

RESOLUTION ADOPTING A COMPLETE STREETS POLICY AND DIRECTING  
STAFF TO CONSIDER AND INCLUDE COMPLETE STREETS  
TRANSPORTATION POLICY ELEMENTS IN ITS GENERAL PLAN AND IN  
DEVELOPMENT AND CAPITAL IMPROVEMENT PROJECTS WITHIN THE  
TOWN OF SAN ANSELMO

**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 ; and

**WHEREAS**, The Town of San Anselmo acknowledges the benefits and value of reducing vehicular modes of travel and replacement with other modes of travel such as public transit, walking and bicycling; and

**WHEREAS**, the Town of San Anselmo recognizes that Complete Streets, which serve the needs of pedestrians, bicyclists, transit users, the disabled and automobile users generally provide for the safest travel conditions and the best use of tax payer dollars; and

**WHEREAS**, the Town of San Anselmo has developed a bicycle and pedestrian master plan which describes projects, policies and a network of desired non-motorized improvements; and

**WHEREAS**, Town staff is responsible for ensuring the installations of improvements for all modes of travel through the review of private development and capital improvement projects; and

**WHEREAS**, the Town of San Anselmo 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**, the Town of San Anselmo 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**, 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

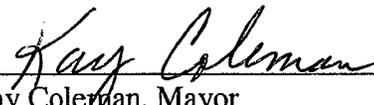
**WHEREAS**, the Town of San Anselmo therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

**NOW, THEREFORE**, the Town Council of the Town of San Anselmo, California, resolves as follows:

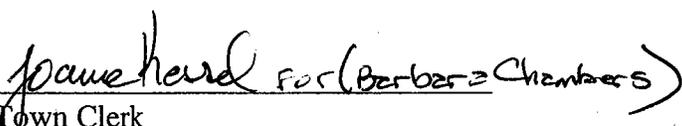
1. Directs its staff to adopt the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. The next substantial revision of the Town of San Anselmo General Plan Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB1358) and with the Complete Streets Policy adopted by this resolution.
3. Adopt and consider Complete Streets transportation elements in each capital project and development project in the Town of San Anselmo and to implement the installation of those improvements with the framework of its Municipal Code, General Plan and Bicycle and Pedestrian Master Plan.

The foregoing Resolution was adopted at the regular meeting of the San Anselmo Town Council held on January 22, 2013, by the following vote:

AYES: COUNCILMEMBER: Coleman, Greene, Kroot, Lopin  
NOES: COUNCILMEMBER: None  
ABSENTCOUNCILMEMBER: McInerney

  
\_\_\_\_\_  
Kay Coleman, Mayor

Attest:

  
\_\_\_\_\_  
Jane Heard for (Barbara Chambers)  
Town Clerk

Attachment: Exhibit A

## **Exhibit A:**

### **Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant (Revised July 1, 2012)**

To receive funding through the One Bay Area Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a Complete Streets Resolution that incorporates all nine of the following elements.

#### **Complete Streets Principles**

1. **Serve all Users** - All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, wherever possible while promoting safe and accessible operations for all users.
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and merchants to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential Complete Streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.
4. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

#### **Implementation**

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and /or trans plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include nonmotorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).

7. **BPAC Consultation** - Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)

8. **Evaluation** – City will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.

### **Exceptions**

9. **Process**– Plans or projects that seek exemptions from the Complete Streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or 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)

Accommodating Bicycle and Pedestrian Travel

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm)