Welcome and Introductions
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

- **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
- **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
Complete Streets Requirements – Current and Future

**Federal** (future?)

**State:** Caltrans DD64 R1 (2008)

**State:** CA Complete Streets Act (2008)

**Regional:** O&AG Local Resolution (2012)

**Regional:** MTC Complete Streets Checklists (2006)

**Regional:** Compliance with State Requirement (2012)

**County:** Master Funding Agreement Policy (2012)

**County:** TEP Complete Streets in All Projects (future?)

**Local:** Complete Streets Policies Adopted (2012-2013)
National Complete Streets Movement

Complete Streets Policy Analysis, 2010

Complete Streets: from Policy to Practice

Complete Streets Policy Adopted

Planning ↔ Funding ↔ Design and Infrastructure ↔ Maintenance and Ongoing Operations
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

Why Complete Streets?

City of Dublin. Photo courtesy of EBBC
Benefits of Complete Streets

- Safety
- Jobs
- Accessibility
- Convenience
- All users
- 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%

Sources:
1. 2010 Future of Transportation National Survey
2. America in 2013: A ULI Survey of Views on Housing, Transportation and Community

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

![Graph showing the increase in the share of seniors in the total population from 2005 to 2035.]

*Source: Alameda County Travel Model*
Growth in Walking and Biking

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

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

Efficient Use of Resources

**Designing for Peak Motor Vehicle Flow**

- **Level of Service “E”**
- **Unused Capacity**
- **Peak Period**

**Ensure Safety**

**Pedestrian Injuries at Impact Speed**

- **40 mph**
  - 85% death
  - 15% injured

- **30 mph**
  - 45% death
  - 50% injured
  - 5% uninjured

- **20 mph**
  - 5% death
  - 65% injured
  - 30% uninjured

Mike Sallaberry, SFMTA
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
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Complete Streets Policy Adopted

Planning
• Integration with General Plan
• Street Classifications
• ADA Standards & Compliance
• Performance Measures
• Multi-Modal LOS
• Data Collection
• Interagency Coordination
• Multi-Modal Transportation Plans

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

Design & Infrastructure
• Development Standards
• Design Guidelines
• Transit and Station Area Improvement

Maintenance & Ongoing Operations
• Repaving/Replacement
• Transportation System Management
• Travel Demand Management
• Safety, Fire, & Police
• Transit Rehabilitation

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

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
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
- 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

**Strongly Consider:**
- 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

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

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

STEP TWO
Inventory and Update Procedures
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?

Staff Interviews: Who Will Conduct Surveys?

<table>
<thead>
<tr>
<th>Who</th>
<th>Pros</th>
<th>Cons</th>
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<tbody>
<tr>
<td>Consultant</td>
<td>• Neutral voice</td>
<td>• Can be expensive</td>
</tr>
<tr>
<td></td>
<td>• Subject matter expertise</td>
<td>• Might not be familiar with agency culture</td>
</tr>
<tr>
<td></td>
<td>• Can be funded through SC-TAP</td>
<td></td>
</tr>
<tr>
<td>Lead Department Implementing Complete Streets</td>
<td>• Can help determine which departments should participate in an implementation team</td>
<td>• Limited staff time</td>
</tr>
<tr>
<td>Complete Streets Implementation Team</td>
<td>• Multiple people from different departments already at the table</td>
<td>• Limited staff time</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• May be “turf” issues between departments</td>
</tr>
</tbody>
</table>
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

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?
Who was surveyed?

Carlsbad Case Study

Example Final Inventory: SF Better Streets Plan
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
- Research and Secure Appropriate Funding
- Inter-Departmental Coordination
- Performance Evaluation
Work Plan Template

<table>
<thead>
<tr>
<th>Task Area</th>
<th>What to Include in Map</th>
<th>What Needs to Be Provided in Planning for Complete Streets</th>
<th>Work Plan</th>
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<tr>
<td>Step Two</td>
<td>Inventory and Update Procedures</td>
<td>Evaluate Existing Clearances</td>
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<tr>
<td></td>
<td></td>
<td>Evaluate Existing Clearances</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identify Pedestrian and Bicycle Facilities</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Develop Pedestrian and Bicycle Safety Plans</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Establish Pedestrian and Bicycle Safety Goals</td>
<td></td>
</tr>
</tbody>
</table>

Questions?
STEP THREE
Develop Implementation Tools and Systems

Implementation Tools Examples

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

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
Street Typology clearly identifies which modes are prioritized where

### Table 2E

<table>
<thead>
<tr>
<th>Context Zone</th>
<th>Boulevard</th>
<th>Avenue &amp; One Way Avenue</th>
<th>Street, One Way Street</th>
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</thead>
<tbody>
<tr>
<td>Urban Commercial/Mixed Use</td>
<td>Transit</td>
<td>Auto, Walk</td>
<td>Bike</td>
</tr>
<tr>
<td>Urban Residential</td>
<td>Auto, Transit</td>
<td>Walk</td>
<td>Bike</td>
</tr>
<tr>
<td>Urban Single Use</td>
<td>Auto, Transit</td>
<td>Bike</td>
<td>Walk</td>
</tr>
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<td>Suburban Commercial</td>
<td>Auto, Transit</td>
<td>Walk</td>
<td>Bike</td>
</tr>
<tr>
<td>Suburban Residential</td>
<td>Auto</td>
<td>Walk</td>
<td>Transit</td>
</tr>
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<td>Auto</td>
<td>Transit</td>
<td>Bike</td>
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<td>Rural Residential</td>
<td>Auto, Transit</td>
<td>Bike</td>
<td>Walk</td>
</tr>
<tr>
<td>Rural Village</td>
<td>Auto</td>
<td>Walk</td>
<td>Transit</td>
</tr>
</tbody>
</table>

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

### 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?

“Off The Shelf” Guidelines

- Less work
- Lots of good documents already exist

Adapt existing guidelines

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

Custom Local Guidelines

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

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
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

<table>
<thead>
<tr>
<th>Short-term</th>
<th>Long-term</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Contribute to and provide public input on development of Complete Streets tools and guidelines</td>
<td>• Provide input on project prioritization process</td>
</tr>
<tr>
<td>• Provide public input on performance measures and related goals and objectives</td>
<td>• Provide early input on project designs</td>
</tr>
<tr>
<td></td>
<td>• Monitor implementation of complete streets policy</td>
</tr>
<tr>
<td></td>
<td>• Provide broader representation and input</td>
</tr>
</tbody>
</table>
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

- 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

New Haven Complete Streets Design Manual, Appendix A
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?

- Green bicycle lanes: 8 votes
- Bicycle lanes: 12 votes
- Sharrow: 1 vote
- Protected bicycle lanes: 50 votes
- Loop detectors for bicyclists: 1 vote
- Better pavement maintenance: 3 votes
- Signage: 11 votes
- Bike share: 3 votes
- Signal progression: 0 votes
- Interface with other modes - first mile / last mile: 0 votes
- Lower speeds: 6 votes

How to Engage Your Community:
Tech-Based Community Engagement
Example: Oakland, CA

SeeClickFix
Oakland, CA

City of Oakland Public Works

Issues

Street Light - Open
1878 Webster Street, Oakland, CA 94606 USA - Lake Merritt
Street light is out and needs fixing. We notice a lot of bikes are passing by here and taking a short cut through the pedestrian path. I think we need more lighting in the area.

Litter - Green Sieg Spakk - Closed
1118 Colonnade Way - Upper Rockridge
This issue is reported to the City of Oakland Public Works Agency via phone (510) 893-5555, email SeeClickFix@OaklandCAorg, or web (www.seeclipfix.org).

TOP USERS

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STEP FOUR: ENGAGE THE COMMUNITY IN COMPLETE STREETS

STEP FOUR: ENGAGE THE COMMUNITY IN COMPLETE STREETS

83

84
STEP FIVE
Monitor Impact with Performance Measures

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
What to monitor?

<table>
<thead>
<tr>
<th>Actions</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Miles of bike lanes</td>
<td>• Counts</td>
</tr>
<tr>
<td>• Number curb ramps</td>
<td>• Collisions</td>
</tr>
<tr>
<td>• Participants in travel training program</td>
<td>• Mode split</td>
</tr>
<tr>
<td>• Exceptions issued</td>
<td>• Transit riders</td>
</tr>
</tbody>
</table>

Performance Measures

Example: 2011 Mobility Report Card, Redmond, WA

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

Darby Watson, Senior Urban Planner, Arup
Eric Anderson, Associate Planner, Pedestrian and Bicycle Programs, City of Berkeley
Obaid Kahn, Senior Civil Engineer, City of Dublin
Ned Thomas, Planning Manager, City of Hayward
Jamie Parks, Complete Streets Program Manager, City of Oakland
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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?
Work Plan Template

<table>
<thead>
<tr>
<th>Task Category</th>
<th>Task Description</th>
<th>Next Task</th>
<th>End Date</th>
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<tbody>
<tr>
<td>Planning</td>
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<tr>
<td>Implementation</td>
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<td>Evaluation</td>
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<tr>
<td>Monitoring</td>
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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 and project stages

Checklists: Opportunities & Caveats

**Opportunities**
- Ensure that all current plans are consulted
- Document the decision-making process
- Build a collaborative process
- Define responsibilities across departments
- Ensure that exceptions are tracked
- Provide transparency

**Caveats**
- Best if strong planning has been done
- Not a substitute for thinking about context of a project
- Without a body approving checklists, they might not get institutionalized
- Without network prioritization criteria, may not be as useful
Checklists and Related Forms

- Getting started/Concept Development Checklists
  - Project request form
  - Concept development checklist

- Scoping/Preliminary Engineering Checklists
- Final Design Checklists
- Checklists for Developers/Land Use Design
- Post-Project Compliance Forms

Philadelphia Checklist

Checklists and Related Forms

- Getting started/Concept Development Checklists
  - Project request form
  - Concept development checklist

- Scoping/Preliminary Engineering Checklists
- Final Design Checklists
- Checklists for Developers/Land Use Design
- Post-Project Compliance Forms
### New Jersey Concept Development Checklist

#### Instructions

For each new development, please provide a brief project overview (new site characteristics, land occupation, zoning, and community contribution) to support your answer.

<table>
<thead>
<tr>
<th>Item to be Addressed</th>
<th>Checklist Considerations</th>
<th>YES</th>
<th>NO</th>
<th>N.A</th>
<th>Required Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking, Accessibility, and Pedestrian Accommodations</td>
<td>Any accessible solutions for pedestrian/pedestrians (including ADA compliance), and other elements indicated in the current facility?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Existing Streets and Pedestrian Walkways</td>
<td>Use the existing roadway network or extend existing roadway to the new facility?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>New Streets and Pedestrian Walkways</td>
<td>Does the project include new streets or pedestrian walkways?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

---

### Active Transportation Alliance Model Checklist

#### Step 1: Existing Conditions

**PLACE**
- Character of Neighbors:
  - Residential
  - Commercial
  - Industrial
  - Institutional
  - Other:
- Length of Road:
- Working Length:
- Network Characteristics:
  - Neighborhood:
  - Conventional:
- List Nearby Destinations
  - Schools, parks, shops, community centers, offices, etc.

**MODE**
- SiteSTYLE
  - Freeway
  - Arterial
  - Collector

**TRAVEL MODES USED:**
- Personal Vehicle
  - Car
  - Bus
  - Train
  - Bicycle
  - Other:
- Alternative Mode
  - Walk
  - Bike
  - Public Transportation
  - Other:

**PROJECT AREA CRASH AVERAGES**
- Number of Bicycle Rides
  - Number of Fatalities
  - Number of Injuries
  - Number of Bike-Pedestrian Accidents

**TRANSFORMATION STUDIES/OUTCOMES**
- Crash Reduction Rate
  - Number of Bicycle Rides
  - Number of Fatalities
  - Number of Injuries
  - Number of Bike-Pedestrian Accidents

**BIKEWAYS CONNECTIVITY**
- Number of Bike-Pedestrian Connections
  - Number of Bike-Pedestrian Connections
  - Number of Bike-Pedestrian Connections
  - Number of Bike-Pedestrian Connections

---

### Complete Streets Checklist

The intent of the Complete Streets design process is to fit at each step of the design process, the designer will not "quit" from the complete design process. This process is consistent with the complete design process. Where the Complete Streets design is intended, the designer is intended to evaluate the process and apply it. The process is not acceptable, the designer should make an alternative and all feasible design changes, and if no feasible design changes, then re-enter the design process.
City of Seattle
Complete Streets Checklist

Darby Watson, AICP ASLA LEED AP

Alameda County Transportation Commission
July 24, 2013

*all images ©Seattle Department of Transportation unless noted

Complete Streets Checklist

Agenda

7/24/2013

• Complete Streets in Seattle
• Applied Policy
• Checklist in the Complete Streets Process
• Complete Streets Plus
  • Project Example: Columbian Way
Complete Streets in Seattle

- City Ordinance
- Two goals; mobility and safety
- Applies to all modes
- City funded projects only
- Modal plans in place
- Relationship to Land Use
- Bridging the Gap

Applied Policy

- Budget threshold
- All Seattle Department of Transportation divisions
- Modal plans
- Exception process
- Exempt activities
Checklist Process

- 0.5 FTE
- Budget: $0
- Paving projects
- Major projects
- Checklist at 60% design

Steps in the Design Process

1. Assessment
   - Define
     - Objectives
     - Budget
     - Project limits

2. Negotiation
   - Review
     - Geometry
     - Land Use
     - Volumes
     - Modes

3. Design
   - Plan
     - General
     - Specific
     - Modal
     - Temporary

4. Approval or Exception
   - Decide
     - Modes
     - Phasing
     - Project limits
     - Budget
Checklist Plus

Data Collection

• Pre and post counts
• Strengthen baseline data
• Cost effective (traffic cameras)
Checklist Plus
Green Stormwater Infrastructure

• Update standards
• Right-of-way Improvements Manual
• Plan for moving from pilots to standards

City of Seattle
Complete Streets

Checklist Plus
Green Stormwater Infrastructure

• Use other agencies’ money
• Stormwater
• Repaving

City of Seattle
Complete Streets
Checklist Plus

Climate Action

• Carbon offset tax
• Warm mix
• Pozzolans
• TDM

Checklist Plus

Transit Support

• Balance modes
• Transit supportive features
Checklist Plus

Public Art

• Cost effective
• Community-centered

Columbian Way, Seattle, WA

City of Seattle: Complete Streets
Columbian Way, Seattle, WA

Project Description

City of Seattle
Complete Streets
**Future Conditions**

- Bicycle lanes – from Bicycle Master Plan
- Full sidewalks – from Pedestrian Master Plan
- VA Hospital access and CTR program employer- other land uses are stable
- Transit access – for VA employees and customers and others in corridor
- Designated a Boulevard- “Bands of Green”
- Stormwater improvements including curbs- from Seattle Public Utilities

**Design**

![Diagram of Columbian Way, Seattle, WA Design]
Columbian Way, Seattle, WA

Design

Results

<table>
<thead>
<tr>
<th>Top End Speeders</th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westbound</td>
<td>17%</td>
<td>1.4%</td>
<td>-99%</td>
</tr>
<tr>
<td>Eastbound</td>
<td>38%</td>
<td>1.5%</td>
<td>-99%</td>
</tr>
</tbody>
</table>
Group Discussion: Checklists

- Are you already using any checklists on a regular basis?
- What can Alameda CTC provide to assist with checklists?
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

Next Steps

• What are your immediate next steps?
• Feedback on what Alameda CTC will be doing over the next few months and the year
Planned Complete Streets Resources

- Ped/Bike Working Group meetings
- Web-based Resources
- White Papers
- Technical Assistance

Questions?
Thank you!

For more information contact:
Matthew Bomberg, Assistant Transportation Planner,
mbomberg@alamedacTC.org, (510) 208-7444

On August 30, 2013
We are Moving One Block South
Our new address is:
1111 Broadway, Suite 800
Oakland, CA 94607