

**A RESOLUTION OF THE SAN BRUNO CITY COUNCIL 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, drivers of emergency vehicles, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the City of San Bruno recognizes that the coordinated development of Complete Streets infrastructure will provide benefits to public health and environmental sustainability, increase the efficiency of the road network, reduce traffic congestion by improving mobility options, and improve the general quality of life; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (California Government Code Sections 65040.2 and 65302), 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 City of San Bruno 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 variety of challenges, including pollution, climate change, obesity, safety, and excessive expenses; and

WHEREAS, as of 2010, approximately 30% of San Mateo County residents did not drive, including children and a disproportionate number of older adults, low-income people, people of color, and people with disabilities, and the insufficient availability of safe alternative means of travel adversely affects their daily lives;

WHEREAS, therefore, in light of the foregoing benefits and considerations, the City of San Bruno 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 BE IT RESOLVED that the City Council hereby adopts the Complete Streets Policy as stated below:

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** San Bruno expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, 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, drivers of emergency vehicles, users and operators of public transportation, seniors, children, youth, and families.
2. **Context Sensitivity.** The planning and implementation of transportation projects will reflect physical conditions within and surrounding the project area and the users of the transportation facilities. San Bruno staff shall maintain sensitivity to local conditions and shall work with residents, businesses, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include walkways, shared use paths, bicycle lanes, bicycle routes, pedestrian usable shoulders, street trees and landscaping, planting strips, accessible ramps, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, other features assisting in the provision of safe travel for all users, and traffic calming measures as identified in San Bruno's Traffic Calming Toolkit.

3. **Complete Streets Routinely Addressed by All Departments.** All relevant San Bruno staff 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. The following projects could potentially provide opportunities: new development, pavement resurfacing, signalization modifications, and maintenance of landscaping/related features.
4. **All Projects and Phases.** Complete Streets infrastructure to facilitate reasonably safe travel for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, or significant alteration to the transportation network, except that specific infrastructure for a given category of users 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.** Planning and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required. Staff shall prepare written documentation supporting the decision.
2. **Street Network/Connectivity.** As feasible, San Bruno 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.** The Bicycle and Pedestrian Advisory Committee shall review applicable transportation projects early in the planning stage to provide an opportunity to contribute comments regarding complete streets features to be incorporated into the project.
4. **Evaluation.** The San Bruno Public Services Department shall perform evaluations of how well the streets and transportation network of San Bruno are serving each category of users. Staff shall establish a means to collect data related to improvements, such as miles of bike lanes and sidewalks, number of accessible curb ramps, street trees, improved crossings, and signage. To the extent feasible, San Bruno will collaborate with San Mateo County Health System to track data related to public health measures and with transit providers to track changes in transit use over time.

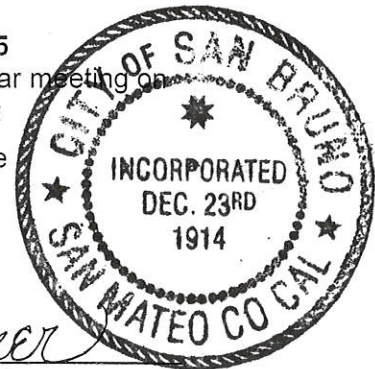
C. Exemptions

1. **Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must include written findings of why accommodations for all modes were not included in the project. These findings must be approved by the Public Services Director and made publically available for review.

---oOo---

I hereby certify that foregoing **Resolution No. 2012 - 105** was introduced and adopted by the San Bruno City Council at a regular meeting on December 11, 2012, by the following vote following vote:

AYES: Councilmembers: Ibarra, Medina, O'Connell, Salazar, Mayor Ruane
 NOES: Councilmembers: None
 ABSENT: Councilmembers: None



Carol Bonner
 (Carol Bonner, City Clerk)

I hereby certify this to be a full, true and correct copy of the document it purports to be, the original of which is on file in my office.

Dated: January 30, 2013
Vicky S. Hansen Deputy City Clerk
City Clerk of the City of San Bruno