

RESOLUTION NO. 12-585

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING THE CITY OF PLEASANTON 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 City of Pleasanton 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 City of Pleasanton 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 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, the Metropolitan Transportation Commission, described in Resolution 4035, requires that all jurisdictions, to be eligible for State and Federal 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 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; and

WHEREAS, the City of Pleasanton, 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 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 THAT THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER THE FOLLOWING:

SECTION 1. The Complete Streets Policy, attached hereto as Exhibit A and incorporated herein by reference, is hereby approved and adopted.

SECTION 2. That the next substantial revision of the Pleasanton General Plan circulation will incorporate the 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.

SECTION 3. This resolution shall become effective immediately upon its passage and adoption

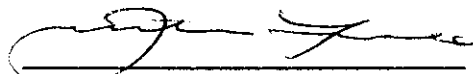
PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on December 4, 2012.

I, Karen Diaz, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 4th day of December, 2012, by the following vote:

Ayes: Councilmembers Brown, Cook-Kallio, Pentin, Mayor Thorne
Noes: None
Absent: None
Abstain: None


Karen Diaz, City Clerk

APPROVED AS TO FORM:


Jonathan P. Lowell, City Attorney

Complete Streets Policy



Purpose and Background

Complete Streets provide streets that have facilities for all users, including pedestrians, bicyclists, transit users and motorists, to the extent appropriate for the land use or the context of the street. Under the Complete Streets framework, minimizing traffic delay for private motor vehicle transportation may not be the only goal of the roadway and may be incompatible with the surrounding land uses and needs of other roadway users.

Providing Complete Streets includes improvements in compliance with the Americans with Disabilities Act accessibility guidelines, such as handicapped accessible ramps at intersections with detectable warning surfaces for the visually impaired. Other characteristics of Complete Streets are features that create a multimodal-friendly environment, such as narrowing or removing traffic lanes (“road diets”), providing road re-striping to include bicycle lanes, reconfiguring parking, and adding accessible pedestrian signals and countdown pedestrian signals.

Like many suburbs, some areas in Pleasanton were designed for automobile transportation, and lack facilities such as sidewalks, bus shelters, and bicycle lanes. With implementation of Pleasanton’s Pedestrian and Bicycle Master Plan in January 2010, key improvements for pedestrians and bicyclists have been identified and prioritized. As demand for walking, bicycling, and transit facilities grows, safe and accessible transportation accommodations for all modes becomes even more necessary. Additional modal choices can also help to improve air quality and reduce greenhouse gas emissions by reducing private motor vehicle trips and miles traveled. In addition, Pleasanton is committed to serving all its residents by providing safe and accessible transportation facilities in the public right of way.

Complete Streets concepts have already been articulated in many of Pleasanton’s plans and policies. The intent of Pleasanton’s Complete Streets Policy is to bring all of these policies together and address their mutual concerns. It accomplishes this by both applying the transportation policies for Complete Streets and by using the guidelines of these policies during the design and construction of projects.



Vision

This policy is created to empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects in the City of Pleasanton.

The City of Pleasanton's Complete Streets Policy is developed to provide guidance for its residents, decision makers, staff, and various partners to ensure that multimodal elements are incorporated into all transportation improvement projects to ensure the following:

- New construction and re-construction roadway projects in the City shall accommodate users of all ages and abilities including pedestrians, bicyclists, transit users, motorists and adjacent land uses.
 - Roadway projects shall adhere to the most recent City-approved:
 - General Plan,
 - Various Specific Plans, Traffic Impact Analyses, etc,
 - Standards Specifications and Details,
 - Pedestrian and Bicycle Master Plan,
 - Neighborhood Traffic Calming Program,
 - Regional, State and Federal design guidelines and policies,
 - Other applicable transportation policies
- Roadway projects shall respect the character of the community they are serving and preserve the environmental, scenic, aesthetic, and historic resources of the area.
- Roadway projects shall follow an open and transparent public engagement process during the planning, design and development of Complete Streets projects.
- Exceptions to the policy or exemptions from the policy shall be approved by the Director of Community Development and must be documented with supporting data that indicates the basis for the decision.



Goals

- To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- To incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures;
- To create a comprehensive, integrated and connected transportation network that supports compact, sustainable development;
- To ensure the use of the latest and best design standards, policies and guidelines;
- To recognize the need for flexibility to accommodate different types of streets and users;
- To ensure that the Complete Streets design solutions fit within the context(s) of the community.

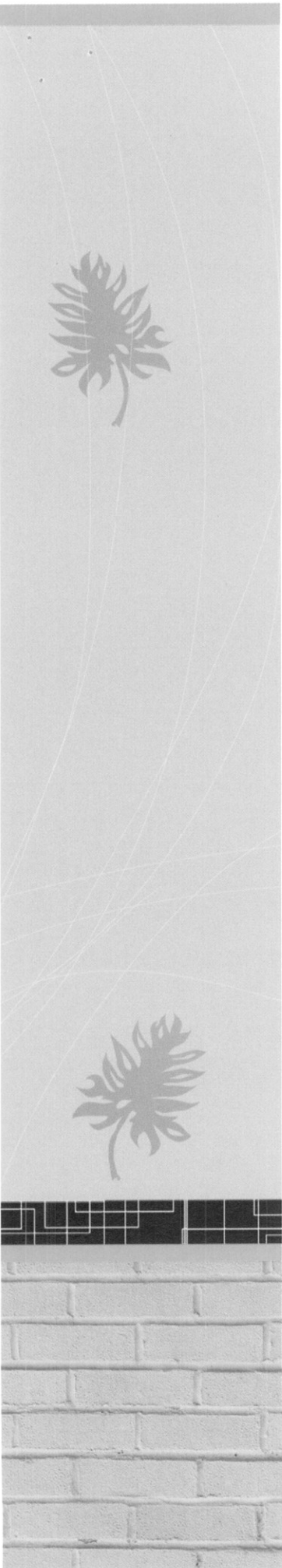
Complete Streets Principles

Serve all users and modes

Pleasanton 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, emergency responders, seniors, children, youth, and families.

Context Sensitivity

In planning and implementing street projects, the City of Pleasanton departments and divisions will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural 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, and other features assisting in the provision of safe travel for all users, as well as those features identified in the City of Pleasanton Pedestrian and Bicycle Master Plan.

Complete Streets Routinely Addressed by All Departments

All relevant departments and divisions of Pleasanton 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.

All Projects and Phases

Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each user category will 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 user category may be excluded if an exception is approved via the process set forth in this policy.

Implementation

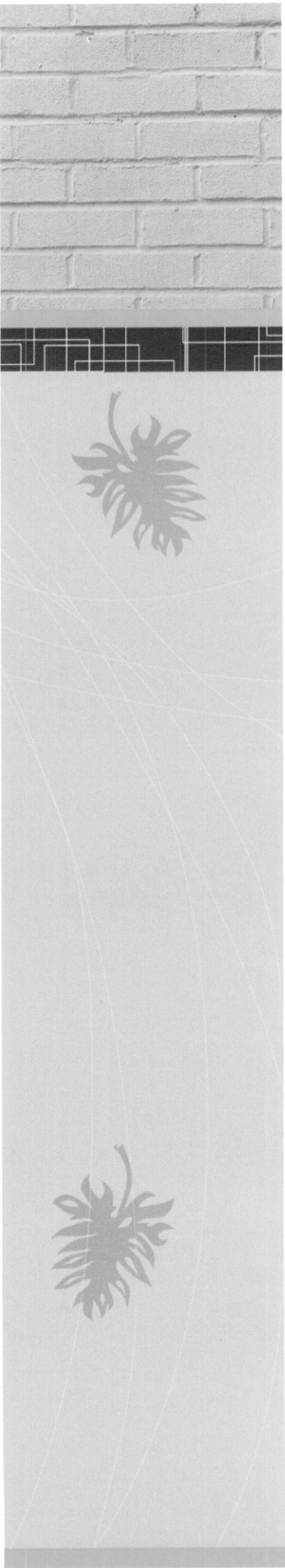
Design

The City of Pleasanton will generally follow its own accepted or adopted design standards, including the City of Pleasanton Standard Design Guidelines and Specifications, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

All new roadway construction shall provide safe, convenient and comfortable accommodation of all users within the context of the project. This process should be aided by the input from the various stakeholders involved to achieve the goals of a “Complete Street”. Modifications to existing streets should incorporate Complete Streets policies to the greatest extent possible.

Sidewalks

Pedestrian accommodation should be consistent with the project context, including current or anticipated development density, roadway characteristics, right-of-way dimensions and availability,



and community plans. The preferred width for sidewalks is five feet; however, in certain circumstances where 5 feet is not available, the City will refer to the Americans with Disabilities Act guidelines. Wider sidewalks are desirable where there are high pedestrian volumes and where there is no buffer between high speed and high volume roadways. Sidewalks commonly accommodate street furniture, which includes items such as, trees, utilities, streetlights, parking meters, bicycle parking, benches, and refuse barrels. Additionally, sidewalks often abut fences, building edges, or vegetation along their outside edge. These elements influence the required width necessary to accommodate pedestrians, as pedestrians tend to “shy” from these obstructions. The designer should consider the desired location for these sidewalk features and, where they exist, the designer should provide appropriate offsets to the pedestrian path.

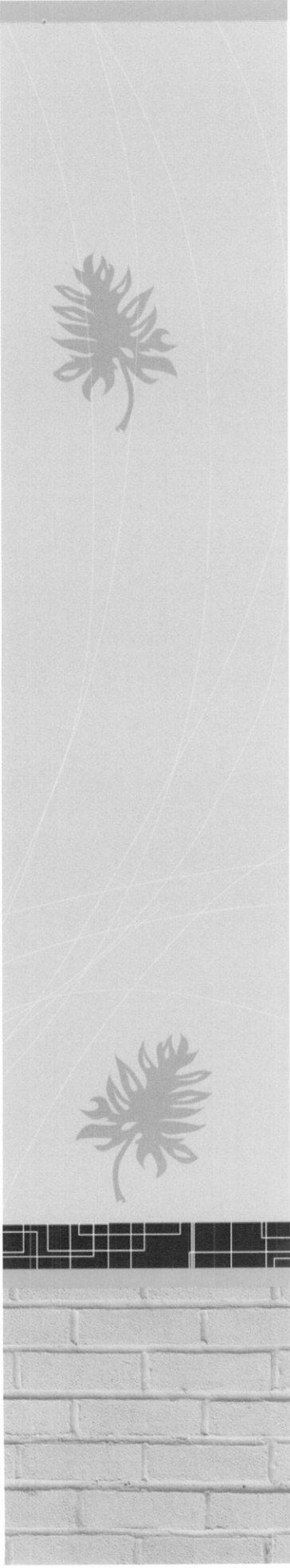
Sidewalk widths of six to ten feet are preferred and should be considered where higher pedestrian activity is anticipated. If possible, a landscape buffer should also be provided between vehicular traffic and sidewalk to create a separation from motor vehicles and increase the comfort and safety of pedestrians.

Bicycles

Bicycle accommodation should also be consistent with the project’s context, roadway characteristics, right of way, Pedestrian and Bicycle Master Plan, and the level of service provided for the bicyclist. The designer should ensure that bicycle accommodation is based on anticipated development and community plans.

In addition to determining the type of accommodation for bicyclists, the designer should include other design features that improve the safety and comfort of the roadway for bicyclists. For example, the designer could consider narrowing motor vehicle lanes to provide bike lanes. Some bicyclists feel more comfortable riding on the roadway surface, while others feel more comfortable separated from traffic on a shared-use path. As a result, the designer should consider a variety of configurations, both on- and off-road so that different levels of bicyclists are accommodated.

Bicycle lanes are typically 5-8 feet wide. An 8-foot bicycle lane is preferred for most conditions. Bicycle lanes wider than 8 feet are generally not used since they may encourage inappropriate use by motor vehicles. Designers should try to avoid combining minimum travel lane widths and minimum bike lane widths.



Bicycle lanes should be provided consistent with the Pedestrian and Bicycle Master Plan. In areas where right-of-way is constrained, it is prudent to provide bicycle facilities by eliminating non-critical design elements. For streets that have parking on both sides of the street, it may be desirable to eliminate parking on one side of the street and use that space to provide bicycle lanes in both directions.

In cases of low speed, low to moderate traffic volumes, and low occurrence of trucks and buses, shared lanes may be adequate to support bicycling. Before deciding to provide shared lanes as bicycle accommodation, the designer should be certain that the traffic volumes and motor vehicle speeds will be low enough so that all types of bicyclists can comfortably use the roadway.

Parking

On-street parking serves several critical needs of adjacent land uses, especially in urban town center areas and business and residential districts. On-street parking also acts as a buffer between the sidewalk and travel lanes and provides additional comfort to pedestrians. Great care should be taken when considering various parking options and their potential impacts with bicycle facilities.

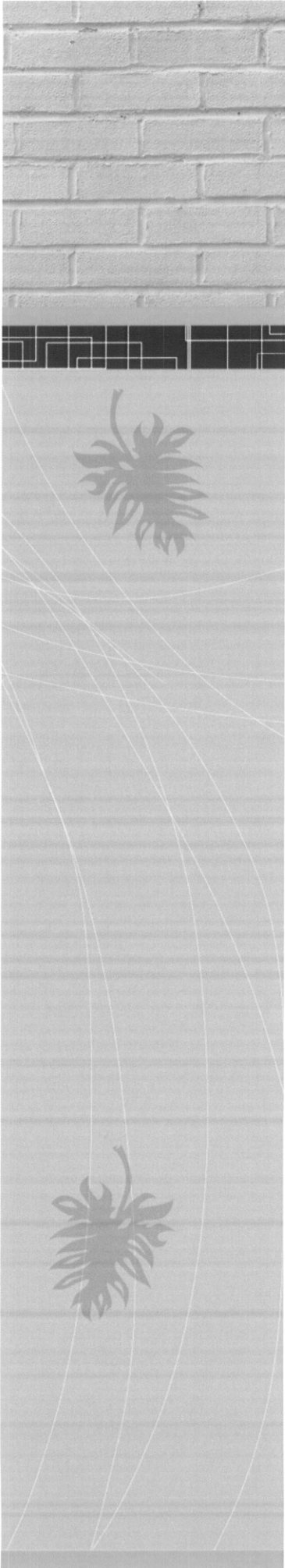
Travel Lanes

Travel lanes are the component of the roadway cross-section that serves motor vehicle travel, or in some cases, joint use. In most cases, the travel lanes are the widest component of the roadway cross-section. The number of lanes in each direction should be determined based on the transportation demand estimates and appropriate level of service determined in the project planning process. In some instances it may be possible to reduce the number of travel lanes to provide sidewalks, landscape buffers, bicycle lanes, etc.

The width of travel lanes is selected through consideration of the roadway context, approach to multimodal accommodation, and the physical dimensions of vehicles, speeds, and other traffic flow characteristics. The normal range of design lane widths on existing roadways is between 11 and 12 feet. Any lane widths less than 11 feet shall be approved by the City Traffic Engineer.

Intersections and Transitions

In order to achieve the objectives of the Complete Streets Policy, intersections must be designed to accommodate reasonable expectations and to provide easy transitions for all roadway users



including pedestrians, bicycles, cars, transit users, buses, and trucks. Pedestrians and walking bicyclists expect to cross the street safely with minimum delay. Drivers of large vehicles expect to maneuver turns with minimum difficulty. Riding bicyclists and drivers of motor vehicles expect to safely pass through an intersection with minimum delay. Well-designed, multimodal intersections accommodate all users and also meet the community's objectives and priorities.

Smooth roadway transitions must be used when reviewing intersection designs. Intersection widening for additional turn lanes should be balanced against potential impacts to pedestrians and bicyclists. In addition, as roadway users pass through an intersection, appropriate connections between transportation facilities, such as continuity of bicycle lanes and paths, should be provided. Intersection crossing features for pedestrians and bicyclists, such as pedestrian push buttons, should be designed to allow safe and convenient travel through the intersection, taking into consideration the design of the transportation facilities approaching the intersection. Proper sight triangles must be provided to minimize conflicts between different roadway users. Particular care should be given to ensure that intersections are fully accessible to the disabled and hearing or sight impaired.

Transit and Paratransit

Design of safe and comfortable bus stops and smooth predictable transit trips will help make public transportation an attractive option. These objectives can be reached by incorporating basic design guidelines around transit to include bus shelters and pedestrian paths leading to and from the bus stop.

More innovative design should also be considered to prioritize transit by creating design solutions that are not just for car movement, but for bus movement as well. Bus-only lanes, curb bulb-outs, bus priority signalization are some of the tools available to make transit trips faster and more reliable and should be considered in project design.

Network/Connectivity

The City of Pleasanton will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each user category, and increasing connectivity across jurisdictional boundaries.



Implementation Next Steps

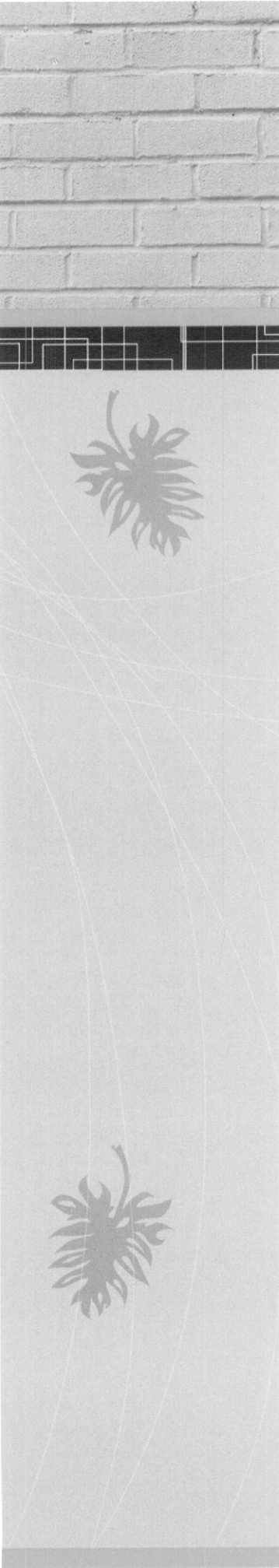
The City of Pleasanton will take the following specific next steps to implement this Complete Streets Policy:

- Plan Consultation and Consistency: Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
- Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, Bicycle, Pedestrian and Trails Committee and/or other advisory groups, as necessary to support implementation of this Complete Streets policy by Pleasanton.
- Plan Review: All projects affecting the transportation system will be reviewed by the Traffic Engineer for consistency with the Complete Streets Policy.
- Monitor existing and develop new design policies and guidelines to reflect the current state of best practices in transportation design.

Exception Approvals

The City of Pleasanton's Director of Community Development, shall review project exemptions which may, under certain circumstances, including the following:

1. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);
2. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
3. There are extreme topographic or natural resource constraints;
4. Cost of accommodation is excessively disproportionate to the need or probable use;
5. When other available means or factors indicate an absence of need presently and in the 20-or-more year horizon;
6. A reasonable and equivalent alternative already exists for certain users or is programmed in the CIP as a separate project;
7. The project is not a roadway improvement project.



Written findings for exceptions will be included in a memorandum, signed off by the Director of Community Development, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.

Performance Measures

The City shall evaluate how well the City of Pleasanton streets and transportation network are serving each user category by collecting baseline data and collecting follow-up data on a regular basis. This data will be summarized in the City of Pleasanton Transportation Baseline Report.

DECEMBER 2012

CITY OF PLEASANTON



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