



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Public Works and Parks and
Planning and Building Departments



Date: November 30, 2012
Board Meeting Date: January 8, 2013
Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors

From: James C. Porter, Public Works and Parks Director
Jim Eggemeyer, Community Development Director

Subject: Adoption of a Resolution for a Complete Streets Policy for unincorporated San Mateo County.

County File Number: PLN 2012-00335

RECOMMENDATION:

Adopt a Resolution approving a Complete Streets Policy for unincorporated San Mateo County.

BACKGROUND:

The Metropolitan Transportation Commission (MTC), which is the Bay Area's regional transportation and funding agency, administers the One Bay Area Grant (OBAG) program. The OBAG program 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. MTC is requiring partnership jurisdictions, which include San Mateo County, to adopt a Complete Streets Resolution approved by their Board of Supervisors by January 31, 2013, in order to remain eligible for the current round of OBAG funding. The Resolution must incorporate certain required elements, but can be tailored to the context of the locality. The next round of OBAG funding is anticipated for 2015, and jurisdictions will be required to update the circulation elements of their general plans consistent with State's Complete Streets Act.

The Complete Streets Act of 2008 requires that consideration be given to accommodate all users, including private vehicles, public transit, pedestrians, and bicyclists for future projects. This consideration may be context sensitive depending on adjacent land uses and facility users and is not a one size fits all solution for each project. Complete streets policies apply to all roadway projects and phases, including new construction, repaving, or retrofitting, and include both public roads and privately built facilities intended for public use. MTC has provided jurisdictions with required elements (see Attachment A) that can be modified to be appropriate for each particular jurisdiction.

The Resolution is based upon a template developed by MTC, which has been adapted to the local context through input from the County Health, Planning and Building, and Public Works and Parks Departments. The Resolution includes the elements required by MTC. Unincorporated San Mateo County differs in several key aspects from incorporated cities with regard to its street systems. Key modifications to the MTC template resolution related to differences between County and cities' transportation systems and advisory committees are as follows:

1. Cities consist of contiguous land area, while the unincorporated County lands are discontinuous.
2. Cities may have a transportation network, while the unincorporated County has a largely rural network covering an extensive geographic area, as well as many additional smaller and discontinuous networks in unincorporated areas surrounded by cities.
3. City roadway networks are largely urban and suburban, while the transportation networks in the unincorporated County areas are largely rural and suburban. Many miles of the County's roadway system are located within rural areas that are not conducive to or appropriate for expansion.
4. MTC's required elements include consultation with the local Bicycle Pedestrian Advisory Committee (BPAC) in the project development phases, if a BPAC has been established. The County does not have a designated BPAC exclusive to the unincorporated County, although C/CAG does have a BPAC for the entirety of the County, including the incorporated cities. To implement this element, the County may decide to consult with known bicycle groups or area specific councils that are advisory to your Board.

Additionally, several unincorporated areas have minimum road standards that were adopted by your Board after public input processes. In most areas, these standards do not include curb, gutter or sidewalk. This does not mean that complete streets policies are inapplicable to these areas, nor does it mean that the needs of all users will not be considered, but it would mean that a complete streets project in such an area would not include a sidewalk. In some cases, it might be appropriate to reconsider these roadway standards; however, based on the current policies, additional features beyond the minimum road standards would require additional funding such as property owner assessments or grant funding. These issues will need to be considered by Public Works and Parks during the project planning process and during the Planning Department's process of updating the County's General Plan Circulation Element as required by MTC.

Environmental Review: Per Section 15378 of CEQA, adoption of the proposed Resolution is not a project according to CEQA definitions, and is therefore not subject to further CEQA requirements.

DISCUSSION:**A. COMPLIANCE WITH THE GENERAL PLAN**

The proposed Resolution complies with all policies of the General Plan, in particular, the following:

Policy 12.1: Provides for a balanced and integrated transportation system which allows for travel by various modes.

Policy 12.15.f: Requires that the County plan for providing bicycle and pedestrian travel.

These and other policies in the Transportation Element require the County to consider the needs of a variety of travelers in transportation planning, including bicyclists and pedestrians. The Resolution is consistent with these policies in that it requires planning for roadway improvements to consider the needs of all users, including bicyclists and pedestrians.

B. PUBLIC COMMENT

No public comment has been received on this item as of the date of completion of this staff report. If public comments are received after the completion of this report, they will be addressed at the public hearing.

C. REVIEWING AGENCIES

Department of Public Works and Parks
Planning and Building Department
Health Department
County Counsel
C/CAG

This Resolution has been reviewed and approved by County Counsel as to form.

Adoption of this Resolution will contribute to the 2025 Shared Vision outcome of a Livable Community by connecting people to housing, opportunities for cultural and personal enrichment, supportive social services, and transit systems and to other people of all ages.

FISCAL IMPACT:

There is no impact to the General Fund to adopt the Resolution. Adoption of a Complete Streets Resolution prior to January 31, 2013, enables the County to be eligible to receive OBAG funding from MTC. Implementation of the Complete Streets Policy could have additional future County costs, as yet undetermined, related to infrastructure improvements.

ATTACHMENT:

A. Complete Streets Required Elements Resolution by MTC