

**Resolution No. 2016-004 N.C.S.
of the City of Petaluma, California**

RESOLUTION ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allow 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 Petaluma 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 Petaluma 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 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 Petaluma 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; and

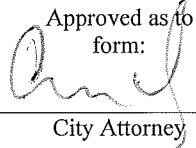
WHEREAS, the City of Petaluma Complete Streets Policy, attached, summarizes and implements policies already contained in the City's General Plan, including in its mobility element, and involves no new policies, programs, projects or potential environmental impacts not already analyzed in the EIR certified for the City's General Plan on May 19, 2008 by Resolution Number 2008-085 N.C.S.;

NOW, THEREFORE, BE IT RESOLVED by the **City Council of the City of Petaluma:**

1. That the City of Petaluma Complete Streets Policy, attached, will cause neither a direct physical change in the environment nor a reasonably foreseeable indirect physical change in the environment such as would require review under the California Environmental Quality Act ("CEQA"), because the Complete Streets Policy summarizes and implements policies already contained in the City's General Plan, including in its mobility element, and therefore involves no new policies, programs, projects or environmental impacts not already analyzed in the EIR certified for the City's General Plan on May 19, 2008 by Resolution No. 2008-085 N.C.S.
2. That the City of Petaluma adopts the Complete Streets Policy ("Policy") attached hereto as Exhibit A, and made part of this Resolution.
3. That the next substantive revision of Petaluma's General Plan shall incorporate Complete Streets policies and principles consistent with the Policy.

Under the power and authority conferred upon this Council by the Charter of said City.

REFERENCE: I hereby certify the foregoing Resolution was introduced and adopted by the Council of the City of Petaluma at a Regular meeting on the 4th day of January, 2016, by the following vote:

Approved as to
form:


City Attorney

AYES: Albertson, Barrett, Mayor Glass, Healy, Kearney, Vice Mayor King, Miller

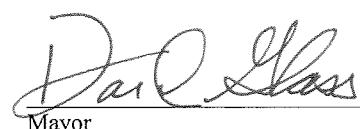
NOES: None

ABSENT: None

ABSTAIN: None

ATTEST:


Claire Cooper
City Clerk


Dan Glass
Mayor

This Complete Streets Policy was adopted by Resolution No. 2016-004 N.C.S. by the City Council of the City of Petaluma on January 4, 2016.

PETALUMA COMPLETE STREETS POLICY

A. Complete Streets Principles

- 1. Complete Streets Serving All Users.** The City of Petaluma's General Plan 2025 Mobility element identifies long-range transportation needs for moving people and goods in and around Petaluma. It is comprehensive and far-reaching, addressing bicycle, motor vehicle and pedestrian travel as well as public transit, rail, air, and water travel. A wide range of public safety, environmental, and social equity issues associated with transportation are addressed through the goals, policies, and programs identified in the Mobility element. 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 transportation objectives of the Mobility element include a street classification system based on street "typologies: Street typologies are an expansion of functional classifications that consider street context and alternate travel modes. This approach ensures that street standards are not uniformly applied but consider a street's relation to surrounding land uses, appropriate travel speeds, and the need to accommodate multiple travel modes and users. For example, a street that has an arterial function and a commercial type will have different characteristics and design features than a residential street with a collector or local access function.

In planning and implementing street projects, departments of the City of Petaluma will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and work with residents, businesses, and other stakeholders to ensure that a strong sense of place is maintained. 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, road diets, and features identified in the City of Petaluma Bicycle and Pedestrian Plan.

- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments of the City of Petaluma 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.** Through the Mobility element's goals, policies, and programs; Petaluma will ensure that Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of

users is incorporated into the planning, funding, design, approval and implementation processes for new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

B. Implementation

1. **Plan Consultation and Consistency.** In maintaining, planning, and designing projects affecting the transportation system, Petaluma requires consistency with the City's General Plan, Bicycle and Pedestrian Plan, Safe Routes to School Plan, Short-Range Transit Plan, Station Area Master Plan, and other relevant transportation plans for consistency.
2. **Street Network/Connectivity.** The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well-connected network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments as outlined in Figure 5-2 of the Mobility Element – Proposed and Existing Bicycle Facilities. Petaluma will work with other agencies where applicable to ensure that projects immediately adjacent to the City's jurisdiction, particularly those that provide access to Petaluma's transportation network, provide similar accommodations and connectivity to City facilities.
3. **Pedestrian and Bicycle Advisory Committee Consultation.** Transportation and development projects are reviewed by the Pedestrian and Bicycle Advisory Committee early in the planning and design stage, to provide the Pedestrian and Bicycle Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** Petaluma evaluates projects based on the Complete Streets (Routine Accommodation) Checklist. The checklist assures all modes of transportation are considered when scoping and designing a project. The City will establish a means to collect data and indicate how it is evaluating implementation of complete streets policies.

C. Exemptions

Process. Projects that seek Complete Streets exemptions must provide written findings of why accommodations for all modes were not included in the project and be signed off by the Public Works and Utilities Director or his/her designated representative. Projects that are granted exemptions must be made publically available for review. Based on the Federal Highway Administration (FHWA) exemption policy, exemptions to Petaluma's Complete Streets Policy may be granted if one of the following criteria is met:

- a. Bicyclists and pedestrians are prohibited by law from using the roadway.
- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In unusual circumstances, such as where natural features (e.g. steep hillsides or shorelines) make it very costly or impossible to accommodate

- all modes, “excessively disproportionate” is defined as exceeding twenty percent of the cost of the larger transportation project.
- c. Where scarcity of population or other factors suggest an absence of need or lack of practicability. For example, all construction or reconstruction of public streets must include sidewalk improvements on both sides, unless the street is a cul-de-sac with few dwellings or the street has severe topographic, natural resource, or right of way constraints.
 - d. Transit accommodations are not required where there is no existing or planned transit service.
 - e. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
 - f. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.