

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: LISA KRANZ, SUPERVISING PLANNER
PLANNING AND ECONOMIC DEVELOPMENT

SUBJECT: COMPLETE STREETS POLICY

AGENDA ACTION: ADOPTION OF RESOLUTION

RECOMMENDATION

It is recommended by the Planning and Economic Development and Transportation and Public Works Departments that the Council, by resolution, adopt a Complete Streets Policy.

EXECUTIVE SUMMARY

Santa Rosa's General Plan 2035 includes policies that envision a transportation network that serves all users through connected street, bicycle, and pedestrian facilities. The proposed Complete Streets Policy resolution will build on these policies and allow Santa Rosa to be eligible for One Bay Area Grant funding through the Metropolitan Transportation Commission. A Complete Streets policy relates to Council Goal 3, Provide Leadership for Environmental Initiatives. Objective 1 is "Improve transportation network to reduce vehicle miles traveled and promote multi-modal transportation," which improving streets to serve all users will help to achieve.

BACKGROUND

The term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel 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.

In 2008, the California Complete Streets Act (SB1358) was passed and signed into law by the governor. The law aims to reduce greenhouse gas emissions and reduce vehicle miles traveled by shifting auto trips to biking, walking, and public transportation. The law required that upon substantial modifications to the General Plan Circulation

Element, localities must include policies to provide for “Complete Streets” to facilitate non-auto trips.

In 2012, the Metropolitan Transportation Commission (MTC) developed criteria for Cycle 1 of the One Bay Area Grant Program (OBAG). OBAG was a new funding approach linking transportation-related grant funding to land use and housing policies. Funds can be used in or adjacent to Santa Rosa’s five Priority Development areas, which are areas of higher density to be served by transit, as illustrated on the attached map. Criteria to be eligible for the Cycle 1 funding included having a general plan which complies with the Complete Streets Act or to have a Complete Streets Policy adopted by the Council. Eligibility included a memo from a jurisdiction’s legal counsel affirming that the general plan complies with the Complete Streets Act.

Based on existing policy in the City’s General Plan 2035 (adopted November 2009) and Bicycle and Pedestrian Master Plan (adopted February 2011), a memo was drafted outlining policies addressing motor vehicles, transit and railroads, and pedestrian and bicycle routes which illustrated compliance with the Complete Streets Act. The memo is attached to this report.

Eligibility for Cycle 2 of the One Bay Area Grant Program has changed. With this cycle, compliance with the Complete Streets Act will be measured by either:

- 1) *Adoption of a Complete Streets Resolution incorporating MTC’s nine required complete streets elements (Complete Streets Serving All Users, Context Sensitivity, Complete Streets Routinely Addressed by All Departments, All Projects and Phases, Plan Consultation and Consistency, Street Network/Connectivity, Bicycle and Pedestrian Advisory Committee Consultation, Evaluation, and Exemption).*
- 2) *Adoption of a significant revision to the circulation element of a general plan after January 1, 2011 that complies with the Complete Streets Act.*

No significant amendments to the Santa Rosa General Plan Transportation Element have occurred since its adoption in 2009 in order to more specifically refer to Complete Streets. Thus, a resolution has been prepared incorporating MTC’s complete streets elements consistent with Santa Rosa’s planning documents. The resolution notes that Santa Rosa is committed to creating streets that are safe and serve all users by continuing to make complete streets a routine part of operations.

PRIOR CITY COUNCIL REVIEW

N/A

ANALYSIS

The One Bay Area Grant is an important source of funding for roadway improvements in Santa Rosa’s Priority Development Areas. In OBAG Cycle 1, about \$3 million in grant

funds were awarded to Santa Rosa. Projects which were funded by the grant include bicycle lanes and pedestrian enhancements on Third Street from Morgan Street to B Street and Complete Streets Road Diets on West Third from North Dutton Avenue to the Santa Rosa Creek Bridge and on Mendocino Avenue from Steele Lane to Chanate Road.

Santa Rosa anticipates it will again receive approximately \$3 million in this funding cycle. These funds will be used for pavement overlay and for bicycle and pedestrian projects.

FISCAL IMPACT

Approval of this resolution does not have a fiscal impact to the General Fund. Any future impact would be included in project costs for street improvements.

ENVIRONMENTAL IMPACT

The proposed resolution is consistent with Santa Rosa General Plan 2035 policies and is within the scope of the Santa Rosa General Plan 2035 Environmental Impact Report, certified on November 3, 2009.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

As of this writing, review of the Complete Streets Policy resolution is scheduled for review by the Bicycle and Pedestrian Advisory Board on November 19, 2015. Any comments from the Board will be provided verbally at the Council meeting.

NOTIFICATION

Public notification of the project occurred through the mailing list for the Bicycle and Pedestrian Advisory Board, which includes about 500 subscribers including the bicycle, senior, and disabled advocacy groups.

ATTACHMENTS

- Attachment 1 – Memo from City Attorney’s Office regarding Complete Streets Act of 2008
- Attachment 2 – Map of Santa Rosa Priority Development Areas
- Resolution

CONTACT

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