

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

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**RESOLUTION APPROVING A COMPLETE STREETS POLICY FOR
UNINCORPORATED SAN MATEO COUNTY**

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, 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, public transportation, seniors, and youth; and

WHEREAS, the lack of Complete Streets can create accessibility problems for pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and persons with disabilities; and

WHEREAS, many of the County’s residents living in the cities and unincorporated areas do not drive, including a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the insufficient and inequitable availability of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the projected dramatic increase in the County's overall population of older adults and in the population ages 85 and older that will be seen by 2030, makes it prudent that changes begin to occur now to street design and transportation planning to better accommodate seniors, including making it easier to walk and take public transit; and

WHEREAS, the County acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by modes such as walking, bicycling, and public transportation, which can help address a wide variety of challenges, including pollution, climate change, obesity, physical inactivity, limited recreational opportunities, safety, and excessive expenses; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to the increase of California adults who are obese; and

WHEREAS, the County recognizes that the careful planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of public health, economic development, and environmental sustainability; and

WHEREAS, the County recognizes that, in contrast, the lack of Complete Streets can potentially impose significant costs on government, employers, and individuals, including the costs of physical inactivity and obesity, which have a

significant impact annually in California, from medical expenses, workers' compensation, and lost productivity; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties revise general plans, they 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"; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, the Metropolitan Transportation Commission (MTC), which is the Bay Area's regional transportation and funding agency, administers the One Bay Area Grant (OBAG) program; which is a four-year funding approach that integrates the region's federal transportation funding program with California's climate law and MTC's Sustainable Communities Strategy; and MTC is requiring partnership jurisdictions,

which include the County, to adopt a Complete Streets Resolution approved by the Board of Supervisors by January 31, 2013, in order to remain eligible for the OBAG program funding; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, transportation options, and environmental well-being of their communities; and

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

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED, as follows:

1. That the County of San Mateo adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said Exhibit is hereby approved and adopted.

2. That the next substantial revision of the San Mateo County General Plan Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this Resolution.

PASSED AND ADOPTED by the Board of Supervisors of San Mateo County, State of California, on January 8, 2013, by the following vote:

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Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the Board of Supervisors of the County of San Mateo on January 8, 2013.

COMPLETE STREETS POLICY OF THE COUNTY OF SAN MATEO

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The County of San Mateo (County) expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, bridges, interchanges used to get to and across highways, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of the County shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders. Improvements that may be considered include 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, street furniture, bicycle parking facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming devices, bulb outs, curb extensions, chicanes, and road diets.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments of the County, including but not limited to Public Works and Parks and Planning and Building, shall work toward 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, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, utility projects, signalization operations or modifications, and maintenance of landscaping/ related features.
4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable improved travel along and across the right-of-way for each category of users shall be considered, where feasible, into all planning, funding, design, approval, and implementation processes for construction, reconstruction,

retrofit, alteration, or repair of streets (including streets, roads, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users need not be considered for projects that involve only ordinary or emergency maintenance activities designed to keep assets in a serviceable condition and may be excluded if an exemption is approved via the process set forth in Section C.1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans and standards, except where such consistency cannot be achieved without negative consequences, or in instances where the head of the relevant department provides written approval explaining the basis of such deviation. If the County has a Bicycle and Pedestrian Advisory Committee (BPAC), such deviations shall be presented to the BPAC early in the planning and design stage, to ensure the BPAC has an opportunity to provide comments and recommendations.
2. **Street Network/Connectivity.** As feasible, the County shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If the County has a BPAC or equivalent, transportation projects shall be reviewed by the BPAC or equivalent early in the planning and design stage, to provide the BPAC an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.

C. Exemptions

1. **Leadership Approval for Exemptions.** For projects that seek Complete Streets exemptions, a written explanation signed off by the Director of Public Works and Parks or equivalent high level staff person of why complete streets accommodations were not included in the project must be provided. Descriptions of projects that are exempted from complete streets enhancements by the Director of Public Works and Parks or an equivalent high level staff person must be made publicly available for review prior to advertisement for bids. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) publication Accommodating Bicycle and Pedestrian Travel: http://fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

2. **Ordinary or Emergency Maintenance.** Ordinary or emergency maintenance activities designed to keep assets in serviceable condition shall be considered exempt from the requirements for a complete streets solution.

D. Evaluation and Reporting

1. **Evaluation.** Under the direction of the Department of Public Works and Parks, all relevant departments shall perform evaluations of how well the County-maintained roads and transportation systems of the unincorporated County areas are serving each category of users by collecting and/or compiling baseline data and/or estimates and collecting follow-up data on a regular basis, including data that:
 - a. Tracks performance standards, including new miles of bicycle lanes, sidewalks, number of new curb ramps, improved crossings, and signage.
 - b. Tracks collision statistics by mode of transportation, and bicycle and pedestrian injuries and fatalities.
2. **Reporting.** The Director of Public Works and Parks shall provide an annual report to the Board of Supervisors summarizing how well the County is implementing its Complete Streets policy, with the report including such topics as: the evaluation data from this policy, an assessment of performance; and a list and map of street projects undertaken in the past period, with a brief summary of the Complete Streets infrastructure used in those projects and, if applicable, the basis for excluding Complete Streets infrastructure from any projects.