

STAFF REPORT



ITEM NO. 21

CITY OF OCEANSIDE

DATE: March 13, 2013
TO: Honorable Mayor and City Councilmembers
FROM: Development Services Department
SUBJECT: **WALKABLE COMMUNITIES PRESENTATION**

SYNOPSIS

Complete Streets Presentation as required by State Legislation for General Plan Circulation Elements.

BACKGROUND

AB 1358, commonly referred to as the Complete Streets Act of 2007, was signed into law by Governor Arnold Schwarzenegger on September 30, 2008, with an effective date of January 1, 2011. The Complete Streets Act requires jurisdictions, upon revision of the circulation element of their general plan, to plan for multimodal transportation networks or "Complete Streets" and to provide a presentation to the legislative body.

The bill also directs the Office of Planning and Research (OPR) to amend guidelines for the development of general plan circulation elements so that the building and operation of local transportation facilities safely and conveniently accommodate everyone, regardless of their mode of travel. Complete Streets are also addressed more generally in SB375, the California law which establishes per capita greenhouse gas reduction goals, of which Complete Streets policies can help achieve.

As part of the City's recent circulation element update, Complete Streets guidelines were integrated to guide the City of Oceanside in identifying how to provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

The Complete Streets guidelines will help the City to ensure that roads are designed and operated to enable safe access for all users, regardless of age, ability, or mode of transportation. Complete Streets policy implementation can occur with large infrastructure improvements, new development projects and/or with routine repaving and rehabilitation projects. The Complete Streets concept does not focus solely on individual roads but on changing the decision making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways.

The practice can be to construct complete streets or complete streets components while prioritizing project selection and project funding so that jurisdictions accelerate development of a balanced, multimodal transportation network. Complete Streets policy implementation can also be gradual, with modest improvements gradually creating safer streets, thereby allowing change to be responsibly budgeted.

There is no singular design prescription for complete streets; each one will be unique and should be context sensitive at the same time designed to balance safety and convenience for everyone using the road. A complete street can include sidewalks, bike lanes, public transportation stops (comfortable and accessible), special bus lanes, frequent and safe crossing opportunities, median islands, pedestrian signals (accessible), curb extensions, bulb-outs, narrower travel lanes, roundabouts, traffic calming measures, re-timed signals and more.

The attributes of complete streets can provide many benefits such as safer roadways, reduced traffic collisions, reduced injuries and fatalities, increased physical activity, improved health, reductions in traffic congestion and vehicle miles travelled, greenhouse gas reductions, and reductions in air pollution. Making places more pedestrian and bike friendly also works to provide an economic boost to an area. Additionally, it is more cost effective to integrate sidewalks, bike lanes, transit amenities and safe crossings into the initial design of a project rather than making costly retrofits.

In September 2012, the Oceanside City Council approved the Circulation Element update. The Circulation Element also updated its bicycle and pedestrian master plans, Transportation Demand Management (TDM) policy, as well as the inclusion of Complete Streets guidelines. These plans, policies and guidelines are aimed at moving the City of Oceanside closer toward Smart Growth goals by in part, integrating a multi-modal infrastructure to accommodate other mode choices. Consequently, due to the September Circulation Element update, staff is required to provide a presentation to the Council outlining efforts to date.

ANALYSIS

Complete Streets guidelines were integrated into the City’s recent update of the Circulation Element in the Fall of 2012. The City also adopted the Coast Highway Corridor Vision Plan, Downtown 9-block Master Plan and the Mission Avenue One-Way Couplet. Moreover, the City of Oceanside is acknowledged as the region’s major transit hub in the North County.

Staff is currently in the process of developing a Request for Proposals (RFP) to commission a consulting firm to work with staff on the Coast Highway Corridor Study. The Coast Highway Corridor Study will review current and planned land uses along the corridor in conjunction with analysis of two-lane scenarios (one lane in each direction) for Coast Highway.

FISCAL IMPACT

Does not apply.

CITY ATTORNEY'S ANALYSIS

Does not apply.

RECOMMENDATIONS

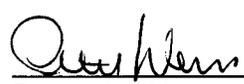
Complete Streets Presentation as required by State Legislation for General Plan Circulation Elements.

PREPARED BY:



John Amberson
Transportation Planner

SUBMITTED BY:



Peter A. Weiss
City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager
George Buell, Development Services Director
Scott O. Smith, City Engineer
David DiPierro, City Traffic Engineer

