



SEPTEMBER 2016 LAC & BOARD OF DIRECTORS MEETING SUMMARY

Legislative Action Committee Meeting Summary

- LAC Committee reviewed the following November 2016 statewide ballot propositions having the most impact on cities and recommended the following:
 - **Proposition 51: California Public Education Facilities Bond Initiative** – Authorizes \$9 billion in general obligation bonds for new construction and modernization of K-12 public school facilities; charter schools and vocational education facilities; and California Community Colleges facilities – **No Position**.
 - **Proposition 54: California Transparency Act of 2016** - Prohibits legislature from passing any bill unless published on Internet for 72 hours before vote. Requires Legislature to record its proceedings and post on Internet. Authorizes use of recordings – **Support**.
 - **Proposition 57: Public Safety and Rehabilitation Act of 2016** - Allows parole consideration for nonviolent felons. Authorizes sentence credits for rehabilitation, good behavior, and education. Provides juvenile court judge authority to decide whether juvenile will be prosecuted as adult – **Oppose**.
 - **Proposition 63: Safety for All Act of 2016** - Requires background check and Department of Justice authorization to purchase ammunition. Prohibits possession of large-capacity ammunition magazines. Establishes procedures for enforcing laws prohibiting firearm possession by specified persons. Requires Department of Justice's participation in federal National Instant Criminal Background Check System – **Support**.
 - **Proposition 64: Marijuana Legalization Initiative Statute** - Legalizes marijuana under state law, for use by adults 21 or older. Imposes state taxes on sales and cultivation. Provides for industry licensing and establishes standards for marijuana products. Allows local regulation and taxation – **No Position**.
 - **Proposition 65: Carryout Bags, Charges, Initiative Statute** - Redirects money collected by grocery and certain other retail stores through mandated sale of carryout bags. Requires stores to deposit bag sale proceeds into a special fund to support specified environmental projects – **Oppose**.

- **Proposition 67: Plastic Bag Ban Veto Referendum** - A “Yes” vote approves, and a “No” vote rejects, a statute that prohibits grocery and other stores from providing customers single-use plastic or paper carryout bags but permits sale of recycled paper bags and reusable bags – **Support (“Yes”)**.
- It was suggested to consider reviewing local measures within jurisdictions; Executive Board to review consideration of Measure M Sunnyvale Public Lands Act for October LAC Meeting.

Board of Directors Meeting Summary

Colin Heyne of Silicon Valley Bicycle Coalition presented Vision Zero, a strategy and toolkit created to help cities take concrete, measurable steps toward achieving zero deaths and zero life-altering injuries on our roadways.

- Silicon Valley Bicycle Coalition’s mission is to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties.
- Vision Zero was developed in collaboration with California Walks, the statewide voice for pedestrian safety and healthy, walkable communities for people of all ages and abilities.
- Vision Zero = Zero deaths or major injuries on our roadways.
- Vision Zero was inspired by an increase in traffic deaths; U.S fatalities on the road spiked in 2015 after a downward trend in recent years, according to preliminary federal data.
- People who walk and bike are disproportionately injured and killed; there is a 8% walking fatalities and injuries rate and a 12% biking fatalities and injuries rate in Santa Clara County.
- And there is disproportionate level of funding for bicycling and walking.
- Vision Zero begins with adopting a Vision Zero policy and developing a Vision Zero implementation plan.
- The Basics of the Toolkit includes the 5 “E’s:”
 - Evaluation and Planning – e.g. San Jose discovered that 50% of fatal traffic fatalities occur on just 3% of San Jose Streets.
 - Engineering
 - Enforcement
 - Education – e.g. in-class education, community outreach and engagement
 - Encouragement
- Within each step there are short-, mid-, and long-term tactics
- There are low cost, easy to implement solutions, e.g. painting bike lanes green, and higher cost solutions, e.g. protected bike paths
- Local advocates are available to help cities consider, adopt, and implement Vision Zero, e.g. lead rides and walking tours, review designs and grant applications, provide letters of support, assist with community outreach, and aid in policy development.
- Board Members expressed interest in safe bike paths an ensuring connection across jurisdictions.

- Powerpoint presentation and Vision Zero toolkit is attached for more information.

Vu-Bang Nguyen provided a report on the recently completed Silicon Valley Housing Impact/Commercial Linkage Fees Nexus Study.

- The Nexus Study (co-sponsored by the Cities Association) included 12 participating jurisdictions, e.g. Santa Clara, Santa Clara County, Los Altos, Milpitas, Campbell, Union City, San Leandro.
- Participating jurisdictions have saved 70% of the cost of doing the study individually; each city has received its report with compiled data and suggested fees for consideration.
- The report recommended fees ranging \$25-\$40 per square foot; each city has been provided with a feasibility study to determine its range and fee for its jurisdiction; each city is also provided with the data of neighboring cities and their fees if applicable.
- Next steps include providing a website so all cities could access information and exploring possibility of continuing regional coordination on other efforts, e.g. second units, displacement, and Air B&B policies, Housing Element, etc.,

LAC Report: Jim Griffith reported recommendations on the reviewed propositions (see LAC Meeting Summary); the Board unanimously approved the recommendations.

CSC Appointee Tara Martin-Milius of Sunnyvale provided update on recent activities of the Local Agency Formation Commission (LAFCO). The Commission is responsible for minimizing sprawl and protecting foothills. Recently, efforts have been dedicated to Morgan Hill’s Southeast Quadrant and the reconsideration of opening a private high school; LAFCO denied the appeal and is against the expansion in Morgan Hill. LAFCO to consider future annexations of county property for jurisdictions, e.g. Los Gatos, Saratoga.

City Managers’ Association Report: Sunnyvale City Manager Deanna Santana provided an update on the City Managers’ Association recent efforts in addressing countywide taxi regulation per referral by the Cities Association. Due to recent passage of AB 650 (Low) Taxi Regulations, evaluation of countywide taxi regulations is on “hold.” Assembly Bill 650 proposes that the California Public Utilities Commission regulates taxi’s statewide just as TNC’s, e.g. Uber, Lyft. The Governor may sign or veto it; if vetoed, the two regional options will continue to be considered: a model ordinance for all cities to adopt or the inclusion of a statement of reciprocity that allows cities to accept current certificates of public convenience from other cities in the County.

Joys & Challenges

- Mountain View – Annual Art & Wine Festival, September 10 & 11.
- Cupertino – Council to consider Cities Association’s recommendation on minimum wage at September 20th Council Meeting.
- Morgan Hill – Taste of Morgan Hill, September 24 & 25.
- Los Gatos – Rotary hosting “All You Can Eat Lobster Fest” September 17th.

- Sunnyvale – Foothill/ De Anza Community College District to open satellite office in Sunnyvale; downtown development to progress with new team.

Announcements

- Affordable Housing Workshop for Elected Officials, September 23, 12 – 2pm, location TBD; co-hosted by Cities Association of Santa Clara County and Silicon Valley at Home.
- Cities Association October 13th Board Meeting to include Roundtable Discussion regarding homelessness; all Board representatives are welcome to participate and share cities' efforts.
- Cities Association Executive Board 2017 – there is a vacancy for the Legislative Action Committee Chair role; if Board Members or fellow Council Members are interested in the role, please email Executive Director Raania Mohsen at executive_director@citiesassociation.org. Nominating Committee will present its recommendation for the Executive Board 2017 at the October 13th Board Meeting.



Vision Zero

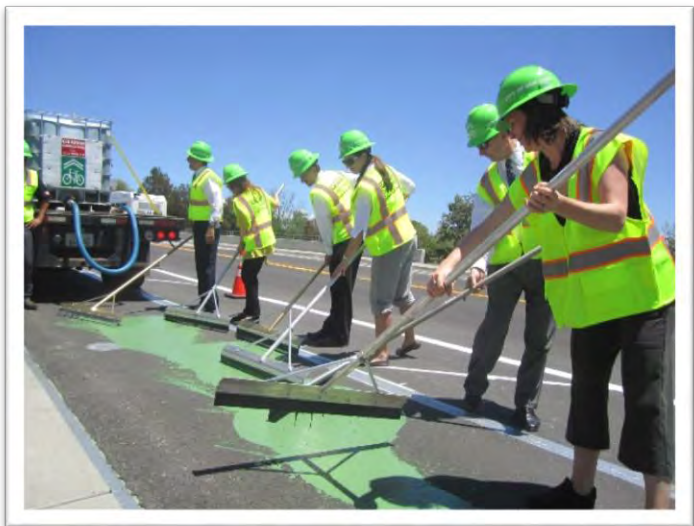
Cities Association of Santa Clara
County

September 8, 2016

Colin Heyne, Deputy Director, Silicon Valley Bicycle Coalition



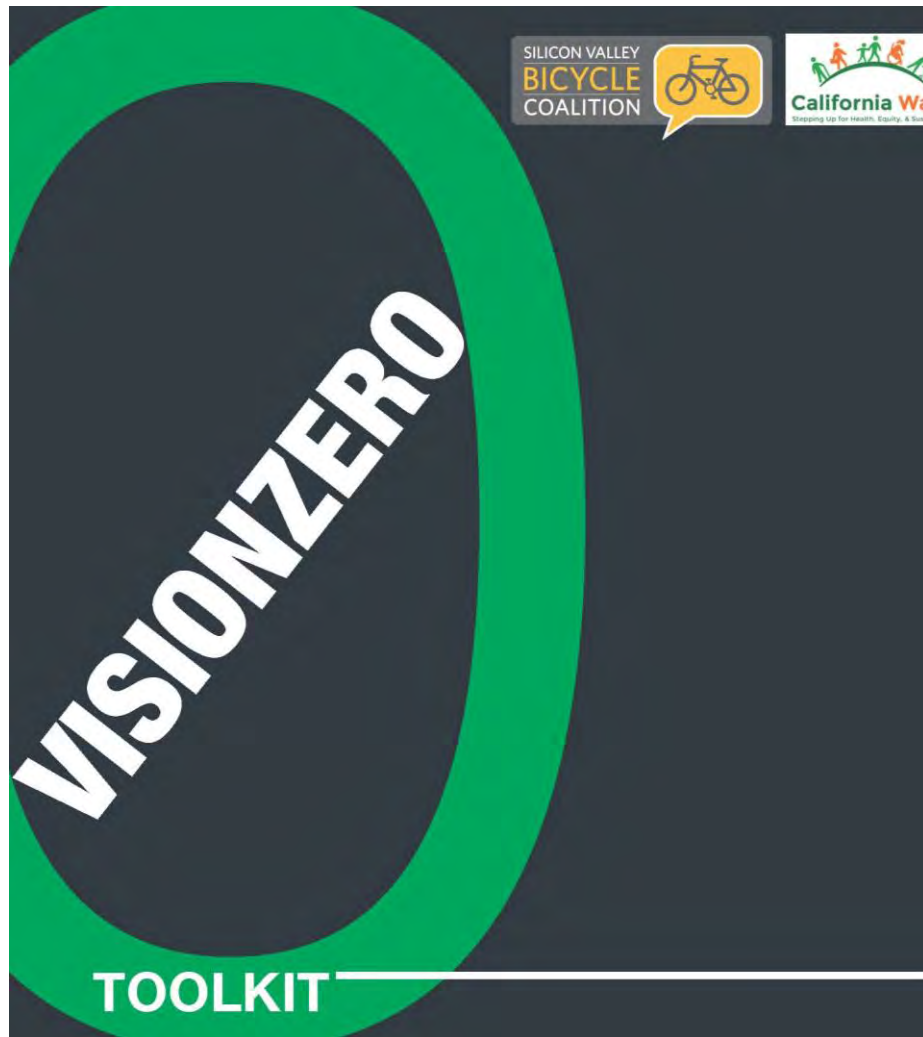
Creating a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties.



Statewide voice for pedestrian safety and healthy, walkable communities for people of all ages and abilities.



What is Vision Zero?



Vision Zero =
Zero deaths
or major
injuries on
our roadways

<http://bikesiliconvalley.org/resources/vision-zero-toolkit/>

<http://californiawalks.org/vision-zero-toolkit/>

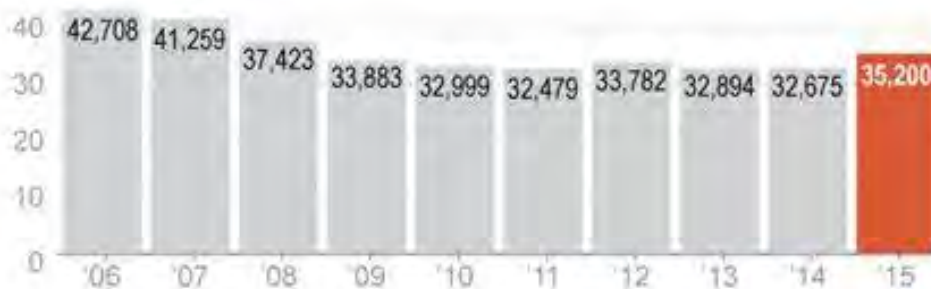
Why Vision Zero?

Traffic deaths

U.S. fatalities on the road spiked in 2015 after a downward trend in recent years, according to preliminary federal data.

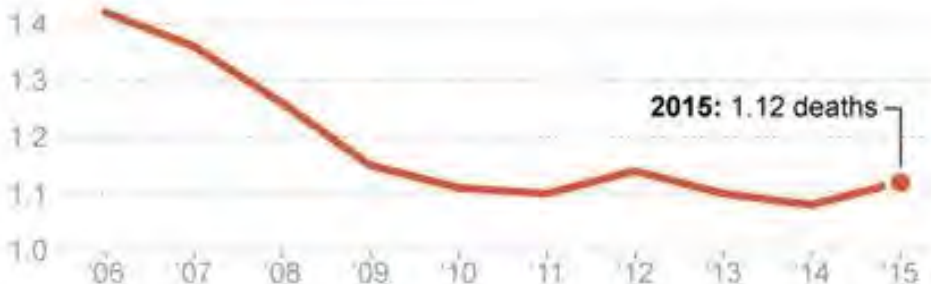
Traffic deaths per year

50 thousand deaths



Traffic deaths per 100 million miles driven

1.5 deaths



SOURCE: National Highway Traffic Safety Administration

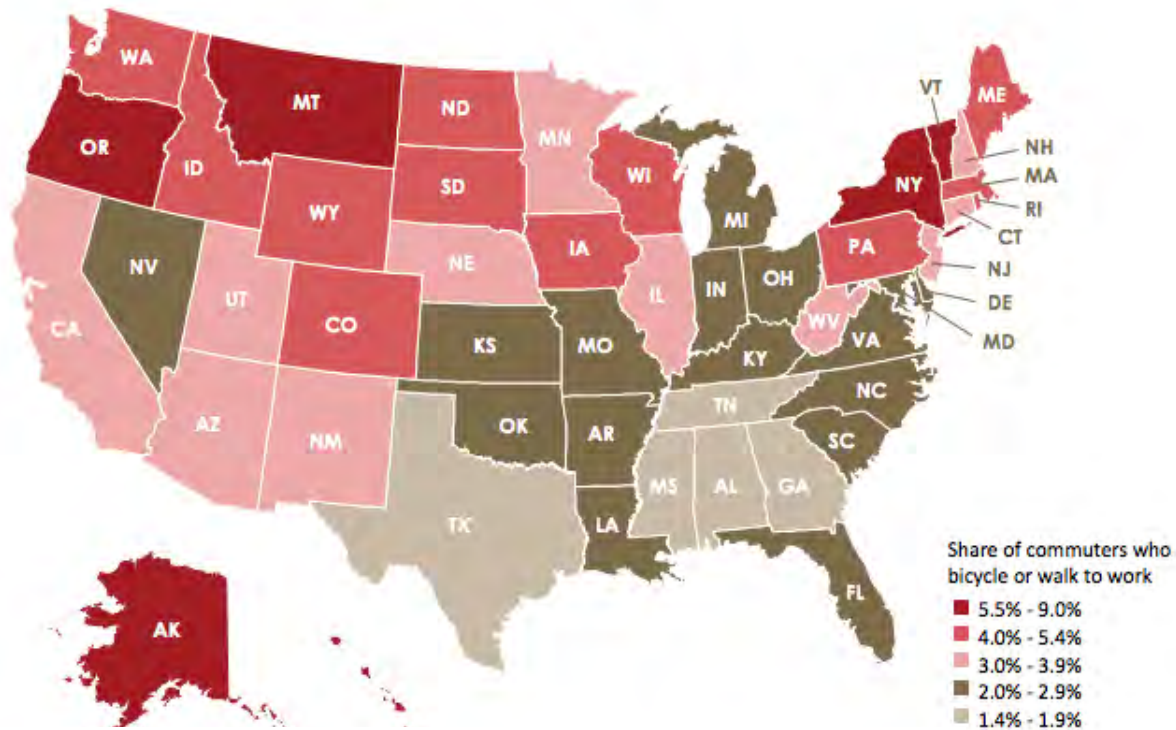
AP

Why Vision Zero?

County	Population (2013)	Total fatalities and injuries	Walking fatalities and injuries	Rate	Biking fatalities and injuries	Rate
San Mateo County	740,920	1,941	200	10.3%	220	11.3%
Santa Clara County	1,854,726	5,614	491	8.7%	676	12.0%

People who walk and bike are disproportionately injured and killed

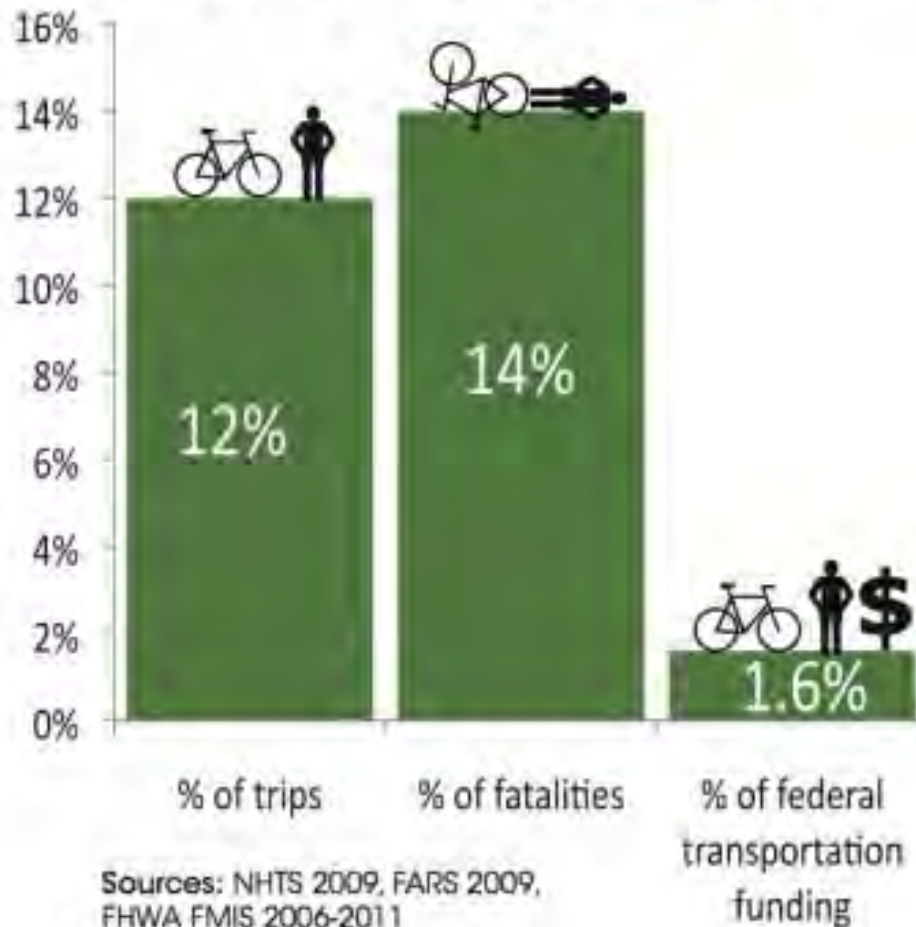
Who is Walking & Biking?



Source: NHTS 2009. Note: Due to rounding, some of these data do not appear to add up to 100%.

Disproportionate Funding

Levels of Bicycling and Walking, Bike/Ped Fatalities, and Bike/Ped Funding in the U.S.



History of Vision Zero

1997:

- Sweden introduces Vision Zero policy with 2020 goal

2011:

- SVBC launches Vision Zero initiative and Roadway Safety Solutions Team with Stanford Trauma

2014:

- New York City and San Francisco debut Vision Zero plans

2015:

- US DOT Mayor's Challenge for Safer People, Safer Streets; Vision Zero San José, Vision Zero policy in San Mateo

Vision Zero Toolkit Basics

- The Essentials, adding Engagement and Equity to involve and empower partner organizations and underrepresented communities
- 5 “E’s”: Evaluation and Planning, Engineering, Enforcement, Education, Encouragement
- Short-, mid-, and long-term tactics

The Essentials

1. Adopt a Vision Zero policy in your municipality
2. Develop a Vision Zero implementation plan



Equity and Engagement



“[R]esidents of low-income and minority neighborhoods are disproportionately represented in bike and pedestrian injuries and fatalities, and low-income neighborhoods often have fewer sidewalks and other safe infrastructure. Safe non-motorized travel, and safe access to transit stops, is essential for disadvantaged Americans seeking to reach jobs, schools, and other opportunities...” – US Department of Transportation report, “Safer People, Safer Streets”

The 5 E's

- Evaluation & Planning
- Engineering
- Enforcement
- Education
- Encouragement



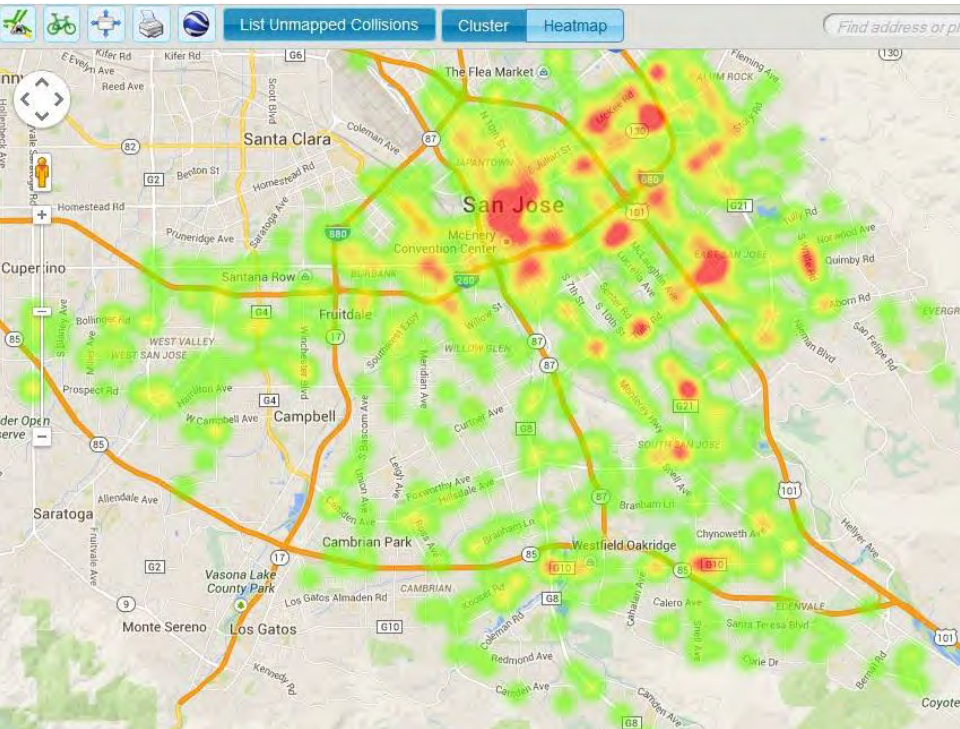
Crosswalk Location (before)



Photo Credit: Ventura / Kings Canyon Corridor Complete Streets Plan

Crosswalk Location (after)

Evaluation and Planning



50% of fatal traffic crashes occur on just 3% of San Jose streets.



Engineering – Slow Drivers' Speeds

HIT BY A VEHICLE
TRAVELING AT:

**20
MPH**

10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:

**30
MPH**

40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:

**40
MPH**

80%
DEATH RISK



Low Cost, Easy to Implement Solutions



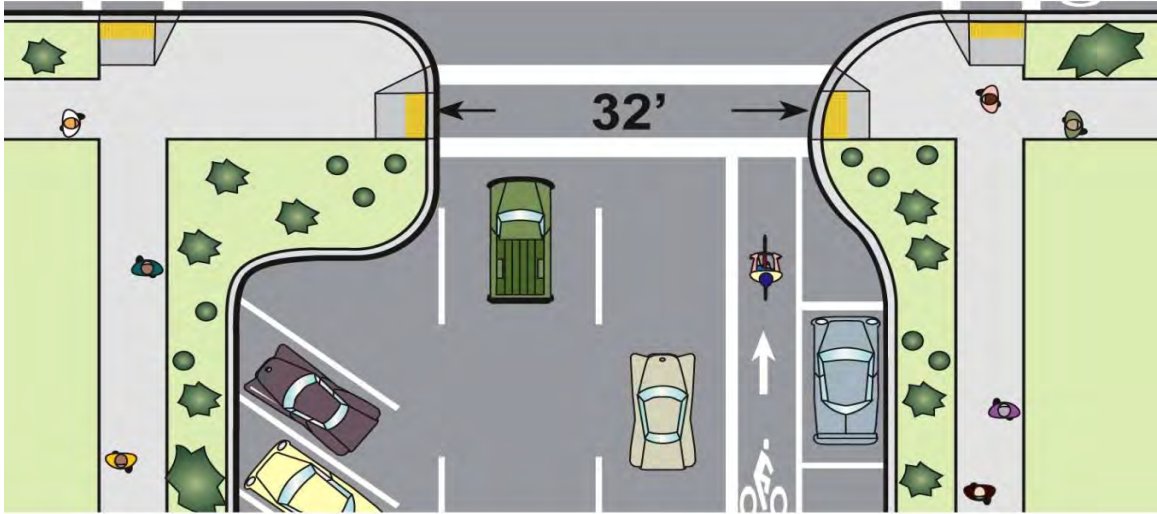
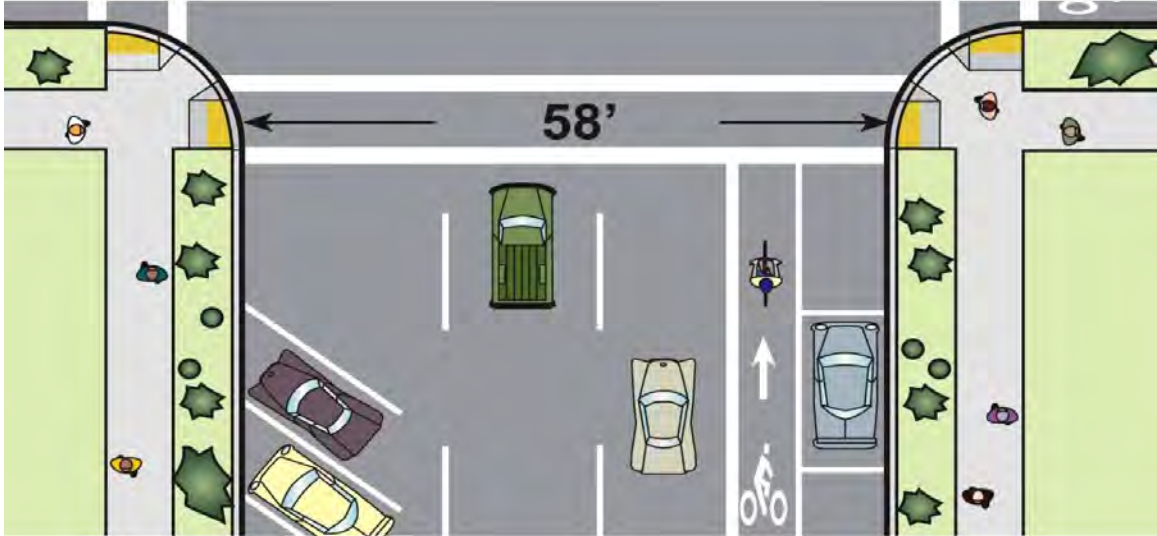
Signal Timing

Signs

Paint

Ocean Park Blvd., Santa Monica, CA
Photo: Santa Monica Spoke

Implementation Toward Vision Zero



Local Engineering and Engagement



Education

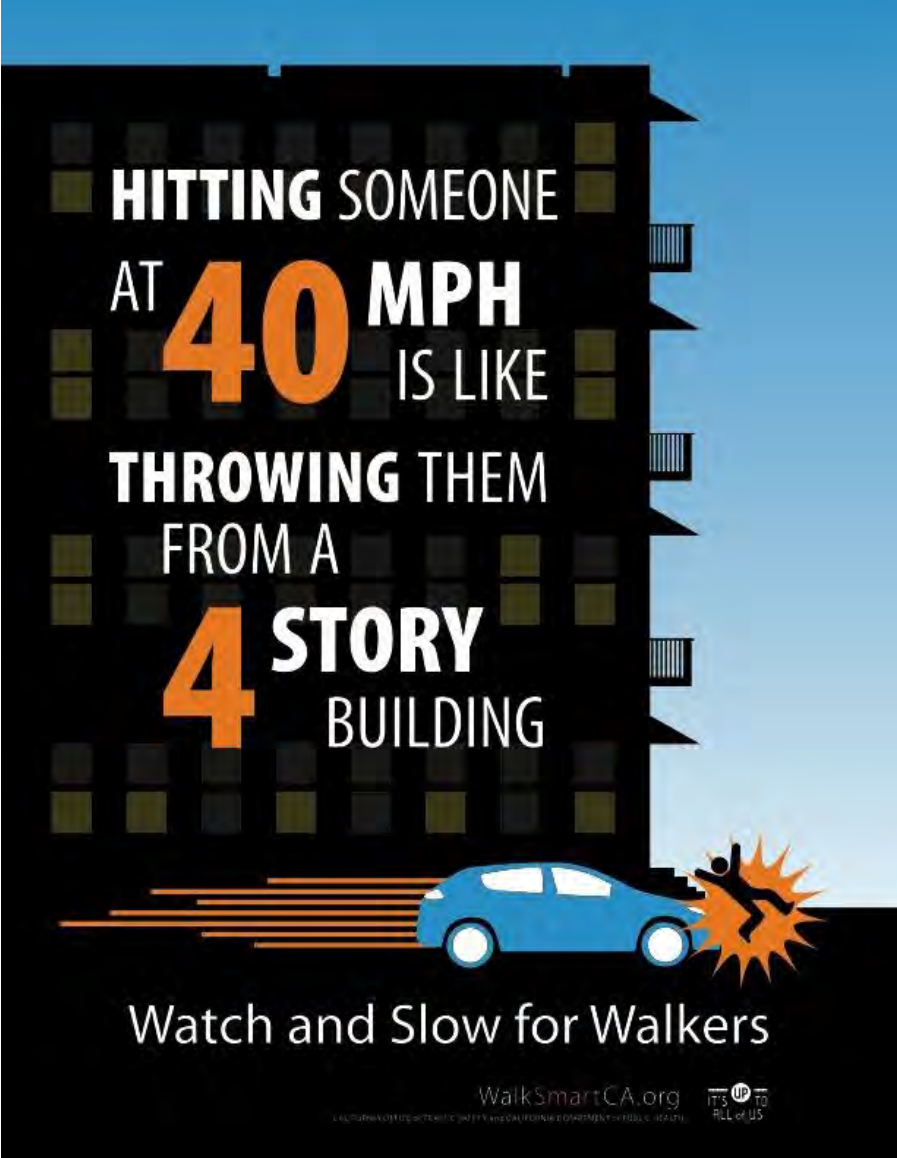


**Pedestrians don't
come with airbags.**

Yield to pedestrians when turning.



Education



HITTING SOMEONE
AT **40 MPH** IS LIKE
THROWING THEM
FROM A
4 STORY
BUILDING

Watch and Slow for Walkers

WalkSmartCA.org
CALIFORNIA'S OFFICIAL WALKING PARTNER AND CALIFORNIA'S COMMITMENT TO PUBLIC HEALTH

UP TO
RCL OF US

Encouragement



Encouragement



Things to consider: Vision Zero



- Adopt a Vision Zero policy/goal (can include in bike/ped plan)
- Engage community
- Determine Vision Zero implementation plan
- Focus on intersections and streets with most collisions
- What are the low-hanging fruit?
- Encouragement programs

Local Advocates are Here to Help!

- Lead rides and walking tours
- Implement and manage SR2S programs
- Review designs and grant applications
- Provide letters of support
- Assist with community outreach
- Aid in policy development



Thank You!



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A BIKE FACILITY FOR ALL AGES & ABILITIES:
EFFECTIVE. SAFER. POPULAR.
VETTED. APPROVED. CA HDM & MUTCD-COMPLIANT.

Class IV Separated Bikeways: Approved for Use in California

An easy guide for implementation
by the California Bicycle Coalition



"There was a need in our city to connect the Modesto Junior College East and West campus—so we repurposed one lane of this high speed roadway to create a Separated Bikeway while doing routine maintenance. People love the separated bikeway and it makes the two mile connection a lower stress facility through separation from vehicles."

—Michael Sacuskie, Associate Engineer/Bicycle Program Coordinator
Phillip Soares, PE, TE, Associate Civil Engineer/Traffic Engineer
City of Modesto

Common Concerns

Class IV Separated Bikeways are brand new in many communities and are sure to raise a lot of questions. Worry not, we're here to help.

Will my city be liable for Separated Bikeways?

NO Caltrans design immunity extends to Class IV facilities in the same capacity as it exists for the other three classes of bike facilities.

Do Separated Bikeways violate CA HDM rules?

NO The design guidelines issued by Caltrans for Separated Bikeways work in tandem with CA HDM rules. For any components of the project where you are concerned about violating design rules, the CA HDM clearly states that cities are only required to document their variations from the design manual and document them.

Will Separated Bikeways be more dangerous at intersections or driveways?

NO Driveways and intersections are deserving of extra attention when planning a Separated Bikeway, but are by no means a dealbreaker. As long as you provide clear sightlines and additional striping, driveway crossings can be made safer than current conditions. Intersections require more attention, and many examples already exist around the state for how to plan for them appropriately—including protected intersections and crossings.

Are Separated Bikeways more expensive?

NOT ALWAYS There are a lot of design approaches when implementing Separated Bikeways, some of which can be done for very little money. Separated Bikeways will also be much more competitive for grant funding like HSIP or ATP.



Austin, TX



San Francisco, CA



Chicago, IL



Alameda, CA



Cambridge, MA



Seattle, WA

Your Community Deserves the Best Bikeways

Sometimes called “protected bike lanes” or “cycle tracks”, the Separated Bikeway is recognized across the country and around the globe as one of the best and safest ways to get more people of all ages and abilities riding bikes. Now that Separated Bikeways are approved for use in California, implementation in your community is easier than ever.

What is a Separated Bikeway?

- Separated Bikeways are on-street facilities reserved for use by bicyclists, with physical separation between the bikeway and travel lanes
- Separated Bikeways can be one-way facilities on both sides of the street or two-way facilities on one side of the street
- Physical separation can include concrete curbs, landscaping, parking lanes, bollards, or other vertical elements
- Class IV Separated Bikeways are **not** Class I shared-use paths or Class II bike lanes, as they are on-street yet physically separated from vehicle traffic



Hundreds of miles of Separated Bikeways have already been implemented and used by millions of people riding bikes from coast to coast in the United States, thanks to transportation leaders focused on enhancing the safety, comfort, and options for mobility in their communities.

Why Build Separated Bikeways?

- Get more people to ride bikes by providing the safety, comfort, and separation most people want and need to consider bicycling ([San Francisco Study](#))
- Improve safety for bicyclists, drivers, and pedestrians ([NYC](#), [Chicago](#))
- Increase sales in business districts ([Salt Lake City](#), [NYC DOT](#))
- Boost property values ([Indianapolis](#))

Since separated bike lanes are physically separated from vehicular traffic, almost all users (96 percent) feel safer as a result of the separation, which can help attract new riders.

—“Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.” National Institute for Transportation and Communities (2014)



“I am so proud of the new bike lanes we have opened. Our first protected lanes on Telegraph are a critical part of making Oakland a more vibrant, safe, and sustainable city.”

— City of Oakland’s Mayor Libby Schaaf, May 31, 2016



LEARN MORE

There are many sources, including links below, for more information on Class IV Separated Bikeways and unique design guidance in California.

Caltrans Class IV Bikeway Guidance

FHWA Separated Bike Lane Planning and Design Guide

NACTO Urban Bikeway Design Guide

MassDOT Separated Bike Lane Planning & Design Guide

Alta Planning + Design Evolution of Protected Intersection White Paper



COVER IMAGE: CITY OF MODESTO COURTESY OF MICHAEL SACUSKIE, ABOVE LEFT: OAKLAND SEPARATED BIKEWAY PICTURES COURTESY OF ALTA PLANNING + DESIGN, OTHER PHOTOS OF LONG BEACH SEPARATED BIKEWAY PICTURES COURTESY OF ALLAN CRAWFORD