

APPENDIX A: COMPLETE STREETS POLICY

RESOLUTION NO. 13-03

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EMERYVILLE 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, emergency responders, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the City of Emeryville 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 Emeryville 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; and

WHEREAS, the City of Emeryville utilizes the “complete streets” concept through its adopted General Plan policy T-P-2: “The design, construction, operation and maintenance of city streets shall be based on a ‘complete streets’ concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities”; 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 well-being 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 Emeryville therefore, in light of the foregoing benefits and considerations, wishes to enhance 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; and

WHEREAS, the Planning Commission of the City of Emeryville approved the Complete Streets Policy Resolution CPC No.12-03 at the December 13, 2012 regular meeting and recommended approval to the City Council of the City of Emeryville; now, therefore, be it

RESOLVED, that the City Council hereby finds that, in accordance with the California Environmental Quality Act Guidelines Section 15162, no new or supplemental environmental review is required because the proposed Complete Streets Policy is consistent with the General Plan and does not present any new impacts, or increases to impacts previously identified in the certified General Plan Environmental Impact Report (EIR), and therefore, the General Plan EIR applies to the Complete Streets Policy; and, be it further

RESOLVED, that the City Council hereby approves and adopts the Complete Streets Policy as follows:

1. That the City of Emeryville adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the most recent revision of the City of Emeryville General Plan (2009) circulation element clearly specifies 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.

ADOPTED, by the City Council of the City of Emeryville at a regular meeting held Tuesday, January 15, 2013.



MAYOR

ATTEST:

APPROVED AS TO FORM:



CITY CLERK



CITY ATTORNEY

Exhibit A

COMPLETE STREETS POLICY OF THE CITY OF EMERYVILLE

Vision: The City of Emeryville envisions a transportation system that encourages healthy, active living, promotes transportation options, reduces environmental impact, mitigates climate change, and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders, motorists, emergency responders, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. All transportation improvements will be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users appropriate to the function and context of the facility.

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Emeryville 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, departments of the City of Emeryville will maintain sensitivity to local conditions in residential and business districts, as well as natural areas, such as the San Francisco Bay waterfront, 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, and those features identified in the Pedestrian and Bicycle Plan, Sustainable Transportation Plan, and General Plan.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments of the City of Emeryville 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 Emeryville will generally follow its own accepted or adopted design standards, including, but not limited to, Emeryville Citywide Design Guidelines, Shellmound Design Guidelines, North Hollis Urban Design Program, Powell Street Urban Design Plan, San Pablo Urban Design Plan, and Park Avenue District Plan, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. Network/Connectivity. The City of Emeryville 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 Emeryville 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, including, but not limited to, Emeryville General Plan, Sustainable Transportation Plan, and Pedestrian and Bicycle Plan.
- B. **Stakeholder Consultation:** The City of Emeryville will develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, the Emeryville Bicycle and Pedestrian Advisory Committee, and/or Transportation Committee, as deemed necessary to support implementation of this Complete Streets policy by the City of Emeryville.

4. Performance Measures. All relevant departments will perform evaluations of how well the streets and transportation network of the City of Emeryville are serving each category of users by collecting baseline data and collecting follow-up data on a regular

basis. The Pedestrian and Bicycle Plan states in section 1.1.2: “Collect and analyze pedestrian and bicycle data on an annual basis and utilize to improve the pedestrian and bicycle system. Continue to work with Alameda CTC and MTC on regional count efforts.” The Public Works Department is responsible for these measurements. On a yearly basis, the following data should also be collected: bus ridership data from Alameda-Contra Costa Transit District (AC Transit) and Emery Go-Round (Emeryville Transportation Management Association), and motor vehicle traffic data from the California Department of Transportation (Caltrans) and/or the Statewide Integrated Traffic Records System (SWITRS). The combination of these sources should provide sufficient information to evaluate the overall system and ensure that our streets are as “complete” as possible at any given time.

C. Exceptions

1. **Exception Approvals.** Any and all exceptions to the complete streets policy require a City Council resolution which includes the following findings:

That is not feasible to accommodate all users on the facility in question due to extenuating circumstances;

That adequate accommodations for those users are or will be available on nearby facilities; and

That the benefits of the improvements in question outweigh the inconvenience to those users not accommodated.

Complete Streets Policy of the City of Emeryville
City Council Resolution No. 13-03

Stakeholder Process

From the adopted Complete Streets Policy of the City of Emeryville, Policy B.3.B.: Implementation: Next Steps: Stakeholder Consultation:

- A. Stakeholder Consultation: The City of Emeryville will develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, the Emeryville Bicycle and Pedestrian Advisory Committee, and/or Transportation Committee, as deemed necessary to support implementation of this Complete Streets policy by the City of Emeryville.

As required by the above policy section, the City of Emeryville Complete Streets Stakeholder Process is as follows:

The Stakeholder Process for the City of Emeryville exists in order to ensure multiple opportunities for public input in the process of designing, building and maintaining the public right of way and access to all forms of transportation that travel on it.

The City's Bicycle and Pedestrian Advisory Committee (BPAC) reviews larger development projects on both private and public property while still in the design phase. In the case of a private development, comments from the BPAC are incorporated into the staff report describing the project to the decision making body. In the case of a public project, the Public Works department presents directly to the BPAC and carries its recommendations to the Transportation Committee, where they are forwarded to the City Council for final approval. Both the BPAC and the Transportation Committee are public committees that meet monthly at the Emeryville Civic Center and are open to all members of the public.

In addition to this, every major private development requiring Planning Commission or City Council review is noticed to the surrounding property owners and residents within a 300 foot buffer of the project. The City also issues to subscribers a weekly list of streets and sidewalks closed for construction, in order to facilitate up to date trip planning for all modes.