



CITY OF PIEDMONT

Resolution No. 106-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PIEDMONT 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, emergency responders, users and operators of public transportation, seniors, children, youth, and families;

WHEREAS, the City of Piedmont 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;

WHEREAS, the City of Piedmont 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;

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;”

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;

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;

WHEREAS, the Metropolitan Transportation Commission (MTC), through its One Bay Area Grant (OBAG) program, described in MTC 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;

WHEREAS, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding;

WHEREAS, the City of Piedmont 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 design guidelines and standards that support best practices;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Piedmont, State of California, as follows:

1. That the City of Piedmont adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

2. That the next substantial revision of the Circulation or Transportation Element of the City of Piedmont General Plan will 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.



I certify that the foregoing resolution was passed and adopted at a regular meeting of the Piedmont City Council on November 19, 2012, by the following vote:

Ayes:	Chiang, Keating, McBain, Wieler
Noes:	None
Absent/Abstain:	Fujioka

Attest: _____
John O. Tulloch, City Clerk

COMPLETE STREETS POLICY OF THE CITY OF PIEDMONT

A. Vision

Recognizing the many benefits to the community of Complete Streets, the City of Piedmont will, to the maximum extent feasible and practicable, plan, fund, design, construct, operate, and maintain its transportation system and facilities so that they are safe and convenient for all users and modes, as appropriate to the function and context of each facility, and in ways that reflect local conditions and community values.

B. Complete Streets Principles

- 1. Complete Streets Serving All Users and Modes.** The City of Piedmont 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 of all ages and abilities, including pedestrians, bicyclists, transit passengers, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.
- 2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of the City of Piedmont will maintain sensitivity to local conditions in all parts of the City, including both residential and non-residential areas, and will 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, traffic calming circles, sidewalk bulb-outs, road diets and other features assisting in the provision of safe travel for all users, as well as relevant and appropriate actions identified in the Transportation Element of the Piedmont General Plan.
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of the City of Piedmont will 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.

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 will be incorporated into all planning, funding, design, approval, and implementation processes for the construction, reconstruction, retrofit, repaving, rehabilitation, expansion, maintenance, operations, alteration, or repair of new or existing streets, roads, public easements, highways, bridges, and other portions of the transportation system, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section D of this policy.

C. **Implementation**

1. **Design.** The City of Piedmont will generally follow its own accepted or adopted design standards, including the Piedmont Municipal Code, Design Review Guidelines, and Department of Public Works Standards, and will also evaluate designs using the latest design standards and innovative design options, with a goal of balancing user needs.

2. **Street Network/Connectivity.** As feasible, the City of Piedmont will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goals of creating a comprehensive, integrated, and connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and to key destinations, both existing and anticipated ones, such as schools, transit, parks, and residential, commercial and civic areas.

3. **Plan Consultation and Consistency.** Planning, design, and maintenance of projects affecting the transportation system will be evaluated for consistency with local bicycle, pedestrian, transit, multimodal, and other relevant plans.

4. **Next Steps.** The City of Piedmont will take the following specific next steps to implement this Complete Streets Policy:

A. **Stakeholder Consultation:** Clearly define a process to allow for stakeholder involvement—including by the Piedmont Planning Commission and any other relevant committees appointed by the City Council—on proposed projects and plans, to support implementation of this policy. In particular, stakeholders will be given early opportunity to review projects that seek exception from this policy or that are not consistent with local plans, and to provide comments and recommendations regarding possible incorporation of Complete Streets principles or features into those projects.

B. **Evaluation:** Establish performance measures and identify a means to collect baseline and follow-up data for the measures on a regular basis, so that relevant agencies or departments can evaluate the implementation of the

complete streets policy and how well the City's transportation network is serving different categories of users.

D. Exceptions

1. **Grounds for Exceptions.** Exceptions to the application of this policy may be made for projects that do not change roadway geometry or operations, including routine maintenance activities (such as mowing, sweeping and spot repair) and interim or temporary projects (such as street closures for special occasions). Exceptions may also be made when accommodating a particular type of roadway user or transportation mode would: (i) have a cost that is excessively disproportionate to the need or probable use, generally defined as 20% or more of the cost of the larger project; or, (ii) result in significant negative environmental impacts.

2. **Findings.** Written findings for exceptions must be included in a memorandum, signed off by a high-level staff person, such as the Public Works Director or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.