

GOALS AND POLICIES

GOAL CE6: Foster the health and well-being of all residents.

POLICIES:

CE6.1  Foster relationships with the healthcare community and community at large to promote the well-being of all residents and make community health a priority.

CE6.2  Encourage uses and programs that expand residents' access to healthy living services that offer a diverse array of preventive care and medical services to all residents while specifically addressing underserved populations.

CE6.3  Encourage a range of medical uses that serve all segments of the community, including assisted living facilities, to locate in the City, particularly in the Healthcare District.

CE6.4  Update the HASP (Hospital Area Specific Plan) to encourage creation of a complete neighborhood, providing an example of active living through pedestrian linkages, green streets and pocket parks that allow users to walk comfortably and pleasantly between services, incorporating uses that meet the daily needs of healthcare staff and workforce housing.



The escalating cost and availability of fresh food is a local and global concern. The LUCE actively encourages a land use distribution that provides the community with healthy produce and other foodstuffs.

GOAL CE7: Create convenient and safe opportunities for physical activity for residents of all ages and income levels.

POLICIES:

CE7.1  Promote land use patterns and transportation decisions that enable all residents to walk and bicycle to meet their daily needs.

- Focus new development within walking distance of transit facilities.
- Work with transit providers to increase transit access and service throughout the City.
- Provide a diverse mix of uses in the City.
- Encourage affordable and workforce housing in close proximity to new activity center overlays and close proximity to services, transit access and employment.

- Encourage neighborhood-serving retail and services in close proximity to serve existing neighborhoods and in districts throughout the city.

- Encourage local-serving small floor plate office space within walking distance of the neighborhoods.

- Strive to create and maintain a balanced transportation system that provides safety and mobility for pedestrians, bicyclists, people with strollers, and those who use wheelchairs in parity with automobile passengers.

- Expand the bicycle network to provide residents with safe options for bicycling to stores, schools, parks and places of employment.

- Increase the amount and distribution of park and recreation space, and provide clear connections between facilities.

GOAL CE8: Provide safe, convenient access to healthy foods for all residents.**POLICIES:**

CE8.1  Actively encourage uses such as grocers, produce and farmer's markets throughout the City to provide residents with safe, convenient access to locally grown fresh fruits and vegetables. Include grocers, produce and farmer's markets in the definition of local-serving uses to create complete neighborhoods.

CE8.2  Allow small, local grocery stores and neighborhood markets to locate in multi-family residential neighborhoods.

CE8.3  Continue to encourage farmer's markets as a source of healthy, local fruits, vegetables and other foods.

CE8.4 Where possible, avoid a concentration of unhealthy food providers—such as fast food restaurants or liquor stores—with any one neighborhood or near school properties, to the extent permitted by law.

CE8.5  Increase the number and diversity of trees in the community forest and plant life throughout the City, particularly in areas that have low tree canopy coverage.



The LUCE framework, in combination with the City's Child Care Master Plan and other long-range strategies, puts an emphasis on providing services and facilities for people in all stages of learning.

CHILD, YOUTH, SENIOR AND FAMILY EDUCATION – FACILITIES AND PROGRAMS

The City of Santa Monica has long maintained commitments to a diverse range of child, youth, senior and family human service needs. The City is committed to preserve, support and partner with effective service providers to meet community needs and improve the quality of life for Santa Monica residents. The key policy documents related to this category are the *Child Care Master Plan*, the *Early Childhood Initiative*, the *Civic Center Specific Plan*, the *Hospital Area Specific Plan*, *Community Voices 2006*, the *2007–2010 Community Development Plan*, the *2005–2010 Consolidated Plan*, and *Evaluation of Services*

for Older Adults: Implications for Existing and Future Programming. These documents provide general goals and policies to support and foster these areas of focus:

- Child care and early education – a commitment to providing quality child care and early education to support children of all social and economic levels
- Youth/teen facilities and programs – a commitment to providing quality facilities and programs to support teens
- Senior facilities and programs: recognition of the needs of seniors with respect to affordable housing, continuum of care, transportation, accessibility, healthcare, culture and entertainment, social connection and safety

Child Care and Early Education

The City has had a long-standing commitment to nurture the optimal growth, development and education of children and to support families. In 1991, the City joined with the Santa Monica-Malibu Unified School District (SMMUSD) and Santa Monica College to undertake preparation of a child care master plan to create a long term vision for child care in Santa Monica. The City's adopted *Child Care Master Plan* states that child care is a societal issue and a community priority, and not simply a concern of individual families. Child care and early education continue to be one of the most pressing concerns of contemporary family life. The plan acknowledges the importance of quality, affordable and accessible child care and early education, and commits City resources as an employer, regulator and catalyst to protect existing resources and expand their supply. In 1983 the Child Care and Early Education Task Force was formed to serve as advocates for parents, children, and educators. The task force is a collaborative effort among community partners and further demonstrates the City's commitment to the advancement of educational opportunities in Santa Monica.

The City has reaffirmed its commitment to accessible, high-quality child care with the 2001 *Santa Monica Early Childhood Initiative*,



Key community benefits, like child care, are integrated into the LUCE as new investment in Santa Monica has the potential to provide needed services and amenities that nourish the community.

and has engaged in several partnerships, planning and funding efforts to improve the supply, accessibility and quality of child care and early education for all of Santa Monica's residents. Some of these efforts include the elimination of planning fees for child care centers, and the establishment of the Child Care Linkage Fee program that levies a fee on certain development. The City uses these fees toward the development of child care and early education facilities. The City has encouraged facilities through Development Agreements, starting with Colorado Place in the early 1980's. Other ways that the City promotes child care

and early education has been through lease agreements; exempting business permits for nonprofit child care centers; creating after-school child care and early education in partnership with the SMMUSD; developing new facilities such as the planned Early Childhood Education Center with Santa Monica College in the Civic Center; and partnering with the RAND Corporation for guidance regarding new child care and early education facilities. The City also provides grants to low- and moderate-income families to facilitate their access into quality early education programs.

Vision

In recognition that our children are an important part of our community, the City creates a family-supportive urban environment with child care and education and human services targeted to meet the needs of families and children from infancy to early adulthood. The City supports public and private partnerships, and the concerted and coordinated efforts of the City, the SMMUSD, and Santa Monica College in implementing the goals of the *Santa Monica Child Care Master Plan*. The City also partners and encourages programming targeted to meet the needs of youth and teens during non-school hours to provide a supportive environment.



From preschool to college-level courses, Santa Monica is rich in educational offerings.

GOALS AND POLICIES

GOAL CE9: Integrate the child care and early education needs of those who live or work in the community into the City's land use planning process.

POLICIES:

CE9.1 Support the development of high-quality child care and early education facilities and small and large family child care in homes to meet the needs of those who work or live in Santa Monica. Maintain streamlined processing and permit regulations, encourage harmonious integration with the neighborhood, and fee reductions as incentives.

CE9.2 Encourage the provision of child care and early education facilities as a community benefit in new development above the base, and encourage these facilities near transit centers.

CE9.3 Facilitate new child care and early education facility development opportunities by leveraging Child Care Linkage Fees with other resources.

CE9.4 Serve as a model employer by maintaining a high-quality child care and early education program with participation offered to City employees.

CE9.5 Promote and utilize community partnerships with the SMMUSD, Santa Monica College, nonprofits, and the private sector to meet child care and early education needs.

CE9.6 Continue to encourage and support afterschool programs in partnership with the SMMUSD, and the Police Activities League (PAL).

CE9.7 Coordinate with local child care and early education referral/resource agencies to distribute resources and informational materials to child care and early education providers, employers, parents, developers and local businesses.

Youth/Teen Programs and Facilities

The City is committed to ensuring the presence of quality youth and teen facilities and programs. This commitment is demonstrated by the development and continued programming at Virginia Avenue Park including the addition of a Teen Center and Police Activities League Fitness Gym. Youth were involved in the design process for the Teen Center and contributed suggestions for programming. In 2005 with the reopening of Virginia Avenue Park, teens and young adults were provided with a safe creative space where youth have a quiet space for academic pursuits and a loud space to explore their creative interests. With the PAL Fitness Gym, youth are able to be actively involved in physical activity. Both spaces give youth safe and engaging environments to be involved in positive and productive activities that support their success in adulthood. Virginia Avenue Park provides youth with educational and artistic opportunities that can lead to employment or entrepreneurial opportunities.



Youth and teen enrichment: *The City is committed to providing a comprehensive package of activities and facilities through which Santa Monica's youth can achieve their full potential.*

Vision

In recognition that our youth represent the future, the city provides a youth-supportive urban environment with facilities and programming targeted to meet the needs of youth, and continues to support them during their teens and in the transition to productive adulthood. The City continues to involve youth in the design and planning for public and private partnerships, including the concerted and coordinated efforts of the City, the Santa Monica-Malibu Unified School District (SMMUSD), Santa Monica College and local nonprofit agencies.



GOALS AND POLICIES

GOAL CE10: Foster partnerships and opportunities to encourage programming and facilities to address the needs of older youth and teens.

POLICIES:

CE 10.1 Continue to seek resources to provide quality programs to support older youth in their quest for productive adulthood.

CE 10.2 Continue to encourage and support after-school programs in partnership with the SMMUSD, the Santa Monica Police Activities League and at Virginia Avenue Park.

Senior Programs and Facilities

Historically, there has been an ongoing recognition of the need to address the current and upcoming senior population within the City. This includes a wide range of needs such as affordable housing, resources for a continuum of care within the City, transportation and accessibility to address senior needs, social connection, healthcare, culture and entertainment, education and safety needs specific to seniors. The key policy documents related to this category are *Community Voices 2006, Evaluation of Services for Older Adults: Implications for Existing and Future Programming (2008)*, and the 2007–2010 Community Development Plan.

Vision

Seniors and older adults comprise an essential part of the community. The City continues planning and programming resources to meet the needs of this large and growing population. The City also continues to develop and implement innovative ways to meet the needs of current seniors and the emerging needs and desires of “boomers” as they make their way into the second half of life. Programming for both older seniors and boomers will range from health/fitness, social services, social connection, educational enrichment, community service and re-careering/reemployment.

GOALS AND POLICIES

GOAL CE11: Support long-term quality of life and provide for the diverse needs of seniors.

POLICIES:

CE11.1  Support inclusion of senior services in new development above the base throughout the City and particularly in activity center overlays along the boulevards and near transit.

CE 11.2  Facilitate a well-coordinated system of social services delivery for frail seniors to include a highly accessible one-stop shop.

CE11.3  Facilitate current and upcoming seniors to “age in place and in community” by instituting policies and supporting programs that enable them to remain in their homes and avoid unnecessary or premature institutionalization.

CE11.4  Encourage neighborhood-based wellness and active living programs and social connections for adults 50 and over, with less focus on provision of programs at a centralized location.

CE11.5 Develop facilities and opportunities that encourage intergenerational programming and meaningful civic engagement.



Seniors make up a large part of Santa Monica’s population. The City will continue to furnish seniors with a wide range of educational, recreational and cultural amenities.

CE11.6 Address the walking safety of frail seniors and people living with a disability in developing sidewalk and pathway facilities.

CE11.7  Encourage the creation and design of affordable housing to accommodate the needs of seniors, including facilities that provide a continuum of care.

CE11.8 Support implementation of measures identified in the *Evaluation of Services for Older Adults: Implications for Existing and Future Programming*.



denotes sustainable policy

EDUCATION AND PUBLIC FACILITIES, AND LIFELONG LEARNING

Santa Monica is a place where lifelong continuing education is available and a priority for community members through their lives. The City has made a considerable commitment to the community's education through its support of quality early education for children from birth, recreational and after-school programs for school-age children, a highly recognized community college and emeritus programs for older adults. The City puts great emphasis on every phase of learning and recognizes the importance of education to the vitality of our community in its policies and programs.

The City has adopted strong policies to support the educational needs of young children, school-age youth and adults. Key documents related to this category include the *Civic Center Specific Plan*, *Child Care Master Plan* and *Early Childhood Initiative*. The LUCE builds on these documents along with well established relationships with the SMMUSD and Santa Monica College (SMC) to identify needs and community benefits associated with learning and educational facilities.



Continuum of learning: From preschool to college-level courses, Santa Monica is rich in educational facilities. Santa Monica College partners with the City to provide community resources and to broaden transportation options.

Specific goal and policy areas outlined in this section include:

- Early education - a commitment to providing quality early life education to support children of all social and economic levels

- Lifelong learning - a commitment to providing educational opportunities for all ages
- Integrated or shared use with the SMMUSD and/or SMC to pursue opportunities for improved access, circulation and coordinated use of public facilities and services

Schools, Public Facilities and Services

Santa Monica's schools and educational facilities are among the City's most important assets. They draw residents and visitors to the City, provide job and centers of activity and important recreational and cultural opportunities as well as training the City's young people for future service and employment.

The City is rich with schools and educational programs. Santa Monica's highly regarded public schools are operated by the SMMUSD, and include two high schools, two middle schools, and eight elementary schools.

SMC is a two-year community college with approximately 30,000 students. It serves a wide spectrum of the community with a substantial program of classes attended by high school students and adults continuing their education, and is widely considered a key feeder school for the California State college and university system. The City is also home to a number of early childhood centers, K-12 private schools as well as adult education institutions.

The City's land use and transportation roles are supportive and advisory, rather than regulatory, with regard to the public education institutions. The City should offer its assistance to the SMMUSD and SMC as a strong advocate and facilitator to implement



Providing students and their families with alternatives to the car to get to school will involve enhanced transit services, bike and pedestrian pathways, and other facilities.

and encourage increased use of multi-modal transportation options. Particular focus will include enhanced use of the transit system and improvements to the City's bicycle and pedestrian facilities. The LUCE proposes several new bicycle linkages to Santa Monica High School, including a 7th Street bicycle bridge across the I-10 Freeway and continuation of a Michigan Avenue bike path, if possible, through the high school campus. A 17th Street bicycle path through SMC is also encouraged. The Expo Construction Authority anticipates completion of the light rail line in 2015. A station is proposed for the Colorado

Avenue side of Memorial Park and will be within walking distance of Santa Monica College, and the Downtown Light Rail Station will be within walking distance of the high school. Safe and functional bicycle and pedestrian facilities citywide along with the light rail and a well coordinated busing system will support efforts to reduce school related auto trips throughout the City, promoting active living as well as earth-friendly transport.

The SMMUSD is developing a Facilities Master Plan to guide the school district in a phased upgrade and enhancement of its multi-campus



Public facilities and programs support existing educational institutions and keep kids engaged in the learning process all year-round.

network of facilities in order to meet its current and future instructional, cultural, athletic and supporting facility demands. The City is working cooperatively in this endeavor.

Cooperative planning between the City and the schools is most evident in the planning activities focused on the joint use of facilities. A shared use study of the Santa Monica High

School campus and the City's Civic Center facilities was completed in 2008, with Santa Monica College also participating as the future operator of the planned Civic Center child care facility. As the City reenvisioned the Civic Center, it is working closely with SMC to plan a state of the art demonstration child care facility as part of the revitalized area. Another potential cooperative planning effort is to explore the reconfiguration of the SMMUSD's headquarters as part of the Memorial Park Activity Center in conjunction with expansion of the City's Memorial Park.

The public buildings and facilities owned by the City improve residents' quality of life by providing venues for public gathering, community and civic activities, recreation, and lifelong education. They include: senior, youth, child care and early education, and intergenerational centers, supportive service and residential programs for homeless individuals, libraries, swimming pools, the Santa Monica Pier, recreational buildings at parks, the beach and the college, and meeting rooms and Civic Center buildings. Continuing to invest in public buildings and facilities in the City will preserve and enhance the resources available for the spectrum of activities that complement Santa Monica and facilitate lifelong learning.

Vision

Santa Monica seeks to have high-quality, highly accessible educational and public facilities, recognizing that these services underlie the City's continued long-term success. The City's school-age residents will increasingly use alternatives other than the automobile to get to school; that is they will rely on convenient transit and comfortable, safe bike paths and lanes, and pedestrian facilities. The City and the schools will cooperatively develop safe and low-impact drop-off and pick-up plans that the schools will implement and oversee. As Santa Monica residents continue to benefit from shared use of City and school facilities, the City will work with the schools to optimize this potential. SMC and the SMMUSD will be increasingly connected to the City, in terms of land use and transportation, and of the dynamic interplay between the City's residents and supporting businesses. The City and the District will collaborate to provide increased public access to Santa Monica College and the SMMUSD'S educational facilities and opportunities.

GOALS AND POLICIES

GOAL CE12: Support the SMMUSD and Santa Monica College capital planning and implementation in recognition of their important role in the City.

POLICIES:

CE12.1  Encourage implementation of the SMMUSD's Facilities Master Plan and provide guidance based on LUCE principles, including green building, shared parking, and improved access to open spaces and cultural facilities.

CE12.2 Provide guidance based on LUCE principles and encourage implementation of SMC's campus modernization and renovation plans.

CE12.3 Maintain a collaborative working relationship with the SMMUSD and SMC to address issues of mutual concern.

GOAL CE13: Maximize the community benefit of educational and City facilities through coordinated planning and shared use.

POLICIES:

CE13.1  Explore with the SMMUSD possible coordinated facility development or shared use opportunities, such as coordinated shared use planning between the Civic Center area and Santa Monica High School, including possible shared athletic and cultural

facilities, and shared use planning between the Memorial Park Activity Center Overlay and the school district headquarters.

CE13.2  Work with SMC to explore facility development opportunities with mutual benefits to the college and the City.

GOAL CE14: Increase use of transit, walking and bicycling as an alternative to the automobile for students and employees of the city's schools and colleges.

POLICIES:

CE 14.1  Encourage and support efforts to increase transit ridership, walking and bicycling to educational facilities, reducing vehicle trips.

CE14.2  Strive to create and enhance safe walking and bicycling routes to schools through integrated transportation, land use, and design decisions to increase safety, increase physical activity among children, and reduce traffic congestion around schools.

CE14.3  Support the SMMUSD in its effort to encourage students and employees to travel to and from school by transit, bicycling and walking by providing safe and appealing walking and bicycling routes to school and linking pathways to schools with access to public transit, including the potential Michigan Avenue extension.

CE14.4  Work with and support SMC and the SMMUSD in developing and implementing a TDM program to reduce vehicle trips to and between satellite campuses, potentially including bus system enhancements and/or a universal bus pass program with the Big Blue Bus to increase transit ridership.

CE14.5  Work with SMC and Santa Monica High School on coordinated events programming to maximize shared parking and public transit resources at performing arts venues.

GOAL CE15: Encourage the City's schools and college to work cooperatively to develop safe and efficient access to transportation, and parking for employees, students and visitors.

POLICIES:

CE15.1  Encourage schools to work with the City to develop and implement safe morning drop-offs and evening pick-ups of students that minimize the traffic impacts on City streets.

CE15.2  Work with SMC to increase the bicycle and pedestrian connections to the community, with welcoming design including gathering spaces, and coordinated land use decisions.

CE15.3 Work with providers to achieve pick-up and drop-off for childcare, early education, and private school projects that are designed and operated to be sensitive to neighbors and the surrounding area.

Lifelong Learning

Lifelong learning is a philosophy that broadens the definition of "education" by encompassing senior and adult education programs, library services, recreational programs, nonprofit organizations, religious communities, cultural events, professional development, healthcare organizations, and private classes and lessons. In addition, lifelong learning extends to conventional schools and colleges. Lifelong learning is supported by a grassroots network that encourages spontaneous interactions between community members.

Within the community there are a diverse array of individuals and organizations that provide lifelong learning to residents. In many ways, successful lifelong learning involves improving utilization of existing resources. The LUCE facilitates lifelong learning through compatible land use and transportation policies that support facilities, open space and program opportunities that bring people together to enhance the personal, social, and professional goals of all residents.

Vision

The community's lifelong learning goals are supported by the LUCE through support for physical facilities, plazas, parks and open space that will accommodate lifelong learning activities and programs. Santa Monicans will become a community of lifelong learners that excel at adapting and succeeding in a rapidly changing society.



Lifelong learning opportunities include a wide range of programs and activities. The LUCE supports lifelong learning through physical and programmatic recommendations.

GOALS AND POLICIES

GOAL CE16: Support lifelong learning through land use and transportation measures that offer physical facilities and program materials.

POLICIES:

CE16.1 Consider opportunities for lifelong learning when making land use, transportation, and design decisions. Consider the provision of facilities for lifelong learning opportunities as a community benefit as part of new development.

CE16.2 Seek to overcome barriers to lifelong learning, especially among underserved populations and children with special needs.

CE16.3 Continue to partner with SMMUSD and other organizations to transform schools into “learning communities” that offer preschool, childcare and early education, after school enrichment programs, after school sports and recreation programs, health services, social services and adult education at local schools that are accessible to people of all ages and abilities.

CE16.4 Continue to improve library facilities, including the planning and development of a library in the Pico neighborhood area.

CE16.5 Support implementation of measures recommended in the *Evaluation of Services for Older Adults: Implications for Existing and Future Programming*.



This Page Left Intentionally Blank

circulation

Throughout the extensive LUCE community outreach process, Santa Monica residents cited traffic congestion and parking scarcity among their greatest concerns. Indeed, congestion on the Westside is among the worst in the nation, limiting the amount of people our streets and highways can move.

Surrounded by forces over which it has little direct control, Santa Monica finds itself enmeshed in a vigorous and growing regional economy. This circumstance is both a benefit and a burden, for regional growth brings economic vitality but it also brings congestion. The City's own economy, coupled with a broad range of activities, schools and shopping also contributes to this congestion.

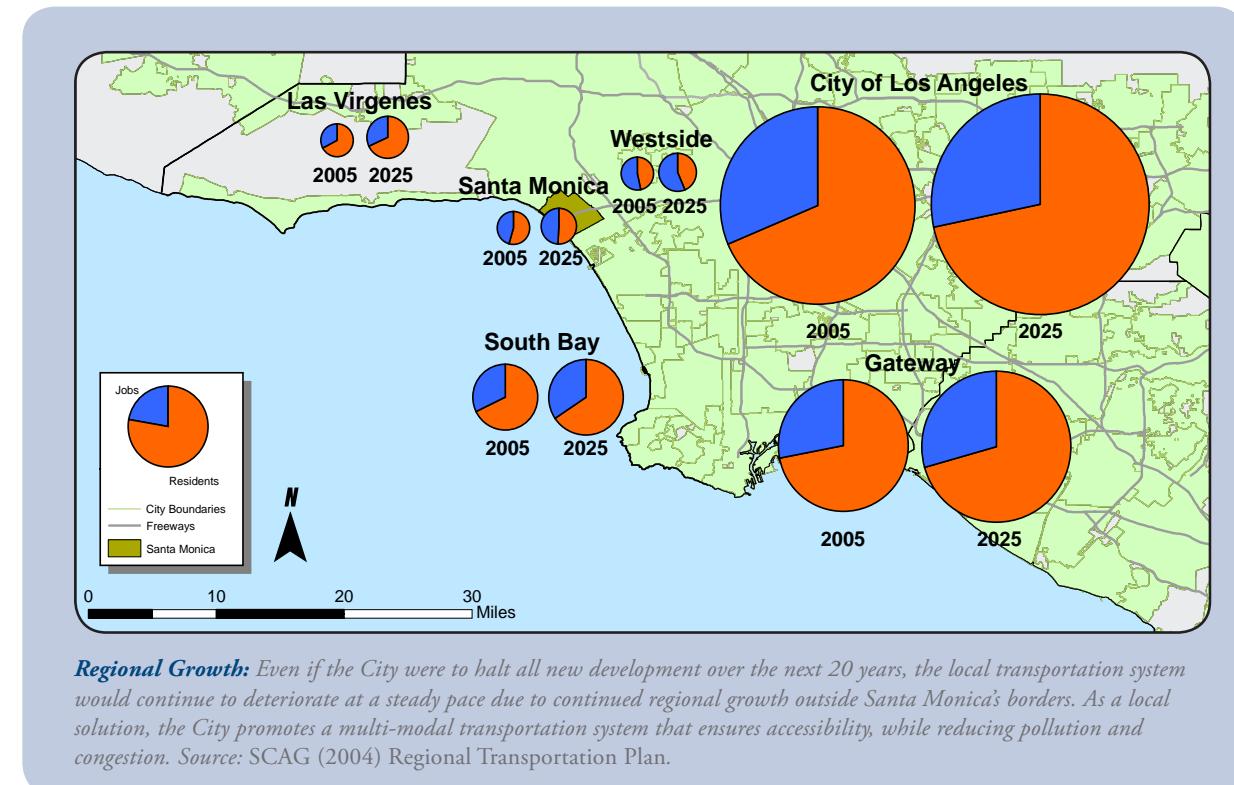
Even if the City were to halt all new development over the next 20 years, the local automobile circulation system would continue to deteriorate at a steady pace due to continued growth outside Santa Monica's borders. The figure in the next page illustrates the Southern California Association of Government's (SCAG) projected growth in



population and job opportunities in the region between 2005 and 2025, with the circles scaled to show relative numbers of residents and employees (jobs). As the figure shows, Santa Monica is not an island in itself, but an integral part of the Los Angeles region. Residential growth in Pacific Palisades, Malibu, Thousand Oaks and Ventura and heavy job growth in Los Angeles will bring additional congestion to Santa Monica's already congested highways and streets, regardless of the number of jobs or residents Santa Monica adds or subtracts.

Today, there are many Santa Monicans who agree with Lewis Mumford's famous statement about cities: "forget the damned motor car and build the cities for lovers and friends." However, if the City and the region continue to accommodate the automobile as they do today, our streets will move fewer people over time, as buses are further slowed by congestion and walking and bicycling become less attractive. The result would be a continued downward spiral with a degraded quality of life for everyone and a more vulnerable local economy with fewer economic opportunities.

It is clear that the conventional approaches are not working. The City has a compelling need to make major changes in how it manages transportation. While the City cannot solve the region's problems, it can directly address its own.



Sustainable City Plan and LUCE Transportation Policy

The LUCE transportation policy proposes a new comprehensive approach, based on the transportation goal of the *Sustainable City Plan* of "the creation of a multi-modal transportation system that minimizes and, where possible, eliminates pollution and motor vehicle congestion while ensuring safe mobility and access for all without compromising our ability to protect public health and safety."

As the following pages illustrate, the LUCE makes profound changes in the way the City addresses its critical land use and transportation policy. It directly confronts the future congestion that poses such a challenge to Santa Monica. In a departure from past planning practices, it integrates land use with transportation, locating new development along existing and proposed transit corridors. It targets sources of congestion and sets the goal of No Net New Evening Peak Period Vehicle Trips. It creates a complete multi-modal transportation system with improved

If Santa Monica motorists took the bus, rode their bikes or worked at home just two days a month, we could do away with congestion.

transit, pedestrian and bicycle facilities designed to encourage people to choose non-automotive means for as many trips as possible.

Congestion is a complex problem and "solutions" to it have eluded planners and engineers in most—but not all—economically successful urban places around the world. This chapter examines the root causes of congestion, proposes tools for managing congestion, and describes how the other sections of this chapter work together to meet all the goals of the LUCE transportation policy without increasing automobile trips in the City.

The LUCE designs a powerful and assertive role for the City in managing the transportation system through Transportation Demand Management (TDM) Districts, impact fees and improvements to transit, pedestrian and bicycle facilities. It also includes performance measurements to ensure a reduction in single occupancy vehicle trips. Studies document that such an approach can cut future peak period vehicle trips in half.

In addressing congestion, the City is fortunate in its timing. The arrival of the Expo Light Rail line allows the City to reshape the way we accommodate most future development in Santa Monica, concentrating it around rail stations and putting daily services within walking distance of residences and transportation. The LUCE transportation policy maximizes the benefits of this resource by locating affordable and workforce housing, jobs and local-serving retail along the Expo Line corridor.

The LUCE transportation policy treats the entire City in a holistic manner as an integrated transportation management sphere with stringent requirements for trip reduction, transit enhancements, pedestrian and bike improvements, shared parking and impact fees. Implemented simultaneously, these requirements will result in walkable and bikeable streets, vibrant retail districts and enjoyable access for residents and visitors. In this approach, the City's streets are regarded as green recreational corridors that contribute not only to mobility and accessibility, but to Santa Monica's overall public health.



Santa Monica's congestion follows predictable patterns, largely resulting from backups at the freeway ramps and its small number of north-south through streets.



The Expo Light Rail will begin service in 2015 and provide a compelling alternative to the personal automobile.

TRANSPORTATION PRINCIPLES

The 12 principles listed below guide this Circulation Element and help achieve the City's larger goals of resource conservation and environmental responsibility, public health and safety, community care, affordability, well designed spaces and uses, economic sustainability and other LUCE goals.

1. Measurement

Transportation is Not an End in Itself

Transportation is a set of investments to help us achieve Santa Monica's community goals, and we should regularly measure how well the transportation system is meeting these goals.

2. Management

Transportation is a Limited Resource

Transportation and parking capacity are valuable assets that must be managed as a limited, renewable resource. We cannot build our way out of congestion. Instead, transportation and parking must be managed like water supplies: by implementing incentives to reduce demand, as well as increase supply, with a focus on the right level of availability at all times.

3. Streets

Street Design Follows from Place and Function

Streets are designed and managed to support the places and neighborhoods they serve and to balance the needs of everyone who travels along them. While streets serve to accommodate movement, their design should follow first from what kind of place is being created alongside them.

4. Quality

Effective Transportation is More Than "How Far" or "How Fast"

Santa Monica's transportation choices are key to its high quality of life, and these choices should be enjoyable for everyone who uses them and should reflect the different needs and desires of the City's diverse population.

5. Public Space

Streets are Open Space

Santa Monica's streets are a primary component of the City's open space and recreational system. The transportation system supports the City's vibrant social life. Streets are the largest publicly-owned land use and the biggest component of the City's open space network. Sidewalks and streets function as outdoor "living rooms" for people to socialize, and also as "recreation centers."



Streets are for more than just the movement of cars—
they make up most of our largest public open space network and should be designed to encourage recreation and socialization.

6. Environment

Transportation is the Solution to Global Climate Change

According to the California Air Resources Board and the Santa Monica Sustainable City Report Card, transportation produces about 40 percent of the city's CO₂ emissions and of that, about three quarters come from personal driving. Santa Monica produces about half the per capita CO₂ of more auto-dependent places in Southern California, largely due to its density, walkability and transit service. By focusing new development near transit, investing in TDM and ensuring local services are available within walking distance, Santa Monica can further reduce its impacts on the planet.

7. Health

Active Lives Benefit Everyone

Public health experts recognize that the best way for people to get regular exercise is to incorporate physical activity into their daily routines. Increasing the number of people who can safely travel by “active” transportation modes like walking and bicycling can significantly improve public health outcomes for Santa Monica residents. The health benefits of walking are especially important for seniors and children.

8. Affordability

Integration of Housing and Transportation Planning Creates New Opportunities

Reducing household transportation costs can make housing more affordable for everyone—especially by allowing families to eliminate a car by providing attractive alternatives to driving and more housing choices near transit.

9. Economy

Efficient Transportation Supports a Strong Economy

Maintaining Santa Monica’s high level of services requires a strong, sustainable and resilient economy. A healthy economy requires an efficient, balanced transportation system that optimizes the movement of people and goods. The transportation system must support Santa Monica’s thriving neighborhood commercial districts which place most residents and employees within walking distance of their daily needs.

10. Equity

Fairness Demands Equal Distribution of Transportation’s Costs and Benefits

The costs and benefits of transportation investments should accrue regardless of income, race, gender, age, ability or mode choice. As a matter of equity, Santa Monica must prioritize investments to meet the needs of those that do not drive due to age, financial circumstances or physical ability. Those who do not drive should not directly or indirectly subsidize those who do.



Parking is a limited and valuable resource. Careful planning and pricing strategies can reduce traffic while increasing parking supply.

11. Safety

Safe Movement for Everyone, Everywhere, is Fundamental

The transportation system must be safe for all users at all times of day, regardless of age or ability, so that both grandparents and grandchildren feel safe crossing any street. The network also must accommodate the City’s emergency response system.

12. Community Benefits

Change Santa Monica for the Better

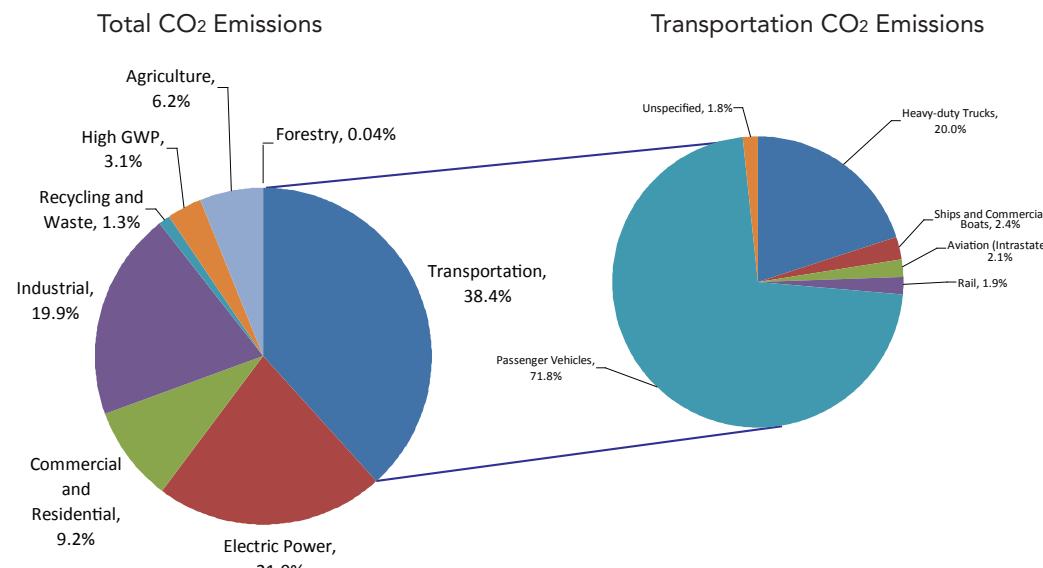
New development beyond the base height should provide tangible benefits for the community.

(See chapter 3.2 Community Benefits for further information.)

TRANSPORTATION: OUR CLIMATE CHANGE SOLUTION

According to the California Air Resources Board, about 40 percent of the state's carbon dioxide (CO_2) emissions come from the transportation sector—over four times the emissions produced by all residential and commercial buildings. Within the transportation sector, about 70 percent of emissions are from personal driving. In Santa Monica, with its low levels of industry and temperate climate, personal driving makes up an even higher share of the City's emissions.

While the City of Santa Monica will strive to improve the energy efficiency of all of its buildings, achieving a 30 percent reduction in CO_2 emissions from 30 percent of our buildings would only reduce our CO_2 emissions by less than 1 percent. Achieving a 30 percent reduction in overall Vehicle Miles Traveled (VMT), on the other hand, would reduce Santa Monica's greenhouse gas (GHG) emissions by at least 8 percent—far more than everything else the City can do, combined. A 50 percent reduction in VMT would cut GHG emissions by at least 14 percent. If the City of Santa Monica wishes to do its part to address climate change, there is nothing better it can do than provide better alternatives to driving.



Transportation accounts for a significant amount of GHG emissions. Passenger vehicles and heavy-duty trucks comprise over 90 percent of total transportation-related emissions. Source: California Air Resources Board, 2006 Greenhouse Gas Inventory.

To this end, the LUCE is built around the six 'Ds' known to reduce our dependency on the automobile. Together, these factors can reduce VMT by 50 percent or more.

- **Density** As density increases, the vehicle trip generation rate declines sharply, in the most compact areas of the City, such as the Downtown, producing about half the per capita VMT as low-density neighborhoods.

- **Diversity** With a mix of uses within walking distance, a car is not required for all trips. Santa Monica's neighborhood commercial districts are central to its climate protection efforts.

- **Design** More walkable, bikeable neighborhoods produce fewer vehicle trips, and the LUCE strives to transform unfriendly

pedestrian areas like Bergamot Station into highly walkable neighborhoods.

- **Destinations** The more places that are reachable by transit, the more people will take transit. Investments in the Expo line and ongoing improvements to Big Blue Bus will make it easier for more people to avoid using a car.

- **Distance to Transit** The LUCE concentrates growth near major transit stops, since the closer people live and work to transit, the more likely they are to use it.

- **Demand Management** Parking pricing, transit subsidies and other programs all increase the effectiveness of other measures, helping further to reduce trips.

Understanding Congestion in Santa Monica

While Santa Monicans may express their concerns about congestion, they also understand that it is not possible to "build" our way out of the problem by widening roads. Instead, when community members were asked how to prioritize investments to solve our transportation problems, 59 percent voted for transit, walking and bicycling projects, and only 15 percent wanted to "reduce bottlenecks."

The following paragraphs examine the root causes of congestion, propose tools for managing congestion, and describe how the other sections of this chapter work together to meet all of the goals of the LUCE Strategy Framework without increasing vehicle trips in the City.

What is Congestion?

It is valuable to think of transportation as a limited, renewable resource, much like water or timber. With few exceptions, Santa Monica does not have the luxury of widening its streets to accommodate more cars. Instead, we must make more efficient use of the streets we have. While water conservation measures encourage us to alter our water consumption habits, transportation conservation measures encourage us to walk, bicycle or take transit for trips when a car is not needed. Just as overuse



While the causes of congestion are many, congestion is primarily an economic concern. Demand results from a strong, dynamic economy. However, roadway resources are limited and require strong management policies to provide a safe and reliable network.

of water can result in water shortages, overuse of our roadways can create road capacity shortages—also known as congestion.

Congestion is best understood not as a facility problem, but as an economic problem—a case of demand exceeding available supply. In the case of traffic congestion, the number of motorists wanting to drive somewhere simply exceeds the roadway capacity to accommodate them. While motorists may find congestion annoying, many still make a choice to sit in

congestion rather than avoid the trip, use another travel mode, take a different route or travel at a different time of day.

Traffic itself results largely from a strong, dynamic economy, where commerce is humming, workers are going to work, and people are spending discretionary income on things they enjoy. Therefore, traffic congestion is sometimes viewed merely as a sign of economic success. Indeed, the only US cities that have ever eliminated their congestion



Freeway on-ramps experience congestion daily, as seen here on the 4th Street Bridge.

problems are in the Rust Belt, where congestion was eliminated because of the collapse of their urban downtowns as multi-use centers.

Traffic congestion is a concern not only because it is annoying and reduces quality of life for everyone stuck in it, but also because when it reaches certain levels, the “person capacity” of the overall transportation network declines sharply. As traffic volumes increase, the vehicle throughput on a given street increases steadily until the street starts to reach capacity. At that point, throughput begins to decline rapidly to the point where there are so many cars that none can move. For example, when all six through lanes on the I-10 Freeway are operating

at 50 mph, the freeway can move about 12,000 vehicles per hour. When congestion slows the freeway to 10 mph, it can only move about 1,800 vehicles per hour—as if five of its six lanes were eliminated! This steep decline in throughput has one advantage: even in the most congested corridor, removing just 10 percent of cars effectively eliminates the congestion. If Santa Monica motorists took the bus, rode their bikes or worked at home just two days a month, we could do away with congestion. That is, until others, tempted by the free-flowing traffic, decide to drive causing the congestion pattern to repeat itself.

Congestion Patterns

Congestion accumulates in Santa Monica in predictable ways and locations throughout the City:

Freeway On-ramps

Much of Santa Monica's local congestion originates on the freeway. While the Los Angeles region is famous for its freeways, the Westside has among the lowest number of freeway miles per capita of any major urban area in the country. Interstates 10 and 405 experience severe congestion daily, and much of that congestion backs up onto city streets.

Freeway Off-ramps

Even when the freeways are free-flowing, congestion also accumulates at the freeway off-ramps, as the one large pipe of a freeway ramp meets the many small pipes of city streets, and motorists make many turning movements to sort themselves out into the grid. This is especially noticeable at Cloverfield Boulevard, where the convergence of the freeway ramps, two of the only north-south through streets in the City, and a large number of jobs combine to make travel demand exceed street capacity. Congestion on Cloverfield is exacerbated by the limited street pattern in the area. Each large block in the area around The Water Garden complex would be three blocks in

Downtown. Therefore, these streets must carry the traffic of three streets and three alleys.

North-South Through Streets

While Santa Monica is generally blessed with a fine grid of interconnected streets, the grid breaks down in several places, particularly in the north-south direction. In fact, there are only five corridors that traverse the whole City from north to south: Pacific Coast Highway/Ocean Avenue/Neilson Way, 4th Street, 7th Street/Lincoln Boulevard, 26th Street/Cloverfield Boulevard/23rd Street, and Centinela Avenue. Some of these, particularly 26th Street and 23rd Street, were never designed to carry heavy vehicle volumes. When I-405 is congested, these five corridors carry such a heavy regional traffic burden that they also become congested, since they cannot accommodate enough traffic to relieve the freeway system.

East-West Boulevards

Santa Monica's east-west boulevards were better designed to carry traffic flows than the north-south streets, but these too get congested, largely due to problems at Sepulveda Boulevard and on-ramps to I-405 backing up into Santa Monica.

Schools

While most K-12 students in Santa Monica live within walking or bicycling distance of their schools, the increased dominance of automobiles on Santa Monica streets has made parents more likely to drive their children to school. As a result, there are pockets of severe congestion, particularly in the morning peak period, around local schools, including on boulevards and avenues that are not directly adjacent to school sites.

Beach

With one of the most accessible and beautiful beaches in the region, Santa Monica Beach draws crowds—and their cars—to its shores. Congestion is greatly exacerbated by motorists circling endlessly trying to find a vacant parking space.

Employment

Santa Monica, like much of the Westside, is a major regional employment center. From a traffic standpoint, this has advantages and disadvantages. The obvious disadvantage is that these jobs bring cars. A potential advantage, however, is that by concentrating jobs along major transit corridors and within walking distance of local services, Santa Monica can generate fewer vehicle trips per job than almost any other employment center in the region. To the extent that commercial uses generate high revenue for the City, employment can also help pay for local services and benefits.



Safe Routes to School Programs can help alleviate traffic by promoting bicycling and walking.



Beach Parking: Motorists looking for parking near the beach contribute to local congestion issues.

Visitors

Shopping, special events and tourism all impact Santa Monica traffic, but they also bring in revenue that can be used to mitigate that traffic. Special event management such as remote parking shuttles and bicycle valets can reduce the impact of events.

MANAGING CONGESTION AND TRANSPORTATION

If regional land use and travel pattern decisions are beyond our control, what can one small city like Santa Monica do? The best response is fivefold:

- Meet our regional responsibility by reducing our own vehicle trips to the greatest extent practical, with the goal of No Net New Evening Peak Period Vehicle Trips.
- Substitute accessibility for mobility by meeting needs locally and reducing the need to travel long distances by car.
- Make the most efficient modes of transportation—walking, biking, transit, and carpooling—more attractive, so that the roadway system can move more people with reduced delay.
- Implement targeted congestion management programs where they are most effective, such as better parking management so motorists don't drive in circles looking for an empty space, and Safe Routes to School programs that reduce parents' need to drive their children to school.



Santa Monica is a major regional employment center, drawing workers (and their cars) from all over the region.



Visitor attractions like the Pier, Bergamot Station and the Third Street Promenade create traffic issues that must be managed.

- Most importantly, in order to prevent regional spillover traffic from overwhelming Santa Monica's neighborhood and commercial streets, locate regional congestion bottlenecks in places with the least negative impact on the community.

This last point is important but counterintuitive. Alleviating congestion at one location may simply move the problem to the next intersection down the road. Moreover, a roadway widening at a bottleneck location may unleash what engineers call "latent demand"—new vehicle trips enticed by the temporary lessening of delay—resulting in increased, more pervasive congestion throughout the roadway system. Thus, congestion requires a systems management response. As the saying goes, a city cannot pave its way out of congestion.

This Plan recognizes the real constraints of regional roadway capacity and includes strategies to use the streets efficiently to improve the competitiveness of transit, cycling and walking. The focus is also to protect the quality of life in the neighborhoods.

Congestion at access points to the City helps to limit the overall level of auto traffic on Santa Monica's streets. In particular, congestion is likely to continue to occur where local streets connect with the regional highway system. However, congestion in these areas is preferred because it reduces spillover onto boulevards, avenues and local streets that are intended to serve Santa Monica neighborhoods and commercial districts.

Management Strategies

No Net New Evening Peak Period Vehicle Trips

Rather than allow continued worsening of local traffic, the LUCE establishes a bold goal of No Net New Trips. That is, for every new vehicle trip generated in Santa Monica—either as an origin or destination—the City commits to eliminating an existing trip by providing current residents and employees with better transportation choices. Such a goal is not as radical as it sounds. Indeed, much of the roadway system is currently at capacity during the peak, and it cannot move more cars than it does now. Adding more vehicles would simply reduce the number of vehicles that the system moves, by increasing and spreading congestion. As congestion spreads, the transit system also slows down, reducing the number of people the system can move.

Meeting the goal of No Net New Trips will not be easy, but it does not mean that the City must stop all new development. On the contrary, it requires that the City continue to evolve and develop, but that it focus on the right kind of development, in the right locations with the right management tools in place. New development must do more to reduce its own trips, and it must make its surrounding neighborhoods more walkable and more complete. New development above a 40-foot base height will mitigate its traffic impacts through fees to fund better transportation choices that will also benefit existing residents and employees. Ultimately, to achieve the No

Even if the City were to prevent all new development over the next 20 years, the local transportation system would continue to deteriorate at a steady pace, due to continued regional growth outside Santa Monica's borders.

Net New Trips goal, all of the following strategies should be implemented simultaneously.

Location

Locate new development near transit

Merely by locating development near frequent transit service, peak period vehicle trips can be cut in half, compared to the traffic it would generate elsewhere. This Plan focuses future growth in Santa Monica along its major transit corridors, but also goes further to make significant improvements in the pedestrian environment, thus making walking more attractive, safer and efficient. The result is that Santa Monica's transit corridors should have the lowest vehicle trip generation rate in the region. (See chapters 2.4 Boulevards and 2.5 Districts for further information.)

Transportation Demand Management

Implement stronger requirements for new projects and new incentives for existing projects

Santa Monica has long had strong TDM requirements. This Plan proposes strengthening those requirements for new development and keeping closer track of program results. To make a real difference, however, the City must create incentives for existing employers and institutions to do more to reduce their traffic, by making it easier for commuters to leave their cars at home and by revealing the true costs of driving and parking. New incentives are also proposed for residents, such as better car-share and transit pass programs for residents, and strategies to attract new residents who drive less frequently. These programs are covered in the TDM and Parking sections of this chapter.

Management

Coordinate strategies by area

Each area of Santa Monica needs a different solution to reduce vehicle trips and encourage other transportation modes. To help set targets and implement programs, the Plan seeks to utilize existing or establish new Business Improvement Districts, Transportation Management Organizations and/or Community Benefit Districts throughout the City to help manage parking and minimize traffic. The City could leverage some of its transportation funding through these organizations to help provide transportation choices for existing

residents and employees. This strategy is detailed in the TDM and Parking sections of this chapter.

Complete Neighborhoods

Locate all needs of daily life within walking distance

Santa Monica's thriving neighborhood commercial districts are unique in Southern California, placing most residents and employees within walking distance of their daily needs, and thereby reducing the 80 percent of our daily non-commute trips. The Plan seeks to create the optimal array of local services by encouraging new complete neighborhoods in areas of the City that are currently lacking services. This is especially true in the Bergamot Transit Village and Mixed-Use Creative Districts, the Memorial Park Activity Center and along Wilshire, Santa Monica, Pico and Lincoln Boulevards and Broadway and Colorado Avenue.

(See chapters 2.4 Boulevards and 2.6 Districts for further information.)

Community Benefits

Ensure that new development makes the City a better place

The LUCE works hand-in-hand to create better living and working neighborhoods—the places that make Santa Monica unique. Not only must developers create buildings that look and feel like Santa Monica, but they must also contribute their fair share toward



Transportation Demand Management: Large employers, like those who occupy The Water Garden office complex, can help reduce existing vehicle trips by contributing to TDM programs.

community benefits for any development over a by-right base height. The specific community benefit packages may include affordable and workforce housing, sidewalk improvements, neighborhood traffic calming, utility under-grounding, new landscaping, or other projects and programs.

(See chapter 3.2 Community Benefits for further information.)

Fees

Implement fees to mitigate trips and improve choices for existing Santa Monicans

New projects will be required to minimize the trips they generate and contribute fees to mitigate their new trips. To achieve the No Net New Trips goal, developers cannot be expected to have every project generate zero trips by itself. Rather, developers will pay mitigation fees that will fund capital improvement projects citywide, such that the net impact of each development project ultimately is zero. Fees will be

used for improvements that benefit the City's transportation system overall, such as additional buses to increase frequency, improved walking routes and new bike lanes.

Measurement

Build a better future by measuring success, not failure

The City's tools for measuring the success of its transportation system should follow from the larger goals and policies of the LUCE. While it is important to measure congestion, tracking total travel time from point A to point B may be a more useful measure than seconds of delay at specific intersections. We must also measure the success of all modes of transportation, not just the car. Indeed, we are more interested in how people experience the transportation system—motorists, pedestrians, bicyclists, transit riders—than we are interested in the perspective of their vehicles. The LUCE emphasizes quality of service over level of service. More importantly, the Plan recognizes that transportation is central to our quality of life, our health, our economy, and our local character. We must therefore measure all the ways our transportation system supports our larger goals, including regular tracking of how the transportation system supports climate protection, housing affordability, public health, and local sales tax returns. Measurements are suggested throughout this document, with particular emphasis in the Streets section of this chapter.

"Solving" the Congestion Problem

Ultimately, the elimination of congestion in Santa Monica is outside of the City's control and requires a regional strategy. To address both local and regional congestion, Santa Monica will continue to use its regional leadership to explore the following programs:

Regional Development Impact Fees

The San Joaquin Valley Air Pollution Control District in California's Central Valley charges a fee for every vehicle trip that development projects in its district are estimated to generate, with revenues going to mitigate the resulting air pollution. Discounts are given for various factors that reduce the vehicle trip rate, such as proximity to transit or TDM measures. The Los Angeles County Metropolitan Transportation Authority (Metro) is currently exploring a congestion management fee for new development.

Congestion Pricing

London, Stockholm and Singapore have implemented citywide pricing programs to manage congestion and raise funds for transportation alternatives. With few and costly opportunities for widening its freeways, Southern California will need to examine more effective tools for managing congestion by treating roadway capacity like any other scarce commodity in our society. The cities of



Complete neighborhoods: Locating retail uses like grocery stores near residential neighborhoods reduces the need to drive.



New development must contribute community benefits, like bus shelters, sidewalk improvements and affordable housing.



Congestion pricing is a traffic reduction strategy employed in many places throughout the world like London (above), Stockholm and Singapore.



Cleaner air: Under the LUCE, some new development projects will pay into a fund to mitigate the pollution created from trips the projects create.

San Francisco and Los Angeles are currently exploring peak parking pricing as another tool for managing congestion.

Transit Investment

Rather than investing its scarce transportation dollars in increased automobile dependence and highway expansion, the region should emphasize more efficient forms of transportation, especially considering long-term capacity. The coming Expo Light Rail line is a tremendous opportunity for the region and the City. Metro Rapid expansion and the "Subway to the Sea" should also be priorities. Other transit investments, such as a Green Line extension northward to Venice and Santa Monica, should continue to be studied.

Regional Land Use Strategies

Finally, the best solution for the region's problems is for all cities in the region to direct growth pressure around transit, implement TDM requirements and pursue Santa Monica's planned strategies on a regional scale.

CIRCULATION ELEMENT ORGANIZATION

While the context of this Transportation Element is focused on addressing concerns around congestion, its goals, policies and actions are aimed at taking positive steps toward making the most efficient and sustainable modes of transportation more attractive. It is organized into the seven sections described below.

Streets

The Streets section is the heart of the Circulation Element. It synthesizes the Walking, Bicycle, Transit and Automobile sections, describing how the needs of each mode should be balanced with the others. It recognizes that streets also create unique public spaces. The needs of a neighborhood commercial street are very different from a residential street.

Walking

Walking is the backbone of the transportation system, since every trip starts with a walk to the bus or car. This section seeks to make walking safe and pleasurable for everyone, on all streets and at all times of day. The Plan pays particular attention to the needs of children, the elderly and disabled. It recognizes that Santa Monica's streets are part of its open space and recreation systems, and that walking should be a fun, healthful, everyday activity.

Bicycle

The most efficient form of urban transportation, bicycling is ideal in Santa Monica's mild climate and gentle terrain. Many trips in Santa Monica can be made more quickly on bicycle than in transit or by car. The bicycle section proposes an interconnected network of bicycle paths, lanes and boulevards so that people of all ages and abilities can ride a bicycle for their daily needs.

Transit

Transit is the most effective method for moving large numbers of people throughout the region. Big Blue Bus has been one of the City's best investments in congestion management. Transit also provides mobility for those who do not have access to a car, whether due to age, income, ability or choice. As the region grows, transit investment must continue and transit must be protected from congestion-related delays through smarter traffic signal management and, where necessary, transit-only lanes. The transit section provides guidance to make transit fast, frequent and reliable, and incorporates the arrival of the Expo Light Rail.

Automobile

Promising the freedom to come and go as we please in the safety of a stylish, protected shell, automobiles have been the mode of choice in the Los Angeles region for over 50 years. As a means for moving people in urban places,

however, automobiles are inefficient, consuming more than ten times as much roadway space per person as other modes. Since we cannot pave our way out of our traffic problems, this section focuses on managing auto traffic and congestion both to allow cars to move around the City at reasonable speeds, to facilitate emergency response needs, and to keep excess auto traffic from damaging the quality of life on our local streets.

Transportation Demand Management

This section describes how to manage the overall transportation system for optimal efficiency. It describes tools for reducing the number of vehicle trips generated by new and existing buildings.

Parking

This final section describes tools for ensuring that all motorists can easily find a parking space when and where they need one, while at the same time managing the parking system to help achieve the City's congestion management, housing affordability, GHG emission reduction, stormwater management and urban design goals. It does so by recognizing the importance of parking availability to people, by removing the direct and hidden subsidies of parking, and making the true costs of parking apparent to motorists.

STREETS

The Role of Streets

Streets in Santa Monica play many roles. They provide local property access, accommodate sewer lines and utility poles, and allow for people to move throughout the City and the region. Streets are for more than moving cars—they also provide networks for moving pedestrians, bicycles, transit and goods. In addition, they are part of the neighborhoods and districts they cross, and provide open space for gathering and recreation. The following sections provide detailed guidance for the needs of each mode, including walking, bicycling, transit and automobiles. This section synthesizes and provides an integrated set of street typologies that balance the following factors:

Adjacent Land Use Context

Each street should be designed to support the land uses along it, as defined in the Land Use Policy and Designations chapter. Neighborhood commercial streets, for example, need to attract and accommodate visitors by providing for slow and steady vehicle traffic and available on-street parking in order to support local-serving retail. The busiest areas, such as the Downtown, need to prioritize transit and pedestrians. Local residential streets need to have speeds slow



Santa Monica's streets are parts of the neighborhoods and districts they cross, and are for more than just moving cars.

enough to enable motorists to stop for a child chasing a ball.

Priority for the Movement of Each Mode

Some streets, like Wilshire Boulevard, must allow transit to progress at speeds that allow it to compete with autos, and balance that with allowing autos to progress well enough to keep through-trips off local streets and avenues. All streets must accommodate pedestrians comfortably, but on some streets an especially high level of pedestrian investment is necessary.

Relationship to Other Streets in the Network

Some streets have to carry more cars because they provide direct connections to freeways. Others may need to emphasize transit or cycling so that the overall system provides high quality through routes for each mode. There are also streets in the network which have been identified for emergency response. These may require specific signal technology and clearance requirements.

Land Limitations

Santa Monica is a built-out city. There is little additional land available to widen streets. New facilities for one mode, such as a wider sidewalk, may have to come at the expense of another, such as a travel lane for bicycles or vehicles and transit.

The Street Network

The street typologies are mapped on the opposite page. This map is supported by the table that follows, describing how each street type is defined, providing design guidance, and, most importantly, addressing the inevitable tensions between different transportation modes in our limited street rights-of-way. The table provides guidelines only, not requirements; all streets should be designed in collaboration with public transportation, emergency service providers and other stakeholders.



Type**Boulevard****Definition**

Regional transportation corridors with continuous mixed-use and commercial land uses: Provide access for all forms of transportation, but emphasize transit and walking. Regional auto traffic is accommodated here in order to minimize regional traffic on parallel local streets. This refers to the role of transportation on these streets, in comparison to the role these streets play in the overall community.

Guidelines

- Design and manage the transportation network to reduce tension between modes and improve person carrying capacity.
- When necessary, remove on-street parking to reduce bus transit delays.
- Create dedicated transit lanes and transit queue-jump lanes as necessary to improve person carrying capacity while maintaining acceptable vehicle delay.
- Allow property dedication for projects above the base height when necessary to achieve desired sidewalk width and/or turn lanes.
- Prioritize reduction of transit delay and the creation of a high-quality walking experience over bicycle lanes on the boulevards.

Commercial: Downtown

All streets in the Downtown District, except as shown, plus a portion of Lincoln Boulevard. By definition, these streets are very high priority for pedestrians and experience high levels of competition among all modes.

- Prioritize pedestrian environment above all other modes.
- Accommodate pedestrian movements in each signal cycle at all legs of all intersections.
- Remove parking lanes to reduce transit delay, improve pedestrian quality or provide bicycle lanes, as necessary.

Commercial: Neighborhood

Streets in neighborhood commercial zones that are not major boulevards.

- Prioritize pedestrian environment above all other modes.
- Recognize the importance of on-street parking and only remove it to improve pedestrian quality, such as for corner bulbouts or cafe seating.
- Provide space on the sidewalk in the public right-of-way for cafe tables and merchant displays, where practical.

Type**Avenue: Major****Definition**

Streets serving regional auto trips and all modes of transportation; designed to discourage regional auto traffic from using secondary or minor avenues.

Guidelines

- Manage to primarily attract regional auto traffic away from secondary or minor avenues.
- Buffer pedestrians from motor vehicle traffic with parked cars, landscaping or other tools.
- Accept regional traffic congestion on these streets if it helps prevent the spread of congestion to nearby residential and neighborhood commercial streets.

Avenue: Secondary

Streets that distribute auto trips among minor avenues and neighborhood streets; often serve regional bicycle trips by providing signalized crossings of boulevards and major avenues.

- Remove parking along nonresidential frontages in order to improve pedestrian quality or add bicycle lanes, as needed.
- Set design speed at 25 mph to improve pedestrian safety and bicycle comfort.

Avenue: Minor

Streets connecting neighborhood streets with other avenues.

- Remove parking along nonresidential frontages in order to improve pedestrian quality or add bicycle lanes, as needed.
- Set design speed at or below 25 mph to improve pedestrian and cyclist safety.

Type

Avenue: Industrial



Definition

Minor streets providing access to individual industrial parcels.

Guidelines

- Prioritize truck movement and ensure easy access to individual parcels, particularly for deliveries.

Neighborhood Street



Streets primarily providing access to individual residential parcels.

- Set design speed at below 25 mph so that bicycles can share travel lane with cars and pedestrians can safely walk across the street at any location.
- Discourage regional traffic from using these streets.

Shared Street



Streets where autos, bicycles and pedestrians may share a single travelway; shared streets typically are not wide enough to accommodate separate zones for people walking, bicycling, parking or driving.

- Favor bicycles and pedestrians over motor vehicles.
- Set design speed at or below 15 mph so that all roadway users can share same space comfortably and safely.

Type**Parkway****Definition**

Streets serving as linear park, incorporating continuous landscape, recreational bikeways and/or pedestrian paths.

Guidelines

- Prioritize landscape character and continuous bikeway and pedestrian paths over vehicle capacity or vehicle delay.

Transit Investment

Planning underway for pedestrian amenities near future rail service, including light rail.

- Provide locations for guideways and stations as necessary for high-capacity rapid transit.
- Invest greatest amount of pedestrian resources near station areas.

Bikeway: Lane/Path/Bicycle Boulevard

Bicycle lanes, bicycle paths and streets designed so that cars and bicycles can mix comfortably.

- Design street as bicycle boulevard, with physical measures to reduce motor vehicles and volumes so that cyclists can comfortably share lanes with autos where right-of-way is not available for bicycle lanes.

Type

Highway



Definition

Limited access regional roadway

Guidelines

- Maintain consistency with Caltrans policies.

Alley



Narrow lane serving loading docks of commercial areas and garages in residential area.

- Design alleys to accommodate service loading, emergency response, garbage pickup, deliveries, garage entry and exit, and other loading and unloading functions, discouraging these functions from other streets.

Pathways



Pedestrian-only streets.

- Design pedestrian-only streets, commercial paseos, residential walking streets and other pathways with care to support a high-quality walking environment.
- Design these spaces to be safe, secure and inviting according to Crime Prevention Through Environmental Design principles, with activities and "eyes on the street" at all times.

Type**Special Streets****Definition**

Unique and ceremonial streets requiring special consideration, such as the Third Street Promenade.

Guidelines

- Guidelines apply on a case-by-case basis.



GOALS AND POLICIES

GOAL T1: Design and manage Santa Monica's streets to support comprehensive public health and safety.

POLICIES:

T1.1  Support public health by promoting active living and supporting walking and safe bike routes throughout the city.

T1.2 Seek to minimize emergency vehicle response time while preventing excessive speed by general traffic.



GOAL T2: Santa Monica's streets should be well maintained.

POLICIES:

T2.1 Maintain all roadways, paths and sidewalks in a good state of repair.

GOAL T3: Ensure that Santa Monica's streets are pleasant for all users.

POLICIES:

T3.1 Include elements that contribute to quality from the user's perspective, not just throughput for each mode.

GOAL T4: Support local and regional air quality, sustainability and GHG emission reduction goals through the management of Santa Monica's streets.

POLICIES:

T4.1  Manage the City's transportation system to meet overall CO₂ and Vehicle Miles Traveled reduction goals.

T4.2  Ensure that travel by bicycle and transit is time-competitive with autos.

T4.3  Update the Sustainable City Plan indicators to be consistent with the goals and policies of the LUCE.

GOAL T5: Establish performance measures and design guidelines for the City's transportation system that reflect the LUCE priorities.

POLICIES:

T5.1 Develop project evaluation methodology and transportation impact significance criteria that assess how well individual projects contribute to the overall LUCE goals, as well as how they may negatively impact the transportation network.

 denotes sustainable policy



ACTIONS

- Adopt transportation performance criteria to reflect the Circulation Element goals and principles and incorporate these into the Sustainable City Plan.
- Adopt transportation impact analysis criteria to reflect the Circulation Element goals and principles.
- Develop street design standards to reflect the Circulation Element.
- Review transportation system performance regularly and adjust resources to align with community priorities.

Well-maintained streets also include high-quality spaces for walking and socializing.

T5.2 Include performance criteria for each type of street that consider the street's full range of functions.

T5.3 Include performance criteria that consider the City's transportation system as a whole.

T5.4  Develop design guidelines and management tools for all City streets, so that each street supports the land uses along it and provides an optimal accommodation for all modes of transportation.

T5.5 Prioritize property access from transit, walking and bicycling over auto access.

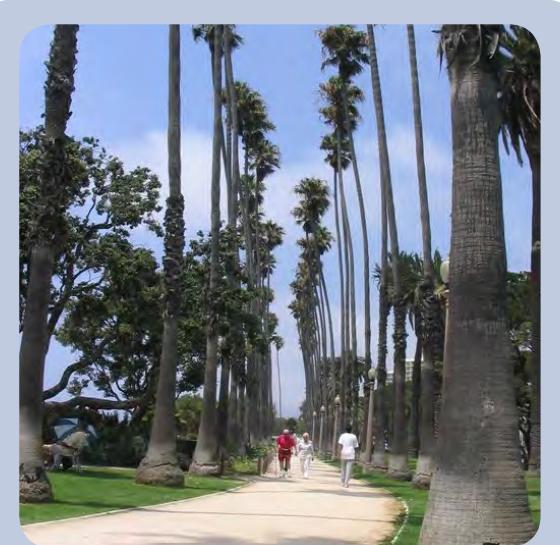
WALKING

The Role of Walking

From walking the dog, strolling on the beach, or getting to school, to running to the corner store for that last ingredient for a recipe, walking provides the foundation of both the transportation system and much of the fabric of life in the City.

A complete, high-quality pedestrian network is necessary to make all aspects of the transportation system function well. The design of the network should reflect the principles listed below.

- All trips begin and end with a pedestrian trip, whether it's getting from the bus stop to the office or from the store to the parking lot. The success of the transit system is dependent upon high quality walking routes to and from transit stops.
- According to the Open Space Element, walking is the most popular recreational activity among Santa Monica residents.
- According to the Centers for Disease Control, there is no single better indicator of public health than rates of walking. This is especially true for children and seniors.
- Santa Monica's streets comprise roughly one quarter of the City's land area—more than all its parks combined. Santa Monica's paths and sidewalks are the most heavily used components of the City's open space system. For example, San Vicente Boulevard is more



Recreational corridors connect neighborhoods to the City's entertainment and open space amenities.

than just a street—its median and bike lanes are also heavily used as recreational facilities.

- Unlike typical auto-oriented communities, Santa Monica's Downtown, beachfront and neighborhood commercial districts are highly dependent upon the quality of the pedestrian environment.
- Walking is the lowest cost form of transportation, and an enhanced pedestrian network allows residents and visitors to save money by walking. Better walking conditions can improve opportunities for disadvantaged populations by reducing the share of household income that must be spent on high-cost auto ownership.
- The perceived safety of walking—particularly among children and the elderly—is an excellent indicator of the overall health of a community.

The Walking Network

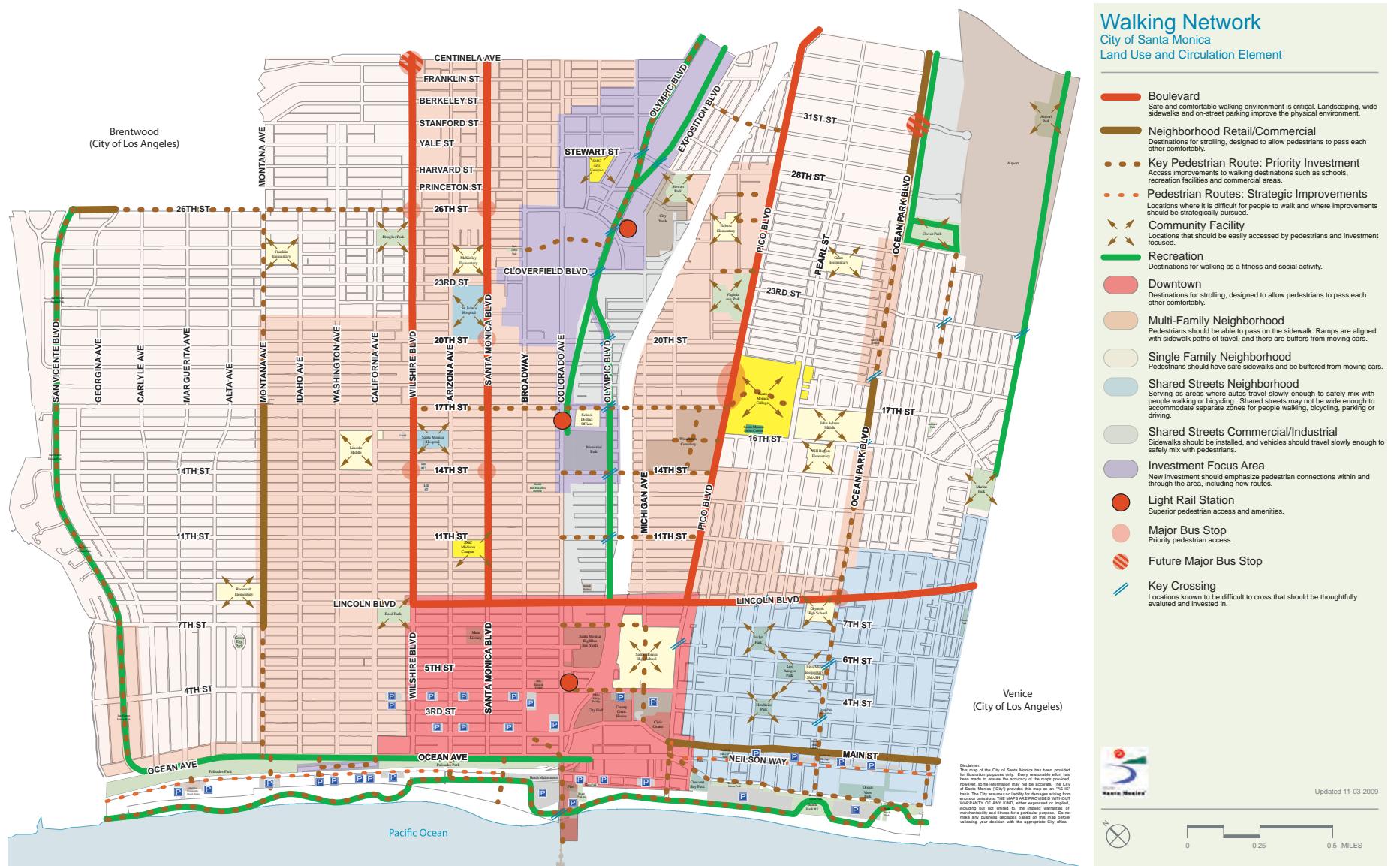
The Walking Network map identifies the places listed below for different pedestrian treatments.

Boulevards

The City's boulevards serve as important regional connectors and carry a high volume of auto and bus traffic, while serving the retail and service needs of the community; thus treatments that create a safe and comfortable walking environment for pedestrians are critical. Increased tree canopy, enhanced sidewalks and on-street parking not only improve the physical environment but also act as buffers between pedestrians and traffic. When on-street parking is removed, landscape buffers are especially important. Equally important are well-designed street crossings that ensure that pedestrians can safely cross, with protected pedestrian crossings generally no more than three blocks apart. Sidewalks should generally be a minimum of 15 feet wide from face of curb to private property line; additional sidewalk width should be encouraged on private property with setbacks, especially at activity centers. Continuous, pedestrian-scale lighting should be provided.

Neighborhood Commercial Streets

Neighborhood commercial streets are destinations for strolling, designed to allow pedestrians to pass each other comfortably.



These areas feature a mix of residential and commercial uses, and as specialty shopping districts they act as both local and regional destinations. The quality of the pedestrian environment is highly important on these streets. Extra attention should be paid to landscaping, pedestrian-scaled lighting, art, façade treatments and other investments to ensure pedestrian comfort and interest. Collaboration with area business groups, such as local Business Improvement Districts or Community Benefit Districts can aid in achieving multiple goals. Where appropriate, space should be provided for outdoor seating.

Key Pedestrian Routes

Paths of travel that provide access to walking destinations such as schools, recreation facilities and commercial areas should be prioritized for improvements. Paths can follow alignments that are independent of the automobile network.

Pedestrian Routes

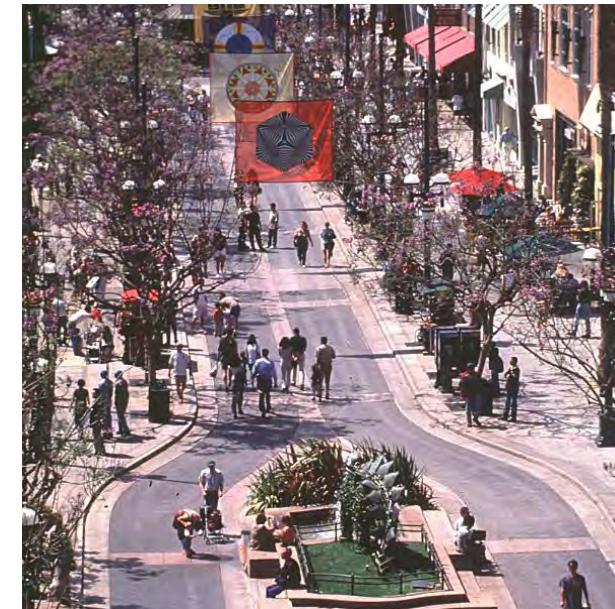
These are locations where pedestrians frequently share the same space with bicyclists. These are streets where it is difficult for people to walk due to limited right-of-way dedicated to pedestrians. Improvement should be strategically pursued at these locations.



Safe and comfortable sidewalks are prioritized by the LUCE.

Recreation Routes

Recreational routes are destinations for walking as a fitness or social activity and include the parkways—San Vicente Boulevard, Ocean Avenue and Olympic Boulevard—along with connecting paths, such as the beach bike path, the future Exposition Bikeway and sidewalks connecting Virginia Avenue Park, Clover Park and Airport Park. Together, they comprise a connected network of walking, jogging, dog walking and exercise paths. All should receive special treatment in terms of way-finding, lighting, walking and bicycling conditions. New paths should be pursued to link recreational facilities.



A high level of pedestrian investment will maintain the quality of the pedestrian experience in Downtown Santa Monica.

Downtown

Downtown Santa Monica should continue to emphasize walking and transit. Like the neighborhood retail streets, Downtown streets require the highest level of pedestrian investment, with sidewalk widening, as appropriate, on key walking streets. Santa Monica Boulevard between Ocean Avenue and 7th Street and Broadway between Ocean Avenue and 5th Street are streets that were improved by the development of a Transit Mall, provide examples of the desired level of quality.

Multi-family Neighborhoods

In the multi-family neighborhoods, local services and transit require a higher level of sidewalk investment than single family neighborhoods, with a focus on safety and quality. Landscaping, sidewalk maintenance and intersection safety should be prioritized. Sidewalks should comfortably accommodate two people walking side-by-side and provide adequate visibility at alley and street intersections. Pedestrian-scale lighting should provide continuous, soft illumination without dark shadows or glare so pedestrians feel safe walking after dark.

Single Family Neighborhoods

Single family neighborhoods should provide pedestrians with continuous sidewalks, safety and a buffer from moving vehicles. Sidewalks should focus on landscape quality, intersection safety and maintenance.

Shared Streets Neighborhoods

Neighborhoods with shared streets serve as areas where autos travel slowly enough to mix with people—including children and the disabled—on foot and bicycles. The Ocean Park neighborhood and the neighborhood west of Ocean Avenue and south of the Pier are designated as Shared Streets Neighborhoods. These streets characteristically have very narrow public rights-of-way and may not be

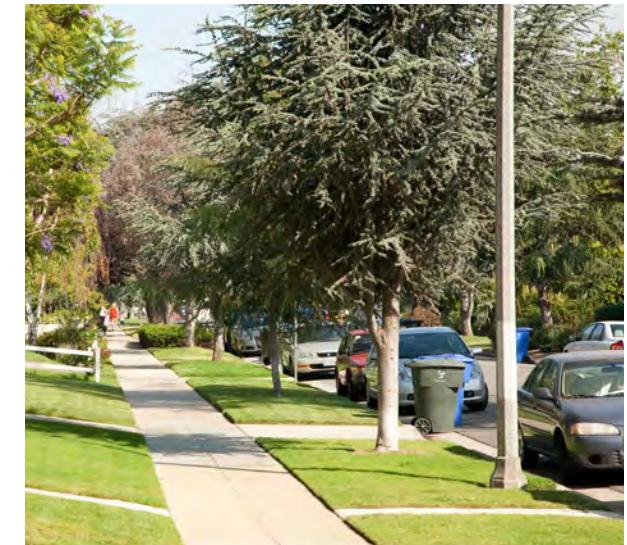
wide enough to accommodate separate zones for walking, bicycling, driving and parking. Utilities and trees often encroach on the already narrow sidewalk width, creating obstacles for all users. Due to the narrow rights-of-way, it is not possible to accommodate wide sidewalks, street trees, travel lanes or on-street parking. Instead, the City should explore the latest “Living Streets” and “Home Zone” concepts from the Netherlands and the United Kingdom, redesigning these streets to slow motor vehicle traffic to walking speeds so that pedestrians and motorists can safely mix in the same space.

Shared Streets Commercial/Industrial

Currently, these industrial areas are comprised of mostly dead-end streets and little noncommercial activity. Where commercial and industrial uses are anticipated to remain in the area, sidewalks should be installed, parking should be located behind buildings and vehicles should travel slow enough to commingle with pedestrians. Driveways and curb cuts should be minimized to reduce disruption of the pedestrian paths.

Investment Focus Area

New investments should emphasize pedestrian connections within, and through, the area, including potential routes through existing and proposed projects. Specific design guidelines will be developed for



Streets with continuous sidewalks, and buffers from moving vehicles contribute to the quality and character of the neighborhood experience.



Shared streets: Areas of the City that have narrow rights-of-way, like the Ocean Park neighborhood, are designated Shared Street Neighborhoods. When streets function as shared spaces, pedestrians feel safer and more secure.

these districts, with emphasis on sidewalk widths, limitation of driveways and curb cuts, intersection requirements, connectivity, and the creation of smaller-scale blocks.

Rail Stops and Major Bus Stops

A very high level of pedestrian investment is prioritized around light rail stations and major bus stops, since the success of transit in the City is largely dependent on pedestrian access.

Key Crossings

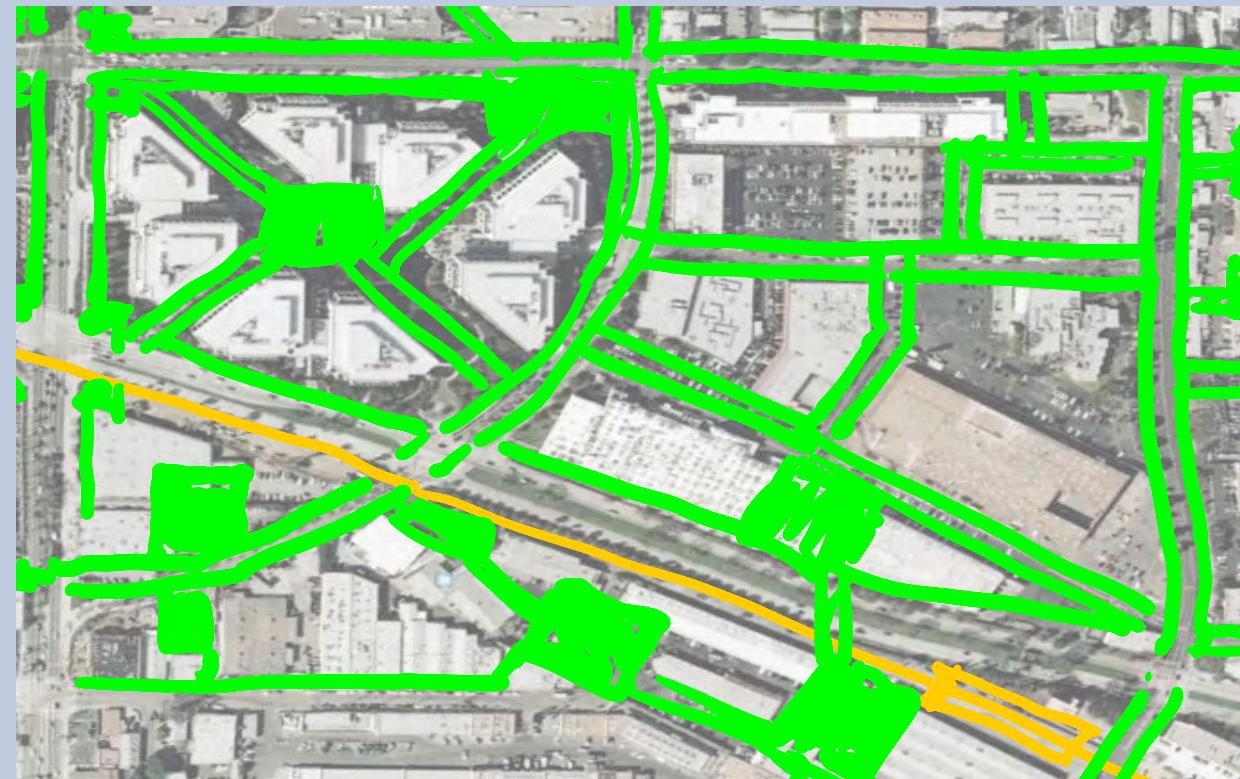
Certain locations are known to be difficult to cross and should be thoughtfully evaluated and prioritized for pedestrian crossing improvements.

Key Connections

"Key Connections" have been identified where new or improved sidewalks or paths should be prioritized. Emphasis is placed on getting to major institutions, across the freeway, to the Beach and to Expo Light Rail stations.

Community Facilities

Community facilities located in residential areas are part of the community fabric and should be accessible to the neighborhood and should have superior pedestrian facilities. These community facilities—schools, parks and medical centers—require site-specific improvements.



New connections: In areas underserved by transportation infrastructure, like the Mixed-Use Creative and Bergamot Transit Village Districts seen above, the LUCE recommends specific design guidelines to promote circulation.

GOALS AND POLICIES

GOAL T6: Enable everyone to walk comfortably everywhere in Santa Monica.

POLICIES:

T6.1 Create appropriate enhancements to pedestrian crossings at key locations across all major boulevards.

T6.2 Explore shared street designs in the designated areas.

T6.3 Seek to improve the quality of the designated recreation corridors.

T6.4 Use a combination of physical improvements and programs to promote walking.

T6.5 As large industrial blocks are redeveloped with more urban uses, increase connectivity through direct and safe pedestrian connections.



The Beach and Santa Monica Pier are major destinations for pedestrians. Access to these destinations should be safe, comfortable and pleasurable for everyone.

T6.6 Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture.

GOAL T7: Ensure that walking is safe for everyone, everywhere in Santa Monica.

POLICIES:

T7.1 Prioritize implementation of pedestrian safety improvements around community facilities and popular locations.

T7.2 Continue to enhance street lighting for pedestrians.

T7.3 Continuously implement technology to improve the pedestrian environment, including pursuing the latest innovations.

GOAL T8: Provide a beautiful and attractive pedestrian environment throughout the City.

POLICIES:

T8.1 Consider the use of impact fees or development fees for pedestrian improvements.

T8.2 Encourage the development of Business Improvement Districts or Community Benefits Districts for the Downtown, the transit village and Neighborhood Commercial areas and leverage pedestrian improvement funds through those districts.

T8.3 Facilitate Crime Prevention through Environmental Design (CPTED) principles in the maintenance of landscaping and building design standards.

T8.4 Design buildings to prioritize pedestrian access from the street, rather than from a parking lot.

T8.5 Design new and rehabilitated sidewalks to minimize tree root interference, to the greatest extent feasible.

ACTIONS

Public Improvements

- Develop a destination-oriented pedestrian way-finding signage program.
- As funding becomes available, create separate spaces for pedestrians and cyclists for the entire length of the beach path. Work with the City of Los Angeles to discuss the construction of similar treatments in the areas of Los Angeles adjacent to Santa Monica.



Pedestrian-oriented: Buildings should be designed to prioritize pedestrian access from the street, not at the rear of buildings.

- Develop a priority list for enhanced pedestrian crossings along all major boulevards. Construct enhancements as funding becomes available.
- Create a plan to enhance alleys citywide to create a Shared Street environment. In the Downtown areas, evaluate the creation of "Arts Alleys" as described in *Creative Capital*, the City's cultural master plan.
- Continue to develop and maintain locations in the City where sidewalks should be completed. Construct new or reconstruct existing sidewalks as funding becomes available.
- Create a priority list of locations to install dual curb ramps to improve the pedestrian environment and construct ramps as funding becomes available.



Special pavers and decorative landscaping, like these seen in New York City's Times Square, can contribute to an attractive pedestrian environment and signal to motorists that they are entering a pedestrian-oriented zone.

- As funding becomes available, construct pedestrian improvements identified through the Safe Routes to School programs.

Information and Education

- Develop Safe Routes to School programs such as "walking school buses," walking audits, classroom instruction and promotional events.
- Create a program for educating parents about the benefits of their children walking to school. Emphasize the existing high levels of safety in Santa Monica.
- Create a program to promote pedestrian safety through outreach to both pedestrians and motorists.

Policies and Projects

- Create a pedestrian plan that incorporates design standards and policies and provides a framework for prioritizing investments in pedestrian improvements.
- Conduct a study of the pedestrian environment that identifies locations that may be difficult for the disabled. As part of the Plan, develop a priority list of physical improvements and identify potential funding sources.
- Develop citywide pedestrian design guidelines that encourage walking.
- Update the Municipal Code to improve public and private standards addressing driveway location, pedestrian-oriented design and pedestrian-oriented lighting.



BICYCLE NETWORK

The Role of Bicycles

The largely flat terrain, short distances and mild climate of Santa Monica are ideal for making bicycling a healthful, convenient and pleasant way to meet everyday transportation needs for Santa Monicans of all ages and abilities.

Many people already bicycle in Santa Monica for recreational and utilitarian purposes. An active and passionate cycling community has emerged, continually reminding decision makers that there is more to be done to improve connections, create a safer environment and increase cycling as an alternative to driving.

Through the *Sustainable City Plan*, the City of Santa Monica has adopted a set of goals to improve the local economy while also protecting the environment, improving public health and quality of life. Bicycling has a clear role to play in achieving these goals, as increased rates of bicycling can help ease congestion, free up auto parking capacity and reduce air pollution and noise levels. Bicycles are a tried and tested, simple, cheap and zero-emission technology.

Santa Monica must strive to achieve numbers like those in Davis, California, where bicycling trips represent up to 14 percent of work trips, and Copenhagen, Denmark, where the



A safe, interconnected and high-quality bicycle network can lead to more people using bikes. Learning how to increase bicycle use from other cities, like Denver (left) or Brooklyn (right) is part of the community's ongoing education.

number rises to over 35 percent. These high rates are largely due to their investments in safe, interconnected and high-quality bicycle networks. A significant increase in bicycling is necessary for the City of Santa Monica to be a leading bicycle-friendly City and reach its goals of reducing auto trips, meeting its GHG emission reduction commitments and promoting active living.

The Bicycle Network

The map on the following page shows the functional classification of the various types of bicycle facilities in Santa Monica that are needed to make bicycling safe and convenient for everyone. These classifications are described in detail below.

Lanes/Paths/Bicycle Boulevards

Bicycle lanes, paths and boulevards form the main thoroughfares of the bicycle network, connecting all major destinations within and beyond Santa Monica. They should be the first level of investment for improvements. On all primary bicycle network streets, stop signs should be minimized in the bicyclists' direction of travel, and replaced with treatments to slow all vehicles and allocate right-of-way, such as mini traffic roundabouts. At major intersections, bicyclists should be provided with advanced stop lines ("bike boxes") and bicycle-activated traffic signal detectors.



Bicycle Lanes

Bicycle lanes are striped areas of the roadway where bicyclists ride parallel to motor vehicle traffic.

Bicycle Paths

Bicycle paths are separated from the roadway, generally running through a park or open space. The future Expo Light Rail line and existing beach bicycle paths are key components of the primary bicycle network. The paths should be enhanced for commuting and recreational activities.

Bicycle Boulevards

Bicycle boulevards, where motor vehicle speeds and volumes are kept low enough for cyclists to comfortably share space with motorists, should be established on streets that are part of the primary network but lack available right-of-way for striped bicycle lanes. All vehicles are permitted on bicycle boulevards, but the streets are designed to slow motor vehicles to bicycle-compatible speeds and ensure that all roadway users understand the others' rights and responsibilities on the road.

Bicycle Routes

Corridors designated as on-street bicycle routes are low-volume, low-speed streets. These streets should have way-finding signs and markings in the travel lane such as Shared-



Bicycle paths are separated from the roadway and provide a safe place for recreation and commuting.



Bike-transit centers provide secure bike parking and related facilities. The bike-transit center pictured above is Chicago.



Bicycle Boulevards, although not appropriate on every street, can facilitate a comfortable shared space for bicycles and automobiles.

Use Arrows, known as "sharrows," to indicate to all users that bicyclists are expected to share the travel lanes.

Slow Streets

Slow streets are primarily neighborhood streets with low traffic volume and speed. There is little



Bicycle routes are designated on several low-volume, low-speed corridors.

need for specific bicycle accommodation. By highlighting these streets on maps and wayfinding aids, these streets can provide cyclists with pleasant alternatives to more heavily-traveled parallel corridors.

Auto/Transit Priority Streets

Auto/transit priority streets are highest priority for transit and pedestrians, and right-of-way constraints make dedicated bicycle facilities challenging. Bicyclists have full access to these streets, and where appropriate, street markings such as sharrows may be used in the outside lane to alert motorists that bicyclists will be sharing the same travel lane as other vehicles. Signage should direct cyclists to higher quality parallel routes.

Key Bicycling Facility: Priority Investment

Primarily located adjacent to the beach, these can be over-subscribed facilities for both pedestrians and cyclists. Investments should be pursued to create dedicated space for cyclists and pedestrians to improve safety and usability, while enhancing the experience for all. Improvements should be prioritized in order to provide a safer and more comfortable bicycling and walking experience.

Bicycle Parking (not mapped)

Secure, weather-protected bicycle parking is important in new multi-family housing and all major destinations. Bicycle valet programs are a valuable service at major destinations and special events. At major nodes like the Downtown Light Rail Station, bicycle information centers with secure parking, and amenities such as personal lockers and showers should be provided. Secured storage

areas that accommodate all bicycle types should be provided within new residential developments, in all commercial districts and at large employers and schools. The City should encourage bicycle rentals to be available in the commercial districts and major employers to provide bicycle fleets. Bicycle parking should be more convenient than auto parking at all destinations.

Investment Focus Areas

In the development of the Bergamot Transit Village, it is critical that bicycle access, connectivity and amenities are emphasized. In doing so, bicycling can become a primary mode of transportation for trips within the village, the City and the surrounding communities.

Bicycle Key Connection

There are several locations throughout the City where bicycle connections are of high importance but are currently obstructed by topography, physical barriers such as fences and walls, or challenging crossing conditions at major intersections. Along Palisades Park, the goal is to provide better connections between the City and the Beach.

Bicycle-Transit Centers

Strategically place facilities with secure bicycle storage and other cyclist amenities such as showers and repair services.



Bicycle Access: While not all streets will have dedicated bicycle facilities, bicyclists will still have full access to these streets.



Bicycle lockers offer a secure option for bicycle parking.

GOALS AND POLICIES

GOAL T9: Create a complete network of high-quality bicycle facilities including a minimum of one new north-south and one new east-west dedicated bicycle path, with the aim of increasing the number of people who use bicycles for everyday transportation.

POLICIES:

T9.1 Simultaneously pursue design investments, and education, encouragement and enforcement programs to improve bicycling.

T9.2 Pursue completion of the citywide bicycle network.

T9.3 Implement standards for pavement design; stripe roadways and intersections so that all streets are bicycle-friendly.

T9.4 Consider replacing stop signs on bikeways with other design features that encourage safe auto speeds and clarify intersection right-of-way among users.

T9.5 Continue to support physical and policy-related changes to encourage access to regional and local transit via bicycle.



Bicycle valet service at the Green Apple Festival accommodated more than 1,000 bicycles.

T9.6 Continue to advocate for and cooperate with regional partners to create a complete and comprehensive network connecting Santa Monica to other destinations.

T9.7 Partner with the Santa Monica-Malibu Unified School District (SMMUSD) and Santa Monica College to promote cycling and bicycle access.

T9.8 Develop all planning processes, such as neighborhood and specific plans, to identify areas where better bicycle connections can be implemented and increased bicycle parking can be provided.

T9.9 Require large property development (defined as greater than one typical city block) to provide through access for bicyclists and pedestrians.

denotes sustainable policy

GOAL T10: Ensure that the bicycle network is attractive to cyclists of all ages and experience levels.

POLICIES:

T10.1 Enhance and beautify existing trails, tunnels, bridges and paths for bicycling.

T10.2 Encourage major employers to provide covered and secure bicycle parking and shower and locker facilities for their bicycle commuters, or to assist in funding bicycle-transit centers in nearby locations.

T10.3 Strive to expand the bicycle valet program to all major community and commercial events.

T10.4 Coordinate with the SMMUSD to identify safe bicycling routes to each of its schools.

GOAL T11: Create a safe, comfortable cycling environment in the City through facility design and public education.

POLICIES:

T11.1 Provide information on safe bicycling and bicycle route selection.

T11.2 Strive to increase bicycle commuting through information that identifies personalized routes.

ACTIONS

Public Improvements

Parking

- Identify locations where more bike parking would be beneficial and install bicycle racks and bicycle storage facilities, as funding becomes available.

Signage

- Develop and implement a beach access bikeway signage and way-finding system.
- Create a destination-oriented bikeway signage and way-finding system to direct riders to bikeways and major destinations such as hospitals, schools, shopping districts, and bike share/rental and repair locations.

Treatments and Facilities

- As funding becomes available, install countdown indicators to inform cyclists and pedestrians of time remaining to cross the street.
- Establish design standards for addressing bicyclists at intersections, and as funding becomes available, upgrade existing intersections to the new standard, prioritizing the areas identified as "Key Connections."
- As funding becomes available, construct and ensure operation of bicycle-transit centers, which provide amenities such as secure bike parking, bike repair, and transit information.
- Explore the development of a public bicycle rental program with a network of drop-off and pick-up locations throughout the community.
- Collaborate with the SMMUSD to identify bicycle routes around and/or through Santa



Signage and way-finding serve cyclists and drivers alike.

This simple gesture can be supplemented by additional treatments and facilities that improve the safety and comfort for cyclists.



Providing resources for cyclists is important. Partnerships between the City and key stakeholders can result in programs aimed at encouraging bicycling over driving.



Bicycle parking should be conveniently located and secure.

This photo was taken during Santa Monica High School's Bike to School Day.



Key connections: Providing access to the City's beaches is an important community issue, and should be continually addressed.

Monica High School and promote cycling for students.

- Collaborate with Santa Monica College to identify a bicycle route in the 17th Street corridor through the college campus and promote cycling for college students.
- Study options and invest in solutions as funding becomes available to reduce bicyclist/pedestrian conflicts along the beach bike path, such as larger staging areas for pedestrians and expansion of the pedestrian path.

Property Development

Parking

- Update bicycle parking requirements for new development and periodically monitor bicycle parking demand and use demand data to monitor and adjust requirements.

Signage

- Require projects to provide directional signage to ensure users know where to find bicycle parking.

Facilities

- Establish requirements for access to shower and locker facilities for bicycle commuters in new developments.
- As funding becomes available, create a system of bicycle-transit access centers that provide secure bike parking, rentals, repairs, showers, and transit information located at light rail stations, major bus stops and destinations.

Information and Education

- Provide personalized travel marketing to help those interested in bicycling to find the best route to travel.
- Create a program to promote bicycle safety through outreach to bicyclists and motorists, including Big Blue Bus operators and drivers of city fleet vehicles.
- Partner with regional agencies to develop Web-based, real-time bicycle route mapping tools.
- Provide classes on bicycle safety and awareness that targets different populations such as seniors, children and commuters.
- Organize Safe Routes to School programs with the goal of making them self-supporting.
- Participate and organize events to promote bicycling, such as National Car Free Day and Bike-to-Work Day with events throughout the City.
- Work with the Convention and Visitors Bureau to provide bicycle rentals and information about cycling at hotels and popular tourist attractions and market Santa Monica as a cycling destination.

Policy and Projects

- Develop a bicycle master plan. The plan should include a discussion of the feasibility of specific measures and facilities and prioritization of the recommended measures and facilities.
- Explore innovative bicycle design and technologies, encouraging others to adopt effective regulations.

- Establish design standards for “living streets” where pedestrians, bicycles and low-speed motor vehicles safely share the streets, especially in the neighborhoods directly south of the Pier and Ocean Park.
- As funding becomes available, complete major gaps in the bikeway network, including:
 - Connections to future rail stations and activity centers
 - A bikeway along the Expo Light Rail right-of-way
 - Connections between Stewart Park and Bergamot Station
 - “Key Connections” to all schools and major employment centers
 - A bicycle and pedestrian bridge across I-10 at 7th Street
 - Connections from Ocean Avenue to the Beach Bike Path, focusing on opportunities at Montana Avenue, the California Incline, Arizona Avenue, Broadway and the Santa Monica Pier
 - Enhancements to Airport Avenue between Airport Park and 23rd Street
 - Improved connections with the City of Los Angeles, including Dewey Street between Marine Park and 23rd Street and improvements facilitating access to UCLA and Santa Monica Boulevard, east of I-405



***Robust facilities and infrastructure** for cycling enable more people to circulate through the City.*

TRANSIT

The Role of Transit

The City of Santa Monica currently has one of the most extensive public bus systems of any city of its size in the nation. The City has a long history of investment in transit, and continued investment is essential to meeting its congestion management, housing affordability and sustainability goals. The City seeks to improve public transit by increasing reliability, decreasing travel times, and ensuring rider safety and comfort along all legs of the journey.

Policies in the LUCE address the City's commitment to the quality of local and regional public transit. This Plan envisions continued investment in the Big Blue Bus (BBB). More detailed plans for BBB service are spelled out in a regularly updated *Service Improvement Plan*.

The City also continues to advocate for more investment in and expansion of regional transit. One of the most important improvements in regional transit currently underway is the development of the Expo Light Rail line and three stations in Santa Monica that will connect the City to the rest of the region. These stations will support a series of vibrant transit villages, and will be connected to the rest of the City by enhanced transit service.

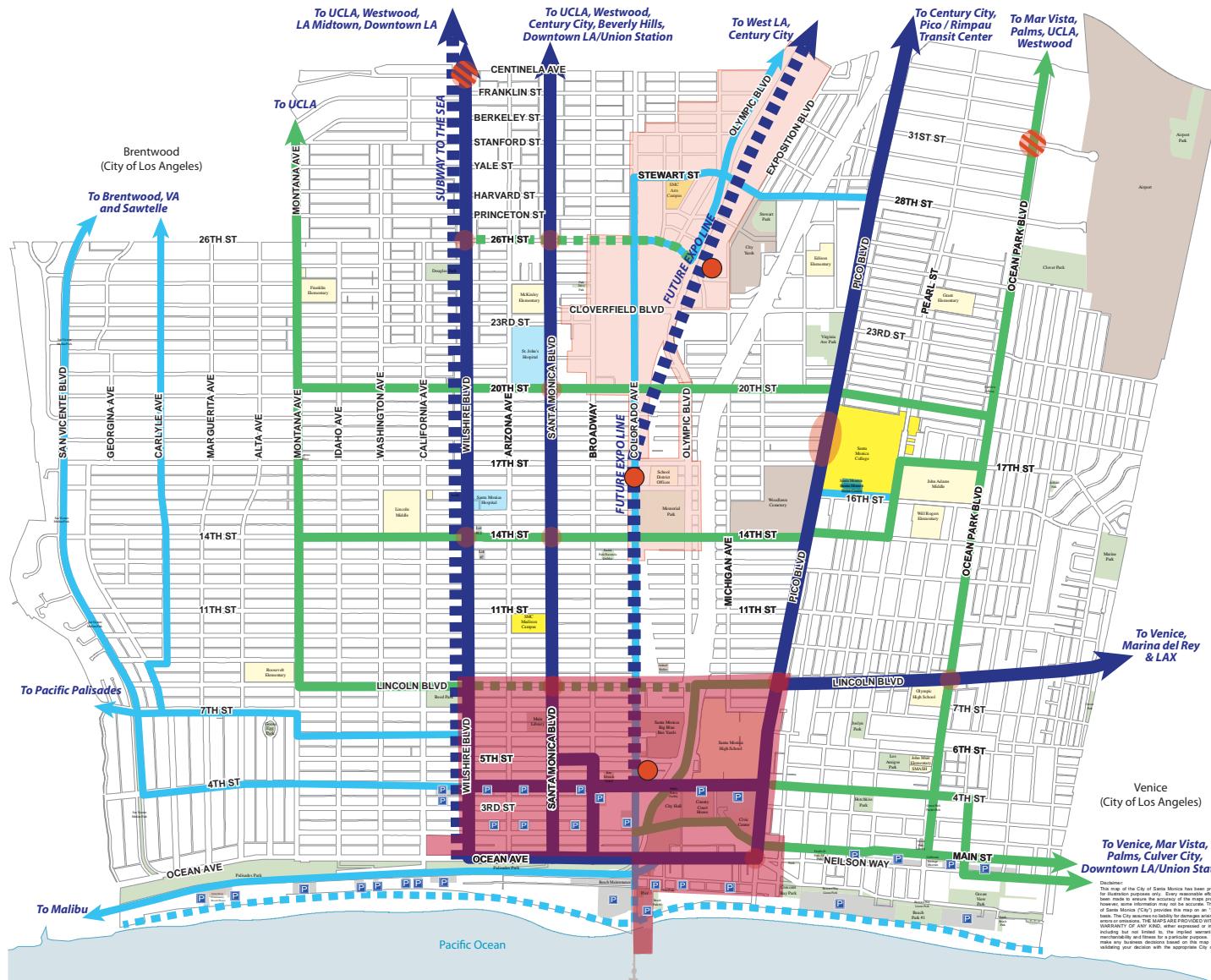


Regional transit streets, such as Pico Boulevard, provide local and regional transit service.

High-quality public transit can lead to greater social integration and greater options for members of the community who are unable or prefer not to drive. It can provide increased access to quality employment, educational opportunities, social opportunities and the many natural and cultural resources of the Santa Monica area. Using public transit can save money for riders to spend on housing, education, and other essentials. Public transit vehicles produce fewer GHG emissions than auto trips, making it an important contributor to achieving Santa Monica's environmental sustainability goals.

The Transit Network

As the City continues to enhance public transit, it will be important to coordinate these investments with improvements in street design, establishing clear priority for transit on important routes. Some transit routes are more important than others, and different types of service require different strategies for integration with other modes. Designing streets to be sensitive to the needs of transit will require the City to develop clear, site-specific guidance for the different routes throughout the City. The map on the following page identifies different functional classifications for



Transit Network

City of Santa Monica
Land Use and Circulation Element

- Regional: Existing
- Regional: Proposed
- Connecting: Existing
- Connecting: Proposed
- Local Access: Existing
- Local Access: Proposed Beach Circulator
- Investment Focus Area
- Downtown
- Light Rail Stop
- Major Bus Stop
- Future Major Bus Stop



Updated 10-15-2009

Disclaimer:

This map of the City of Santa Monica has been provided for the convenience of the public. It is not a formal map and is not to be used for legal or survey purposes. It is not to scale. However, some information may not be accurate. The City of Santa Monica makes no representations or warranties about the accuracy, completeness, or usefulness of the information contained in this map. THE CITY OF SANTA MONICA DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. Do not rely on this map for navigation. Please consult a map or atlas before making travel plans. Thank you for visiting our website.



0 0.25 0.5 MILES

transit corridors and guidance for designing and managing Santa Monica's streets. These classifications should be updated regularly as BBB and Metro adjust their services to accommodate changing demand patterns and funding.

Regional Transit Streets

Regional transit streets create the backbone of the City's transit system. These streets provide regional connections, serve a high volume of riders, and offer frequent service with transit headways of 10 minutes or less throughout the entire day.

On these streets, transit will be given first priority. Signal prioritization will be used to improve the speed and reliability of buses, even at the expense of some loss in performance of automobile level of service. Queue-jump lanes or exclusive transit lanes should be evaluated when signal prioritization is inadequate to maintain transit speed and reliability. Parking lanes may be removed in order to accommodate transit priority treatments such as transit-only lanes. Adequate sidewalk width is needed particularly at heavily utilized bus stops.

Superior transit amenities, such as high-quality shelters, real-time transit arrival information and benches, should be provided at all stops on these streets. High priority must be given

to creating excellent conditions for pedestrians accessing transit, in the design of the streets, intersections and buildings. Bicycle connections and bicycle parking facilities at the major stops are also important to capitalize on the combined transit-bicycle trip, which expands transit stop accessibility well beyond the traditional half-mile walking radius.

When there is a conflict between transit accommodation and other modes on regional transit streets, person delay should be minimized regardless of vehicle delay; that is, when calculating delay, a bus with 40 people on board should be weighted 40 times the value given to a car with one person in it. The primary purpose of these streets is to move people rather than vehicles.

Connecting Transit Streets

Connecting transit streets serve local and regional transit routes that operate at lower frequencies than the primary regional transit streets. Transit headways are typically no greater than 20 minutes throughout the day.

These streets support major destinations and local neighborhood commercial services as well as residences. Pedestrian connections to bus stops along the connecting transit streets are crucial. All stops should have basic route and schedule information, and higher-ridership stops should have real-time information about bus

arrivals. Stops should be located and designed to optimize ridership and rider comfort while minimizing negative impacts on adjacent properties.

Local Access Transit Streets

Local access transit streets are streets that support midday frequencies of greater than 20 minutes or have limited service hours. These streets require less investment in transit prioritization and bus stop amenities than regional and connecting transit streets. All bus stops should have basic route and schedule information. Stops should be located and designed to optimize ridership and rider comfort while minimizing negative impacts on adjacent properties. These corridors will likely be adjusted regularly over time to respond to changing demand patterns, and particularly to accommodate the arrival of the Expo Light Rail.

Major Bus Stops

All high-ridership stops should be prioritized for investment in high-quality shelters, route and schedule information and real-time bus arrival information. Future potential major bus stops are identified near existing employment sites and future activity centers to direct transit investment and maximize transportation choices for commuters.

The Exposition Light Rail

Future Transit Investments

The Expo Light Rail line to Downtown Santa Monica is a planned and funded extension of the regional rail system, targeted to be complete in 2015. The connectivity to the region and the three stations slated to serve Santa Monica will be a tremendous benefit for the City.

Connectivity to the Regional System

Travel between Downtown Los Angeles and Downtown Santa Monica on the Expo Light Rail line will take approximately 50 minutes, providing a competitive alternative to driving a car on the highly congested Santa Monica Freeway. Trains will run as frequently as every five minutes once the line is operating at full capacity. The line will connect to the larger regional system of urban and commuter rail, as shown in the system map. Santa Monica will serve as a destination for people from all over the region, ranging from commuters to occasional visitors. The line will also provide Santa Monica residents with the option to take the Expo Light Rail line to destinations in West Los Angeles, Culver City, Downtown Los Angeles as well as the larger region.

Santa Monica Stations

The Expo Light Rail line will include three stations in Santa Monica: Bergamot Station (26th Street and Olympic Boulevard), Memorial



Image courtesy of Metro. © 2009 LACMTA

The Expo Light Rail will provide stronger connectivity to the Los Angeles region, and will provide the City with the opportunity to provide increased benefits to the community in the form of transit alternatives, as well as new housing and job options.



Basemap courtesy of SCRRRA.

Santa Monica will not only be connected to the Los Angeles light rail system, but to the larger regional network of transit services. Up to 62,000 daily riders are predicted to use this new line.



Three Expo Light Rail stations in Santa Monica at Bergamot Station, Memorial Park and Downtown will serve the local community, and will provide opportunities to reimagine parts of Santa Monica as new urban neighborhoods complete with services and amenities.

Park (17th Street and Colorado Avenue) and Downtown (4th Street and Colorado Avenue). The stations will be designed to ensure transit integration, pedestrian and bicycle connections and amenities. Any parking developed for the rail stations will be shared with other uses and priced to ensure adequate availability at all times. (See chapter 2.6 Districts for further information.)

Alignment

As currently planned, the line will proceed from West Los Angeles into the City of Santa Monica in aerial configuration, over Centinela Avenue. The line will transition to grade level onto the dedicated right-of-way west of Centinela Avenue and proceed along it for approximately 1.2 miles. An aerial structure will grade separate the line from Cloverfield and Olympic Boulevards, transitioning upward just west of 26th Street and returning to grade in the right-of-way on the north side of Olympic. Where the right-of-way ends at 17th Street, the line transitions into the middle of Colorado Avenue. The train will proceed as "street-running" for the remainder of the trip, until the terminus station at 4th Street and Colorado Avenue. The "street-running" section requires the use of one travel lane in each direction along Colorado Avenue. The City is advocating the retention of on-street parking on both sides, wherever possible.

Maintenance Yard

A 6–10 acre maintenance yard for the Expo Light Rail line is currently planned to be located in Santa Monica. The City is working closely with the regional agencies responsible for designing, constructing and operating the system to ensure that impacts to the City's adjacent land uses and circulation system are minimized.

Subway to the Sea

A Westside Subway Extension is also being studied by Metro, although with a longer time horizon for reaching Santa Monica than the Expo Light Rail. The proposed project, also identified as "Subway to the Sea," is proposed to extend the subway from Downtown Los Angeles and include two or three stations in Santa Monica along Wilshire Boulevard. The City will continue to work toward prioritizing this project and ensuring a station in Downtown Santa Monica.

Beach Shuttle

To improve access to the Beach with limited local transit service and limited auto parking, Santa Monica should explore pedestrian-friendly shuttle services to transport passengers along the Beach.



In this artist rendering of the Downtown Light Rail Station, passengers are greeted by an attractive plaza that is enlivened with small retail and services. Visitors can easily access the Downtown, Civic Center or iBeach and Oceanfront.

Downtown Circulator

The City should develop transit connections between Downtown Light Rail station, the Transit Mall and the Downtown, the Civic Center, the Pier and the Beach. If a Downtown circulator service effectively links all of these transit stops and destinations, it expands the area served by each individual line, as well as supporting shared parking in the Downtown.

GOALS AND POLICIES

GOAL T12: Expand high-quality regional rapid transit, including rail service, to improve connections between Santa Monica and the region.

POLICIES:

T12.1 Actively support the extension of the Expo Light Rail line to Downtown Santa Monica.

T12.2  Integrate the Expo Light Rail alignment and stations into the community fabric.

T12.3  Integrate the Expo Light Rail stations into the transit, pedestrian and bicycle networks with connections and amenities.

T12.4 Strive to ensure that parking developed for the Expo Light Rail stations is shared with other uses and priced to ensure adequate parking availability at all times.

T12.5 Accommodate and adjust bus service as necessary to support future rail service.

T12.6 Continue to collaborate with regional transit partners to achieve seamless transfers between systems, including scheduling, ticketing and shared fare systems.



Enhanced Regional Transit: The Expo Light Rail is expected to shoulder a significant volume of transit passengers, but other enhanced public transportation options like buses and shuttles will also be enhanced. Pictured above is Portland Oregon's MAX transit system.

T12.7 Work with transit providers to improve direct transit connections between Santa Monica and regional destinations including the San Fernando Valley, the South Bay, and major employment centers.

T12.8 Strive to implement measures that facilitate efficient and competitive operation of Metro Rapid Bus service within Santa Monica.

T12.9 Support Metro transit planning efforts for a future Westside Subway extension, also known as "Subway to the Sea," and support

the extension of the subway to Downtown Santa Monica. Future subway station locations should consider walking distance to key employment centers and the Expo Line.

T12.10 Strive to maintain on-street parking on both sides, and existing sidewalk widths, for the Expo Light Rail section on Colorado Avenue with two transit-only lanes and two general purpose lanes in areas that will include the Expo Light Rail line.

T12.11  Work with the Exposition Light Rail Construction Authority on station access strategies that maximize ridership and total transit revenue, including parking pricing programs that ensure a few spaces are available to passengers at all times, shared parking, and access programs that deliver more riders at less cost than parking, such as feeder buses and new development.

GOAL T13: Increase transit ridership for all types of trips.

POLICIES:

T13.1  At major transit stops, prioritize land uses and patterns that generate high transit ridership.

T13.2  Locate rail stations in areas that support existing or future transit-oriented development patterns and uses, thereby increasing the potential for transit use.

T13.3  Support high-frequency service on regional transit streets with the goal of providing transit service that is time competitive with vehicle trips.

T13.4 Design and locate rail stations to support bus access and to reduce the "transfer penalty" between buses and rail.

T13.5 To the extent practical and based on funding availability, eliminate transit delay and improve transit reliability on regional and connecting transit streets through physical and policy improvements. Such improvements may include:

- Signal prioritization at all intersections along transit streets
- Queue-jump lanes
- Transit-only lanes
- Automated bus tracking

T13.6 Incorporate real-time information systems so that passengers will know when their bus is expected to arrive. Such technologies include online applications and changeable message signs at major bus stops.

T13.7 Improve bus facilities adjacent to new development; improvements could include new bus shelters, wider sidewalks, concrete bus pads, benches, changeable message signs, secure bike parking, trash receptacles, and where applicable, striping and signs for bus lanes and signal priority installation.

T13.8 Improve connections between transit and bicycling by expanding the on-bus bike rack program and providing secure parking at major bus stops.



High frequency bus service will make public transit more efficient and convenient within the City and throughout the region.



Improvements to the public transit network can include updates to technology systems, such as bus tracking and real-time information systems.

T13.9 Develop all neighborhood, area or specific plans within Santa Monica to identify areas where transit service, access and amenities can be improved.

GOAL T14: Ensure the financial stability of transit providers.

POLICIES:

T14.1 Improve bus productivity by minimizing bus delay through the strategies identified in T13.5.

T14.2  Encourage all schools and major employers to provide prepaid access on the Big Blue Bus (BBB) and Metro systems for all of their students and employees.

T14.3 Develop strategies to maximize off-peak use of transit.

ACTIONS

Public Improvements

- Based on funding availability, implement signal prioritization for transit along regional and connecting transit streets.
- Establish queue-jump lanes or exclusive transit lanes when signal prioritization is inadequate to maintain transit speed and reliability.
- BBB will regularly update the *Service Improvement Plan*, with an emphasis on service efficiency and improved regional connections.
- Update transit technology systems to maximize use with communication technology.
- Create guidelines for major bus stops that include amenities such as real-time bus arrival displays, shade, lighting, trash cans, and benches.
- Expand the existing transit stop improvement program, including real-time bus arrival displays and schedule information.

Information and Education

- Provide transit information at popular tourist destinations and hotels on transit.
- Work with BBB, Metro, Santa Monica College, Santa Monica High School and major employers to develop universal transit pass program policies and pursue implementation.

- Expand transit information centers to all libraries and locations within Transportation Demand Management Districts.
- Include transit information with a variety of communications from the City of Santa Monica.

Policies and Projects

- Explore fees to support BBB, including development impact fees, variable parking fees or an increased parking tax.
- Work with larger employers to expand and enhance shared ride access, such as through regional vanpool programs to supplement existing transit service.
- Create detailed station area plans for all Expo Light Rail stations.
- Support regional rail planning efforts.
- Undertake local planning projects to prepare for future light rail service and station area development.
- Work with the Expo Light Rail Construction Authority to seek a Public Utilities Commission (PUC) waiver to allow parking on both sides of Colorado Avenue with two transit lanes and sufficient sidewalk widths.

This Page Left Intentionally Blank

AUTOMOBILE NETWORK

The Role of the Automobile

At its best, the automobile provides speed, comfort, privacy and an extraordinary degree of personal mobility. When overused, however, automobiles quickly eliminate all of these advantages, trapping their drivers in congestion along polluted, featureless highways. To fulfill their promise, automobiles are dependent upon the success of the other modes. Paradoxically, it is only by making walking, bicycling and transit more attractive than driving that we can make driving efficient and pleasurable. Even in the most congested corridor, we need only shift 10 percent of motorists to other modes in order for traffic to flow freely.

The automobile network focuses on strategies to keep cars moving on Santa Monica's major boulevards and limit the incursion of regional traffic onto local residential streets. It does so in part by identifying regional traffic bottlenecks and locating those bottlenecks in places that have the least negative impact on Santa Monica's residential neighborhoods and neighborhood commercial streets.

As described previously, these bottleneck intersections are mainly at the freeway ramps, and they act as "meters" that limit the spread of congestion elsewhere at the City.



The automobile network focuses on strategies to keep cars moving on the major boulevards and out of the neighborhoods.

Were the City to expand vehicle capacity at these congested freeway ramp intersections, the congestion would simply move to the next intersection down the street.

The Automobile Network

The automobile network provides guidance for how trips should be distributed across the street system, and how streets should be managed so that they function well according to their purpose. Highways and boulevards should be operated so that they serve regional trips more time competitively than avenues

and neighborhood streets. Neighborhood streets, on the other hand, should be designed for local traffic and for speeds low enough that bicyclists and pedestrians can mix safely with cars.

The automobile functional classification system described in the map and text on the following pages provides guidance on how different streets should be designed and managed to accommodate automobiles.



Highway

These corridors primarily serve regional auto traffic. Intersections with direct connections to the highway may tolerate a high level of congestion in order to discourage the use of other streets for regional cut-through trips and to maintain acceptable levels of congestion and delay in other areas of the City.

Boulevard

These are regional transportation corridors. The boulevards protect avenues and neighborhood streets from through traffic by providing superior travel times and service quality for automobiles, while also accommodating biking, walking and transit. Boulevards should also ensure that there is minimal delay for transit to make transit trips competitive with automobile trips. Excessive speeding is discouraged. No driveways are permitted where access is available from a side street or alley. Planted medians and regular protected pedestrian crossings should be provided. It should also be noted that boulevards and avenues are the primary network for emergency response and must be designed with this in mind.

Avenue: Major

These streets connect the City street network to the regional network and provide access for all modes of transportation. These streets may become congested at peak hours when traffic to



***Minor avenues and neighborhood streets** accommodate bicycle and automobile traffic, and provide vital pedestrian connections between neighborhoods and commercial areas of the City.*

and from the highway is backed up. Congestion is tolerable on these streets but autos should be accommodated well enough to discourage overflow onto secondary or minor avenues or neighborhood streets.

Avenue: Secondary

The secondary auto network consists of intra-city access streets that distribute regional trips from the highways and major avenues to minor avenues and neighborhood streets. They often serve regional bicycle trips by providing signalized crossings at boulevards and major avenues.

Avenue: Minor

Minor avenues serve local auto traffic and bicycle trips and provide connections to neighborhood streets.

Neighborhood Streets

These streets are intended to carry only vehicles with an origin or destination on that street. Neighborhood traffic calming devices can be implemented to minimize motor vehicle volumes and maintain speeds at the level where autos can safely stop mid-block for pedestrians or bicycles if necessary.

GOALS AND POLICIES

GOAL T15: Manage local and regional congestion affecting Santa Monica.

POLICIES:

T15.1  Reduce automobile trips starting or ending in Santa Monica, especially during congested periods, with the goal of keeping peak period trips at or below 2009 levels.

T15.2  Limit congestion to portions of the transportation network that have the least impact on the city's neighborhoods, neighborhood retail areas and mixed-use districts, to the greatest extent feasible.

T15.3  Strive to maximize the efficiency of the existing automobile infrastructure and manage the major boulevards and avenues so that they provide shorter travel times than parallel minor avenues or neighborhood streets.

T15.4  Continue to be a leader in supporting comprehensive, regional solutions to traffic congestion, such as regional congestion pricing.

T15.5 Collaborate with surrounding jurisdictions to seek appropriate mitigation measures to minimize the potential negative impacts on Santa Monica from projects in surrounding jurisdictions.

T15.6  To the extent that funding is available, implement Intelligent Transportation Solutions to improve traffic flow, maximize efficiency and improve traffic system management on major streets, coordinating with surrounding jurisdictions.

T15.7 Monitor and coordinate construction activity to minimize disruption on the transportation system.

T15.8 Continue to lead in coordinating with other governmental bodies in the area, including municipalities, SCAG, MTA, and the Westside Council of Governments to address issues of mutual concern related to vehicular movements, traffic congestion and other issues.

T15.9 Discourage the use of City streets as an alternative to congested regional facilities.



Quality of life: The LUCE discourages the use of City streets as an alternative to congested regional facilities.



The City will continuously update technology to maximize the efficiency of the existing automobile infrastructure.

GOAL T16: Provide a safe environment for all road users.

POLICIES:

T16.1 Manage automobile speeds on boulevards and avenues to ensure comfort and safety for other roadway users.

T16.2 Manage traffic speed and volume on neighborhood streets to reduce the risk for cut-through traffic.

T16.3 Promote comprehensive public safety by striving to ensure timely emergency response balanced with high levels of traffic safety.

T16.4 Maintain modern traffic engineering standards.

T16.5 Use traffic controls and design features to encourage motorists to drive appropriately for the type of streets they are using.

GOAL T17: Create a street network that is accessible to all modes of transportation.

POLICIES:

T17.1 Maximize the efficiency of the existing automobile infrastructure through signalization.

T17.2 Encourage the concept of shared streets on residential streets where rights-of-way are constrained and where autos travel slowly enough to mix with people—including children and seniors—on foot and bicycle.

T17.3 Provide information to drivers to improve trip making decisions, increase safety and reduce delays.

GOAL T18: Encourage a more sustainable transportation system.

POLICIES:

T18.1 Strive toward carbon neutrality by encouraging reduced Vehicle Miles Traveled (VMT) per capita.

T18.2 Develop programs and strategies to meet CO₂ or VMT reduction standards established by regional, state or federal agencies.

ACTIONS

Public Improvements

- Update traffic analysis guidelines and significance thresholds to isolate congestion in the areas with the least negative impact on neighborhoods, neighborhood commercial areas and the Downtown.
- As funding becomes available, install and maintain real-time signage, especially at freeway exits and in the Downtown, to direct traffic to available parking and reduce congestion.
- As funding becomes available, implement an Advanced Traffic Management System to improve signals.
- As funding becomes available, develop a Traffic Management Center to optimize motor vehicle flow throughout the City.
- Study circulation improvements in the Civic Center area to improve bus, automobile and pedestrian circulation at the Downtown Light Rail Station, including new bridges over the freeway.

Private Development

- Prohibit driveways on boulevards and major avenues where access is available from a side street or alley.



A sustainable transportation system encourages public transit, bicycling and walking.

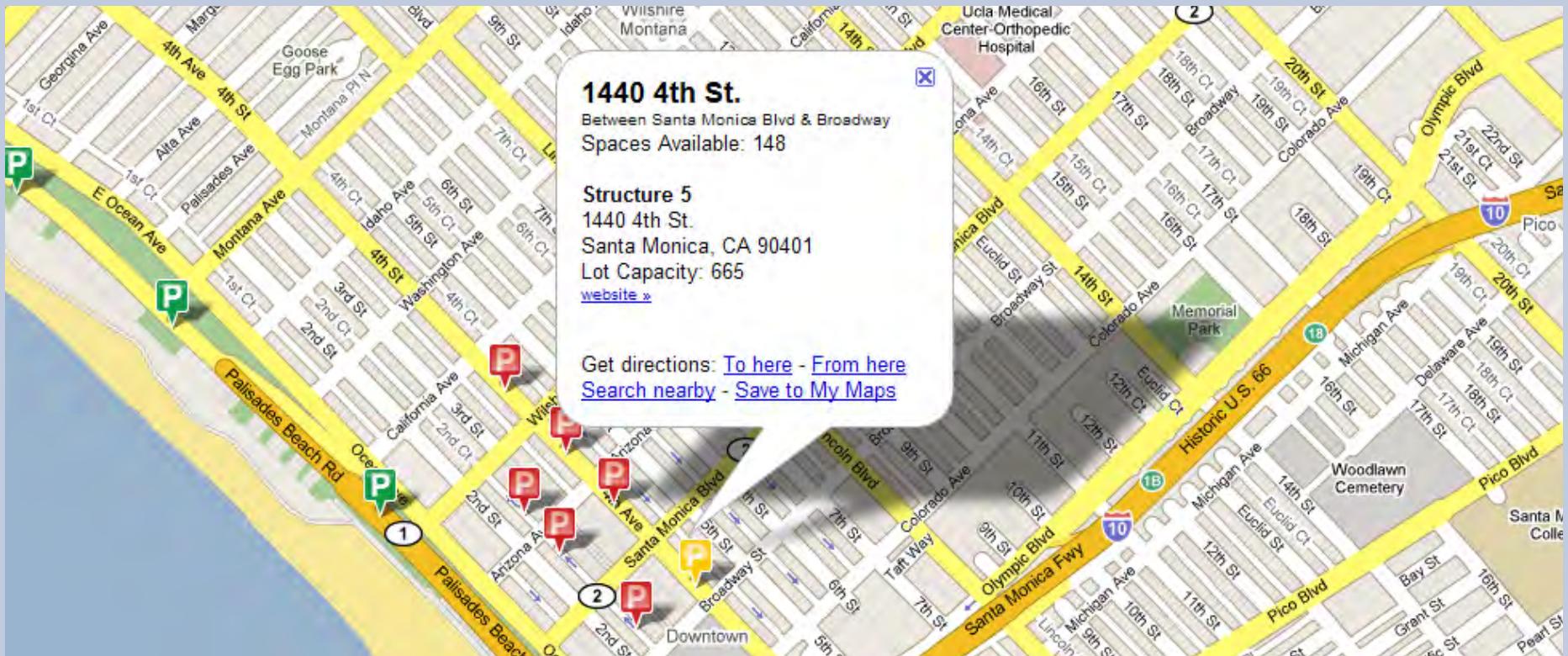


Speed pillows can help calm traffic on neighborhood streets.

- Implement standards for the safe and convenient design of projects, including safe interaction between private property and the public right-of-way.

Information and Education

- Improve way-finding and real-time information systems.
- Provide information on safe motoring skills and habits.



Real-time signage and Web applications can empower users of the automobile network with information about parking and traffic.

Policies and Projects

- Revise neighborhood traffic management policies to reflect LUCE goals.
 - Create and maintain a traffic signal master plan.
 - Review traffic engineering standards to ensure that they are up-to-date and support a multi-modal transportation system.

- Establish and develop design guidelines for shared streets in residential neighborhoods where rights-of-way are constrained, ensuring autos travel slowly enough to mix with pedestrians and cyclists.
 - Establish target speeds for each street classification.
 - Work with the Office of Sustainability and the Environment to incorporate indicators into the *Sustainable City Plan* that support the goals and policies of the LUCE.
 - Develop and adopt congestion management targets and significance thresholds by individual district and corridor.
 - Develop a Traffic Management Center to consolidate real-time information on roadway conditions, manage intelligent transportation tools and coordinate traffic management planning and parking operations among City departments and outside transportation agencies.

TRANSPORTATION DEMAND MANAGEMENT

The Role of Transportation Demand Management (TDM)

Achieving Santa Monica's congestion management goals and improving the quality of service of each mode of transportation requires careful management of the entire transportation system. While the previous sections focused upon providing facilities and programs for each mode, this section provides guidance on effective management of the system as a whole. It looks at the transportation system not as an engineer would, but as an economist, putting proper incentives in place to optimize use of scarce transportation resources. This demand management approach to transportation emphasizes:

- Making the most efficient use of transportation capacity by emphasizing modes that use the least space per person: walking, bicycling and transit
- Revealing the actual and hidden costs of transportation so travelers can make informed decisions and reduce their impacts on congestion and the environment.
- Improving alternative transportation choices so that Santa Monicans need not use their cars for every trip they make
- Making the most cost-effective investments, considering the triple bottom line of economy,

environment, and equity—and recognizing that sometimes it is cheaper to pay people not to drive than it is to build the road and parking infrastructure necessary to accommodate their vehicles

- Relying more on pricing, as opposed to congestion, for allocating street and parking resources
- Investing revenues in higher quality and more affordable access options.

The Transportation Demand Management Map

This section begins with an acknowledgment that Santa Monica's various districts, boulevards and neighborhoods each have different travel characteristics—places with higher-frequency transit and abundant local services generate fewer vehicle trips than single-use districts with limited transit. Accordingly, the Demand Management Districts map on the opposite page divides the City into key areas, each of which has different mode split targets and demand management strategies.

Demand Management Districts

Highest Goal

The Downtown, Civic Center, Beach and Oceanfront and Santa Monica College areas already produce the lowest vehicle trip rates in the city, but offer potential for further reducing their vehicle trips. These areas have the highest goal for vehicle trip reduction.

Higher Goal

The Transit Village, Mixed-Use Activity Center areas, employment centers and elementary and middle schools all offer significant potential for further vehicle trip reduction, although not quite as much as the Downtown. These have a higher goal for demand management.

District Wide Goal

The remaining commercial districts in the City will have goals tailored to their specific characteristics.

Major Transit Stop Zones

Special attention will be paid to the areas around major transit stops since the quality of pedestrian and bicycle access to these stops influence the ability of the surrounding districts to achieve their goals.

Transportation Demand Management Strategies

The best TDM tools vary by land use and location, and the best TDM program requirements allow ample program flexibility in achieving clear, quantifiable goals. The following provides a short list of some of the most effective TDM tools for three sample land use types.