

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.

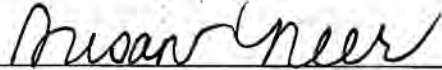
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Livermore:

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 the motion of Councilmember Horner, seconded by Vice Mayor Gary, the foregoing resolution was passed and adopted on the 28th day of January, 2013, by the following vote:

AYES: Councilmembers Horner, Turner, Woerner, Vice Mayor Gary, Mayor Marchand
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:



Susan Neer
City Clerk

APPROVED AS TO FORM:



John Pomidor
City Attorney

DATE: January 29, 2013

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.