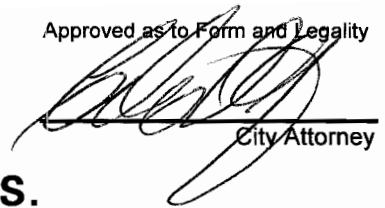


FILED
OFFICE OF THE CITY CLERK
OAKLAND

OAKLAND CITY COUNCIL

Approved as to Form and Legality


City Attorney

2013 JAN -3 11:41 AM
RESOLUTION No. 84204 C.M.S.

Introduced by Councilmember _____

RESOLUTION ADOPTING A COMPLETE STREETS POLICY TO FURTHER ENSURE THAT OAKLAND STREETS PROVIDE SAFE AND CONVENIENT TRAVEL OPTIONS FOR ALL USERS

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network, with roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including: pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, operators of public transportation, public transportation users of all abilities, and emergency responders; and

WHEREAS, the City of Oakland 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 City of Oakland, through its “Transit First Policy” (Resolution No. 73036 C.M.S.), acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and improving opportunities transportation by walking, bicycling, and public transportation; and

WHEREAS, the City of Oakland currently supports and pursues Complete Streets through the Bicycle Master Plan, Pedestrian Master Plan, General Plan Land Use and Transportation Element, CEQA Thresholds of Significance, and other plans and policies; and

WHEREAS, adoption of a “formal” Complete Streets Policy will allow the City of Oakland to better coordinate existing multimodal transportation planning, design, and operation activities under a single “Complete Streets” framework; and

WHEREAS, balanced transportation systems that offer an array of safe and convenient choices to travelers makes communities more livable; 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 Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008; and

WHEREAS, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding; and

WHEREAS, the City of Oakland 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 and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices; now, therefore be it

RESOLVED, that the City of Oakland adopts the Complete Streets Policy contained in *Exhibit A*, attached hereto and incorporated herein by reference; and be it

FURTHER RESOLVED, that staff will undertake a review of the City of Oakland General Plan circulation element with respect to the incorporation Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution, and that the General Plan will be amended, if necessary, to reflect the findings of this review; and be it

FURTHER RESOLVED, the proposal relies on the previously certified Final Environmental Impact Reports (EIRs) for the Land Use and Transportation Element of the General Plan (1998), and the Bicycle Master Plan (2007) and the Mitigated Negative Declaration for the Pedestrian Master Plan (2002). Thus, no further environmental review is required. As a separate and independent basis, the proposal is also exempt from CEQA pursuant to CEQA Guidelines Section 15183 "Projects Consistent with a Community Plan, General Plan or Zoning" and/or 15061(b)(3)(General Rule—no possibility of significant environmental impact). The Environmental Review Officer is directed to file a Notice of Determination/Exemption with the County Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, FEB 5 2013

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, GALLO, KALB, KAPLAN, KERNIGHAN, SCHAAF, McELHANEY and ~~MARTINEZ~~ REID - 8

NOES - 0

ABSENT - 0

ABSTENTION - 0

ATTEST:

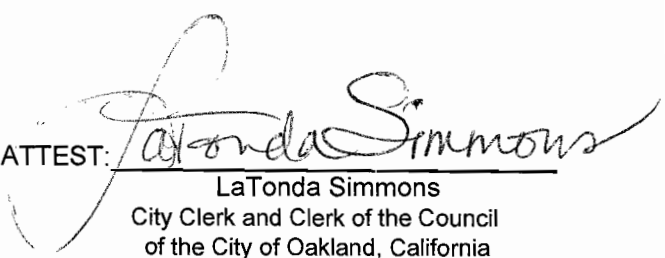

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ C.M.S. by the City Council of the City of Oakland on _____, 2013.

COMPLETE STREETS POLICY OF THE CITY OF OAKLAND

The City of Oakland recognizes the necessity of providing safe and convenient pedestrian, bicycle and public transportation travel options in order to protect all road users, reduce negative environmental impacts, promote healthy living, and advance the well-being of Oakland citizens. As such, the City of Oakland will plan, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, transit users of all abilities, children, the elderly, and people with disabilities as a routine component of new construction, reconstruction, retrofit, and maintenance projects subject to the exceptions contained herein.

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Oakland 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 all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

2. Context Sensitivity. In planning and implementing street projects, all departments and agencies of the City of Oakland will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, traffic control signals, exclusive bicycle paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit signal prioritization, and other features assisting in the provision of safe travel for all users, particularly those features identified in the City of Oakland Bicycle Master Plan and Pedestrian Master Plan.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of the City of Oakland will 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.

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 will be incorporated 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), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the

process set forth in section C.1 of this policy.

B. Implementation

1. **Design.** The City of Oakland will generally follow its own accepted or adopted design standards as prescribed in the Oakland Municipal Code (OMC). In particular, the Director of Public Works or his/her designee is responsible for developing and publishing Complete Street standards for the design and construction of the Street System with a goal of balancing user needs, and for updating the standards from time to time to reflect emerging best practices and innovative design options as appropriate for City of Oakland context. Such standards shall apply to all streets regardless of whether they are private streets or public streets.

2. **Network/Connectivity.** The City of Oakland will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all 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 anticipated future transportation investments.

3. **Implementation Next Steps.** The City of Oakland will take the following specific next steps to implement this Complete Streets Policy:

- A. *Plan Consultation and Consistency:* Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, to the extent these local plans reflect complete street principles.
- B. *Stakeholder Consultation:* Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, to the extent possible relying upon and refining existing advisory groups and stakeholder engagement channels. In particular, the Bicycle and Pedestrian Advisory Committee (BPAC) and Mayor's Commission on Persons with Disabilities will play important roles to support implementation of this Complete Streets policy within the City of Oakland.
- C. *Complete Streets Design Standards and Guidelines:* Develop and maintain a comprehensive set of Street Design Standards and Guidelines to promote complete streets principles in all types and phases of projects within the City of Oakland. The Design Guidelines will be developed by the Director of Public Works or his/her designee in accordance with the Public Works Agency authority over street standards.

4. **Performance Measures.** The Director of Public Works or his/her designee will compile the performance evaluations of well the streets and transportation network of Oakland are serving each category of user by (1) establishing specific performance measures pertaining to Complete Streets; (2) collecting and updating data to evaluate measures on a regular basis; and (3) making the results of Complete Streets performance analyses available publicly as completed. All relevant agencies or departments will contribute available data and other information to these performance evaluations by collecting baseline data and collecting follow-up data on a regular basis to ensure that the City of Oakland serves each category of roadway user.

C. Exceptions

1. Exception Approvals. Exceptions to the Complete Street standards will require written findings explaining accommodations for all users and modes were not included in the plan or project. The exception must be approved by the Public Works Director or his/her designee, and will be made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.