



## Legislation Details (With Text)

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**Title:** \*\*\*RESOLUTION - Adopting a Complete Streets Policy (Citywide) (Subject to Mayor's Veto)  
**Sponsors:** Public Works Department  
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**Attachments:** 1. 19-11147 Resolution.pdf, 2. 19-11205 Complete Streets Policy

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## REPORT TO THE CITY COUNCIL

**October 10, 2019**

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### SUBJECT

\*\*\*RESOLUTION - Adopting a Complete Streets Policy (Citywide) (Subject to Mayor's Veto)

### RECOMMENDATIONS

Staff recommends the Council approve a Complete Streets Policy.

### EXECUTIVE SUMMARY

Staff recognizes the need for transportation facilities that balance safety, access and mobility for users of all abilities and ages. Designing, constructing and maintaining a network of complete streets throughout the City is an industry standard, and statewide and local priority. With a continued commitment to plan, design, construct and maintain transportation infrastructure for use by pedestrians, bicyclists, transit users, and motorists, staff recommends the Council approve the attached policy to provide multimodal travel options for Frensnans. This policy, as drafted, would

solidify current City practices and ensure consistency in application.

## **BACKGROUND**

The Objectives and Policies of the Mobility and Transportation chapter of the General Plan support the concept of complete streets. Objective MT-1 describes the principle idea of a complete street as follows: “create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes”. Other objectives and policies strive for complete streets implementation through street redesign, transit corridors, and reduction of vehicle miles traveled through transportation mode choices. To ensure the application of this principle and to be consistent with current City practices staff proposes the adoption of the attached policy.

Staff has successfully designed, approved, and constructed many complete street projects Citywide. As a practice, every maintenance project is analyzed to determine if modifications to the existing roadway configurations can be made to include facilities such as bike lanes, curb ramp improvements, or to fill sidewalk gaps; developer projects are reviewed and approved with facilities for pedestrians and bicyclists; and capital projects are designed and constructed with all users of all abilities and mode choices in mind according to funding restrictions. The Complete Streets Policy memorializes practices currently used by staff as well as establishes a framework for future implementation and performance measures. The policy also solidifies Fresno’s commitment to providing multimodal travel options to improve health and safety outcomes for residents.

## **ENVIRONMENTAL FINDINGS**

By the definition in the California Environmental Quality Act (CEQA) Guidelines Section 15378, the Complete Streets Policy does not qualify as a “project”.

## **LOCAL PREFERENCE**

Local preference was not implemented because the Complete Streets Policy does not include a bid or award of a construction or services contract.

## **FISCAL IMPACT**

The implementation of this policy is not anticipated to have any impact to the General Fund.

Attachment:  
Complete Streets Policy  
Resolution