultáneo para esta reunión se dará en los siguientes idiomas:

- Español – bajo la opción E spañol
- P or favor haz clic en el icono INTERPRETATION en tu barra de herramientas para acceder al idioma deseado

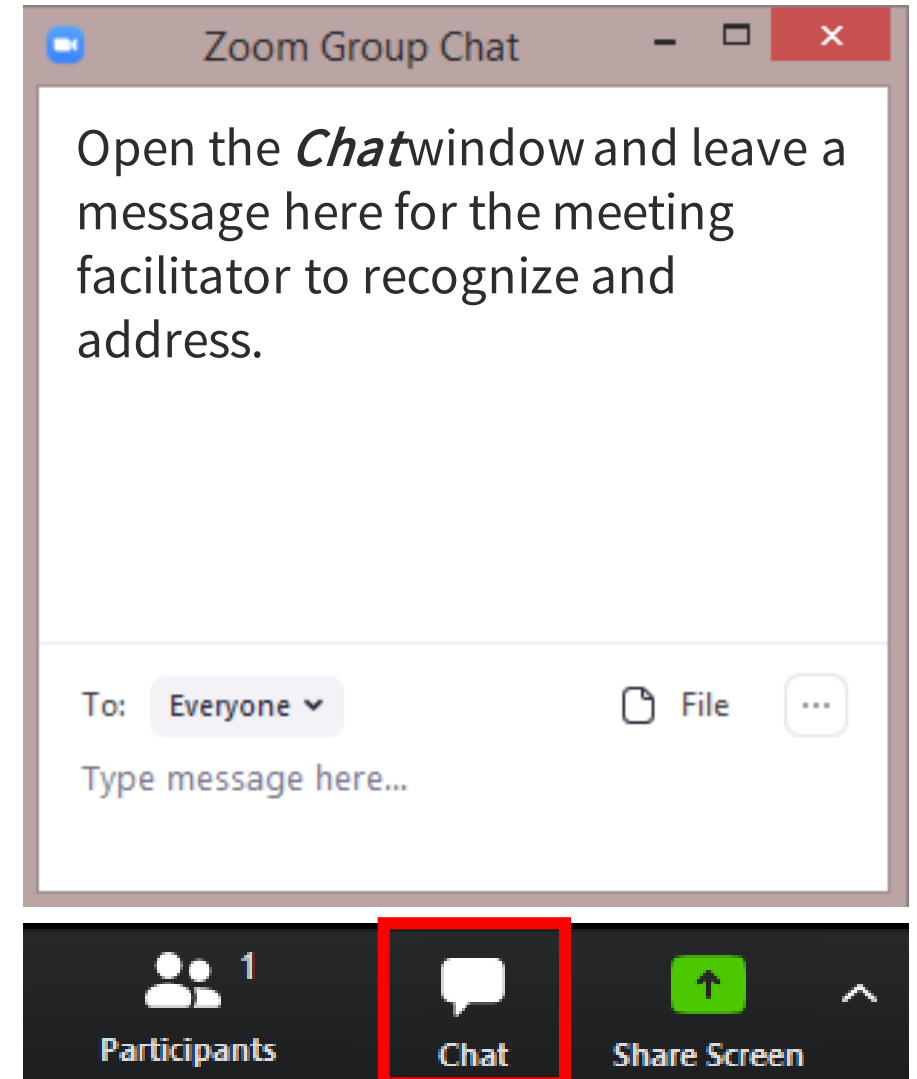


Agenda

- **General Plan Update Process**
- **Mobility Overview**
- **Stakeholder Feedback**
- **Mobility Alternatives**
- **Small Group Breakout Rooms**
- **Report Back**

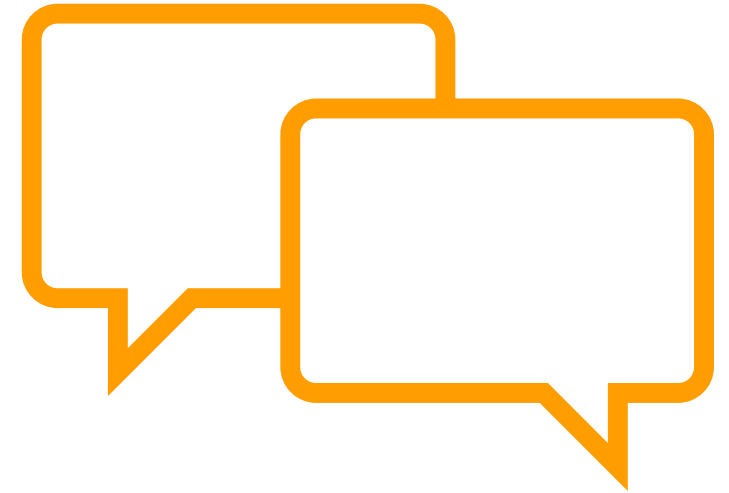
Opportunities to Engage in the Conversation

- Throughout the Presentation
 - Live Polling through www.menti.com
 - Chat Questions to the Project Team in Zoom
- End of the Presentation
 - Breakout Group Discussion
- After the Meeting
 - Follow-up Surveys
 - Participate in Upcoming Meetings
 - Visit: www.pictureculvercity.com



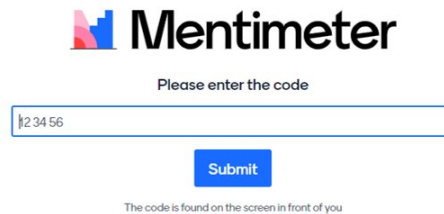
Rules of Engagement

- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



How to Use www.menti.com

- Open a web browser
 - On second device if possible
 - In another window
- Go to www.menti.com
- Enter Code:
7556 5260
- Questions will appear throughout the meeting when activated by the presenter



Mentimeter

Please enter the code

Submit

The code is found on the screen in front of you





Overview of the General Plan Update

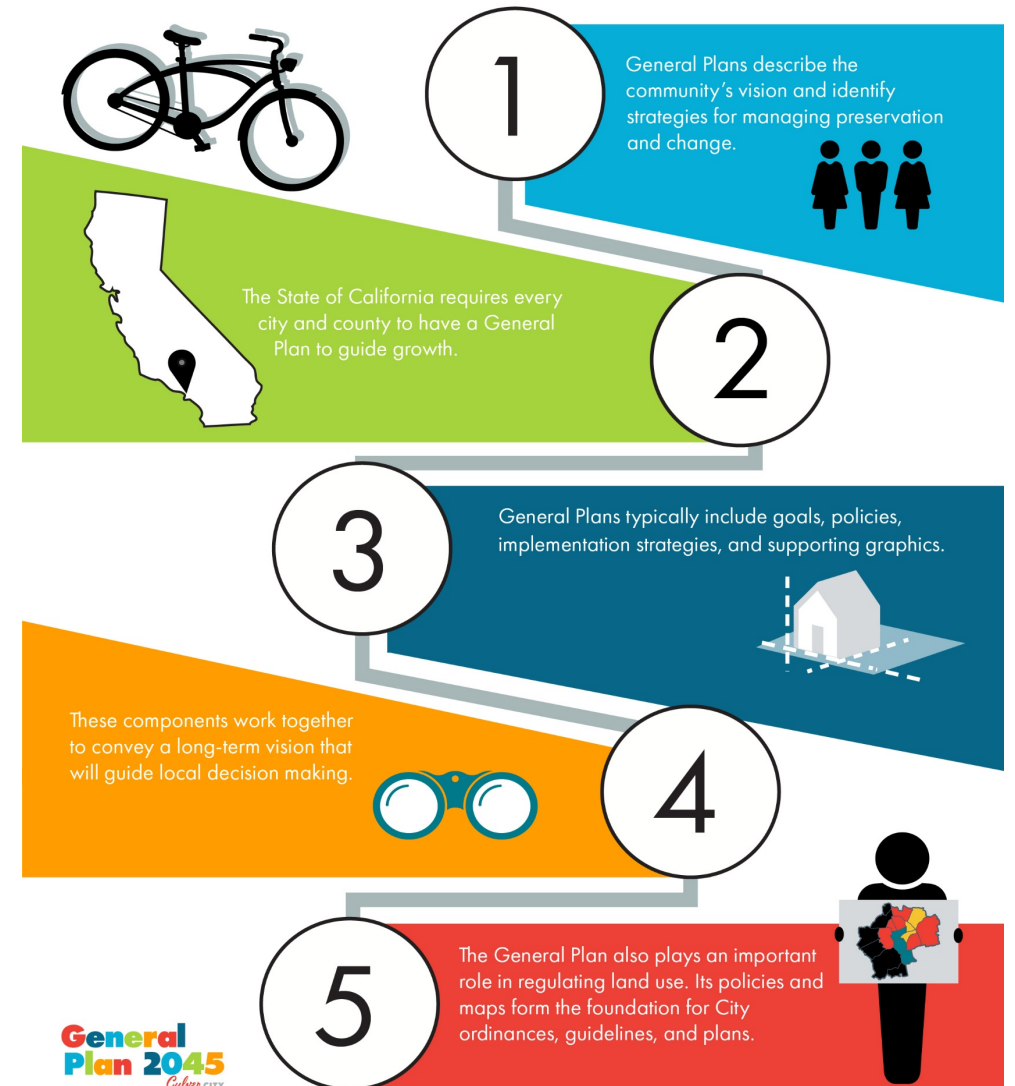


Purpose of the General Plan

- Long-term policy document to guide the future actions (policy choices + development applications) of Culver City
- Serves as City's "constitution"
- Enables the community to come together to develop a shared vision for the future
- Enhances community strengths
- Addresses a number of topics of concern

What is a General Plan?

A General Plan is like a road map for the future of Culver City.



General Plan Topics

Requirements

- Land Use
- Circulation
- Housing
- Conservation
- Noise
- Safety
- Environmental Justice

City of Culver City General Plan will address:



CLIMATE CHANGE + RESILIENCE



HEALTH, ENVIRONMENTAL JUSTICE + EQUITY



NEW MOBILITY



SMART CITIES



ART + CULTURE



REIMAGINING PUBLIC SAFETY



PUBLIC REALM/ URBAN DESIGN



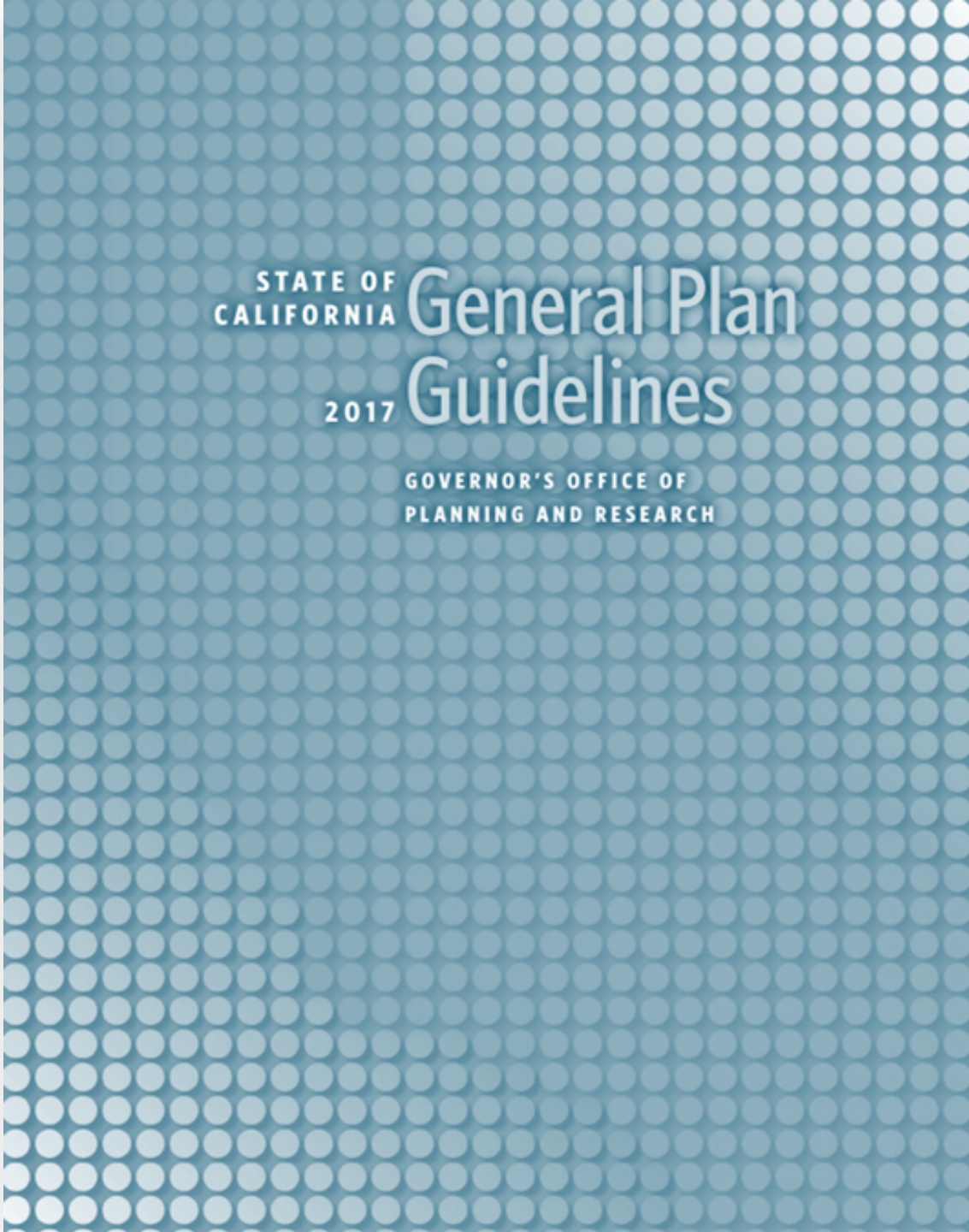
ECONOMIC DEVELOPMENT



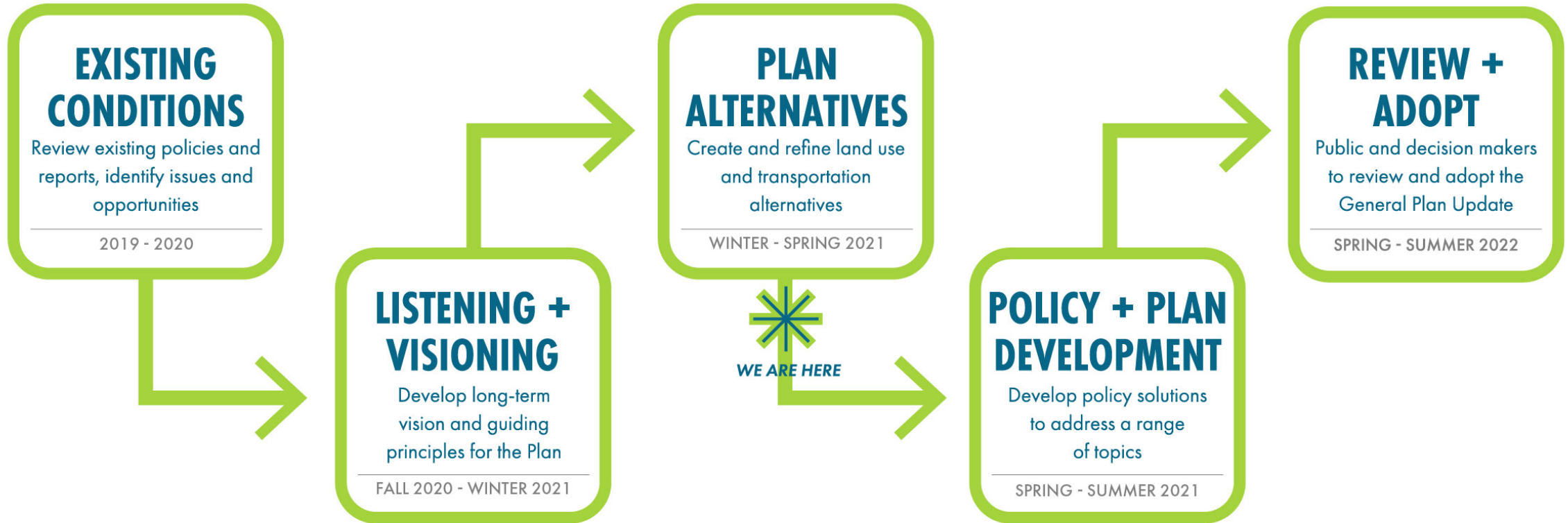
INFRASTRUCTURE/ PUBLIC FACILITIES AND SERVICES



PARKS AND RECREATION



General Plan Process



COMMUNITY ENGAGEMENT ACTIVITIES THROUGHOUT THE PROCESS

GPU Engagement Milestones to Date

- 3 City Council study sessions on vision, land use strategies, Housing Element principles
- Presentations to Planning, Cultural Affairs, and Homeless Commissions
- Interactive project website (www.pictureculvercity.com)
- 4 pop-up meetings
- 15 General Plan Advisory Committee meetings
- 13 Technical Advisory Committee meetings
- Community Visioning Festival Workshop (1 50 participants)
- 15 Speaker Series events
- 7 topic-specific existing conditions videos + microsurveys
- Online “Issues and Opportunities” survey (Over 250 responses)
- Public Safety Survey (Over 2,500 responses)
- Online Story Bank
- Volunteer Communications Network
- 2 Community Land Use Strategy Workshops (80 participants)



Community Visioning Festival



Art Walk and Roll Festival

Community Vision

Culver City in 2045 continues to be a vibrant, unique, and diverse community with a strong social and economic fabric stitched together by its arts and cultural assets, creative enterprises, high-quality services, and inclusiveness. It is a progressive and bold city leading the region to address complex challenges in housing, transportation, public health, public safety, and the environment.

Its residents, workers, businesses, and visitors enjoy smart and modern infrastructure and fiscal sustainability, stewarded by a commitment to equitable planning for the future generations that will inherit Culver City as a home, as their neighbor, or as a cultural and economic destination.

Core Values



Innovation +
Creativity



Sustainability



Equity +
Inclusion



Compassion +
Community

Mobility Overview

General Plan 2045 Guiding Principles

Mobility

Build more facilities to better accommodate active and shared modes of getting to, from, and through Culver City by providing more reliable, safe, affordable, and connected transportation and mobility options.



Relevant Guiding Principles

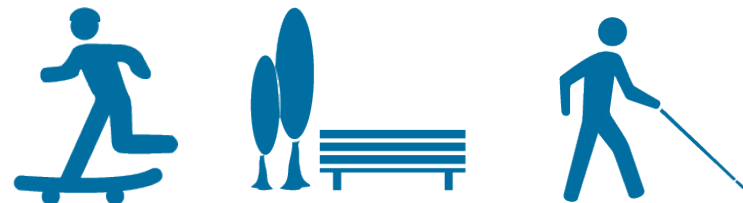
Infrastructure



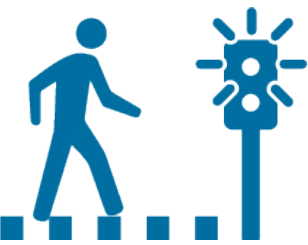
Urban Design



Community Health



Public Safety



Climate Action Planning



Mobility and the GPU

- Review Existing Conditions
 - Identify key issues and opportunities
- Assess Transportation Alternatives
 - Develop network alternatives to support future growth
 - Evaluate modal performance and alignment with City goals
- Update the Mobility Element
 - Citywide mobility policy framework
 - Build upon existing policies and design guidelines
 - Incorporate new legislative requirements, recognized best practices, City input, and shared community outcomes

Existing Conditions: Summary of Findings

Issues

1. Part of a complex regional network
2. High vehicle volumes and speeds detract from a comfortable environment for walking and biking
3. Rapid development within and near Culver City needs to mitigate transportation impacts
4. Lack of infrastructure for sustainable mobility options (transit, bicycles, & scooters)



Source: Curbed Los Angeles

Existing Conditions: Summary of Findings

Opportunities

1. Recognize that mobility solutions form a mechanism to achieving wider community goals and equity
2. Continue to integrate transportation planning with land use planning
3. Implement sustainable mobility services and infrastructure (as recommended in local and regional plans)
4. Implement the 2020 Bicycle and Pedestrian Action Plan, and Local Road Safety Plan



Source: Nelson Nygaard

Existing Conditions: Summary of Findings

Opportunities (continued)

5. Reduce or eliminate parking requirements around transit and promote shared parking
6. Work with the region to implement other mobility strategies
5. Future-proof planning for adaptation of emerging technologies



Source: Nelson Nygaard

Stakeholder Feedback to Date

Stakeholder Vision for Culver City's Mobility Future

Future Mobility Aspirations

- Address cut through traffic
- Provide and promote safe multimodal options (walking & biking)
- Activate Ballona Creek as a transportation corridor
- Create streets that prioritize active modes over vehicles

Mobility Concerns

- Traffic and speeds on neighborhood streets
- Limited crosstown low-stress bicycle routes
- Safety and comfort for all modes
- Mobility gaps for vulnerable travelers
- Demand from future jobs and housing

Stakeholder Vision for Culver City's Mobility Future

Potential Solutions

- Explore the concept and feasibility of the “15-Minute City”
- Create “8 to 80” facilities for all travelers regardless of age and ability
- Address transportation safety deficiencies, especially in underinvested neighborhoods
- Manage future growth through transportation investments

Menti Question

- What are the most important types of long-term enhancements to make the multimodal network more convenient and accessible? (select up to 4)

- Other

- Improved facilities on existing bicycle routes
- New on-street bicycle facilities
- Improved off-street paths (i.e. Ballona Creek)
- Fill pedestrian network gaps (new sidewalks)
- Intersection safety improvements (easier crossings)
- Traffic calming (slow down vehicles on neighborhood streets)
- More bus routes
- Faster and more frequent bus service
- On-demand transit/shuttles (microtransit)
- Mobility hubs (nodes for mobility options)
- Congestion reduction strategies

If selecting “Other” please provide a written comment to describe your ideas in the meeting chat window, or email Culver City PM, (Ashley.Hefner@CulverCity.org)

Menti Question

- What are the most critical outcomes that future mobility investments should achieve?

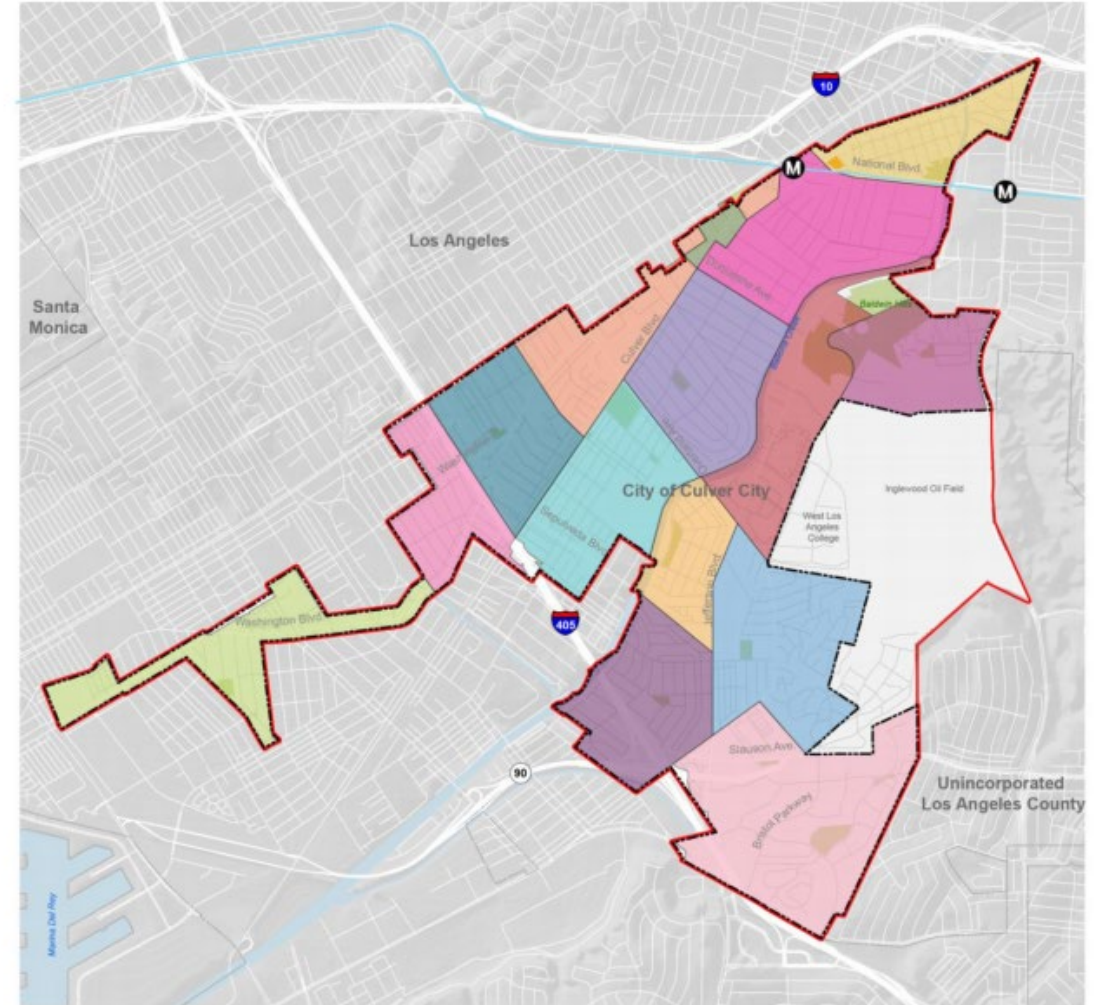
Other

- Increase equity and affordability
- Improve safety
- Reduce traffic
- Lower carbon emissions
- Increase access to parks, schools, open space
- Increase access to jobs and services
- Improve access to existing transit stops
- Support future development (job & housing growth)

If selecting “Other” please provide a written comment to describe your ideas in the meeting chat window, or email Culver City PM,(Ashley.Hefner@CulverCity.org)

Menti Question

- Which neighborhoods have the greatest need for transportation network improvements? (select up to 5)



Sources: City of Culver City, 2019; County of Los Angeles, 2019.

Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Expo Line
- Metro Station

Other Features

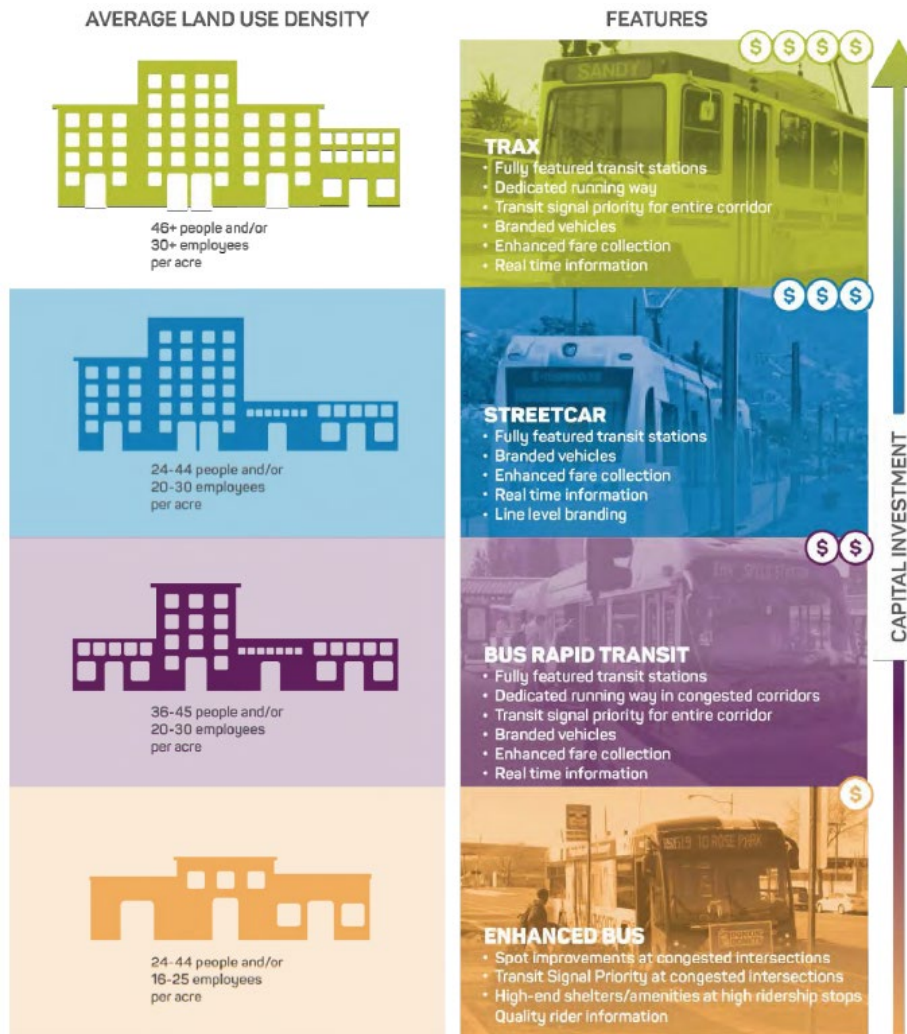
- Water
- Parks and Open Spaces

- Blair Hills
- Blanco/Culver Crest
- Clarkdale (Tellefson Park)
- Culver/West (W. Washington)
- Downtown Culver
- Fox Hills
- Jefferson (Raintree/Lakeside Village/Tara Hills)
- Lucerne/Higuera (Rancho Higuera)
- McLaughlin (W. Washington)
- McManus (Arts District)
- Park East (Carlson Park)
- Park West (Vet's Park)
- Studio Village (Lindberg Park)
- Sunkist Park
- Washington Culver (Studio Estates)



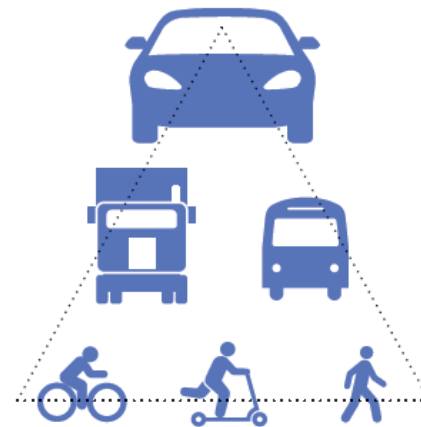
Mobility Alternatives

Delivering a Multimodal Vision



It takes a group effort (of public and private partners) to implement networks of **Multimodal Options** that incentivize travel behavior changes

Modal Priority:

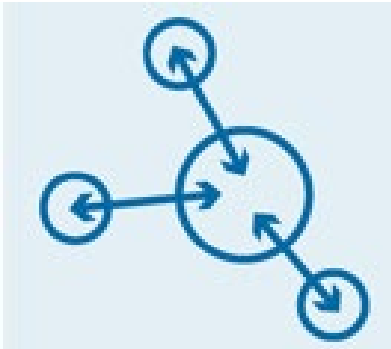


Modal Priority:

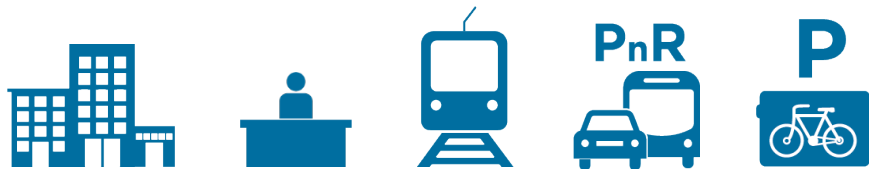


Travel Markets & Needs

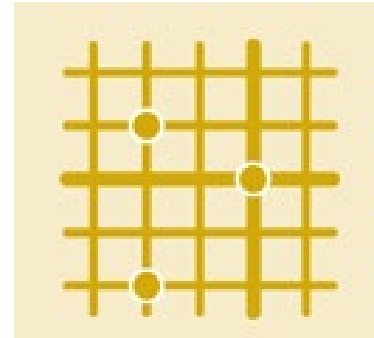
Commuters and Regional trips



- Trips into and out of Culver City



Residents and Local trips



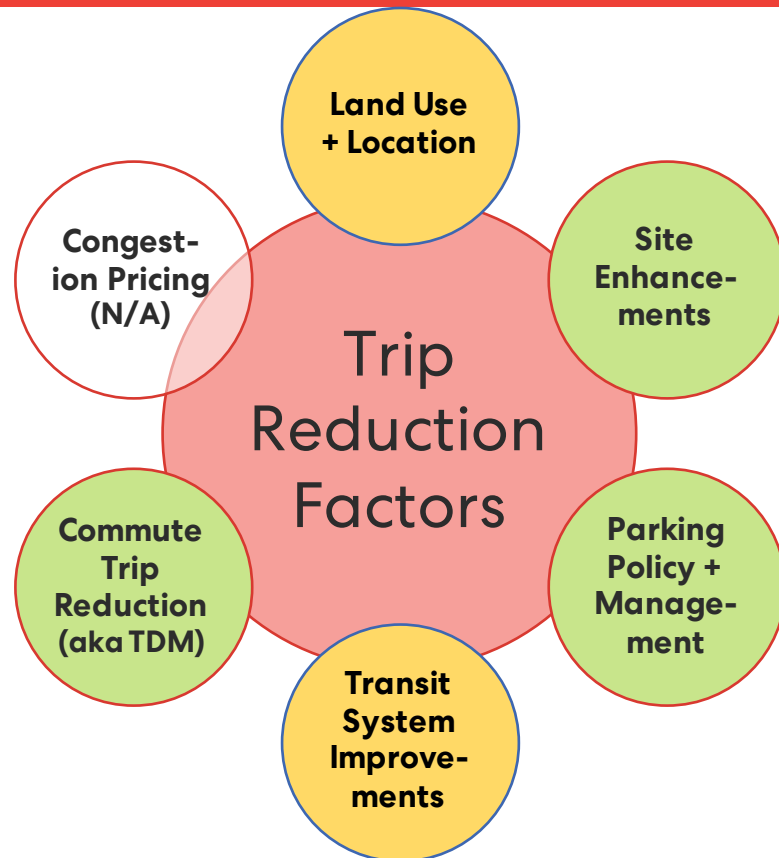
- Circulation within Culver City and Westside communities



Mobility Network - the roadway and multimodal pathway infrastructure supporting mobility services and/or activities.

Multimodal Analysis Approach

Single Occupancy Vehicle (SOV)
Trip Reduction



Alternative Alternative Purpose

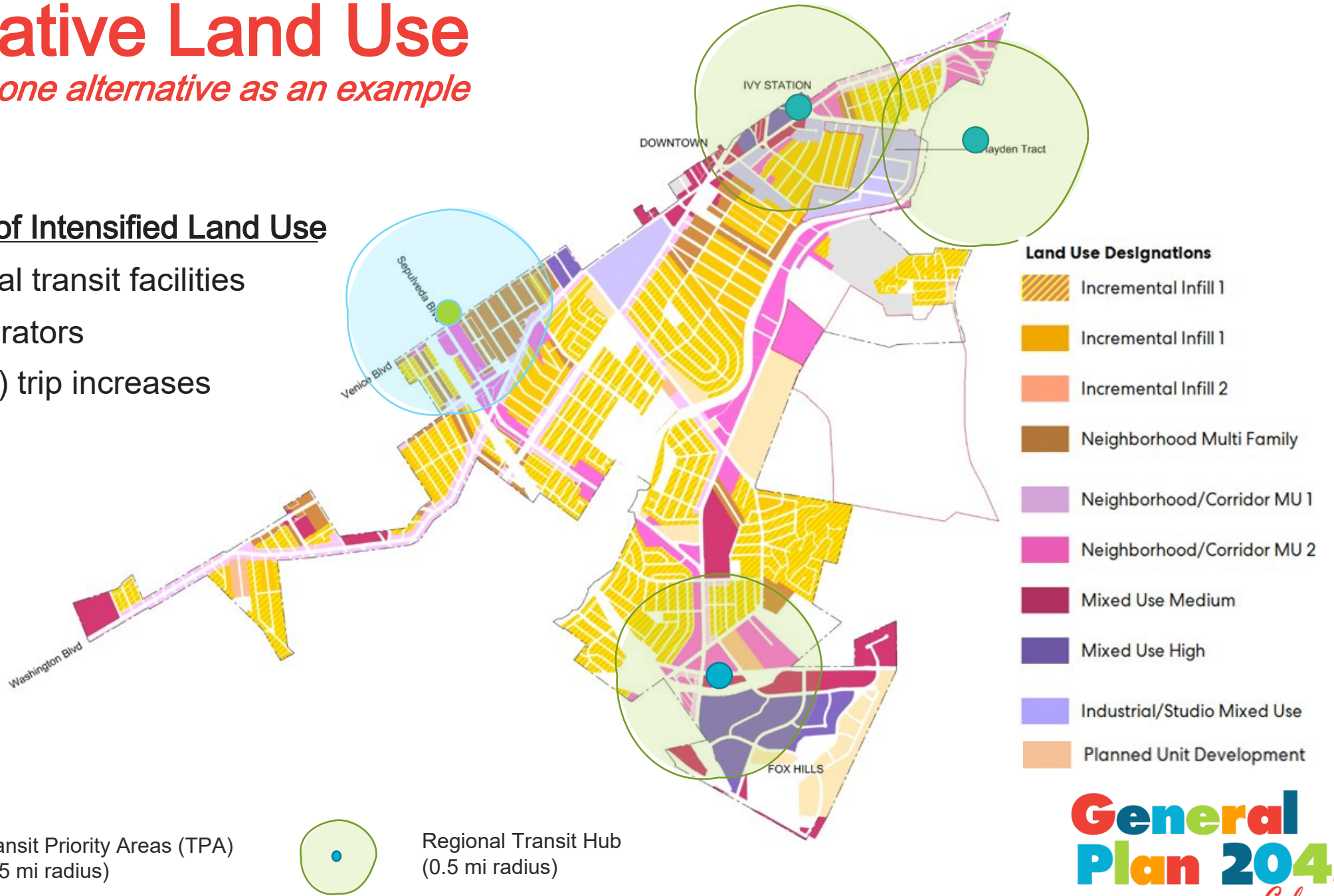
- Estimate trip reduction potential of multimodal investments by comparing alternative packages
- 2 Alternative Alternatives
 - Fiscally Constrained
 - Aspirational

Alternative Land Use

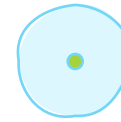
**Version of one alternative as an example*

Mobility Impacts of Intensified Land Use

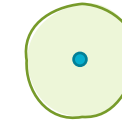
- Existing regional transit facilities
- Major trip generators
- Highest (future) trip increases



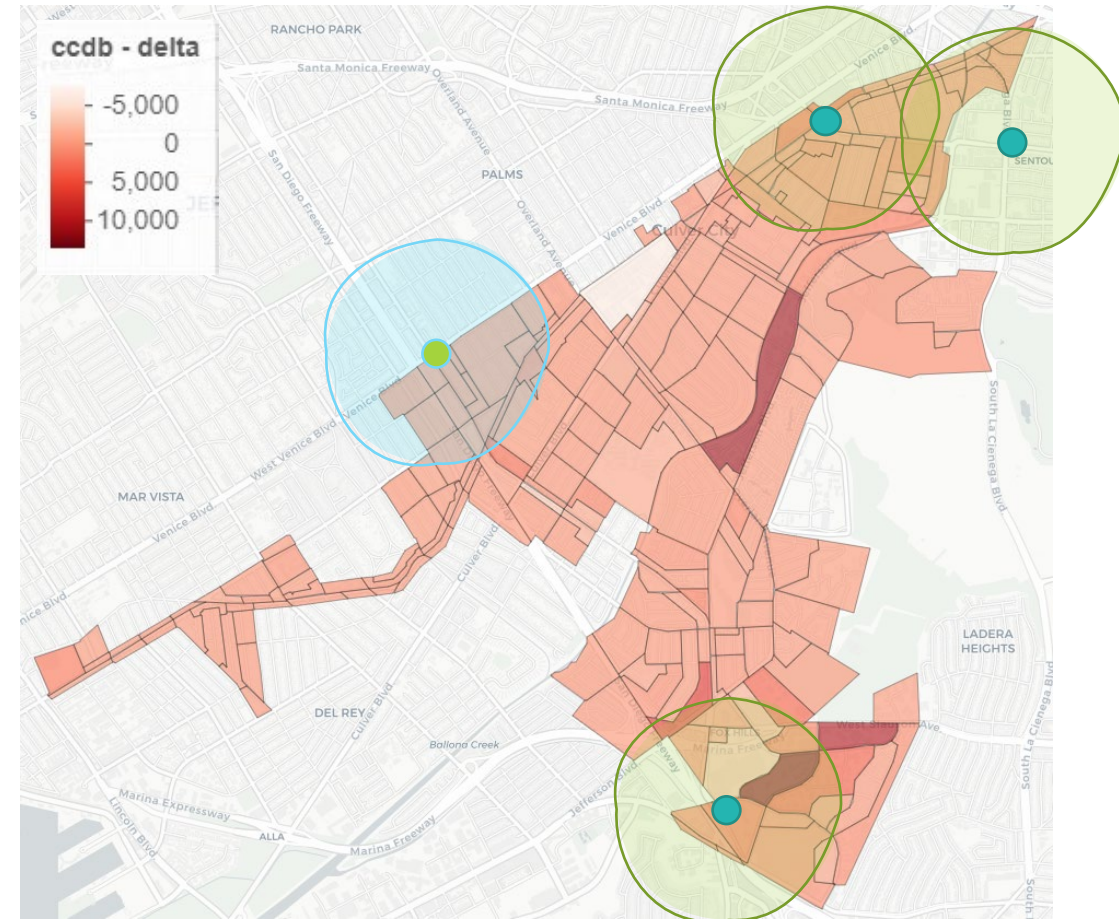
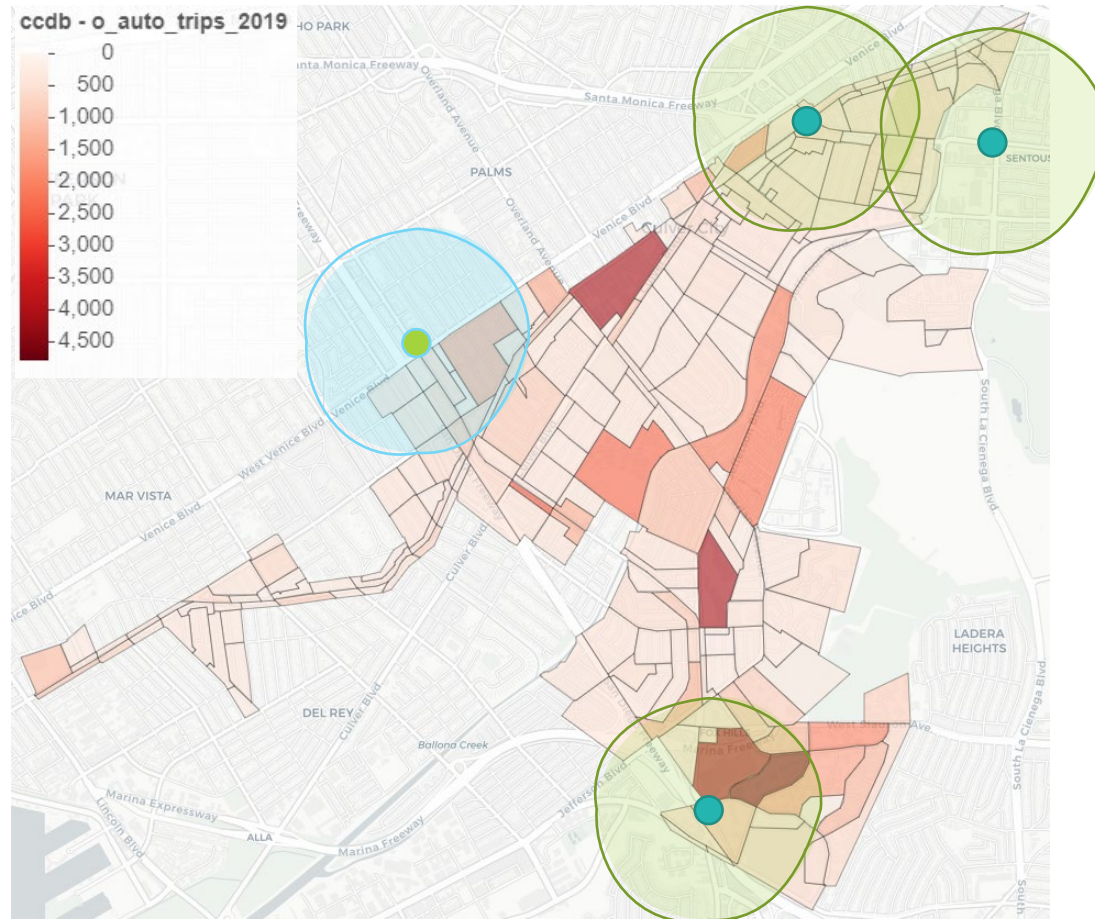
Total Trips 2019 - 2045



Transit Priority Areas (TPA)
(0.5 mi radius)



Regional Transit Hub
(0.5 mi radius)



Existing Trip Generators (2019)

- Sony, Studio Village (Lindberg Park area), Fox Hills, Jefferson / West LA College, Park West (Veterans Park area)

Net Trip Increases (Adopted 2045)

- Fox Hills / Corporate Pointe, Jefferson / W LA College / Studio Village (Lindberg Park area)

Mobility Alternatives

Capital Projects and Services

- **Fixed route transit**
 - Bus service
- **Active transportation and multimodal pathways**
 - Bike lanes, trails, and pathways
- **Mobility hubs and placemaking**
 - Station-area transportation services and community amenities
- **Emerging mobility (EM)**
 - On demand, shared mobility, dockless, pilot programs

Supporting Policies

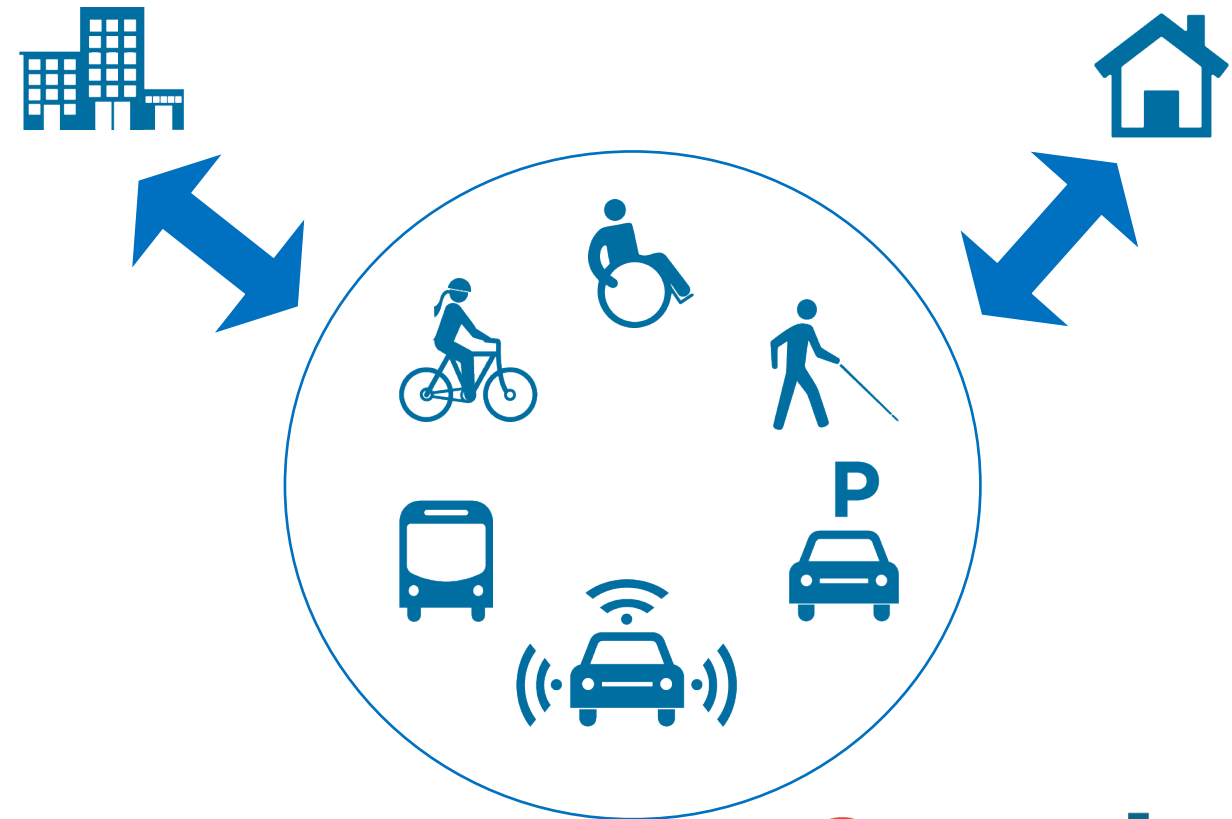


Mobility Alternatives- packages of potential mobility projects and services representing a range in the level of investment in the mobility network.

Anticipated Outcomes

- Compare transit and multimodal network investment alternatives to estimate range of single occupancy vehicle (SOV) trip reduction potential
- Inform mobility priorities and policy guidance recommendations
- Not used to identify specific projects—rather guidelines for detailed studies, planning, and project development

General Plan is a tool to guide future policies, codes, and regulations



Alternative Assumptions & Inputs

Financially Constrained

- Additional Tactical Mobility Lanes
- Transit speed and service reliability
- City Capital Improvement Program
- Priority bike/ped VMT Mobility Impact Fee projects
- Priority mobility hubs

Aspirational

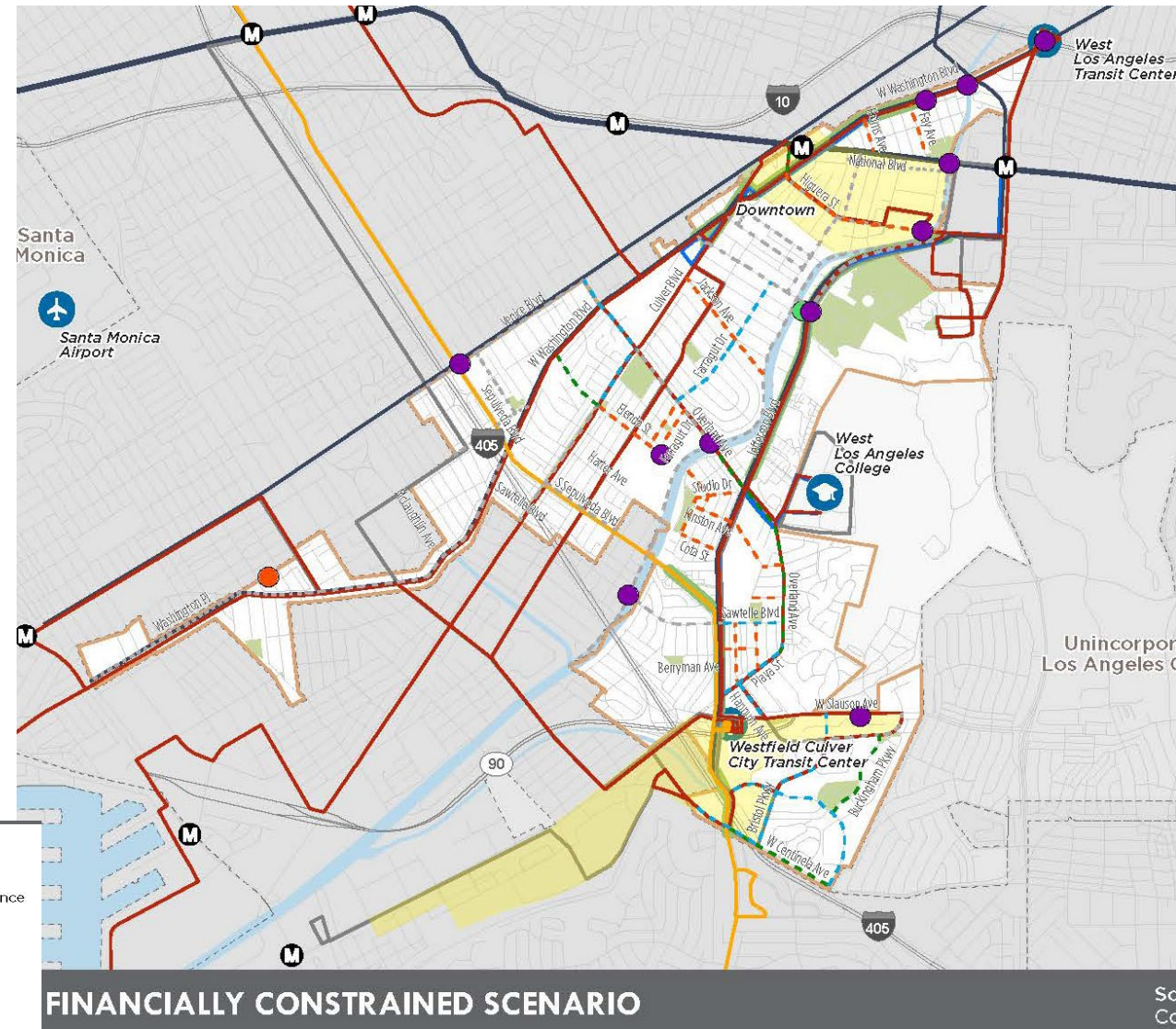
(Includes all Financially Constrained assumptions)

- Expand Mobility Lane implementation
- Transit network restructure
- Unfunded City capital improvement projects
- Additional bike/pedestrian VMT Mobility Impact Fee projects
- Expand and evolve mobility hubs



Financially Constrained Alternative

- Permanent mobility lanes
- 2 new circulators
- 30 min all-day transit network*
- 2 on-demand service zones
- 12 mobility hub locations
- <12 miles of bike lanes
- Pedestrian mid-block signals and crossing improvements



FINANCIALLY CONSTRAINED SCENARIO

LEGEND

Future Bike Network

- Class II: Bicycle Lane
- Class III: Bicycle Boulevard
- Class IV: Separated Bikeway

Future Fixed-Route Transit and HCT Improvements

- Culver CityBus 6/6R Realignment to connect to Metro AMC Station
- Culver CityBus New Routes
- LA Metro Principal BRT and Rail Extension
- LA Metro Rail Extension

Pedestrian and Multi-Use Facilities

- Pedestrian Improvements - Crossings
- New Facilities

Mobility Hubs

- Mobility Hubs

Microtransit

- Service Areas

VMT Impact Fee Projects

- Tactical mobility Lanes
- Downtown and Jefferson Circulators
- Culver CityBus Facility Upgrade/Electrification

City of Culver City Sphere of Influence

Jurisdictional Boundaries

Existing Bicycle Network

Culver CityBus (Unchanged)

E Line Metrorail

Metro Station

Water

Parks and Open Spaces

0 0.325 0.65 1.3Mile

Sources: City of Culver City, County of Los Angeles, 2019.
 Note: Alternative assumptions are additive
 *Some routes operate more frequently

Aspirational Alternative

- Permanent mobility lanes
- 2 new circulators
- 30 min all-day transit network*
- 2 on-demand service zones
- Pedestrian mid-block signals and crossing improvements
- 18 mobility hub locations
- <21 miles of bike lanes
- 3 new fixed routes + network realignment
- Ballona Creek extension + 2 new bike/pedestrian crossings
- TBD on-demand service zone(s)

LEGEND

Future Bike Network

- Class II: Bicycle Lane
- Class III: Bicycle Boulevard
- Class IV: Separated Bikeway

Future Fixed-Route Transit and HCT Improvements

- Culver CityBus G/GR Realignment to connect to Metro AMC Station
- Culver CityBus New Routes
- LA Metro Principal BRT and Rail Extension
- LA Metro Rail Extension

Pedestrian and Multi-Use Facilities

- Pedestrian Improvements - Crossings
- New Facilities

Mobility Hubs

- Mobility Hubs

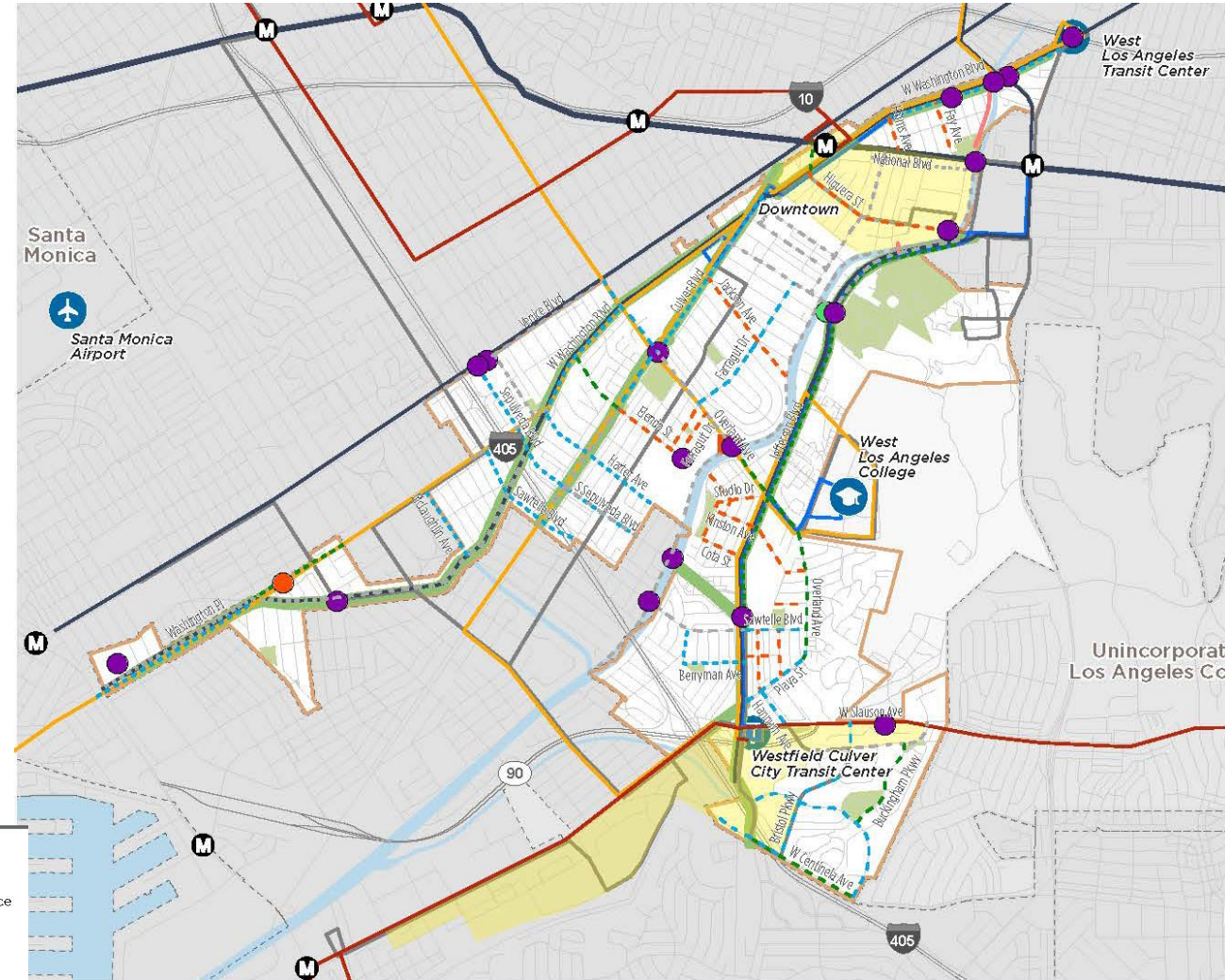
Microtransit

- Service Areas

VMT Impact Fee Projects

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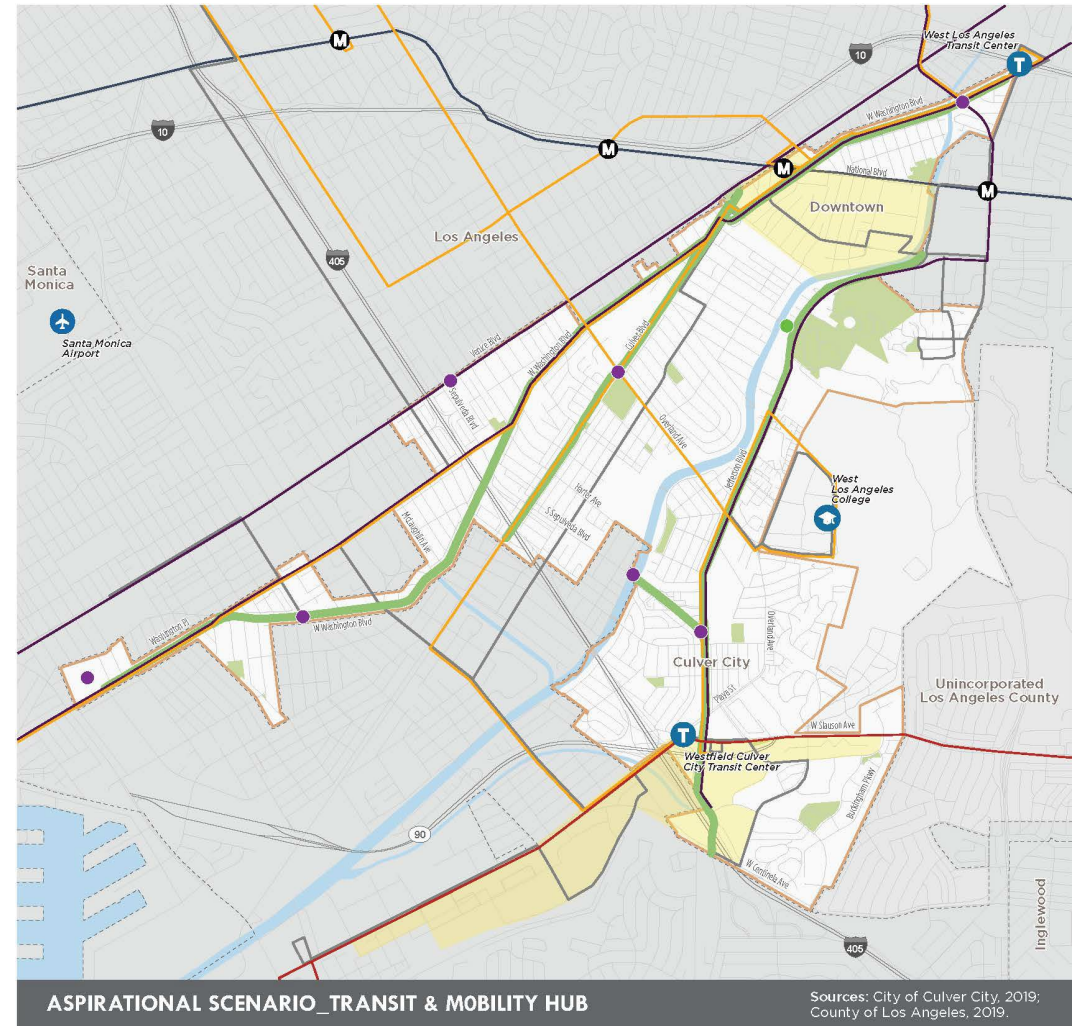
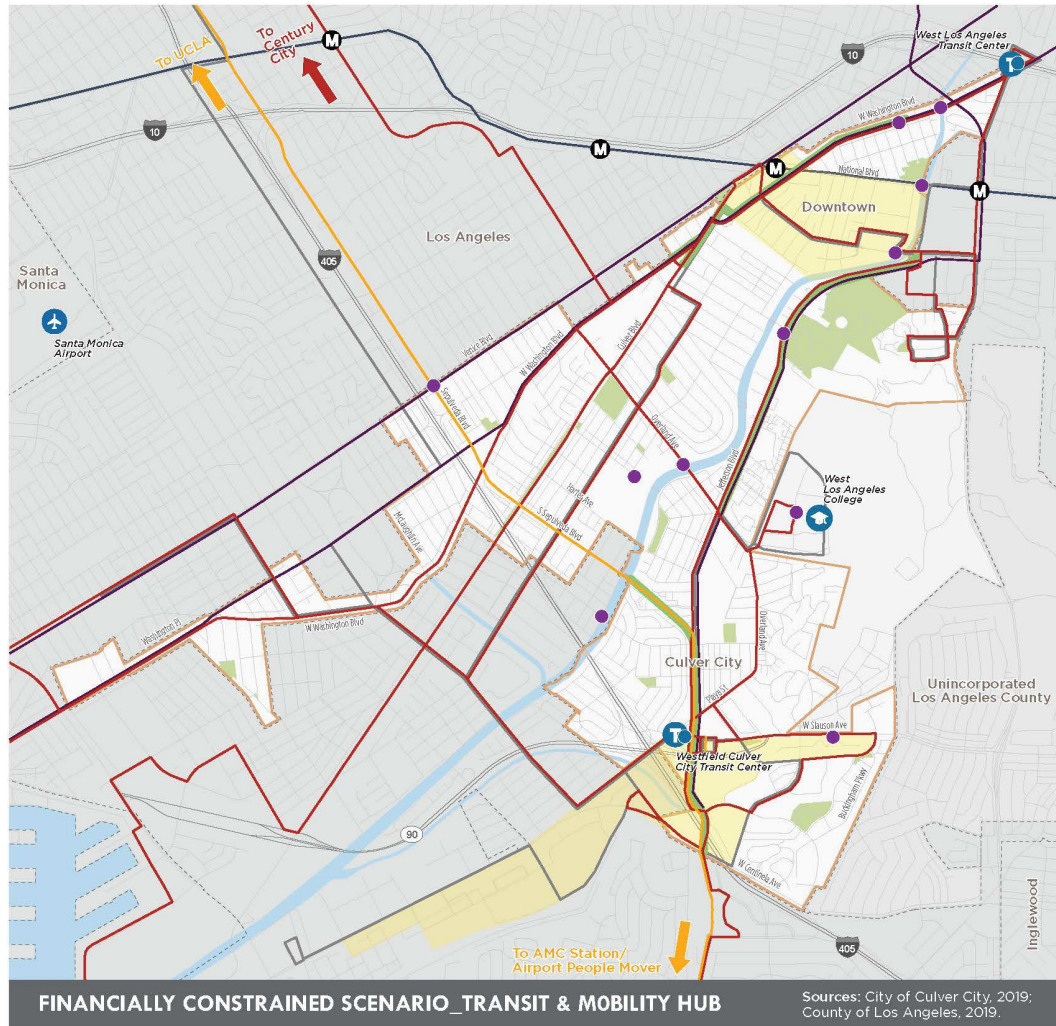
- City of Culver City Sphere of Influence
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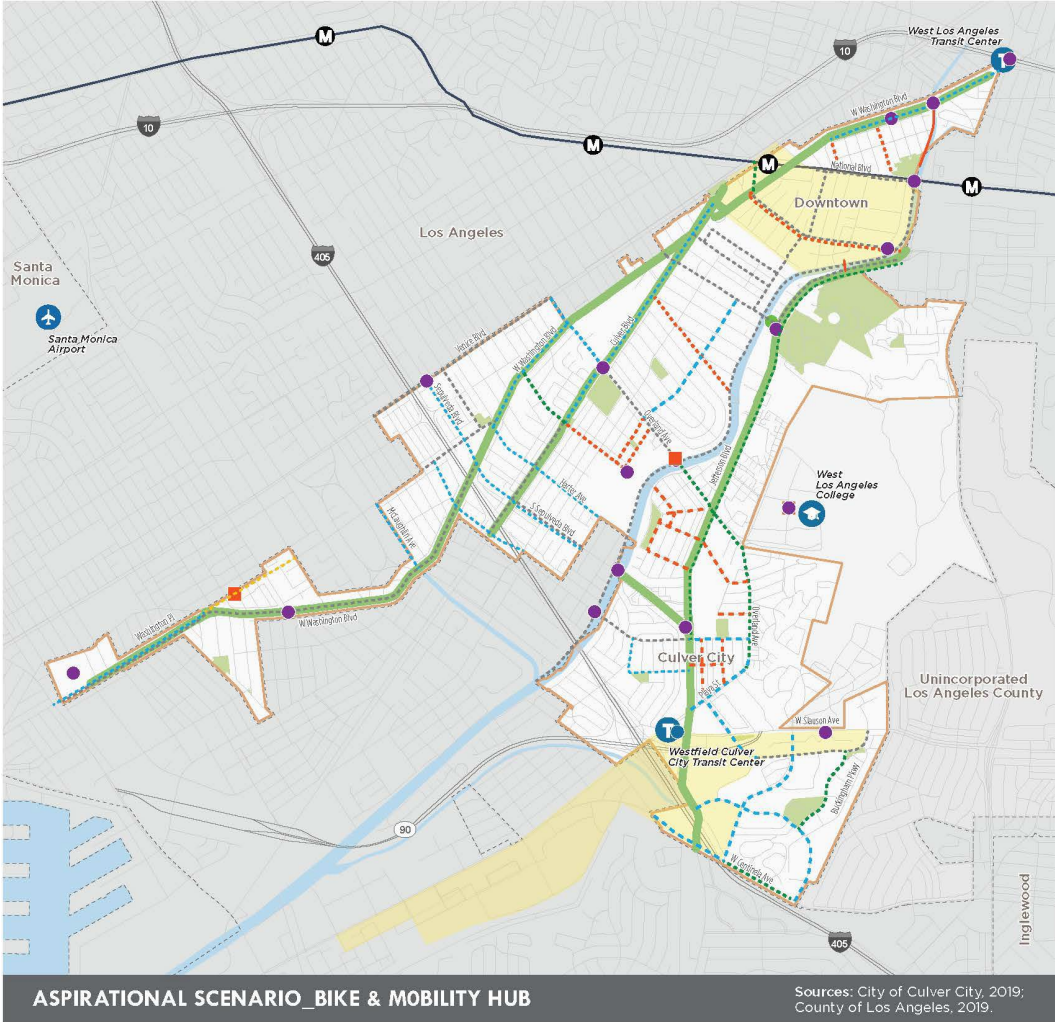
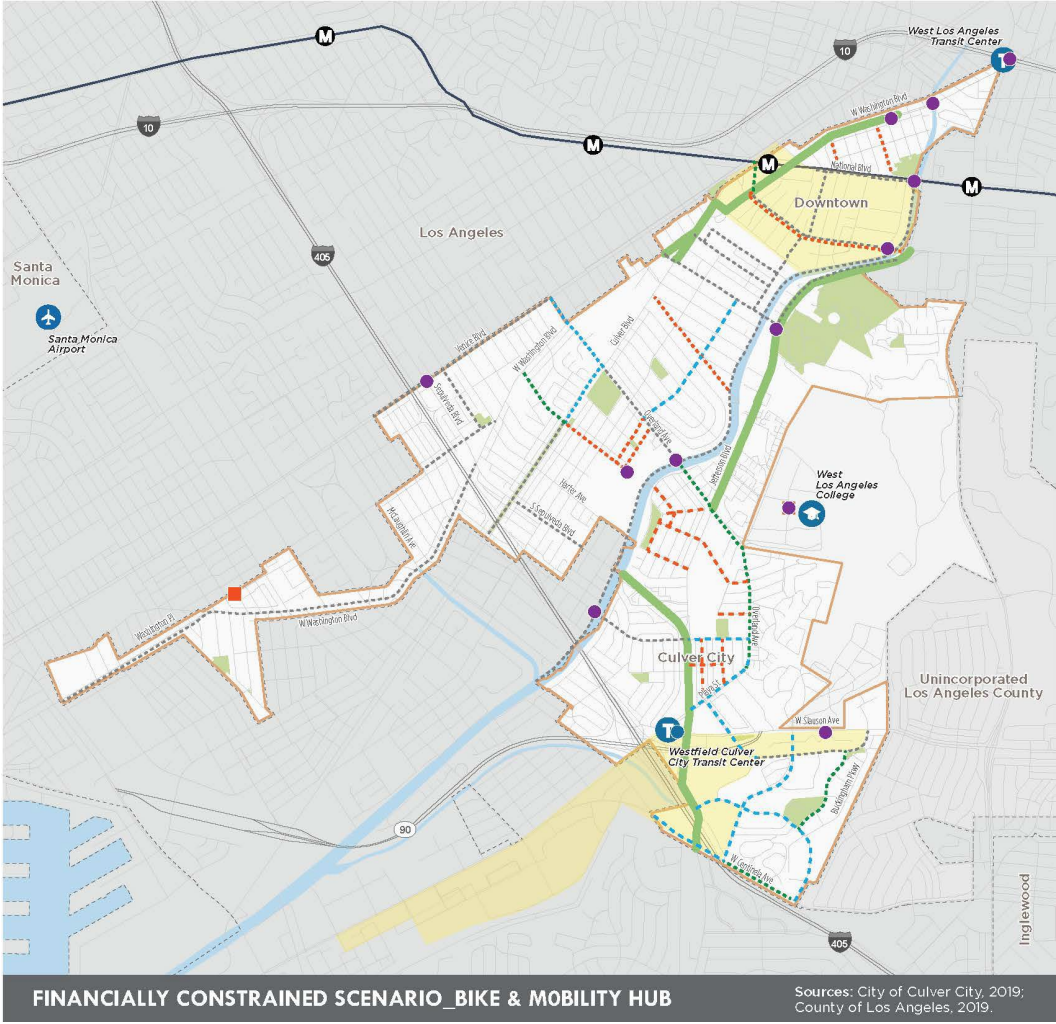
ASPIRATIONAL SCENARIO

Sources: City of Culver City, County of Los Angeles, 2019.
 Note: Alternative assumptions are additive
 *Some routes operate more frequently

Transit & Mobility Hubs



Active Transportation & Mobility Hubs





Breakout Group Discussion

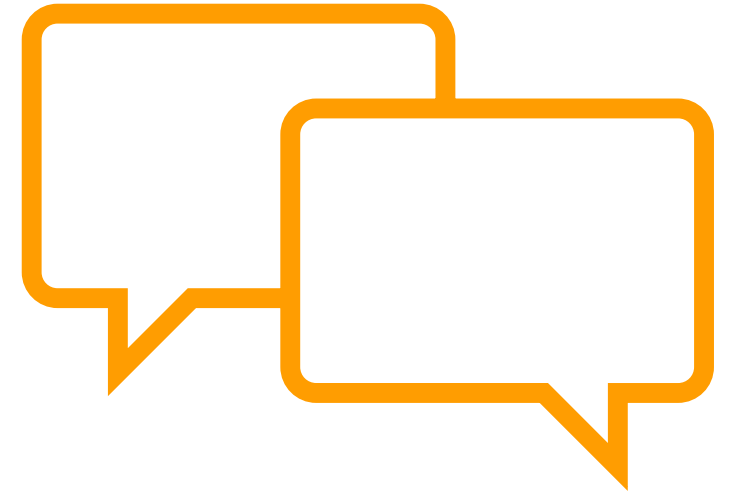


Breakout Group Discussion

- 1 Introduce yourself and meet your facilitator
- 2 Reflect on the discussion questions and engage with Padlet
- 3 Participate in the breakout group discussion
- 4 Report back

Rules of Engagement

- Be a good listener
- Welcome all viewpoints and value diversity
- Show common courtesy and respect
- Share the air
- Avoid editorials
- Honor time



Breakout Group Debrief

- Key takeaways from each group

- Consider trade-offs with the amount of bicycle facilities in the alternatives and how that changes based on facility type
- Safe routes to schools and bicycle facilities themselves – address gaps to safe multimodal facilities
- Consider how we implement this and impacts on residents and neighborhoods
- Alternatives may not meet the needs of all travelers including motorists
- How do we address regional mobility gaps and linking people to jobs at all levels
- Consider removal of on-street parking where surplus supply exists but consider trade-offs for businesses and ADA parking
- Improve internal connectivity

Breakout Group Debrief

- Key takeaways from each group

- Connect people with medical needs to health care facilities
- Better connect Fox Hills to other parts of the City
- Better transit frequency and connectivity to regional network
- Ensuring that motorists are still accommodated for

Interactive Map Exercise

Key Influence Areas

1. Arts District and Hayden Tract redevelopment
2. Downtown Culver City, City Hall, Sony Studios
3. Farragut Elementary, Culver City Middle, Julian Dixon Public Library
4. West LA College, Jefferson Blvd, Studio Village area
5. Fox Hills, Westfield Mall, Corporate Point area

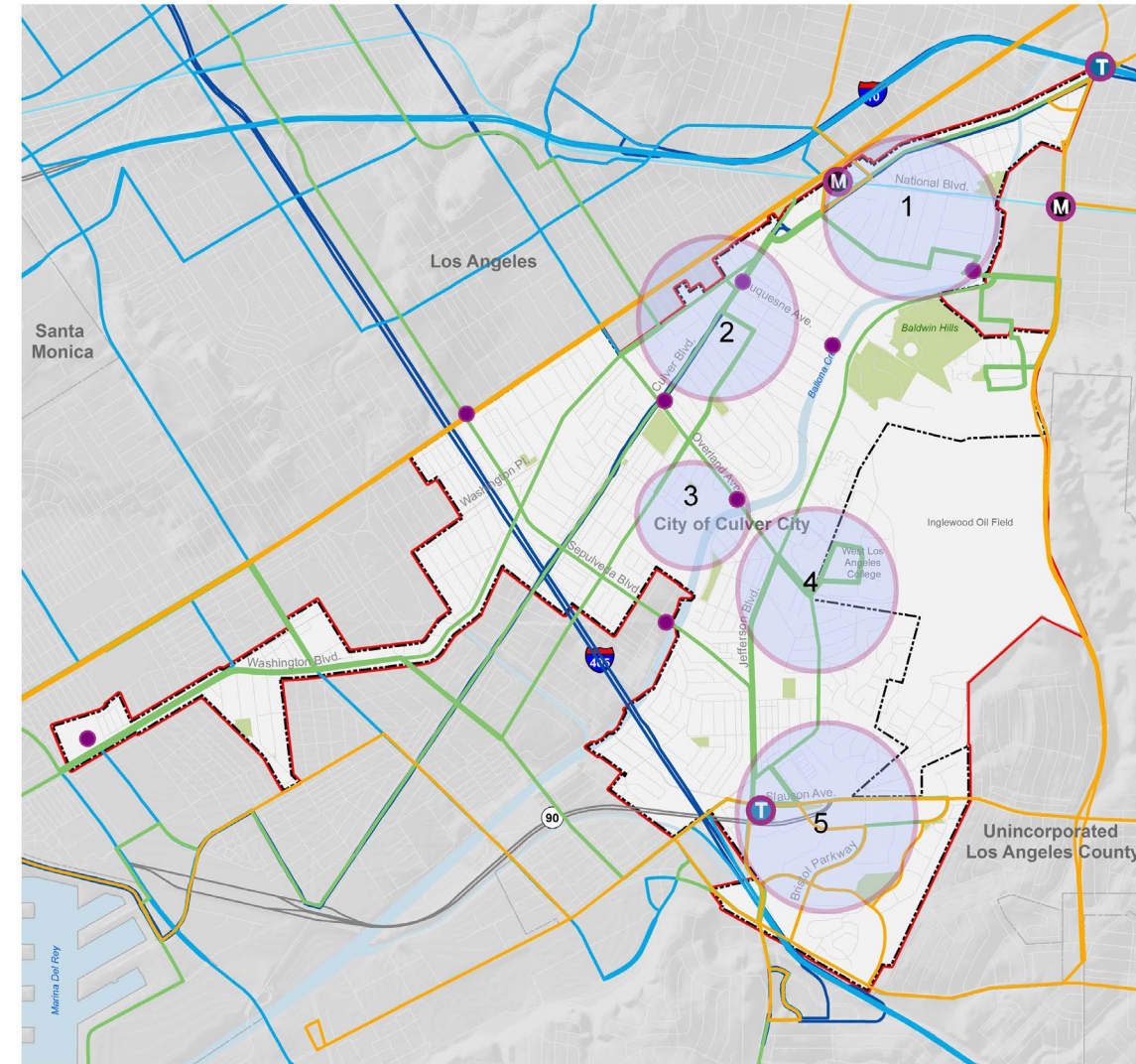
Key Intersections

- Activities of daily living, neighborhood centers, transit facilities, and trip generators

Konveio

link: https://raimi.konveio.com/ccgpu_mobility_exercise

P in drops and comments requested by 6/7/2021



Sources: City of Culver City, 2019; County of Los Angeles, 2019.

Jurisdictional Boundaries

- City of Culver City City Limits
- City of Culver City Sphere of Influence
- Jurisdictional Boundaries

Transportation Features

- Expo Line
- Metro Station

Transit Routes

- Transit Centers
- Culver CityBus
- LA Metro
- Santa Monica Big Blue Bus
- LADOT DASH and Commuter Express Routes

Next Steps

Mobility Alternatives Milestones

(through Fall 2021)

- 5/28: Transportation and Mobility Technical Advisory Committee Meeting
- 6/7: Feedback deadline on draft mobility alternatives framework and projects
- June: Revised mobility alternatives assumptions
- July: Detailed analysis of mobility alternatives, trip generation and reduction forecasts
- July/August: Policy development
- September: Compile results and draft recommendations

Primary Contact

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Ashley.Hefner@CulverCity.org

Thank you!

