

# Exhibit A

This Complete Streets Policy was adopted by Resolution No. 18-XXX by the City Council of the City of Cupertino on April 17, 2018.

## COMPLETE STREETS POLICY OF THE CITY OF CUPERTINO

### A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The City of Cupertino, through its 2015 Mobility Element update of the General Plan, has committed to creating and maintaining Complete Streets that provide safe, comfortable and convenient travel along and across streets, roads, highways, bridges, and other portions of the transportation system through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. **Context Sensitivity.** In planning and implementing street projects, departments of the City of Cupertino shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents and businesses to ensure that a strong sense of place ensues. Improvements that may be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users as identified in adopted plans.
3. **Complete Streets Routinely Addressed by all Departments.** All relevant departments of the City of Cupertino shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other agencies and jurisdictions to maximize opportunities for Complete Streets, connectivity and cooperation.
4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users, consistent with the City's Mobility Element update, shall be incorporated into all planning, funding, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets, roads, highways,

bridges and other portions of the transportation system, except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

## **B. Implementation**

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation.
2. **Street Network/Connectivity.** Consistent with the City's Mobility Element update, the City of Cupertino shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and between existing and anticipated future areas of travel origination or destination.
3. **Bicycle Pedestrian Commission Consultation.** Transportation projects shall be reviewed by the Cupertino Bicycle Pedestrian Commission early in the planning and design phase to provide the Cupertino Bicycle Pedestrian Commission an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant departments shall perform evaluations of how well the streets and transportation network of the City of Cupertino are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

## **C. Exceptions**

1. **Exception Approvals.** Projects that seek exception from the Complete Streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person or his/her designee. Projects that are granted exceptions must be made publicly available for review.