

Complete Streets Policy in the San Francisco Bay Area



Sean Co, Metropolitan Transportation Commission

San Francisco Bay Area

7 Million Residents

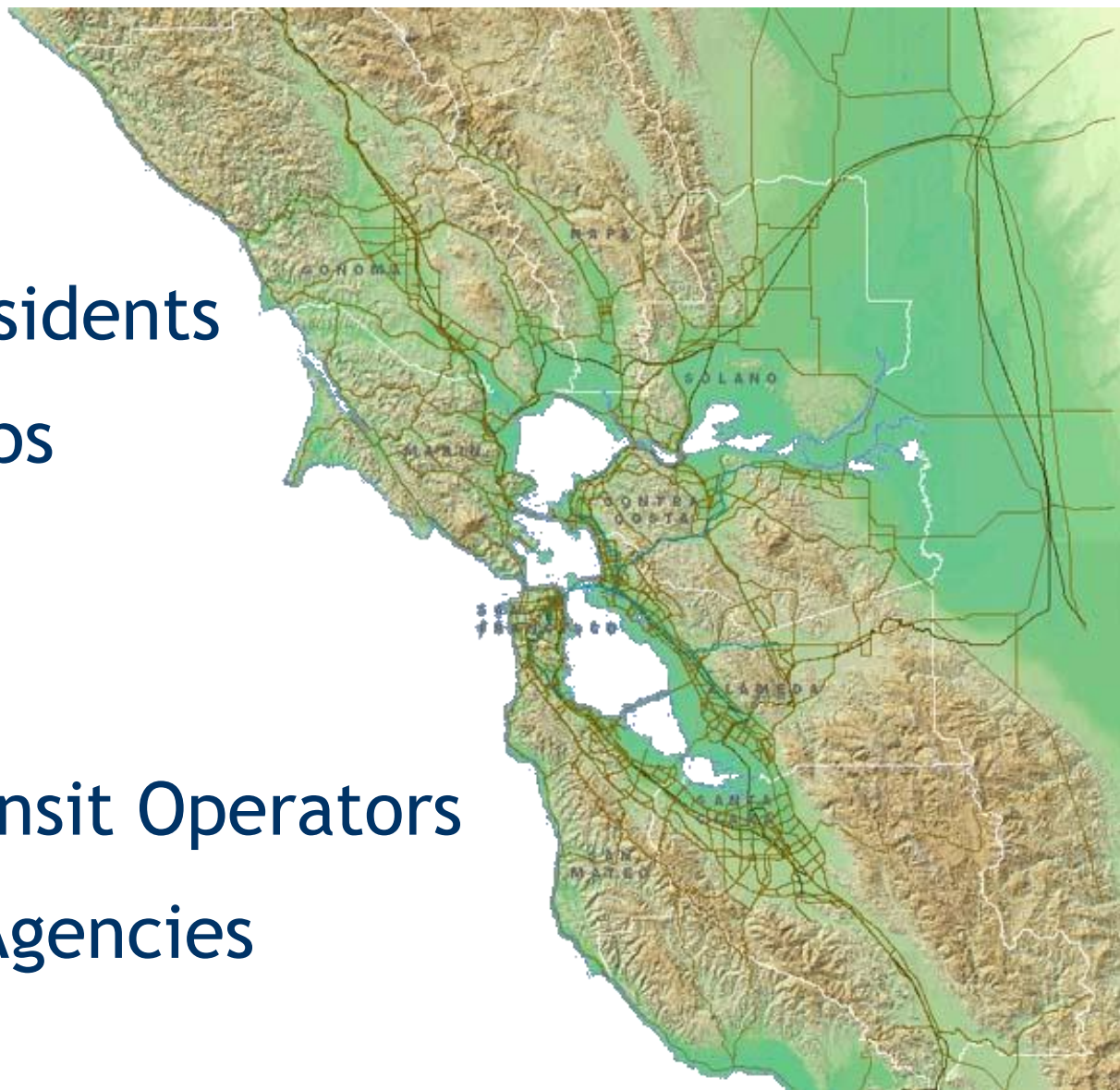
4 Million Jobs

101 Cities

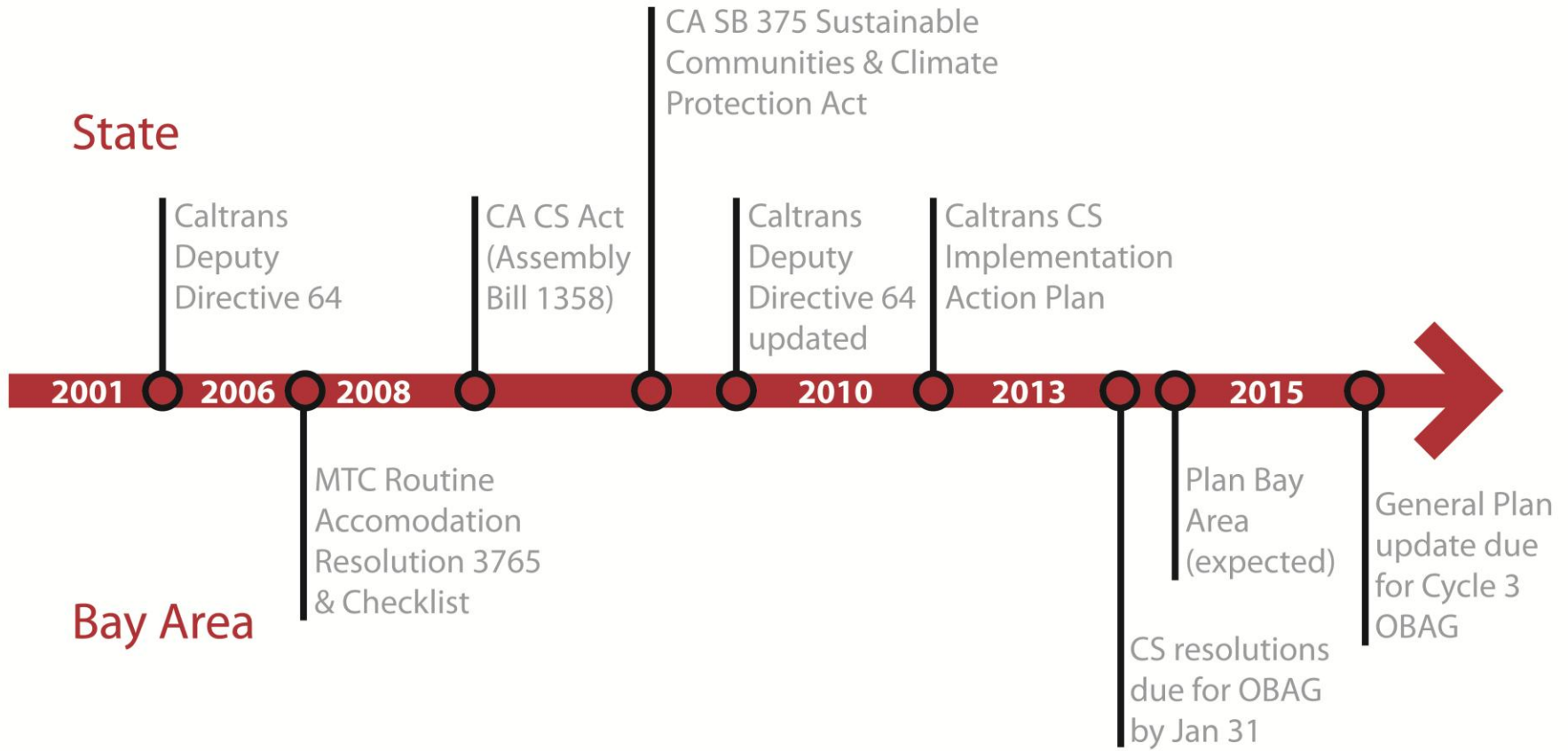
9 Counties

26 Public Transit Operators

5 Regional Agencies

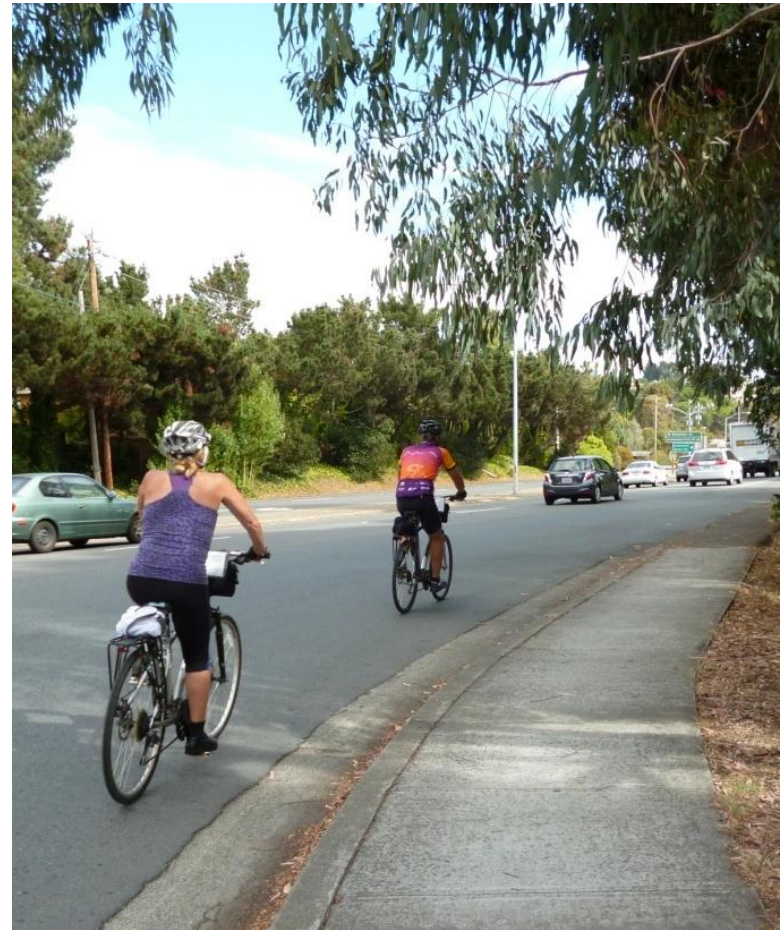


Complete Streets in California and the Bay Area



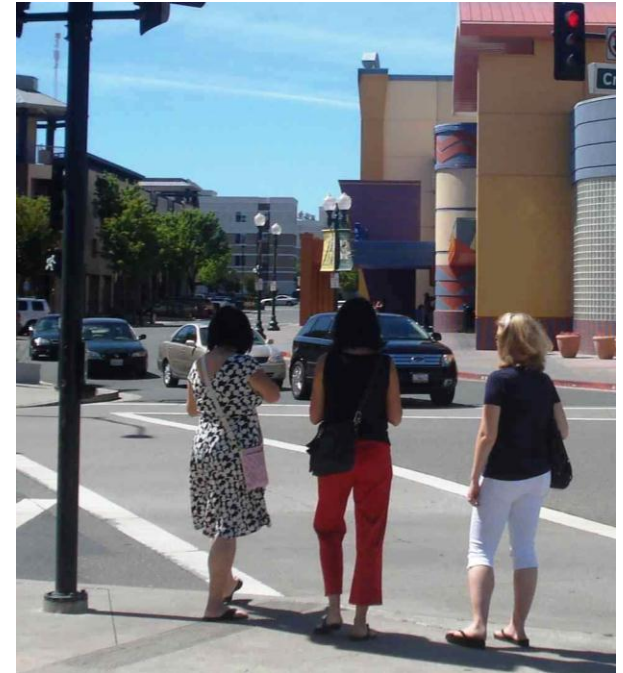
MTC Complete Streets Policy (Routine Accommodations)

- 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



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



2008 California Complete Streets Act (AB 1358)

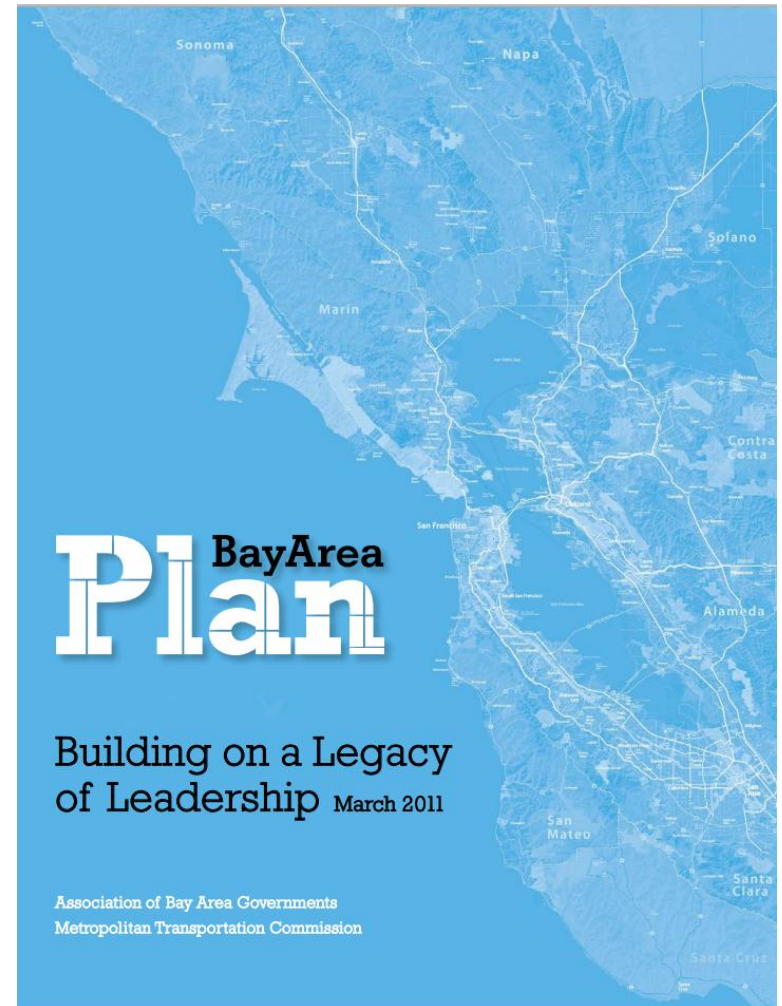
- Signed by Gov. Schwarzenegger and co-sponsored by AARP and California Bicycle Coalition
- Cities and counties must include complete streets policies in general plans during any 'substantive revision of the circulation element'
- Office of Planning and Research guidance :
opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf



Complete Streets Policies in the Bay Area

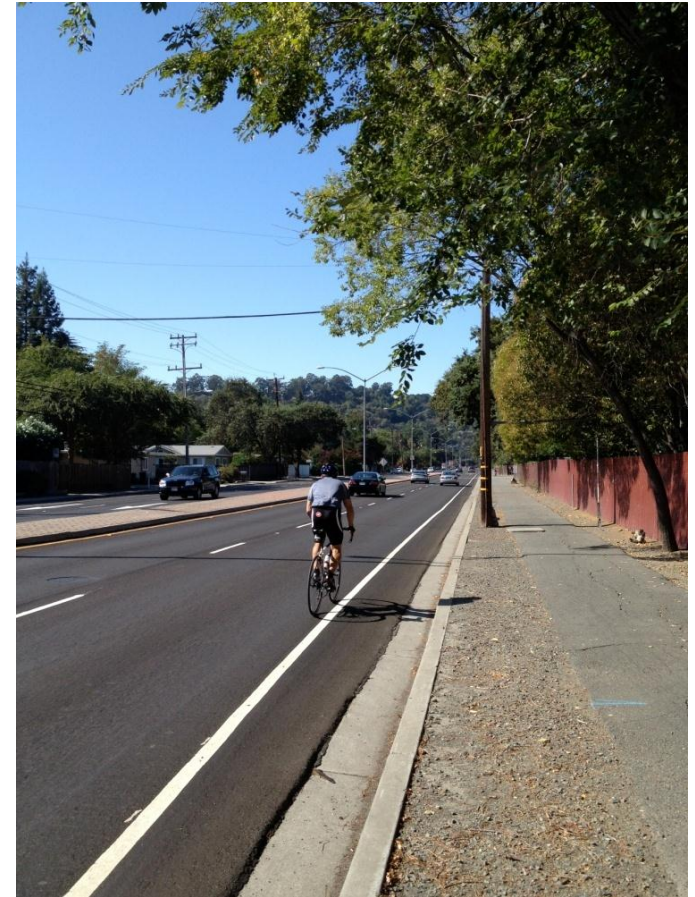
SB 375-Sustainable Communities Strategy – Plan Bay Area

- 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 Goals

- Integrates federal transportation program with California's climate law and the Sustainable Communities Strategy
- House all forecasted regional population demand by income levels to the year 2040
- Demonstrate achievement of greenhouse gas (GHG) emission reduction targets

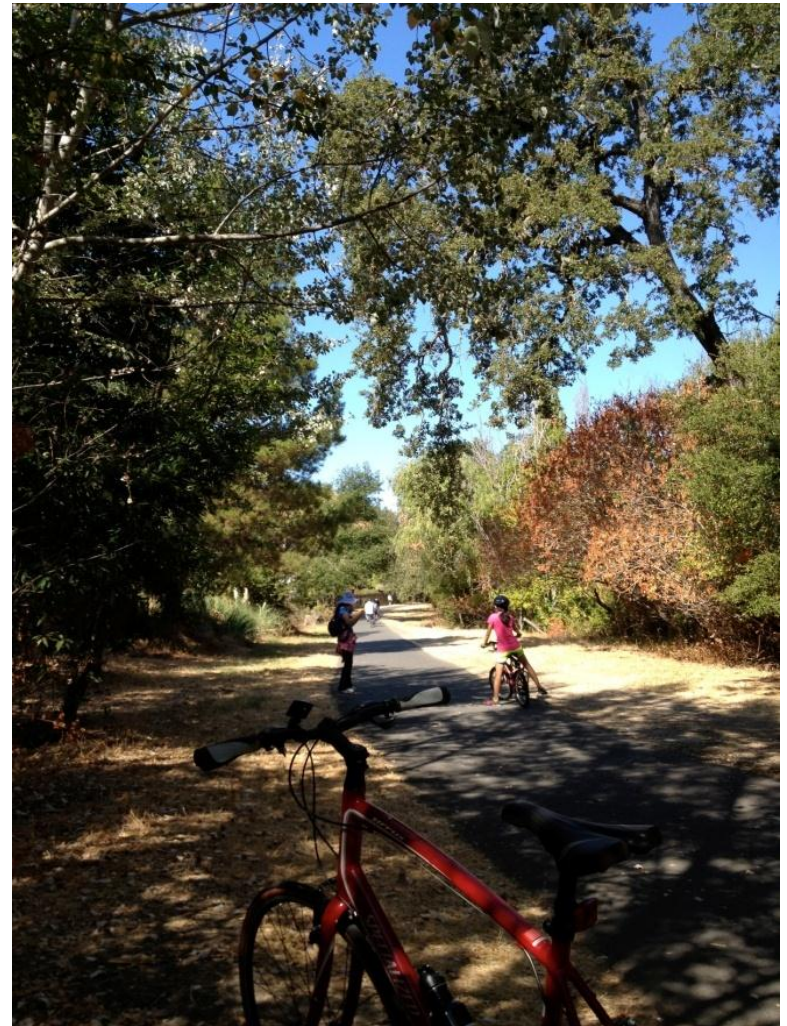


Complete Streets in all Cities

- Agencies that apply to MTC for funds must have a complete streets policy
- Eventually all 101 cities in 9 counties will have either a complete streets resolution or General Plan that includes complete streets


Complete Streets Policies

- To be eligible for OBAG grant funding, cities and counties must:
 - Adopt a resolution by January 31, 2013
 - Address nine required elements
- Update the General Plan to comply with CA Complete Streets Act (2008), or
- Determine that the General Plan already complies with Complete Streets Act



MTC Complete Streets Checklist

- Required for all projects funded by MTC
- Does the project consider all users in project planning and design?
- Ten questions with many open-ended responses
- 10 to 30 minutes to complete



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**
 - What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?
 - If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?
 - 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.
 - 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

Safe Routes to School Program

- Part of a larger Climate Initiatives Program
- \$17 million over 4 years
- Distributed by the counties based on school enrollment

Further Support for Walk & Bike Projects

- Implementation of Complete Streets Policy
- Technical assistance with design and engineering
- Continued integration of public health/physical activity into planning



Sean Co

Metropolitan Transportation Commission

sco@mtc.ca.gov

510-817-5748

@seanaco