

RESOLUTION NO. BOS-2012-436

**RESOLUTION OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF SANTA CLARA  
ADOPTING A COMPLETE STREETS POLICY**

**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, users and operators of public transportation, seniors, children, youth, and families;

**WHEREAS**, the County of Santa Clara acknowledges the benefits, value, and public health and welfare interest in increasing transportation by walking, bicycling, and public transportation;

**WHEREAS**, the County of Santa Clara recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability;

**WHEREAS**, the County of Santa Clara assumes its shared responsibility to reduce the public and environmental impacts of greenhouse gas emissions, and to implement policies and standards for more sustainable and productive communities;

**WHEREAS**, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as 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”;

**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;

**WHEREAS**, the County of Santa Clara is responsible for operating, maintaining, and improving over 1,400 lane miles of roads, including expressways, roads in unincorporated areas, and rural/mountain roads;

**WHEREAS**, a Complete Streets policy is consistent with the goals, strategies, and policies of the County of Santa Clara General Plan and with the goals of the General Plan Health Element currently under development;

**WHEREAS**, the County of Santa Clara therefore, in light of the foregoing benefits and considerations, wishes to confirm 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;

Adopted: 11/06/2012

64435

NOV 06 2012

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Supervisors of the County of Santa Clara, State of California, as follows:

1. That the County of Santa Clara 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 County of Santa Clara 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 **COUNTY OF SANTA CLARA BOARD OF SUPERVISORS** on NOV 06 2012, 2012 by the following vote.

AYES: **CORTESE, KNISS, SHIRAKAWA, WASSERMAN, YEAGER**

NAYS: **NONE**


ABSENT: **NONE**

ABSTAIN: **NONE**

BY:

  
\_\_\_\_\_  
GEORGE SHIRAKAWA, President  
Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
LYNN REGANZ  
Interim Clerk of the Board of Supervisors

APPROVED AS TO FORM AND LEGALITY:

  
\_\_\_\_\_  
E. RAY RUIZ  
Deputy County Counsel

Attachment: Exhibit A

## Exhibit A

### COUNTY OF SANTA CLARA COMPLETE STREETS POLICY

#### A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The County of Santa Clara expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of the County of Santa Clara 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, businesses, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will 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, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users.
3. **Complete Streets Incorporated into All Department Operations.** All relevant departments and agencies of the County of Santa Clara shall work towards 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.
4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), consistent with the urban, suburban, or rural character of the road. Specific infrastructure or operations may be excluded by definition or if an exemption is approved via the process set forth in Section C of this policy.
5. **NPDES Requirements.** Complete Streets designs shall not be exempt from National Pollutant Discharge and Elimination System (NPDES) considerations and design elements, and shall be consistent with NPDES best practices.

## 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 including VTA bicycle and pedestrian technical guidelines, except where such consistency cannot be achieved without negative consequences. Consistency shall not be required if the Director of the relevant department provides written approval explaining the basis of such exemptions. Exemptions shall be presented to the County Bicycle and Pedestrian Advisory Committee (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 of Santa Clara shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to improve access to employment, schools, and other public destinations, with the particular goals of creating a connected network of facilities accommodating each category of user, increasing connectivity across jurisdictional boundaries, and providing for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** Transportation projects shall be reviewed by the County BPAC 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.
4. **Evaluation.** The County will track implementation of Complete Streets improvements and report progress as part of the annual Countywide Sustainability Matrix.

## C. Exemptions

1. **Excluded Project/Operations Categories.**
  - Projects that involve only ordinary, routine, seasonal, or emergency maintenance activities designed to keep assets in serviceable condition are exempt from the Complete Streets Policy requirements. These activities include debris removal, landscape maintenance including mowing, drainage maintenance, street sweeping, pavement pothole repairs, and existing infrastructure repairs (e.g., repairs to sidewalks, curbs, concrete joints, sound walls, fiber optics, traffic control and safety devices, etc.).
  - Capital projects that are only for drainage or work below the road surface (e.g., culverts, bridge foundations, fiber optics/conduits, utilities, etc.) are exempt from the Complete Streets Policy requirements.

2. **Approval for All Other Project Exemptions.** All other projects granted an exemption from providing context appropriate accommodations for all modes must include written findings of why such accommodations were not included in the project. The written findings must be signed off by the relevant Department Director or equivalent high level staff person and be made publicly available for review. Examples of grounds for exemptions include, but are not limited to, the following:

- There are excessive and disproportionate costs of establishing a bikeway, walkway, transit, or other enhancement as part of the project.
- The construction is not practically feasible or cost effective because of significant or adverse environmental impacts or due to impacts on neighboring land uses, including impact from right-of-way acquisitions.
- The Complete Streets modifications are inconsistent with NPDES best practices.
- There is opposition by a significant number of the project area community.