



COMPLETE STREETS POLICY OF THE CITY OF SUNNYVALE

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The City of Sunnyvale (“City”) expresses its commitment to creating and maintaining Complete Streets that provide safe, sustainable, integrated, efficient and convenient transportation systems (including streets, roads, highways, bridges, and other portions of the transportation system) 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, departments and agencies of City 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 lighting, street trees and landscaping, planting strips, ADA accessible curb ramps, crosswalks, refuge islands, ADA accessible pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, and other features assisting in the provision of safe travel for all users, in accordance with the latest standards or guidelines established by CalTrans.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of City 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. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
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).

B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with the general plan and the local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved it shall be consistent with the general plan.
- 2. Street Network/Connectivity.** As feasible, City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, 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. Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of City are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.
- 4. Public Outreach.** To verify pedestrian and bicycling needs, the staff will seek input from the public and Bicycle and Pedestrian Advisory Commission (BPAC) during the project development phase.

C. Exceptions

- 1. Exceptions.** Plans or projects that seek exemptions from Complete Streets design will provide written findings of exceptional circumstances of the elements of the complete streets that cannot be accommodated in the project. The memorandum seeking exceptions should be signed by the head of the relevant Division.

Adopted: RTC 16-0972 (12/6/2016) Resolution No. 793-16; Amended 18-0642 (8/28/2018)
Resolution No. 896-18