

Resolution No. 9562
Resolution of the Council of the City of Palo Alto
Adopting the Complete Streets Policy

R E C I T A L S

A. 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, emergency vehicles, seniors, children, youth, and families.

B. The Palo Alto City Council has long acknowledged the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation.

C. The City Council also 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.

D. These concepts are inherent in the adopted Transportation Element of the Palo Alto Comprehensive Plan, although not explicitly stated as desired by the regional transportation agency, the Metropolitan Transportation Commission.

E. 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”.

F. 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.

G. 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.

H. The City Council therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets in the ongoing

Comprehensive Plan Update 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, the Council of the City of Palo Alto, State of California, RESOLVES as follows:

SECTION 1. That the City of Palo Alto adopt the Complete Streets Policy provided by the Metropolitan Transportation Commission, attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

SECTION 2. That the ongoing Comprehensive Plan Update 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.

INTRODUCED AND PASSED: November 30, 2015

AYES: BERMAN, BURT, DUBOIS, FILSETH, HOLMAN, KNISS, SCHARFF, SCHMID, WOLBACH

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

DocuSigned by:
Cara Silver
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Senior Assistant City Attorney

APPROVED:

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Joan K. George
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City Manager

DocuSigned by:
Hillary Gitelman
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Director of Planning and Community Environment

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 9562 by the City Council of the City of Palo Alto on November 30, 2015.

COMPLETE STREETS POLICY OF THE CITY OF PALO ALTO

A. Complete Streets Principles

- 1. Complete Streets Serving All Users.** Palo Alto expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including 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 and agencies of the City of Palo Alto 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 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, such as traffic calming circles, transit bulb outs, and other similar features.
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of the City of Palo Alto 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), 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. 1of 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 cost effectively without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. Palo Alto's Bicycle and Pedestrian Advisory Committee will be consulted early in the planning and design stage of transportation projects to review deviations from relevant plans.
- 2. Street Network/Connectivity.** As feasible, the City of Palo Alto shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, 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. Bicycle and Pedestrian Advisory Committee Consultation.** Palo Alto's Bicycle and Pedestrian Advisory Committee will be consulted early in the planning and design stage of transportation projects to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
- 4. Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of Palo Alto are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

- 1. Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes that were not included in the project and approved by City Council. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Certificate of Completion

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Certificate Pages: 5	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Kim Lunt
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