Workshop on Implementing Complete Streets Policies

July 24, 2013

ALAMEDA County Transportation Commission

Welcome and Introductions

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

ALAMEDA County Transportation Commission

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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

Implemen-tation

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

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http://www.alamedactc.org/app_pages/view/ 9753

ALAMEDA COUNTY TRANSPORTATION COMMISSION

About Us | Programs | Projects | Funding | Planning | Opportunities | Publications/Media | Meeting Calendar

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.
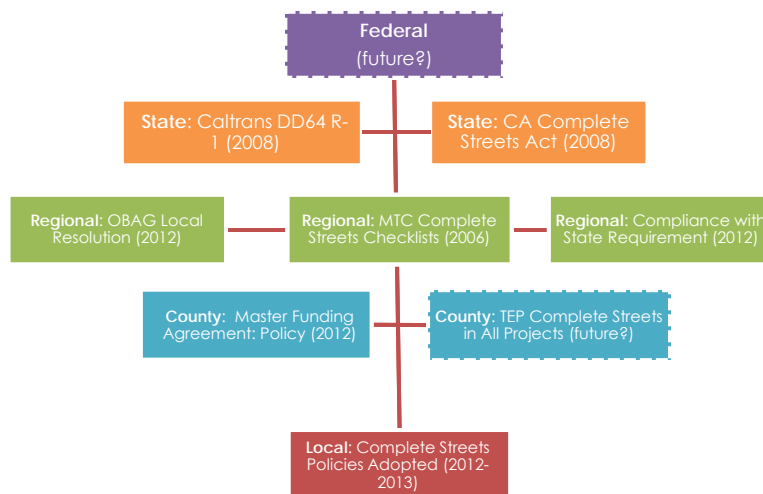
More on this topic

Complete Streets in Alameda County ►

Complete Streets Resources ►

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

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Complete Streets Requirements – Current and Future

Federal (future?)

State: Caltrans DD64 R-1 (2008)

State: CA Complete Streets Act (2008)

Regional: OBAG 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)

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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

Signage:
Planning

Street trees:
DPW (Bureau of Urban Forestry)
or property owner

Lightpoles:
PUC (PUC Streetlighting)

Sidewalk permits and maintenance:
DPW, property owner

Parking, loading, bike, transit, traffic control:
MTA (DPT, Muni)

Storm drains, utilities:
PUC (Wastewater Enterprise)

Building facade, curb-cuts:
Planning
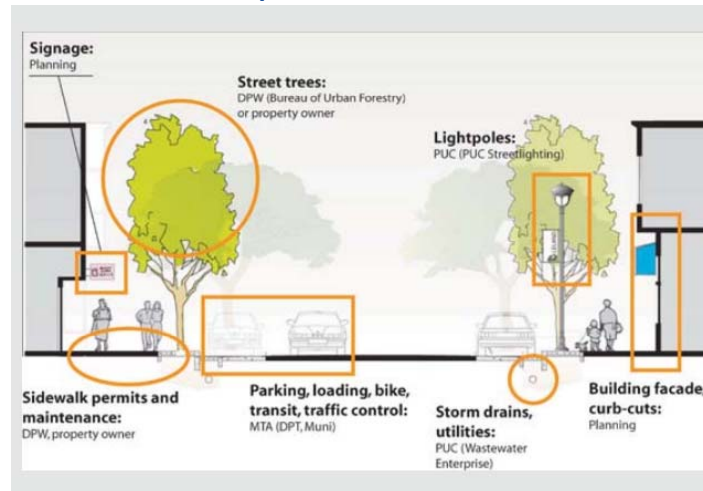
Alameda CTC Support of Complete Streets

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

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Complete Streets

Photo: City of Union City

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

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.
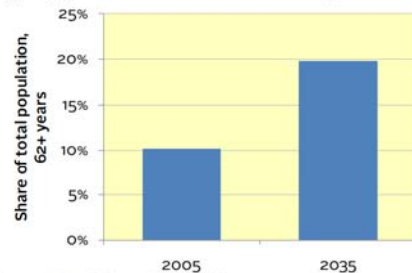
Aging Population

Figure 3-7   Seniors as Share of Total Population

Share of total population, 62+ years

Year	Share
2005	10%
2035	20%

Source: Alameda County Travel Model

Growth in Walking and Biking

Walking: 11% of trips

(Alameda County, 2000)

Percent Change in PM Pedestrian Counts Relative to 2002

Chart y-axis: 75%, 50%, 25%, 0%, -25%
X-axis: 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

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

Percent Change in PM Bicycle Counts Relative to 2002

Chart y-axis: 100%, 75%, 50%, 25%, 0%, -25%
X-axis: 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012

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

Biking: 2% of trips

(Alameda County, 2000)

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

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

Legend: 2005, 2035

Y-axis: # of Transit Trips — 450,000, 400,000, 350,000, 300,000, 250,000, 200,000, 150,000, 100,000, 50,000, 0

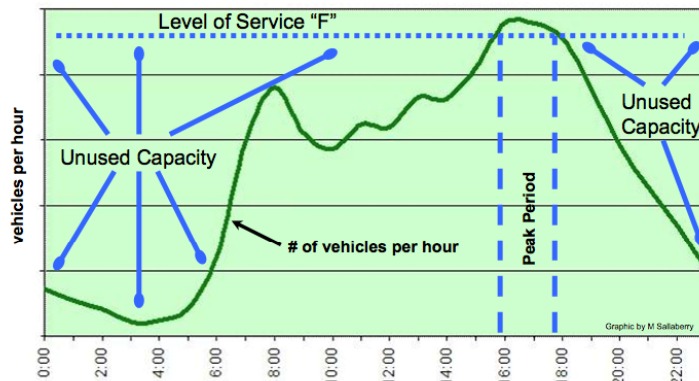X-axis: Planning Area — North, Central, South, East

Source: Alameda County travel model

RAPID
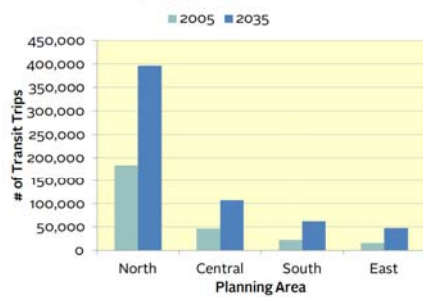
Alameda Countywide Transportation Plan, 2012

Efficient Use of Resources

Designing for Peak Motor Vehicle Flow

Mike Sallaberry, SFMTA

Ensure Safety
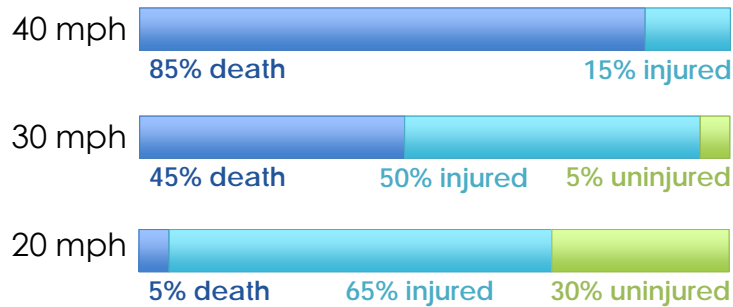
Pedestrian Injuries at Impact Speed

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

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

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

greatermarin.com

Climate Change Mitigation

Figure 2: 2007 Bay Area GHG Emissions by Sector

Electricity / Co-Generation *
15.9%

Residential Fuel Usage
7.1%

Off-Road Equipment
3.0%

Industrial / Commercial
36.4%

Agriculture / Farming
1.2%

Transportation
36.4%

BAAQMD 2010
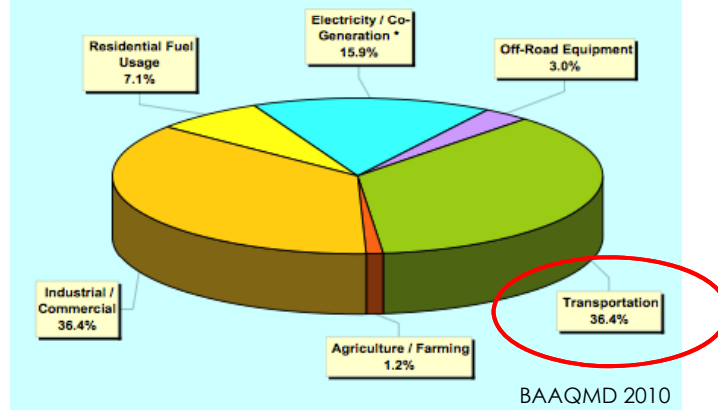
Converting Short Trips to Bike/Walk/Transit Trips

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

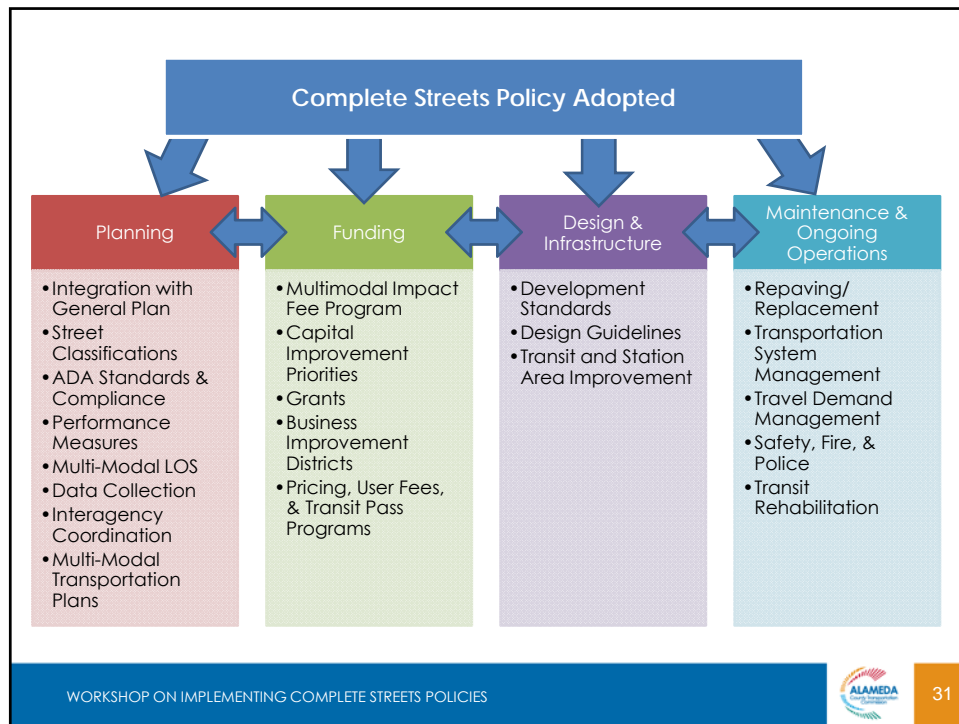Photo: Walter's Jr High, Fremont

Implementation

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Complete Streets Policy Adopted

Planning	Funding	Design & Infrastructure	Maintenance & Ongoing Operations
• Integration with General Plan • Street Classifications • ADA Standards & Compliance • Performance Measures • Multi-Modal LOS • Data Collection • Interagency Coordination • Multi-Modal Transportation Plans	• 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 Improvement	• Repaving/ Replacement • Transportation System Management • Travel Demand Management • Safety, Fire, & Police • Transit Rehabilitation

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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
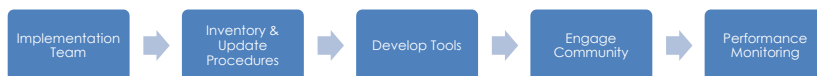- Consider your local community and government context

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

Implementation Team → Inventory & Update Procedures → Develop Tools → Engage Community → Performance Monitoring

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	Long-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	• 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

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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

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Implementation Team Structure:
Identify appropriate staff-level participation

High-Level Staff	Mid-Level Staff
• More authority to make decisions	• More time to meet and carry out work
• Can delegate work	• Potentially more technical expertise
• Demonstrates commitment to complete streets	• Cultivates leadership
• Time constraints	• 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

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 Miller, 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

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?

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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?

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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	• Neutral voice • Subject matter expertise • Can be funded through SC-TAP	• Can be expensive • Might not be familiar with agency culture
Lead Department Implementing Complete Streets	• Can help determine which departments should participate in an implementation team	• Limited staff time • May be "turf" issues between departments
Complete Streets Implementation Team	• Multiple people from different departments already at the table	• 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

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

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 DeCerbo, Kathy Dodson, Will Foss, Van Lynch, Don Neu, Mike Peterson, G Peski, 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 Spikar
Police	Captain Neil Gallucci
Property & Environmental Management	David Hauser
Transportation	Skip Hammann, Bryan Jones, Doug Bilse, John Kim, Jim M 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	• Sidewalks use • Private street tree removal or replacement • Any construction in the right of way	• Special event parking • Residential parking • Temporary Street Closure	• New water service and sewer service • Streetlights	• General plan conformance • CEQA compliance • Adherence of private projects to conditions of approval	• Conformance of projects with ADA	• Select and maintain public art on the streets
Maintains	• City owned greenery • Retaining walls, bridges, stairs & other street structures • Streets, medians & sidewalks	• Parking Meters • Traffic signals • Overhead lines • Tracks • Rider Messages/Signs	• Water mains • City owned street lights • Sewers • Auxiliary Water Supply System	N/A	N/A	• Maintain public street and monuments
Manages	• Improvement projects including the City's Roads • Right of way • Sewer main design and construction	• Parking and traffic • Signage & Signals • Design & specification of traffic striping • Master planning for traffic flow patterns, (including bike, pedestrian, auto & public transit)	• Schedule & design of water main replacement projects • Water meter connection provision • Sewer inspection	• 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	• 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	• 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	• Project selection tools • Capital Improvement Program • Street paving plan			Immediate: Mid-term: Long-term:	

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Questions?

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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

Figure BE-14: Street Typology

Redwood City General Plan

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*

Boston Complete Streets Guidelines

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	Walk	Auto	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

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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
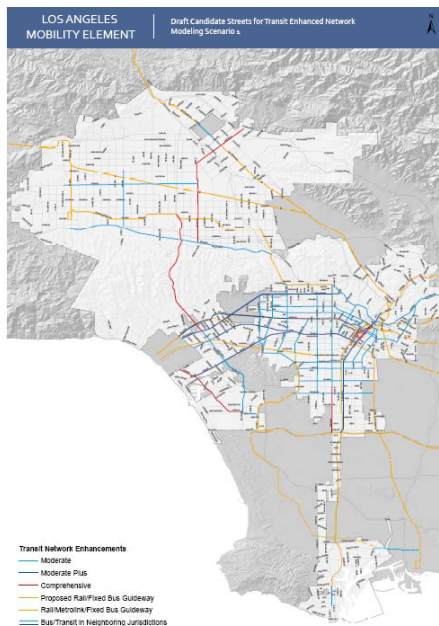
Street Typology:
How and When to Develop

- 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?

"Off The Shelf" Guidelines	Adapt existing guidelines	Custom Local Guidelines
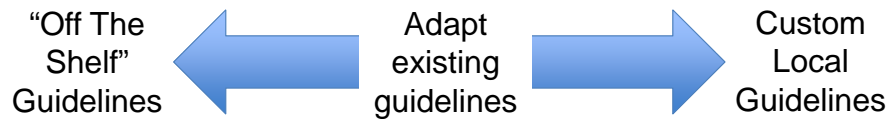
- Less work
- Lots of good documents already exist

- 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

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Assessing LOS for all modes:
Options for Local CEQA Thresholds

Keep Auto LOS & revisit thresholds of significance	Use Multimodal Level of Service	New Metric: Auto Trips Generated
• 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	• Quantifying all modes illustrates tradeoffs • Data–intensive to apply • Is the MMLOS methodology sensitive to the right factors?	• 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)*
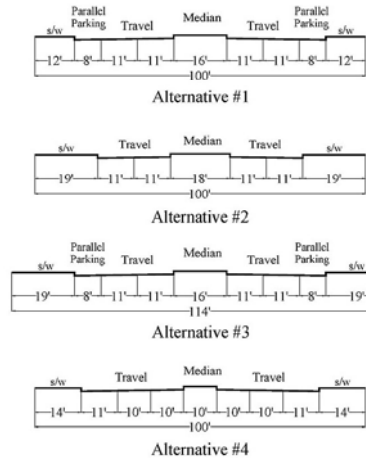
Alternative #1

Alternative #2

Alternative #3

Alternative #4

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.)

Complete Streets-focused Plans/Policies
- General Plan
- Modal Plans
- Design Guidelines

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Checklist

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Project Design
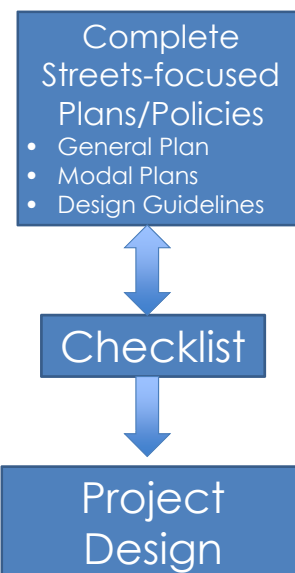
Exception Protocol

- Alameda CTC Required Policy Element:
  - **_Exceptions:_** *"Jurisdictions must <u>prepare a process for approving exceptions</u>, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, <u>signed off by a high level staff person</u>, such as the Public Works director, or senior-level designee, and <u>made publicly available</u>. Exceptions must <u>explain why accommodations for all users and modes were not included</u> 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)
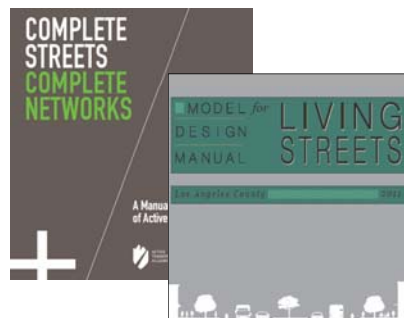
Engage the Community in Complete Streets

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

Short-term	Long-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	• 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 <u>Bicycle and/or Pedestrian Subcommittees</u> of the Transportation (or other) Commission <u>early in the planning and design stage</u>, to provide the Subcommittees an opportunity to <u>provide comments and recommendations regarding Complete Streets features</u> 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

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?

Feature	Votes
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

Share your feedback in our Online Town Hall

MINDS ARE MIXING AT
IDEAS.LA2B.ORG

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

SeeClickFix

Tools for Government   Login   Sign Up

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.
16 minutes ago · Reported by Hoang (Guest) · Share · Flag

3 votes
FIX IT!

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

TOP USERS   more

STEP FIVE
Monitor Impact with Performance Measures

85

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*

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What to monitor?

Actions	Outcomes
• Miles of bike lanes • Number curb ramps • Participants in travel training program • Exceptions issued	• Counts • Collisions • Mode split • Transit riders

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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 (improving: fewer collisions)	↓
7.6%	Traffic growth for selected intersections since 1996 (2008) (worsening: more traffic)	↑
36%	AM commuters traveling by non-single occupancy vehicle (2009)	↑

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

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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)*

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Questions?

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Break

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

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

1

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

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

2

Agenda

- Welcome and Overview
- The Importance of Complete Streets
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County Transportation Commission

3

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?

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County Transportation Commission

4

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	• 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	• 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	• Project selection tools • Capital Improvement Program • Street paving plan			Immediate: Mid-term: Long-term:	

Agenda

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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

Complete Streets-focused Plans/Policies
- General Plan
- Modal Plans
- Design Guidelines

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Checklist

↓

Project Design
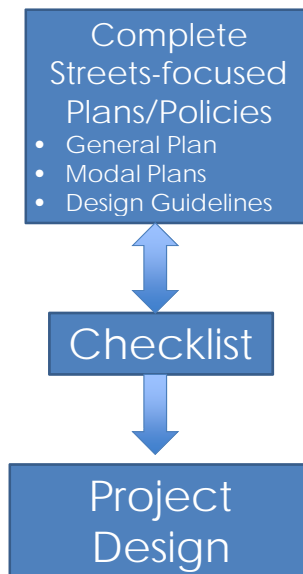
Checklists: Opportunities & Caveats

Opportunities	Caveats
• 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	• 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

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Philadelphia Checklist

COMPLETE STREETS PROJECT REVIEW CHECKLIST   **BUILDING OR ZONING PERMITS**

PEDESTRIAN COMPONENT (SEE HANDBOOK SECTION 4.3)

1. Minimize vehicle intrusions into the sidewalk (e.g., driveways, lay-by lanes)? ☐ Yes ☐ No
   List existing and proposed vehicle intrusions into the sidewalk -
2. Provide minimum total sidewalk widths for the street type (see Section 4.3.1)? ☐ Yes ☐ No
   List the minimum total sidewalk widths for each street frontage (the distance between the building line and the curb, at the narrowest point).
3. Provide minimum Walking Zone widths for the street type (see Section 4.3.2)? ☐ Yes ☐ No
   List the Walking Zone width for each street frontage at the narrowest point
4. Provide ADA compliant curb ramps where required and/or appropriate (see Section 4.3.3)? ☐ Yes ☐ No ☐ NA

   DEPARTMENTAL REVIEW ONLY | does the design...
   - Create a pedestrian environment that provides safe access for all pedestrians? ☐ Yes ☐ No
   - Provide direct pedestrian routes between sites, destinations & crossing opportunities every 300-500'? ☐ Yes ☐ No
   - Do street trees and/or plants comply with street installation requirments (see sections 4.4.7 and 4.4.8)? ☐ Yes ☐ No

BUILDING & FURNISHING COMPONENT (SEE HANDBOOK SECTION 4.4)

5. Avoid tripping hazards and pinch points (locations where Walking Zone width does not meet standards or requires an exception - see Section 4.3.2 for minimum walking zone widths)? ☐ Yes ☐ No
   Identify existing and proposed pinch points
6. Maintain adequate visibility for all roadway users at intersections (see Section 4.4.1)? ☐ Yes ☐ No ☐ NA
7. Incorporate green infrastructure opportunities (such as street trees, rain barrels or planting strip) wherever practicable? ☐ Yes ☐ No
   Identify proposed green infrastructure improvements -
8. Follow building/zone widths requirement for the street type, if applicable (see Section 4.4.1)? ☐ Yes ☐ No ☐ NA
9. Provide minimum furnishing zone widths for the street type (see Section 4.4.2)? ☐ Yes ☐ No
   Identify minimum furnishing zone widths for the street type -
10. Incorporate other required building & furnishing zone design treatments for the street type (See Table 1)? ☐ Yes ☐ No
    Identify proposed design treatments -
11. Incorporate other "high priority" building & furnishing zone design treatments for the street type, where width permits ☐ Yes ☐ No
    Identify proposed design treatments (See Table 1)? -

    DEPARTMENTAL REVIEW ONLY | does the design...
    - Enhance the pedestrian environment ☐ Yes ☐ No

BICYCLE COMPONENT (SEE HANDBOOK SECTION 4.5)

12. Connect to local bicycle, trail and transit networks? ☐ Yes ☐ No ☐ NA
13. Incorporate bicycle network recommendations of the Pedestrian and Bicycle Plan? ☐ Yes ☐ No ☐ NA
    To review the plan and to identify recommendations such as Bike Lanes, Signage or Sharrows, visit
    http://www.phila.gov/CityPlanning/plans/Pages/PedestrianandBicyclePlan.aspx
14. Include bicycle parking according to the city's regulations? ☐ Yes ☐ No
15. Incorporate other "high priority" bicycle design treatments for the street type, where width permits (See Table 1)? ☐ Yes ☐ No

CURBSIDE MANAGEMENT COMPONENT (SEE HANDBOOK SECTION 4.6)
All submitted site plans should show existing parking and loading regulations in curblanes adjacent to development site.

16. Provide a buffer between traffic and pedestrians (see Section 4.6)? ☐ Yes ☐ No
17. Increase the comfort and attractiveness of transit?
    List amenities provided -
18. Incorporate alternative uses for underutilized parking lanes, where appropriate (see Section 4.6.6)? ☐ Yes ☐ No
19. Avoid lay-by lanes and other vehicle intrusions into the sidewalk? ☐ Yes ☐ No
20. Incorporate "high priority" curbside management design treatments for the street type, where width permits (See Table 1)? Explain how below - ☐ Yes ☐ No

    DEPARTMENTAL REVIEW ONLY | does the design...
    - Limit conflicts between modes?
    - Connect transit stops to the surrounding pedestrian network and destinations?

VEHICLE/CARTWAY COMPONENT (SEE HANDBOOK SECTION 4.7)
All submitted site plans should show the direction of travel (one-way or two-way) of streets adjacent to the development site.

21. Balance vehicle mobility with the mobility and access needs of other roadway users?
22. Facilitate safe, accessible deliveries to local industries and businesses.
23. Promote speeds that are appropriate for the street type and surrounding context?
    Identify the design speed for the - -
24. Connect and extend the street grid, where new roads are being developed?
25. Incorporate appropriate lane widths for the street type (see Table 1 and Section 4.7.1)?
    List existing and proposed lane widths -
26. Incorporate other "high priority" cartway/vehicle design treatments for the street type, where width permits (See Table 1)? Identify proposed design treatments -
27. Will the project affect a historically certified street?
    Visit http://www.phila.gov/historical/p-d/WEBSITE%20DISTRICT%20PAGE/Historic%20Street%20Paving%20...

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Slide 11

CONCEPT DEVELOPMENT CHECK

Instructions

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Existing Bicycle, Pedestrian and Transit Accommodations	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? Examples include (but are not limited to): Sidewalks, public seating, bike racks, and transit shelters	☐	☐	☐	
Existing Bicycle and Pedestrian Operations	Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified?	☐	☐	☐	
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?	☐	☐	☐	
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?	☐	☐	☐	
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?	☐	☐	☐	
	Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?	☐	☐	☐	
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?	☐	☐	☐	

CONCEPT DEVELOPMENT CHECKLIST: PROJECT MANAGER SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Preliminary Preferred Alternative (PPA) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy.	☐	☐	

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

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Slide 12

STEP 1: EXISTING CONDITIONS

PROJECT NAME: _____   PROJECT MANAGER: _____
AGENCY: _____   PROJECT AREA & BOUNDARIES: _____

PLACE

DEVELOPMENT PATTERN | **LAND USE** | **DISTRICT/ZONING**

CHARACTER OF THE AREA:
☐ Rural   ☐ Suburban   ☐ Urban

LAND USE MIX:
☐ Residential: _____
☐ Commercial _____
☐ Mixed Use: _____
☐ Single Use: _____

CLASSIFICATIONS, SITE PLANS, RELATED ORDINANCES

Population Density: _____
Avg. Block Length: _____

NETWORK CHARACTERISTICS:
☐ Traditional Urban Grid
☐ Conventional Suburban

LIST NEARBY DESTINATIONS
(e.g., schools, parks, trails, retail centers, transit stations, office campuses, etc.)

MODE

SITE VISITS | **TRANSIT SERVICE**

DATE/TITLE   FINDINGS

CLASSIFICATIONS, SITE PLANS, RELATED ORDINANCES

TRAVEL MODES USED: | **TRANSPORTATION STUDIES/COUNTS**

☐ Pedestrian ☐ Bicycle ☐ Private Vehicles ☐ Freight
☐ High Occupancy Vehicles ☐ Recreational Vehicles
☐ Farm Equipment ☐ Equestrian ☐ Other: _____

On existing transit route?   ☐ Yes ☐ No
Within ¼ mile of bus stop?   ☐ Yes ☐ No
Within ½ mile of rail stop?   ☐ Yes ☐ No
Within 3 miles of rail stop?   ☐ Yes ☐ No

Complete Streets Checklist

The intent of the Complete Streets design process is that, at each step in the design process, the designer will work "from the outside in"—examining each piece of the process for place, mode, and link considerations, until one Complete Street design is assembled. When the Complete Street design is assembled, the designer is asked to articulate its impacts on place, mode, and link. If the impacts are not acceptable, the designer should generate new alternatives until all trade-offs for place, mode, and link meet the design objectives.

PROJECT AREA CRASH AVERAGES | **BIKEWAYS CONNECTIVITY**

Motor Vehicle Crashes: _____   Data Year(s): _____   No. of direct on-street bikeways connections: _____
Bicycle Crashes: _____   Data Year(s): _____   No. of on-street bikeways within 3 miles: _____
Pedestrian Crashes: _____   Data Year(s): _____   No. of direct off-street trail connections: _____
Other Incidents: _____   Data Year(s): _____   No. of off-street trail connections within 3 miles: _____
Hot Spots: _____

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

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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

ARUP

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

City of Seattle
Complete Streets

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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	2	3	4
Assessment	**Negotiation**	**Design**	**Approval or Exception**

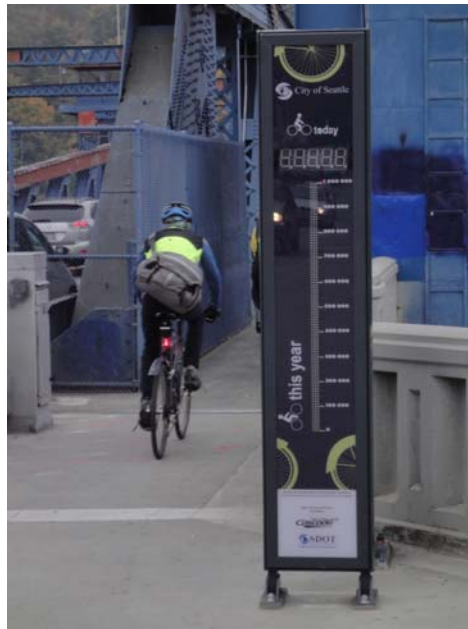| **Define**	**Review**	**Plan**	**Decide**
• Objectives • Budget • Project limits	• Geometry • Land Use • Volumes • Modes	• General • Specific • Modal • Temporary	• Modes • Phasing • Project limits • Budget

Checklist Plus

ARUP

Data Collection

- Pre and post counts
- Strengthen baseline data
- Cost effective (traffic cameras)

Green Stormwater Infrastructure

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

Green Stormwater Infrastructure

- Use other agencies' money
- Stormwater
- Repaving

Climate Action

- Carbon offset tax
- Warm mix
- Pozzolans
- TDM

Transit Support

- Balance modes
- Transit supportive features

Seattlelikesbikes.org

Public Art

- Cost effective
- Community-centered

Columbian Way, Seattle, WA

ARUP

Columbian Way, Seattle, WA
Project Description

City of Seattle
Complete Streets

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Columbian Way, Seattle, WA
Project Description

14

Columbian Way, Seattle, WA

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

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Columbian Way, Seattle, WA

Design

Columbian Way, Seattle, WA
Design

Columbian Way, Seattle, WA
Results

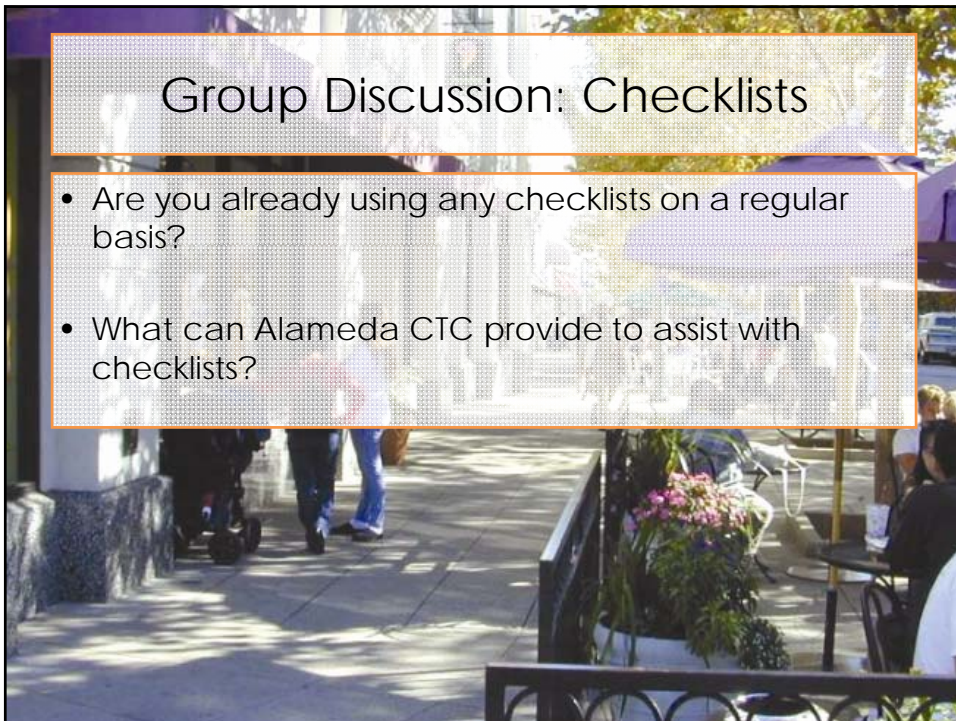| Top End Speeders | | | |
Percent 10+ mph over the speed limit			
	Before	After	Change
Westbound	17%	1.4%	-92%
Eastbound	38%	1.5%	-96%

Columbian Way, Seattle, WA
Design

Group Discussion: Checklists

- Are you already using any checklists on a regular basis?

- What can Alameda CTC provide to assist with checklists?

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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

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

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Questions?

WORKSHOP ON IMPLEMENTING COMPLETE STREETS POLICIES

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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

Facebook.com/AlamedaCTC

@AlamedaCTC

www.AlamedaCTC.org