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

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
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.
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, 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 was 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

Growth in Walking and Biking

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

WHY COMPLETE STREETS & WHAT IS IT?

Trends Leading Towards Complete Streets
Aging Population

Figure 3-7 Seniors as Share of Total Population

Source: Alameda County Transit Model
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?

Complete Streets at the Policy Level

[Map of the United States showing states with complete streets policies]
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
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

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### 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

**WHY COMPLETE STREETS & WHAT IS IT?**

**Defining Complete Streets**

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

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

**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

**WHY COMPLETE STREETS & WHAT IS IT?**

Where is Complete Streets policy happening now?

- 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

**Funding**

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

**WHY COMPLETE STREETS & WHAT IS IT?**

Where is Complete Streets policy happening now?

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

**Development Standards**
- 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

**Transit-Oriented Development**

**Redefining Priorities for Streets**

**Design Guidelines**

### Maintenance & Ongoing Operations

**Repaving**
- Berkeley repaving procedures flowchart
- Countdown signals, bicycle detection, LEDs, etc. in multiple jurisdictions
- Pleasanton radar detection for all vehicle types, including bicycle

**Transportation System Management**

**Travel Demand Management**

**Life Safety, Fire, & Police**

### 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

WHY COMPLETE STREETS & WHAT IS IT?
Where is Complete Streets implementation happening now?
UC Berkeley Lawrence Hall of Science, Berkeley

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
- Complete Streets Checklists
- Regional Compliance with State Requirement by 2014

County

- Master Funding Agreement, Policy by June 2013
- IEP: Complete Streets in All Projects
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.

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.
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

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
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

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.
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

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
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.

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.

Review of Policy Requirements
Review of Local Existing & Planned Policies: Alameda CTC
Elements of Complete Streets Policy: Survey

- **ALL PROJECTS/PHASES:**
  
  Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.

![Green, Yellow, Red](Image)
- **GREEN:** Easy to understand and implement
- **YELLOW:** Great in concept, but has some issues that need to be worked out
- **RED:** 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

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Elements of Complete Streets Policy: Survey

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Elements of Complete Streets Policy: Survey

- **CONTEXT SENSITIVITY:**
  Directs that complete streets solutions will complement the context of the community.

- **EVALUATION:**
  Establishes performance standards with measurable outcomes.
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?
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.
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!