

RESOLUTION NO. 25/2016

A RESOLUTION OF THE TOWN OF CORTE MADERA OF MARIN COUNTY
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; and

WHEREAS, the Town 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 Town 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 well-being of their communities;

WHEREAS, the Town 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 Town of Corte Madera, State of California, as follows:

1. That the Town 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.

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I, the undersigned, hereby certify that the foregoing is a full, true and complete copy of a resolution duly passed and adopted by the Town Council of the Town of Corte Madera at a regular meeting thereof held on the 19th day of July, 2016, by the following vote:

Ayes, and in favor thereof, Council Members:

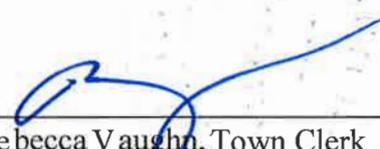
Noes, Council Members: ANDREWS, BAILEY, CONDON, FURST, LAPPERT

Abstain, Council Members: NONE

Absent, Council Members: NONE

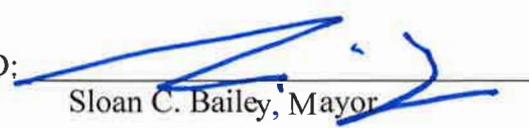
Dated: July 19, 2016

ATTEST:



Rebecca Vaughn, Town Clerk

APPROVED:



Sloan C. Bailey, Mayor

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 25/2016 by the Town Council of the Town of Corte Madera on July 19, 2016.

COMPLETE STREETS POLICY OF THE TOWN OF CORTE MADERA

A. Complete Streets Principles

1. Complete Streets Serving All Users. The Town 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, the Town 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, including those identified in the Bicycle and Pedestrian Master Plan.
3. Complete Streets Routinely Addressed by All Departments. The Town 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.
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.1 of 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 without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If the Town has a Bicycle and Pedestrian Advisory Committee (BPAC), such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, the Town 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.** If the Town has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project. If at any time, the Town does not have a BPAC, transportation projects shall be made available for review by another advisory body such as a County BPAC.

4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the Town 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.** Should a Town department seek to exempt a project from Complete Street requirements, the department head must provide a written explanation of why the accommodations for all modes were not included in the project to the Town Manager or the Town Manager's designee for approval. Projects that are granted exceptions will be made available to the public for review.

2. **Specific Exemptions.** Exemptions for Complete Streets elements for any category of user in new construction and reconstruction projects may be made when one or more of the following conditions are met:

a. **Bicyclists and pedestrians are prohibited by law from using the roadway.** In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

- b. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- c. Sparsity of population served by the improvements or other factors indicates an absence of need.
- d. Topographic constraints and narrow right-of-way widths make the addition of safe pedestrian and bicycle ways financially prohibitive and logistically difficult.
- e. The addition of bicycle or pedestrian ways would require the removal of heritage trees that are an integral part of the neighborhoods historic character.
- f. The project is limited to street and sidewalk repair to address hazardous conditions, such as pothole repairs.