

RESOLUTION NO. 793-16**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SUNNYVALE ADOPTING THE 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 Sunnyvale City Council 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 Sunnyvale (“City”) 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, 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 (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 in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, the City, therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. The City hereby adopts the Complete Streets Policy attached hereto as Exhibit A; and

2. The next substantial revision of the City of Sunnyvale General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

Adopted by the City Council at a regular meeting held on December 6, 2016, by the following vote:

AYES: HENDRICKS, LARSSON, GRIFFITH, MARTIN-MILIUS, DAVIS, KLEIN
NOES: NONE
ABSTAIN: NONE
ABSENT: MEYERING
RECUSAL: NONE


ATTEST:



City Clerk

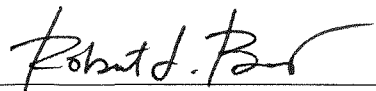
(SEAL)

APPROVED:



Mayor

APPROVED AS TO FORM:



Robert L. Boco, Sr. Assistant City Attorney

EXHIBIT A

COMPLETE STREETS POLICY OF THE CITY OF SUNNYVALE

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The City of Sunnyvale (“City”) expresses its commitment to creating and maintaining Complete Streets that provide safe, sustainable, integrated, efficient and convenient transportation systems (including streets, roads, highways, bridges, and other portions of the transportation system) 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 and agencies of City 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, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street lighting, street trees and landscaping, planting strips, ADA accessible curb ramps, crosswalks, refuge islands, ADA accessible pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, and other features assisting in the provision of safe travel for all users, in accordance with the latest standards or guidelines established by CalTrans.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of City 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 departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
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 shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system).

B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with the general plan and the local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved it shall be consistent with the general plan.
- 2. Street Network/Connectivity.** As feasible, City 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 for existing and anticipated future areas of travel origination or destination.
- 3. Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of City are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.