



DATE: June 28, 2017

AGENDA ITEM # 4

**TO:** Bicycle/Pedestrian Advisory Commission

**FROM:** Susanna Chan, Staff Liaison

**SUBJECT:** 2016 Measure B Complete Street Reporting Requirements Overview

**RECOMMENDATION:**

Receive an overview of the 2016 Measure B Complete Street Reporting Requirements

---

**BACKGROUND**

On November 8, 2016, the voters of Santa Clara County overwhelmingly approved a 30-year, ½ cent sales measure supporting transportation projects and services known as 2016 Measure B. The additional ½ cent sales tax collection began on April 1, 2017.

As reported to this commission on May 24<sup>th</sup>, the Santa Clara Valley Transportation Authority (VTA) will be the overall program manager for the 2016 Measure B Program. The program is divided into nine distinct program categories, including: Local Streets and Roads; BART Phase II; Bicycle and Pedestrian; Caltrain Grade Separations; Caltrain Corridor Capacity Improvements; Highway Interchanges; County Expressways; SR 85 Corridor; and Transit Operations.

The 2016 Measure B requires “the cities and the County [to] apply Complete Streets best practices in order to improve bicycle and pedestrian elements of the street system.” VTA staff recommends expanding the Complete Streets requirement to apply to all capital program categories in 2016 Measure B.

**DISCUSSION**

VTA conducted a 10-month long stakeholders outreach to solicit input on Complete Streets reporting requirements. Stakeholders included member agencies, Metropolitan Transportation Commission, Caltrans, and transportation advocacy organizations such as California Walks, Silicon Valley Bicycle Coalition, TransForm, SPUR, and Friends of Caltrain.

The discussion not only covers the reporting requirements but also the definition of Complete Street as follow:

- the projects will be designed, funded, constructed, operated and maintained for the safe travel of all users;

- the designs are context sensitive;
- the projects prioritize the safety, comfort, and convenience of pedestrians, bicyclists, transit riders, as appropriate for the local context, while still providing safe accommodation for motorists and other roadway users;
- once complete, projects should not degrade safety, comfort, or convenience of pedestrians, bicyclists, or access to transit, nor should they degrade the travel time of transit operations;
- designs are developed with input from the community and support future conditions

The reporting requirements are slightly different for Local Street and Roads projects and Capital projects. The requirements are outlined in the attached memorandum VTA Staff Report and graphically shown as attachment A, “VTA Complete Streets Process Diagram” to the report.

In general, the process is as follow:

- Sponsoring agency must adopt a resolution embracing the Complete Streets concept and the associated design elements
- Complete Street Checklist along with current data and photos of the project will be submitted for each project
- VTA staff will review the checklist and monitor the project development
- Sponsoring agency will then file a close out report showing the Complete Street elements that the project implemented along with data/photos of the completed project
- VTA will review the close out report and if the report pass the review, it will be posted on-line.

Attachments:

Santa Clara Valley Transportation Authority Memorandum to the Technical Advisory Committee dated May 10, 2017.