Agenda Date: January 22, 2013
Reviewed by: BP

SUBJECT: Resolution No. 2013-4 adopting a Compete Streets Policy for the
City of Albany

REPORT BY: Jeff Bond, Community Development Director,

SUMMARY

Complete Streets are streets that are designed to be safe for all users, and inclusive of all modes and age groups. Such streets contribute to the health of the community because they are safer by design and because they encourage physical activity. Complete Streets can also help reduce auto trips, which improve air quality and decreases greenhouse gas emissions. The recommendation to the City Council is to adopt a formal Complete Streets policy for the City.

TRAFFIC AND SAFETY COMMISSION RECOMMENDATION

That Council approve Resolution No. 2013-4 adopting a Compete Streets Policy for the City of Albany.

BACKGROUND

Both the Alameda County Transportation Commission (Alameda CTC) and the Metropolitan Transportation Commission (MTC) are requiring local jurisdictions to adopt a complete streets policy in order to receive local transportation sales tax funds, vehicle registration fee funding, and OneBayArea Grant funds, respectively. The Alameda CTC requires that a policy be adopted by April 1, 2013, while MTC requires that a policy be adopted locally by June 30, 2013. One policy may be adopted to meet both requirements.

On December 4, 2012, the Traffic and Safety Commission reviewed the draft policy. The Commission approved a motion to recommend that the City Council approve the attached draft policy on a 4-0-1 vote.

DISCUSSION

Staff has developed the attached complete streets policy resolution based on templates provided by Alameda CTC and MTC. The template has been modified as follows:

- The vision statement in the policy was crafted based on the Climate Action Plan, which included a vision for an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit, and the Active Transportation Plan, which was based on a vision of a community in which adults and children can walk or bike to meet their travel needs and improve their health and the environment. Using these adopted policies as a foundation, the vision statement for the City of Albany's Complete Street policy is:

  > *In order to promote public health and reduce the production of greenhouse gases, all transportation improvements in the City of Albany will be planned and implemented to provide safe access for children and adults to walking, biking, and public transit facilities.*

- Per the recommendation of the Traffic and Safety Commission, Section A.1 was modified to note that potential compete street users not be restricted to only the user specified in the resolution. The suggestion was made in the context of whether skateboarders, scooters, Segway users, etc. would be covered by the policy.
- Section B.1 was modified to make specific reference to CAP and ATP policies and to establish as a policy that project designs shall comply with published engineering standing standards.
- Section B.3 was modified to specify that the Traffic and Safety Commission would be responsible for stakeholder consultation.

Attached is a policy summary prepared by the National Complete Streets Coalition. Addition information also is available on the following Alameda County Transportation Commission web site http://www.alamedactc.org/app_pages/view/8564.

SUSTAINABILITY IMPACT

The proposed policy is consistent with a variety of CAP and ATP policy and project recommendations.

FINANCIAL IMPACT

The policy is required in order to be eligible for key state and regional transportation infrastructure funding. Adoption of the policy is not expected to result in an increase in the cost of infrastructure projects.

ATTACHMENTS

1. Resolution No. 2013-4
2. Elements of an Ideal Complete Streets Policy prepared by the National Complete Streets Coalition