



Regular Meeting Agenda
Parks and Recreation Commission

Bill Haskell - Commissioner
Craig van-Keulen - Commissioner
LaRene Green - Commissioner
Mary Seehafer - Commissioner
Matt Wendt - Commissioner
Richard Scott - Commissioner
Ronald Locicero - Commissioner

Tuesday, November 21, 2017 7:00 PM

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

ROLL CALL ATTENDANCE

DECLARATION OF POSTING OF AGENDA

Per Government Code 54954.2

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

Members of the public are entitled to address the Commission concerning any item within the Commission's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

COMMUNITY SERVICES DIRECTOR REPORT

ADOPTION OF THE AGENDA

BUSINESS:

1. APPROVE THE OCTOBER 17, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

2. DRAFT VISION ZERO MORGAN HILL TRAFFIC SAFETY STRATEGIES

Recommendation:

Receive report and provide input on draft Vision Zero Morgan Hill traffic safety strategies.

3. COMMISSION WORK PLAN UPDATES

Recommendation:

Discuss and provide updates on Work Plan items.

ANNOUNCEMENTS

FUTURE COMMISSION AGENDA ITEMS:

ADJOURNMENT

NOTICE

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act that are distributed to a majority of the legislative body less than 72 hours prior to an open session, will be made available for public inspection at the Office of the City Clerk at Morgan Hill City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 at the same time that the public records are distributed or made available to the legislative body. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the Commission concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Commission on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Commission Chambers, and deliver it to the Minutes Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the Commission, but it is very helpful. When you are called, proceed to the podium and the Mayor will recognize you. If you wish to address the Commission on any other item of interest to the public, you may do so by during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the Commission.

Persons interested in proposing an item for the Commission agenda should contact a member of the Commission who may plan an item on the agenda for a future Commission meeting. Should your comments require Commission action, your request may be placed on the next appropriate agenda. Commission discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the Commission, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of Commission Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email michelle.wilson@morganhill.ca.gov.

AMERICANS WITH DISABILITIES ACT (ADA)

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (408)779-7259, (408)779-3117 (fax) or by email michelle.wilson@morganhill.ca.gov. Requests must be made as early as possible and at least two-full business days before the start of the meeting.



Sustainable Morgan Hill Vision

Morgan Hill is a socially responsible, environmentally conscious, and economically sound community that embraces inclusiveness with participation by all.

CITY COUNCIL ONGOING PRIORITIES

Enhancing Public Safety · Protecting the Environment · Maintaining Fiscal Responsibility ·
Supporting Our Youth, Seniors, and Entire Community · Fostering a Positive Organizational Culture ·
Preserving and Cultivating Public Trust · Preserving Our Cultural Heritage

2017 STRATEGIC PRIORITIES

High Speed Rail

Inclusiveness

Infrastructure

Regional Initiatives

Telecommunications

2017 STRATEGIC PRIORITIES:



High Speed Rail

The City of Morgan Hill will directly advocate for our community's needs through our communications, discussions, and decisions. We will continue to engage the community, the High Speed Rail Authority, our state and federal legislators, and other regional agencies to mitigate negative impacts and convey our position that the High Speed Rail Authority should only use the existing Highway 101 right-of-way to avoid all impacts to residents, schools, and businesses. Should the Authority decide the 101 right-of-way is not feasible, we will strongly advocate for the route with the least impact on Morgan Hill.



Inclusiveness

We will celebrate the diversity, history, and culture of our community. Through City Council workshops, community meetings, and researching successes in other communities, the City will listen to and collaborate with the community to define how inclusiveness will be further woven into our community's fabric and to increase public participation. The City's communications, services, public spaces, and projects will embrace all community members as partners, advancing our vision of being a socially responsible community.



Infrastructure

The City will review its streets, parks, and public facilities infrastructure needs initially by updating its 2014 infrastructure study to quantify the funding gap. We will identify potential funding options as ongoing revenue is insufficient to fund our vital community assets at a sustainable level without significantly impacting existing service levels that our community has come to expect. Morgan Hill will actively work with the Valley Transportation Agency, the County, and the State to secure funding for the Santa Teresa extension and road maintenance. We will continue to work closely with our community to inform them of the needs and engage them to find an affordable and sustainable solution.



Regional Initiatives

City Council and staff will focus on influencing regional decisions that benefit Morgan Hill. This regional involvement will include, but not be limited to, partnering with the League of California Cities, Valley Transportation Authority, Santa Clara Valley Water District, Cities Association of Santa Clara County, the City of Gilroy, Santa Clara County, Morgan Hill Unified School District, the Local Agency Formation Commission, the Open Space Authority, and Silicon Valley Clean Energy to advance projects that further Sustainable Morgan Hill.



Telecommunications

The City will collaborate with the private sector to explore ways to provide fast, reliable access and wireless connectivity for residents and businesses. The 2016 Telecommunications Infrastructure and Economic Development Blueprint reports will be the foundation for continuing discussions with broadband providers, public utilities, and other infrastructure service providers in developing an implementation plan for growing our telecommunications infrastructure. The plan will be used to signal Morgan Hill's support for business expansion.

DRAFT



Meeting Minutes Parks and Recreation Commission

Bill Haskell - Commissioner
Craig van-Keulen - Commissioner
LaRene Green - Commissioner
Mary Seehafer - Commissioner
Matt Wendt - Commissioner
Richard Scott - Commissioner
Ronald Locicero - Commissioner

Tuesday, October 17, 2017 7:00 PM

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Bill Haskell	Commissioner	Present	7:12 PM
Craig van-Keulen	Commissioner	Present	7:12 PM
LaRene Green	Commissioner	Present	7:13 PM
Mary Seehafer	Commissioner	Present	7:13 PM
Matt Wendt	Commissioner	Present	7:13 PM
Richard Scott	Commissioner	Absent	
Ronald Locicero	Commissioner	Late	7:13 PM

DECLARATION OF POSTING OF AGENDA

Per Government Code 54954.2

PLEDGE OF ALLEGIANCE

Minutes Acceptance: Minutes of Oct 17, 2017 7:00 PM (BUSINESS:)

PUBLIC COMMENT

COMMUNITY SERVICES DIRECTOR REPORT

ADOPTION OF THE AGENDA

Adopted. Motion van Keulen, Second Haskell, 5-0

BUSINESS:

1. APPROVE THE SEPTEMBER 19, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Craig van-Keulen, Commissioner
SECONDER:	Bill Haskell, Commissioner
AYES:	Haskell, van-Keulen, Green, Seehafer, Wendt
ABSENT:	Scott, Locicero

2. AQUATICS PROGRAMS REPORT

Recommendation:

Receive the report on Aquatics Programs provided by the Community Services Department

Received report.

3. POTENTIAL ENHANCEMENTS TO JACKSON PARK

Recommendation:

Receive report and provide input on potential Jackson Park enhancements.

Motion to move forward design should funding become available and adequate.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	LaRene Green, Commissioner
SECONDER:	Bill Haskell, Commissioner
AYES:	Haskell, van-Keulen, Green, Seehafer, Wendt, Locicero
ABSENT:	Scott

4. SKATE/BMX PARK OPERATIONS UPDATE

Recommendation:

Approve operational changes at the Skate/BMX Park

Recommend approval of staff recommendation.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Craig van-Keulen, Commissioner
SECONDER:	Matt Wendt, Commissioner
AYES:	Haskell, van-Keulen, Green, Seehafer, Wendt, Locicero
ABSENT:	Scott

5. FRIENDLY INN FOLLOW-UP

Recommendation:

Receive report on Friendly Inn and Boys and Girls Club transition status.

Received report.

6. COMMISSION WORK PLAN UPDATES

Recommendation:

Discuss and provide updates on Work Plan items.

Provided updates on work plan items.

ANNOUNCEMENTS

FUTURE COMMISSION AGENDA ITEMS:

ADJOURNMENT



PARKS AND RECREATION COMMISSION STAFF REPORT

MEETING DATE: November 21, 2017

PREPARED BY: Chris Ghione, Community Services Director
APPROVED BY: Chris Ghione, Community Services Director

DRAFT VISION ZERO MORGAN HILL TRAFFIC SAFETY STRATEGIES

RECOMMENDATION(S)

Receive report and provide input on draft Vision Zero Morgan Hill traffic safety strategies.

REPORT NARRATIVE:

On September 21, 2016 the City Council delegated Mayor Tate to support the Vision Zero resolution at the League of California Cities (LCC) annual conference. The resolution (Attachment 1) was approved by the LCC General Assembly on October 7, 2016. The purpose of this initiative is to further the Council's consideration of formally adopting Vision Zero as a guiding policy document for Morgan Hill.

Vision Zero is a traffic safety improvement strategy. The concept was first initiated in Sweden in 1997 and has been credited with reducing traffic fatalities in Sweden and other European countries by 50% over the past decade. Thirty-one cities in the United States have adopted Vision Zero programs including the following California cities: Fremont, Los Angeles, Monterey, San Diego, San Francisco, San Jose, San Luis Obispo, San Mateo, and Santa Barbara.

The Vision Zero core principles are committing to building better and safer streets, educating the public on traffic safety, enforcing traffic laws, and adopting policy changes that save lives. The goal is to create a culture that prioritizes safety, creates livable streets, and seeks to eliminate traffic fatalities.

Around the region, state, and country, increased awareness to make our streets safer is being accomplished through initiatives such as, Silicon Valley Bike Vision and Walking for a Healthier Santa Clara County. The Morgan Hill City Council has complemented these regional initiatives by adopting key planning documents that include goals and strategies which echo the same safety enhancements. Recently adopted Morgan Hill documents include: the Downtown Specific Plan; the Downtown Placemaking Investment Strategy; the Bikeways, Trails, Parks and Recreation Master Plan; the Morgan Hill 2035 General Plan; and the Station Area Master Plan.

In 2017, the Community Services, Economic Development, Engineering, Planning, and Police Departments collaboratively drafted the attached Vision Zero Morgan Hill (VZMH) guiding principles (Attachment 2) to bind these previously adopted strategies and

continue to advance the City's commitment to making lasting changes that save lives and ensure safe mobility for all.

As suggested by the Vision Zero Initiative, VZMH actions are grouped into seven sections: Engineering, Enforcement, Education, Engagement, Evaluation, Encouragement, and Equity. The actions within each section provide a forward-thinking and strategic approach that will provide direction for future planning, design, and development of the community.

The City is already implementing many key Vision Zero goals and working towards others. Some examples of this include the following.

- Working towards enhancements to its traffic collision data analytics by developing a partnership with LexisNexis and Crossroads Collision Database System to provide more streamlined and consistent data throughout the region. The City will benefit from the improved analytics on traffic collision patterns, GIS maps, direct data feeds to the Police Traffic Division and Traffic Engineers and gain valuable insight.
- Continuing to evaluate and add mid-block crosswalks to improve pedestrian safety.
- The addition of count-down timers at new signalized intersections and the retrofit of high use existing intersections.
- Evaluating several intersections for future improvements to improve bicycle and pedestrian safety.

Additionally, the City is participated in a National Safe Routes to School Partnership Launch Program to develop a draft Safe Routes to School Action Plan. The City and the Morgan Hill Unified School District are eager to form a working committee to implement finalize the Action Plan. This committee intends to begin moving forward in early 2018 and will support the implementation Safe Routes to School and VZMH initiatives going forward.

At this point, staff is seeking input from the Parks and Recreation Commission on the draft VZMH strategies. Staff will also be meeting with the Bicycle and Pedestrian Advocacy Group in December for their input, and the City Council for final adoption in early 2018.

LINKS/ATTACHMENTS:

1. League of California Cities Final Report Resolution Approved
2. Draft Vision Zero Morgan Hill



***FINAL REPORT
RESOLUTION APPROVED***

2016 Annual Conference



***Long Beach
October 7, 2016***

FINAL REPORT ON RESOLUTION October 2016

The 2016 League of California Cities Annual Conference was held October 5 - 7, 2016, in Long Beach. On Wednesday, October 5, the Transportation, Communication and Public Works policy committee met and considered the resolution assigned to them.

The General Resolutions Committee met on Thursday, October 6, and considered the resolution before them. A chart on page 2 of this packet includes a summary of the actions taken on the resolution by the policy committees and the General Resolutions Committee.

The resolution contained in this packet was approved by the General Assembly on Friday, October 7.

We thank those city officials who served as members of policy committees, the General Resolutions committee and those city officials who participated in the General Assembly.

Additional copies of this report are available on the League's website at:
www.cacities.org/resolutions

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Number	Key Word Index	Reviewing Body Action		
		1	2	3

- 1 - Policy Committee Recommendation
to General Resolutions Committee
2 - General Resolutions Committee
3 - General Assembly

TRANSPORTATION, COMMUNICATION, & PUBLIC WORKS POLICY COMMITTEE

		1	2	3
1	Vision Zero	Aa	Aaa	A

Information pertaining to the Annual Conference Resolutions will also be posted on each committee's page on the League website: www.cacities.org. The entire Resolutions Packet will be posted at: www.cacities.org/resolutions.

KEY TO ACTIONS TAKEN ON RESOLUTIONS *(Continued)*

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

KEY TO ACTIONS TAKEN

- | | |
|-----|--|
| A | Approve |
| D | Disapprove |
| N | No Action |
| R | Refer to appropriate policy committee for study |
| a | Amend |
| Aa | Approve as amended |
| Aaa | Approve with additional amendment(s) |
| Ra | Refer as amended to appropriate policy committee for study |
| Raa | Additional amendments and refer |
| Da | Amend (for clarity or brevity) and Disapprove |
| Na | Amend (for clarity or brevity) and take No Action |
| W | Withdrawn by Sponsor |

Procedural Note:

The League of California Cities resolution process at the Annual Conference is guided by the League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: [Resolution Process](#).

1. RESOLUTION COMMITTING THE LEAGUE OF CALIFORNIA CITIES TO ENCOURAGE CITIES TO SUPPORT PROGRAMS OR INITIATIVES TO MAKE SAFETY A TOP PRIORITY FOR TRANSPORTATION PROJECTS AND POLICY FORMULATION

Source: City of San Jose

Concurrence of five or more cities/city officials: Cities: Fremont; Los Angeles; Sacramento; San Diego; San Francisco; Santa Monica; and West Hollywood

Referred to: Transportation, Communication and Public Works Policy Committees

WHEREAS, each year more than 30,000 people are killed on streets in the United States in traffic collisions; and

WHEREAS, traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people; with pedestrians and cyclists accounting for a disproportionate share; and

WHEREAS the Centers for Disease Control recently indicated that America's traffic death rate per person was about double the average of peer nations; and

WHEREAS Vision Zero and Toward Zero Deaths are comprehensive strategies to eliminate all traffic fatalities and severe injuries using a multi-disciplinary approach, including education, enforcement and engineering measures; and

WHEREAS a core principle of Vision Zero and Toward Zero Deaths is that traffic deaths are preventable and unacceptable; and

WHEREAS cities across the world have adopted and implemented Vision Zero and Toward Zero Deaths strategies and successfully reduced traffic fatalities and severe injuries occurring on streets and highways; and

WHEREAS safe, reliable and efficient transportation systems are essential foundations for thriving cities.

RESOLVED that the League of California Cities encourages cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways in a way that best suits their needs;

AND encourages the Cities of California to continue to pursue a mission to eliminate traffic fatalities and severe injuries through both transportation projects and policy formulation.

Picture suggestions?



VISION ZERO MORGAN HILL

STRATEGIES TO ELIMINATE TRAFFIC DEATHS
AND SERIOUS INJURIES



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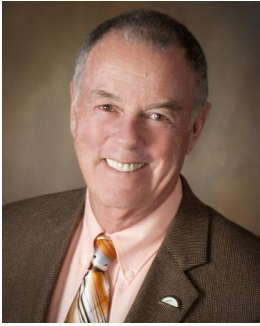
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ACKNOWLEDGEMENTS

Special thanks to the City of Morgan Hill Community Services, Economic Development, Engineering, Planning, and Police Departments, the Parks and Recreation Planning Commission, the Bicycle and Pedestrian Advocacy Group, and the Morgan Hill Unified School District for their expertise and input in developing Vision Zero Morgan Hill.

CITY COUNCIL COMMITMENT

December 6, 2017



Dear Morgan Hill Community,

In 2015, the United States Department of Transportation issued the Mayor's Challenge for Safer People, Safer Streets, which entreats cities to address safety concerns on their roadways.

In October 2016, the Morgan Hill City Council delegated Mayor Steve Tate to support the Vision Zero resolution at the League of California Cities annual conference, which was approved and provided inspiration to formally adopt our own traffic safety action plan.

By adopting this policy, the City Council of the City of Morgan Hill confirms our commitment to:

- Prioritize people first over speed
- Prioritize projects based on safety and equity
- Prioritize funding to align with safety/multi-modal projects
- Evaluate and revise engineering/design standards and planning documents to promote sidewalk connectivity and reflect Vision Zero commitment
- Partner with schools, non-profit organizations, and our community to develop projects and collaborations that align and support Vision Zero

Through smarter street design, targeted enforcement, and education, we will make our streets safer for all ages and abilities, especially pedestrians and people on bikes, as they are the most vulnerable on our streets.

Moving forward it will be the collective responsibility for every member of the City organization to help save lives by making our streets safer. Pedestrian and bicycle use of our sidewalks and roadways is critical to protecting the environment and the future of our transportation system. There will be an ongoing concerted effort to ensure the use of our roadways are safe for motor vehicles, bicyclists, and pedestrians. Working with all members of the community, we will make the City safer.



Mayor Steve Tate

Mayor Pro Tem Larry Carr

Council Member Rich Constantine

Council Member Rene Spring

Council Member Caitlin Robinett Jachimowicz

Attachment: Draft Vision Zero Morgan Hill (1515 : Draft Vision Zero Morgan Hill Traffic Safety Strategies)

SUSTAINABLE MORGAN HILL AND VISION ZERO



Sustainable Morgan Hill Vision

Morgan Hill is a socially responsible, environmentally conscious, and economically sound community that embraces inclusiveness with participation by all.

Morgan Hill City Council adopted "Sustainable Morgan Hill" which is the lens for which all future decisions will be viewed. The goals and objectives of a sustainable Morgan Hill include developing a thriving economy, fostering a highly inclusive community, building a healthy environment, and ensuring fiscal stability. The Vision Zero philosophy aligns with the City's vision by implementing safeguards to be included in the many plans, projects, and policies related to the community's transportation system with the goal of eliminating traffic deaths and severe injuries.

VISION ZERO CONCEPT

The Vision Zero concept was first initiated in Sweden in 1997 and since then, over twenty cities in the United States have adopted Vision Zero programs.

By adopting Vision Zero, Morgan Hill is making a commitment to the Vision Zero principles that prioritize safety, create livable streets, and eliminate traffic fatalities.

The core principles that guide Vision Zero are:

- 1) Traffic deaths are preventable and unacceptable.
- 2) Human life takes priority over mobility and other objectives of the road system. The street system should be safe for all users, for all modes of transportation, in all communities, and for people of all ages and abilities.
- 3) Human error is inevitable and unpredictable; the transportation system should be designed to anticipate error so the consequence is not severe injury or death.
- 4) People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.
- 5) Safe human behaviors, education, and enforcement are essential contributors to a safe system.
- 6) Policies at all levels of government need to align with making safety the highest priority for roadways.



VISION ZERO MORGAN HILL

The Morgan Hill City Council has positioned the City to become a Vision Zero model community by adopting key planning documents. These documents include: the Downtown Specific Plan; the Downtown Placemaking Investment Strategy; the Bikeways, Trails, Parks and Recreation Master Plan; and the Morgan Hill 2035 General Plan. Additionally, the Station Area Master Plan is currently underway and builds upon the Downtown Specific Plan and the Priority Development Area to strengthen the Transit Center within Downtown, by further enhancing multi-modal transportation connectivity and identifying considerations and opportunities for future transit needs with safety as a focus.

The adoption of **Vision Zero Morgan Hill** binds these previously adopted strategies and advances the City's commitment to a safer community and making lasting changes that save lives and ensure safe mobility for all.

Vision Zero Projects Achieved

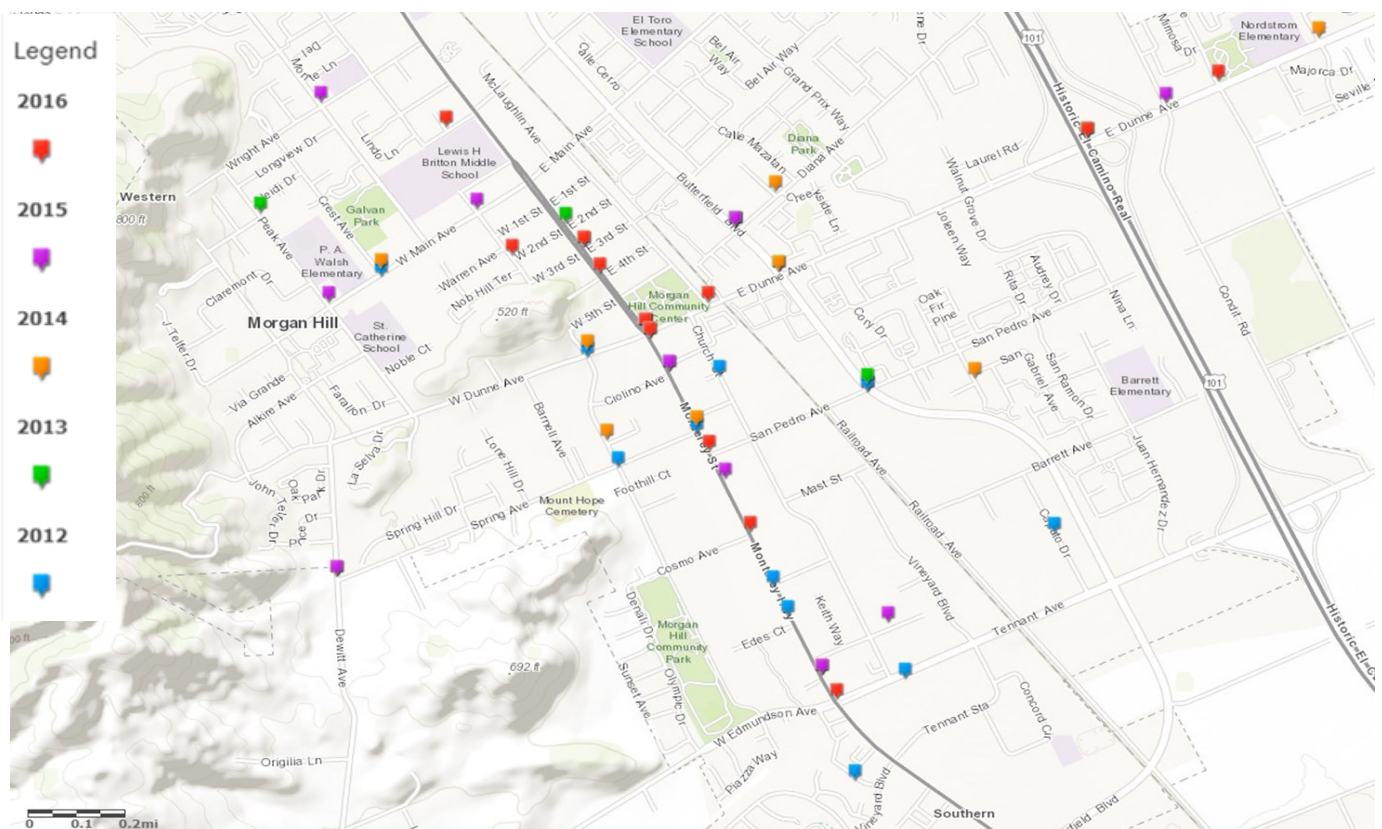


MORGAN HILL TRENDS

The City of Morgan Hill has a very diverse and growing community with equally diverse transportation needs. Morgan Hill's large geographic area and high percentage of commuters leaving the City for work has led the City to be traditionally viewed as one that is auto centric. However, Morgan Hill has increasingly taken steps to promote alternative means of transportation that integrate improved bicycle and pedestrian access with transportation facilities and services that provide circulation and access for residents, business owners, employees, business customers, patrons, and visitors. To continue to move in this direction, it will be important for the City to utilize the traffic collision data it has available in a coordinated manner.

From 2012 to 2016, 74 traffic collisions involving pedestrian/vehicle and bike/vehicle were recorded, accounting for approximately 7% of all traffic collisions during that time. The map below depicts the locations within the City where these collisions occurred during these years. This data provides City officials with the opportunity to identify corridors, specific streets, and intersections and review opportunities for physical safety enhancements as well as increased enforcement.

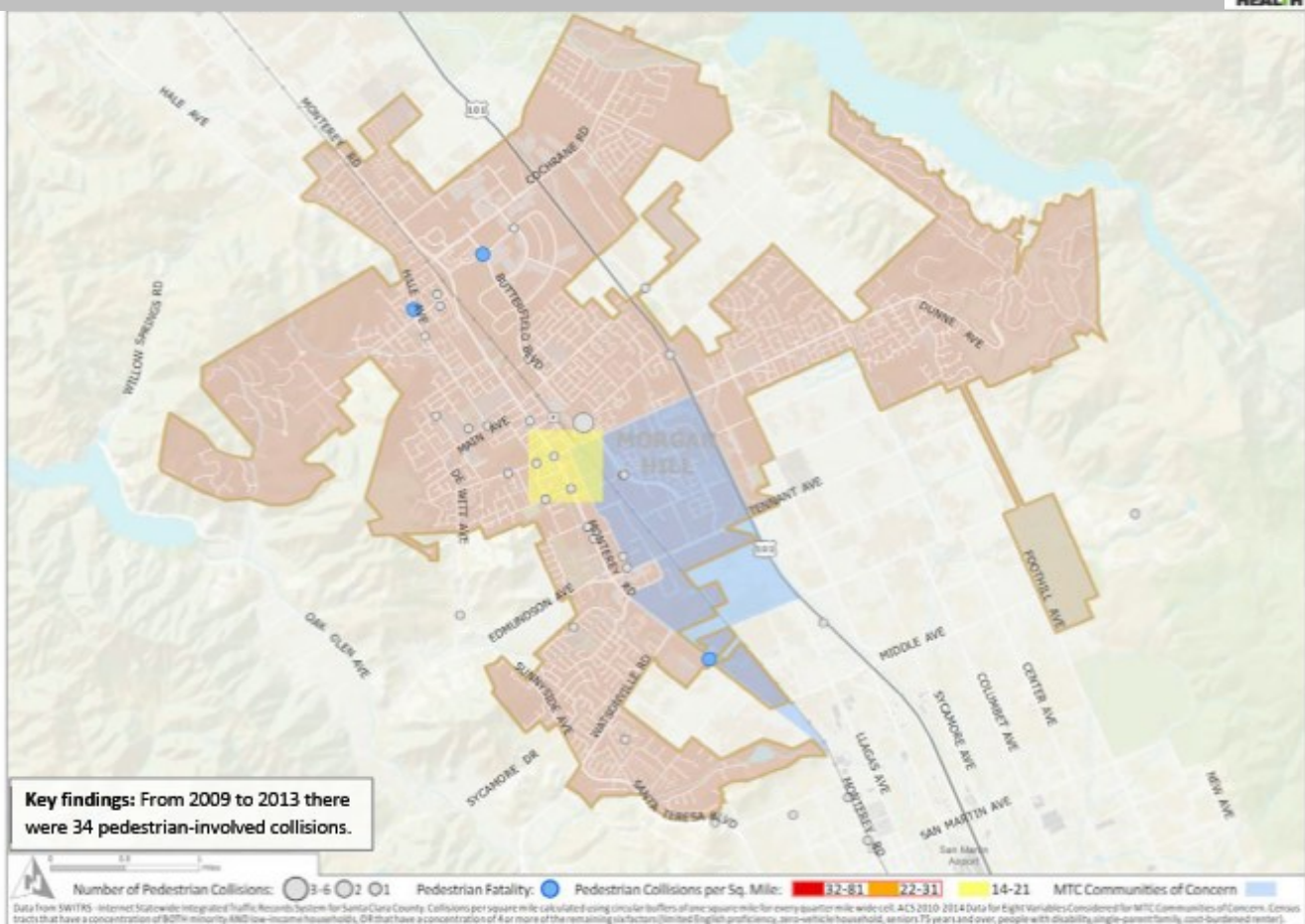
City of Morgan Hill Bicycle & Pedestrian/Vehicle Traffic Collisions 2012-2016



MORGAN HILL TRENDS

Utilizing data provided from the Walking for a Healthier Santa Clara County Report, the City is able to identify key areas within the City where improvements for traffic safety can be made. The geographic data outlined below provides locations of specific incidents involving pedestrian involved collisions within the City. It further outlines an area near the City's Downtown as an area with a higher number of incidents and an area of focus for pedestrian safety improvements. While these incidents occur at various locations and are due to multiple circumstances, pedestrian safety improvements for the area in general have been prioritized by the City.

Pedestrian Collisions (2009-13) - Collisions per Sq. Mile - Morgan Hill



Data provided by SWITRS and included in the Walking for a Healthier Santa Clara County Report

MASTER PLANS

Morgan Hill 2035 General Plan

On July 27, 2016, the City Council adopted the Morgan Hill 2035 General Plan, a comprehensive update of the City's 2001 General Plan. The General Plan provides a vision for the future and establishes the framework for how Morgan Hill should grow and change over the next two decades. Included in the General Plan is the Transportation Element which contains goals, policies, and actions, aimed at implementing strategies to ensure safe and appropriate operation of the transportation system, solving existing traffic and parking problems, and expanding transit and non-motorized travel opportunities. Vision Zero Morgan Hill supports the General Plan and will help meet the goals of the City's 20 year plan.

GOAL	MORGAN HILL 2035 GENERAL PLAN	
	Policy Highlights	
TR-1	A balanced, safe, and efficient circulation system for all segments of the community, meeting the local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods.	
TR-2	A system designed for a healthy, active community based on complete streets, smart growth, and Sustainable Communities strategies; reflecting balances, safe, multi-modal transportation systems for all users, especially in the Downtown where pedestrian, bicycle, and transit facilities will be emphasized along vehicular traffic.	
TR-8	A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations.	
TR-9	Expand pedestrian opportunities.	

MASTER PLANS (continued)

Bikeways, Trails, Parks and Recreation Master Plan Update

The City has undertaken an effort to update its citywide plans for Bikeways, Trails, Parks and Recreation infrastructure. The Master Plan is a strategic and practical guide for improving and expanding the City of Morgan Hill's bikeway and trail system over the next 20 years. The document also helps identify locations where pedestrian and bicycle paths intersect or lie adjacent to roadways which will help resolve any conflicts occurring at those locations. These tactical components guide decision-making and investments related to capital projects and programs. The document is designed for use by City staff, private developers, and other decision makers in shaping a vibrant recreation system tailored to the community's current and future needs.

BIKEWAYS, TRAILS, PARKS & RECREATION MASTER PLAN	
Policy Highlights	
Create a bikeways and trails network that serves the needs and abilities of cyclists of all ages and abilities, consistent with General Plan Policy TR-8.1	
Improve safety for all roadway users by providing bikeways and trails with comfortable separation from motor vehicles and a focus on safety	
Encourage active and safe transportation through education and outreach	
Provide safe, accessible and convenient bicycle parking and other support services to people travelling by bicycle	
Coordinate development of the bikeways and trail network with regional partner agencies and organizations	
Design all bikeways and trails to meet or exceed the latest federal, state, and local design guidelines	
Support the comfortable use and appeal of the bikeways and trails network through regular maintenance and adequate facilities	

CURRENT VISION ZERO ACTIONS

Downtown Safety

The City, along with the development community, have recently made significant investments into Morgan Hill's Downtown to make it the most walkable, bike friendly, urban, family-oriented and transit oriented neighborhood in Morgan Hill as envisioned in the Downtown Specific Plan.

The success of the downtown area has increased pedestrian activity as well as vehicle traffic. To help protect bicyclists and pedestrians, several traffic calming measures have been undertaken to improve safety. Travel lanes have been narrowed, lighting has been improved at the intersections, in-pavement flashers installed, and a new traffic signal has been installed at the Monterey Road and Fourth Street intersection.

Safe Routes to Schools

The community of Morgan Hill wants to enable children and youth to safely walk and bicycle to and from school and in their neighborhoods, with the goal of improving safety, reducing traffic, and supporting healthier kids. Safe Routes to Schools (SRS) aims to create safe, convenient, and fun opportunities for students to walk, bike, and roll to and from school. The Morgan Hill City Council reaffirmed its commitment to the Safe Routes to Schools program by adopting Resolution 16-172 in 2016. The City has demonstrated its commitment by participating in a National Safe Routes to School Partnership Launch Program, along with the Morgan Hill Unified School District, to develop a formal Safe Routes to School Action Plan specific to Morgan Hill. The City, along with the School District, are eager to form a working committee to address SRS and Vision Zero Morgan Hill initiatives and begin implementation of the Action Plan recommendations.

Intersection Safety

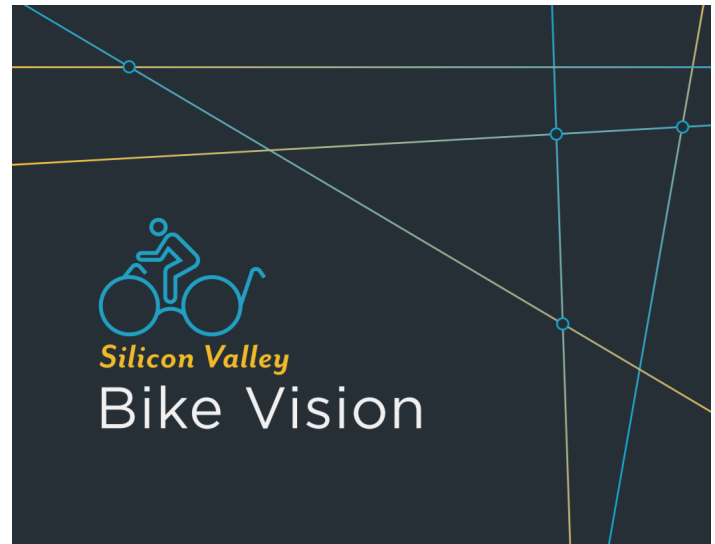
The City is completing an Intersection Capacity Analysis study on five major intersections. The purpose of the study is to evaluate the current layout and inter-activity amongst motor vehicles, bicycles, and pedestrians at the five intersections and make recommendations for improving the safety for all modes of transportation and efficiency of movement. The five intersections are Main Ave/Monterey Road, Butterfield Blvd/E. Dunne Ave, Condit/E. Dunne Avenue, Tennant Ave/ Butterfield Blvd, and Tennant Ave/Monterey Road. The study is scheduled for completion and adoption by the City Council in early 2018. Once adopted, the study will contain specific recommendations for safety improvements at the five intersections which can be incorporated into future capital projects. In addition, the study will provide proven recommendations for technology upgrades that can be deployed City-wide.

VISIONS FOR SAFER STREETS

Around the region, state, and country, increased awareness to make our streets safer is being accomplished through initiatives such as: California Complete Streets Act; California Walks; Caltrans Complete Streets Program; Safe Routes to Schools Program; Silicon Valley Bike Vision; Toward Zero Deaths National Strategy on Highway Safety; U.S. Department of Transportation's Safer People, Safer Streets: Pedestrian and Bicycle Safety Initiative; Walking for a Healthier Santa Clara County and many more.

Silicon Valley Bike Vision

Joint Venture Silicon Valley and the Silicon Valley Bicycle Coalition, in partnership with Nelson\Nygaard Consulting Associates, Inc. produced a report in February 2017 identifying the benefits of bicycling, the challenges that prevent people from biking, and gaps and key opportunities for cities. This report provides the framework to achieve safe and connected bikeways for people of all ages and abilities.



SAFETY BENEFITS

Bike lanes make roads safer for all.

Protected bike lanes can result in a 40-50% drop in injury crashes for all road users (drivers, cyclists, and pedestrians).¹⁵



40-50%

reduction in crashes on streets with protected bike lanes



... for all road users

Bicyclists make roads safer for all.

Cities with high bicycling rates ...



... tend to have lower crash rates for all road users.¹⁶

Crashes



Build it safely and they will come.

Bicycle safety improvements attract proportionately more people to bicycling than automobile safety improvements.¹⁷



For example, a

10%

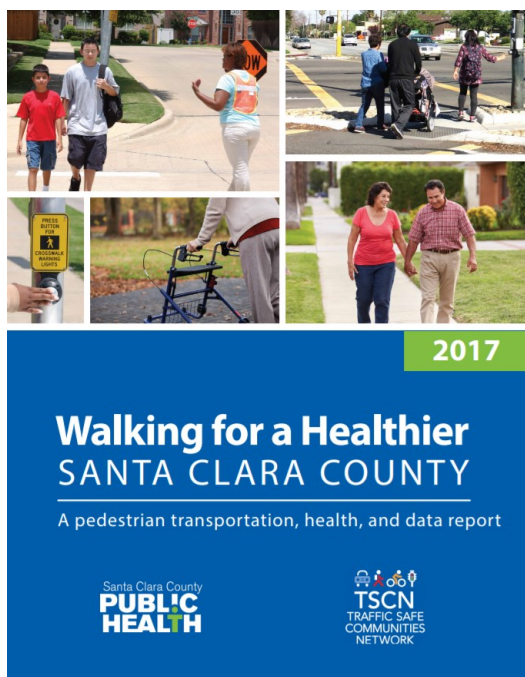
increase in bike safety will result in

more than 10%

increase in the share of people commuting by bicycle.

Source: Silicon Valley

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Walking for a Healthier Santa Clara County

A pedestrian transportation, health, and data report 2017

Santa Clara County Public Health Department and members of the Traffic Safe Communities Network developed a report providing recommendations for policy makers, advocates, public safety personnel, public health practitioners, and transportation planners to improve pedestrian safety and rates of walking through urban design, education, encouragement, and policy change. The report complements Vision Zero initiatives and local efforts to reduce pedestrian injuries and increase physical activity by creating complete streets and walkable, livable neighborhoods where people can be physically active.

Average annual count of pedestrian-involved collisions by city in Santa Clara County, 2009-2013

	Average annual count	Rate per 100,000 people
Palo Alto	31	46.3
Campbell	13	34.4
San Jose	329	34.1
Gilroy	16	32.6
Santa Clara	36	31.2
Cupertino	16	29.8
Los Gatos	8	29.7
Mountain View	21	28.2
Milpitas	17	26.1
Los Altos	5	20.9
Morgan Hill	7	17.2
Sunnyvale	22	17.1
Unincorporated	14	14.1
Saratoga	3	11.1*
Los Altos Hills	<1	2.6*
Monte Sereno	0	~

Note: *indicates estimate is statically unstable. This estimate should be viewed with caution and may not be appropriate to use for planning or policy purposes. (~) indicates the rate is not available.

Sources: California Highway Patrol, Statewide Integrated Traffic Records Systems (SWITRS), 2009-2013; U.S. Census Bureau, 2010 Summary File

Data from *Walking for a Healthier Santa Clara County* report shows Morgan Hill's average pedestrian collisions is lower than most other cities in the county, although one injury is one too many!

VISION ZERO MORGAN HILL ACTIONS

As suggested by the Vision Zero Initiative, Vision Zero Morgan Hill safety actions are grouped into seven sections: **Engineering, Enforcement, Education, Engagement, Evaluation, Encouragement, and Equity**. Following are highlights of the City's current safety improvement efforts and future actions to reduce, and ultimately eliminate, serious injuries in our community.

ENGINEERING

Creating a physical environment that prioritizes safety for all forms of transportation is of the highest priority for the City. The City ensures that both new development and capital projects are constructed to standards that promote safety for all transportation modes.

ENGINEERING	CITY LEAD
Include Complete Streets philosophies requiring streets be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for all ages and abilities	PLANNING & ENGINEERING
Follow National Association of City Transportation Officials (NACTO) design standards related to streets and bikeways	PLANNING & ENGINEERING
High-visibility ladder, zebra, and continental crosswalk markings are preferable	COMMUNITY SERVICES & ENGINEERING
Unsignalized crossings should be highlighted using additional warning signage, high visibility lighting and markings, actuated beacons, and traffic calming features, such as mid-block crossing islands	ENGINEERING
Evaluate mid-block crosswalks with rapid flashing lights (or alternatives) where there is a pedestrian desire line (e.g. bike paths, mid-block bus stops, plazas, recreation facilities, and mid-block passageways)	PLANNING & ENGINEERING
Consider shared lane markings (sharrows) offering guidance to bicyclists on where to ride while alerting motorists to the presence of bicyclists within a lane shared by both bicyclists and drivers	PLANNING & ENGINEERING
Consider buffered bike lanes that run aside roadways, separated from automobile traffic by markings or a physical barrier, such as parked cars, bollards, or a curb	PLANNING & ENGINEERING
Install count down pedestrian timers when possible	COMMUNITY SERVICES & ENGINEERING
Consider road diets to narrow or eliminate travel lanes on roadways to make more room for pedestrians and bicyclists	PLANNING & ENGINEERING
Continue to utilize LED street lighting to illuminate intersections and roadways with additional care and emphasis taken at and near crosswalks	ENGINEERING
Evaluate options to increase nighttime pedestrian safety in the downtown	ENGINEERING & POLICE
Create temporary accommodations for bicyclists and pedestrians along construction sites when sidewalks and other travel ways have been closed	ENGINEERING
Work collaboratively with the Morgan Hill Unified School District to identify locations where Safe Routes to Schools can be improved	COMMUNITY SERVICES, ENGINEERING, & POLICE
Reduce speed limits where appropriate	ENGINEERING & POLICE

ENFORCEMENT

The Morgan Hill Police Department (MHPD) has made traffic safety a top priority among its Department goals. Best practice strategies will be implemented to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors. Enforcement is a proven deterrent in this reduction.

Speed Enforcement is a large component of MHPD's Traffic Safety program. Using Vision Zero principles, MHPD will continue to allocate Traffic Unit resources toward high frequency crash locations and toward behavior issues of speeding, intoxicated driving, and distracted driving. MHPD is continuing to work directly with the City engineers, educators, along with enforcement to combat risky driving that we know leads to injury collisions.

ENFORCEMENT	CITY LEAD
Continue partnering with the School District by assigning Officers to schools and providing outreach education and enforcement	POLICE
Conduct distracted driving and speed enforcement patrols	POLICE
Emphasize bicycle and motorcycle safety	POLICE
Perform driving under the influence saturation patrols	POLICE
Perform directed enforcements at high crash locations targeting risky behaviors such as distraction, impairment, and speeding	POLICE
Provide Back to School awareness, enforcement, and outreach	POLICE & CITY MANAGER
Partner with regional agencies to provide additional resources to patrol specific locations with high visibility and zero tolerance	POLICE

EDUCATION AND ENGAGEMENT

Vision Zero Morgan Hill commits to public awareness initiatives that are sustained, concentrated efforts that target a specific community problem. In order to be most effective, education efforts should be combined with engineering changes as well as law enforcement.

Education and public awareness strategies can be used to:

- Provide information to help motivate a change in specific behavior
- Teach safety skills that can reduce the risk of injury
- Raise awareness and gain support regarding particular pedestrian, bicyclist, or motorist issues



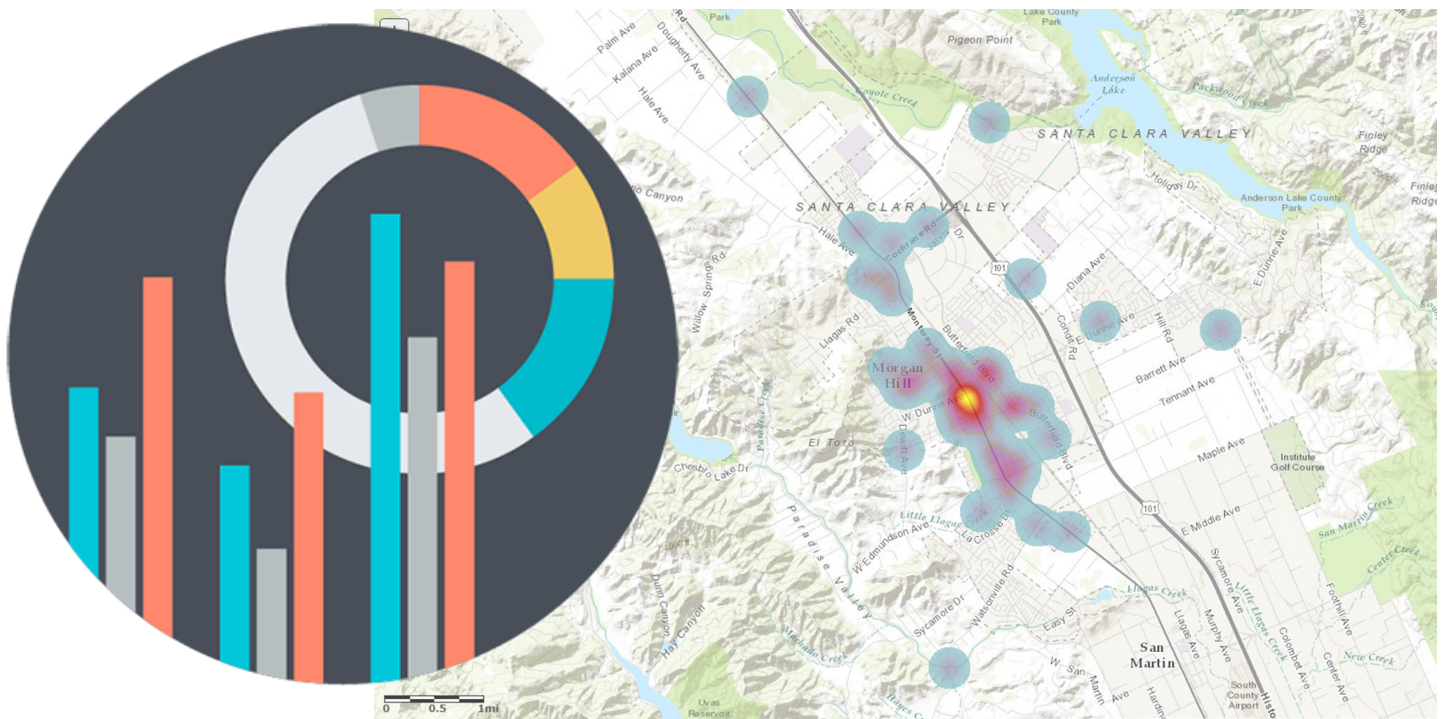
EDUCATION AND ENGAGEMENT	CITY LEAD
Participate in regional, state, and nation-wide social media safety campaigns	POLICE & CITY MANAGER
Partner with nightlife businesses and transportation networks to deter impaired driving by offering special services and promotions	POLICE
Offer driving under the influence programs (e.g. Every 15 Minutes) at the High Schools	POLICE
Provide bicycle helmet safety inspections	POLICE
Offer safety seminars at senior centers and older adult residential care facilities	POLICE
Provide assistance with public transit and paratransit services	POLICE
Coordinate with the Morgan Hill Unified School District to support educational activities at school sites to support Safe Routes to Schools	COMMUNITY SERVICES & POLICE
Form a City and School District Working Committee to address Safe Routes to Schools and Vision Zero Morgan Hill initiatives	COMMUNITY SERVICES
Conduct safe driving behavior training courses for City employees	POLICE
Continue to seek grant opportunities and legislative actions that support Vision Zero initiatives	ALL DEPARTMENTS

EVALUATION

The City is currently making enhancements to its traffic collision data analytics by partnering with LexisNexis and Crossroads Collision Database System. The system is commonly used by neighboring cities in Santa Clara County and will provide more streamlined and consistent data throughout the region. The City will directly benefit from the improved analytics on traffic collision patterns, Geographic Information System maps, direct data feeds to Police Traffic Division and Traffic Engineers so they can fully understand information about the contributing factors, and the ability to gain valuable insight into neighboring cities' traffic collision data.

Moving forward, the improved data collection analytics will help demonstrate how the implementation of Vision Zero Morgan Hill principles have decreased the number of injuries, until ultimately, we reach ZERO fatalities!

EVALUATION	CITY LEAD
Track total number of vehicle, pedestrian, and bicycle collisions and contributing factors	POLICE
Evaluate how the crashes were affected by posted speed, road class, or other identifiable features of the road	POLICE & ENGINEERING
Implementation of the Crossroads Collision Database System	POLICE





ENCOURAGEMENT

Partner with neighborhood organizations, environmental organizations, cultural groups, health care organizations, etc. to promote safety programs and events such as: Car Free Day, Bike to Work Day or Week, Walk/Bike to School, Park(ing) Days, Open Streets, Group Bike Rides, Bicycle Rodeos, Bicycle Tours, Funs Runs, and Fitness Challenges.

EQUITY

Social equity is at the core of Sustainable Morgan Hill and Vision Zero. To ensure equity and to protect the most vulnerable people, Vision Zero Morgan Hill shall prioritize projects which improve safety near schools, around housing for seniors and people with disabilities, and neighborhoods most reliant on public transportation.



CONCLUSION

Morgan Hill is a community that values the safety of its residents and visitors above all else. The City's commitment to Vision Zero as outlined in this document supports the continued development of Morgan Hill as a community for all, and encourages ongoing focus on reducing traffic deaths and injuries. The actions within provide a forward-thinking and strategic approach that will provide direction to team members throughout all City Departments. While these initial actions shall provide a starting point for work on Vision Zero Morgan Hill, the document is intended to continue to provide ongoing policy direction for years to come, shifting attitudes and perceptions to align with safety being the highest priority for the City's roadways.

Vision Zero Morgan Hill supports the City's goal of Complete Streets and is aligned with the City's primary planning documents. The City has prioritized alternate transportation means through its adoption of its 2035 General Plan Update, as well as adoption of its 2017 Bikeways, Trails, Parks and Recreation Master Plan. Morgan Hill strives to enable all residents to safely walk and bicycle to schools, businesses, transit, and the Downtown from their neighborhoods. It is imperative that residents and visitors can safely travel to these areas via foot and bike.

The City Council has a high focus on establishing funding sources to adequately maintain the City's infrastructure. Because street repair and infrastructure improvements are already a priority, the City can take steps to integrate safety and build on the good work already in motion.

Responding now will not only save lives, but also contribute to the economic prosperity of our neighborhoods, answer community priorities, and implement many of the City's goals already in place. To reach these goals, the following actions are recommended following adoption of Vision Zero Morgan Hill:

- Create a strategy for infrastructure funding that includes safe street design
- Seek out opportunities to provide more balance in the vehicles/bicyclist/pedestrian mix in the Downtown
- Reduce dangerous speeding by including traffic calming and pedestrian safety projects into the Capital Improvement Plan
- Launch education campaigns for safer streets
- Support the Police Department in increasing enforcement of safe street behavior
- Outreach and collaborate with regional and local partners, including the Morgan Hill Unified School District

Successful implementation of Vision Zero Morgan Hill will require continuous involvement and support from the City Council, City teammates, regional partners, and the community.



PARKS AND RECREATION COMMISSION STAFF REPORT

MEETING DATE: November 21, 2017

PREPARED BY: Chris Ghione, Community Services Director
APPROVED BY: Chris Ghione, Community Services Director

COMMISSION WORK PLAN UPDATES

RECOMMENDATION(S)

Discuss and provide updates on Work Plan items.

REPORT NARRATIVE:

The Parks and Recreation Commission finalized its Work Plan on May 16. The City Council approved the Work Plan on June 21, 2017. Commissioners may use this item to discuss and provide progress on Work Plan items.

The 2017/18 Fiscal Year Work Plan is attached.

LINKS/ATTACHMENTS:

1. PRC Workplan 1718 Final

Parks & Recreation Commission

FY 2017-18 Work Plan – Final – Approved by Council June 21, 2017

Project (Commissioner Responsible)	City Council Priority Supported	Start Date	Com- pletion Date	Staff Resources Required	Desired Outcome
1. Develop a Plan to Get Youth More Active in Parks and Recreation (Locicero)	Support Youth, Seniors and Entire Community	7/17	6/18	Recreation Manager (Minimal)	Plan for youth involvement.
2. Support Bicycle and Trails Coordination Effort (Haskell, Green)	Support Youth, Seniors and Entire Community	7/17	6/18	CS Director (Minimal)	Support the VTA Bicycle and Pedestrian Advisory Committee. Coordinate sub-committee working with community members on bicycle and trails issues with volunteer Bicycle and Pedestrian Advocacy Group.
3. Support efforts to create an inclusive playground (Locicero, Wendt, Scott)	Support Youth, Seniors and Entire Community	7/17	6/18	CS Director (Significant) CS Coordinator (Moderate)	Support the group that has formed for the creation of an inclusive playground in Morgan Hill. Support in the planning and fundraising efforts.
4. Support planning for updated operations at the Outdoor Sports Center (van Keulen, Haskell)	Support Youth, Seniors and Entire Community Maintaining Fiscal Responsibility	7/17	6/18	CS Director (Significant)	Support development of RFP for OSC operator. Provide recommendations on capital improvement projects.
5. Support the Planning for the CRC Health and Wellness Expansion Project (van Keulen/Seehaffer/Green)	Support Youth, Seniors and Entire Community	7/17	6/18	Recreation Manager (Significant)	Support planning for future health and wellness needs. Provide recommendations on proposals and designs.

Staff Resources Required: 0-50 hours = Minimal 51-100 hours = Moderate 100+ hours = Significant

Attachment: PRC Workplan 1718 Final (1516 : PRC Workplan Updates)