

CITY OF ALAMEDA RESOLUTION NO. \_\_\_\_\_

ESTABLISHING POLICIES ON TRAFFIC SIGNAL OPERATIONS TO  
PROMOTE SAFE, LIVABLE STREETS AND ENVIRONMENTALLY  
SUSTAINABLE TRANSPORTATION CHOICES.

WHEREAS, in January 2018, the Alameda City Council adopted the Transportation Choices Plan, which set as a primary goal to increase the safety and convenience of walking, bicycling, carpooling and using transit within Alameda; and

WHEREAS, in March 2019, the Alameda City Council declared a climate emergency calling for an immediate, just transition and emergency mobilization effort to restore a safe climate; and

WHEREAS, in September 2019, the Alameda City Council passed the Climate Action and Resiliency Plan which will require large numbers of Alamedans to choose transit, walking, and biking over driving alone in order to meet ambitious greenhouse gas reduction goals; and

WHEREAS, in November 2019, the Alameda City Council declared that Vision Zero is the citywide guiding principle for transportation planning, the design of streets and sidewalks, and the maintenance of the public rights-of-way, when it adopted the Vision Zero policy; and

WHEREAS, with the Vision Zero policy, City Council directed the Transportation Commission and City staff to consider safety as the highest priority when balancing competing needs and demands for space within the public right-of-way; and

WHEREAS, City Council policy establishing Vision Zero accepted the National Association of City Transportation Officials (NACTO) guides as nationally-accepted best design practices and stated that the City will reference, and use as applicable, these guides in the design of all transportation projects; and

WHEREAS, On April 21, 2020, the City Council adopted policies on street width, lane width, crosswalks and bulb-outs to promote safe, livable streets, and environmentally sustainable transportation choices.

WHEREAS, increasing real and perceived safety for people walking and bicycling is a key step in encouraging more people to use active forms of transportation; and

NOW, THEREFORE, BE IT RESOLVED, that when designing, modifying, and maintaining traffic signals, signalized intersection access equity shall be the guiding principle and defined as follows:

*The distribution of cycle time allocated for the various users of the signalized intersection in a balanced manner, by providing the necessary infrastructure improvements needed to allow each user to safely and conveniently cross the street.*

BE IT FURTHER RESOLVED, that roadway users other than individual passenger vehicles should be granted equitable access at a signalized intersection through the following applications:

- pedestrian enhancements such as countdown signal heads and audible/accessible pedestrian signals (APS), where applicable
- longer pedestrian phase in school zones and areas with large numbers of elderly pedestrians, where applicable
- leading pedestrian intervals wherever possible.
- bicycle enhancements such as detection, bicycle timing parameters, and bicycle signals on designated bikeways, as determined feasible
- transit signal priority along major transit corridors
- emergency preemption equipment and timing

BE IT FURTHER RESOLVED, to achieve signalized intersection access equity, signalized intersections will have a pedestrian WALK signal at every cycle (full pedestrian recall) under the following conditions:

- Signalized intersections without existing push-button pedestrian detection
- Signalized intersections within Community Commercial land use. A pedestrian WALK signal will be granted at every cycle during peak pedestrian times only, 10 AM to 7 PM, to optimize use of Transit Signal Priority during non-peak pedestrian volumes.
- Signalized intersections near schools with a school crosswalk (yellow). Recall will be implemented during peak pedestrian hours (start/stop times of school).

Exceptions may be made if the above mentioned signalized intersections have low pedestrian demand, less than 25/hour.

BE IT FURTHER RESOLVED, since pedestrian barricades can deprioritize pedestrians and become a barrier to access instead of a tool for improved safety, construction of new traffic signals shall have crosswalks marked on all legs and removal of existing pedestrian barricades shall include the installation of American with Disabilities Act improvements and traffic signal modifications, as needed, and be prioritized according to:

- a. Vision Zero high injury corridors and high crash intersections
- b. Surrounding land uses such as schools, parks, and commercial streets

BE IT FURTHER RESOLVED, the City Engineer is empowered by this resolution to make exceptions to this policy at individual locations or in special circumstances to protect or improve public safety.

\* \* \* \* \*

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the \_\_\_\_ day of \_\_\_\_\_ 2021, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the seal of  
said City this \_\_\_\_\_ of \_\_\_\_\_ 2021.

\_\_\_\_\_  
Lara Weisiger, City Clerk  
City of Alameda

APPROVED AS TO FORM:

\_\_\_\_\_  
Yibin Shen, City Attorney  
City of Alameda