

**RESOLUTION NO. 195-22 (CM)**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE IN SUPPORT OF CALTRANS PROJECT 05-1P110 INTEGRATING COMPLETE STREETS INFRASTRUCTURE AND COMPONENTS ALONG STATE ROUTE 152 WITHIN THE CITY OF WATSONVILLE**

**WHEREAS**, in December 2021, the California Department of Transportation (“CALTRANS”) adopted a Complete Streets Policy (Caltrans Director’s Policy No. DP-37) for all new transportation projects it funds or oversees to ensure they include “Complete Street” features that provide safe and accessible options for people walking, biking and taking transit. This policy is intended to expand the availability of sustainable transportation options to help meet the state’s climate, health and equity goals; and

**WHEREAS**, a Complete Street provides mobility for people of all ages and abilities, particularly those who are walking, biking, using assistive mobility devices, and riding transit. Complete Streets offer several benefits, including enhancing safety and creating more sustainable transportation options to decrease dependence on driving and improving public health by encouraging active transportation like walking and biking. As such, a Complete Street is an enhanced transportation facility that provides comfortable and convenient mobility, and improves accessibility and connectivity to destinations for all travelers; and

**WHEREAS**, Complete Streets are especially attuned to the needs of people walking, using assistive mobility devices and maximize the existing right-of-way by prioritizing space efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts; and

**WHEREAS**, Complete Streets shift the focus from vehicle movement as the primary goal to the movement of people and goods; and

**WHEREAS**, the “all ages and abilities” concept strives to serve all users regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults and people with disabilities by embodying best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort as well as accessibility; and

**WHEREAS**, the City understands that improving mobility, accessibility and safety for all users is of utmost importance to residents; and

**WHEREAS**, Complete Streets are consistent with the City’s focus on traffic safety and Watsonville’s adopted Vision Zero Plan that strives to eliminate traffic fatalities and injuries; and

**WHEREAS**, providing Complete Streets features for State Route 152 through downtown Watsonville are consistent with the City’s Downtown Complete Streets Plan (2019), which provides a vision of a multi-modal, revitalized downtown that is safer and more accessible for all users and modes of transportation, including pedestrians, bicyclists, transit riders and motorists; and

**WHEREAS**, providing Complete Streets features for State Route 152 through downtown Watsonville are consistent with the City’s Climate Action and Adaption Plan (2021), which calls for making Complete Streets improvements to Main Street as part of Measure T2-B (Pedestrian and Cyclist Multimodal Enhancements); and

**WHEREAS**, providing Complete Streets features for State Route 152 through downtown Watsonville are consistent with the vision, goals and policies of the draft Downtown Watsonville Specific Plan; and

**WHEREAS**, as the heart of the town, and the center of life and culture, Watsonville’s downtown plays an important role in defining the city. Downtown’s vibrancy provides important amenities—attracting people to a common area, a place for festivals and celebrations, a great place to start a small business, and a lively place that is attractive to young and old alike. The success of the downtown requires focusing the most intensive redevelopment on underutilized sites while at the same time protecting and enhancing historic properties. This area can afford the highest densities, the most pedestrian friendly design, and the greatest variety of uses. It is not only a business district, but also a neighborhood. Watsonville’s downtown is envisioned to grow over time, and as such, the form and development of the downtown will be based on anticipated realities; and

**WHEREAS**, as part of robust community outreach for the Downtown Watsonville Specific Plan, community members have expressed support for “re-imagining” Main Street (SR 152), including improving downtown’s walkability with streetscape and public improvements such as installing wider sidewalks to allow more room for pedestrians, adding parklets to allow more space for outdoor dining, and reducing the number of lanes on Main Street to calm traffic and make it safer for pedestrians; and

**WHEREAS**, Goal 10 of the Downtown Watsonville Specific Plan calls for providing convenient access and circulation for all modes of transportation; and

**WHEREAS**, Policy 10.1 (Complete Streets) calls for designing streets to provide safe and comfortable facilities for all people walking, biking, rolling, riding transit, or operating motor vehicles; and

**WHEREAS**, Policy 10.2 (Main Street) calls for re-designing Main Street (SR 152) as a traffic calmed street with an emphasis on active uses and the highest levels of pedestrian activity; and

**WHEREAS**, Policy 10.3 (CALTRANS Facilities) indicates that the City shall work with CALTRANS to re-imagine SR 152 to function as a downtown street with priority given to pedestrian and destination traffic; and

**WHEREAS**, a key roadway improvement identified in the Downtown Watsonville Specific Plan involves reducing the number of travel lanes for Main Street (SR 152) from four to three with a center two way left turn lane (or landscaped median) and one lane in each direction; and

**WHEREAS**, CALTRANS has begun work on a Project Initiation Document (PID) for Project No. 05-1P110, Highway 152 Watsonville Rehab/CAPM on State Route 152 from the Junction with State Route 1 to 0.5 miles east of Carlton Road and includes preserving pavement, rehabilitating traffic signals, upgrading curb ramps and other complete streets improvements; and

**WHEREAS**, the purpose of the PID process is to establish a well-defined project scope tied to a reliable cost estimate and schedule and precedes preparation of California Environmental Quality Act documents, final design and construction all of which shall be done by CALTRANS; and

**WHEREAS**, CALTRANS has agreed to consider incorporating into the PID for Project No. 05-1P110 complete streets concepts under consideration in the City's draft Downtown Watsonville Specific Plan such as improved and accessible pedestrian facilities, vehicle lane reductions and/or reconfigurations, and other improvements and/or modifications that will increase mobility, accessibility and safety for all users and may alter existing traffic patterns, increase vehicle delays, and impact travel behavior; and

**WHEREAS**, CALTRANS has requested that the Watsonville City Council provide a resolution stating that the City supports incorporation of the above complete streets concepts into the Project No. 01P150 PID and acknowledges and accepts the possible changes in and impact on traffic patterns and travel behavior.

**NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA AS FOLLOWS:**

1. This action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15378(b)(5), in that adopting a Resolution supporting incorporation of complete streets components into a Project Initiation Document does not meet CEQA's definition of a "project," because the action does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment and if a "project," is exempt under the "common sense" exception (14 Cal. Code Regs. § 15061(b)(3)) because it can be seen with certainty that there is no possibility that this action may have a significant effect on the environment. If the Project proceeds, Caltrans will undertake the appropriate level of CEQA review for the Project as part of the PID phase.

2. The Watsonville City Council hereby adopts this resolution in support of Caltrans Project 05-1P110 integrating Complete Streets components into the Project Initiation Document for Caltrans Project No. 05-1P110 that will increase mobility, accessibility and safety for all users and may alter existing traffic patterns, increase vehicle congestion and delays, and impact travel behavior.

3. The adoption of this Resolution is intended to be symbolic and adoption of this Resolution by the City Council does not in any way commit any City funds to Caltrans Project No. 05-1P110.

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The foregoing resolution was introduced at a regular meeting of the Council of the City of Watsonville, held on the 13<sup>th</sup> day of September, 2022, by Member Hurst, who moved its adoption, which motion being duly seconded by Mayor Pro Tempore Montesino, was upon roll call carried and the resolution adopted by the following vote:

AYES: COUNCIL MEMBERS: **Dutra, Estrada, García, Hurst, Montesino, Quiroz-Carter, Parker**  
NOES: COUNCIL MEMBERS: **None**  
ABSENT: COUNCIL MEMBERS: **None**

DocuSigned by:  
*Ari Parker*  
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Ari Parker, Mayor

ATTEST:

DocuSigned by:  
*Irwin Ortiz*  
95920F9A882E4FA...  
City Clerk  
9/16/2022 | 3:45 PM PDT

Date

APPROVED AS TO FORM:

DocuSigned by:  
*Samantha Butler*  
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City Attorney

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I, Irwin I. Ortiz, City Clerk of the City of Watsonville, do hereby certify that the foregoing Resolution No. 195-22 (CM) was duly and regularly passed and adopted by the Watsonville City Council at a meeting thereof held on the 13<sup>th</sup> day of September, 2022, and that the foregoing is a full, true and correct copy of said Resolution.

DocuSigned by:  
*Irwin Ortiz*  
95920F9A882E4FA...  
Irwin I. Ortiz, City Clerk

Date 9/16/2022 | 3:45 PM PDT