

RESOLUTION NO. 6158

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MAYWOOD 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, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders;

WHEREAS, the City of Maywood (“City”) 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 City 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 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 make substantive revisions to the circulation elements of their 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, the Los Angeles County Metropolitan Transportation Authority (Metro), through its Metro Complete Streets Policy, requires that all jurisdictions address complete streets policies at the local level through the adoption of a complete streets policy resolution, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, or through a general plan that complies with the California Complete Streets Act of 2008 to be eligible for Metro Capital Grant funds;

WHEREAS, the City 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, THE CITY COUNCIL OF THE CITY OF MAYWOOD HEREBY RESOLVES, DECLARES, DETERMINES AND ORDERS AS FOLLOWS:

Section 1. The City Council hereby adopts the Complete Streets Policy attached hereto as Exhibit A and made part of this Resolution.

Section 2. The City will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 and consistent with the Complete Streets Policy adopted by this resolution into the Circulation Element of the General Plan when the City undertakes a substantial revision of the General Plan

Section 3. This Resolution shall be effective immediately upon its passage and approval.

Section 4. The City Clerk shall certify to the passage and adoption of this Resolution and shall enter it into the book of original resolutions.

PASSED, APPROVED and ADOPTED this 13th day of January 2021.



Ricardo Lara, Mayor

ATTEST:



Flor Aguiluz, City Clerk

APPROVED AS TO FORM:



Roxanne Diaz, City Attorney

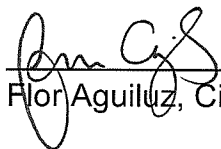
I, Flor Aguiluz, City Clerk of the City of Maywood, do hereby certify that the foregoing Resolution No. 6158 was adopted at a regular meeting of the City Council of the City of Maywood held on the 13th day of January, 2021 by the following vote:

AYES. DE LA RIVA, GARCIA, TORRES, MARQUEZ, LARA

NOES:

ABSTAIN:

ABSENT:



Flor Aguiluz, City Clerk

EXHIBIT A
COMPLETE STREETS POLICY

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 6158 by the City of Maywood City Council on January 13, 2021.

COMPLETE STREETS POLICY OF CITY OF MAYWOOD

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Maywood (“City”) 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, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods, and emergency first responders.

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of the City 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, bikeways, 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.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of the City 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.

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 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 category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. **Design.** The City will generally follow its own accepted or adopted design standards, including those promulgated by the County of Los Angeles and the State of California where appropriate, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. **Network/Connectivity.** The City 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 category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

3. **Implementation Next Steps.** The City will take the following specific next steps to implement this Complete Streets Policy:

A. **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.

B. **Stakeholder Consultation:** Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy.

4. **Performance Measures.** All relevant agencies or departments will perform evaluations of how well the streets and transportation network are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. **Exception Approvals.** A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the City Manager, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.