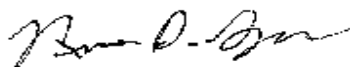


City of Calistoga

Staff Report

TO: Honorable Mayor and City Council
FROM: Dan Takasugi, Public Works Director/City Engineer
DATE: January 15, 2013
SUBJECT: Consideration of a Resolution Adopting a Complete Streets Policy

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

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2 **ISSUE:**

3
4 Consideration of a Resolution adopting a Complete Streets Policy.
5

6 **RECOMMENDATION:**

7
8 Adopt Resolution.
9

10 **BACKGROUND/DISCUSSION:**

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12 The One Bay Area Grant Program (OBAG) establishes program commitments and
13 policies for investing roughly \$800 million over a four-year Cycle 2 period (FYs 2012-
14 13 through 2015-16), funded through continuations of the current surface
15 transportation legislation currently known as SAFETEA (the Safe, Accountable,
16 Flexible, Efficient Transportation Equity Act) or the new surface transportation
17 authorization currently under congressional consideration.
18

19 The One Bay Area Grant Program is a new funding approach that integrates the
20 region's federal transportation program with California's climate law (Senate Bill 375,
21 Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to

22 the counties will consider progress toward achieving local land-use and housing
23 policies by:

24

25 • Rewarding jurisdictions that accept housing allocations through the Regional
26 Housing Need Allocation (RHNA) process and produce housing using
27 transportation dollars as incentives.

28 • Supporting the Sustainable Communities Strategy for the Bay Area by
29 promoting transportation investments in Priority Development areas (PDAs)
30 and by initiating a pilot program that will support open space preservation in
31 Priority Conservation Areas (PCA).

32 • Providing a higher proportion of funding to local agencies and additional
33 investment flexibility by eliminating required program investment targets. The
34 OBAG program allows flexibility to invest in transportation categories such as
35 Transportation for Livable Communities, bicycle and pedestrian
36 improvements, local streets and roads preservation, and planning activities,
37 while also providing specific funding opportunities for Safe Routes to School
38 (SR2S) and Priority Conservation Areas.

39

40 The One Bay Area Grant (OBAG) requires agencies to adopt a resolution supporting
41 Complete Streets by January 31, 2013. Jurisdictions may also meet this
42 requirement by having adopted a General Plan that complies with the California
43 Complete Streets Act of 2008. Calistoga will not likely have its General Plan
44 Circulation Element updated for at least another 2 to 3 years. The purpose for
45 adopting a resolution supporting Complete Streets at this time is to ensure the City
46 meets established deadlines to qualify for the next round of One Bay Area Grants.

47

48 It should be noted that Calistoga is not expected to compete well for One Bay Area
49 Grants over the next 4 year cycle, in part due to not having a PDA and having a
50 relatively low housing allocation in the RHNA process.

51

52 What is a Complete Street?

53

54 A Complete Street is a transportation facility that is planned, designed, operated,
55 and maintained to provide safe mobility for all users, including bicyclists,
56 pedestrians, transit riders, and motorists appropriate to the function and context of
57 the facility. One example of ways that the City Council has already supported the
58 Complete Street concept is by adopting the Street Calming Policy. Many of the
59 objectives attained through the Street Calming Policy such as making streets safer
60 for pedestrians support Complete Street goals as well.

61

62 Promoting a walkable, bikeable neighborhood can bring economic gains to
63 Calistoga. Nationally, homes in walkable neighborhoods command up to a 15%
64 higher selling price that similar homes in less walkable neighborhoods, and many

65 Americans – particularly “Generation Y” and retiring Baby Boomers (the “Silver
66 Tsunami”) – prefer to live in a walkable neighborhood.

67
68 National surveys estimate that in many cities, 70% of residents would bicycle
69 regularly for transportation if safe facilities were provided. According to the Napa
70 County Health and Human Services Agency Public Health Division, each additional
71 hour spent walking is associated with a 4.8% reduction in the likelihood of obesity.
72 Walking to retail and to neighbors can be a good source of physical activity and lead
73 to reduced illness. Sidewalks, bicycle lanes, parks and open space facilitate
74 physical activity, reduces heart disease, diabetes, obesity, blood pressure and
75 osteoporosis, symptoms of depression, anxiety and falls in the elderly.

76
77 Groups supporting complete streets have formed the National Complete Streets
78 Coalition, with active participation from groups representing older persons, transit
79 users, pedestrians, bicyclists, and disable people, as well as smart growth
80 proponents and professional organizations such as the American Planning
81 Association and the Institute of Transportation Engineers. For more information,
82 visit www.completestreets.org.

83

84 Proposed Complete Streets Resolution

85

86 The draft resolution demonstrates the City’s commitment to maintain sensitivity to
87 local conditions in both residential and business areas, and consider a variety of
88 traffic calming and pedestrian friendly features in new and modified roadways. An
89 extensive list of potential features included in the resolution include: sidewalks,
90 shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and
91 landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands,
92 pedestrian signals, signs, street furniture, bicycle parking facilities, public
93 transportation stops and facilities, transit priority signalization, and other features
94 assisting in the provision of safe travel for all users, such as traffic calming circles,
95 transit bulb outs, and road diets, and those features identified in the Calistoga
96 Bicycle Transportation Plan. It is understood that not every street can accommodate
97 every possible feature.

98

99 The purpose of the policy is to demonstrate the City’s commitment to creating
100 streets that safely serve all users and that new streets, street designs, street
101 improvements, or other similar projects or programs must be evaluated keeping
102 these complete street concepts in mind. As such, the complete street policies will be
103 incorporated into a future Circulation Element update and designs for future street
104 projects.

105

106 Calistoga’s existing General Plan Circulation Element of 2003 already incorporates
107 many of the critical elements of a compliant Complete Streets policy. As such, it is
108 not expected that this policy will impact City street planning from the status quo. The
109 Calistoga Bicycle Advisory Committee (BAC) has reviewed the Complete Streets
110 model resolution and concurs with the concept.

111

112 **GENERAL PLAN CONFORMANCE, ENVIRONMENTAL REVIEW:**

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114 The proposed policy is exempt from CEQA, per CEQA Guidelines Section
115 15061(b)(3), as it has no potential to cause significant effect to the environment.

116

117

118

119 **FISCAL IMPACT:**

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121 There are no fiscal impacts related to adopting a Complete Streets policy. Approval
122 of the policy will enable the City to retain eligibility for OBAG grants, the amount of
123 which is not yet determined.

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125 **ATTACHMENTS:**

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127 1. Draft Resolution

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NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Calistoga, State of California, as follows:

1. That the City of Calistoga 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 of Calistoga 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.

PASSED, APPROVED AND ADOPTED at a regular meeting of the City Council on the 15th day of January, 2013, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Chris Canning, Mayor

ATTEST:

Amanda Davis, Deputy City Clerk

77 **Exhibit A**

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79 This Complete Streets Policy was adopted by Resolution No. _____ by the City Council of
80 the City of Calistoga on January 15, 2013.

81
82 **COMPLETE STREETS POLICY OF THE CITY OF CALISTOGA**

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84 **A. Complete Streets Principles**

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86 **1. Complete Streets Serving All Users.** The City of Calistoga
87 expresses its commitment to creating and maintaining Complete Streets that
88 provide safe, comfortable, and convenient travel along and across streets
89 (including streets, roads, highways, bridges, and other portions of the
90 transportation system) through a comprehensive, integrated transportation
91 network that serves all categories of users, including pedestrians, bicyclists,
92 persons with disabilities, motorists, movers of commercial goods, users
93 and operators of public transportation, seniors, children, youth, and families.

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95 **2. Context Sensitivity.** In planning and implementing street projects,
96 departments and agencies of the City of Calistoga shall maintain sensitivity to
97 local conditions in both residential and business districts as well as urban,
98 suburban, and rural areas, and shall work with residents, merchants, and
99 other stakeholders to ensure that a strong sense of place ensues.
100 Improvements that will be considered include sidewalks, shared use paths,
101 bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping,
102 planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian
103 signals, signs, street furniture, bicycle parking facilities, public transportation
104 stops and facilities, transit priority signalization, and other features assisting in
105 the provision of safe travel for all users, such as traffic calming circles, transit
106 bulb outs, and road diets, and those features identified in the City of Calistoga
107 Bicycle Transportation Plan.

108
109 **3. Complete Streets Routinely Addressed by All Departments.** All relevant
110 departments and agencies of the City of Calistoga shall work towards making
111 Complete Streets practices a routine part of everyday operations, approach
112 every relevant project, program, and practice as an opportunity to improve
113 streets and the transportation network for all categories of users, and work in
114 coordination with other departments, agencies, and jurisdictions to
115 maximize opportunities for Complete Streets, connectivity, and cooperation. The
116 following projects provide opportunities: pavement resurfacing, restriping,
117 accessing above and underground utilities, signalization operations or
118 modifications, and maintenance of landscaping/related features.

119
120 **4. All Projects and Phases.** Complete Streets infrastructure sufficient to
121 enable reasonably safe travel along and across the right of way for each
122 category of users shall be incorporated into all planning, funding, design,

123 approval, and implementation processes for any construction, reconstruction,
124 retrofit, maintenance, operations, alteration, or repair of streets (including
125 streets, roads, highways, bridges, and other portions of the transportation
126 system), except that specific infrastructure for a given category of users may
127 be excluded if an exemption is approved via the process set forth in Section
128 C.1 of this policy.

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130 **B. Implementation**

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132 **1. Plan Consultation and Consistency.** Maintenance, planning, and
133 design of projects affecting the transportation system shall be consistent with
134 local bicycle, pedestrian, transit, multimodal, and other relevant plans, except
135 that where such consistency cannot be achieved without negative
136 consequences, consistency shall not be required if the head of the relevant
137 department provides written approval explaining the basis of such deviation.
138 The City of Calistoga Bicycle Advisory Committee shall review such
139 deviations and provide comment and recommendations.

140
141 **2. Street Network/Connectivity.** As feasible, the City of Calistoga shall
142 incorporate Complete Streets infrastructure into existing streets to improve the
143 safety and convenience of users and to create employment, with the particular
144 goal of creating a connected network of facilities accommodating each
145 category of users, and increasing connectivity across jurisdictional
146 boundaries and for existing and anticipated future areas of travel origination or
147 destination.

148
149 **3. Bicycle and Pedestrian Advisory Committee Consultation.** The City
150 Bicycle Advisory Committee shall review transportation projects early in the
151 planning and design stage, to provide comments and recommendations
152 regarding Complete Streets features to be incorporated into the project.

153
154 **4. Evaluation.** All relevant agencies or departments shall perform
155 evaluations of how well the streets and transportation network of the City of
156 Calistoga are serving each category of users by collecting baseline data and
157 collecting follow-up data on a regular basis.

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159 **C. Exemptions**

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161 **1. Leadership Approval for Exemptions.** Projects that seek Complete
162 Streets exemptions must provide written finding of why accommodations for all
163 modes that were not included in the project and signed off by the Public Works
164 Director or equivalent high level staff person. Projects that are granted
165 exceptions must be made publicly available for review. Federal guidance on
166 exceptions can be found from the Federal Highway Administration (FHWA)
167 design guidance for Accommodating Bicycle and Pedestrian Travel.