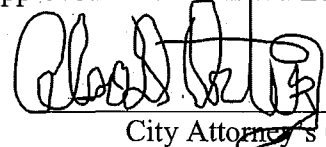


FILED  
OFFICE OF THE CITY CLERK  
OAKLAND

22 APR 19 AM 11:01

Approved as to Form and Legality

  
City Attorney's Office

## OAKLAND CITY COUNCIL

RESOLUTION NO. 89103 C.M.S.

INTRODUCED BY COUNCILMEMBER DAN KALB

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**RESOLUTION IN SUPPORT OF SENATE BILL 932 (PORTANTINO) THAT WOULD REQUIRE A COUNTY OR CITY TO INCLUDE PEDESTRIAN, BICYCLE AND TRAFFIC CALMING PLANS, AND A MAP OF THE JURISDICTION'S HIGH INJURY NETWORK IN ITS GENERAL PLAN CIRCULATION ELEMENT AND WOULD FURTHER REQUIRE A COUNTY OR CITY TO IDENTIFY, IMPLEMENT AND PRIORITIZE SAFETY IMPROVEMENTS THAT MAY BE IMPLEMENTED WITHIN 15 YEARS AND WOULD ADDRESS SERIOUS AND INJURIOUS TRAFFIC COLLISIONS.**

**WHEREAS**, the National Traffic Safety Administration saw a near 20% increase in traffic fatalities in the first six months of 2021 compared to 2020 or 2019; and

**WHEREAS**, there were 33 people killed in traffic-related incidents in Oakland in 2020 and 27 people were killed in traffic-related incidents in Oakland in 2019; and

**WHEREAS**, the City of Oakland has a high injury network along with various redesign efforts it is pursuing to attempt to prevent traffic-related injuries and deaths; and

**WHEREAS**, some California cities lack even data on how to address the epidemic of traffic violence; and

**WHEREAS**, in some cities where the most dangerous streets and corridors have actually been identified, no plan exists to remedy these deadly situations; and

**WHEREAS**, a general plan forms the foundation of local land-use planning by creating goals, objectives, policies, and implementation programs that span the next 10-20 years; and

**WHEREAS**, while there are no time-based requirement for amending or updating existing general plans (except housing elements), changes in technology, infrastructure, demographics, and economies require most communities to update their general plan every two to three decades; and

**WHEREAS**, when local officials revise or update a general plan, they may include health and safety considerations related to the built environment, such as improving areas for walking bicycling, and other human-powered transit; and

**WHEREAS**, local officials may identify areas with particularly high rates of traffic violence to develop and implement strategies that improve street safety; and

**WHEREAS**, state law requires all general plans to contain a minimum of seven elements: the “circulation” element identifies the general location and extent of existing and proposed major roads, transportation routes, bicycle routes, walking trails, terminals, and public utilities and facilities; the “open space” element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land; and

**WHEREAS**, SB 932 would require a county or city to include in its General Plan a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions; and

**WHEREAS**, SB 932 would increase or decrease the 15-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic violence; and

**WHEREAS**, SB 932 would state the intent of the Legislature to create an annual grant program, relating to the above provisions, to award funding to any county or city upon a showing of its implementation of timely and effective short-term efforts to mitigate bicycle, pedestrian, and other human-powered transportation injuries and fatalities; now, therefore, be it

**RESOLVED:** That the City of Oakland supports SB 932 (Portantino), a bill that would require a county or city to include pedestrian, bicycle and traffic calming plans, and a map of the jurisdiction’s high injury network in its general plan circulation element and would further require a county or city to identify, implement and prioritize safety improvements that may be implemented within 15 years and would address serious and injurious traffic collisions; and

**FURTHER RESOLVED:** That the City Council directs the Administrator or his designee to distribute this Resolution upon its adoption to Governor Gavin Newsom, State Senator Anthony Portantino, and state legislators representing the City of Oakland.

IN COUNCIL, OAKLAND, CALIFORNIA,

**MAR 29 2022**

PASSED BY THE FOLLOWING VOTE:

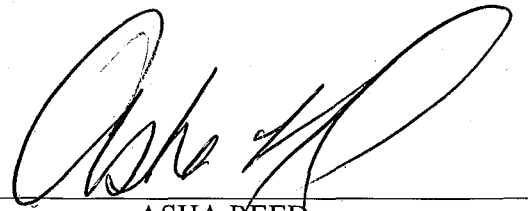
AYES - FIFE, GALLO, KALB, KAPLAN, REID, TAYLOR, THAO AND PRESIDENT FORTUNATO BAS - 8

NOES - 0

ABSENT - 0

ABSTENTION - 0

ATTEST:



ASHA REED

City Clerk and Clerk of the Council of the City of Oakland, California