

By Cecarey Berman Deputy

THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA,

STATE OF CALIFORNIA

RESOLUTION NUMBER: R- 2012-398

**COMPLETE STREETS POLICY RESOLUTION  
FOR ONE BAY AREA GRANT, LOCAL TRANSPORTATION SALES TAX,  
AND VEHICLE REGISTRATION FEE FUNDING**

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, agricultural vehicles, emergency vehicles, freight, users and operators of public transportation, seniors, children, youth, and families;

WHEREAS; the County of Alameda 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 County of Alameda recognizes that the planning and coordinated development of Complete Streets and infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability; 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, 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 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 in order to receive local transportation sales tax and Vehicle Registration Fund funding; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of the County of Alameda, State of California adopt the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

**PASSED AND ADOPTED** by the Board of Supervisors of the County of Alameda California, on November 20, 2012, by the following vote:

Attachment: Exhibit A

## Exhibit A

This Complete Streets Policy was adopted by Resolution No. R-2012-398 by the Board of Supervisors of the County of Alameda on November 20, 2012.

### COMPLETE STREETS POLICY FOR ONE BAY AREA GRANT, LOCAL TRANSPORTATION SALES TAX, AND VEHICLE REGISTRATION FEES

*We will achieve sustainability – which we define as the long-term health, social well-being, and economic vitality of the community – through an integrated approach that improves quality of life for all, including our most vulnerable populations. Housing, transportation, and community development projects will create diverse and friendly neighborhoods that promote healthy lifestyles, greener choices, and a strong local economy. Source: Alameda County Strategic Vision, 2008*

#### A. Complete Streets Principles

1. **Complete Streets Serving All Users.** The County of Alameda 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, agricultural vehicles, emergency vehicles, freight, users and operators of public transportation, seniors, children, youth, and families.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of the County of Alameda shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall 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, bicycles 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 traffic calming circles, transit bulbs, road diets.
3. **Complete Streets Routinely Addressed by all Departments.** All relevant departments and agencies of the County of Alameda shall 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 reasonable safe travel along and across the right of way for each category of users shall 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 exemption is approved via the process set forth in section C.1 of this policy.

## **B. Implementation**

1. **Design.** The County of Alameda will generally follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovation design options, with a goal of balancing user needs.
2. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences. Consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. Such deviations shall be presented to the Community early in the planning and design stage to ensure the Community has an opportunity to provide comments and recommendations.
3. **Street Network/Connectivity.** As feasible, the County of Alameda shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connecting network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
4. **Community Consultation.** Transportation projects shall be reviewed by the Community early in the planning and design stage, to provide the Community an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
5. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of the County of Alameda are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

## **C. Exemptions**

1. **Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes were not included in the project and signed off by the Public Works Director or equivalent high level staff person. Projects that are granted exemptions must be made publically available for review.

**THE FOREGOING** was **PASSED** and **ADOPTED** by a majority vote of the Alameda County Board of Supervisors this 20 day of November, 2012, to wit:

**AYES:** Supervisors Carson, Chan, Haggerty, Valle & President Miley – **5**

**NOES:** None

**EXCUSED:** None



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**PRESIDENT, BOARD OF SUPERVISORS**

File No: 28522  
Agenda No: 32  
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I certify that the foregoing is a correct copy of a Resolution adopted by the Board of Supervisors, Alameda County, State of California

ATTEST:  
Clerk of the Board  
Board of Supervisors

By:   
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Deputy