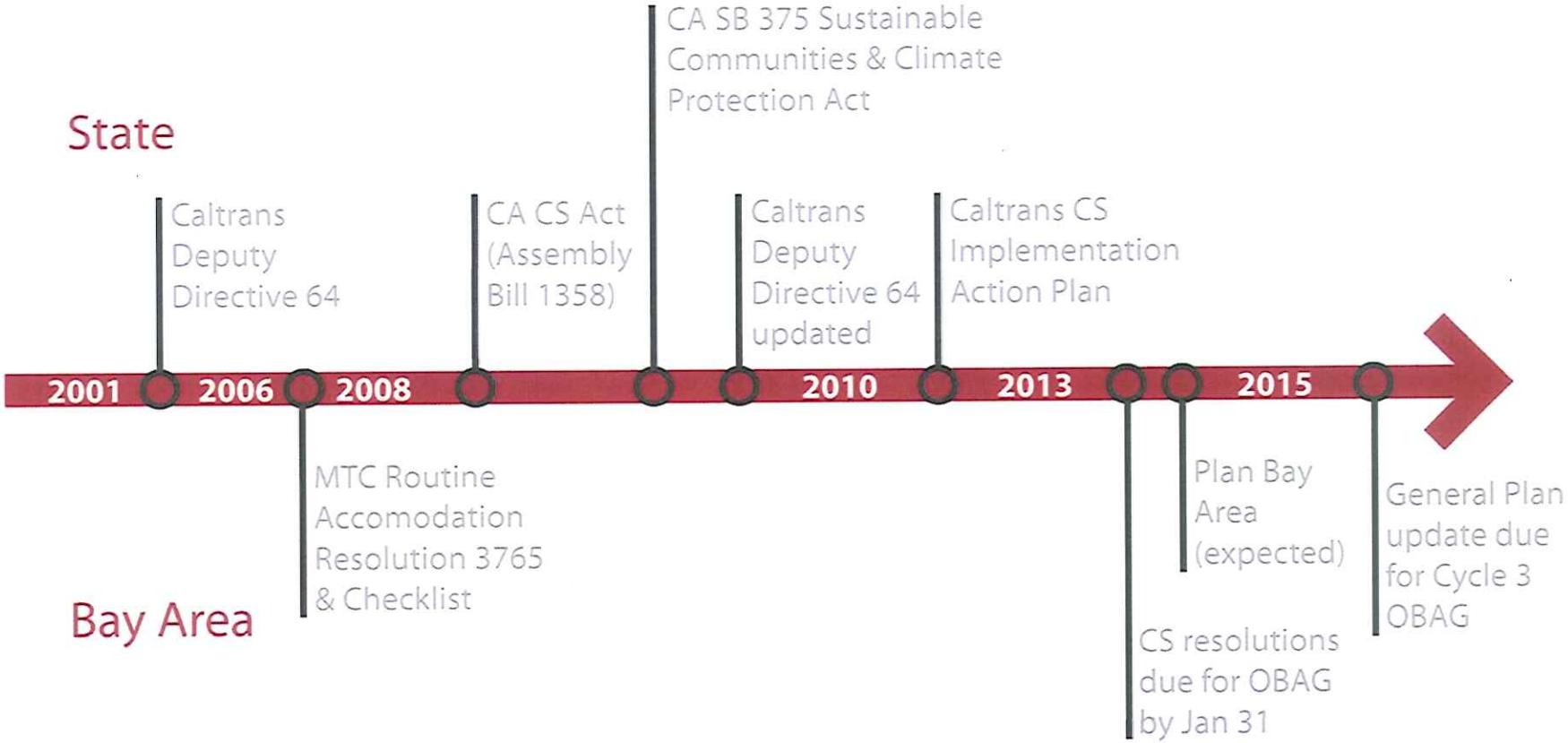
Complete Streets Policy Background

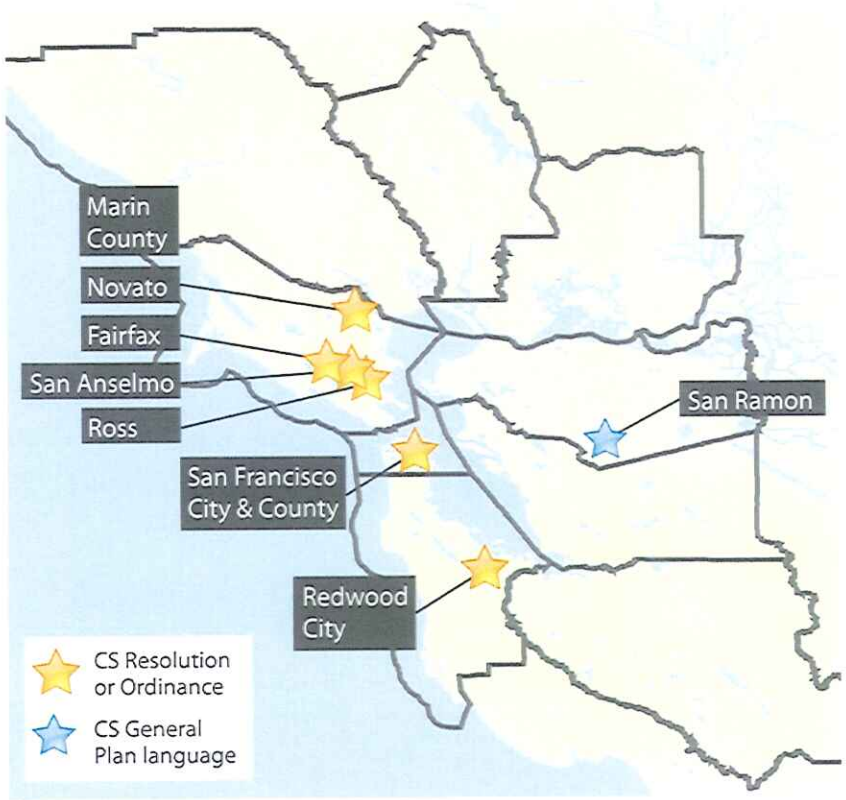
Sean Co, Metropolitan Transportation Commission

Complete Streets in California and the Bay Area



2008 California Complete Streets Act (AB 1358)

- Signed by Gov. Schwarzenegger and co-sponsored by AARP and California Bicycle Coalition
- Cities and counties must include complete streets policies in general plans during any 'substantive revision of the circulation element'
- Office of Planning and Research guidance : opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf



Complete Streets Policies in the Bay Area

Caltrans Deputy Directive 64-R1

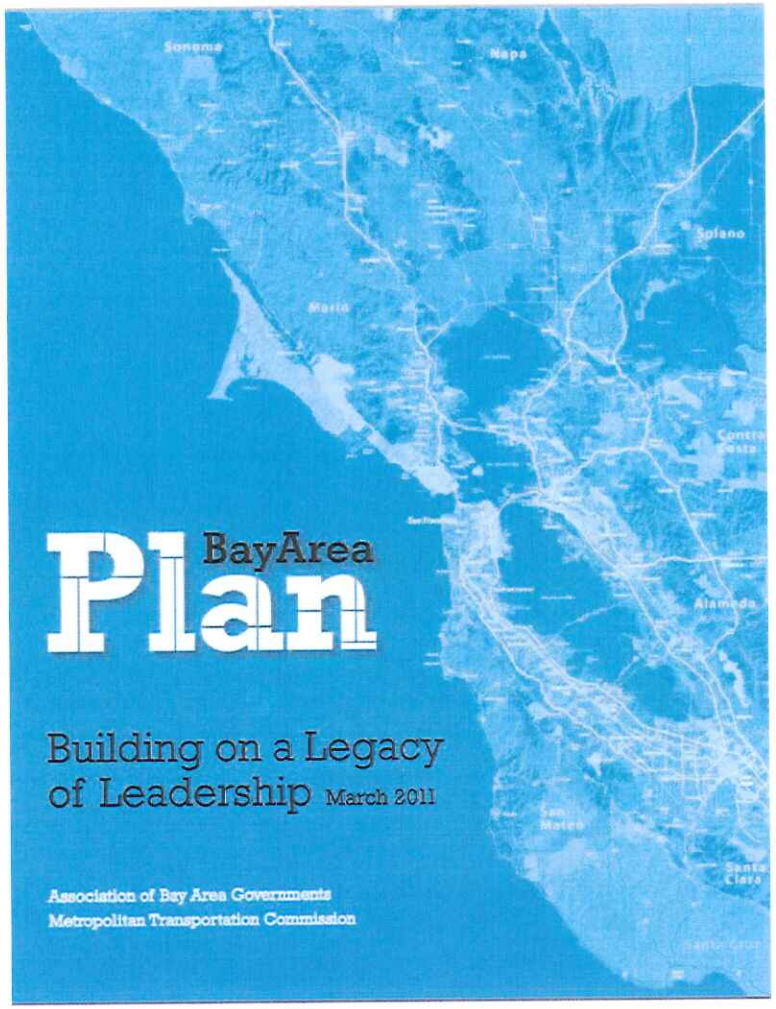
- Adopted 2008
- Provides for the needs of travelers of **all ages and abilities** in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system
- MTC and local policies consistent

MTC Complete Streets Policy (Routine Accommodations)

- Developed in 2006 from Transportation 2030
- Review of federal, state and local policies to determine how bicycles and pedestrians are accommodated
- Bicycle and pedestrian accommodations are included in 57% of projects
- Study led to checklist for project sponsors

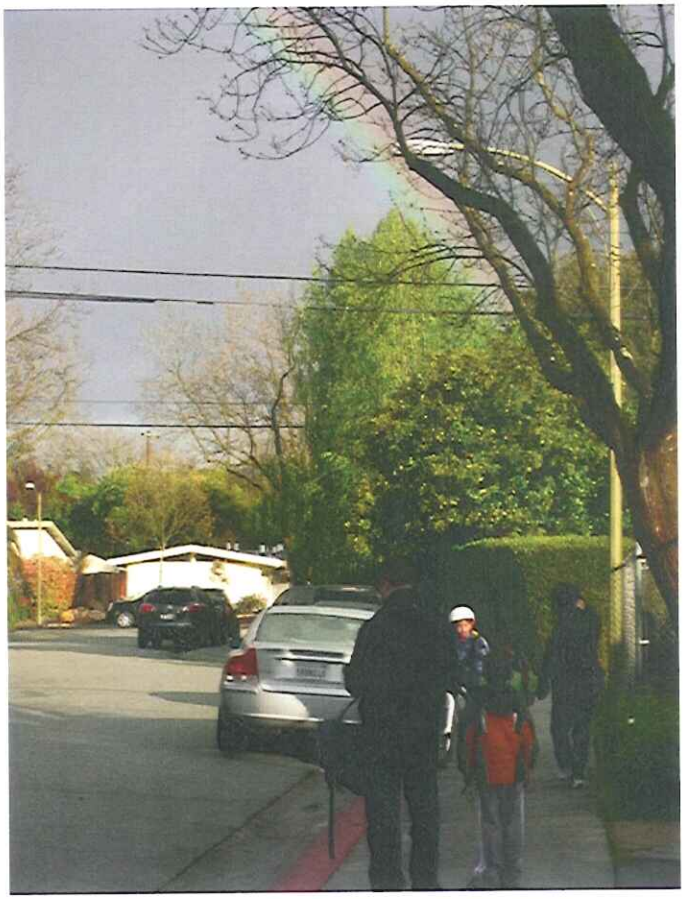
SB 375-Sustainable Communities Strategy – Plan Bay Area

- Preservation of open space and agricultural land
- Links land use and housing to transportation
- Show how development pattern and transportation network can reduce greenhouse gases



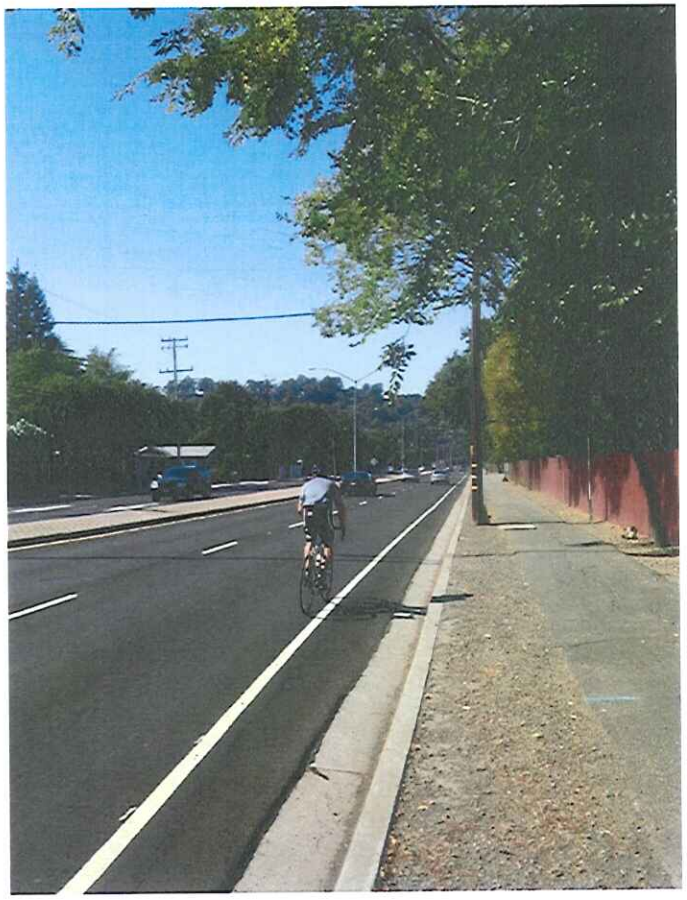
One Bay Area Grant (OBAG)

- Integrates federal transportation program with California's climate law and the Sustainable Communities Strategy
- New funding approach
- Replaced regional funding programs
  - Transportation for Livable Communities
  - Regional Bicycle Network Program
  - Local Streets and Roads
- Increased flexibility for funding road projects



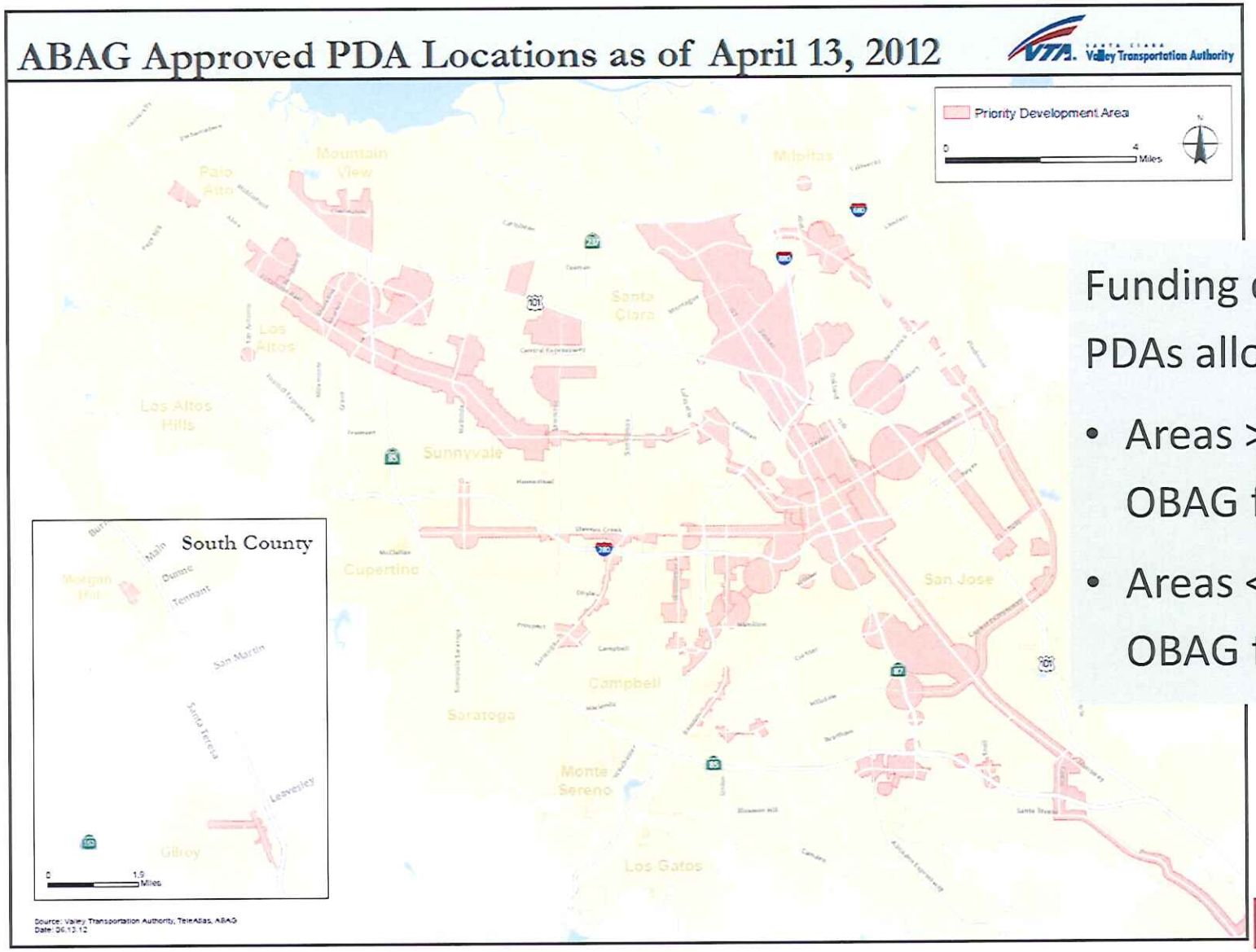
OBAG Goals

- House all forecasted regional population demand by income levels to the year 2040
- Demonstrate achievement of greenhouse gas (GHG) emission reduction targets
- Bay Area targets (set by CA Air Resources Board):
  - 2020: 7% reduction
  - 2035: 15% reduction



OBAG Priorities

Priority Development Areas



Funding distribution to PDAs allocated by pop:

- Areas >1M pop = 70% OBAG for PDAs
- Areas <1M pop = 50% OBAG for PDAs

VTA's "PDA-Serving" Strategy

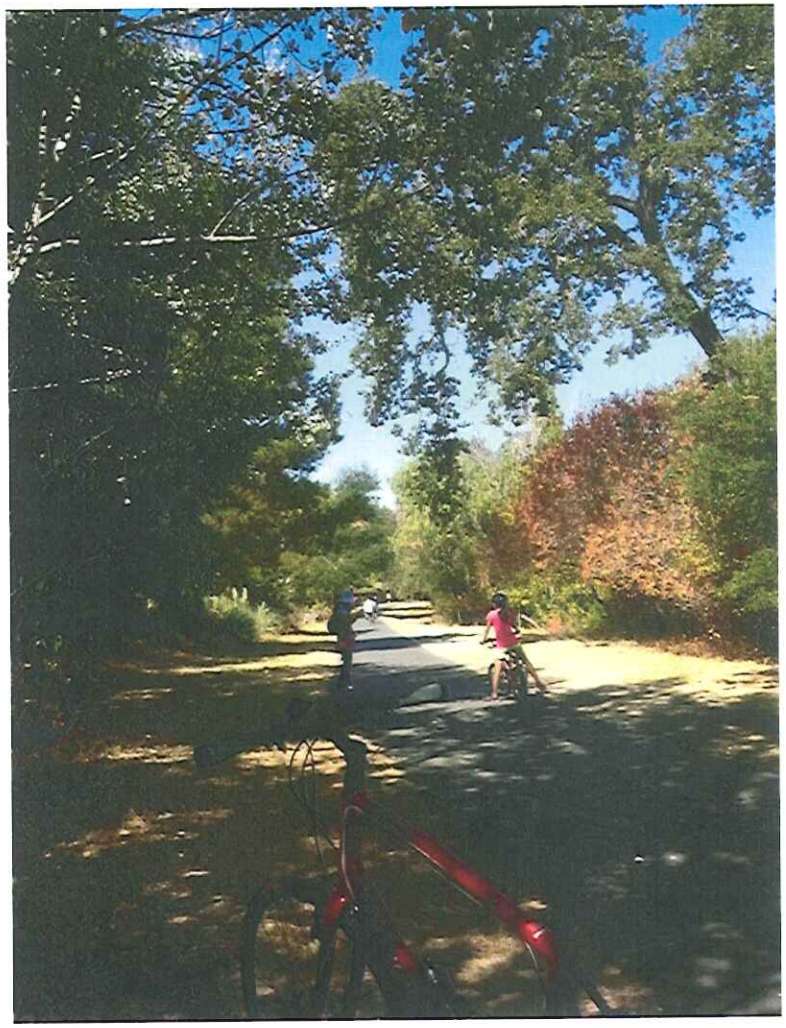
Definition of PDA-Serving	
Definitely Serves	1. A project completely or partially in a PDA 2. Any point of a project that is at least within a ½ mile of a PDA boundary 3. In a defined transit corridor 4. In a defined Countywide Bicycle corridor 5. Projects that provide access to a PDA or connects one PDA to another 6. Projects that remove a barrier to a PDA
Needs Justification	7. If a project is greater than ½ mile from any PDA, but have benefits to a PDA, project sponsor must produce a justification

OBAG Complete Streets Requirements

Requirement	Deadline	Funding
Complete Streets resolution, or General Plan update	January 31, 2013	FY 2013-14 through 2015-16
General Plan update complies with 2008 Complete Streets Act	TBD	OBAG Cycle following 2015-2016

OBAG Complete Streets Resolution

- To be eligible for OBAG grant funding, cities and counties must:
  - Adopt a resolution by January 31, 2013
  - Address nine required elements
- Context sensitivity
  - Urban vs. rural environments



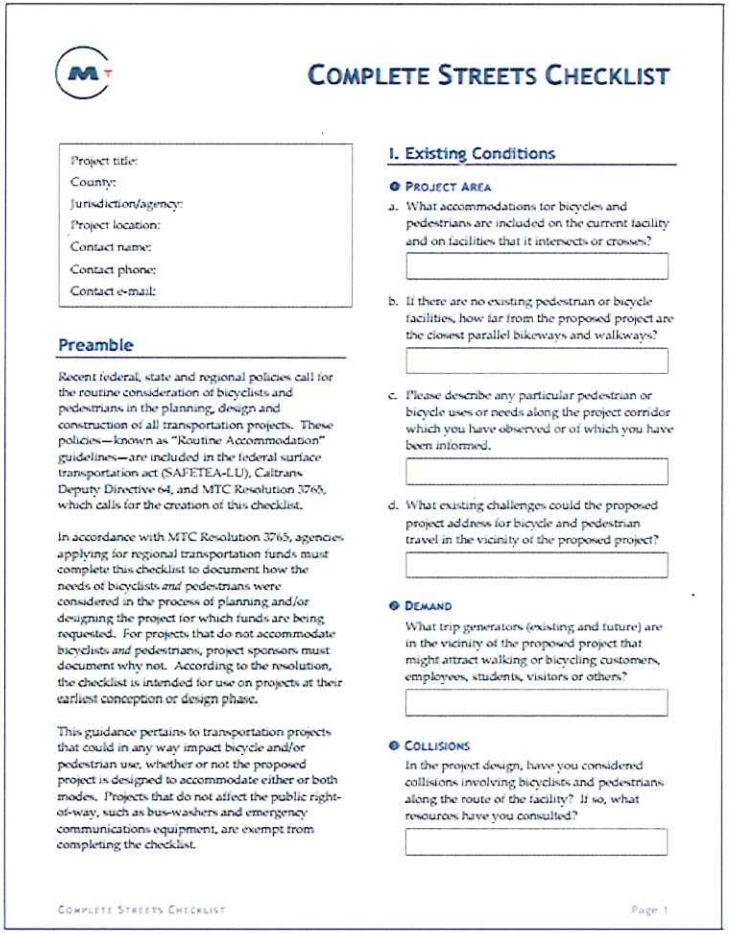
OBAG General Plan Update

Instead of a resolution, a city or county can be eligible for OBAG by:

- Updating the General Plan to comply with CA Complete Streets Act (2008), or
- Determining that the General Plan already complies with Office of Planning and Research (OPR) guidance (self-certification)

MTC Complete Streets Checklist

- Required for all projects funded by MTC, including OBAG
- Does the project consider all users in project planning and design?



COMPLETE STREETS CHECKLIST

Project title:
County:
Jurisdiction/agency:
Project location:
Contact name:
Contact phone:
Contact e-mail:

Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as "Routine Accommodation" guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3765, which calls for the creation of this checklist.

In accordance with MTC Resolution 3765, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists *and* pedestrians were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists *and* pedestrians, project sponsors must document why not. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle and/or pedestrian use, whether or not the proposed project is designed to accommodate either or both modes. Projects that do not affect the public right-of-way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

I. Existing Conditions

PROJECT AREA

a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

c. Please describe any particular pedestrian or bicycle uses or needs along the project corridor which you have observed or of which you have been informed.

d. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

COMPLETE STREETS CHECKLIST Page 1

MTC Complete Streets Checklist

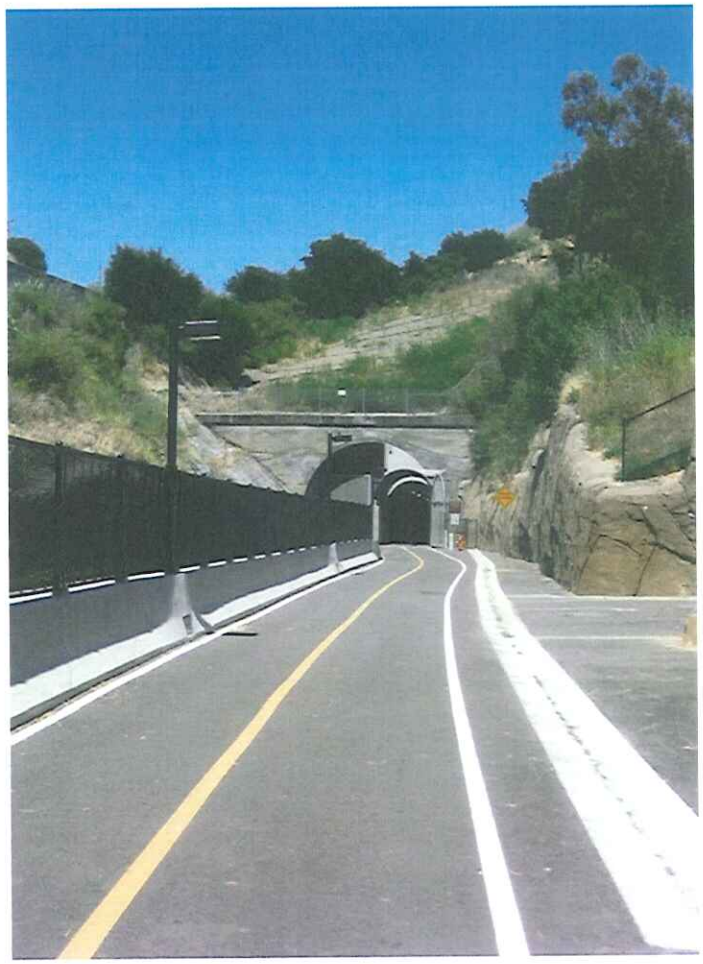
- Project sponsors
  - Complete checklist when using MTC funds
  - Required during call for projects

New timeline enables more public involvement

- CMAs
  - Ensure checklists are completed
  - Make checklists available to Bicycle and Pedestrian Advisory Committees

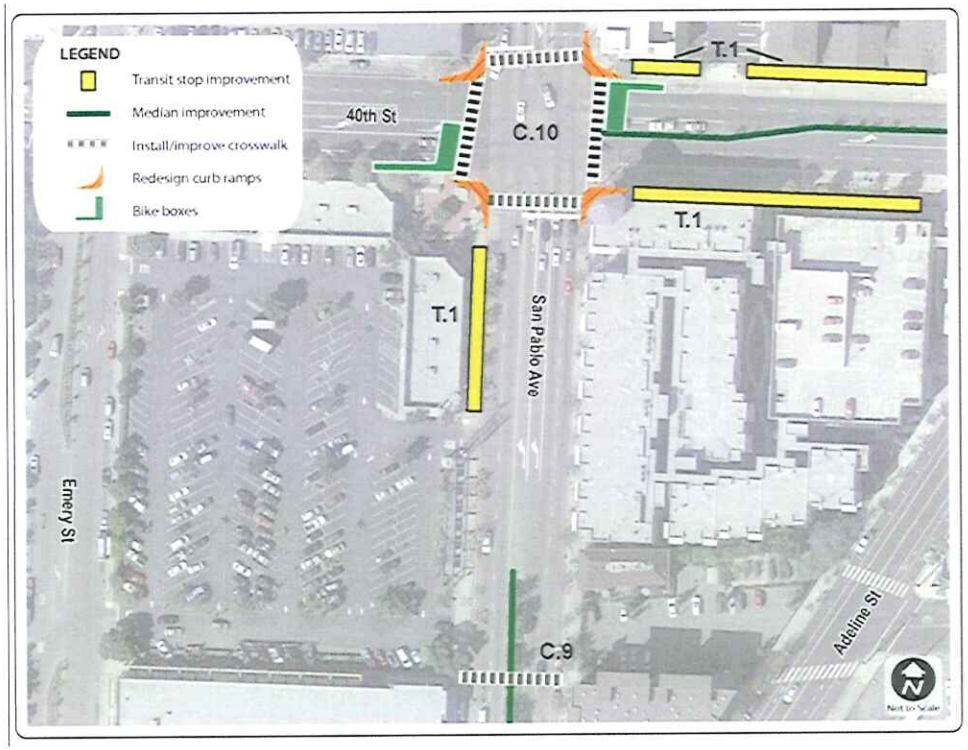
MTC Checklist Description

- Ten questions with many open-ended responses
- 10 to 30 minutes to complete
- Applied to ARRA Local Streets and Roads System Preservation Projects
- 104 checklists completed representing every county



Technical Assistance

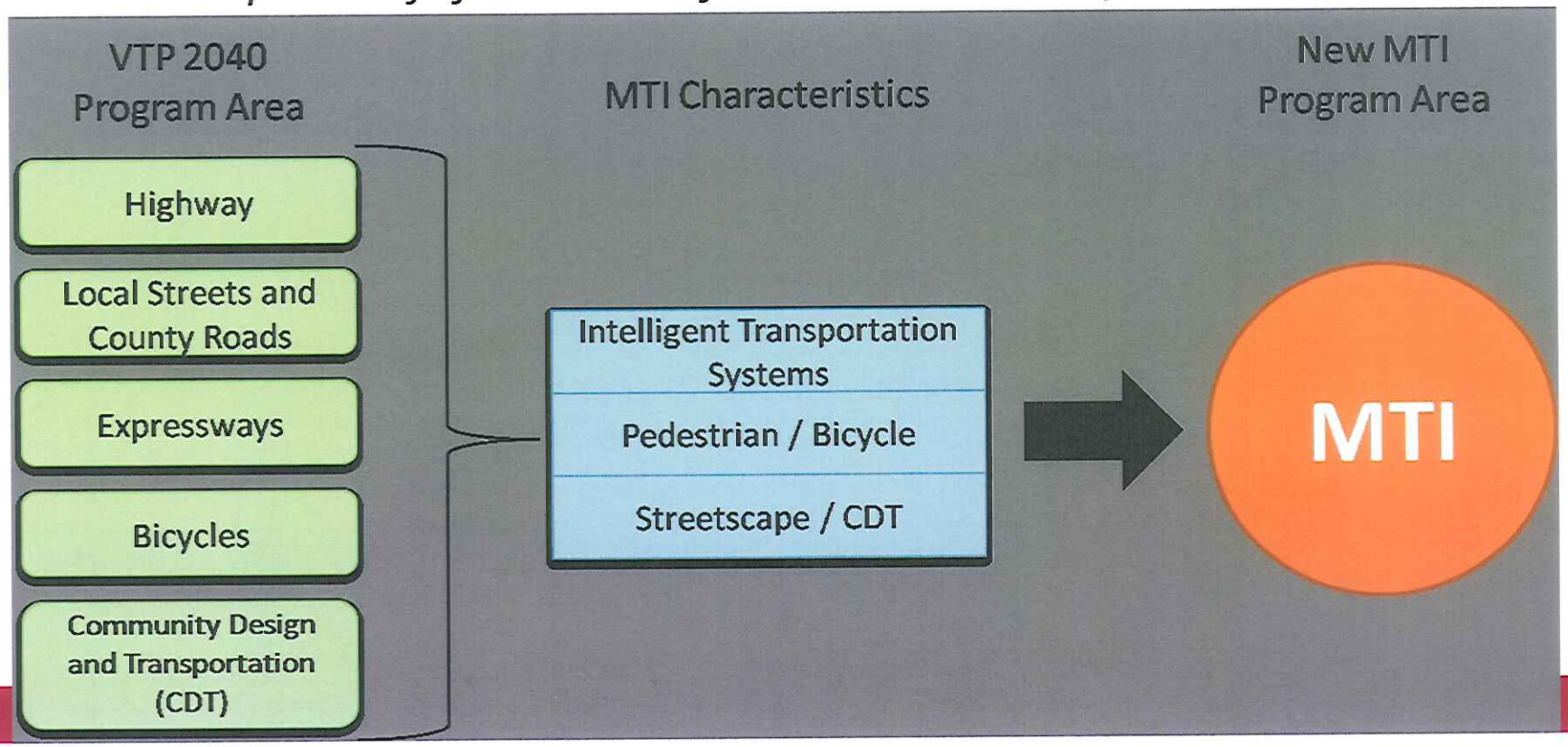
- Sample Resolution available for agencies to use in developing their own policies
- Guidance for completing MTC's checklist
- Technical workshops early next year



Source: Emeryville Bicycle and Pedestrian Master Plan (2012)

What are we doing to make our streets more complete?

- Addition of a new VTP program funding category - *Multimodal Transportation Investments (MTI). Purpose:*
  - *Enhance local funding flexibility*
  - *Foster project bundling*
  - *Help to craft framework for local and countywide CS Programs*



Multimodal Transportation Investment Program Design

- 5 elements to achieving a system of complete streets

Element #1 – Multimodal Design

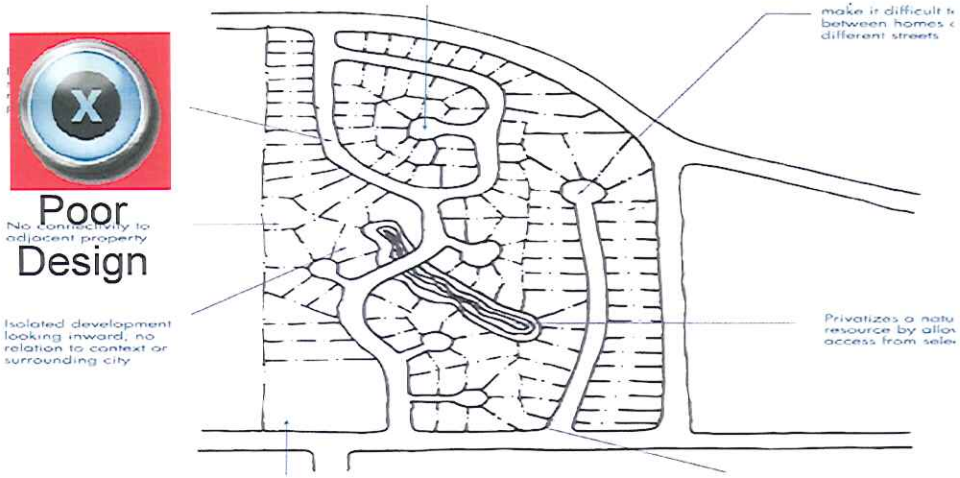
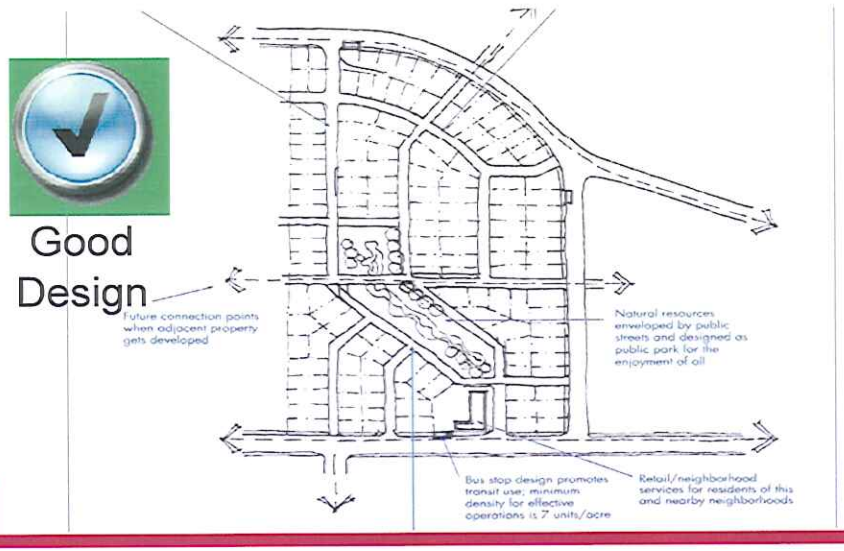
- Promote context-sensitive street design for accommodating all modes of travel and creating attractive streetscapes

Phase 1 (Photo simulation)

El Camino Real, Santa Clara

Phase 2 (Photo simulation)

Source: VTA Community Design & Transportation Best Practices Manual, 2002.

Element #2 – Capacity/Continuity

- Promote consistency in capacity and continuity throughout the corridor