

Culver CITY

Complete Streets Design Guidelines

Mobility & Traffic Engineering Division
Public Works Department

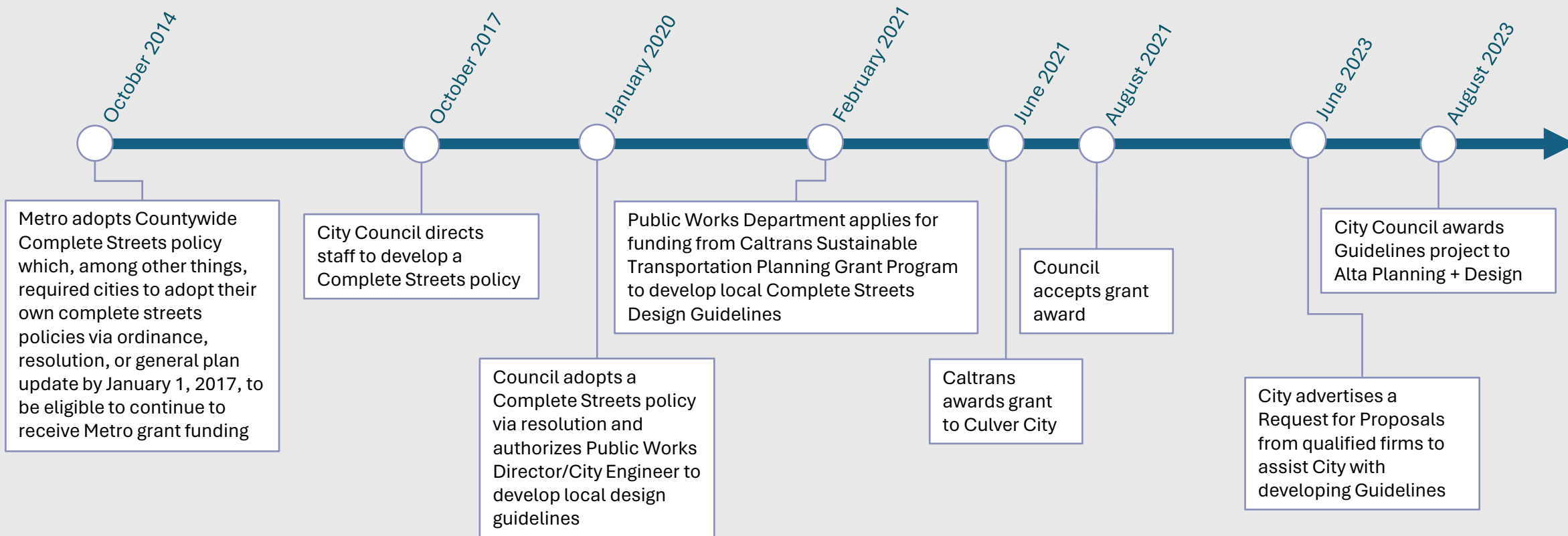


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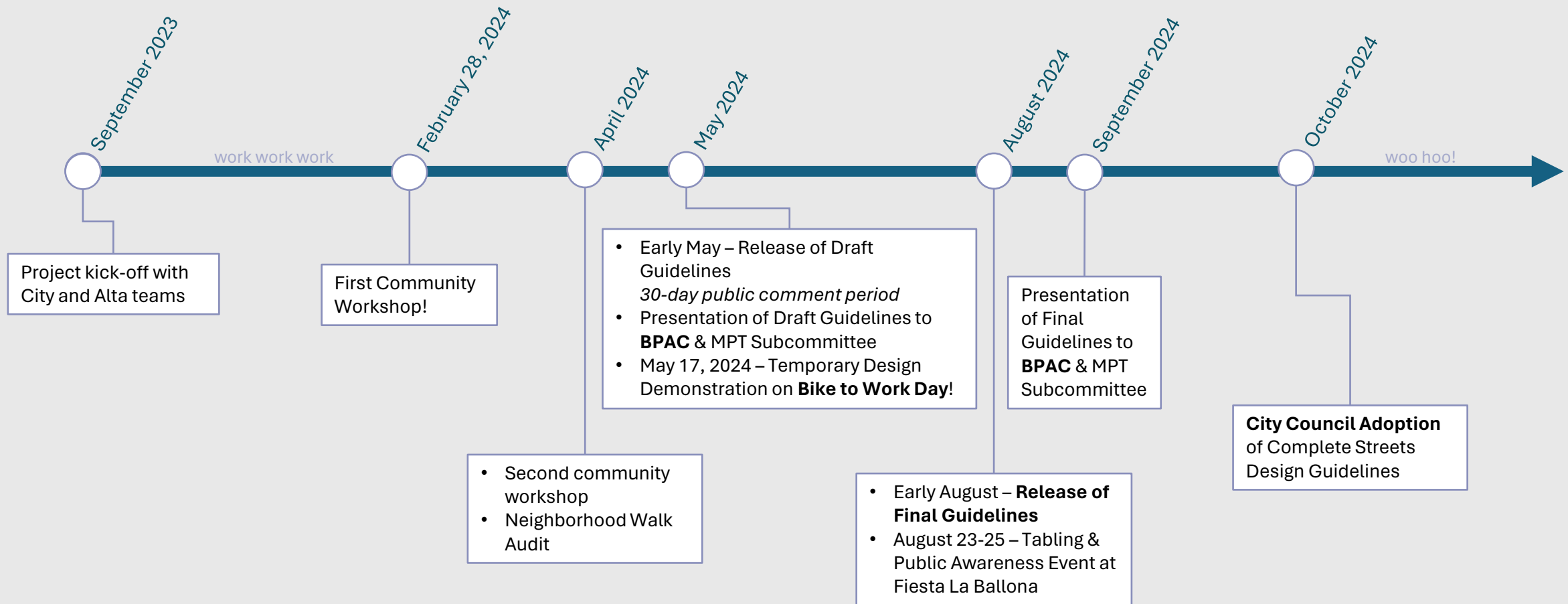


Project Timeline

How we got here



Where we're going



02

Principles of Complete Streets

What is Complete Streets?

- An **approach** to planning, designing, and constructing streets that enables **safe access** for all users, regardless of age or ability
- **Emphasizes** the needs of **users that have experienced underinvestment** in roadway infrastructure, such as the disabled, elderly, and those without access to a personal vehicle



Illustration: Metro 2019, Designing Livable Streets and Trails Guide

What does a Complete Street look like?

- It depends
- Complete Streets respond to the unique needs of a community with **context sensitive design**
- There is no one-size-fits all approach—even on streets that share the same classifications
- Despite the name, Complete Streets must be viewed at a network-wide scale.

The absence of a bike lane on one street does not mean the street is “incomplete” if there are equivalent facilities that effectively serve that user group’s needs on a parallel or nearby route



03

Complete Streets in Culver City

Guiding Principles

Principle	Description
Connected <i>Create connectivity between modes, and between modes and destinations, for people to easily access any place in Culver City</i>	Complete Streets create a cohesive multimodal street network and establish connections between networks, enhancing access to key destinations for daily living.
Accessible and Equitable <i>Create streets and public spaces that serve all communities, ages, and abilities</i>	Complete Streets are designed to promote greater access to destinations for all, regardless of means, age, or ability, prioritizing the most vulnerable and areas of highest need.
Safe <i>Design the built environment to protect people from potential harm and foster a sense of safety and security, where everyone feels comfortable walking, biking, and accessing transit</i>	Complete Street designs improve traffic safety and reduce risks to public safety through people-first planning, design, operations, and maintenance.
Multimodal <i>Promote walking, biking, and taking transit as logical first choices</i>	A network of multimodal complete streets supports walking, biking, and taking transit as attractive options to move throughout the City
Environmental Health <i>Promote climate resiliency by supporting natural ecosystems within the urban environment and reducing transportation emissions</i>	Complete Streets support environmental sustainability and resiliency by reducing carbon emissions, improving air quality, and protecting natural assets through the implementation of green infrastructure and net zero-emission mobility options.
Sense of Place <i>Build inviting, aesthetically pleasing, and vibrant streets and places that are unique to Culver City, support neighborhood and business activities, and welcome visitors</i>	Complete Streets enhance quality of life by supporting pedestrian-oriented spaces and human scale development that foster a sense of community and provide a distinct identity to visitors.

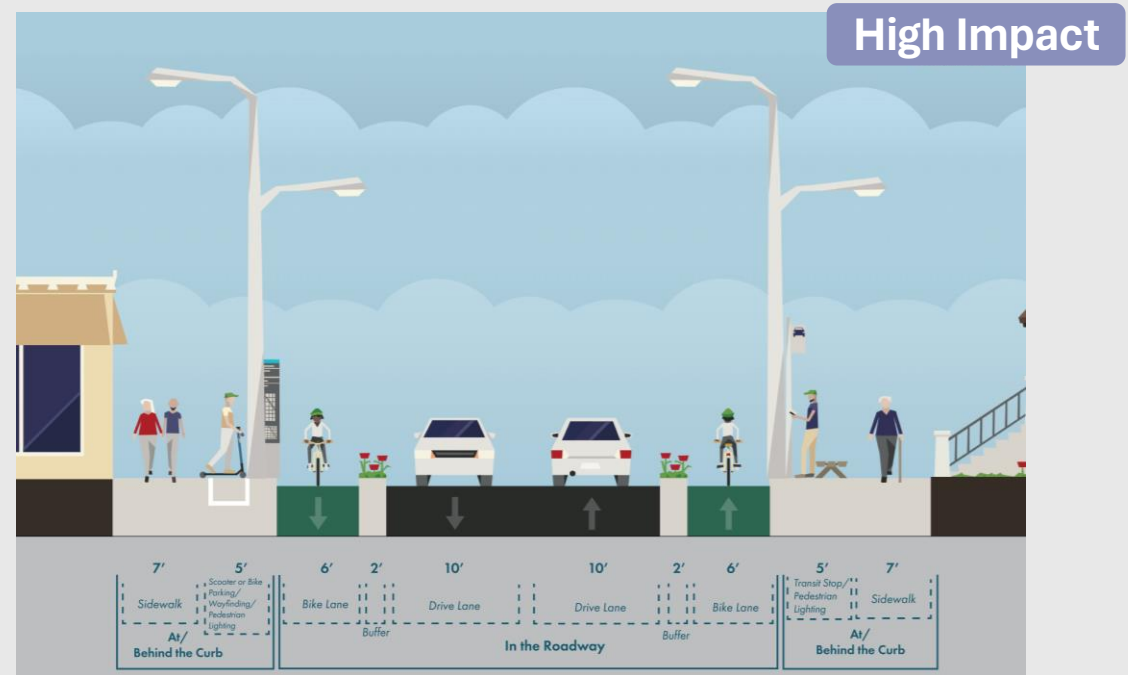
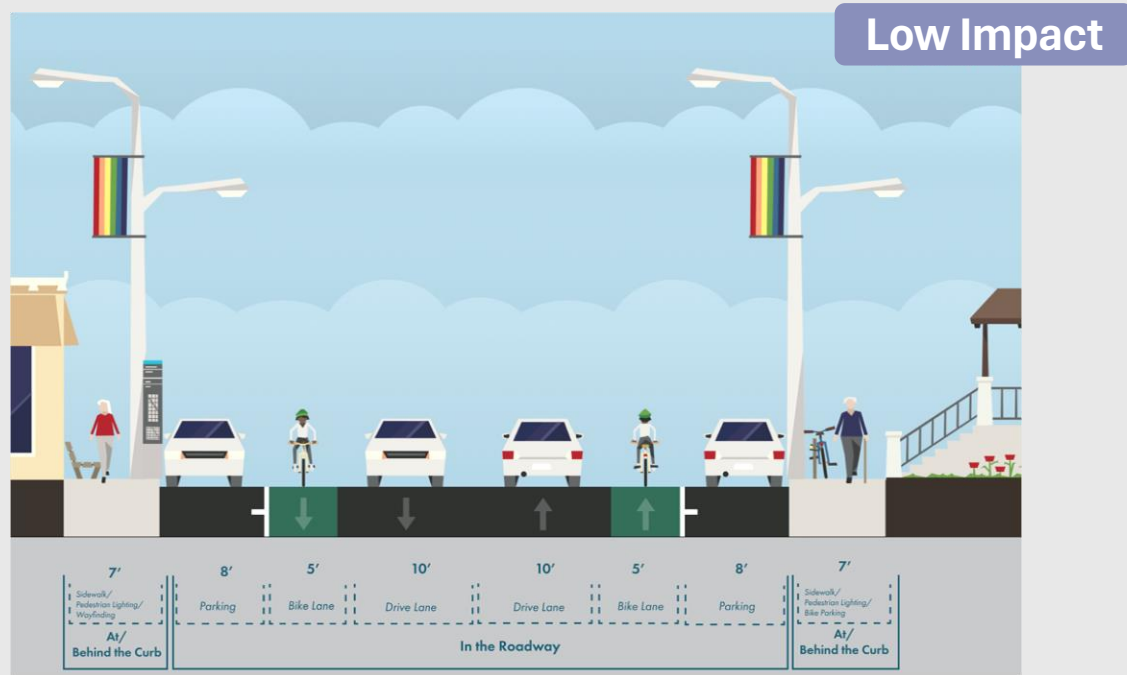
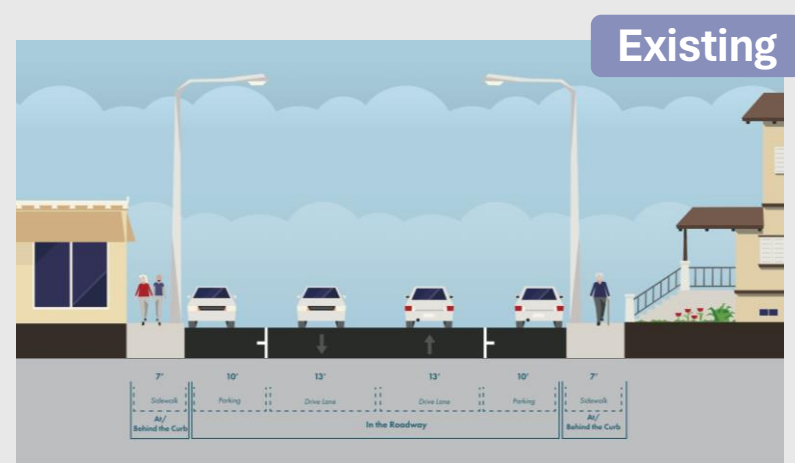
We want your feedback

- As an advisory body to the City, staff are seeking your feedback what matters to you in a Complete Street
- The following slides provide representative cross-sections of Complete Street treatments on typical road types throughout the City
- Staff will follow up on how to provide specific feedback
- Results will be summarized at the next BPAC meeting

Keep in mind

- These examples are for **illustration purposes only**
- Treatments are intended to convey how all users would be served once the City implements a comprehensive network of Complete Streets
- Treatments are not intended to definitively identify specific facilities to be installed on a particular street. In some cases, a facility may better serve a user group on a parallel street or in a configuration differently than shown.
- Streets—especially in our City—vary widely in size and configuration. Not all facilities shown may be possible due to right-of-way or infrastructure constraints.
- By their nature, cross sections only show a “slice” of a street at a specific location.
 - *Example: The existence of on-street parking does not preclude installation of chicanes or other traffic calming treatments.*

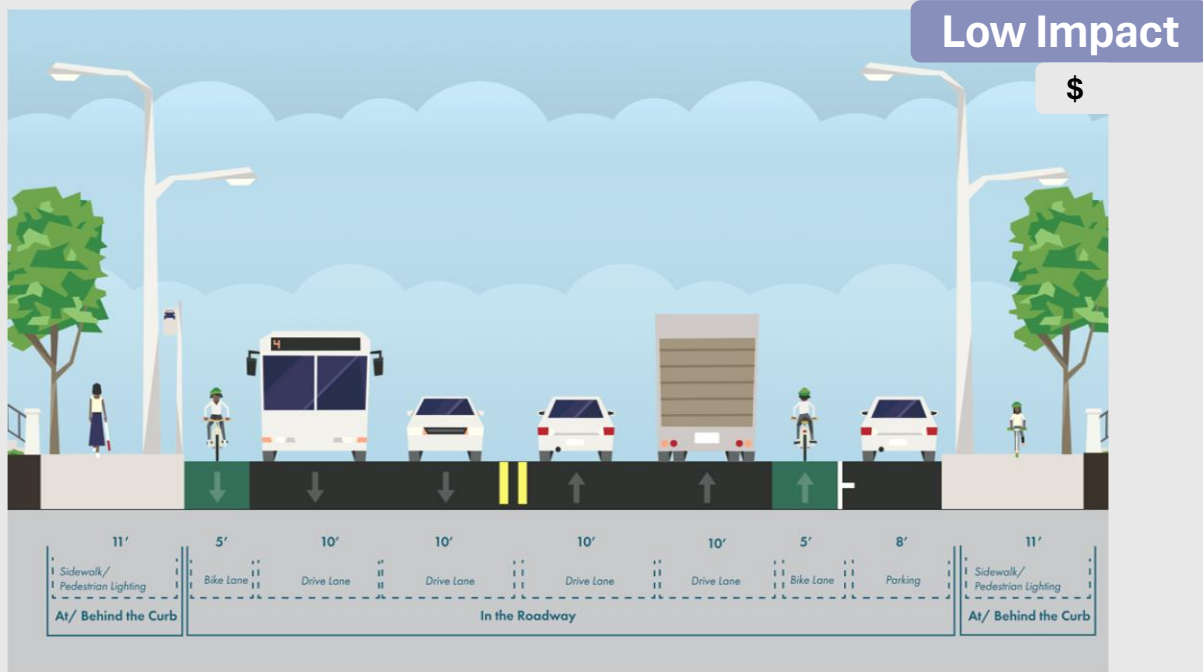
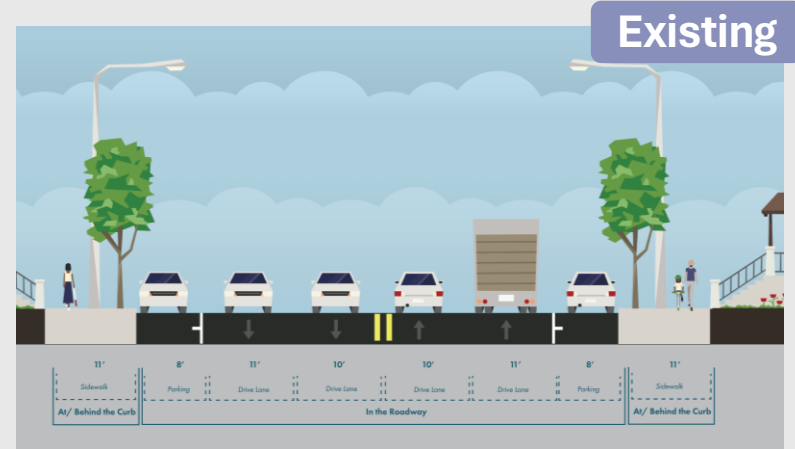
Collector



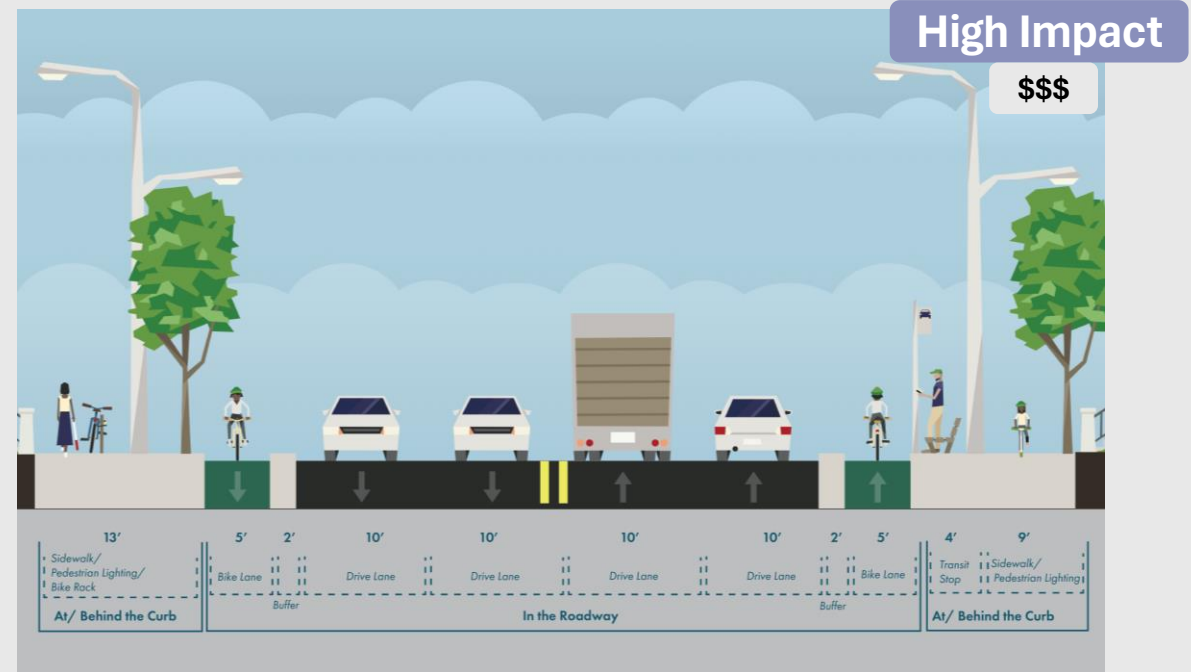
- + High-visibility Class II bicycle facilities
 - + Pedestrian scale lighting
 - + Curbside amenities
- Vehicular circulation maintained
Curb lines maintained
Parking inventory maintained

- + Protected Class IV bicycle facilities
 - + Pedestrian scale lighting
 - + Widened sidewalks
- Extensive curb line and drainage modifications
Vehicular circulation maintained
– Parking inventory impacted

Narrower Arterial



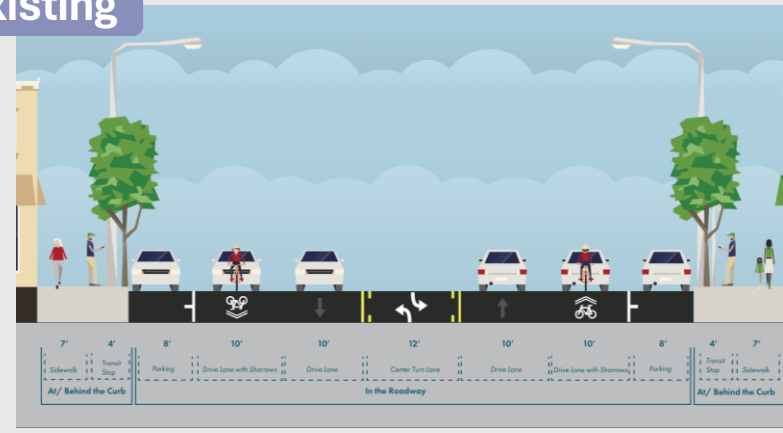
- + High-visibility Class II bicycle facilities
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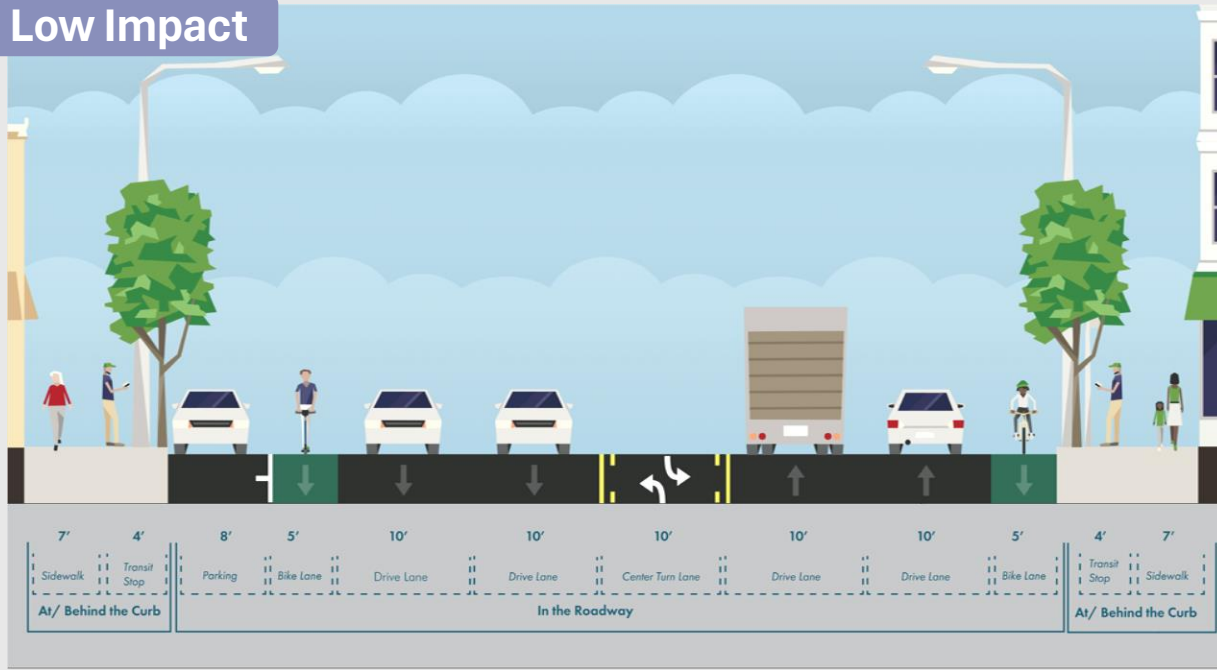
- + Protected Class IV bicycle facilities
- + Pedestrian scale lighting
- + Widened sidewalks & enhanced curbside amenities
- Extensive curb line and drainage modifications
- Vehicular circulation maintained
- Parking inventory impacted

Wider Arterial

Existing

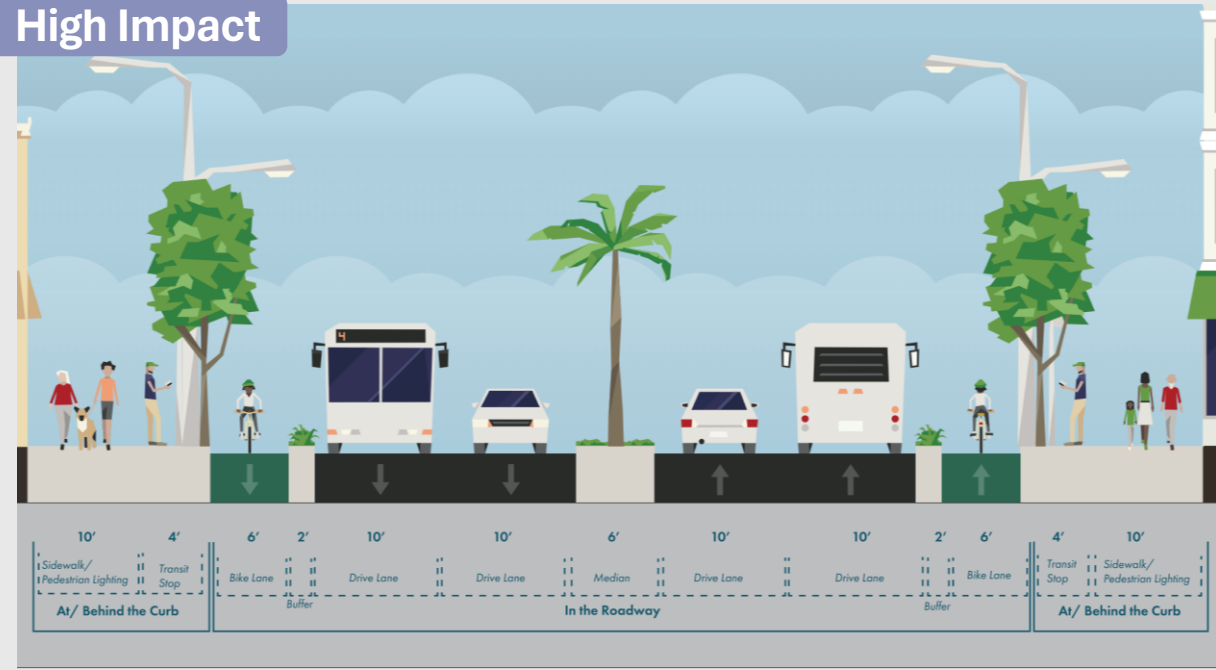


Low Impact



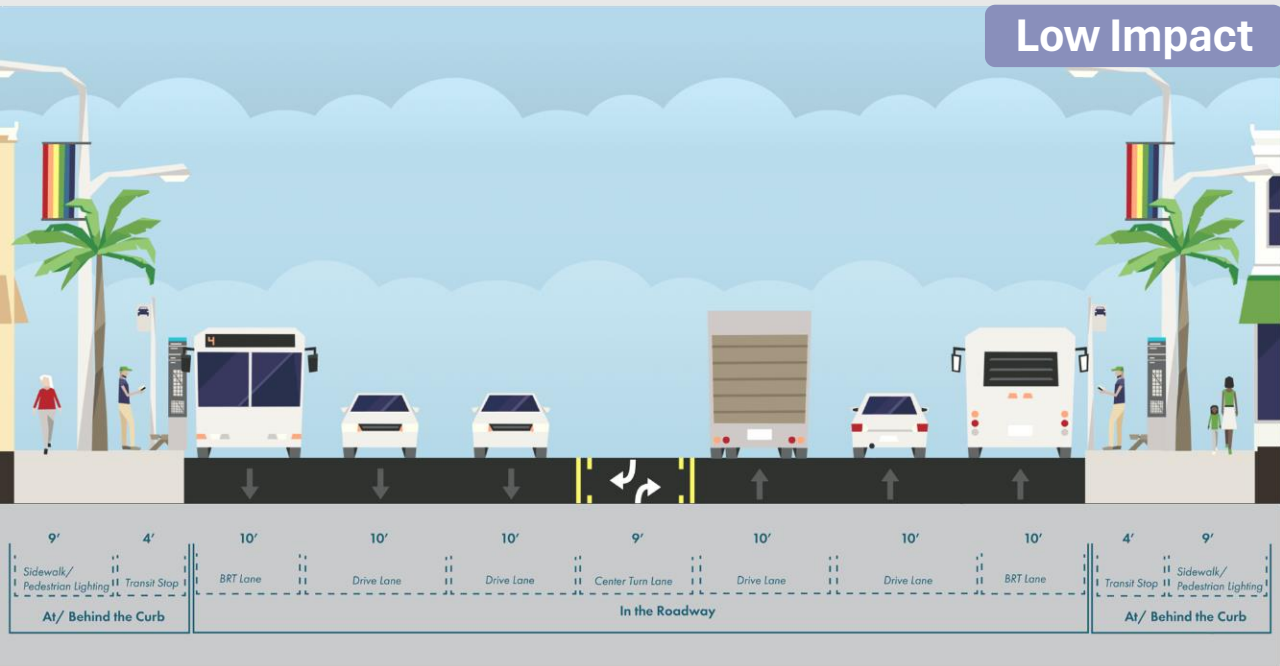
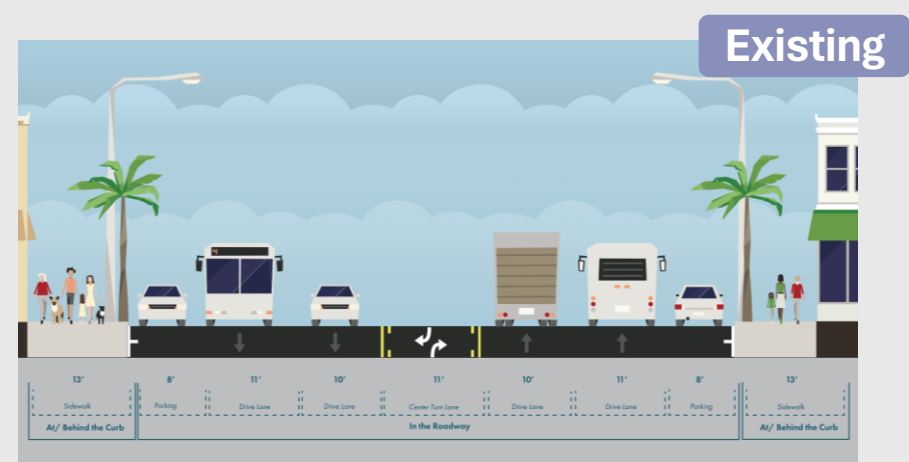
- + High-visibility Class II bicycle facilities
- + Pedestrian scale lighting
- Parking inventory impacted
- Vehicular circulation maintained
- Curb lines maintained

High Impact



- + Protected Class IV bicycle facilities
- + Pedestrian scale lighting
- + Widened sidewalks & enhanced curbside amenities
- Extensive curb line and drainage modifications
- Vehicular circulation impacted
- Parking inventory impacted

Transit Priority



- + Dedicated bus facilities
- + Station enhancements
- + Pedestrian scale lighting
- Vehicular circulation maintained

Curb lines maintained
Parking inventory maintained

- + Protected Class IV bicycle facilities
- + Enhanced pedestrian facilities
- + Increased transit reliability
- + Significant station enhancements

- Extensive curb line, traffic signal, and drainage modifications
- Vehicular circulation maintained
- Parking inventory impacted

A Sense of Place for Culver City

- What cities, towns, or other places can the City draw inspiration from to formulate its own unique Sense of Place?
- Design elements include:
 - Pedestrian scale lighting
 - Street furniture
 - Decorative crosswalks
 - Median and parkway treatments
 - Bioswales and environmentally conscious design

04

Community Workshop

Let's get engaged

Veterans Memorial Park

Rotunda Room

Thursday, February 28, 2024

6 PM – 8 PM

*Learn about the Complete Streets
Design Guidelines project and make
your voice heard!*

- Open-house style workshop
- Stations for each “piece” of a Complete Street
- Swag!

***Staff are seeking BPAC's
feedback on workshop
collaterals and other ways to
successfully engage and
inform the community.***

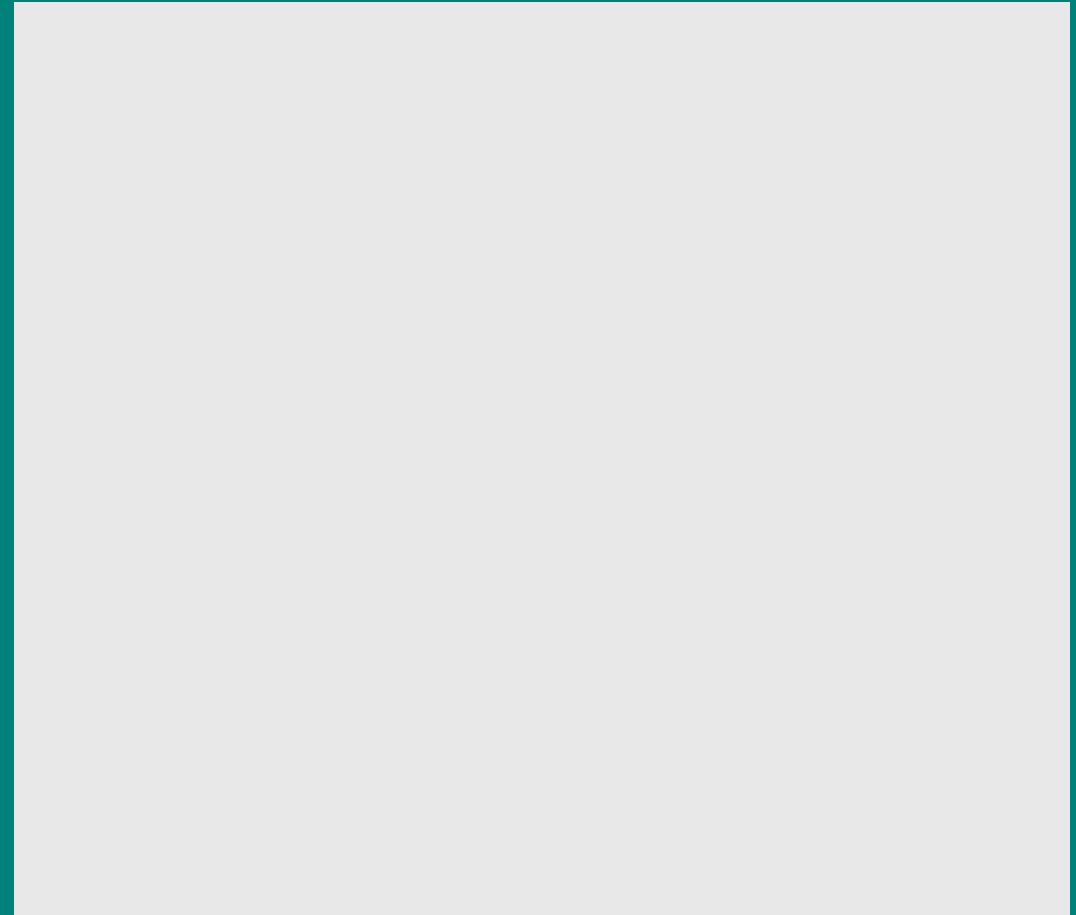
Questions?

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Thank you!

Culver CITY