

1 environment because it merely establishes a vision and goals for the design and
2 operation of the City's streets. Furthermore, the Policy is not in conjunction with the
3 approval of any specific project. Therefore, any projects implemented under the Policy,
4 would be subject to appropriate CEQA analysis at that time; and

5 WHEREAS, on January 13, 2020, the City Council held a duly noticed
6 public meeting on the proposed Complete Streets Policy, fully considering the related
7 staff report, environmental information and public comments.

8
9 NOW, THEREFORE, the City Council of the City of Culver City DOES
10 HEREBY RESOLVE as follows:

11 1. Pursuant to the foregoing recitations, the City Council hereby:

12 A. Finds the Complete Streets Policy to be exempt from the
13 California Environmental Quality Act (CEQA), pursuant to CEQA Guideline Section
14 15061(b)(3); and,

15 B. Adopts the Culver City Complete Streets Policy, attached hereto
16 as Exhibit A and incorporated herein by this reference.

17
18 2. This Resolution shall take effect immediately upon its adoption.

19
20 APPROVED and ADOPTED this _____ day of _____, 2020.

21
22
23 _____
Meghan Sahli-Wells, Mayor
City of Culver City, California

24
25 ATTEST:

26 _____
27 Jeremy Green, City Clerk

APPROVED AS TO FORM:

28 _____
CAROL A. SCHWAB, City Attorney

A20-00024

EXHIBIT A

City of Culver City Complete Streets Policy

1. Purpose

- a. The purpose of this Policy is to promote healthy and sustainable mobility for Culver City residents and visitors by providing safe, convenient, and comfortable access to destinations throughout the City by walking, bicycling, transit, and autos. The concept of Complete Streets encompasses many approaches to planning, designing and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

2. Vision

- a. Culver City is a healthy, safe, sustainable and equitable community with beautiful public spaces and world-class amenities. The City's streets system supports a high quality of life for people of all ages, abilities, incomes, and backgrounds.

3. Goals

- a. The City will design and operate its streets as "complete streets" that:
 - i. Serve the mobility needs of people of all ages, physical abilities, income levels, and cultural backgrounds whether they walk, scoot, cycle, take transit, or drive;
 - ii. Enhance safety conditions for all road users;
 - iii. Integrate connectivity between travel modes and land uses, as well as between the different modes of travel including first and last mile trips to transit;
 - iv. Integrate traffic calming and incorporate local community's input in the local streets design;
 - v. Encourage active and healthy lifestyles and integrate environmental stewardship;
 - vi. Foster healthy commerce and goods movements; and,
 - vii. Facilitate multi-jurisdictional coordination and leverage partnerships to achieve an integrated regional transportation system.

4. Applicability

- a. The City will routinely incorporate the complete streets principles into the planning, design, construction and operation of the streets system:
 - i. This Complete Streets Policy is intended to cover all work within the public right-of-way, all street improvement assessment districts, and private development and redevelopment that create publicly accessible streets, walkways, and bikeways within Culver City. Street projects broadly include those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on existing public streets. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or projects over time.
 - ii. This Complete Streets Policy is applicable to all City departments.
 - iii. The City will require all developers and builders of projects on private property that create or affect publicly accessible streets, walkways, and bikeways to comply with this Policy.

- iv. Through permitting authorities, the City will require agencies performing work within the City's public right of way to comply with this Policy as applicable. Such agencies could include utility companies and service contractors.
- v. The City will encourage agencies not under the City's jurisdiction, such as the Culver City Unified School District, to comply with this Policy.
- vi. The City will work closely with regional agencies such as Los Angeles County, Caltrans, Metro, Southern California Association of Governments (SCAG), the Westside Cities Council of Governments (WCCOG), and neighboring cities for the purpose of promoting implementation of complete streets.

5. Policies

a. Network Connectivity

- i. The City will plan, design, operate, and maintain a transportation system that provides a connected network of streets and facilities that accommodate all modes of travel. The City will actively seek opportunities to repurpose or enhance rights-of-way to improve connectivity for pedestrians, bicyclists, and transit users.
- ii. The City will pursue enhancements to the bicycle and pedestrian connectivity to public transit services, as well as to schools, parks, service retail, public facilities, regional connections, and business districts.
- iii. The City will require larger-scale developments and redevelopment projects to maintain or enhance connectivity, such as through interconnected street networks with small blocks, walkways and bikeways. The City will require smaller projects to maintain or enhance walkways and bikeways when practical.
- iv. The City will work with regional agencies and neighboring jurisdictions to incorporate complete streets principles into the overall regional transportation network.

b. Street Design Criteria

- i. The City will refer to best practices and standards that promote complete streets including, but not limited to the NACTO Urban Street Design Guide, Model Design Manual for Living Streets, ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, the CA Manual on Uniform Traffic Control Devices (MUTCD), and the Highway Design Manual when designing streets while maintaining discretion to decide when such standards are applicable and should be used. The Public Works Director/City Engineer will maintain a current list of design guidebooks approved for the City's use or develop local standards at his/her discretion.
- ii. The City will emphasize pedestrian access along and across City streets by, for example, providing convenient and protected crossing locations, shortening crossing distances through the use of curb extensions and tight curb radii, and enhancing signage and pavement markings.
- iii. The City will provide well-designed and context-sensitive bicycle accommodations along applicable streets based on provisions of the Bicycle and Pedestrian Action Plan. The City will prioritize a network of bike routes that are designed for people of all ages and abilities with emphasis on access to schools, parks, and public facilities.

- iv. The City will provide for the safety, access, convenience and comfort of people of all ages, abilities, and backgrounds. The City understands that children, older adults and persons with disabilities will require special accommodations, including a wide range of mobility devices. The City will use the latest accessibility standards for new construction and major rehabilitation.
 - v. The City will minimize the intrusion of regional traffic into neighborhood streets through traffic calming measures in order to provide a safe environment for walking and cycling. Improvements will enhance the character and aesthetics of the neighborhoods through street designs that reflect the needs and input of local communities.
 - vi. The City will prioritize safety for all road users including on thoroughfares by managing vehicle speeds and conflict points through design and innovative solutions.
 - vii. The City will support economic vitality by designing streets with a strong sense of place. The City will use architecture, landscaping, public art, signage, and other elements to enhance business districts and surrounding neighborhoods.
 - viii. The City will promote strong community identity through the implementation of streetscape plans, including street trees, pedestrian-scale lighting, street furniture, and other streetscape elements.
 - ix. The City will design for the safe, reliable, and efficient movement of buses along designated bus routes. The City will prioritize safe and comfortable access to bus stops and to other transit services including the Expo light rail service.
 - x. The City will accommodate the movements of commercial goods, primarily by trucks, to travel to and from local retail stores, businesses, and homes while minimizing potential conflicts with other road users.
 - xi. The City will require appropriate accommodations for pedestrians and bicyclists during construction activities in the public right-of-way. Whenever feasible, the City will not permit the closure of sidewalks or bikeways.
- c. Environmental Sustainability
- i. The City will integrate street improvements with the Green Streets Master Plan projects to efficiently deliver multiple benefits. The City will integrate stormwater best practices into street projects whenever feasible.
 - ii. The City will coordinate street improvements with the Urban Forestry Master Plan to enhance the tree canopy, reduce ambient temperatures, and improve local air quality.
 - iii. The City will integrate natural features, such as topography, drainage, and trees into project design.
- d. Context Sensitivity
- i. The City will plan its streets in harmony with the adjacent land uses and neighborhoods.
 - ii. The City will coordinate street improvements with business owners along retail and commercial corridors to develop or enhance vibrant business districts.
 - iii. The City will design street improvements to promote a strong sense of community identity and reflect local character.

- iv. The City will solicit input from local stakeholders during the planning and design phases of projects, including from students, older adults, business owners, homeowners and renters. When needed, project outreach will address common barriers to participation, such as language accessibility, and meeting times and locations.

6. Exceptions

- a. Complete streets principles and practices will be included in the projects to which the Policy is applicable, as well as other plans and manuals, except under one or more of the following conditions:
 - i. Use by a specific category of road users is prohibited by law (e.g., freeways and highways that prohibit pedestrian and bicycle travel as specified by law).
 - ii. The cost would be excessively disproportionate to the need or probable future use over the long term, or other more economically feasible options are available. The lack of existing users due to presently unsafe or uncomfortable conditions should not be used as a justification to not provide for their future use.
 - iii. Significant adverse impacts, such as the loss of environmental or cultural resources, outweigh the positive effects of the complete street improvements.
 - iv. The project involves ordinary or emergency maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling. The exception does not include resurfacing or slurry seal projects.
- b. The Director of Public Works/City Engineer shall have the authority to determine that one or more of the above exceptions applies to a project. Consultation with the affected community and/or project stakeholders shall be taken into account when making such a determination by the Public Works Director/City Engineer.
- c. Provision of feasible alternative accommodations for excluded road users and include such improvements in the project scope.
- d. An appeal process, a resident or other stakeholder may request a review of the Public Works Director's determination by the City Council. Prior to the City Council's consideration of the appeal, the Bicycle and Pedestrian Advisory Committee (BPAC) shall make a recommendation.
- e. Exceptions will be documented and made available for public inspection prior to a discretionary decision or upon an administrative decision. If the project is subject to the California Environmental Quality Act (CEQA), exceptions to this Policy shall follow the same notice requirements and public comment periods as required by CEQA.

7. Performance Measures

- a. The City will evaluate implementation of this Policy by assessing one or more of the following performance measures:
 - i. Increase in total miles of on-street bikeways defined by streets with clearly designated bicycle facilities through the use of pavement markings, signage and/or physical barriers.
 - ii. Increase in total miles of streets with accessible pedestrian accommodations such sidewalks, ADA compliant curb ramps, pedestrian signals, signage and markings.

- iii. Increase in cycling, scooting and walking through traffic counts, use of bike share, and other data.
 - iv. Decrease the number and severity of collisions, especially the ones involving pedestrians and cyclists.
 - v. Increase the number of streets with streetscaping elements including enhanced lighting, street furniture, bicycle parking, street trees and other landscaping, stormwater infiltration, and traffic calming devices.
- b. The City will identify funds and create a methodology to collect data related to the aforementioned performance measures.

8. Implementation

- a. The Public Works Director shall convene a Complete Streets Committee consisting of representatives of the Community Development Department, Transportation Department, Police Department, Fire Department, and additional representatives as needed. The Public Works Director, or designee, shall hold regular Complete Streets Committee meetings for the purpose of:
 - i. Reviewing of upcoming development and capital projects for compliance with this Policy.
 - ii. Sharing data between departments, including traffic volumes and collision statistics.
 - iii. Identifying opportunities for interdepartmental coordination and projects integration.
 - iv. Reviewing proposed exceptions to this Policy.
 - v. Evaluating implementation of this Policy and reporting on performance measures.
- b. The Public Works Director shall be responsible for evaluating current and planned multi-modal infrastructure projects for compliance with this Policy.
- c. The City shall maintain a comprehensive inventory of pedestrian and bicycle infrastructure, transit facilities, street lighting, traffic calming devices, and other complete streets design elements and incorporate the information in the City's geographic information systems (GIS) database.
- d. The City shall integrate complete streets into plans, ordinances, regulations, and programs, such as the City's General Plan, Specific Plans, Bicycle and Pedestrian Action Plan, Americans with Disabilities Act Transition Plan, Urban Forestry Master Plan, Climate Action Plan, and Stormwater Master Plan whenever new plans are developed, or existing plans are updated.
- e. The City shall train pertinent City staff on complete streets principles and best practices for implementing this Policy. The City will also utilize interdepartmental projects coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.