



STAFF REPORT

SAUSALITO CITY COUNCIL FINANCE COMMITTEE

MEETING DATE: April 19, 2017

AGENDA TITLE: Sausalito Bicycle and Pedestrian Plan Update Status

LEAD DEPARTMENT: DPW -- Engineering

RECOMMENDED MOTION: Accept the Report

SUMMARY

The City's most-recent Bicycle Master Plan was adopted in 2008 (see Attachment 1). Consistent with federal policy¹, the Federal Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires communities seeking grant funds to have adopted and regularly-updated bicycle master plans. A "bicycle transportation" or similar plan adopted by a local jurisdiction is required by the Streets and Highways Code ("SHC") Section 890-892 (the California Bicycle Transportation Act of 1993) in order to be eligible for grants for construction of bicycle-related facilities. Similarly, the Expenditure Plan for the Measure "A" Transportation Sales Tax, approved in Marin County in 2004, requires that those local funds be expended on, "... project(s) that) ... consider the needs of all roadway users." Finally, the Metropolitan Transportation Commission has established criteria for its approval of grant funding for transportation projects that includes the requirement that proposed improvements be, "...evaluated for consistency with all local bicycle, pedestrian, transportation, and other plans that affect the right-of-way²."

While Staff expects that the Circulation Element to be adopted as part of the City's General Plan update process will satisfactorily address many of these requirements, the absence of a current Bicycle and Pedestrian Plan compromises the City's ability to compete for grant funding for streets projects. In addition, once the General Plan update is completed, there will continue to be a recurring need to update the City's Bicycle and Pedestrian Plan (or an equivalent) on approximately a 5-year frequency unless federal, state and regional laws and regulations reduce the City's obligations.

¹ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm

² See, for example, http://mtc.ca.gov/sites/default/files/Routine_Accommodation_guidance_FINAL.pdf

As it did with the last plan adopted by the City³, TAM hired Alta Planning + Design ("Alta") to prepare an updated plan for Sausalito and other communities in Marin. Alta held public meetings with the City's Pedestrian and Bicycle Advisory Committee ("BPAC") on June 2, 2014 and November 3, 2014 to help develop the draft plan update. A preliminary draft was presented to the City's BPAC on February 17, 2015 by Alta⁴. The draft documents reviewed by the City's BPAC have not yet reached a state that the BPAC is prepared to recommend adoption to the City Council. City Staff and BPAC Chair Fotsch met with Alta representatives on February 3, 2017 to discuss the preparation of a revised draft and in late January, 2017 TAM expanded the scope of its contract to allow Alta's additional work to take place. It is expected that a revised draft plan will be presented to the City's BPAC this spring with Council consideration planned for shortly thereafter.

BACKGROUND

Voters in Marin approved Measure "A" Transportation Sales Tax in November of 2004. Measure "A's" Expenditure Plan has the, "...single goal of enhancing mobility for everyone who lives and works in Marin County by providing a variety of high quality transportation options designed to meet local needs"⁵. Measure "A" funds are administered by the Transportation Authority of Marin ("TAM"). The Expenditure Plan for Measure "A" established several strategies, one being to, "(m)aintain, improve, and manage Marin County's local transportation infrastructure, including roads, bikeways, sidewalks, and pathways"⁶. Further, "(a)s projects are prioritized for funding (*under Measure A*), each project will be required to consider the needs of all roadway users. Project sponsors will be required to coordinate with adjacent jurisdictions to maximize economic efficiency and minimize construction impacts. The goal is to develop a comprehensive plan for improving critical roadways at the time an investment is made. Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing of bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements." (*ibid.*)

In addition, as the congestion management agency for Marin County, TAM In accordance with the Streets and Highways Code ("SHC") Section 890-892 - California Bicycle Transportation Act, is required to review and approve the City's Bicycle Transportation Plan ("BTP"). As it did with the last plan adopted by the City³ TAM hired Alta Planning + Design ("Alta") to prepare the updated plan for Sausalito and other communities in Marin. Each local agency is responsible for managing its own public outreach effort and for adoption of the resulting plan.

³ City of Sausalito Bicycle Master Plan 2008 Update (see Attachment 1)

⁴ <http://www.ci.sausalito.ca.us/modules/showdocument.aspx?documentid=16400> (See Attachment 2)

⁵ <http://www.tam.ca.gov/index.aspx?page=6>

⁶ <http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=279>

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DISCUSSION/ANALYSIS

ALTERNATIVES

FISCAL IMPACT

STAFF RECOMMENDATIONS

Staff recommends that this report be accepted.

ATTACHMENTS

1. City of Sausalito Bicycle Master Plan 2008 Update and Resolution 4970 Adopting said plan
2. Alta Bicycle and Pedestrian Plan Update presentation to City BPAC, February 17, 2015

⁷ <http://www.ci.sausalito.ca.us/modules/showdocument.aspx?documentid=16400> (copy attached)

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