

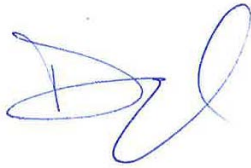
City of Calistoga

Staff Report

12

TO: Honorable Mayor and City Council
FROM: Dylan Feik, City Manager
DATE: September 6, 2016
SUBJECT: Direction on the 2016 League of California Cities Conference Resolutions

APPROVAL FOR FORWARDING:



Dylan Feik, City Manager

1 **ISSUE:** Discuss and provide direction to the City's voting delegate regarding the 2016 League
2 of California Cities Conference Resolutions to be considered at the League's 2016 Annual
3 Conference October 5-7, 2016 in Long Beach.

4
5 **BACKGROUND:** At the City Council Meeting of July 19, 2016, the Council designated Mayor
6 Canning as the City's voting delegate and Irais Lopez-Ortega as the alternate voting delegate to
7 represent the City of Calistoga at the League's 2016 Annual Conference October 5-7 in Long
8 Beach. An important part of the event is the Annual Business Meeting. At this meeting, the
9 League membership considers and takes action on resolutions that establish League policy.
10 There will be one (1) resolution considered at the meeting as follows:

- 11
12 1. Resolution relating to Vision Zero, Toward Zero Deaths and Other Programs

13
14 The resolution being considered is included in Attachment 2. It was referred to the
15 Transportation, Communication, and Public Works Policy Committee. This Committee will be
16 meeting on Wednesday, October 5, at 1:00 p.m.

17
18 It has been the practice of the City to support the League's recommendation, though if the
19 Council feels differently they are not required to do so. Staff recommends that the Council
20 provide direction to the voting delegate on the attached Resolutions.

21
22 **FISCAL IMPACT:** None

23
24 **ATTACHMENT:**

- 25 1) Draft Resolution
26 2) Background Information on Resolution

RESOLUTION NO. 2016-XXX

RESOLUTION OF THE CITY OF CALISTOGA, COUNTY OF NAPA, STATE OF CALIFORNIA SUPPORTING THE ONE RESOLUTION TO BE VOTED ON AT THE 2016 ANNUAL LEAGUE OF CALIFORNIA CITIES CONFERENCE

1 WHEREAS, on July 19, 2016, the Council designated Mayor Canning as the
2 voting delegate and Irais Lopez-Ortega as the alternate voting delegate to the League
3 of California Cities Annual Meeting in Long Beach on October 7, 2016.
4

5 WHEREAS, the League of California Cities encourages each City
6 Councilmember to consider one (1) Resolution (Exhibit A) and to determine the City's
7 position so that the voting delegate can represent the City's position on the following
8 proposed Resolution:
9

- 10 1. Resolution relating to Vision Zero, Toward Zero Deaths and Other Programs

11
12 WHEREAS, the City Council of the City of Calistoga understands that policy
13 development is a vital and ongoing process within the League of California Cities.
14

15 NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of
16 Calistoga has determined to support the one (1) League of California Cities proposed
17 Resolution to be voted on at the League General Assembly to be held on October 7,
18 2016 and authorizes Mayor Canning to vote in favor of the policy Resolution.
19

20 PASSED AND ADOPTED by the City Council of the City of Calistoga these
21 6th day of September 2016, by the following vote:
22

- 23 AYES:
- 24 NOES:
- 25 ABSTAIN:
- 26 ABSENT:

27
28
29
30 _____
CHRIS CANNING, Mayor

31
32 ATTEST:
33
34
35 _____
36 KATHY FLAMSON, City Clerk

1. RESOLUTION COMMITTING THE LEAGUE OF CALIFORNIA CITIES TO SUPPORTING VISION ZERO, TOWARD ZERO DEATHS, AND OTHER PROGRAMS OR INITIATIVES TO MAKE SAFETY A TOP PRIORITY FOR TRANSPORTATION PROJECTS AND POLICY FORMULATION, WHILE ENCOURAGING CITIES TO PURSUE SIMILAR INITIATIVES

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

Recommendation to General Resolution Committee:

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 principal 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 commits to supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;

AND encourage cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways;

AND encourage the State of California to consider adopting safety as a top priority for both transportation projects and policy formulation.

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Background Information on Resolution to Support Transportation Safety Programs

Each year more than 30,000 people are killed on streets in the United States in traffic collisions. Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people, with children, seniors, people of color, low-income and persons with disabilities accounting for a disproportionate share. The Centers for Disease Control recently reported that the traffic death rate per

person in the United States was about double the average of peer nations, with close to 10% of these deaths occurring in California (3,074 in 2014). California's largest city, Los Angeles, has *the* highest rate of traffic death among large U.S. cities, at 6.27 per 100,000 people.

Cities around the world have adopted traffic safety projects and policies that underscore that traffic deaths are both unacceptable and preventable. In 1997, Sweden initiated a program called Vision Zero that focused on the idea that "Life and health can never be exchanged for other benefits within the society." The World Health Organization has officially endorsed Vision Zero laying out traffic safety as an international public health crisis and the United Nations General Assembly introduced the Decade of Action for Road Safety 2011-2020 and set the goal for the decade: "to stabilize and then reduce the forecast level of road traffic fatalities around the world" by 50% by 2020.

As of this writing, 18 U.S. cities have adopted Vision Zero programs (including New York City, Boston, Ft. Lauderdale, Austin, San Antonio, Washington DC, and Seattle) to reduce the numbers of fatal crashes occurring on their roads (<http://visionzeronetwork.org/map-of-vision-zero-cities/>). California cities lead the way, with the cities of San Jose, San Francisco, San Mateo, San Diego, Los Angeles, Long Beach and Fremont having adopted Vision Zero strategies and many others are actively considering adoption.

In 2009 a national group of traffic safety stakeholders launched an effort called "Toward Zero Deaths: A National Strategy on Highway Safety". This initiative has been supported by the Federal Highway Administration (FHWA) (<http://safety.fhwa.dot.gov/tzd/>) and states throughout the United States, including California (http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTS.asp).

This past January the U.S. Department of Transportation launched its "Mayors' Challenge for Safer People and Safer Streets." This effort calls on elected officials to partner with the USDOT and raise the bar for safety for people bicycling and walking by sharing resources, competing for awards, and taking action. The California cities of Beverly Hills, Davis, Maywood, Cupertino, Culver City, Rialto, Santa Monica, Porterville, Los Angeles, San Jose, Monterey, Glendale, Irvine, Oakland, Palo Alto, Alameda, West Hollywood and Fullerton signed on to this effort. Additionally, the Institute of Transportation Engineers (ITE), a leading organization for transportation professionals, recently launched a new initiative to aggressively advance the Vision Zero and Towards Zero Deaths movements (<http://library.ite.org/pub/ed59a040-caf4-5300-8ffc-35deb33ce03d>).

Ultimately all of these programs share the fundamental belief that a data-driven, systems-level, interdisciplinary approach can prevent severe and fatal injuries on our nation's roadways. They employ proven strategies, actions, and countermeasures across education, enforcement and engineering. Support for many of these life-saving programs extends far beyond government agencies, and includes National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), Kaiser Permanente, AARP, the National Safe Routes to School Partnership, and the International Association of Chiefs of Police, among many others.

There is wide-spread recognition that cities and towns need safe, efficient transportation systems to be economically prosperous. A resolution by the League of California Cities to support transportation safety policies like Vision Zero and Toward Zero Deaths, and encourage implementation of projects and programs that prioritize safety will help California elevate the health and safety of its residents and position us as a leader in national efforts to promote a culture of safe mobility for all.

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