MTC One Bay Area Grant:

Complete Streets Policy Development Workshop

Santa Clara Valley Transportation Authority

Monday, October 29, 1:00 p.m. – 4:00 p.m.

METROPOLITAN TRANSPORTATION COMMISSION

alta PLANNING + DESIGN

ChangeLab Solutions
Law & policy innovation for the common good.

Parisi ASSOCIATES
transportation consulting

Agenda

1:00 p.m. – 2:15 p.m.

- Introduction
- Policy Background
- MTC Complete Streets Sample Resolution

Break (15 minutes)

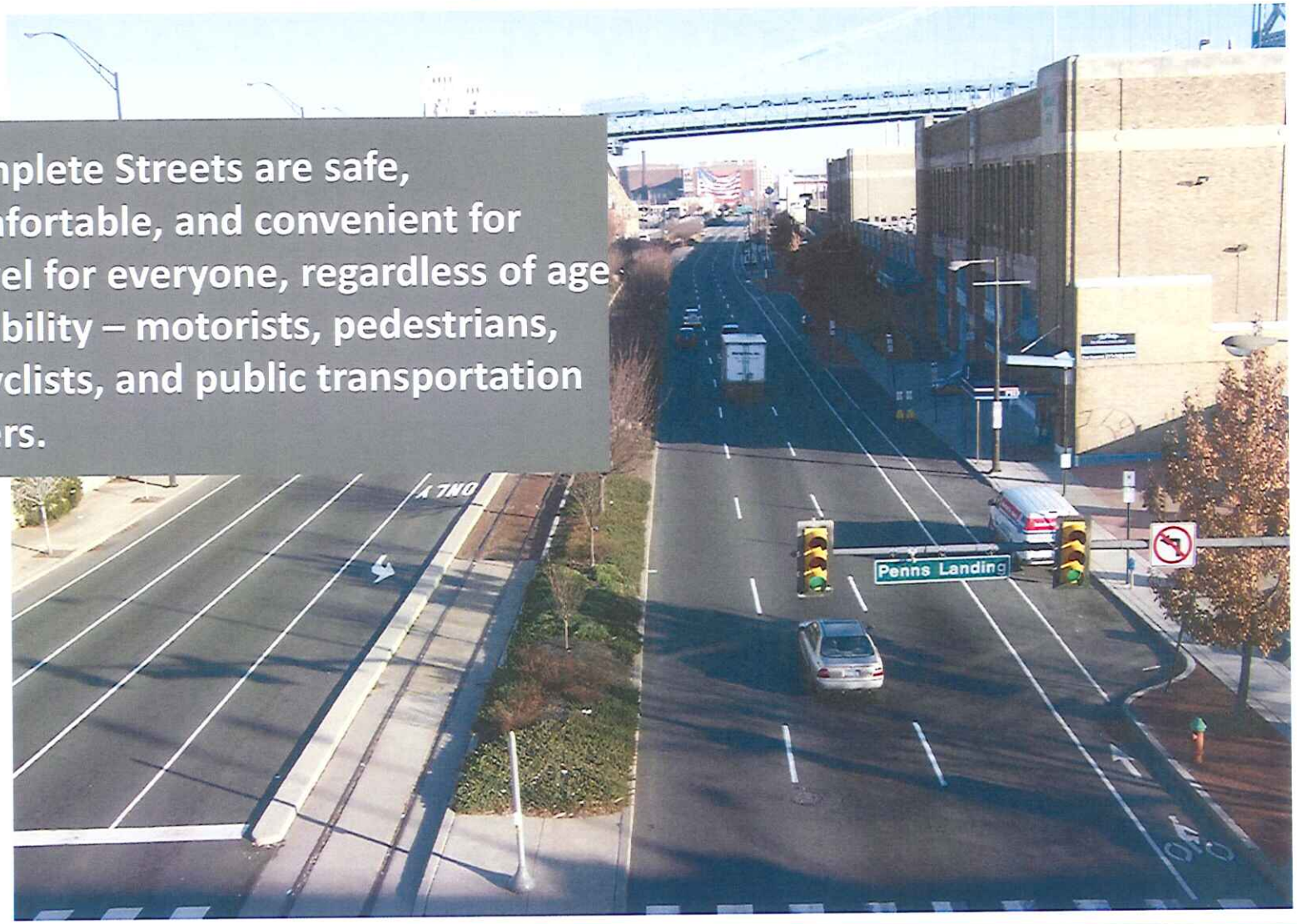
2:30 p.m. – 3:00 p.m.

- Integrating Complete Streets Policy Language into Plans
- Steps to Implementing Complete Streets Policies
- Next Steps

Introduction

Brett Hondorp, Alta Planning + Design

What are Complete Streets?



Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

Definition of Complete Streets

"Everyone" includes walkers, bicyclists, motorists and transit users of all ages and abilities

Definition of Complete Streets

"Safe, convenient and inviting" is context-dependent

Definition of Complete Streets

Provide connections to essential destinations:

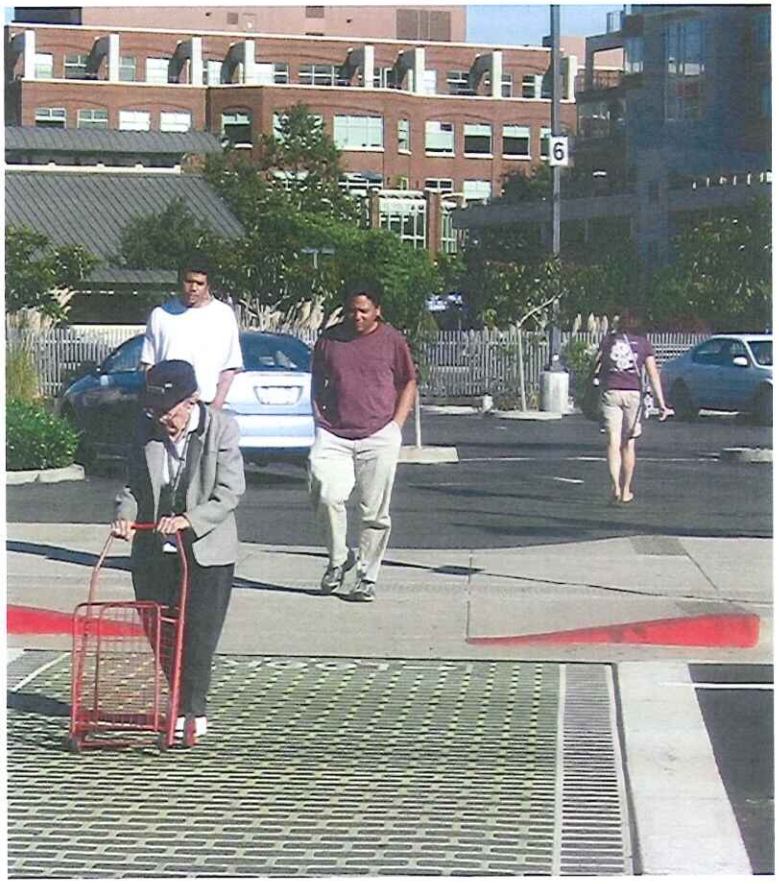
Schools

Parks

Shopping

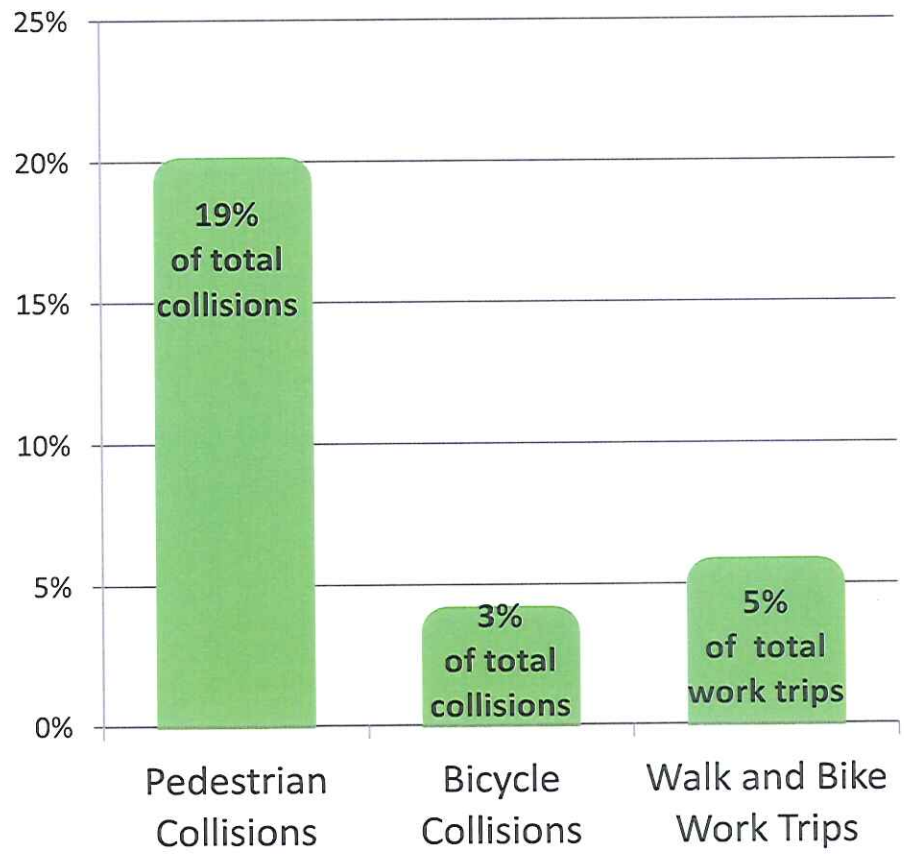
Benefits of Complete Streets

- Safety
- Transportation and mobility
- Air and water quality
- Public health
- Economics and real estate
- Livability



Improved Safety

- Bicyclists and pedestrians are disproportionately represented in crash rates
- Designing streets for all users reduces crashes
  - In Santa Monica, a street reconfiguration reduced crashes by 65%[1]



California Highway Patrol 1998 to 2007 Bay Area Collisions
American Community Survey Work Trips (2009)

Increased Transit Ridership

- Sidewalks and crossings encourage transit use
  - Walkable neighborhoods of King County, WA have higher public transportation shares[2]
- Improving efficiency and reliability makes transit more appealing
  - A priority signal system in Los Angeles decreased travel time by 25% and increased ridership by more than 30%[3]

Increased Walking and Bicycling

- Pedestrian facilities encourage walking
  - Residents are 65% more likely to walk in a neighborhood with sidewalks[4]
- Bicycle facilities encourage biking
  - Cities with more bike lanes per square mile have higher levels of bicycle commuting[5]
  - San Francisco's improvements on Valencia Street resulted in 1.4 times more cyclists and 36% fewer pedestrian collisions[1]

Increased Mobility for People with Disabilities and Older Adults

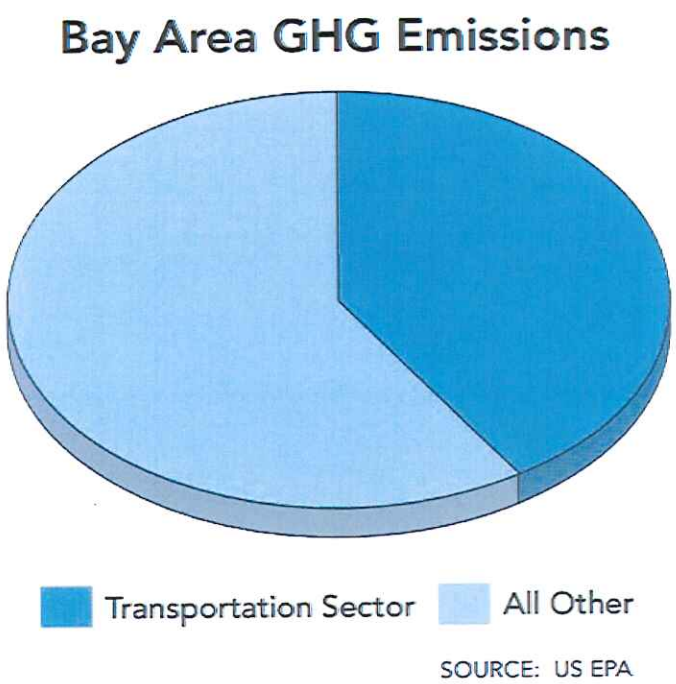
- Older pedestrians are more at risk
  - In 2008, older pedestrians represented 18% of the fatalities but were only 13% of the population nationwide [6]
- Seniors are more isolated
  - Non-driving seniors make 65% fewer trips to visit family, friends or go to church[7]
- Pedestrians with disabilities require additional design consideration
  - Blind pedestrians wait three times longer to cross the street than sighted pedestrians[8]

Increased Roadway Capacity

Photos: Tampa Tribune
From National Complete Streets Coalition

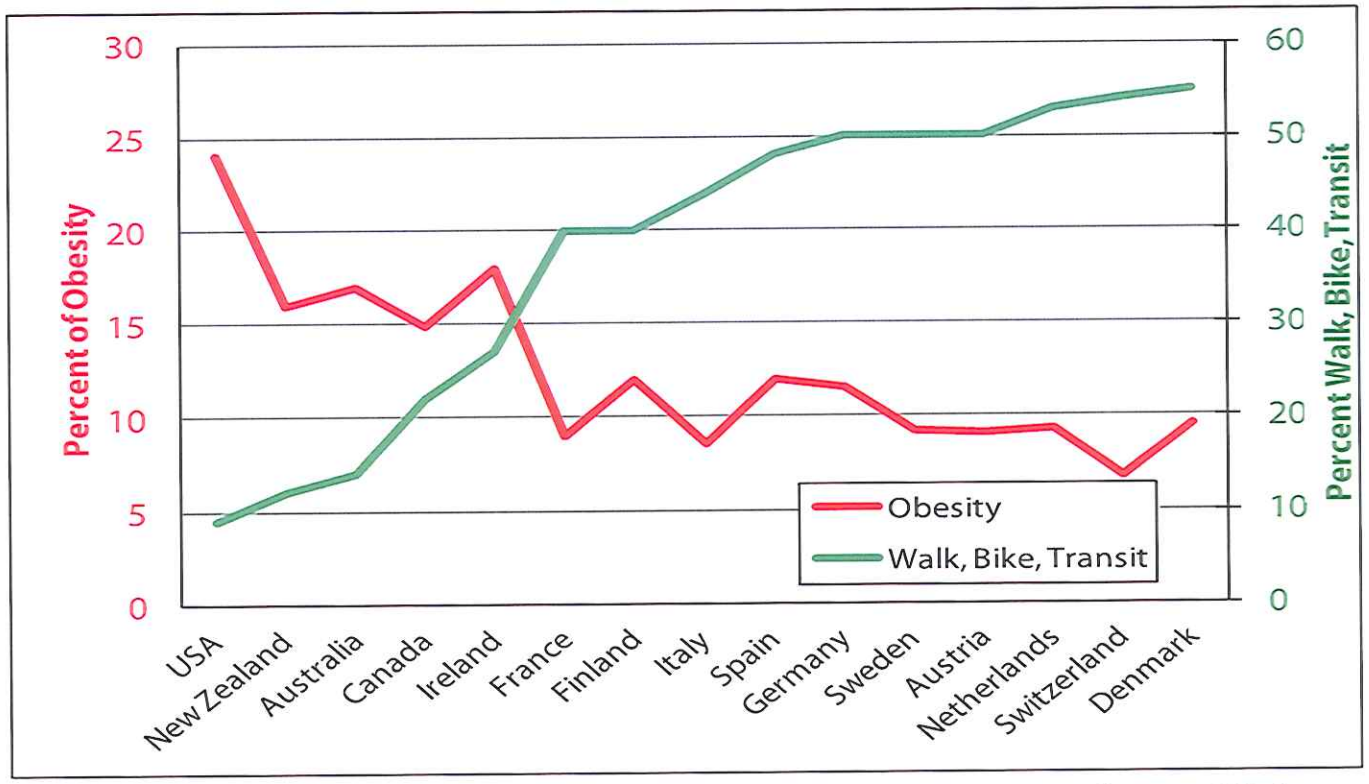
Reduced Air Pollution from Transportation

- Transportation is a major source of air pollution
  - 75% of air pollution emissions in the Bay Area are from mobile sources (particularly cars & light duty trucks)[9]
- Many trips could be walkable or bikeable
  - 40% of all trips are < 2 miles



Reduced Obesity

Obesity is lower in places where people use bicycles, public transportation, and their feet[10]



Source: Pucher, "Walking and Cycling: Path to Improved Public Health," Fit City Conference, NYC, June 2009

Healthier Children

- Children are increasingly inactive
  - Nationally, fewer than 1/3 of children participate in 20 minutes of physical activity[11]
- Active children are ready to learn
  - Students who are more physically fit score higher on academic achievement tests[12]

Enhanced Economic Competitiveness

- Walkable communities are desirable to homeowners
  - In San Francisco, a 1-point increase in the 100-point Walk Score scale was found to result in a $2,985 increase in home value [13]
- Public investments spur private money
  - In Lancaster, CA, a $10M investment in new lighting, landscaping, and trees spurred $125M in investment in the downtown area [1]

Increased Livability

Top 10 Attributes of Desirable Neighborhoods[14]

1. **Safe** to **walk** around at night
2. Safe and convenient to **walk** and **bike** for errands
3. Clean neighborhood
4. **Short commute** to work
5. Neighborhood where there are places to spend time
6. Need only one or **fewer parking** spots
7. Plenty of indoor space
8. Parks nearby
9. Outdoor recreation opportunities nearby
10. **Quiet** street

Why Have a Policy?

- To **update practices**, integrating the needs of all street users into **all phases** of a project
- To ensure **every project** becomes an opportunity to help create a complete street
- To bring an overarching **vision and consistency** to disparate departmental approaches
- To improve departmental **efficiency and streamlining**
- To be considered for One Bay Area Grant funds

Types of Policies

- **Resolutions** are non-binding, official statements of support for the CS approach
- **Ordinances** change city code to legally require the needs of all users be addressed in transportation projects
- **General Plans** may include CS policies in goals and objectives and provide implementation guidance
- **Design Guidelines** promote street design that complies with CS goals

Case Study: Baldwin Park

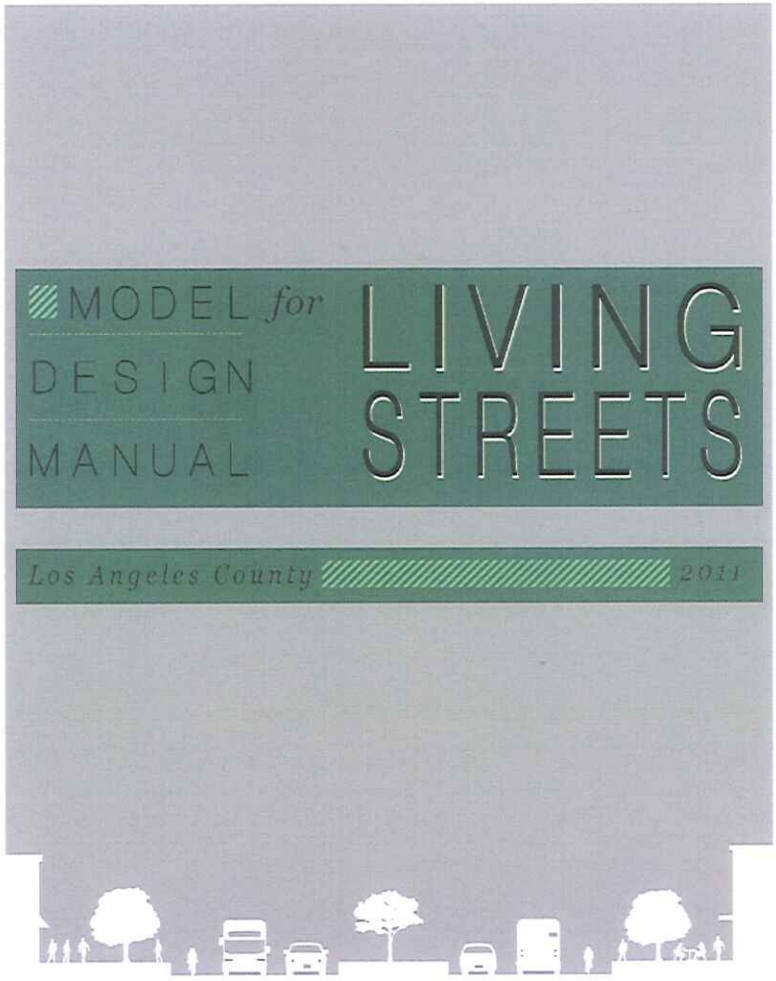
- Health concerns
  - 26% of adults in LA County are obese
  - Over 39% of children in Baldwin Park are overweight
- Lack of complete streets
  - Few places to walk & bike
  - Interstates are a barrier to transportation

Case Study: Baldwin Park

- Support from Public Health
  - Worked with LA County Dept of Public Health & others
  - Received RENEW grant
- Complete Streets implementation
  - Held CS policy workshop
  - Adopted comprehensive policy:

Source: Dan Burden from National Complete Streets Coalition

create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors

Case Study: Baldwin Park

- Complete Streets policy results:
  - City obtained $1.2M in SR2S and other grant funding
  - Funded bike and ped improvements on five major streets
- Developed *Model Design Manual for Living Streets*