

RESOLUTION NO. 18-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CUPERTINO
ADOPTING A COMPLETE STREETS POLICY TO FURTHER THE GOALS OF MEETING
THE SAFETY, ACCESS, AND MOBILITY NEEDS OF ALL USERS OF THE ROADWAYS

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the City of Cupertino acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

WHEREAS, the City of Cupertino recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways. Moreover, through Deputy Directive 64 the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, the Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008; and

WHEREAS, the City of Cupertino's 2015 Mobility Element update of the General Plan is based on the same multimodal principles and elements required in the Complete Streets Act of 2008; and

WHEREAS, in order to be eligible for 2016 Measure B funding, the Santa Clara Valley Transportation Authority requires member agencies to adopt a Complete Streets resolution containing the following nine (9) Complete Streets Elements below:

A. Complete Streets Principles

1. Serve all Users – All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling, and transit use.
2. Context Sensitivity – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and merchants to ensure that a strong sense of place is maintained.
3. Complete Streets in all Departments – All Member Agency departments whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential Complete Streets opportunities include transportation projects, road rehabilitation, new development, and utility work, among others.
4. All Projects/Phases – The policy will apply to all roadway projects including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on all existing roadway, as well as those that involve new privately built roads and easements intended for public use.

B. Implementation

5. Plan Consultation – Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and/or transit plans and any other plans that affect the right of way.
6. Street Network/Connectivity – The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. The network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations

and regional non-motorized networks from publicly owned roads/land and private developments (or redeveloped areas).

7. BPAC Consultation – Input should be solicited from the local bicycle and pedestrian advisory committee (BPAC) or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects.
8. Evaluation – Member Agencies will establish a means to collect data for the purpose of evaluating implementation of complete streets policies. Examples include tracking the mileage of bike lanes and sidewalks, the number of street crossings, or the amount of specific signage, etc.

C. Exceptions

9. Process – Plans or projects that seek exemptions 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 equivalently senior staff person or his/her designee. Plans or projects that are granted exceptions must be made publicly available for review.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Cupertino that the Complete Streets Policy attached hereto as Exhibit A is made a part of this Resolution, and is hereby approved and adopted.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Cupertino this 17th day of April, 2018 by the following vote:

<u>Vote</u>	<u>Members of the City Council</u>
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AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Grace Schmidt, City Clerk

Darcy Paul, Mayor
City of Cupertino