

# RESOLUTION 2018-007

## Culver Complete Streets Policy

**WHEREAS**, the Culver Town Council has the authority to regulate and design public transportation infrastructure within municipal boundaries, and

**WHEREAS**, the Town Council recognizes the desirability of designing and constructing transportation infrastructure with multiple modes of transportation provided for to enhance access for all citizens,

**NOW, THEREFORE, BE IT ORDAINED** by the Town Council of the Town of Culver, Indiana as follows:

### Sec. 1 Definitions

As used in this Policy:

- (a) *Town* shall mean the Town of Culver, Indiana
- (b) *Complete Streets* shall mean streets that are designed and operated to enable safe access for all users, in that motorists, freight providers, pedestrians, bicyclists, users of public transportation, users of all ages and abilities (including children, the elderly, and the disabled), emergency responders, and adjacent land users are accommodated and are able to safely move along and across a street.

### Sec. 2 Complete Streets Policy

- (a) The Town shall provide a transportation network that promotes access, mobility, and health by providing streets that are safe, convenient, accessible, and attractive for all users, including pedestrians, bicyclists, users of public transportation, motorists, operators of golf carts, freight providers, those of all ages and abilities (including children, the elderly, and the disabled), emergency responders, and adjacent land users.
- (b) The Town's transportation network shall include facilities and amenities that are recognized as contributing to Complete Streets, which may include, but not be limited to, streets; sidewalks; shared-use lanes and paths; street and sidewalk lighting; street crossings, including crosswalks and improvements such as median refuges; transit accommodations; bicycle accommodations; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; street trees and landscaping; street furniture; and adequate drainage facilities.
- (c) The Town shall implement Complete Streets projects to fit within and enhance the context and character of the surrounding built and natural environment. All streets are unique, and the needs of various users must be balanced in a flexible manner.

### **Sec. 3 Complete Streets Applicability**

- (a) All Town-owned transportation facilities in the public right-of-way shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.
- (b) Privately constructed streets and parking lots shall adhere to this Policy
- (c) The Town shall foster partnerships with businesses, institutions, private developers, and other governmental agencies, including the State of Indiana, Michiana Area Council of Governments, Marshall County, Union Township, the Culver Academy, the Culver Community School Corporation, the Lake Maxinkuckee Association and the Lake Maxinkuckee Environmental Council, to develop facilities and accommodations that further Complete Streets and continue such infrastructure beyond the Town's borders.
- (d) The Town shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to, planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, resurfacing, retrofit, operation, and maintenance.

### **Sec 4 Exceptions**

- (a) Any exception to the Policy, including for private projects, must be approved by the Planning Commission and be documented in writing with supporting data that indicates the basis for the decision. Such documentation will be publicly available. Exceptions may be considered for approval when:
  - (1) Specific users are prohibited from using a street or other transportation facility (such as a state highway) by law;
  - (2) The activities that are ordinary maintenance activities designed to keep assets in serviceable condition and do not change the street's geometry or operations. Such activities may include mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance;
  - (3) The cost of providing full accommodation would be excessively disproportionate to the need or probability of use, now or in the future;
  - (4) Accommodation is not proactively feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring and uses; or
  - (5) The project is under construction or in the final design stages at the time of the adoption of this Policy.

- (b) When projects are exempted from this Policy, a greater effort shall be made to accommodate affected users elsewhere, including on adjacent streets and on streets that intersect with that street or facility.

### **Sec. 5 Design Standards**

- (a) The Town shall follow accepted or adopted design standards and use the best and latest design standards, policies, principles, and guidelines available. Principles and strategies of good street and bikeway designs offered by the National Association of City Transportation Officials (NACTO) shall be utilized first and foremost in decision making. Guidelines and standards may include, but not be limited to, Federal Highway Administration (FHWA), American Association of State Highway Officials (AASHTO), Indiana Department of Transportation (INDOT), the Institute of Transportation Engineers (ITE), the Americans with Disabilities Act (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), and the American Society of Landscape Architects (ASLA).
- (b) In recognition of various contexts, public input, and the needs of many users, a flexible, innovative, and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users can be achieved.

### **Sec. 6 Performance Measures and Reporting**

- (a) The Town shall measure the success of this Complete Streets Policy by using, but not limiting itself to, the following performance measures:
- Assessed value of property
  - Linear feet of new or reconstructed sidewalks
  - Miles of new or restriped bicycle facilities and multi-modal trails
  - Number of new or reconstructed curb ramps
  - Number of new or repainted crosswalks
  - Number of new street trees
  - Percentage completion of bicycle and pedestrian networks
  - Changes in walkability, bikeability indices
  - Rate of children walking or bicycling to school
  - Number of street trees planted
  - Number of approved exemptions from this policy
- (b) Within six months of the adoption of this Policy the Town shall create individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the program. Annual reports shall be posted online for the measures listed above and reviewed by the Town Council.

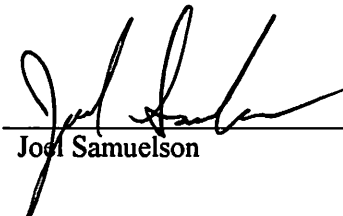
**Sec. 7 Implementation and Reporting**

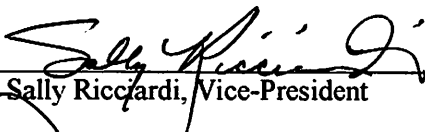
- (a) The Town shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies and jurisdictions to achieve Complete Streets.
- (b) The Town shall review and either revise or develop proposed revisions to all appropriate planning documents (comprehensive plan, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all street projects. A committee of relevant stakeholders designated by the Town Manager will be created to implement this initiative.
- (c) The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network.
- (d) The Town will train pertinent town staff and decision-makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means.
- (e) The Town will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

**PASSED AND ADOPTED** by the Town Council of the Town of Culver, Indiana, on the 28<sup>th</sup> day of August, 2018

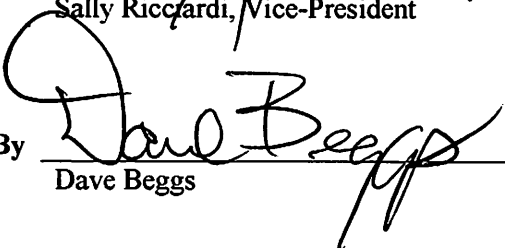
**CULVER TOWN COUNCIL  
TOWN OF CULVER, INDIANA**

By   
Ginny Bess Munroe, President

By   
Joel Samuelson

By   
Sally Ricciardi, Vice-President

By \_\_\_\_\_  
Tammy Shaffer

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Dave Beggs

ATTEST:  
  
Karen Heim, Clerk-Treasurer