

RESOLUTION NO. 2012-111

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROHNERT PARK 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;

WHEREAS, City of Rohnert Park 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, City of Rohnert Park 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 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 wellbeing of their communities;

WHEREAS, City of Rohnert Park 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 City of Rohnert Park, State of California, as follows:

1. That the City of Rohnert Park 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.

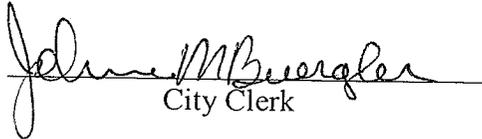
DULY AND REGULARLY ADOPTED this 25th day of September 2012.

CITY OF ROHNERT PARK



Mayor

ATTEST:



City Clerk



AHANOTU: AYE BELFORTE: AYE CALLINAN: AYE STAFFORD: ABSENT MACKENZIE: AYE
AYES: (4) NOES: (0) ABSENT: (1) ABSTAIN: (0)

Attachment: Exhibit A

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 2012-111 by the City Council of the City of Rohnert Park on September 25, 2012.

COMPLETE STREETS POLICY OF CITY OF ROHNERT PARK

A. Complete Streets Commitments.

1. Complete Streets Serving All Users. 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, wherever possible while promoting safe and accessible operations for all users.
2. Complete Streets Infrastructure. City of Rohnert Park recognizes the importance of Complete Streets infrastructure and modifications that enable safe travel for all categories of users, including but not limited to sidewalks, shared use paths, bicycle lanes, bicycle routes, accessible curb ramps, crosswalks, and those features identified in the Rohnert Park Bicycle Master Plan.
3. Context Sensitivity. In planning and implementing street projects, departments and agencies of City of Rohnert Park 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.
4. All Projects/Phases - The policy will apply to all roadway projects including those involving 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 Review and Evaluation –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and /or trans plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
2. Bicycle and Pedestrian Advisory Committee Consultation. Transportation projects shall be reviewed by the Bicycle Advisory Committee early in the planning and design stage, to provide the Bicycle Advisory Committee to verify bicycling and pedestrian needs for projects.
3. Street Network/Connectivity. As feasible, City of Rohnert Park shall incorporate

Complete Streets infrastructure into existing streets to improve the safety and convenience of users and all modes of travel and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, enhance connectivity for cyclists, pedestrians and transit users. and increasing connectivity across jurisdictional boundaries. As envisioned in the origins of Rohnert Park, a well connected network should include non-motorized connectivity to schools, parks, and civic destinations.

C. Exemptions

1. Plans or projects that seek exemptions from the Complete Streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project.
2. Data or documentation indicating one of the following shall be considered a basis for the exemption:
 - a. Use by a specific category of users is prohibited by law;
 - b. The cost for specific infrastructure would be excessively disproportionate to the need and probable future use over the long term (costs in excess of 20% of project total may be regarded as evidence that cost is excessively disproportionate, as set forth by the United States Department of Transportation in its policy statement on accommodating bicycle and pedestrian travel);
 - c. There is an absence not only of current need, but also of future need (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 10 to 20 years); or
 - d. Significant adverse impacts outweigh the positive effects of the infrastructure; and
3. The proposed exemption, as well as the supporting data and documentation, will be made publicly available prior to approval by the City Engineer.
4. The proposed written exemption will be signed and approved by the City Engineer; and

D. Evaluation and Reporting

1. Annually the City Engineer shall provide a report to the City Council that includes the number of new miles of bicycle lanes, sidewalks, and number of new curb ramps, improved crossings, and signage.