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RESOLUTION NO. 2013-4

**A RESOLUTION OF THE ALBANY CITY COUNCIL ADOPTING
A COMPLETE STREETS POLICY**

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;

WHEREAS, the City of Albany 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;

WHEREAS, the City of Albany 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;

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”;

1 **WHEREAS**, the California Global Warming Solutions Act of 2006 (known as
2 AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and
3 the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375)
4 requires emissions reductions through coordinated regional planning that integrates
5 transportation, housing, and land-use policy, and achieving the goals of these laws will
6 require significant increases in travel by public transit, bicycling, and walking:
7

8 **WHEREAS**, the Metropolitan Transportation Commission, through its One Bay
9 Area Grant (OBAG) program, described in Resolution 4035, requires that all
10 jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at
11 the local level through the adoption of a complete streets policy resolution or through a
12 general plan that complies with the California Complete Streets Act of 2008:
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14 **WHEREAS**, the Alameda County Transportation Commission, through its
15 Master Program Funding Agreements with local jurisdictions, requires that all
16 jurisdictions must have an adopted complete streets policy, which should include the
17 "Elements of an Ideal Complete Streets Policy" developed by the National Complete
18 Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration
19 Fund funding:
20

21 **WHEREAS**, the City of Albany therefore, in light of the foregoing benefits and
22 considerations, wishes to improve its commitment to Complete Streets and desires that its
23 streets form a comprehensive and integrated transportation network promoting safe and
24 convenient travel for all users while preserving flexibility, recognizing community
25 context, and using design guidelines and standards that support best practices:
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1 **WHEREAS**, on December 3, 2012, the City of Albany Traffic and Safety
2 Commission reviewed a draft resolution and Complete Streets Policy and approved a
3 motion recommending the City Council adopt the policy.
4

5 **NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of
6 Albany, State of California, as follows:

7 1. That the City of Albany adopts the Complete Streets Policy attached hereto as
8 Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and
9 adopted.
10

11 2. That the next substantial revision of the City of Albany's General Plan
12 circulation will incorporate Complete Streets policies and principles consistent with the
13 California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy
14 adopted by this resolution.

15 **PASSED AND ADOPTED** by City Council of the City of Albany, State of
16 California, on January 22, 2013, by the following vote:

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19 Attachment: Exhibit A
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24 _____
25 PEGGY THOMSEN, MAYOR
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EXHIBIT A
COMPLETE STREETS POLICY OF THE CITY OF ALBANY

This Complete Streets Policy was adopted by Resolution No. 2013-4 by the City Council of the City of Albany on January 22, 2013.

VISION STATEMENT

Over the past several years, the City of Albany has prepared and adopted two significant policy documents that provide the vision for the Complete Streets Policy. In 2010, the City approved a 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. In addition, in 2011, the City approved an 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.

A. COMPLETE STREETS PRINCIPLES

1. Complete Streets Serving All Users and Modes.

The City of Albany expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and

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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 but not limited to 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, departments and agencies of the City of Albany will maintain sensitivity to local conditions in both residential and business districts 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, 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 priority signalization, and other features assisting in the provision of safe travel for all users, such as identified in the adopted City of Albany Active Transportation Plan.

3. Complete Streets Routinely Addressed by All Departments.

All relevant departments and agencies of the City of Albany 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.

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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 Albany will generally follow its own accepted or adopted policies and design standards, including the adopted City of Albany Climate Action Plan and City of Albany Active Transportation Plan. In addition, the City will use planning and engineering design standards published by national, state or regionally recognized organizations, with a goal of providing for and balancing all user and travel mode needs. Design of transportation improvements shall be sensitive to the quality of life of nearby residents, the function and vitality of nearby businesses and institutions, and enhance the urban design of the surrounding area. The City will consider innovative or non-traditional design options where a comparable level of safety can be provided.

2. Network/Connectivity.

City of Albany 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

1 users, and increasing connectivity across jurisdictional boundaries and for
2 anticipated future transportation investments.

3
4 ***3. Implementation Next Steps.***

5 City of Albany will take the following specific next steps to implement this
6 Complete Streets Policy:

7 A. Plan Consultation and Consistency: Maintenance, planning, and design of
8 projects affecting the transportation system will be consistent with local bicycle,
9 pedestrian, transit, multimodal, and other relevant plans.

10 B. Stakeholder Consultation: Develop a public process to allow for
11 stakeholder involvement on projects and plans including, but not limited to, the
12 Traffic and Safety Commission to support implementation of this Complete
13 Streets policy by the City of Albany.

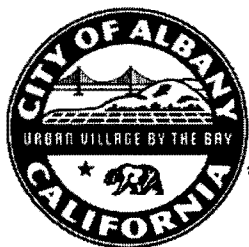
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15 ***4. Performance Measures.***

16 All relevant agencies or departments will perform evaluations of how well the
17 streets and transportation network of City of Albany are serving each category of
18 users by collecting baseline data and collecting follow-up data on a regular basis.

19
20 **C. EXCEPTIONS**

21
22 ***1. Exception Approvals.***

23 A process will be developed for approving exceptions, including who is allowed
24 to sign off on exceptions. Written findings for exceptions must be included in a
25 memorandum, signed off by a high level staff person, such as the Public Works
26 Director, or senior-level designee, and made publicly available. Exceptions must
27 explain why accommodations for all users and modes were not included in the
28 plan or project.



City of Albany

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RESOLUTION NO. 2013-4

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

The 22nd day of January, 2013, by the following votes:

AYES: Council Members Atkinson, Barnes, Maass, Vice Mayor Wile & Mayor Thomsen

NOES: none

ABSENT: none

ABSTAINED: none

RECUSED: none

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 23rd

Day of January, 2013.

Eileen Harrington
DEPUTY CITY CLERK