Complete Streets in Alameda County Workshop

A Presentation by
Alameda County Transportation Commission and Fehr & Peers
June, 19 2012

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County Transportation
Commission

Welcome and Introductions

Agenda

1. Welcome and introductions
2. Why complete streets and what is it?
3. Review of policy requirements
4. Group discussions
5. Report back
6. Next steps

WELCOME & INTRODUCTIONS
Agenda

Workshop Goals and Outcomes

- Create common understanding of complete streets
- Initiate dialogue on complete streets policies, resources and implementation
- Gain understanding of complete streets status in county
- Identify levels of need for implementation

WELCOME & INTRODUCTIONS
Workshop Goals & Outcomes

Why Complete Streets and What is It?

What is a Complete Street?

- A street that is safe, convenient and inviting for all users of the roadway.

WHY COMPLETE STREETS & WHAT IS IT?

Trends leading towards complete streets

- 66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

- 73% currently feel they have no choice but to drive as much as they do

- 57% would like to spend less time in the car

Source: 2010 Future of Transportation National Survey

What Do Bay Area Home-Seekers Want?

Survey respondents scored 35 attitudinal statements from 0 to 10 in terms of importance in influencing their choice of housing. The highest-rated issues are listed in the table at right. Some attributes, such as having access to commuter rail, living in a neighborhood with a mix of housing types, and being able to easily travel to regional centers/San Francisco, were not very important on average to all movers but were important to certain market segments.

We also asked the respondents to name the one consideration that most influenced their choice of home. The top consideration is proximity to key activities — work, family, friends and school — followed by price. Most Bay Area movers appear to trade off the other desired attributes of their neighborhood after constraining their search by the overriding considerations of price and proximity.
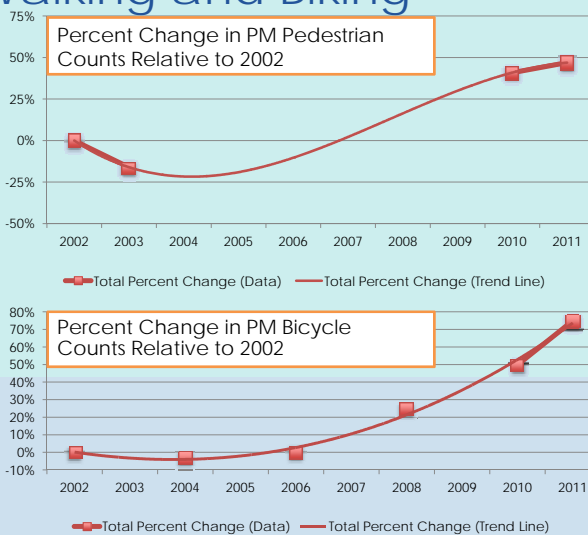
Top 10 Attributes of Desirable Neighborhoods

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
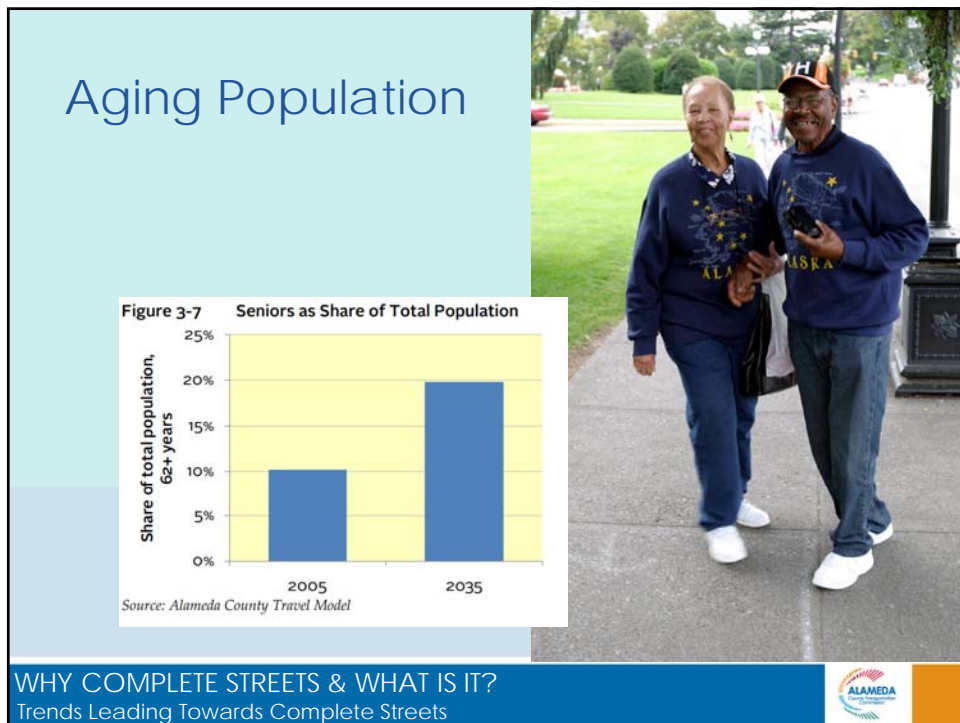9. Outdoor recreation opportunities nearby
10. Quiet street

Source: MTC "Choosing Where We Live, Attracting Residents to Transit Oriented Neighborhoods in the San Francisco Bay Area" (2010)

Growth in Walking and Biking

Walking represents 11% of all trips, and 2% of trips are completed by bike in Alameda County (2000).

Percent Change in PM Pedestrian Counts Relative to 2002

Total Percent Change (Data) — Total Percent Change (Trend Line)

Percent Change in PM Bicycle Counts Relative to 2002

Total Percent Change (Data) — Total Percent Change (Trend Line)

Source: Census 2000 and Alameda County Transportation Commission Bicycle & Pedestrian Surveys

WHY COMPLETE STREETS & WHAT IS IT?
Trends Leading Towards Complete Streets

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Figure 3-16 Alameda County Daily Transit Trips, 2005-2035

Source: Alameda County travel model

Alameda Countywide Transportation Plan, 2012

Aging Population

Figure 3-7 Seniors as Share of Total Population

Source: Alameda County Travel Model

WHY COMPLETE STREETS & WHAT IS IT?
Trends Leading Towards Complete Streets

Trends Outcomes

- Projected population and job growth will increase demand on the roadway network in Alameda County.
  - *Job Growth will increase 27% by 2035*
- New policies that link land use and transportation
- All result in need to plan for and accommodate all users

WHY COMPLETE STREETS & WHAT IS IT?
Trends Leading Towards Complete Streets

Complete Streets at the Policy Level

STATE POLICY
LOCAL POLICIES
STATE AND LOCAL POLICIES

Complete Streets Policy Analysis, 2010

WHY COMPLETE STREETS & WHAT IS IT?
Trends Leading Towards Complete Streets
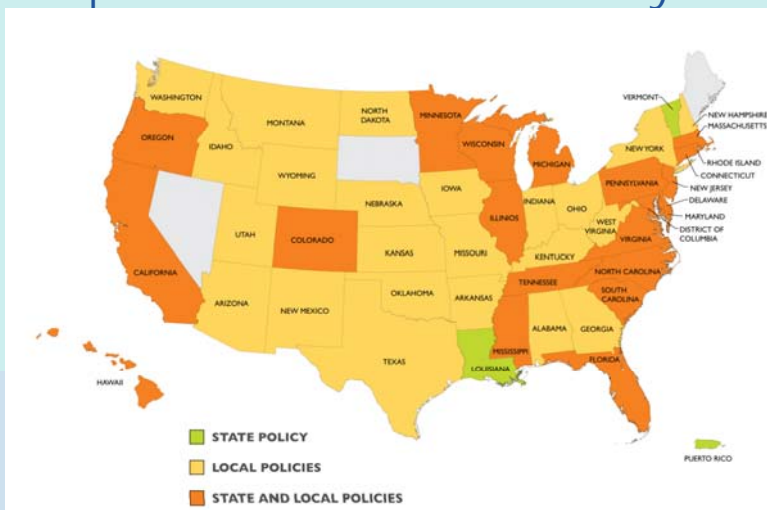
Defining Complete Streets

What is a Complete Street?

- A street that is safe, convenient and inviting for all users of the roadway

- Results from comprehensive planning, programming, design, construction, operation and maintenance

- Context sensitive

  "A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists **appropriate to the function and context of the facility***."*

  -Caltrans DD 64

WHY COMPLETE STREETS & WHAT IS IT?
Defining Complete Streets

Complete Streets Serve All Users

- Pedestrians
- Bicyclists
- Transit Users
- Motorists
- Goods Movement
- People with Disabilities
- People of All Ages & Abilities

WHY COMPLETE STREETS & WHAT IS IT?
Defining Complete Streets

Complete Streets are context sensitive
A major arterial will look different…

Complete Streets are context sensitive
…than a neighborhood street,
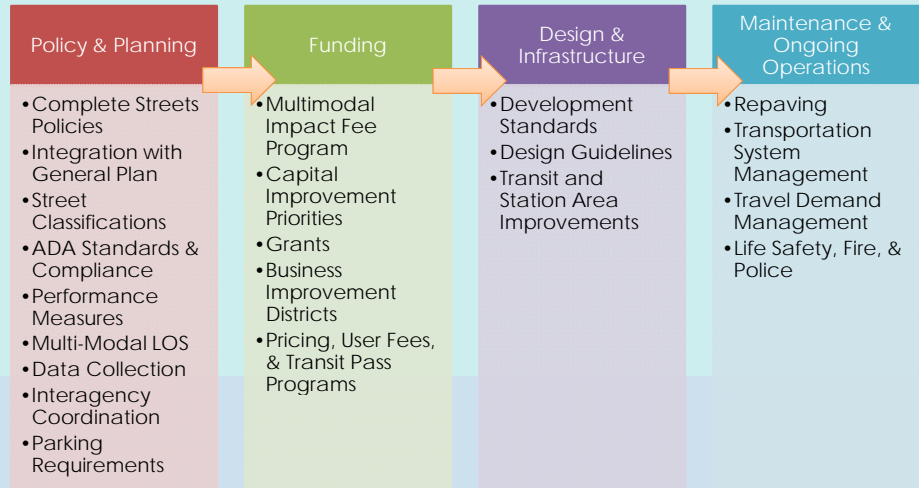

Complete Streets are context sensitive
…a rural roadway,

Complete Streets are context sensitive
…an industrial route

Complete Streets are context sensitive
…or a sustainable street.

Complete Streets are for all users

Complete Streets are not just
…for new streets

Complete Streets are not just for ....bicyclists and pedestrians

Complete Streets will not be the same solution for every street

Complete Streets: from Policy to Practice

Policy & Planning	Funding	Design & Infrastructure	Maintenance & Ongoing Operations
•Complete Streets Policies •Integration with General Plan •Street Classifications •ADA Standards & Compliance •Performance Measures •Multi-Modal LOS •Data Collection •Interagency Coordination •Parking Requirements	•Multimodal Impact Fee Program •Capital Improvement Priorities •Grants •Business Improvement Districts •Pricing, User Fees, & Transit Pass Programs	•Development Standards •Design Guidelines •Transit and Station Area Improvements	•Repaving •Transportation System Management •Travel Demand Management •Life Safety, Fire, & Police

WHY COMPLETE STREETS & WHAT IS IT?
Defining Complete Streets

Complete Streets in Varying Land Use Contexts

rural   urban

WHY COMPLETE STREETS & WHAT IS IT?
Defining Complete Streets

Example: Design Guidelines in Varying Land Use Context

Design Guidelines

rural   urban

- Wide shoulders for bicyclists and pedestrians
- Life-line transit service

- Wide sidewalks
- Dedicated bicycle facilities
- Bus Rapid Transit, Rail Service

WHY COMPLETE STREETS & WHAT IS IT?
Defining Complete Streets

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Where is Complete Streets Happening Now?
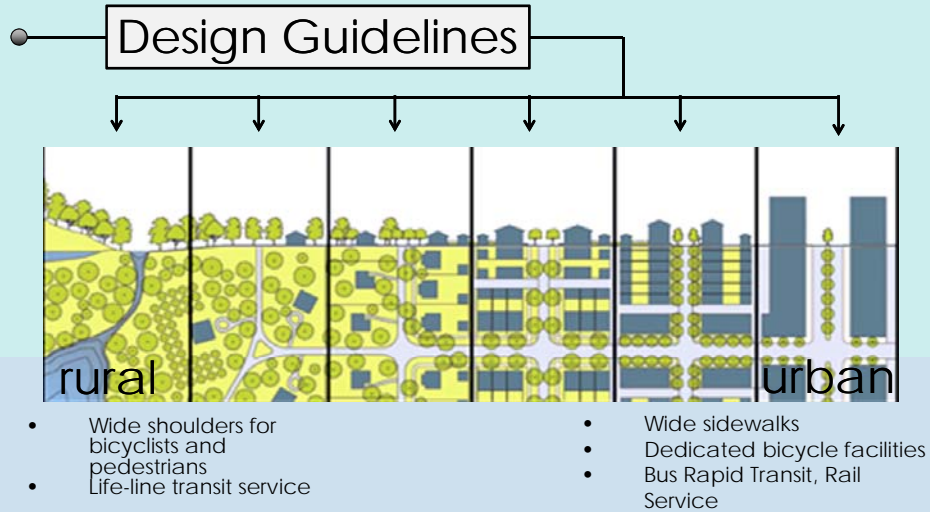
Policy & Planning

- Complete Streets Policy
- General Plan Compliance
- ADA Standards & Compliance
- Performance Measures
- Data Collection
- Interagency Coordination
- Parking Requirements

- Marin County Complete Streets Policy
- City of San Pablo Complete Streets compliance in General Plan
- Emeryville ADA Transition Plan & self-evaluation

Emeryville "Quality of Service" standards

Multi-Modal Level of Service standards
- Alameda CTC annual bicycle/pedestrian counts
- Grand Boulevard Initiative (El Camino Real)
- San Pablo Avenue Corridor BRT Planning
- SFpark

WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets policy happening now?

Funding

- Multimodal Impact Fee Program
- Capital Improvement Priorities
- Grants
- Business Improvement Districts
- Pricing, User Fees, & Transit Pass Programs

- Emeryville Multimodal Impact Fee Program
- San Francisco Transportation Sustainability Program
- Safe Routes to School
- Safe Routes to Transit Program
- Pedestrian Safety Assessment (PSA) Grant

WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets policy happening now?

Design & Infrastructure

- Development Standards
- Transit-Oriented Development
- Redefining Priorities for Streets
- Design Guidelines

- South Hayward BART/Mission Blvd Form-Based Code
- Albany bicycle & pedestrian development guidelines
- Oakland bicycle parking ordinance
- San Leandro, Union City, MacArthur, Dublin/Pleasanton BART Stations
- Alameda nested street network
- Marin Avenue road diet (Albany)
- SFMTA Innovative Design Standards

WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets policy happening now?

Maintenance & Ongoing Operations

- Repaving
- Transportation System Management
- Travel Demand Management
- Life Safety, Fire, & Police

- Berkeley repaving procedures flowchart
- Countdown signals, bicycle detection, LEDs, etc in multiple jurisdictions
- Pleasanton radar detection for all vehicle types, including bicycle
- Safe Routes to School Alameda County encouragement & education programs

WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets policy happening now?

Implementing Complete Streets
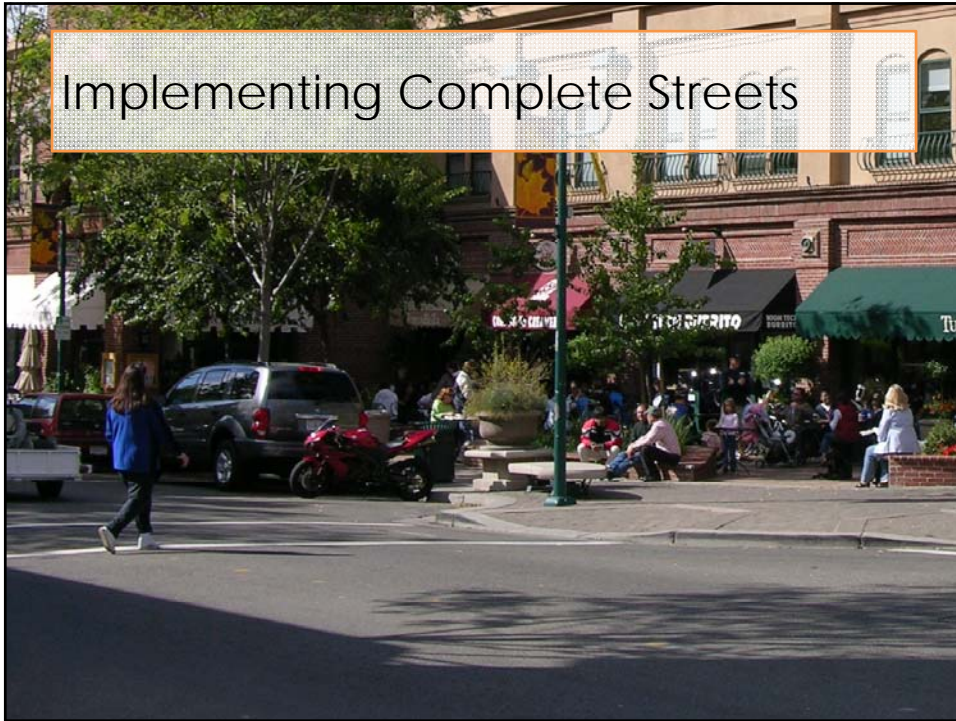
West Street Multi-Use Path, Berkeley
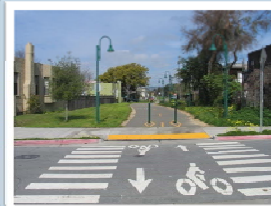
WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets implementation happening now?

San Leandro Road Diet
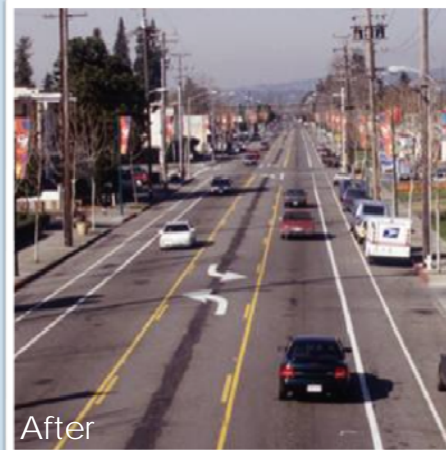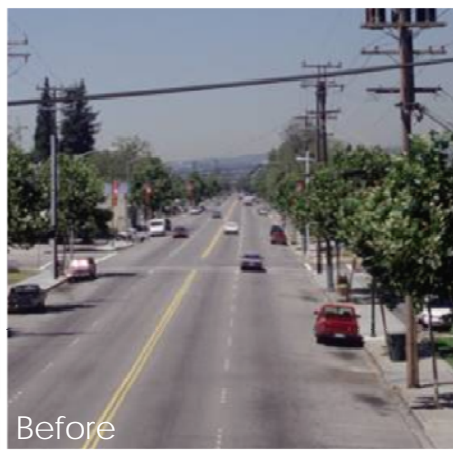
Before

After

Broadway (Kaiser Hospital) Bicycle Lane, Oakland
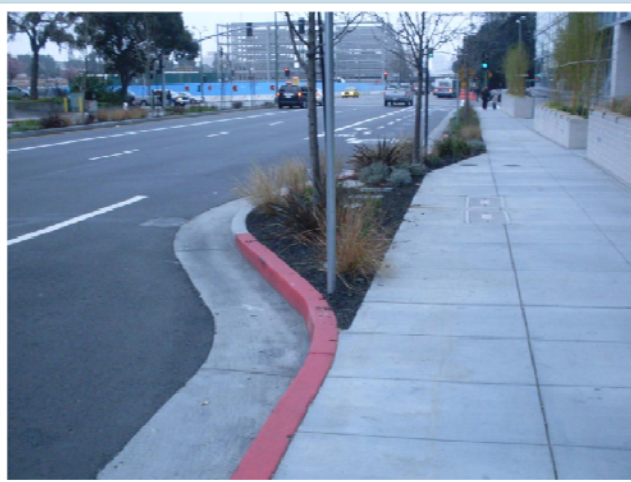
UC Berkeley Lawrence Hall of Science, Berkeley
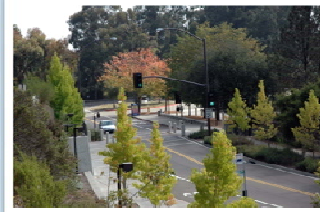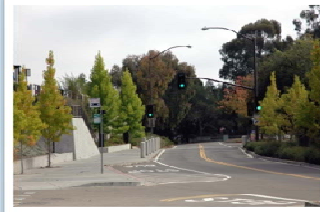
WHY COMPLETE STREETS & WHAT IS IT?
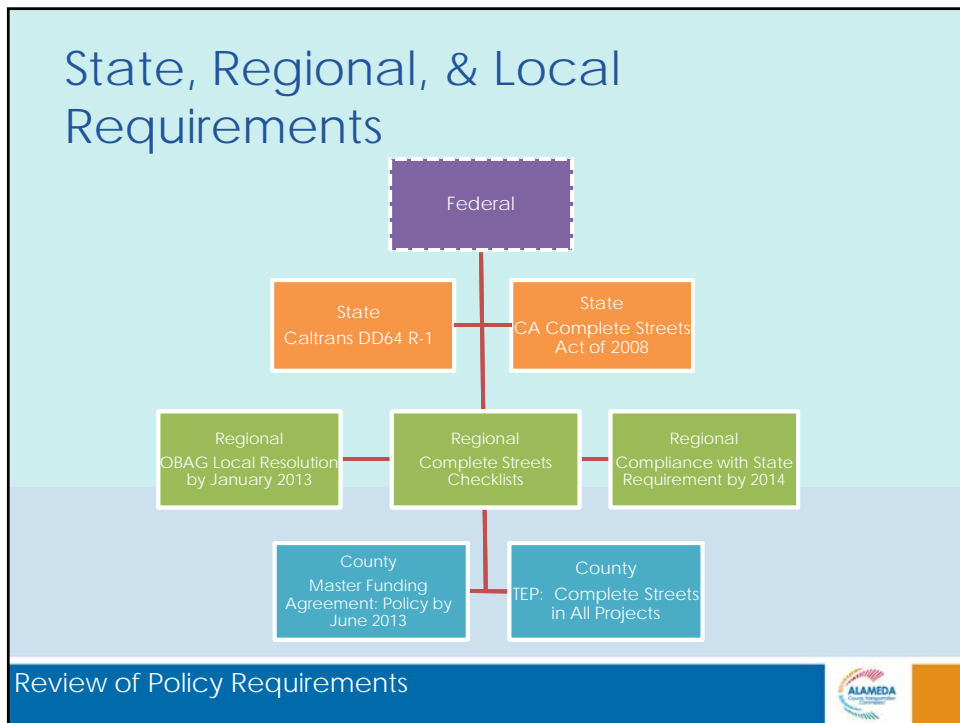Where is Complete Streets implementation happening now?

Better Market Street, San Francisco

WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets implementation happening now?

Review of Policy Requirements

State, Regional, & Local Requirements

Federal

State
Caltrans DD64 R-1

State
CA Complete Streets
Act of 2008

Regional
OBAG Local Resolution
by January 2013

Regional
Complete Streets
Checklists

Regional
Compliance with State
Requirement by 2014

County
Master Funding
Agreement: Policy by
June 2013

County
TEP: Complete Streets
in All Projects

Review of Policy Requirements

State - 2008 CA Complete Streets Act

- Requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users.

- As of January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions

- Guidance issued by the Office of Planning and Research

Review of Policy Requirements
Review of Local Existing & Planned Policies: State

Regional - MTC Complete Streets

- Routine Accommodation Policy developed in 2006

- Required project checklist for all MTC-funded projects to consider all users in planning & design from the earliest conception of a project

Review of Policy Requirements
Review of Local Existing & Planned Policies: Regional

Regional - One Bay Area Grant (OBAG)

- Alameda County - $67 million
  - *Flexible funding*
  - *No targets by category*
  - *70% in Priority Development Areas/30% anywhere*
- By January 31, 2013, jurisdictions that receive funding must either:
  - *Adopt a complete streets resolution, or*
  - *Have a General Plan that is compliant with California Complete Street Act*

Review of Policy Requirements
Review of Local Existing & Planned Policies: Regional

Regional - One Bay Area Grant (OBAG)

- Implementing Guidance to be issued in mid to late-June 2012
- MTC will present requirement at July 3, 2012 ACTAC meeting
- Training/technical assistance starting in Sept/Oct 2012

Review of Policy Requirements
Review of Local Existing & Planned Policies: Regional

Alameda CTC – Transportation Expenditure Plan (TEP)

- $7.8 billion multi-modal plan

- Complete Streets required in all project design.

    "It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. **All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered** *in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed."*

    TEP, Implementing Guidelines

Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

Alameda CTC - Policy Requirement

Per Master Funding Agreements, to receive Measure B and VRF funds, local jurisdictions must :

- Have an adopted complete streets policy, or demonstrate that a policy is being developed and will be adopted by June 30, 2013. This policy should include the "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition.

- Comply with the California Complete Streets Act of 2008.

Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

Alameda CTC – Policy Development

- Alameda CTC policy requirements will aim to be in alignment with MTC's
- Alameda CTC will provide resources, based on outcomes of today's workshop

Review of Policy Requirements
Alameda CTC Complete Streets Policy Development

Alameda CTC – Timeline for Policy & Resource Development

- July/August 2012:   Develop policy template
- Sept/Oct 2012:   Adopt policy template to meet OBAG and Master Funding Agreement requirements
- Sept/Oct 2012:   Resources, TBD
- Jan. 31 2013:   All jurisdictions have adopted policy and submit to ACTC & MTC
- Feb. 2013 onward   Resources, TBD

Review of Policy Requirements
Alameda CTC Complete Streets Policy Development

Elements of Complete Streets Policy

- **VISION:** Includes a vision for how and why the community wants to complete its streets
- **ALL USERS:** Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- **ALL PROJECTS/PHASES:** Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- **LEADERSHIP APPROVAL:** Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- **NETWORK CONNECTIVITY:** Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.

National Complete Street Coalition

Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

Elements of Complete Streets Policy

- **ALL DEPARTMENTS:** Is adoptable by all agencies to cover all roads.
- **BEST PRACTICES:** Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- **CONTEXT SENSITIVITY:** Directs that complete streets solutions will complement the context of the community.
- **EVALUATION:** Establishes performance standards with measurable outcomes.
- **NEXT STEPS:** Includes specific next steps for implementation of the policy

National Complete Street Coalition

Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

Elements of Complete Streets Policy: Survey

- **ALL PROJECTS/PHASES:**

  Applies to <u>both new and retrofit projects</u>, including design, planning, maintenance, and operations, for the entire right of way.

GREEN	YELLOW	RED
Easy to understand and implement	Great in concept, but has some issues that need to be worked out	Without additional resources, this policy will be difficult for my jurisdiction to implement

  Review of Policy Requirements
  Review of Local Existing & Planned Policies: Alameda CTC

Elements of Complete Streets Policy: Survey

- **LEADERSHIP APPROVAL:**

  Makes <u>any exceptions</u> specific and sets a clear procedure that requires high-level approval of exceptions.

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  Review of Policy Requirements
  Review of Local Existing & Planned Policies: Alameda CTC

Elements of Complete Streets Policy: Survey

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Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

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Elements of Complete Streets Policy: Survey

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Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

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Elements of Complete Streets Policy: Survey

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Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

Elements of Complete Streets Policy: Survey

- **EVALUATION:**

    Establishes performance standards with measurable outcomes.

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Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC

Group Discussions

Break Out Groups & Discussion

- What have been or are expected to be the most challenging aspects of complete streets practices for [policy/funding/implementation/maintenance], and why?

- What other types of practices belong in this category (refer to *Complete Streets: From Policy to Practice* slide)?

- What would it take to achieve complete streets objectives, and how can Alameda CTC be most helpful?
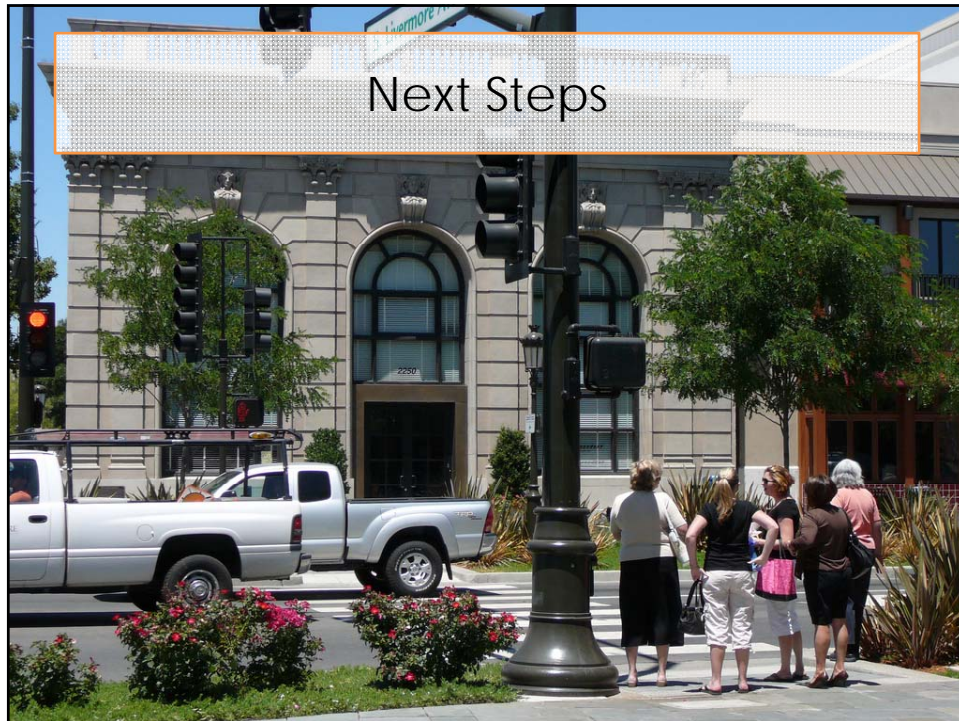
Group Discussions
Break Out Groups & Discussions

Report Back

From break-out groups:

1. *Top two obstacles/challenges* that will be faced in meeting complete streets objectives and/or policy requirements.

2. *Two things Alameda CTC can do* to help the county achieve complete streets objectives and/or policy requirements.

Report Back

Summarizing the Workshop

- What we've heard
- What we'll be doing over the next few months and the year
- Closing questions?
- *Thanks for coming!*

Next Steps