



Legislation Details (With Text)

File #: 21-1290 **Version:** 1 **Name:**
Type: Study Session **Status:** Agenda Ready
File created: 9/14/2021 **In control:** Council and Authorities Concurrent Meeting
On agenda: 11/16/2021 **Final action:**
Title: Study Session on a Potential Quiet Zone and Vision Zero Policy
Sponsors:
Indexes:
Code sections:
Attachments: 1. Original Petition - Vision Zero, 2. Existing Railroad Location Map, 3. Unfunded Vision Zero Plan Project within the Adopted 2020/21 and 2021/22 Biennial Capital Improvement Program Budget, 4. POST MEETING MATERIAL

Date	Ver.	Action By	Action	Result
11/16/2021	1	Council and Authorities Concurrent Meeting	Adopted	Pass
11/16/2021	1	Council and Authorities Concurrent Meeting	Approved	Pass

REPORT TO COUNCIL

SUBJECT

Study Session on a Potential Quiet Zone and Vision Zero Policy

COUNCIL PILLAR

Deliver and Enhance High Quality Efficient Services and Infrastructure

BACKGROUND

At the August 17, 2021 Council Meeting, the City Council held a check-in on 2021 City Council Priorities. At this meeting, the Council discussed a request from Councilmember Jain regarding a potential Transportation "Quiet Zone" and a written petition (Attachment 1) from community member Gabriela Landaveri requesting the City of Santa Clara adopt a "Vision Zero" Policy. The result of the discussion was an interest in a future Council study session on these two topics.

DISCUSSION

Potential Quiet Zone

Within Santa Clara, there are two railroad track systems owned by the Union Pacific Railroad Company (UPRR). One track is generally parallel to the US-101 freeway and one track is generally parallel to Lafayette Street. Both railroad tracks are shown on the Existing Railroad Location Map (Attachment 2).

At railroad crossings, train operators are required to follow the Code of Federal Regulations (CFR) Title 49 Volume 4 Part 222, (known as the "Train Horn Rule"). This Study Session will discuss opportunities for Public Authorities, such as the City of Santa Clara, to reduce the effects of train horn noise by establishing Quiet Zones.

Vision Zero

The City's recently adopted Bicycle Plan Update 2018 and Pedestrian Master Plan 2019 both have objectives that include studying the implementation of a Vision Zero Plan before 2024. A Vision Zero Plan, estimated at \$300,000, was not funded in the Adopted FY 2020/21 and FY 2021/22 Biennial Capital Improvement Program Budget; the project was, however, listed as an Unfunded Project in the Budget. Funding for this project will once again be considered during the upcoming 2022/23 and 2023/24 Biennial Capital Improvement Program Budget process. This Study Session will discuss General information about Vision Zero Plans and the request to adopt a Vision Zero Plan.

ENVIRONMENTAL REVIEW

The action being considered is a study session only and does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(b)(5), an administrative activity that will not result in direct or indirect physical changes to the environment.

FISCAL IMPACT

There is no fiscal impact to the City other than administrative staff time and expense.

COORDINATION

This report has been coordinated with the City Attorney's Office.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>>.

RECOMMENDATION

There is no staff recommendation.

Reviewed by: Craig Mobeck, Director of Public Works

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Original Petition - Vision Zero
2. Existing Railroad Location Map
3. Unfunded Vision Zero Plan Project within the Adopted 2020/21 and 2021/22 Biennial Capital Improvement Program Budget