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SAN DIEGO
COUNTY CLERK

☐ APPROVED ☐ DENIED ☐ ADOPTED ☐ CONTINUED TO _____
☐ ACKNOWLEDGED ☐ ACCEPTED ☐ RESOLUTION NO. _____
☐ SET PUBLIC HEARING ☐ APPOINTED ☐ ORDINANCE NO. _____

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Resolution No. 2015-_____

WHEREAS, on October 21, 2015, the Planning Commission, after receiving public comments on the matter, and having deliberated and considered the merits of the proposed policy, did vote unanimously to recommend the Board adopt the Multi-Use Streets Policy (**Exhibit A**); and

1 **WHEREAS**, on November 3, 2015, the Multi-Use Streets Policy (Exhibit 1), together with the
2 Planning Commission's recommendation, was presented to the Board for its consideration, and the
3 Board received public comments on the proposed Multi-Use Streets Policy (**Exhibit A**) and
deliberated and considered the merits of the proposed policy.

4 **NOW THEREFORE BE IT RESOLVED** by the Board of Supervisors of the County of San
5 Benito that based on the evidence in the record, it hereby adopts the Multi-Use Streets Policy
attached hereto and incorporated herein by reference as **Exhibit A**.

6 **PASSED AND ADOPTED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF**
7 **SAN BENITO THIS 3RD DAY OF NOVEMBER, 2015 BY THE FOLLOWING VOTE:**

8 Ayes: Supervisor(s):

9 Noes: Supervisor(s):

10 Absent: Supervisor(s):

11 Abstain: Supervisor(s):

12 By: _____
Margie Barrios, Chair

13 **ATTEST:**
14 Louie Valdez, Clerk of the Board

APPROVED AS TO LEGAL FORM:
San Benito County Counsel's Office

15 By: _____

16 By: Shirley L. Murphy
Shirley L. Murphy, Deputy County Counsel

17 Date: _____

18 Date: Oct. 23, 2015

Multi-Use Streets Policy

Introduction

San Benito County recognizes that roadways provide mobility and access for travelers, and serve other functions that are important to the community. Non-motorized users of roadways have mobility and access needs equal to those of motor vehicle users. Roadways may also provide opportunities for non-travel uses, such as farmer's markets, parades, etc. In many cases, roadways also include infrastructure for water, wastewater, electric, broadband, and other utilities.

Policy

San Benito County shall implement a complete streets policy through the planning, design, construction, maintenance and operation of new and retrofit regional and local transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users, and vehicle operators and passengers of all ages and abilities.

San Benito County shall implement a "dig once" policy by including provision for a full range of infrastructure main line and distribution, above and below ground, as appropriate, in initial roadway design and construction and in reconstruction projects involving more than surface pavement treatment.

All streets and roadways proposed by subdivision and all projects funded through the County's Capital Program shall be subject to this policy. The County strongly encourages adoption of similar policies by local jurisdictions who seek funding or services through the County.

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational, and public facilities, as well as retail and transit centers.
2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
3. Establish a checklist of pedestrian, bicycle, and transit accommodations such as accessible sidewalks, curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian oriented lighting, bike lanes, shoulders, and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.
4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users.
5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to the length of the project, local support, environmental constraints, right of way limitations, funding resources, and bicycle and/or pedestrian compatibility.
6. Transportation facilities are long-term investments that shall anticipate future demand for bicycling and walking facilities and not preclude provision of future improvements.
7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and

- conveniently. Therefore, the design of intersections, interchanges, and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
8. Design bicycle and pedestrian facilities to the best currently available standards and practices, including the Caltrans Highway Design Manual, AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices, and others as related, or their successor documents.
 9. Research, develop, deploy, and support new technologies for improving safety and mobility.
 10. Make provisions for pedestrians when closing roads, bridges, or sidewalks for construction
 11. Improvements should also consider Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
 12. Improvements must comply with Title VI, Executive Order 12898, the Americans with Disabilities Act (ADA), and should complement the context of the surrounding community.
 13. Implement training for engineers, planners, decision makers and other involved professionals on bicycle/pedestrian/transit policies and integration of non-motorized travel options into transportation systems.
 14. Establish performance measures to gauge success.

Exemptions

Exemptions to the Complete Streets Policy except those originating from emergency repairs must be originated by written report of the Director of the Resource Management Agency and documented with supporting data that indicates the reason for the decision. All requests for exemption shall be reviewed at a regularly scheduled meeting of the County Planning Commission.

Emergency repairs shall be certified as such by the Director of the Resource Management Agency, who shall provide a report describing such repairs at the next regularly scheduled Commission meeting. In undertaking emergency repairs, the County shall strive to maintain or improve mobility and access for non-motorized travelers.

Minor Exemptions

Acceptable reasons for minor exemption include:

- Non-motorized users are prohibited on the roadway and no suitable location for an off-roadway path exists or can be identified.
- Scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations.
- Detrimental environmental or social impacts outweigh the need for these accommodations.
- Cost of accommodation is excessively disproportionate to the cost of the project, more than twenty five 25% of the total cost.
- Clear and present safety considerations are compromised by inclusion of Complete Streets elements.

A minor exemption in whole or in part or subject to conditions may be approved by the Commission after reviewing the information presented in the application and at the public meeting and the Commission finds that the result of allowing the exemption as specified will be in harmony with the general intent of this policy, the general plan, and applicable specific plans and ordinances.

Exemptions

An exemption in whole or in part or subject to conditions may be approved by the Commission if from the information presented in the application and at the public meeting it appears to be in compliance with the criteria set forth in this policy and the Commission makes all of the following findings:

- (A) That there are exceptional or extraordinary circumstances applying to the project design or project location involved;
- (B) That the allowance of the exemption will not, under the circumstances of the particular case, be materially detrimental to the mobility and/or access rights of non-motorized users of roadways, impair the general public welfare, or be materially injurious to persons or property in the vicinity; and
- (D) That the result of allowing the exemption as specified will be in harmony with the general intent of this complete streets policy, the general plan, and applicable specific plans and ordinances.

COUNTY OF SAN BENITO RESOURCE MANAGEMENT AGENCY



Memorandum

TO: PLANNING COMMISSION
FROM: BRENT C. BARNES, AICP, DIRECTOR
DATE: 21 OCTOBER, 2015
SUBJECT: COMPLETE STREETS

Background

As discussed with the Commission on 24 September 2015, roadways serve many purposes, including facilitating mobility between origins and destinations, providing access to land uses (diagram, below), and serving as the stage on which a range of non-transportation activities take place. This concept, called Complete Streets, helps link land use and transportation planning activities, two critical elements that establish the overall of our communities. Implementing a Complete Streets program is a complex process that involves adopting policies, writing ordinance changes, new standards for reviewing development plans, training for staff, and education and outreach programs for our customers and stakeholders.

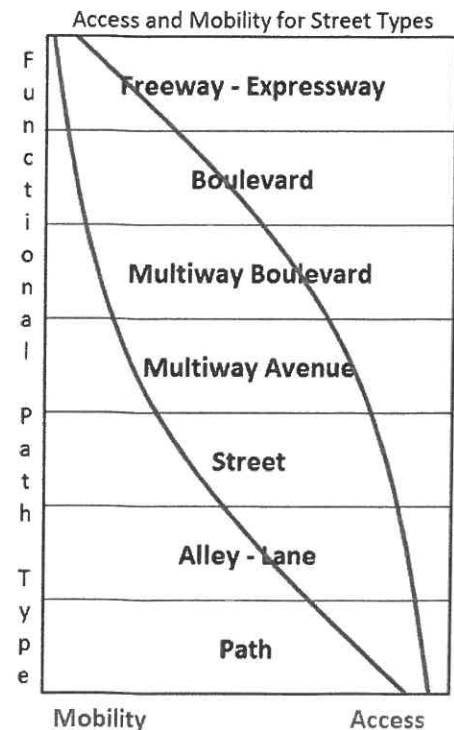
Complete Streets strategies, as we know them today, have been in use for more than a dozen years, but they really go back to the "roots" of how we build communities. Countless jurisdictions across the U.S. have implemented Complete Streets programs. In 2008, Governor Schwarzenegger signed AB 1358, the California Complete Streets Act and in December 2010, the Governor's Office of Planning and Research released a guidance document entitled *Complete Streets and the Circulation Element*. Much of that guidance is reflected in the new County General Plan, adopted earlier this year.

We are now moving forward toward a program of changes to our ordinances. The first step in doing so is adoption of a specific Complete Streets policy, which is intended to flesh out the broad goals and policies in the General Plan. The policy is intended to provide specific guidance to staff when preparing subdivision, zoning, and land use and environmental ordinance changes, as well as guidance to prospective developers as they design their projects.

Recommendation

Staff recommends that the Planning Commission:

1. Review the attached Resolution and draft Complete Streets policy,
2. Receive public comments on the Resolution and policy, and
3. Vote to recommend adoption of the Resolution and Complete Streets policy to the Board of Supervisors.



BEFORE THE PLANNING COMMISSION OF THE COUNTY OF SAN BENITO

A RESOLUTION OF THE SAN BENITO COUNTY)
PLANNING COMMISSION RECOMMENDING)
TO THE BOARD OF SUPERVISORS ADOPTION) Resolution No. 2015-07
OF A COMPLETE STREETS POLICY FOR ALL)
SAN BENITO COUNTY STREETS AND ROADWAYS)
_____)

WHEREAS The County Planning Commission has adopted the 2035 General Plan; and

WHEREAS, the 2035 General Plan includes Policy C-1.1 *Intermodal Connectivity*, which states that the County shall ensure that, whenever possible, roadway, highway, public transit systems, and pedestrian and bicycle trails are interconnected with other modes of transportation; and

WHEREAS, the 2035 General Plan includes Policy C-1.2 *Complete Streets*, which states in part that the County shall plan for use of roadways by all vehicle types and users, including automobiles, trucks, alternative energy vehicles, agricultural equipment, transit, bicyclists, and pedestrians, when constructing or modifying roadways; and

WHEREAS, the 2035 General Plan includes Policy C-1.15 *Street Networks that Enhance Neighborhood Character*, which states that the County shall encourage traditional interconnected street networks that provide alternate routes between neighborhoods and other measures that slow neighborhood traffic and enhance neighborhood character, such as those associated with Complete Streets; and

WHEREAS, the Planning Commission held a duly noticed public hearing, at which time it heard and received all oral and written testimony and evidence that was made, presented or filed, and all persons present at the hearing were given an opportunity to hear and be heard with respect to any matter related thereto; and

WHEREAS, at the conclusion of the public testimony, the Planning Commission closed the public hearing, deliberated and considered the merits of the proposed resolution.

NOW THEREFORE BE IT RESOLVED by the Planning Commission of the County of San Benito that based on the evidence in the record, it hereby recommends that the Board of Supervisors approve the proposed Multi-Use Streets Policy attached hereto and incorporated herein by reference as Exhibit "A".

**PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE COUNTY OF
SAN BENITO THIS 21st DAY OF OCTOBER, 2015 BY THE FOLLOWING VOTE:**

AYES:

NOES:

ABSENT:

ABSTAIN:



ROBERT RODRIGUEZ, Chair
San Benito County Planning Commission

ATTEST:



BRENT BARNES, Director
San Benito County Resource Management Agency