CITY OF ALAMEDA RESOLUTION NO. _____

ADOPTING THE DRAFT ACTIVE TRANSPORTATION PLAN

WHEREAS, the City of Alameda believes it is essential to have a network of public streets that serve the public's need to safely, conveniently, and comfortably walk, bicycle, drive, and ride transit for their daily mobility needs; and

WHEREAS, the City of Alameda is well-suited to support walking, rolling, and bicycling as preferred modes of transportation for many daily trips; and

WHEREAS, seventy percent (70%) of Alameda's greenhouse gas emissions are generated by transportation; and

WHEREAS, pedestrians and bicyclists are involved in sixty-two percent (62%) of Alameda's severe crashes, yet only make up 25% of all transportation trips; and

WHEREAS, forty-six percent (46%) of residents say they would bike more if there were more facilities where they felt safer and more comfortable; and

WHEREAS, the City of Alameda Bicycle Master Plan is 12 years old; and

WHEREAS, the City of Alameda Pedestrian Plan is 13 years old; and

WHEREAS, the City's Master Funding Agreement with the Alameda County Transportation Commission, which authorizes the pass-through transportation sales tax funding (Measure BB) to the City, requires that bicycle and pedestrian master plans be updated every five years; and

WHEREAS, the City of Alameda adopted the Transportation Choices Plan in 2018, which recommended that the City prepare an up-to-date Active Transportation Plan to replace the 2009 Pedestrian Plan and 2010 Bicycle Master Plan to reduce commute hour traffic volumes at the estuary crossings and within Alameda; and

WHEREAS, the City of Alameda adopted the Climate Action and Resiliency Plan in 2019, which recommends that the City implement bicycle and pedestrian improvements to reduce automobile trips and greenhouse gas emissions in Alameda, and set a goal to add 10.44 miles of previously unplanned bikeways that are of a type expected to shift bicycling behavior; and

WHEREAS, the City of Alameda adopted the updated General Plan in 2021, which recommends that the City prepare an up-to-date Active Transportation Plan to replace the 2009 Pedestrian Plan and 2010 Bicycle Master Plan to reduce automobile congestion, improve environmental quality, and improve pedestrian and bicycle safety in Alameda; and

WHEREAS, the City of Alameda adopted the Vision Zero Action Plan in 2021, which recommends that the City implement bicycle and pedestrian capital improvements to increase pedestrian and bicycle safety and help eliminate fatalities and serious injuries on Alameda public roads by 2035; and

WHEREAS, on November 16, 2022, the City of Alameda Transportation Commission recommended approval of the November 2022 draft Active Transportation Plan; and

WHEREAS, on December 6, 2022, the City Council conducted a duly-noticed public hearing, reviewed the November 2022 draft Active Transportation Plan and all pertinent maps, documents and exhibits, and public comments.

NOW, THEREFORE, BE IT RESOLVED, that the City Council finds that the Active Transportation Plan will help implement the City of Alameda General Plan, Climate Action and Resiliency Plan, Vision Zero Action Plan, and Transportation Choices Plan by providing an 8-year work program to improve pedestrian and bicycle facilities and programs in Alameda; and

BE IT FURTHER RESOLVED, that the City Council finds that, based on substantial evidence in the record, the potential environmental impacts of the project to approve the Active Transportation Plan have been evaluated and disclosed pursuant to CEQA. On November 30, 2021, by Resolution No. 15841, the City Council certified a Final Environmental Impact Report for the Alameda 2040 General Plan (State Clearinghouse No. 2021030563) in compliance with CEQA, and adopted written findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the General Plan Amendment to update the Alameda General Plan (General Plan EIR), which evaluated the environmental impacts of implementing the Mobility Element of the General Plan update, which includes policies directing the preparation and implementation of the Active Transportation Plan. Pursuant to CEQA Guidelines sections 15162 and 15163, none of the circumstances necessitating further CEQA review are present with respect to the General Plan EIR. Adoption of the Active Transportation Plan to implement the policies and goals of the Mobility Element would not require major revisions to the General Plan EIR due to new significant impacts or due to a substantial increase in the severity of the significant environmental effects. There have been no substantial changes with respect to the circumstances under which the project would be undertaken that would require major revisions of the General Plan EIR due to new or substantially increased significant environmental effects. Further, there has been no discovery of new information of substantial importance that would trigger or require major revisions to the General Plan EIR due to new or substantially increased significant environmental effects. For these reasons, no further environmental review is required; and

BE IT FURTHER RESOLVED, that the City Council hereby adopts the Active Transportation Plan as shown in Exhibit A and with the amendments recommended by staff and the Transportation Commission listed in the December 6, 2022 staff report to City Council.

Exhibit A

Draft Active Transportation Plan

[On file with the Clerk's office]

* * * * * *

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 6th day of December 2022, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of the said City this 7th day of December 2022.

_____
Lara Weisiger, City Clerk
City of Alameda

APPROVED AS TO FORM:

_____
Yibin Shen, City Attorney
City of Alameda