

1 2. The addition of Goal 5 to the 2020 BPAP falls within the scope of the
2 CEQA exemptions adopted by the City Council on June 8, 2020; therefore, no additional
3 environmental analysis is required.

4 3. This Resolution shall take effect immediately upon its adoption.

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6 APPROVED and ADOPTED this _____ day of _____, 2021.

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9 _____
10 ALEX FISCH, Mayor
 City of Culver City, California

11 ATTEST:

12 APPROVED AS TO FORM:

13 _____
14 JEREMY GREEN, City Clerk

15 _____
16 CAROL A. SCHWAB, City Attorney

17 for
18 A21-00145

EXHIBIT A

[INSERT TO CHAPTER 5 OF 2020 BICYCLE AND PEDESRIAN ACTION PLAN]

Goal 5 – Equitable

Objective E-1. Prioritize and pursue pedestrian and bicycle infrastructure improvements that will improve mobility, health and safety for all community members including low-income residents

Objective E-1.1. Implement bicycle and pedestrian projects that address disparities in access to sustainable and low-cost transportation options in all city neighborhoods including areas with higher concentrations of economically disadvantaged or historically underrepresented populations.

Objective E.1.2. Increase convenience, comfort and safety of cycling and walking and waiting for transit around key transit facilities to expand access to schools, jobs and key destinations for everyone.

Objective E-1.3. Comprehensively identify and address non-ADA-compliant sidewalks, curb ramps and other facilities citywide, with priority to areas in close proximity to schools, jobs and social service providers.

Objective E-1.4. Work with community members to identify their needs and develop projects around these needs, including exploring how active transportation projects can provide co-benefits to support housing affordability, address climate change and improve health.

Objective E-2. Build a network of active transportation facilities that serve all residents, including those with limited mobility options.

Objective E-2.1. Strive to achieve demographic representation of those using active transportation modes to mirror demographics of the overall society.

Objective E-2.2. Incorporate opportunities to enhance neighborhood vitality and livability as part of active transportation projects, such as incorporating public art, traffic calming, landscaping and other elements. Endeavor to design and implement active transportation projects with specific design elements that best fit the unique character of the neighborhood.

Objective E-2.3. Where allowed and appropriate, use traffic signs that communicate the intended message visually without text, which helps with conveying messages to non-English speakers.

Objective E-3. Build trust, inclusion in planning efforts, community participation and support, and a continued commitment to improving the lives of residents.

Objective E-3.1. Foster relationships and community trust by following through on commitments to the community and proactively work to improve the city's bicycle and pedestrian network for residents and other community members.

Objective E-3.2. Engage and collaborate with community members early, often, and throughout projects to create projects that meet the needs of residents of all ages, incomes and ethnicities.

Objective E-3.3. After a project is complete, continue dialogue with community members to make sure it is working as intended and be prepared to address concerns or issues should they arise.

Objective E-3.4. As a strategy to solicit thorough and comprehensive input from the community, design robust and well promoted engagement tools to get representative feedback on potential city investments in active transportation projects.

Objective E-3.5. Partner with regional and state traffic safety agencies, as well as community and advocacy groups to provide educational resources, and walking; scooting and cycling safety devices (reflectors, bicycle lights, helmets, etc.) to community members including disadvantaged and low-income communities that are culturally-appropriate and in native languages.