



34009 ALVARADO-NILES ROAD
UNION CITY, CALIFORNIA 94587

CITY OF UNION CITY COMPLETE STREETS POLICY

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. The City of Union City (“City”) 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 within the City will maintain sensitivity to local conditions in residential, commercial, and industrial areas as well as urban, suburban, and rural areas, and will work with residents, businesses, 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 Union City Pedestrian and Bicycle Master Plan.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments of the City 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 will generally follow its own accepted or adopted design standards, including the most recent versions of the City of Union City Standard Details and the City of Union City Pedestrian and Bicycle Master 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 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 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.
- B. **Stakeholder Consultation:** Develop an/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, as defined necessary to support implementation of this policy by the City.

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

C. Exceptions

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