



DATE: January 28, 2013
TO: Honorable Mayor and City Council
FROM: Stephan Kiefer, Community Development Director
SUBJECT: Adoption of Complete Streets Policy Resolution

RECOMMENDED ACTION

The Planning Commission and staff recommend the City Council adopt a resolution approving a Complete Streets Policy and incorporating Complete Streets policies and principles into the Livermore General Plan during the next substantial revision of the Circulation Element.

SUMMARY

Complete Streets is a concept that 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 responders, seniors, children, youth, and families. Complete Streets contribute to the health of the community because they are safer by design and because they encourage physical activity. Complete Streets can also help reduce auto trips, which improves air quality and decreases greenhouse gas emissions. Over 400 communities in the United States have committed to building Complete Streets through the adoption of Complete Streets policies.

The majority of the City's adopted plans, design standards, and programs are already consistent with a Complete Streets approach. The adoption of a Complete Streets Policy will formalize actions already in place.

The California Complete Streets Act of 2008 (Assembly Bill 1358), which took effect in January 2011, requires cities and counties to include Complete Streets policies as part of their general plans. A two-step process has been created by the Metropolitan Transportation Commission (MTC) and the Alameda County Transportation Commission (ACTC) to comply with this requirement, which is a requirement to be eligible for future

transportation funding cycles: first, adopt a Complete Streets Policy, and second, update the general plan to comply with the state's Complete Streets Act. Staff has developed the attached Complete Streets Policy Resolution for adoption. This will satisfy the first step of the process. By late 2014 the City, with public input and review by the Planning Commission and City Council, will amend the General Plan Circulation Element to expressly comply with Complete Streets requirements.

DISCUSSION

Complete Streets are generally defined as streets that are safe and convenient for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, users and operators of public transit, seniors, children, movers of commercial goods, and emergency responders. A Complete Street is the result of comprehensive planning, programming, design, construction, operation, and maintenance and should be appropriate to the function and context of the street.

In Alameda County, there has been a tremendous growth in the number of people bicycling and walking. Counts done by ACTC show that since 2002 bicycling has increased by 75 percent and walking by 47 percent. As more facilities are built, evidence shows that even more people will likely be attracted to these modes. At the same time, transit ridership has also been increasing, and this trend is expected to continue. The Alameda Countywide Transportation Plan projects that there will be a 130 percent increase in all daily transit trips in Alameda County by 2035.

As in the entire country, the senior population in Livermore is growing dramatically. In 2005, 10 percent of Alameda County residents were 65 and older. However, by 2035, seniors will make up almost 25 percent of the county's population. At the other end of the age spectrum, more and more children are walking and bicycling to school, and this trend is expected to continue as the countywide Safe Routes to Schools program grows.

Regional and County Complete Streets Policy Requirements

Both the MTC and ACTC have recently enacted requirements that local jurisdictions must have an adopted Complete Streets Policy in order to receive or be eligible for certain transportation funding opportunities. Both of these requirements take effect in 2013. The MTC and ACTC requirements are described below:

- MTC Requirements: With Resolution 4035, MTC established the requirement that any jurisdiction that wishes to receive One Bay Area Grant (OBAG) funding must, by June 30, 2013, either adopt a Complete Streets Policy Resolution that is consistent with regional guidelines or have a general plan circulation element that is in compliance with the State Complete Streets Act (explained further below).
- ACTC Requirements: The current Master Program Funding Agreement between the ACTC and Livermore, which was executed in March 2012 and allows the distribution of Measure B and Vehicle Registration Fee pass-through funding for

local road, bike, and pedestrian transportation projects includes a Complete Streets Policy requirement. Local jurisdictions must adopt a Complete Streets Policy that includes ten required elements by June 30, 2013. However, in order to apply for OBAG funds, a Complete Streets Policy must be adopted by April 1, 2013. The ACTC developed its required policy elements to be complementary to the MTC requirement so that jurisdictions only need to adopt one policy to be in compliance with both the ACTC and MTC requirements.

Development and Description of Complete Streets Policy Resolution

The attached Complete Streets Policy Resolution proposes a policy for all relevant departments and divisions to work towards making Complete Streets practices a routine part of everyday operations and approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users. Once adopted, this policy will be implemented throughout the planning, design, and construction of all transportation system projects in the City. Specifically, by implementing the policy, staff will review all transportation system improvement projects during the planning/design phase to determine the appropriate level of complete street implementation, consult and confirm consistency of all transportation system improvement projects with local relevant plans, and allow for stakeholder involvement on projects and plans as necessary to support implementation of the Complete Streets Policy.

Existing Efforts Supportive of Complete Streets in Livermore

Many of the City's adopted plans, design standards, and programs are already consistent with a Complete Streets approach, including the City Standard Details and Specifications, City of Livermore Design Standards and Guidelines, Downtown Specific Plan, Brisa Neighborhood Plan, Arroyo Vista Neighborhood Plan, South Livermore Valley Specific Plan, Bikeways and Trails Master Plan, Climate Action Plan, Sidewalk Repair Program, Accessible Curb Ramp Program, and the Livermore Area Recreation and Park District 2008 Parks, Recreation, and Trails Master Plan. While these efforts do not refer to Complete Streets by name, the policies and practices work to create a multimodal transportation system for all users. Future documents of this nature will explicitly discuss and implement Complete Streets policies.

Future Complete Streets Policy Requirements

The California Complete Streets Act of 2008 (Assembly Bill 1358), which took effect in January 2011, requires cities and counties to include Complete Streets policies as part of their general plans. This must be done at the time any substantive revisions of the circulation element in the general plan are made. The State Office of Planning and Research has developed guidance for local jurisdictions to comply with the law.

To be eligible for future transportation funding cycles, MTC's Resolution 4035 requires local jurisdictions must have updated its general plan to comply with the State's Complete Streets Act by late 2014. Livermore's Master Program Funding Agreement with ACTC also requires that Livermore comply with the State act, but there is no deadline for this action.

While the City of Livermore General Plan already includes language and policies that are consistent with the intent of the Complete Streets policies, the City will amend the Circulation Element to expressly comply with Complete Streets requirements by the late 2014 deadline.

PLANNING COMMISSION

The Planning Commission considered the proposed Complete Streets Policy at its meeting of December 18, 2012. The Planning Commission expressed support of the policy, but asked for more detail on the amount of regional and State funding that would be withheld if the Complete Streets actions were not adopted. Staff estimated that approximately \$1.5 million annually would be in jeopardy if the City does not adopt Complete Streets actions. In response to concern about adding multimodal facilities to potentially overstressed roads, staff advised that streets would be evaluated on a case-by-case basis and that not all modes would be accommodated on every roadway.

The Planning Commission also requested further definition of what constitutes a substantial amendment to the Circulation Element. While this has not been defined in State law, it is staff's position that adding transportation policies and/or changing the street network would be considered a substantial amendment. Finally, staff clarified that performance measures would include the number of Americans with Disabilities Act (ADA) access ramps, number of crosswalks.

The Planning Commission unanimously recommended City Council approval of the Complete Streets Policy.

FISCAL AND ADMINISTRATIVE IMPACTS

Costs for implementation of the Complete Streets Policy will be negligible because the City is already implementing Complete Streets practices in our regular activities. Minimal staff time will be necessary to confirm project consistency with the policy because existing plans, design standards, and programs are already consistent with a Complete Streets approach. There may be occasions when additional construction costs are required; for example, to ensure new roadways are wide enough for cyclists or to accommodate sidewalks on both sides of the street for pedestrian access. These considerations would be budgeted into the cost of a project and funded accordingly.

The cost to amend the Circulation Element to incorporate the Complete Streets Policy is estimated at approximately \$30,000 in City staff time and environmental filing fees. These impacts can be accommodated under the existing operating budget by postponing other less schedule-driven activities.

In the event that such a policy is not adopted, the City would be subject to a loss of approximately \$1.5 million annually in regional and State transportation funding. The City will benefit by being able to apply for the new OBAG program funds and will maintain eligibility to receive Measure B and Vehicle Registration Fee pass-through funding for the Local Streets and Roads as well as the Bicycle and Pedestrian projects and programs.

ATTACHMENTS

1. Complete Streets Policy
2. Planning Commission Staff Report, dated December 18, 2012
3. Draft Planning Commission Meeting Minutes
4. Planning Commission Resolution

Prepared by:

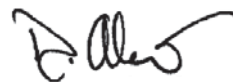
Debbie Bell
Associate Planner

Approved by:



Marc Roberts
City Manager

Fiscal Review by:



Douglas Alessio
Administrative Services Director

COMPLETE STREETS POLICY FOR THE CITY OF LIVERMORE

Vision:

The City of Livermore will plan for, design, fund, construct, operate, and maintain a safe and efficient transportation system for all users in all street and roadway new construction, retrofit, or reconstruction projects.

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Livermore will create and maintain Complete Streets, which are streets that provide safe, comfortable, and convenient travel along and across streets 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 responders, seniors, children, youth, and families.

2. Context Sensitivity. Given the diversity of the natural and built environment in Livermore, flexibility in accommodating different modes of travel is essential to balancing the needs of all users. The City will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not all look the same and will not necessarily include exclusive elements for all modes on every street. Improvements that will be considered, include but are not limited to, 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, and 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. The City will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and divisions will 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 and divisions to maximize opportunities for Complete Streets. Additionally, the City of Livermore will work with other agencies, transit districts, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable safe and efficient travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, expansion, maintenance, operations, alteration, or repair of streets, except that specific infrastructure for a given category of users may be excluded if an exemption or exception is approved via the process set forth in section C.1 or C.2 of this policy.

B. Implementation

1. **Design.** The City will follow its own accepted or adopted design standards as may be updated or amended, including but not limited to the City Standard Details and Specifications, City of Livermore Design Standards and Guidelines, Specific Plans, Neighborhood Plans, and Bike and Trail Plans. If no specific standard exists for transportation facilities then the City will use applicable federal and state standards. The City will also evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs.

2. **Network/Connectivity.** The City will incorporate Complete Streets infrastructure into existing streets and future transportation projects to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries.

3. **Implementation Next Steps.** The City will take the following specific next steps to implement this Complete Streets Policy:

- A. **Staff Review:** Staff will review all transportation system improvement projects during the planning/design phase to determine appropriate complete street implementation to meet this policy.
- B. **Plan Consultation and Consistency:** Staff will consult and confirm consistency of all transportation system improvement projects with local relevant plans to incorporate complete street practices.
- C. **Stakeholder Consultation:** Staff will include stakeholder involvement on projects and plans as early in the development process as possible as necessary to support implementation of this Complete Streets policy such as public hearings/meetings, staff outreach, and consultation with appropriate user groups. Consultation may include but is not limited to City Council, Planning Commission, Livermore Amador Valley Transit Authority, and Alameda County Bicycle and Pedestrian Advisory Committee meetings.

4. **Performance Measures.** Relevant departments will establish performance measures and perform evaluations of how well the street and transportation networks are serving each category of users as defined in A.1 of this policy by collecting baseline and follow-up data on a regular basis. Examples of data to collect and evaluate include but are not limited to: number and/or distance of multi-use trails, bike lanes, and sidewalks, and number of accessible sidewalk ramps.

C. Exemptions/Exceptions

1. Exemptions.

- A. The project is not a roadway improvement project;
- B. Routine maintenance activities that do not change the roadway geometry and are designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance).

2. Exception Approvals. Exceptions may be granted by the City Engineer with written findings that are available to the public upon request. Exceptions must explain why accommodations for all users and modes were not included in the plan or project. Examples of exceptions include but are not limited to:

- A. Use by a specific category of users is prohibited by law. In such case efforts should be made to accommodate users elsewhere;
- B. Construction is not feasible due to significant or adverse environmental impacts, including but not limited to impacts to waterways, flood plains, or other critical areas, impacts on neighboring land uses including impact from right of way acquisitions, or due to topographic or natural resource constraints;
- C. There is an absence of current and future need by a user group now and in the future even if the street were a complete street;
- D. The cost of accommodation of all users is excessively disproportionate to the need or probable use of the affected area.



PLANNING COMMISSION AGENDA REPORT

TO: Chairperson Cole and
Members of the Planning Commission

PREPARED BY: Debbie Bell, Associate Planner

REVIEWED BY: Paul Spence, Planning Manager

SUBJECT: Complete Streets Policy

SUMMARY RECOMMENDATION

Staff recommends the Planning Commission adopt a resolution recommending the City Council adopt the Complete Streets Policy and incorporate Complete Streets policies and principles into the Livermore General Plan during the next substantial revision of the Circulation Element.

BACKGROUND

Complete Streets is a concept that 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 responders, seniors, children, youth, and families. Complete Streets contribute to the health of the community because they are safer by design and because they encourage physical activity. Complete Streets can also help reduce auto trips, which improves air quality and decreases greenhouse gas emissions. Over 400 communities in the United States have committed to building Complete Streets through the adoption of the Complete Streets Policy.

The California Complete Streets Act of 2008 (Assembly Bill 1358), which took effect in January 2011, requires cities and counties to include Complete Streets policies as part of their General Plans. A two-step process has been created by the Metropolitan Transportation Commission (MTC) and the Alameda County Transportation Commission (CTC) to comply with this requirement to be eligible for future transportation funding

MEETING DATE:
12-18-12

AGENDA ITEM:
7.01

cycles: first, adopt a Complete Streets Policy; and second, update the General Plan to comply with the State's Complete Streets Act. Staff has developed the attached Complete Streets Policy resolution which, if approved by the Planning Commission, will be reviewed by the City Council in January 2013 for adoption. This will satisfy the first step of the process. Then, by late 2014, the City, with public input and review by the Planning Commission and City Council, will amend the General Plan Circulation Element to expressly comply with Complete Streets requirements.

DISCUSSION

Complete Streets are generally defined as streets that are safe and convenient for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, users and operators of public transit, seniors, children, movers of commercial goods, and emergency responders. A Complete Street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

In Alameda County, there has been tremendous growth in the number of people bicycling and walking. Counts done by Alameda CTC show that since 2002 bicycling has increased by 75 percent and walking by 47 percent. As more facilities are built, evidence shows that even more people will likely be attracted to these modes. At the same time, transit ridership has also been increasing, and this trend is expected to continue; the Alameda Countywide Transportation Plan projects that there will be a 130 percent increase in all daily transit trips in the County by 2035.

As in the entire country, the senior population in Livermore is growing dramatically. In 2005, 10 percent of Alameda County residents were 65 and older, but by 2035, seniors will make up almost 20 percent of the County's population. At the other end of the age spectrum, more children are walking and bicycling to school, and this trend is expected to continue as the Countywide Safe Routes to Schools Program grows.

Regional and County Complete Streets Policy Requirements

Both MTC and Alameda CTC have recently enacted requirements that local jurisdictions must have an adopted Complete Streets Policy in order to receive or be eligible for certain transportation funding opportunities. Both of these requirements take effect in 2013. The MTC and Alameda CTC requirements are described below:

- *MTC Requirements:* With Resolution 4035, MTC established the requirement that any jurisdiction that wishes to receive OneBayArea Grant funding must, by January 31, 2013, either adopt a Complete Streets Policy resolution that is consistent with regional guidelines or have a General Plan Circulation Element that is in compliance with the State Complete Streets Act (explained further below).
- *Alameda CTC Requirements:* The current Master Program Funding Agreement (MPFA) between Alameda CTC and Livermore, which was executed in March 2012, and allows the distribution of Measure B and Vehicle Registration Fee (VRF)

pass-through funding for local road, bike, and pedestrian transportation projects, includes a Complete Streets Policy requirement. Local jurisdictions must adopt a Complete Streets Policy that includes ten required elements by June 30, 2013. Alameda CTC developed its required policy elements to be complementary to the MTC requirement, so that jurisdictions only need to adopt one policy to be in compliance with both the Alameda CTC and MTC requirements.

Development and Description of Complete Streets Policy Resolution

The attached Complete Streets Policy resolution (Attachment A) proposes a policy for all relevant departments and divisions to work towards making Complete Streets practices a routine part of everyday operations and approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users. Once adopted, this policy will be implemented throughout the planning, design, and construction of all transportation system projects in the City. Specifically, by implementing the policy staff will review all transportation system improvement projects during the planning/design phase to determine appropriate level of complete street implementation; consult and confirm consistency of all transportation system improvement projects with local relevant plans; and allow for stakeholder involvement on projects and plans as necessary to support implementation of this Complete Streets Policy.

Existing Efforts Supportive of Complete Streets in Livermore

Many of the City's adopted plans, design standards, and programs are already consistent with a Complete Streets approach, including the City Standard Details and Specifications, City of Livermore Design Standards and Guidelines, Downtown Specific Plan, Brisa Neighborhood Plan, Arroyo Vista Neighborhood Plan, South Livermore Valley Specific Plan, Bikeways and Trails Master Plan, Livermore Area Recreation and Park District 2008 Parks, Recreation and Trails Master Plan, Climate Action Plan, Sidewalk Repair Program, and Accessible Curb Ramp Program. While these efforts do not refer to Complete Streets by name, their policies and practices work to create a multi-modal transportation system for all users. Future documents of this nature will explicitly discuss and implement Complete Streets policies.

Future Complete Streets Policy Requirements

The California Complete Streets Act of 2008 (Assembly Bill 1358), which took effect in January 2011, requires cities and counties to include Complete Streets policies as part of their General Plans. This must be done at the time that any substantive revisions of the Circulation Element in the General Plan are made. The State Office of Planning and Research has developed guidance for locals to comply with the law.

To be eligible for future transportation funding cycles, MTC's Resolution 4035 requires that local jurisdictions must have updated their General Plan to comply with the State's Complete Streets Act by late 2014. Livermore's MPFA with Alameda CTC also requires that it comply with the State Act, but there is no deadline for this action.

While the City of Livermore General Plan already includes language and policies that are consistent with the Complete Streets intent, the City will amend the Circulation Element to expressly comply with Complete Streets requirements by the late 2014 deadline.

RECOMMENDATION

Staff recommends the Planning Commission recommend the City Council:

1. Adopt the Complete Streets Policy; and
2. Incorporate Complete Streets policies and principles during the next substantial revision of the Livermore General Plan Circulation Element.

ATTACHMENTS

1. Resolution



PLANNING COMMISSION DRAFT MINUTES

TUESDAY, DECEMBER 18, 2012

7. PROJECT REVIEW

- 7.01 Adopt a resolution recommending the City Council adopt the Complete Streets Policy and incorporate Complete Streets Policies and Principles into the Livermore General Plan during the next substantial revision of the Circulation Element.

- Project Planner: Debbie Bell

Associate Planner (AP) Bell summarized the staff report.

Vice Chair Storti asked as part of this policy, if for example there were a high traffic street that has two lanes, if it was determined that there was a need for pedestrian/bicycle traffic on this two-lane road, is there a possibility that one lane would be eliminated or traffic would be re-routed to make room for the bicycle lane?

Assistant City Engineer (ACE) Vinn replied it isn't out of the realm of possibilities. A multi-lane street has been converted to a two-lane street with bike lanes and a turn lane in the past. That was done on P Street and Chestnut Street. It was appropriate on those particular streets because those streets don't carry enough volume to need four through lanes. In implementing this policy, we would be consistent with the City's General Plan, which identifies the number of lanes on major streets and collector streets. We would also be consistent with the City's Bicycle Master Plan, which identifies where bike lanes or routes are on the streets throughout the City. As planning documents are updated, those documents may need to be adjusted to provide certain modes of transportation in certain locations. Staff would bring those adjustments back to the Commission.

Vice Chair Storti stated years ago the community was designed as a walking community (horse buggy, walking to the downtown, etc.). Over the years, automobiles changed that and expanded the City limits. Streets were designed to handle City traffic just like in any other city. There's a movement now to move back towards other modes of transportation, as well as being pedestrian friendly; however, our streets aren't getting any wider and we

keep trying to jam more lanes and bicycle traffic, etc., into them. He understands the policy and trying to meet the State requirement, but a lot of these things are pushed on top of the current blueprint and the current blueprint really wasn't designed for those kinds of things. To convert a street that is two lanes to one lane with a bike lane is going backwards and there are instances of doing that in Livermore.

PM Spence said the policy doesn't require that all modes of transportation are provided for on every street. It simply requires that we evaluate it. There may be cases that it isn't appropriate to provide a bike lane or we may determine that a particular mode of transportation isn't necessary to be accommodated.

Vice Chair Storti stated he is just trying to make sure it is on the record that we are trying to jam everything down the same streets. We need to start making accommodations for these things. Trying to make sure that everyone has access throughout the community is a difficult challenge. He can understand the reasoning, and he's not trying to say that he is against it. He is just trying to express that it's hard to impose another infrastructure on top of the current infrastructure when we are having other issues, such as street maintenance and deferred maintenance in the City of over \$200 million.

Chair Cole said she heard ACE Vinn say that many of the streets (major collector streets and other streets) are specified in the General Plan as to the number of lanes. Most often, those streets have to be reviewed at the Planning Commission level.

ACE Vinn replied the Circulation Element identifies the number of lanes on arterial and collector streets. In many cases, it is expanding the street from what it is today to what is envisioned in the General Plan. The General Plan is within the purview of the Planning Commission and the City Council. Any change to the General Plan or the City's Bicycle Master Plan would have to go before the Planning Commission and the City Council.

Chair Cole stated if she is right, staff is not foreseeing that adoption of this policy will make changes to the way we do that kind of thing and that the way we do things is going to stay the same.

ACE Vinn replied he doesn't see this policy as changing what staff does at all, other than to maybe have a more formal process to review development plans and capital improvement projects to make sure this policy is being met.

ACE Vinn said there are policies in the General Plan that address complete streets. We are just formalizing the policy. As a practice, we've been

following the City's Design Standards and the City's Bicycle Master Plan. It really is a complete streets approach requiring that pedestrians, bicyclists, and automobiles all have a share of the space on the road.

Chair Cole said the things she likes about this policy is it brings awareness in an organized way, and the fact that all of this will get looked at whenever it's appropriate. It will become a part of the process.

ACE Vinn stated the example he gave where the number of lanes was reduced was first adopted in the 2004 General Plan and vetted through the Planning Commission and the City Council. The plan going forward is to go from four lanes to two lanes with a two-way left-turn lane and bike lane.

Chair Cole stated some of those left-turn lanes were needed.

Vice Chair Storti said he understands the reason for the policy, but at the same time, along with other things that this is alluding to, it's hard to get everything shoved down upon us and make these accommodations when things are already in place.

CM Spedowski stated as indicated in the staff report, it seems like this is just giving a name to what we are already doing. It's required by the Metropolitan Transportation Commission (MTC) to make sure other communities are up-to-speed; however, it seems like Livermore has been doing this for quite some time. As a Transit Planner with Wheels back in the late 1990's, the only city to consistently submit development plans for comment for transit amenities was Livermore. He never received anything from Pleasanton and very rarely received anything from Dublin. When he did receive development plans from one of those cities and he commented on them, those cities didn't listen to him. But Livermore listened and actually implemented some of the comments that he made moving bus turnouts and opening up walls so pedestrians could get to the bus turnout. It's nice to put a name to something that we've been doing for a very long time. He can see how this would be a concern to some communities, because they really don't have the policies in place. Therefore, those cities might be scrambling so they can participate in the OneBayArea funding opportunities that come up.

CM Kaskey asked what could be used as performance measures. AP Bell replied some examples are the number of Americans with Disabilities Act (ADA) access ramps that are installed on corners, the number of crosswalks that might be installed, and/or the number of miles of bike lanes. All those types of things could be considered performance measures.

CM Kaskey asked if there are immediate funds from the MTC or the Alameda County Transportation Commission (Alameda CTC). It sounds like this policy has got to be adopted soon.

ACE Vinn replied yes. Livermore has an agreement with the Alameda CTC that governs pass-through sales tax money that comes to Livermore for filling potholes, doing local street and road repairs, bike and trail projects, and bike and trail project maintenance. There is a new funding source (vehicle license fees) that came on-board. All of these fees now require that cities adopt a Complete Streets Policy to continue getting those fees. In addition, the Commission may have heard about the OneBayArea Grant through MTC. We are in Cycle Two right now. They are going to do a call for projects very shortly (within months). That is why Alameda CTC set a deadline of January 31 to adopt this policy to be eligible for that cycle of federal money. This is a change in how the money is doled out. The City used to get that same federal money without having to address policy issues like this. However, they are trying to make sure that the State law, which was enacted in 2008, is implemented at the local level.

CM Kaskey asked about the kinds of funds. ACE Vinn said we are talking about \$800,000 in a three-year cycle. That's just the federal part of it. There is also the Measure B vehicle license fee. He doesn't know what all that adds up to, but he is estimating approximately \$1.5 million annually.

CM Kaskey said the Complete Streets Policy mentions substantive revisions to the Circulation Element. She asked for an example of what those revisions might be.

ACE Vinn replied anything that isn't considered typographical errors or administrative clean-up, such as adding policies, changing what we define as our street network, and/or how many lanes are on what street, would be his definition.

MOTION BY COMMISSIONER SPEDOWFSKI, SECOND BY COMMISSIONER PANN, RECOMMENDING THE CITY COUNCIL ADOPT THE COMPLETE STREETS POLICY AND INCORPORATE COMPLETE STREETS POLICIES AND PRINCIPLES INTO THE LIVERMORE GENERAL PLAN DURING THE NEXT SUBSTANTIAL REVISION OF THE CIRCULATION ELEMENT.

AYES: COLE, KASKEY, PANN, SPEDOWFSKI, STORTI
NOES: NONE

**IN THE PLANNING COMMISSION
OF THE CITY OF LIVERMORE
STATE OF CALIFORNIA**

A RESOLUTION RECOMMENDING APPROVAL OF A COMPLETE STREETS POLICY

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 responders, seniors, children, youth, and families.

Livermore 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.

Livermore acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation.

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 the Circulation Element of their general plans they also 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."

The Governor's Office of Planning and Research has provided guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan circulation elements with the *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*.

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 wellbeing of their communities.

The Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address Complete Streets policies at the local level by January 31, 2013 through the adoption of a Complete Streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008.

The Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted Complete Streets policy by June 30, 2013, which should include the "Elements of

an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding.

Livermore, therefore, in light of the foregoing benefits and considerations, wishes to express its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices and preserves the character of the community.

NOW, THEREFORE, BE IT RESOLVED by the Livermore Planning Commission as follows:

1. That a Complete Streets Policy, attached hereto as Exhibit A, is recommended to the City Council for approval.
2. That the next substantial revision of the Livermore General Plan Circulation Element is recommended to the City Council to incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the City of Livermore Complete Streets Policy.

On the motion by Commissioner Spedowfski, seconded by Commissioner Pann, the foregoing Resolution was adopted at the Planning Commission meeting of December 18, 2012, by the following vote:

AYES: COLE, KASKEY, PANN, SPEDOWFSKI, STORTI
NOES: NONE
ABSENT: NONE

Harriet Cole, Chairperson



by Paul Spence, Planning Manager
Secretary to the Planning Commission

Attachment: Exhibit A

IN THE CITY COUNCIL OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION TO APPROVE A COMPLETE STREETS POLICY

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 responders, seniors, children, youth, and families.

The City of Livermore 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.

The City of Livermore acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation.

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 the Circulation Element of their general plans they also 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.”

The Governor’s Office of Planning and Research has provided guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan circulation elements with the *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*.

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.

The Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address Complete Streets policies at the local level by January 31, 2013 through the adoption of a Complete Streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008.

The Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted Complete Streets policy by June 30, 2013, which should include the “Elements

of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding.

The City of Livermore, therefore, in light of the foregoing benefits and considerations, wishes to express its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices and preserves the character of the community.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Livermore:

1. Approves the Complete Streets Policy, attached hereto as Exhibit A.
2. Authorizes that the next substantial revision of the Livermore General Plan Circulation Element will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the City of Livermore Complete Streets Policy.

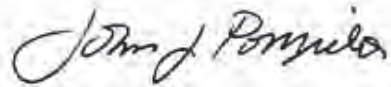
On motion of Councilmember _____, seconded by Councilmember _____, the foregoing resolution was passed and adopted on January 28, 2013, by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

ATTEST:

APPROVED AS TO FORM:

 Susan Neer
 City Clerk



 John Pomidor
 City Attorney

Exhibit A

COMPLETE STREETS POLICY FOR THE CITY OF LIVERMORE

Vision:

The City of Livermore will plan for, design, fund, construct, operate, and maintain a safe and efficient transportation system for all users in all street and roadway new construction, retrofit, or reconstruction projects.

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Livermore will create and maintain Complete Streets, which are streets that provide safe, comfortable, and convenient travel along and across streets 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 responders, seniors, children, youth, and families.

2. Context Sensitivity. Given the diversity of the natural and built environment in Livermore, flexibility in accommodating different modes of travel is essential to balancing the needs of all users. The City will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not all look the same and will not necessarily include exclusive elements for all modes on every street. Improvements that will be considered, include but are not limited to, 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, and 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. The City will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and divisions will 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 and divisions to maximize opportunities for Complete Streets. Additionally, the City of Livermore will work with other agencies, transit districts, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable safe

and efficient travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, expansion, maintenance, operations, alteration, or repair of streets, except that specific infrastructure for a given category of users may be excluded if an exemption or exception is approved via the process set forth in section C.1 or C.2 of this policy.

B. Implementation

1. **Design.** The City will follow its own accepted or adopted design standards as may be updated or amended, including but not limited to the City Standard Details and Specifications, City of Livermore Design Standards and Guidelines, Specific Plans, Neighborhood Plans, and Bike and Trail Plans. If no specific standard exists for transportation facilities then the City will use applicable federal and state standards. The City will also evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs.

2. **Network/Connectivity.** The City will incorporate Complete Streets infrastructure into existing streets and future transportation projects to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries.

3. **Implementation Next Steps.** The City will take the following specific next steps to implement this Complete Streets Policy:

- A. **Staff Review:** Staff will review all transportation system improvement projects during the planning/design phase to determine appropriate complete street implementation to meet this policy.
- B. **Plan Consultation and Consistency:** Staff will consult and confirm consistency of all transportation system improvement projects with local relevant plans to incorporate complete street practices.
- C. **Stakeholder Consultation:** Staff will include stakeholder involvement on projects and plans as early in the development process as possible as necessary to support implementation of this Complete Streets policy such as public hearings/meetings, staff outreach, and consultation with appropriate user groups. Consultation may include but is not limited to City Council, Planning Commission, Livermore Amador Valley Transit Authority, and Alameda County Bicycle and Pedestrian Advisory Committee meetings.

4. **Performance Measures.** Relevant departments will establish performance measures and perform evaluations of how well the street and transportation networks are serving each category of users as defined in A.1 of this policy by collecting baseline and follow-up data on a regular basis. Examples of data to collect and evaluate include but are not limited to: number and/or distance of multi-use trails, bike lanes, and sidewalks, and number of accessible sidewalk ramps.

C. Exemptions/Exceptions

1. Exemptions.

- A. The project is not a roadway improvement project;
- B. Routine maintenance activities that do not change the roadway geometry and are designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance).

2. Exception Approvals. Exceptions may be granted by the City Engineer with written findings that are available to the public upon request. Exceptions must explain why accommodations for all users and modes were not included in the plan or project. Examples of exceptions include but are not limited to:

- A. Use by a specific category of users is prohibited by law. In such case efforts should be made to accommodate users elsewhere;
- B. Construction is not feasible due to significant or adverse environmental impacts, including but not limited to impacts to waterways, flood plains, or other critical areas, impacts on neighboring land uses including impact from right of way acquisitions, or due to topographic or natural resource constraints;
- C. There is an absence of current and future need by a user group now and in the future even if the street were a complete street;
- D. The cost of accommodation of all users is excessively disproportionate to the need or probable use of the affected area.