

RESOLUTION NO. 28727

RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA ROSA ADOPTING A COMPLETE STREETS POLICY

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 Santa Rosa acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation options such as walking, bicycling, and public transportation as reflected in the Santa Rosa General Plan; and

WHEREAS, the City of Santa Rosa recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments and the public 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 (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, as well as through Deputy Directive 64, in which 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 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (AB 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 bicycling, walking and public transit; and

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

WHEREAS, the City of Santa Rosa wishes to build on its commitment to Complete Streets and to form a comprehensive and integrated transportation network as illustrated in the Santa Rosa General Plan, which promotes safe, equitable, and convenient travel for all users while preserving flexibility, utilizing good design, and recognizing community context; and

WHEREAS, the Council finds that the policy is consistent with Santa Rosa General Plan 2035 policies and is therefore within the scope of the Santa Rosa General Plan 2035 Environmental Impact Report (certified November 3, 2009).

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Santa Rosa adopts a Complete Streets policy, as follows:

Complete Streets Principles.

1. Complete Streets Serving All Users. The City of Santa Rosa is committed to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, and bridges) through a comprehensive, integrated transportation network that serves all 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, the City of Santa Rosa shall maintain sensitivity to local conditions and shall work with residents, business owners, and other stakeholders to ensure that a strong sense of place ensues. Future improvements that will be considered include features included in the general plan, specific plans, the Bicycle and Pedestrian Master Plan, and the Citywide Creek Master Plan, including sidewalks, bicycle facilities, street trees, landscaping, accessible curb ramps, crosswalks, crosswalk flashers, street furniture, transit stops and amenities, and other features assisting in safe travel for all users.
3. Complete Streets Addressed by All Departments. All relevant departments of the City of Santa Rosa shall work toward making implementation of Complete Streets a routine part of operations, approaching projects and programs as opportunities to improve streets and the transportation network for all users, and shall work in coordination with other agencies and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. Projects providing opportunities include pavement resurfacing, restriping, undergrounding utilities, and signalization operations or modifications.
4. All Projects and Phases. Complete Streets infrastructure shall be incorporated into planning, funding, design, approval and implementation processes for construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets, except when an exception is approved by the Director of Transportation and Public Works. Exceptions may be allowed by the Director on a case by case basis, including but not limited to the following conditions:
 - 1) Ordinary or emergency maintenance activities designed to keep assets in serviceable condition; 2) a project component is not practical or is cost prohibitive due to adverse environmental impacts or impacts to neighboring land uses.

The City Council may also exempt a project due to excessive or disproportionate cost of bicycle, pedestrian, or transit facilities as part of a project approval. Exceptions shall be documented in writing, explaining the reason for the exception, and be available for public review.

Implementation

- 5. Plan Consultation and Consistency. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with the Santa Rosa General Plan and the Bicycle and Pedestrian Master Plan and Citywide Creek Master Plan.
- 6. Street Network/Connectivity. As feasible, the City of Santa Rosa shall incorporate Complete Streets infrastructure into existing and proposed streets to improve the safety and convenience of users to meet the goal of creating a connected transportation network within the City and across jurisdictional boundaries.
- 7. Bicycle and Pedestrian Advisory Board Consultation. The Bicycle and Pedestrian Advisory Board shall provide comments on proposed transportation projects and how projects incorporate Complete Streets features as part of the Board’s annual Transportation and Public Works Department work plan review.
- 8. Evaluation. Transportation and Public Works in cooperation with Planning and Economic Development staff will evaluate implementation of Complete Streets features through: added miles of on street bicycle lanes, Class 1 bicycle paths, pedestrian facilities, and number of new curb ramps.

IN COUNCIL DULY PASSED this 15th day of December, 2015.

AYES: (5) Mayor Sawyer, Vice Mayor Schwedhelm, Council Members Combs, Coursey, Wysocky

NOES: (0)

ABSENT: (2) Council Members Carlstrom, Olivares

ABSTAIN: (0)

ATTEST: _____ APPROVED: _____
Deputy City Clerk Mayor

APPROVED AS TO FORM:

Assistant City Attorney