

RESOLUTION NO. 2016 - 166

RESOLUTION OF THE SOLANO COUNTY BOARD OF SUPERVISORS
ADOPTING A “COMPLETE STREETS” POLICY
TO CONSIDER IMPROVEMENTS IN THE
COUNTY’S UNINCORPORATED ROAD PROJECTS
FOR ALL TRANSPORTATION USERS

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 motorists, movers of agricultural and commercial goods, users and operators of public transportation, pedestrians, bicyclists, and persons with disabilities; and

Whereas, Solano County acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

Whereas, Solano County 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; and

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”; and

Whereas, in 2012, Solano County reviewed the General Plan for consistency with the Complete Streets Act of 2008, and found that it was in substantial compliance with the Act; 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, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities; and

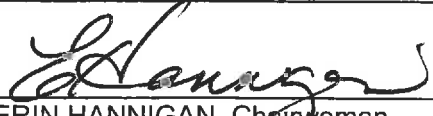
Whereas, Solano County acknowledges the importance of Complete Streets in the transportation network.

Resolved, by the Solano County Board of Supervisors, as follows:

1. That the Board of Supervisors adopts the Complete Streets Policy attached 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 Solano County General Plan circulation will consider incorporation of Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358).
3. That this Resolution shall expire at such time that the General Plan is amended to address provisions of AB 1358.

Passed and adopted by the Solano County Board of Supervisors at its regular meeting on September 13, 2016 by the following vote:

AYES:	SUPERVISORS:	<u>Seifert, Spering, Thomson,</u> <u>Vasquez and Hannigan</u>
NOES:	SUPERVISORS:	<u>None.</u>
EXCUSED:	SUPERVISORS:	<u>None.</u>


ERIN HANNIGAN, Chairwoman
Solano County Board of Supervisors

ATTEST:
BIRGITTA E. CORSELLO, Clerk
Solano County Board of Supervisors

By: 
Jeannette Neiger, Chief Deputy Clerk

Exhibit A

COMPLETE STREETS POLICY OF SOLANO COUNTY

A. Complete Streets Principles

1. Complete Streets Serving All Users. Solano County 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 for all users, including motorists, movers of agricultural and commercial goods, users and operators of public transportation, pedestrians, bicyclists, and persons with disabilities.

2. Complete Streets Routinely Addressed by All Departments. All relevant departments of Solano County shall work towards making Complete Streets practices a routine consideration of everyday operations, and maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing overhead and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

3. Context Sensitivity. In planning and implementing road projects, departments and agencies of Solano County will consider local conditions in both residential and business districts as well as urban, suburban, rural, and agricultural areas, and shall work with residents, merchants, farmers, and other stakeholders to ensure that a strong sense of place ensues. Improvements in the County's urban and suburban areas will consider sidewalks, shared use paths, bicycle lanes/routes, paved shoulders, trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian walkways, signs, bicycle parking facilities, traffic calming stencils, public transportation stops and facilities, transit bulb outs, and other features assisting in the provision of safe travel for all users.

In the context of the County's agricultural road network where a bike route and pedestrian paths are not planned, the "Complete Streets" considerations noted above are not subject to plan consideration or advisory committee review requirements in implementation of road improvement or maintenance projects; although, consideration of complete streets elements are encouraged as appropriate.

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, in relation to the context sensitivity of the road (A.2 above), shall be considered for incorporation 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). Specific infrastructure for a given category of user may be excluded if an exemption is approved via the process set forth in section C.1 of this policy. Specific Plans, Area Specific Strategic Plans and subdivisions that received prior approval by the Board of Supervisors are exempt from the requirements of this resolution.

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, except where such consistency cannot be achieved without negative consequences. Consistency shall not be required if the head of the relevant department provides written explanation of the basis of such deviation. If Solano County has a Board established Bicycle

and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations. Currently, the Solano Transportation Authority Bicycle and Pedestrian Committee serves in this role and will continue to do so if or until an equivalent advisory committee is appointed for unincorporated Solano County by the Board of Supervisors.

2. Street Network/Connectivity. As feasible, Solano County shall incorporate Complete Streets elements into the existing streets to improve the safety and convenience of users and to create employment, 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. Except as noted elsewhere in this resolution, Federally funded transportation projects shall be reviewed by the Solano Transportation Authority's Bicycle and Pedestrian Advisory Committee(s), or equivalent Solano County committees if subsequently established by the Board, early in the planning and design process to provide comments and recommendations regarding Complete Streets features incorporated into the project.

4. Evaluation. All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of Solano County are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. Leadership Approval for Exceptions. Plans or projects that seek exemption from the complete streets approach must provide a written finding of the exceptional circumstances dictating the exemption. The memorandum should be signed by the Director of Resource Management or County Engineer. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) website, *Accommodating Bicycle and Pedestrian Travel*, online at:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm