City of Santa Clara

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Legislation Details (With Text)

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Title:	Action on a Resolution Adopting a Complete Streets Policy to Receive Measure B Funds		
Sponsors:			
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Attachments:	1. Resolution and Exhibit A		

Date	Ver.	Action By	Action	Result

REPORT TO COUNCIL

SUBJECT

Action on a Resolution Adopting a Complete Streets Policy to Receive Measure B Funds

BACKGROUND

In 2016, Santa Clara County voters approved "Measure B", a thirty-year half-cent countywide sales tax to enhance transit, highways, expressways, and active transportation projects. The Santa Clara Valley Transportation Authority (VTA), which administers these funds, requires that local jurisdictions adopt a Complete Streets Resolution that contains nine Complete Streets elements as outlined by the Metropolitan Transportation Commission (MTC). Complete Streets are generally defined as streets that are built for the safe travel of all roadway users including motorists, pedestrians and bicyclists. Each local agency within Santa Clara County must adopt a resolution to receive funding from the Measure B program.

In addition, the MTC, as the metropolitan planning organization for the nine-county San Francisco Bay Area (which includes Santa Clara County), administers the One Bay Area Grant (OBAG) Program. The OBAG program is federally funded and funds can be used to invest in local streets and roads maintenance, streetscape enhancements, bicycle and pedestrian improvements, safe routes to school projects, priority conservation areas, and transportation planning. To be eligible for an OBAG grant, the MTC requires that local jurisdictions comply with the California Complete Streets Act of 2008 (AB 1358) which requires local jurisdictions to include the complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users including bicyclists, pedestrians, transit riders, children, senior citizens, disabled people, and motorists. Jurisdictions can meet this requirement by adopting either a Complete Streets Resolution or a General Plan Circulation Element which complies with the California Complete Streets Act of 2008. The City currently meets this requirement by having General Plan Circulation policies that include complete streets elements. Although the City is already meeting this OBAG requirement and has adopted Complete Street policies within its General Plan, adopting this specific Complete Streets Resolution would further strengthen the City's ability to obtain future grant funds.

DISCUSSION

Measure B will provide each local jurisdiction within Santa Clara County with an annual source of both guaranteed and competitive grant funds for both capital projects and local streets and road (pavement management programs) projects. The following are the eight capital program categories within Measure B that are eligible for the funds: BART Phase II, Bicycle and Pedestrian, Caltrain Grade Separations, Caltrain Corridor Capacity Improvements, Highway Interchanges, County Expressways, SR 85 Corridor, and Transit Operations. On October 11, 2016, the City Council endorsed a list of proposed multi-modal projects within Santa Clara that could be funded through Measure B.

In total, Measure B is projected to provide approximately $69 million in funding for the City's local streets and roads projects over the next 30 years. Currently, funds are being held by the VTA due to ongoing litigation regarding Measure B. The VTA is projecting that this litigation will be resolved by the end of the year. Adopting the attached resolution and policy, (Attachment 1), which incorporates the nine elements outlined by the MTC, enables the City to meet the conditions required to receive both guaranteed and competitive funding from Measure B when funds become available.

The City also applies for MTC OBAG federal funds every grant cycle. Adopting this resolution will also strengthen the City's ability to receive grant funding and solidify the City's current efforts to meet these requirements through its updated General Plan Circulation policies.

The City coordinated the proposed policy with the Santa Clara Valley Transportation Authority who is responsible for overseeing the Measure B program and received their concurrence that the City's policy was consistent with the MTC guidelines. The City's Bicycle and Pedestrian Advisory Committee (BPAC) also reviewed the proposed Complete Streets Policy during its June 25, 2018 meeting. After a discussion as to what specific language should be included in the proposed Complete Streets Policy, the BPAC voted 6 to 2 to recommend that the City Council consider approving a resolution to adopt a Complete Streets Policy containing nine complete streets elements as outlined by MTC. A friendly amendment was added to the motion requesting that language be added to the proposed Complete Streets Policy to address BPAC's concern that proposed projects would not remove existing non-motorized facilities or negatively impact non-motorized users.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organization or administrative activity that will not result in direct or indirect changes in the environment.

FISCAL IMPACT

There is no fiscal impact related to this report.

COORDINATION

This report has been coordinated with the Finance, Community Development, Electric Utility, Water & Sewer Departments and the City Attorney's Office.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website

and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <mailto:clerk@santaclaraca.gov> or at the public information desk at any City of Santa Clara public library.

In addition, this item was discussed at the City's Bicycle and Pedestrian Advisory Committee meeting on June 25, 2018.

RECOMMENDATION

Adopt a Resolution adopting a Complete Streets Policy containing the nine Complete Streets elements as outlined by the Metropolitan Transportation Commission to receive Measure B funds.

Reviewed by: Craig Mobeck, Director of Public Works
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Resolution and Exhibit A

RESOLUTION NO. 18-8593

A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA TO ADOPT A COMPLETE STREETS POLICY CONTAINING THE NINE COMPLETE STREETS ELEMENTS AS OUTLINED BY THE METROPOLITAN TRANSPORTATION COMMISSION IN ORDER TO RECEIVE MEASURE B FUNDS

BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

WHEREAS, on November 8, 2016, the voters of Santa Clara County approved Measure B, a 30-year, ½ cent sales tax measure supporting transportation projects and services. In order to be eligible to receive 2016 Measure B funds, all recipients must adopt a Complete Streets resolution that contains elements of Complete Streets laid out by Metropolitan Transportation Commission (MTC) for the One Bay Area Grant (OBAG) Program Cycle 2. These elements describe Complete Streets principles, implementation, evaluation, and exception processes;

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, seniors, children, youth, and families;

WHEREAS, the City of Santa Clara City Council has long acknowledged 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 City Council also 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, these concepts are inherent in the adopted Circulation policies of the City of Santa Clara General Plan;

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";

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 well-being of their communities; and,

WHEREAS, the City of Santa Clara, 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 FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the City of Santa Clara 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; and

2. That the next substantial revision of the City of Santa Clara General Plan circulation policies 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.

3. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 21st DAY OF AUGUST, 2018, BY THE FOLLOWING VOTE:

AYES:	COUNCILORS:	Davis, Kolstad, Mahan, O'Neill, and Watanabe and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

ATTEST: for JENNIFER YAMAGUMA
ACTING CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:
1. Exhibit A

EXHIBIT A

COMPLETE STREETS POLICY OF THE CITY OF SANTA CLARA

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The City of Santa Clara ("City"), through its Circulation policies within the 2010-2035 General Plan and reaffirmed by this resolution is committed to creating, preserving, 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, seniors, children, youth, and families.

2. **Context Sensitivity.** In planning and implementing street projects, departments of the City of Santa Clara 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, businesses, and other stakeholders to ensure that a strong sense of place ensues. Improvements that may 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 an adopted local plan such as a bicycle, pedestrian, transit, multimodal, or other relevant plan.

3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments of the City of Santa Clara 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 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 assessed and may be incorporated into all planning, funding, design, approval, and implementation processes for applicable construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of 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.

2. **Street Network/Connectivity.** Consistent with the City's General Plan and other adopted plans, the City of Santa Clara 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. **Bicycle Pedestrian Advisory Commission Consultation.** Relevant transportation projects shall be coordinated with the Santa Clara Bicycle and Pedestrian Advisory Committee to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.

4. **Evaluation.** All relevant departments shall perform evaluations of how well the streets and transportation network of Santa Clara are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. **Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide a written finding of why accommodations for all modes were not to be included in the project. The memorandum should be signed off by the Public Works Director, City Engineer or equivalent high level staff person. Projects that are granted exceptions must be made publically available for review.