



**CITY OF LOS ALTOS
CITY COUNCIL MEETING
December 8, 2015**

CONSENT CALENDAR

Agenda Item # 7

SUBJECT: Adopt Resolution No. 2015-41, adopting a Complete Streets Policy to be eligible for the One Bay Area Grant-Cycle 2

BACKGROUND

The first round of the One Bay Area Grant Program (OBAG 1) was developed by the Metropolitan Transportation Commission (MTC) in 2012 to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG supports *Plan Bay Area*, the region's SCS by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through Regional Housing Need Allocation (RHNA) process and subsequently permit such housing
- Supporting open space preservation in Priority Conservation Areas (PCA)
- Providing a larger and more flexible funding pot to the County-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The OBAG 1 cycle is nearing completion with two years remaining (FY 2012/13 through FY 2016/17). The overall OBAG 1 program fund was approximately \$830 million, with \$354 million allocated to County Congestion Management Agencies. The Valley Transportation Authority (VTA), Santa Clara County's Congestion Management Agency received \$88 million to administer toward eligible agencies in Santa Clara County. The funding within the County was portioned 70% toward projects in or serving a Priority Development Area (distributed on a competitive basis) and 30% toward road rehabilitation projects or complete streets type projects (distributed directly to cities based on a formula based on population).

Project Sponsor Eligibility

In OBAG 1, cities and counties were eligible for funds if their Circulation Element meets Complete Streets Act requirements, or a resolution was passed to comply with Complete Streets. Los Altos was verified by the VTA and MTC for containing Complete Streets concepts within the Circulation Element of the General Plan (adopted in 2002), thus making the City eligible for OBAG 1.

Complete Streets

The "Complete Streets Act" of 2008 by the California State Legislature and the "Safe and Complete Streets Act" of 2011 by Congress requires the planning of road projects to accommodate the need of all users: motorists, pedestrians, cyclists, and transit, where feasible. The adoption of the Los Altos Bicycle Transportation Plan and the Pedestrian Master Plan ensures that the City is complying with Complete Streets concepts. The City has also collaborated with VTA on its Pedestrian Access

to Transit document, which ensures safe and adequate access to transit facilities throughout their system.

Current OBAG Project

The City is currently awaiting California Department of Transportation (CalTrans) construction approval for the Grant Road Rubberized Chip Seal Project, TS-01017. An amount of \$275,000 is allocated toward this project from OBAG 1 funds.

EXISTING POLICY

None

PREVIOUS COUNCIL CONSIDERATION

September 10, 2013

DISCUSSION

Round 2 of OBAG is currently being developed by MTC and VTA. The program structure will largely be similar to OBAG 1 with some adjustments, including project sponsor eligibility criteria. To be eligible for OBAG 2, MTC is requiring that agencies have either a Complete Streets resolution policy or a Circulation Element of the General Plan updated after 2010 that complies with the Complete Streets Act of 2008. Although the Los Altos 2002 Circulation Element of the General Plan contains elements of Complete Streets, OBAG 2 participation requires the City to adopt either of the two required documents. The next General Plan update is not anticipated until at least 2020; therefore, it is recommended that the City adopt a Complete Streets Resolution. The attached resolution is the standard provided to local agencies from VTA and was verified to meet MTC's Complete Streets requirements.

PUBLIC CONTACT

Posting of the meeting agenda serves as notice to the general public.

FISCAL/RESOURCE IMPACT

None

ENVIRONMENTAL REVIEW

Categorically Exempt pursuant to CEQA Section 15273 (a)

RECOMMENDATION

Adopt Resolution No. 2015-41, adopting a Complete Streets Policy to be eligible for the One Bay Area Grant-Cycle 2

ALTERNATIVES

1. Do not adopt Resolution No. 2015-41; this would make the City ineligible to apply for the One Bay Area Grant Program

Prepared by: Cedric Novenario, Transportation Services Manager

Reviewed by: Susanna Chan, Public Works Director

Adopt Resolution No. 2015-41, adopting a Complete Streets Policy to be eligible for the One Bay Area Grant-Cycle 2

Approved by: Marcia Somers, City Manager

ATTACHMENT

1. Resolution No. 2015-41

Adopt Resolution No. 2015-41, adopting a Complete Streets Policy to be eligible for the One Bay Area Grant-Cycle
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RESOLUTION NO. 2015-41

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
ADOPTING A COMPLETE STREET 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, emergency vehicles, seniors, children, youth, and families; and

WHEREAS, the City of Los Altos (herein referred to as the CITY) benefits from the value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

WHEREAS, the 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; 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, 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; and

WHEREAS, 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, 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 City of Los Altos, State of California, as follows:

1. That the CITY 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.
2. That the next substantial revision of the CITY's General Plan Circulation Element shall incorporate 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.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ___day of___, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jeannie Bruins, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

EXHIBIT A

This Complete Streets Policy was adopted by Resolution No. 2015-41 by the City Council of the City of Los Altos on _____, 2015.

COMPLETE STREETS POLICY OF THE CITY OF LOS ALTOS

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** 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, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of the 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 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 identified in adopted/accepted Plans.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of the 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.
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. Such deviations shall be presented to the Bicycle and Pedestrian Advisory Commission early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Commission has an opportunity to provide comments and recommendations.
2. **Street Network/Connectivity.** As feasible, CITY 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 Commission Consultation.** The CITY's transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Commission early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Commission an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the CITY are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. **Leadership Approval for Exceptions.** Plans or projects that seek exception from the complete streets approach must provide written finding of how exceptional circumstances dictated that accommodations for all modes were not to be included in the project. The memorandum should be signed by the Public Works Director or an equivalently senior staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) website, *Accommodating Bicycle and Pedestrian Travel*, online at: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm