



Workshop on
Implementing
Complete Streets
Policies

July 24, 2013



Welcome and Introductions



WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES



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Alameda CTC plans, funds and delivers transportation to expand access, improve mobility and foster a vibrant and livable Alameda County



Agenda

- Welcome and Overview
- The Importance of Complete Streets
- The Implementation Process: Best Practices & Models
- Applying Best Practices in Your Jurisdiction
 - *Panel Discussion*
 - *Break-Out Activity*
 - *Presentation and Discussion on Checklists*
- Next Steps

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Review Our Progress to Date

Policy Development

- **June 2012:** Alameda CTC Complete Streets (CS) workshop on Policy
- **June 2012 – Present:** Alameda CTC provides resources:
 - *Template policies, staff reports, presentations, etc.*
 - *Draft complete streets policy review*
- **Nov 2012:** MTC workshop on CS Policy
- **Nov 2012 - June 2013:** Alameda County jurisdictions adopt CS policies
- **May 2013:** MTC workshop on CS Design

Implementation

- **July 2013:** Alameda CTC Complete Streets Workshop on Implementation
- **July 2013 – June 2014:** Alameda CTC to provide resources to support Complete Streets implementation
- **Summer 2013:** Local jurisdictions begin implementing Complete Streets policies



ALAMEDA COUNTY TRANSPORTATION COMMISSION



More on this topic

[Complete Streets in Alameda County](#)

[Complete Streets Resources](#)

[About Us](#) > [Policy](#) > [Complete Streets in Alameda County](#) > [Local Complete Streets Policies](#)

Local Complete Streets Policies

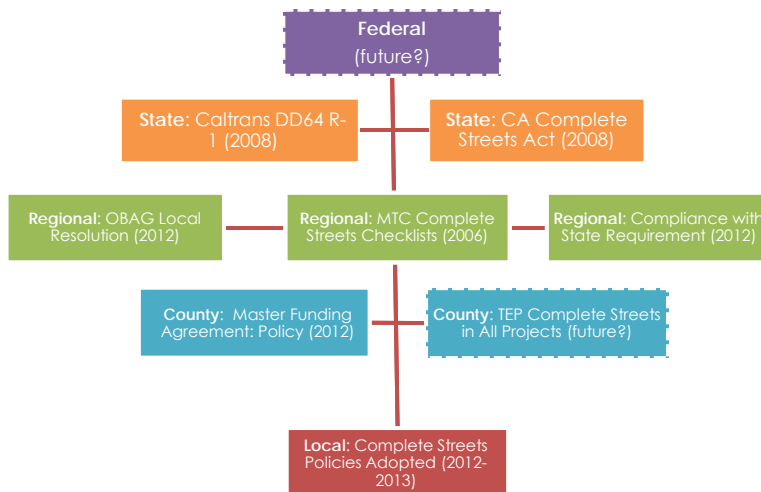
Jurisdictions throughout Alameda County have demonstrated their dedication to all modes of transportation and all users through their adoption of complete streets policies. Every local jurisdiction in the county will have adopted a complete streets policy by June 30, 2013, as shown below.

The term *complete streets* describes roadways that accommodate all users, ranging from pedestrians, bicyclists, transit riders and operators, motorists, and movers of commercial goods. Complete streets serve users of all abilities, including people with disabilities, aging adults, children, and bicyclists with varying abilities and comfort levels. More information on the requirements for local complete streets policy resolutions can be found on the [Complete Streets page](#).

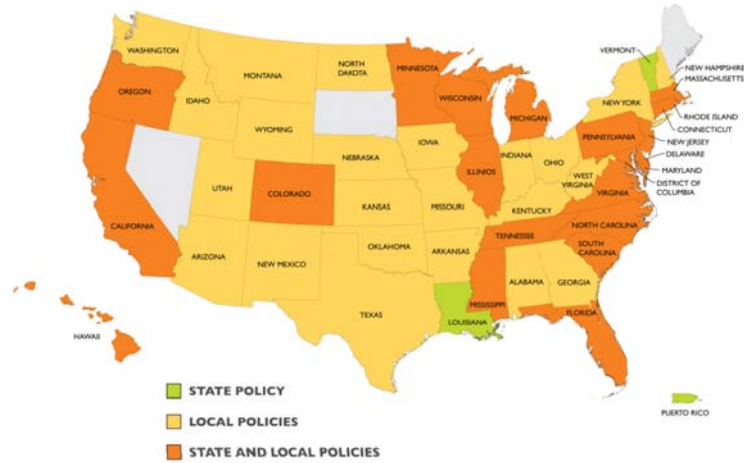
Jurisdiction	Date Adopted and Link to Policy
Alameda County	November 20, 2012; web link pending
Alameda (City)	January 14, 2013
Albany	January 22, 2013; web link pending
Berkeley	December 11, 2012
Dublin	December 4, 2012
Emeryville	January 15, 2013
Fremont	Letter indicating general plan compliance submitted January 7, 2013; city will also adopt a complete streets policy by June 30, 2013
Hayward	March 19, 2013
Livermore	January 28, 2013
Newark	March 14, 2013; web link pending
Oakland	February 5, 2013
Piedmont	November 19, 2012
Pleasanton	December 4, 2012
San Leandro	February 4, 2013; web link pending
Union City	November 27, 2012



Complete Streets Requirements – Current and Future

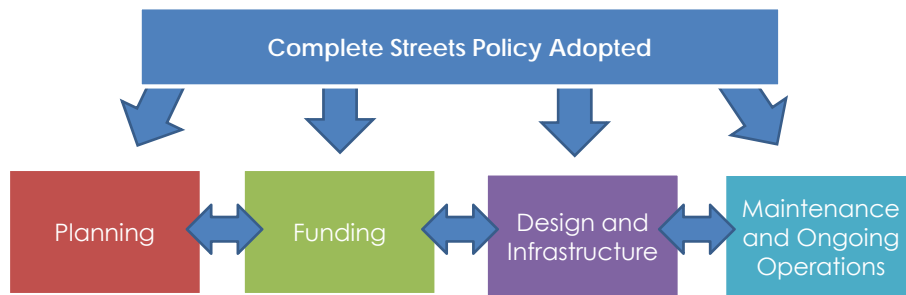


National Complete Streets Movement

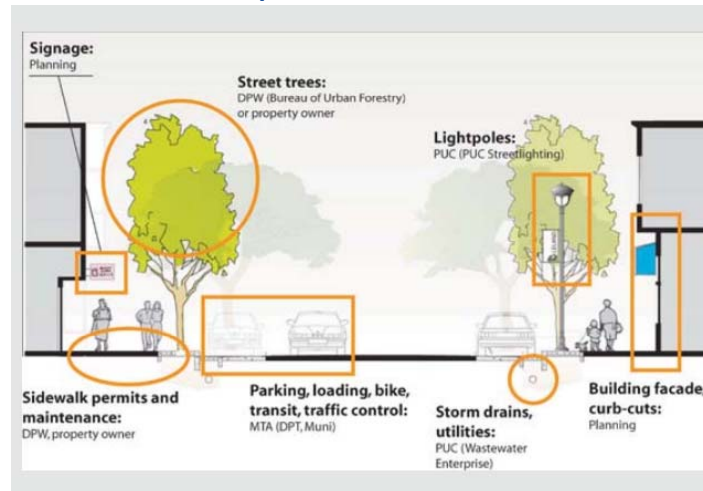


Complete Streets Policy Analysis, 2010

Complete Streets: from Policy to Practice



Path to implementation involves many stakeholders



Alameda CTC Support of Complete Streets

- Workshops
- Funding
 - SC-TAP
- Technical assistance
- Web resources
- New Tools



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Complete Streets: Serve all Users and Modes

- Users includes: children, seniors, people with disabilities, low-income
 - *30% of population does not have access to a private vehicle*
- Modes includes: walking, bicycling, transit, driving



City of Dublin, Photo courtesy of EBBC



Why Complete Streets?



Benefits of Complete Streets

Safety **Jobs** **All users**
Accessibility **Convenience**
Social Justice/Equity
Health **Aging in place**
Environment **Economy**
All modes

Economic Benefits



Walkable Communities are Better for Business: Lodi, California

Invested \$4.5 million in downtown streetscape improvements that helped to:

- Attract 60 new businesses
- Decrease vacancy rates from 18% to 6%
- Increase sales tax revenue by 30%



Photo: <http://www.earthshelterdevelopers.com/schoolst.htm>

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Responding to Market Demand

- 66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.
- 76% of Gen-Yers that plan to move, place a high value on walkability
- 57% would like to spend less time in the car

Sources:

1. 2010 Future of Transportation National Survey
 2. America in 2013: A ULI Survey of Views on Housing, Transportation and Community
- Image: Easton, NJ, by Dan Burden

Public Health Benefits

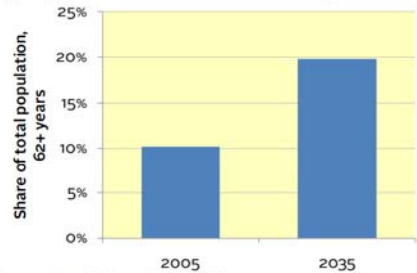


- 1 in 5 children and 1 in 3 teens is overweight or at risk of becoming overweight.
- Research suggests that more walkable neighborhoods encourage individuals to walk more, reducing risk for obesity and other chronic diseases.

Aging Population



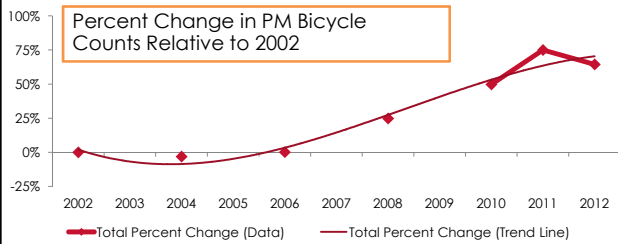
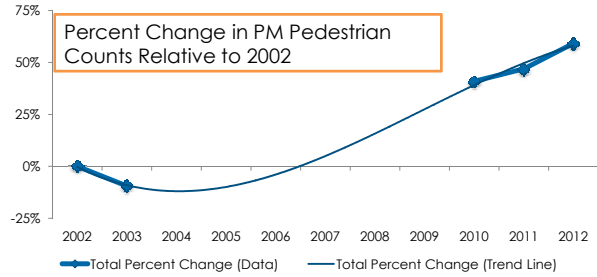
Figure 3-7 Seniors as Share of Total Population



Source: Alameda County Travel Model

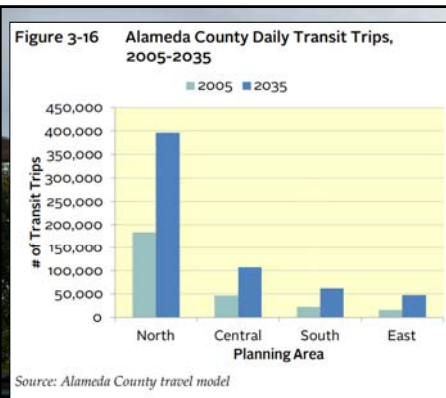
Growth in Walking and Biking

Walking:
11% of trips
(Alameda County, 2000)



Biking:
2% of trips
(Alameda County, 2000)

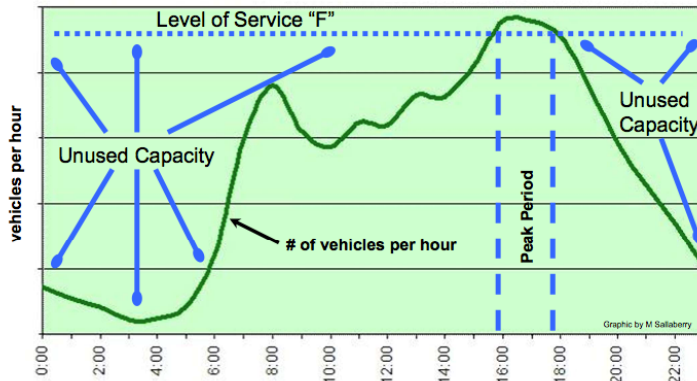
Source: Census 2000 and Alameda CTC Bicycle & Pedestrian Counts Report (2013)



Alameda Countywide Transportation Plan, 2012

Efficient Use of Resources

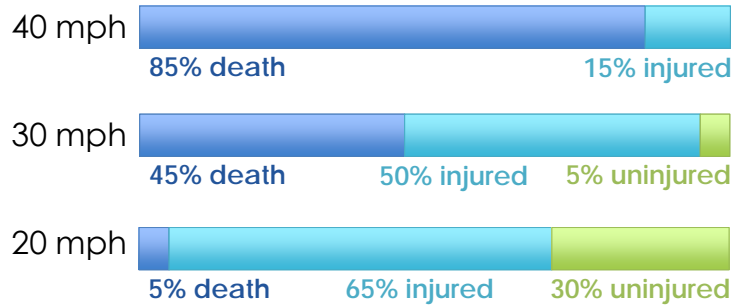
Designing for Peak Motor Vehicle Flow



Mike Sallaberry, SFMTA

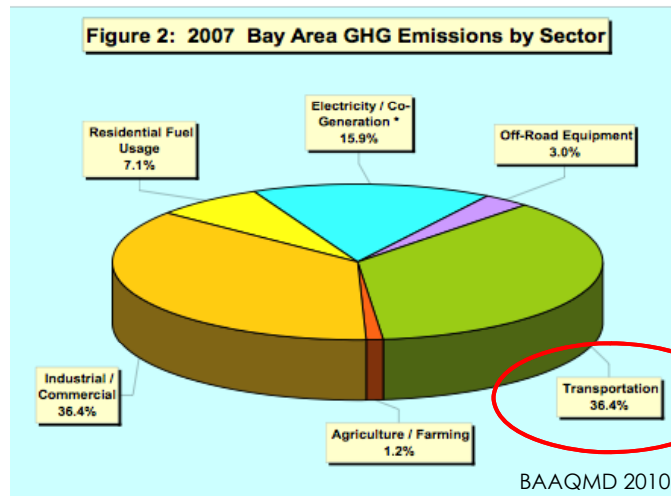
Ensure Safety

Pedestrian Injuries at Impact Speed



greatermarin.com

Climate Change Mitigation



Converting Short Trips to Bike/Walk/Transit Trips

Of All Trips...

- 50% are under 3 miles
- 28% are 1 mile or less
- 72% of trips 1 mile or less are driven

If You Build It...



National Household Travel Survey, 2008

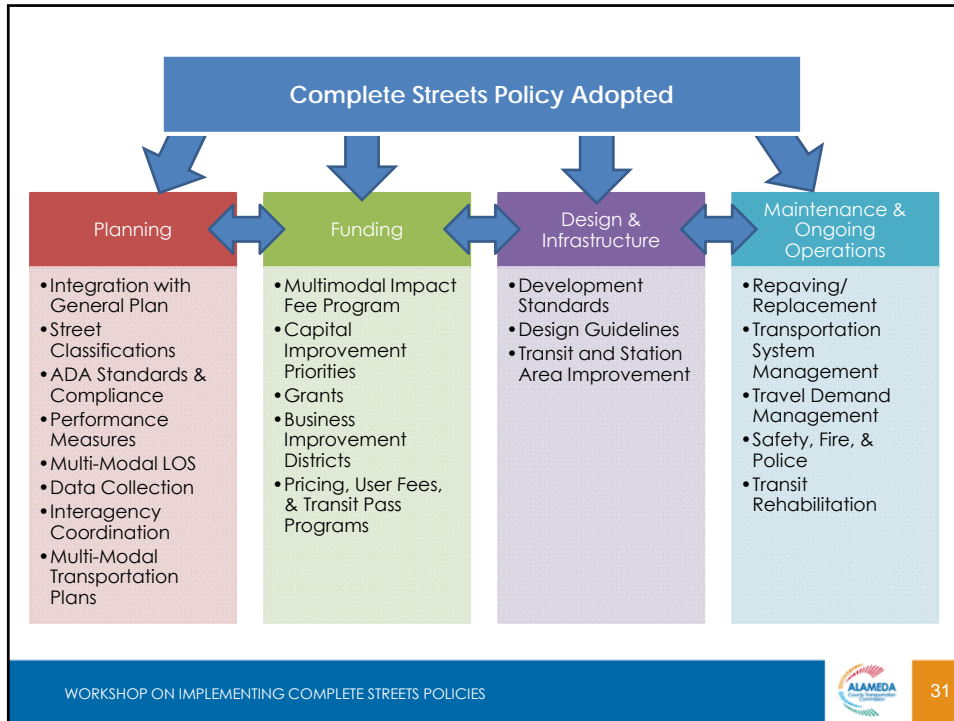
Photo: Walter's Jr High, Fremont

Implementation



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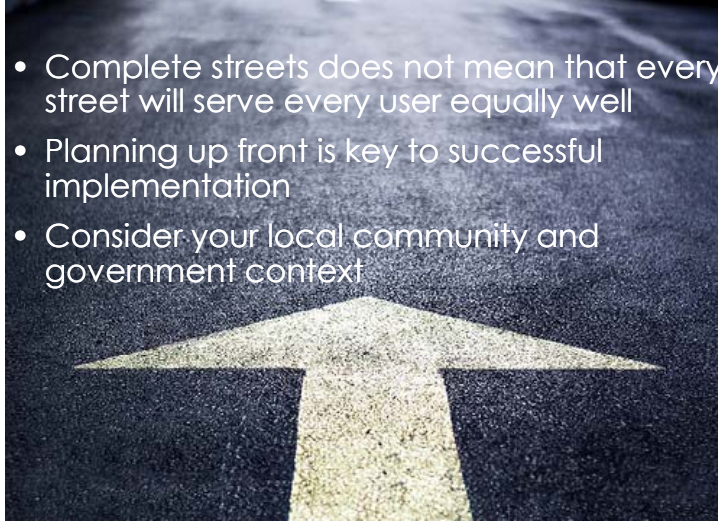
Complete Streets: The “How” of Implementation

- Practical guidance
- Based on best practices from cities across the U.S. (large and small)



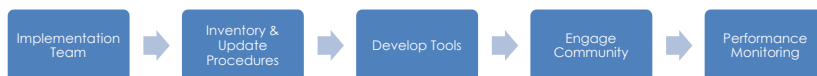
Guiding Principles

- Complete streets does not mean that every street will serve every user equally well
- Planning up front is key to successful implementation
- Consider your local community and government context



Steps to Implement Complete Streets Policy:

1. Develop Complete Streets Implementation Teams
2. Inventory and Update Procedures
3. Develop implementation tools and systems
4. Engage the community in Complete Streets
5. Monitor impact with performance measures



STEP ONE

Develop Complete Streets Implementation Teams



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Benefits of a Complete Streets Implementation Team

- Grounded in the realities of different departments
- Manage expectations and responsibilities
- Staff engagement across departments results in greater buy-in
- Coordination saves money
- Share work load

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Potential Roles: Complete Streets Implementation Team

Short-term

- Oversee implementation process and work plan
- Update/create new CS guidelines, tools, procedures
- Maintain coordination with staff across departments
- Disseminate info to all departments
- Engage stakeholders

Long-term

- Review specific projects and exceptions requests
- Train staff on new plans, design guidelines, procedures, etc.
- Maintain coordination with staff across departments
- Monitor and report on performance
- Engage stakeholders

Implementation Team Structure

- Consider existing cross-departmental working groups
- Identify departments to engage
- Identify appropriate staff-level participation
- Define team type
 - *Staff-only Implementation Team*
 - *Combined Staff and Public Implementation Team*

Implementation Team Structure: Identify departments to engage

Essential:

- Transportation Planning
- Engineering/Public Works
- Land Use Planning
- Economic Development

Strongly Consider:

- Transit Agencies
- Parks & Recreation
- Public Health
- Schools
- Urban Forestry
- Housing
- Police and Fire
- Arts and Culture
- PG&E
- Water Districts
- Parks Districts
- Flood Control Districts

Implementation Team Structure: Identify appropriate staff-level participation

High-Level Staff

- More authority to make decisions
- Can delegate work
- Demonstrates commitment to complete streets
- Time constraints

Mid-Level Staff

- More time to meet and carry out work
- Potentially more technical expertise
- Cultivates leadership
- Less authority to make decisions

Implementation Team Structure: Example: Staff-Only Implementation Team



Chicago, IL

- Develops an annual work plan
- Meets monthly to implement work plan
- Reviews and approves exceptions

Chicago Complete Streets Chicago: Design Guidelines, Figure 4

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Implementation Team Structure: Example: Combined Staff & Public Implementation Team

BOA REPRESENTATIVES

- » Michele Edmonds-Sepulveda, Ward 30
- » Roland Lemar, Ward 9
- » Erin Sturgis-Pascale, Ward 14

CITY REPRESENTATIVES

- » Karyn Gilvarg, City Plan
- » Richard Millet, Engineering
- » Michael Piscitelli, Transportation Traffic & Parking

CITIZEN REPRESENTATIVES

- » Tokunbo Anifalaje
- » Thomas Hamed
- » Sylvie Rivetta

New Haven, CT

- Oversaw Complete Streets Design Manual development
- Public brought specific expertise
- Built in mechanism for public input

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Finding and Cultivating Champions

- *"We need to have a champion who can create other champions, and then a culture of champions."*

- Bryan Jones, Transportation Director, City of Carlsbad



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STEP TWO Inventory and Update Procedures



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Complete Streets is more than just design



What are the day-to-day procedures and policies/plans that impact your streets?

Identify Plans, Policies and Procedures to Update

- Citywide goals and objectives
- Transportation master plans and multi-modal plans
- General plans/ transportation elements
- Design guidelines
- Zoning codes
- Project selection criteria in CIPs
- Other funding prioritization processes
- Maintenance processes
- Enforcement priorities
- Fire access routes
- Others?

Sample Procedure to Update: *Maintenance Processes*

- Paving plan
- Street sweeping
- Tree trimming/ landscaping



Sample Procedure to Update: *Design Guidance*

- What are the tools that you already have in place?
- Are they documented?
- Are they addressing all users?
- Are they consistent across all departments?
- Do they allow for context sensitivity?

Staff Interviews to Take an Inventory

- Who will conduct the surveys?
- What questions should be asked?
- Who will be interviewed?
- How much will it cost to do an inventory?



Photo: NACTO Urban Bikeway Design Guide, Boulder, CO

Staff Interviews: Who Will Conduct Surveys?

Who	Pros	Cons
Consultant	<ul style="list-style-type: none"> • Neutral voice • Subject matter expertise • Can be funded through SC-TAP 	<ul style="list-style-type: none"> • Can be expensive • Might not be familiar with agency culture
Lead Department Implementing Complete Streets	<ul style="list-style-type: none"> • Can help determine which departments should participate in an implementation team 	<ul style="list-style-type: none"> • Limited staff time • May be "turf" issues between departments
Complete Streets Implementation Team	<ul style="list-style-type: none"> • Multiple people from different departments already at the table 	<ul style="list-style-type: none"> • Limited staff time • May be "turf" issues between departments

Carlsbad Case Study

- Consultant conducted assessment
- Whole report cost \$50-75K
- Report Included:
 - *Staff surveys*
 - *Case studies*
 - *Recommendations on how to integrate CS into Carlsbad procedures*
- Staff Surveys:
 - *Conducted over two days*
 - *Approx. 8 meetings, one hour each*



City of Carlsbad Livable Streets Assessment

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What Questions Were Asked?

Carlsbad Case Study

- What does complete streets mean to you and how does it relate to your department?
- What regular procedures (formal and informal) occur in your department?
- How is your department involved in complete streets?
- What are some local livable streets success stories and department challenges ?
- What are the desired outcomes for the department related to livable streets?

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Who was surveyed?

Carlsbad Case Study

Attorney's Office	Ron Kemp
City Manager	Lisa Hildabrand, John Coates, Cynthia Haas
Communications	Kristina Ray
Community & Economic Development	Gary Barberio, David de Cordova, Chris DeCervo, Kathy Dodson, Will Foss, Van Lynch, Don Neu, Mike Peterson, G Peksi, Christer Westman
Fire	Chief Kevin Crawford
Housing & Neighborhood Services	Debbie Fountain, Courtney Enriquez
Library & Cultural Arts	Heather Pizzuto, Peter Gordon
Parks & Recreation	Chris Hazeltine, Mike Calarco, Kyle Lancaster, Sue Spikard
Police	Captain Neil Gallucci
Property & Environmental Management	David Hauser
Transportation	Skip Hammann, Bryan Jones, Doug Blise, John Kim, Jim Marshall, Marshall Plantz, Patrick Vaughan



Example Final Inventory: SF Better Streets Plan

Department	Department of Public Works	San Francisco Municipal Transportation Agency	San Francisco Public Utilities Commission	San Francisco Planning Department	Mayor's Office on Disability	Arts Commission
Permits or Reviews	<ul style="list-style-type: none"> Sidewalks use Private street tree removal or replacement Any construction in the right of way 	<ul style="list-style-type: none"> Special event parking Residential parking Temporary Street Closure 	<ul style="list-style-type: none"> New water service and sewer service Streetlights 	<ul style="list-style-type: none"> General plan conformance CEQA compliance Adherence of private projects to conditions of approval 	<ul style="list-style-type: none"> Conformance of projects with ADA 	<ul style="list-style-type: none"> Select and maintain public art on the streets
Maintains	<ul style="list-style-type: none"> City owned greenery Retaining walls, bridges, stairs & other street structures Streets, medians & sidewalks 	<ul style="list-style-type: none"> Parking Meters Traffic signals Overhead lines Tracks Rider Messages/Signs 	<ul style="list-style-type: none"> Water mains City owned street lights Sewers Auxiliary Water Supply System 	N/A	N/A	<ul style="list-style-type: none"> Maintain public street and monuments
Manages	<ul style="list-style-type: none"> Improvement projects including the City's Roads Right of way Sewer main design and construction 	<ul style="list-style-type: none"> Parking and traffic Signage & Signals Design & specification of traffic striping Master planning for traffic flow patterns, (including bike, pedestrian, auto & public transit) 	<ul style="list-style-type: none"> Schedule & design of water main replacement projects Water meter connection provision Sewer inspection 	<ul style="list-style-type: none"> General Plan development Historic & cultural resource surveys (Historic Preservation Commission) 	N/A	N/A



From Inventory to Action – Create a Work Plan

- Include:
 - Which procedures, plans, policies will be updated
 - Responsible party
 - Timeline
- Increases transparency and accountability
- Complete Streets Implementation Team can help create

Example Work Plan: *Cobb County, GA*

Work Plan Categories:

- Create a Unified Street Design Manual
- Clearly Define Street Planning Process
- Project Prioritization
- Train Engineers, Planners and Staff on CS Train Engineers, Planners and Staff on CS principles
- Research and Secure Appropriate Funding
- Inter- Departmental Coordination
- Performance Evaluation

Best Practices	Related Documents	Coordination Status	Implementation Goals
Create a Unified Street Design Manual	Development Regulations, Engineering Procedures Manual, Comprehensive Transportation Plan, Zoning Codes, Bike & Pedestrian Plan	Currently no unified design manual exists. Greater flexibility in design is needed. Design should be context sensitive and surrounding coordinated with land uses (See Appendix E for Examples)	Immediate Use ITE CSS to supplement AASHTO guidelines and allow greater design flexibility and begin process for creating Cobb Street Design Manual Mid-Term Adopt Design Manual and apply to all County funded projects Long-Term Amend Development Regulations and Zoning Code to enforce Design Manual on "by right" development
Clearly Define Street Planning Process	Development Regulations, Engineering Procedures Manual, Zoning Code	Process is not codified in a single document. Process should include all users (Aging, Disabled, Transit, Advocate for Children)	Immediate Create a document that outlines the current street planning process Mid-Term Create and adopt a transparent planning process on all County funded projects (e.g. Charlotte, NC 6 step process) Long-Term Include adopted process in Design Manual for use in public and private funded projects
Project Prioritization	Comprehensive Transportation Plan, Bike & Pedestrian Plan, SPLOST Program	Projects are appropriately linked to Comprehensive Transportation Plan and the Bicycle & Pedestrian Plan	Immediate Focus prioritization of improvements on access to schools, major activity centers, ADA accessibility in conjunction with safety and congestion Mid-Term Link 5 year CIP to implementation strategies from CTP and Bike & Pedestrian Plan Long-Term Continue to update CIP based on updates of Transportation Plans

Work Plan Template

A	B	C	D	E	F
Complete Streets Implementation Area	What procedures/programs/plans exist in my jurisdiction?	Who needs to be involved in updating procedures to integrate Complete Streets?	Changes needed to integrate Complete Streets	Next Steps	Due Date
Transportation Planning: Determining where complete streets improvements are needed	<ul style="list-style-type: none"> • General Plan Circulation Element • Modal plans • Traffic calming program • Hotlines/Online Complaint Portals 			Immediate:	
				Mid-term:	
				Long-term:	
Land Use Planning: Supporting complete streets through complementary land uses	<ul style="list-style-type: none"> • General Plan & Specific Plans • Zoning • Impact analysis thresholds of significance • Parking ordinances • Developer checklists and Standard Conditions of Approval • Development review • Construction rerouting 			Immediate:	
				Mid-term:	
				Long-term:	
Funding: Integrating complete streets in project prioritization and funding practices	<ul style="list-style-type: none"> • Project selection tools • Capital Improvement Program • Street paving plan 			Immediate:	
				Mid-term:	
				Long-term:	

STEP TWO: INVENTORY AND UPDATE PROCEDURES



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Questions?



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STEP THREE

Develop Implementation Tools and Systems



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Implementation Tools Examples

- Street Typology
- Design Guidelines
- Assessing Level of Service for all modes
- Project Prioritization Tools
- Project Checklists
- Exceptions Protocols

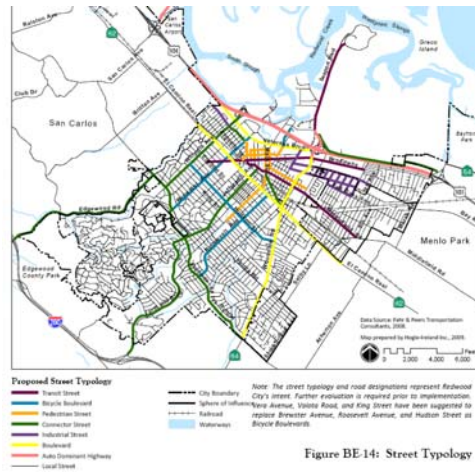
STEP THREE: DEVELOP IMPLEMENTATION TOOLS AND SYSTEMS



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Street Typology: Planning for Complete Networks

- Not every street can accommodate every user equally well
- Provides guidance of which modes to prioritize on which streets
- Holistic view of network at planning stage – reduces prioritization questions at project/design stage



STEP THREE: DEVELOP IMPLEMENTATION TOOLS AND SYSTEMS



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Street Typology

- Classification can take into account land use and likely users
 - *Traditional automobile classifications*
 - *Land use*
 - *Building type*
 - *Building density*
 - *Other factors that impact how and why people use that street*



Traditional Highway Class

- Arterials
- Collectors
- Locals



Complete Street Types

- New Street Types**
- Downtown Commercial
 - Downtown Mixed-use
 - Neighborhood Main
 - Neighborhood Connector
 - Neighborhood Residential
 - Industrial

- Special Street Types**
- Shared Street
 - Parkway
 - Boulevard

Boston Complete Streets Guidelines

STEP THREE: DEVELOP IMPLEMENTATION TOOLS AND SYSTEMS



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Street Typology clearly identifies which modes are prioritized where

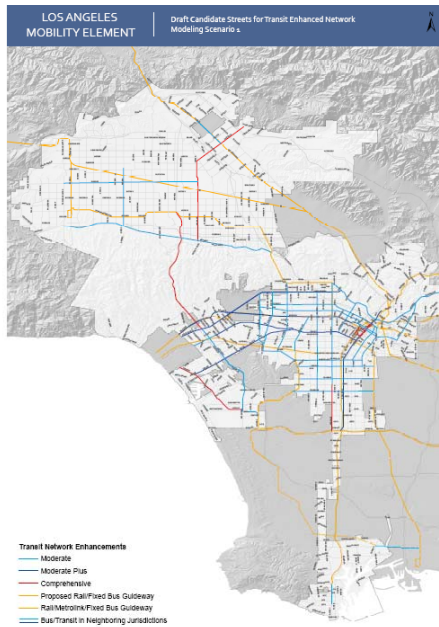
**TABLE 2E
CONTEXT
ZONE MODE
PRIORITIZATION**

	Boulevard				Avenue & One Way Avenue				Street, One Way Street			
	1	2	3	4	1	2	3	4	1	2	3	4
Urban Commercial/Mixed Use	Transit	Auto	Walk	Bike	Walk	Bike	Transit	Auto	Walk	Bike	Auto	Transit
Urban Residential	Auto	Transit	Walk	Bike	Walk	Bike	Auto	Transit	Walk	Bike	Auto	Transit
Urban Single Use	Auto	Transit	Bike	Walk	Bike	Walk	Auto	Transit	Bike	Walk	Auto	Transit
Suburban Commercial	Auto	Transit	Walk	Bike	Transit	Auto	Walk	Bike	Walk	Auto	Bike	Transit
Suburban Residential	Auto	Walk	Transit	Bike	Walk	Bike	Auto	Transit	Walk	Bike	Auto	Transit
Suburban Mixed-Use	Transit	Walk	Auto	Bike	Walk	Bike	Transit	Auto	Walk	Bike	Auto	Transit
Suburban Single Use	Auto	Transit	Bike	Walk	Bike	Auto	Walk	Transit	Bike	Auto	Walk	Transit
Rural Residential/Agricultural	Auto	Transit	Bike	Walk	Auto	Bike	Walk	Transit	Walk	Auto	Bike	Transit
Rural Village	Auto	Walk	Transit	Bike	Walk	Auto	Bike	Transit	Walk	Bike	Auto	Transit

Complete Streets Complete Networks: A Manual for the Design of Active Transportation

Street Typology Example: LA/2B, Los Angeles

- Mapped layers of all modal networks
- Built off some existing modal plans
- Selected transit corridors based on ridership, demographics, & land use
- Identified potential conflicts and synergies



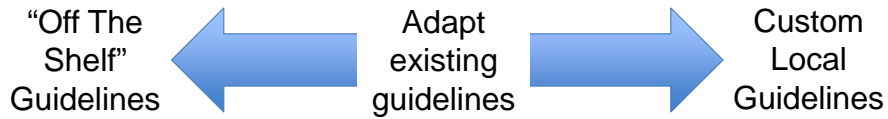
Street Typology: How and When to Develop

- As part of a General Plan Update; Examples:
 - *City of Alameda*
 - *Redwood City*
 - *Los Angeles*
- As standalone tool; Examples:
 - *Boston*
 - *Chicago*
 - *Charlotte*
 - *Oakland (proposed)*

Design Guidelines

- Provide direction on how to allocate right of way
- Update/develop design guidelines to include complete streets components
- Alameda CTC plans to provide a master list of best available design guidelines
 - *See Resource List for preliminary list of guidelines*
- Train staff on how to use new guidelines

Design Guidelines – are we reinventing the wheel?



- Less work
- Lots of good documents already exist

- Most adapted to local land use, community preferences, etc.
- Most staff understanding and buy-in

Assessing Level of Service for all modes

- What is your application?
 - *CEQA Thresholds*
 - *Project-level design*
- Best approach to using LOS depends on application



Assessing LOS for all modes: Local CEQA Thresholds

- Auto LOS is used traditionally as primary CEQA threshold for identifying transportation impacts
- Auto LOS can lead to mitigations that disadvantage non-auto modes



Assessing LOS for all modes: Options for Local CEQA Thresholds

Keep Auto LOS & revisit thresholds of significance

- In certain areas, congestion may be unavoidable
- Accepting lower auto LOS may be desirable
- Can be linked to land use or street typology
- Could require nexus study
- E.g. City of San Jose

Use Multimodal Level of Service

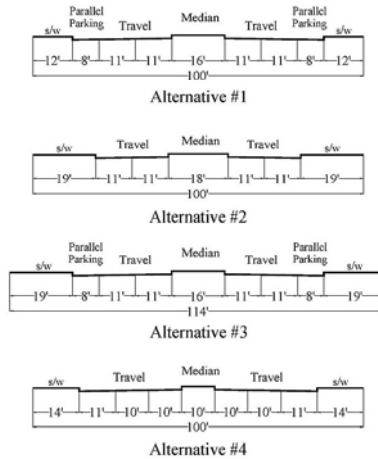
- Quantifying all modes illustrates tradeoffs
- Data-intensive to apply
- Is the MMLOS methodology sensitive to the right factors?

New Metric: Auto Trips Generated

- Auto trips capture most system impacts
- Easy to compute
- Charge fee per trip to fund multimodal improvement program
- Requires nexus study
- E.g. City of San Francisco

Assessing LOS for all modes: Evaluating Project-Level Design Alternatives

- Ability to quantify benefits to all modes helps show tradeoffs
- Small disbenefit to one mode may be huge benefit to another
- More targeted application so data intensiveness less of an issue
- Several MMLOS methodologies exist
 - *HCM 2010*
 - *Charlotte's Bike and Ped LOS*
 - *San Francisco's Bike and Ped Environmental Quality Index (BEQI and PEQI)*



Project Prioritization Criteria

- Help determine which projects to select when funding is limited
- Establish clear and transparent priorities for decision-making based on community goals



Project Prioritization Criteria

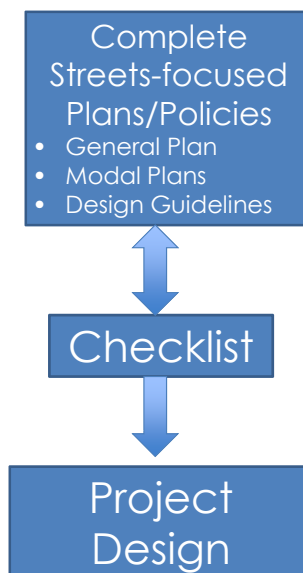
Example: *San Francisco*

- SF Better Streets Plan:
 - Areas with especially high pedestrian collision/crash rates
 - Transit Hubs
 - Schools, child care centers, senior centers, and senior housing
 - Neighborhoods with sub-standard infrastructure
 - Accessibility gaps
 - Areas with high population densities and/or intense mixes of land use
 - Areas with significant regional and local destination

Section 7.1 of San Francisco Better Streets Plan

Project Checklists

- Tool to implement new or existing complete streets guidance
- Success relies on base of strong plans and guidelines
- Can be tailored to:
 - Different audiences (developers, staff, community, etc.)
 - Different project stages (scoping, preliminary design, final design, etc.)

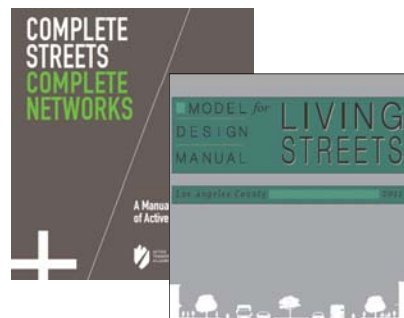


Exception Protocol

- Alameda CTC Required Policy Element:
 - **Exceptions:** *“Jurisdictions must prepare a process for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.”*
- Create publicly available documentation of project types that may be exempt
- Establish a process for signing off on exceptions (including who signs off)
- Create a tool for documenting exceptions (e.g., checklist)

Bringing Implementation Tools Together: *Complete Streets Manuals/Guidelines*

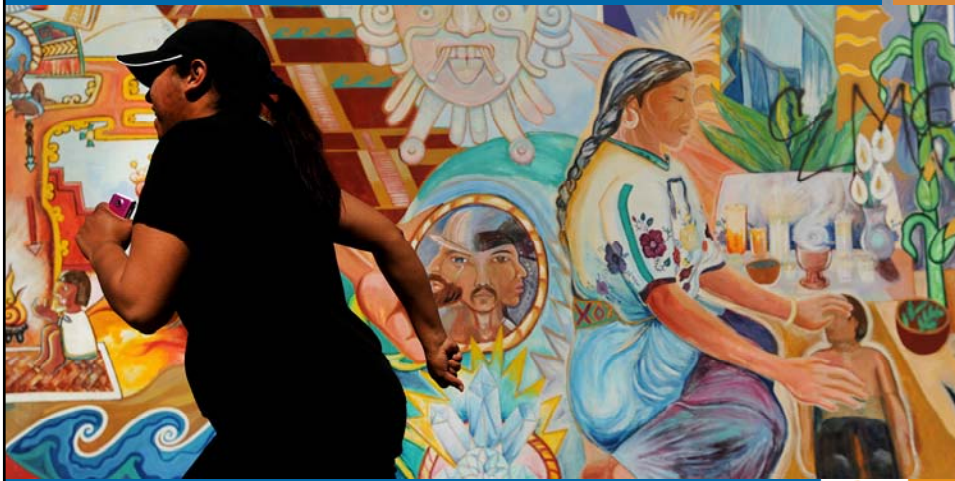
- Many cities create a Complete Streets Manual that contains multiple implementation tools
- Examples include Chicago, Boston, New Haven, and many others
- Adaptable models exist



- Downloadable in Word, PDF, and Excel (tables)

STEP FOUR

Engage the Community in Complete Streets



WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES



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Why Engage Your Community

- Alameda CTC Required Policy Element:
 - **Stakeholder Engagement:** "...public input on projects and plans will be solicited from stakeholders...as early in the development process as possible. Projects should align with local community values."
- Garner input from all users
- Early input ensures public support for projects and will result in design that meets the public's needs

STEP FOUR: ENGAGE THE COMMUNITY IN COMPLETE STREETS



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How to Engage Your Community

- Public participation in an Implementation Team
- Community advisory groups
- Ongoing community driven requests
- Tech-based community engagement strategies

How to Engage Your Community: Community Advisory Groups *Potential Roles*

Short-term

- Contribute to and provide public input on development of Complete Streets tools and guidelines
- Provide public input on performance measures and related goals and objectives

Long-term

- Provide input on project prioritization process
- Provide early input on project designs
- Monitor implementation of complete streets policy
- Provide broader representation and input

How to Engage Your Community: Community Advisory Group *Example: Berkeley, CA*

Complete Streets Policy [section B4]

Bicycle and Pedestrian Advisory Committee Consultation.
Transportation projects shall be reviewed by the Bicycle and/or Pedestrian Subcommittees of the Transportation (or other) Commission early in the planning and design stage, to provide the Subcommittees an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project."



How to Engage Your Community: Ongoing Community Driven Request *Example: New Haven, CT*

Project Request Form

- Projects must meet community defined goals
- All completed applications are available on the City's website
- City provides clear guidance on design treatments that are appropriate for street types

Describe how proposed project supports Guiding Principles for Complete Streets. See page 16 of this Manual for descriptions of each principle.
Safety and slow vehicle speeds
Connectivity
Human health
Usability
Context
Equity
Aesthetics
Economic development
Environment



How to Engage Your Community: Tech-Based Community Engagement

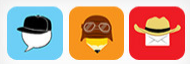
Example: *LA/2B in Los Angeles*

What is the most important street feature for bicycles?

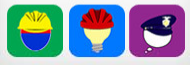


If bicycles were given a "leg-up" on a street, what is the most important feature that should be part of that street?

Share your feedback in our
Online Town Hall



MINDS ARE MIXING AT
IDEAS.LA2B.ORG



Green bicycle lanes	8 votes
Bicycle lanes	12 votes
Sharrows	1 vote
Protected bicycle lanes	50 votes
Loop detectors for bicyclists	1 vote
Better pavement maintenance	3 votes
Signage	0 votes
Bike share	3 votes
Signal progression	0 votes
Interface with other modes - first mile / last mile	0 votes
Lower speeds	6 votes

STEP FOUR: ENGAGE THE COMMUNITY IN COMPLETE STREETS



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How to Engage Your Community: Tech-Based Community Engagement

Example: *Oakland, CA*

SeeClickFix Tools for Government Login Sign Up

RESPECT THE CITY Oakland, CA (change) Follow this Place Report an Issue

ISSUES ANSWERS NEIGHBORS WATCH AREAS

Search Issues... Search

ISSUES

Street Light - Open
727 Walker Avenue Oakland, CA 94610, USA - Lakeshore
At least 3 lights are out in the Walker parking lot behind shops on Grand Ave. there are no pole #s. they may have been painted over.
3 votes
16 minutes ago - Reported by Hoang (Guest) - Share - Flag
Write a comment...

Litter - Green Bag Pickup - Closed
5176 Golden Gate Av - Upper Rockridge
This issue was reported to the City of Oakland Public Works Agency via phone (510-615-5566), email (pwacallcenter@oaklandnet.com), or web (www.oaklandpw.com).
0 votes

TOP USERS more

STEP FOUR: ENGAGE THE COMMUNITY IN COMPLETE STREETS



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STEP FIVE

Monitor Impact with Performance Measures



WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES



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Performance Measures

- Why?
 - *Component of adopted Complete Streets Policies*
 - *Ensure accountability*
 - *Help track progress towards complete streets goals*
- How?
 - *Identify measures that relate to goals and objectives*
 - *Establish measures early in order to collect baseline data*
 - *Report at regular intervals*

STEP FIVE: MONITOR IMPACT WITH PERFORMANCE MEASURES



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What to monitor?

Actions

- Miles of bike lanes
- Number curb ramps
- Participants in travel training program
- Exceptions issued

Outcomes

- Counts
- Collisions
- Mode split
- Transit riders

STEP FIVE: MONITOR IMPACT WITH PERFORMANCE MEASURES



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Performance Measures

Example: 2011 Mobility Report Card, Redmond, WA

GO figure

Numbers at your fingertips

How Much/Many?	Of What?	Trend
9,200	Students riding the bus to school (2009)	↔
767	Traffic collisions not involving pedestrians or bicyclists	↔
22	Collisions involving pedestrians or bicyclists <small>(improving: fewer collisions)</small>	↓
7.6%	Traffic growth for selected intersections since 1996 (2008) <small>(worsening: more traffic)</small>	↑
36%	AM commuters traveling by non-single occupancy vehicle (2009)	↑

- Monitors multi-modal trends annually
- Uses readily available data
- Easy to read and interpret

STEP FIVE: MONITOR IMPACT WITH PERFORMANCE MEASURES



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Selected Data Sources Available

- Measure B and VRF Compliance Reports
 - *Include miles of bike lanes, sidewalks, new transit trips, etc.*
- Countywide Bike/Ped Count Program
 - *63 locations counted annually throughout the county*
- SWITRS collision data & UC Berkeley's Traffic Injury Mapping System (TIMS)
- Alameda CTC Annual Performance Report
 - *Transit data (and more)*

Questions?



Break

