

FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

~~DRAFT~~
City Attorney

RESOLUTION NO. _____ C.M.S.
Introduced by Councilmember _____

RESOLUTION ENDORSING ALAMEDA COUNTY'S PARTICIPATION IN THE 2010 CAMPAIGN FOR ACTIVE TRANSPORTATION WHICH HAS THE GOAL OF DOUBLING FEDERAL FUNDING FOR WALKING AND BICYCLING IN THE NEXT FEDERAL TRANSPORTATION REAUTHORIZATION AND ATTRACTING \$50 MILLION OF THIS FUNDING TO ALAMEDA COUNTY TO IMPLEMENT ITS ACTIVE TRANSPORTATION PLAN

WHEREAS, Alameda County's Countywide Bicycle Plan and Countywide Strategic Pedestrian Plan include the following goals that support active transportation:

- Increase the number and percentage of walking trips with the intention of reducing motor vehicle use, preserving air quality, and improving public health;
- Improve pedestrian safety, especially for the young, elderly, and disabled;
- Ensure that essential pedestrian destinations throughout Alameda County – particularly public transit – have direct, safe and convenient pedestrian access;
- Complete the San Francisco Bay Trail and paved inter-jurisdictional East Bay Regional Park District trail systems that serve populated areas in Alameda County;
- Maximize the amount of funding for pedestrian projects, programs and plans in Alameda County, with an emphasis on implementation;
- Create and maintain an inter-county and intra-county bicycle network that is safe, convenient and continuous;
- Increase the potential for bicycle transportation by closing gaps in existing bikeways;
- Encourage policies and actions that foster bicycling as a mode of travel; and

WHEREAS, nearly half of all trips for personal transportation in the United States are three miles or less in length, and thirty percent of all trips in the San Francisco Bay Area are one mile or less making bicycling and walking a healthy alternative for a significant portion of daily trips; and

WHEREAS, bicyclists and pedestrians represent 9% of all personal trips nationwide (14% in Alameda County), and 14% of all traffic fatalities in the United States (over 23% in Alameda County), yet receive less than 1% of all federal road spending; and

WHEREAS, the above disparity indicates an opportunity to produce a substantial shift to these healthy, non-motorized transportation modes; and

WHEREAS, federal legislation, SAFETEA-LU, in 2005 created the Non-motorized Transportation Pilot Program for the construction of a network of non-motorized transportation facilities in four urban communities to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load and play a major role in transportation solutions; and

WHEREAS, the four communities were selected to each receive grants of \$25 million over four years to participate in the Non-motorized Transportation Pilot Program; and

WHEREAS, a national non-profit multimodal transportation advocacy organization, the Rails-to-Trails Conservancy, is leading a national campaign to expand this program in the next federal transportation reauthorization to include at least 40 communities, with \$50 million per community over six years, to promote “active transportation” (walking, bicycling and access to transit); and

WHEREAS, Alameda County joined this effort to expand the federal program, called the 2010 Campaign for Active Transportation, and seeks to be one of the communities to receive \$50 million; and

WHEREAS, an Alameda County Active Transportation Plan was developed in 2008 with the input of a Steering Committee, Community Advisory Committee, Technical Advisory Committee and Organizing Committee, representing all areas of the county; and

WHEREAS, this Active Transportation Plan will benefit the entire county, creating active transportation opportunities for kids, commuters and communities by investing in three priority areas:

1. Advancing pedestrian and bicycle access to transit;
2. Connecting communities with urban greenways;
3. Inspiring communities to walk and bicycle with education and promotion programs; and

WHEREAS, the overarching goal of this Plan is to increase the number of people walking, biking and using public transit in Alameda County from 22% today, to 30% by 2016; and

WHEREAS, the City of Oakland’s Bicycle Master Plan, part of the Land Use and Transportation Element of the City’s General Plan, includes the following goals that support active transportation:

- Infrastructure: Develop the physical accommodations, including a network of bikeways and support facilities, to provide for safe and convenient access by bicycle;
- Education: Improve the safety of bicyclists and promote bicycling skills through education, encouragement, and community outreach;
- Coordination: Provide a policy framework and implementation plan for the routine accommodation of bicyclists in Oakland’s projects and programs; and

WHEREAS, the City of Oakland's Pedestrian Master Plan, part of the Land Use and Transportation Element of the City's General Plan, includes the following goals that support active transportation:

- Pedestrian Safety: Create a street environment that strives to ensure pedestrian safety;
- Pedestrian Access: Develop an environment throughout the City – prioritizing routes to school and transit – that enables pedestrians to travel safely and freely;
- Streetscaping and Land Use: Provide pedestrian amenities and promote land uses that enhance public spaces and neighborhood commercial districts;
- Education: Educate citizens, community groups, business associations, and developers on the safety, health, and civic benefits of walkable communities;
- Implementation: Integrate pedestrian considerations based on federal guidelines into projects, policies, and the City's planning process; and

WHEREAS, Oakland's climate, land use patterns, and topography provide significant opportunities to promote walking and bicycling, and yet each year over 500 pedestrians and bicyclists are involved in collisions with motor vehicles; and

WHEREAS, Oakland has strong community-based support for promoting walking and bicycling by completing the Waterfront Trail, improving connections to transit, and promoting the overall livability of the City's neighborhoods; and

WHEREAS, the necessary funding to implement the City's Bicycle Master Plan and Pedestrian Master Plan exceeds \$50 million, and these plans put the City in a strong position for participating in the Alameda County Active Transportation Plan; and

WHEREAS, Alameda County showed its tremendous support for active transportation in 2000 when 81.5% of voters approved a \$100 million investment in improving walking and bicycling as part of the passage of a twenty-year local sales tax measure (Measure B); and

WHEREAS, in 2006 Alameda County adopted a Countywide Strategic Pedestrian Plan, a Toolkit for Improving Walkability in Alameda County, and a Countywide Bicycle Plan; and

WHEREAS, the East Bay Regional Park District Master Plan, as updated in 2007, encompasses an extensive system of multi-use trails in Alameda County; and

WHEREAS, municipalities in Alameda County continue to plan and develop active transportation infrastructure to:

- Create safe transportation routes
- Promote healthy lifestyles
- Invigorate the sense of community
- Promote economic diversity and vitality
- Improve air quality

- Relieve motorized traffic congestion
- Improve the efficiency of transportation infrastructure
- Decrease dependency on carbon-based fuels
- Reduce the burden of infrastructure maintenance; now, therefore be it

RESOLVED: That the City of Oakland strongly supports and endorses Alameda County's participation in the 2010 Campaign for Active Transportation which has the goal of doubling federal funding for walking and bicycling in the next federal transportation reauthorization and attracting \$50 million of this funding to Alameda County to implement its Active Transportation Plan.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 20_____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT DE LA FUENTE

NOES -

ABSENT -

ABSTENTION -

ATTEST: _____

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