



DATE: April 26, 2017
TO: Council Infrastructure Committee
FROM: City Manager
SUBJECT Review Draft Complete Streets Strategic Initiative Two-Year Action Plan.

RECOMMENDATION

That the Committee reviews and provides feedback on the Draft Complete Streets Strategic Initiative Two-Year Action Plan.

SUMMARY

The City Council has four guiding priorities that drive City action: Safe, Clean, Green, and Thrive. These overarching priorities emphasize the City Council's desire for the Hayward community over the last several years.

In November, 2016, the City Council held a Council priority setting retreat where they identified three strategic initiatives for the next two years: Complete Streets, Complete Communities and Tennyson Corridor. On February 28, 2017, the Council held a work session to discuss the Complete Streets strategic initiative and provided staff further direction related to this initiative.

In March 2017, the City Manager established an interdepartmental strategy team representing seven departments to develop a two-year action plan to further advance this strategic initiative. This Complete Streets Strategic Initiative two-year action plan delineates the specific goals, objectives, and performance measures that will be implemented over the next two-year period to ensure the City advances the intent of this Council strategic initiative.

BACKGROUND

Over the years, Council has taken several actions to develop policy that ensures the City builds streets that are safe, convenient for travel, regardless of age or ability and that accommodate motorists, pedestrians, bicyclists, and public transportation riders. The [Hayward 2040 General Plan](#) includes Goal Mobility-3, to provide Complete Streets, designed to balance the diverse needs of users of the public right-of-way. Per the General Plan, careful planning and coordinated development of complete streets infrastructure can provide long-term cost savings for the City by reducing road construction, repair and maintenance costs and expanding the tax base; improving public health by encouraging active lifestyles; ensuring

roadway safety for all modes of transportation; providing economic benefits to property owners and businesses; and decreasing pollution through the reduced reliance on single occupancy vehicles for transportation.

On March 19, 2013, the City Council adopted Resolution No. 13-027, supporting a city-wide Complete Streets Policy to support design and development of a comprehensive, integrated transportation network to allow for safe, convenient travel along and across streets for all users.

As mentioned earlier, on February 28, 2017, the City Council held a [Work Session](#) to obtain further direction on the Complete Streets initiative and to discuss the Central Alameda County Complete Streets Implementation Project. At that meeting, the Council directed staff to prioritize safety and adopt programs that would encourage people to consider alternatives modes of transportation

DISCUSSION

The overarching purpose of this Complete Streets strategic initiative two-year action plan is to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability; including motorists, pedestrians, bicyclists, and public transportation riders.

To this end, the Complete Streets two-year action plan identifies goals and objectives to be completed over the next two years and identifies specific performance measures to gauge the successful implementation of the plan.

COMPLETE STREETS STRATEGIC INITIATIVE GOALS:

The three goals identified in the Complete Streets strategic initiative two-year action plan include the following: (1) prioritizing safety for all modes of travel, (2) providing complete streets that balance the diverse needs of users of the public right-of-way, and (3) maintaining sufficient funding to provide for existing and future transportation facility and service needs.

OBJECTIVES:

For Goal 1, Prioritize Safety for all modes of travel, two objectives have been identified: These include the following:

- Objective 1: Reduce number of accidents
- Objective 2: Adopt design standards and develop toolbox to address speeding and aggressive driving behavior

Three performance measures are identified to ensure the goal is met. These include:

1. Reduction in fatal auto and non-auto accidents
2. Reduction in non-fatal auto and non-auto accidents
3. Average speed at specific locations measured annually

The two-year action plan provides further detail related to the proposed action steps staff will take to meet these goals and objectives. Staff proposes to complete various studies that range from identifying existing safety issues, developing tools to address safety issues, and developing conceptual projects with complete streets elements for subsequent implementation in the future as funding becomes available.

The studies described in the two-year action plan will identify and develop individual projects that may range from small projects like intersection improvements to large projects such as corridor improvements. As these projects get funded and implemented, their performance will be measured against the following performance measures to evaluate if the goals and objectives identified in the Action Plan have been met.

For Goal 2, to Provide complete streets that balance the diverse needs of users of the public right-of-way, four objectives are identified. These include the following:

- Objective 1: Decrease single-occupancy automobile use by getting people out of their cars and encouraging walking, biking, transit usage, carpooling and other sustainable modes of transportation
- Objective 2: Improve public health by encouraging active lifestyles and improving roadway safety
- Objective 3: Provide economic benefits to property owners and businesses
- Objective 4: Reduce greenhouse gas emissions

Six performance measures associated with this Complete Streets strategic goal are identified as follows:

1. Citywide Multi-modal level of service (measured at key locations throughout the City every 3-5 years)
2. Report number of miles of new or replaced sidewalks
3. Report number of miles of new bike lanes
4. Report number of new or enhanced crosswalks
5. Report number of curb-ramps installed each year
6. Report number of street lights installed or upgraded each year

Goal 2 focuses on planning, developing, and implementing a complete street network that meets the needs for all users. The tasks proposed to achieve this goal are generally oriented towards developing long term visioning documents that will guide the implementation of capital projects and help achieve the objectives identified above. Other tasks that focus on policy, staff training as well as existing CIP programs that fund improvements for complete streets elements have also been proposed.

For example, modal priority and multi-modal level of service (LOS) policies will help inform long term planning documents like Bicycle and Pedestrian Masterplans. These planning documents will identify priority corridors for such facilities and direct resources towards implementation of such projects.

For Goal 3, to maintain sufficient funding to provide for existing and future transportation facility and service needs, including the operation and maintenance of the transportation system, two objectives are identified as follows:

- Objective 1: Establish a sustainable funding mechanism and dedicated funding source to build complete streets network
- Objective 2: Develop a maintenance plan for complete streets projects

Three performance measures are identified to ensure this goal is met. These include:

1. Number of Approved Grants
2. Dollar value of implemented Complete Streets Projects
3. Miles/Feet of sidewalk, bike lanes, landscaped medians, striping, signing etc. maintained per year by city crew.

Goal 3 identifies the need for developing a funding plan and a maintenance plan, both of which would require significant financial and staff resources. Staff recommends a series of tasks to identify dedicated and competitive (grants) funding sources for complete street projects. Additionally, to meet the objective of the first two goals, it is critically important to develop a maintenance plan and budget for increased maintenance cost of complete streets projects.

Staff requests that the Council Infrastructure Committee discuss the proposed Complete Streets Strategic Initiative two-year action plan and provide feedback. The Complete Streets Strategic Initiative two-year action plan will then be finalized and presented to the full Council for review at the June 13, 2017 work session on the three Council strategic initiatives and eventual adoption at the June 27, 2017 Council meeting.

FISCAL AND ECONOMIC IMPACT

The fiscal impact of this two-year action plan may include impact staff workload prioritization, staff resources, and potential need for consultants to complete some of the tasks identified in the plan. The fiscal impact of implementation of some of the projects identified in the plan may vary based on the project and the timeframe considered and may include one-time costs (i.e. construction) and ongoing operational costs (maintenance).

SUSTAINABILITY FEATURES

Complete Streets promote multi-modal transportation which will lead to a reduction in greenhouse gas emissions related to single occupancy vehicle use, and will address green infrastructure and storm water treatment technology through street design.

NEXT STEPS

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