

**PROPOSED GENERAL PLAN AMENDMENTS**

**MOBILITY ELEMENT**

- New Vehicle Miles Traveled (VMT) Thresholds and Local Flexible LOS Guidelines Standards (M-1.5):
  - o The City shall adopt new VMT thresholds to reduce VMT Per Capita and VMT Per Employee and consider the adoption of local flexible Level of Service guidelines (LOS standards, to support the expansion as part of a multimodal network system approach, for projects that increase transit ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions. (Hayward General Plan, pg. 3-76)
- Transportation Choices (M-1.8):
  - o The City shall provide leadership in educating the community about the availability and benefits of using alternative transportation modes. (Hayward General Plan, pg. 3-76)

REMOVE LOS CALLOUT (BELOW)

**LEVEL OF SERVICE**

Level of Service (LOS) is a method of evaluating traffic congestion. A LOS of A represents free flowing traffic, and a LOS of F represents severe traffic congestion with substantial delays. In general, the strict enforcement of LOS standards has forced cities to make transportation improvements that favor automobiles and hurt other modes of transportation. For example, a city may be forced to widen an intersection and eliminate pedestrian crosswalks to achieve a minimum LOS standard. While this improves traffic flow for vehicles, it ultimately discourages walking. Adopting a more flexible LOS approach allows cities to consider other modes of transportation when evaluating traffic impacts and making roadway improvements.

ADD VMT CALLOUT (BELOW)

**VEHICLE MILES TRAVELED**

Vehicle miles traveled (VMT) measures the total amount of driving over a given area. VMT analysis is based on geographic travel patterns, which reflect transportation infrastructure, transit service, and land use. VMT connects the environmental impacts from transportation to State greenhouse gas emissions reduction goals. Adopting VMT as a measure of impact allows cities to consider all modes of transportation when evaluating environmental impacts and making transportation network improvements.

- GOAL 2 Regional Transportation Context:
  - o “Policies in this section focus on the regional transportation context. With a significant portion of traffic volume on its local streets attributable to regional through traffic, these policies seek to must coordinate with adjacent communities as well as county, regional, and state agencies to address local traffic ~~congestion~~ operations, provide access to regional transit systems, and connect the city’s transportation facilities to adjacent and regional systems.” [Excerpt] (Hayward General Plan, pg. 3-77)
- GOAL 4 Local Circulation:
  - o “Local access and circulation for all modes include managing the roadway system to improve traffic ~~flow~~ operations, while protecting the neighborhoods from through

traffic... ~~the vehicle level of service (LOS) standard allows for~~ A local transportation analysis can support planned growth in downtown and multimodal districts, while considering effects on alternative modes.” [Excerpt] (Hayward General Plan, pg. 3-81)

- Traffic Operations (M-4.1)
  - o The City shall strive to address traffic operations, including ~~traffic congestion,~~ intersection delays; and travel speeds, while balancing neighborhood safety concerns. (Hayward General Plan, pg. 3-81)
- ~~Level of Service~~ Local Transportation Analysis (M- 4.3):
  - o The City shall ~~maintain a minimum vehicle Level of Service E at signalized intersections during the peak commute periods except when a LOS F may be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as a right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays~~ use local transportation analysis to identify future transportation needs and maintain ongoing traffic operations. (Hayward General Plan, pg. 3-81)
- System Management (M-4.4)
  - o The City shall encourage alternatives to road construction and expansion (e.g., adaptive signals and coordinated signals) as necessary for improving traffic ~~flows~~ operations for all users.-(Hayward General Plan, pg. 3-81)
- Transit Arterials (M-4.6)
  - o The City shall consider improvements, on arterials with transit service to ~~preserve~~ optimize bus operating speeds. (Hayward General Plan, pg. 4-20)

### **NATURAL RESOURCES ELEMENT**

- Community Greenhouse Gas Reduction (NR-2.4)
  - o The City shall work with the community to reduce community based GHG emissions by 20 percent below 2005 baseline levels by 2020, 30% below 2005 levels by 2025, 55% below 2005 levels by 2030. In addition, the City shall work with the community to develop a plan that may result in the reduction of community based GHG emissions to achieve carbon neutrality by 2045. and strive to reduce community emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively. (Hayward General Plan, pg. 3-123)
- Municipal Greenhouse Gas Reduction (NR-2.5)
  - o The City shall reduce municipal greenhouse gas emissions by 20 percent below 2005 baseline level by 2020, 30% below 2005 levels by 2025, 55% below 2005 levels by 2030. In addition, the City shall work with the community to develop a plan that may result in the reduction of community based GHG emissions to achieve carbon neutrality by 2045. and strive to reduce municipal emissions by 61.7 percent and 82.5 percent by 2040 and 2050, respectively. . (Hayward General Plan, pg. 3-123)