

HAYWARD CITY COUNCIL

RESOLUTION NO. 13-027

Introduced by Council Member Halliday

RESOLUTION OF THE CITY OF HAYWARD ADOPTING A
COMPLETE STREETS POLICY

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families; and

WHEREAS, the lack of Complete Streets is dangerous for pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and persons with disabilities; more than 4,000 pedestrians and bicyclists died on roads in America in 2009, and more than 110,000 were injured, and more than 20% of traffic-related fatalities in California involved bicyclists or pedestrians; many of these injuries and fatalities are preventable, and the severity of these injuries could readily be decreased by implementing Complete Streets approaches; and City of Hayward wishes to ensure greater safety for those traveling its streets and roads; and

WHEREAS, City of Hayward acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation, which can help address a wide variety of challenges, including pollution, climate change, traffic congestion, social isolation, obesity, physical inactivity, limited recreational opportunities, sprawl, safety, and excessive expenses; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and the consequences of obesity, such as diabetes, heart disease, stroke, high blood pressure, high cholesterol, certain cancers, asthma, low self-esteem, reduced academic performance, depression, and other debilitating diseases; and

WHEREAS, City of Hayward recognizes that the careful planning and coordinated development of Complete Streets infrastructure provides long-term cost savings for local governments by reducing road construction, repair, and maintenance costs and expanding the tax base; improves public health and lowers health care expenses; provides financial benefits to property owners and businesses; and decreases air and water pollution; in contrast, the lack of Complete Streets imposes significant costs on government, employers, and individuals, including the cost of obesity, overweight, and physical inactivity, which likely amount to \$28 billion annually in California in medical expenses, workers’ compensation, and lost productivity; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the routine accommodation of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California to slow the onset of human-induced climate change, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, 35% of Californians do not drive, including a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the insufficient and inequitable availability of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, with the concomitant decrease in driving, requires that changes begin to occur now to street design and transportation planning to accommodate more walking, bicycling and public transit; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, City of Hayward therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hayward, State of California, as follows:

1. That the City of Hayward adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

2. That the next substantial revision of the City of Hayward General Plan circulation

element shall take place by June, 2014, and shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

BE IT FURTHER RESOLVED, that this Complete Streets policy is effective June 30, 2013.

IN COUNCIL, HAYWARD, CALIFORNIA March 19, 2013.

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: Zermeño, Jones, Halliday, Peixoto, Salinas, Mendall
MAYOR: Sweeney

NOES: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ATTEST: *Miriam Lens*
City Clerk of the City of Hayward

APPROVED AS TO FORM:

Michael S. ...
City Attorney of the City of Hayward



I hereby certify that this is a correct copy of a document on file in this office

MIRIAM LENS
City Clerk, City of Hayward, California

By: *Miriam Lens*
City Clerk

Date: April 23, 2013

Exhibit A

This Complete Streets Policy was adopted by Resolution No. 13-027 by the City Council of the City of Hayward on March 19, 2013.

COMPLETE STREETS POLICY OF CITY OF HAYWARD**A. Complete Streets Commitments.**

1. **Complete Streets Serving All Users.** The City of Hayward 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, emergency vehicles, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. **Complete Streets Infrastructure.** The City of Hayward recognizes the importance of Complete Streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all categories of users, including but not limited to 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, such as traffic calming circles, raised medians, dedicated transit lanes, transit bulb outs, and road diets.
3. **Context Sensitivity.** In planning and implementing street projects, departments of the City shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues.

B. Safe Travel Requirements.

1. **Complete Streets Routinely Addressed by All Departments.** All relevant departments of the City shall 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.

2. Complete Streets Required.

- a. 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 shall 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 exemption is approved via the process set forth in section B.3 of this policy.
- b. Complete Streets in Routine Work and Projects.** Relevant departments shall improve Complete Streets and street functionality for all categories of users as part of routine work or projects involving pavement resurfacing, restriping, accessing above and underground utilities, signalization operations, or maintenance of landscaping or other features, unless an exemption is approved via the process set forth in section B.3 of this policy.
- c. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the Director of Public Works - Engineering and Transportation provides written approval explaining the basis of such deviation.

3. Leadership Approval for Exemptions. Specific infrastructure for a given category of users may be excluded where all of the following conditions are met:

- a.** Supporting data and documentation are assembled indicating one of the following bases for the exemption:

 - 1.** Use by a specific category of users is prohibited by law;
 - 2.** The cost for specific infrastructure would be excessively disproportionate to the need and probable future use over the long term (costs in excess of 20% of project total may be regarded as evidence that cost is excessively disproportionate, as set forth by the United States Department of Transportation in its policy statement on accommodating bicycle and pedestrian travel);

3. There is an absence not only of current need, but also of future need (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 10 to 20 years); or
 4. Significant adverse impacts outweigh the positive effects of the infrastructure; and
- b. The proposed exemption, as well as the supporting data and documentation, is made publicly available prior to approval of the project design by the Director of Public Works – Engineering and Transportation; and
 - c. The proposed exemption is approved by the City Council; and
4. **Street Network/Connectivity.** As feasible, the City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
- C. Policies, Plans, and Studies.**
1. **Revising Policies and Plans.** All relevant departments are hereby directed to assess additional steps and potential obstacles to implementing Complete Streets in the City of Hayward and to recommend proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals to integrate, accommodate, and balance the needs of all categories of users in all projects.
 2. **Studies.** All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by the City Council shall: (1) evaluate the effect of the proposed project on safe, comfortable, and convenient travel by all categories of users, and (2) identify measures to mitigate any adverse impacts on such travel that are detected.
- D. Performance Standards, Evaluation, and Reporting.** The following steps shall be taken to support implementation of Complete Streets goals:
1. **Performance Standards.** All relevant agencies or departments shall put into place performance standards with measurable outcomes to assess safety, comfort, actual use, and functionality, particularly with regard to the development of a bicycle and pedestrian network, for each category of users.

2. **Evaluation.** All relevant departments shall perform evaluations of how well the streets and transportation network of the City are serving each category of users by collecting baseline data in 2013 and collecting follow-up data on a biannual basis, including data that:
 - a. Track performance standards, including new miles of bicycle lanes, sidewalks, and street trees or plantings, number of new curb ramps, improved crossings, and signage;
 - b. Measure latent demand and existing levels of service for different modes of transport and categories of users, including public transportation ridership;
 - c. Track collision statistics by neighborhood and mode of transportation, and bicycle and pedestrian injuries and fatalities;
 - d. Assess the safety, functionality, and actual use of the neighborhoods and areas within the City of Hayward by each category of users.
 - e. Assess the number of bicycle, pedestrian and transit users and how this changes over time as more infrastructures are built to create a network.

3. **Reporting.** The Director of Public Works – Engineering and Transportation shall provide an annual report to the City Council summarizing how well the City is implementing Complete Streets, with the report including: the performance standards and goals from section D.1 of this policy; the evaluations from section D.2 of this policy, with an assessment of the evaluation data; and a list and map of street projects undertaken in the past year, with a brief summary of the Complete Streets infrastructure used in those projects and, if applicable, the basis for excluding Complete Streets infrastructure from any projects.