

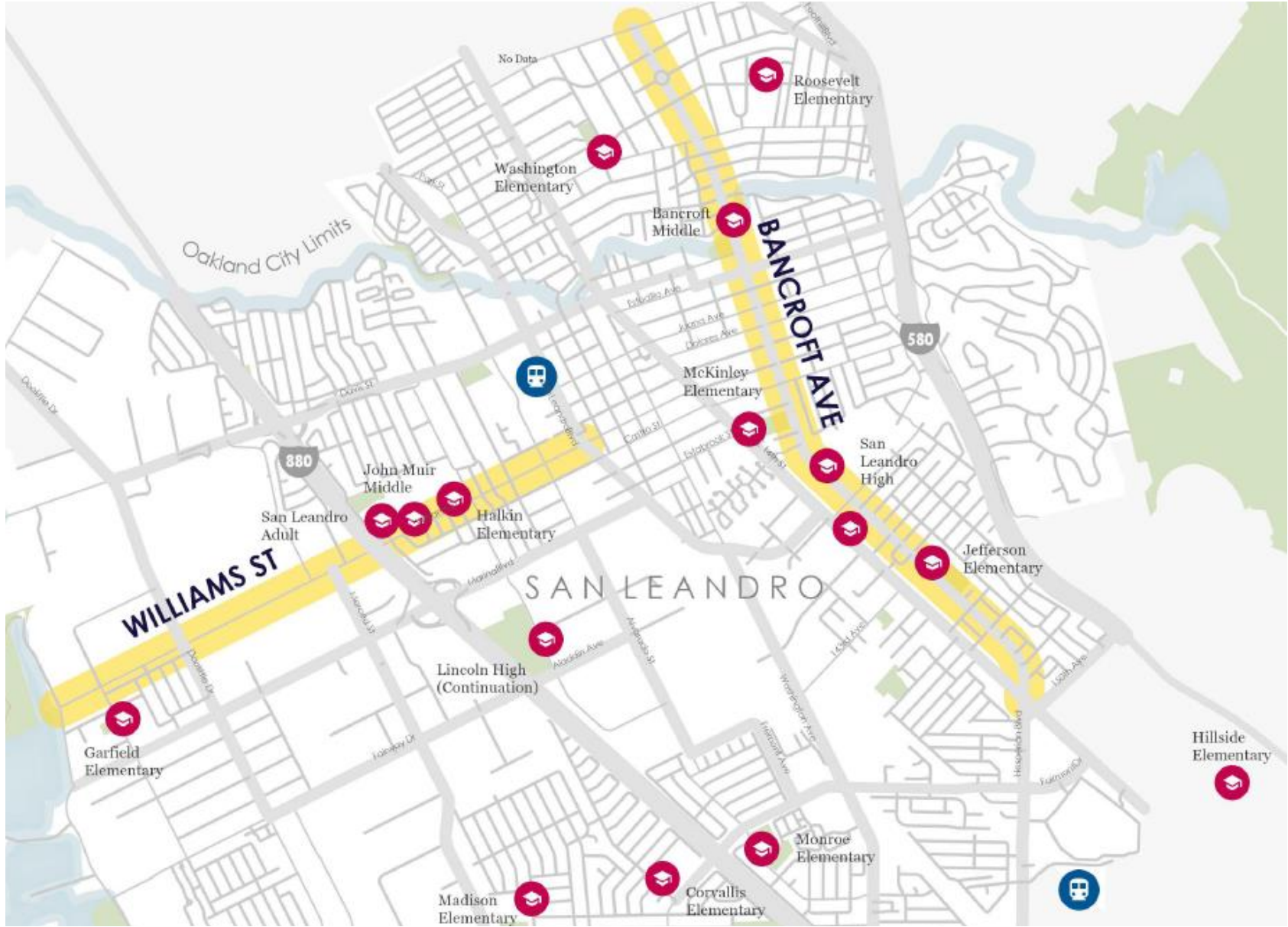
# Bikeways Workshop

## SETTING UP FOR SUCCESS: Policies to Support Implementation

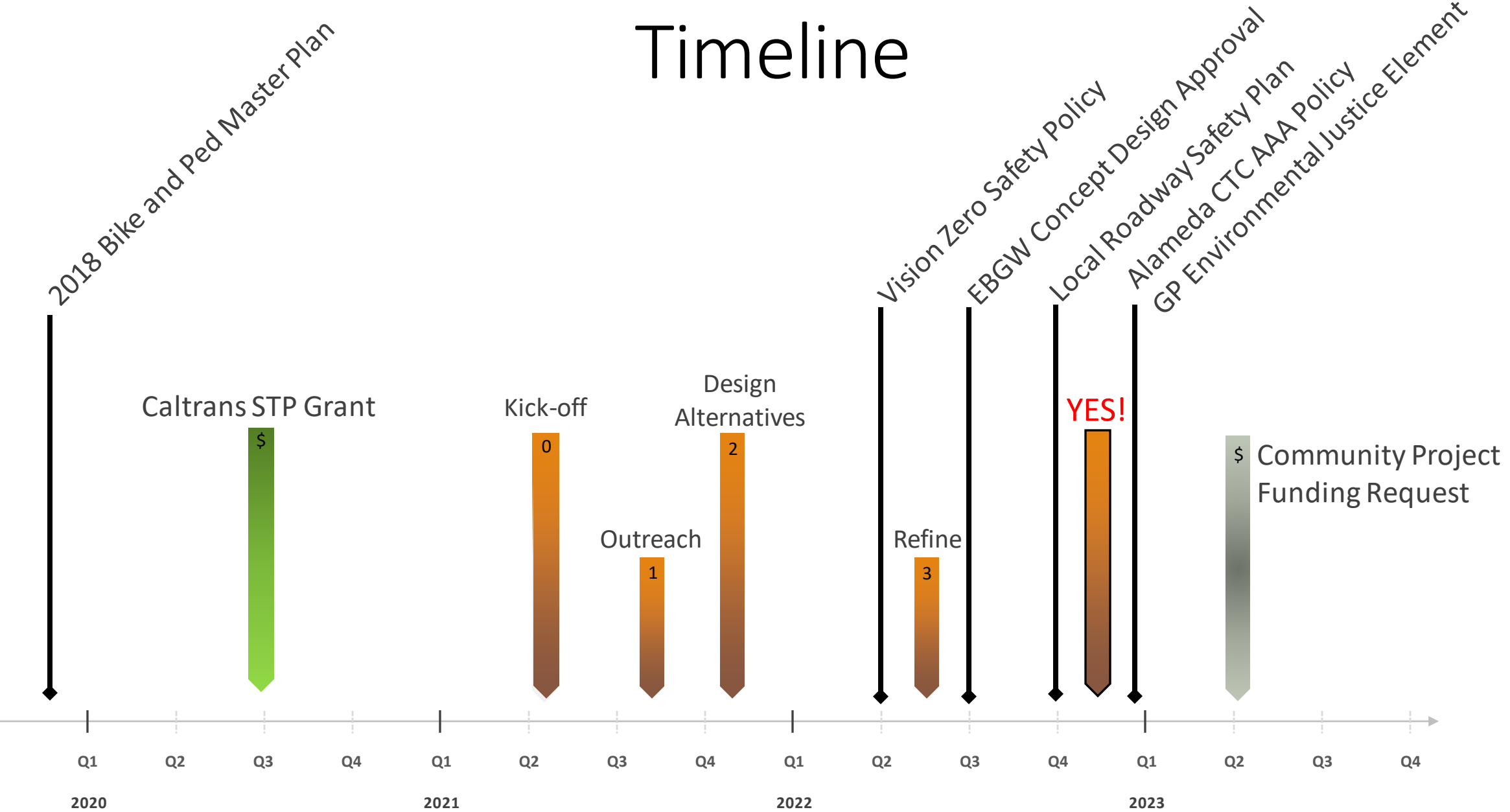


# SAN LEANDRO CROSSTOWN CORRIDOR STUDY VISION ZERO DELIVERY STRATEGIES

# Study Limits



# Timeline



Existing



Future Rendering



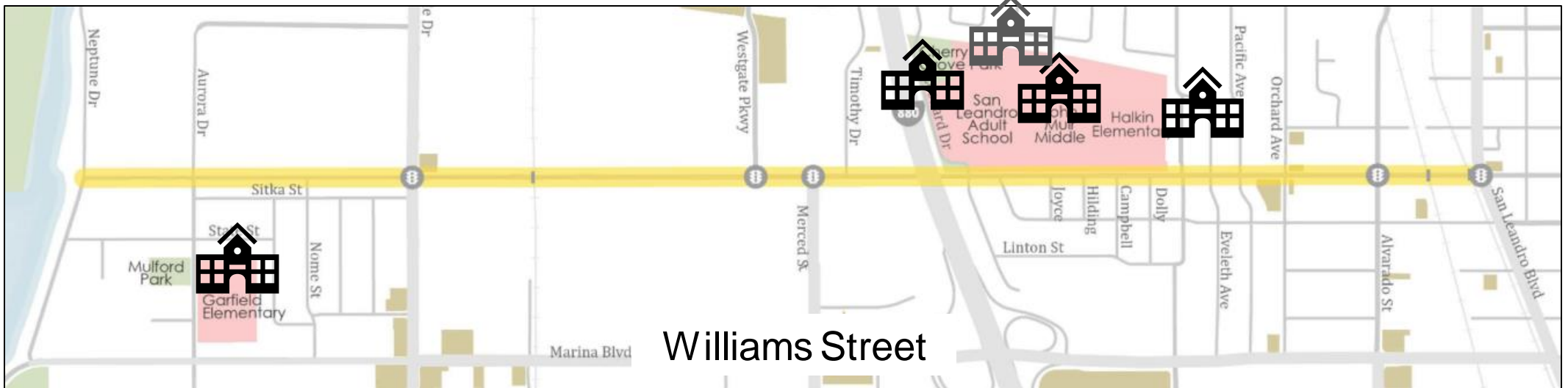
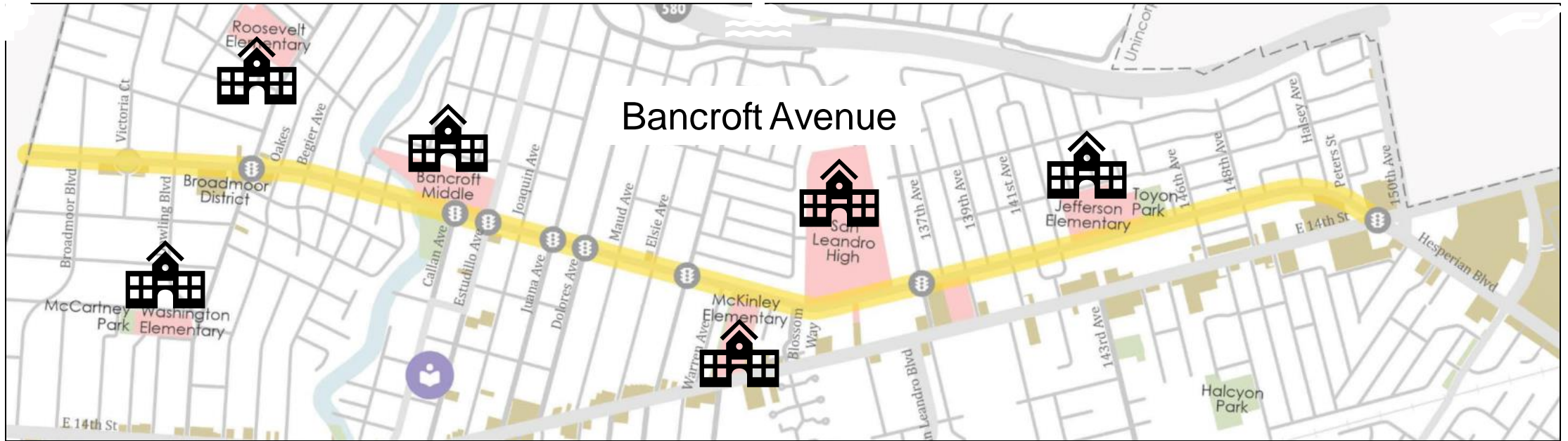
Future Rendering



Existing









EBGW Phase I extends to Coliseum, Fruitvale, and Lake Merritt BART Stations

EBGW Phase I connects to improvements in Ashland, Cheryland, and Hayward



## Crosstown Complete Corridor Projects

- Crosstown Class IV Corridor Study (By City of San Leandro)
- East Bay Greenway (EBGW) Phase I: E 14th St / Mission Blvd Corridor (By Alameda CTC)
- Public School
- Civic Institution
- BART Station

February 2022







# SAN LEANDRO CROSSTOWN CORRIDOR STUDY VISION ZERO DELIVERY STRATEGIES

# Policies Supporting Active Transportation Implementation

Alameda CTC Countywide Bikeways Workshop  
October 19, 2023

Therese Trivedi  
Assistant Planning Director – Mobility  
Metropolitan Transportation Commission

# Background

- Plan Bay Area 2050 implementation
  - Build a Complete Streets network
  - Advance regional Vision Zero policy
- Adopt updated Complete Streets Policy (March 2022)
- Develop Regional Active Transportation Network (July 2022)





## Transportation Strategies

**T8. Build a Complete Streets network.** Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.

**T9. Advance regional Vision Zero policy through street design and reduced speeds.** Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.

Create Healthy and Safe Streets

PLAN BAY AREA 2050 Guiding Principles

- AFFORDABLE
- CONNECTED
- DIVERSE
- HEALTHY
- VIBRANT

# Complete Streets Policy

## Existing



“Shall consider”



All MTC discretionary funds



TDA Article 3 & OBAG can't be used to fund projects that degrade bike ped



Planning, design, funding & construction



(no design standards)



(no equity measures included)

## Updated

“Shall implement”

+ MTC endorsements

All MTC discretionary funds and MTC endorsements can't be used to degrade bike ped

+ Operations and maintenance

All Ages and Abilities  
*Principles for AT Network*

Prioritize Equity Priority Communities

## Policy Overview

- All public right-of-way projects funded with regional discretionary funding **shall implement Complete Streets as recommended in recently adopted plans** (e.g. bike, pedestrian, Vision Zero, community-based transportation or transit plans).
- If a proposed project is located within the Regional Active Transportation Network, it shall include **All Ages and Abilities Principles**.
- **Complete Streets Checklist** is the implementation tool to review compliance.

# Moving from this...



Photo sources: Pedestrian Dignity, SFBC, Pedestrian Dignity



# To All Ages and Abilities

Photo sources: MTC, NACTO, 511 Contra Costa, Asian Health Services, MTC



# Active Transportation Network

## San Francisco Bay Region

- Active Transportation Network
- Parks/Open Space
- Urbanized Area
- Bay Area Counties
- Bay Area Surrounding Counties

### REGIONAL TRANSPORTATION

- Rail
- Major Minor Road
- Highway and Interstate

**Oakland** > 350,000

Novato 50,000 - 350,000

Pacifica <50,000

0 4 8 16 24 Miles

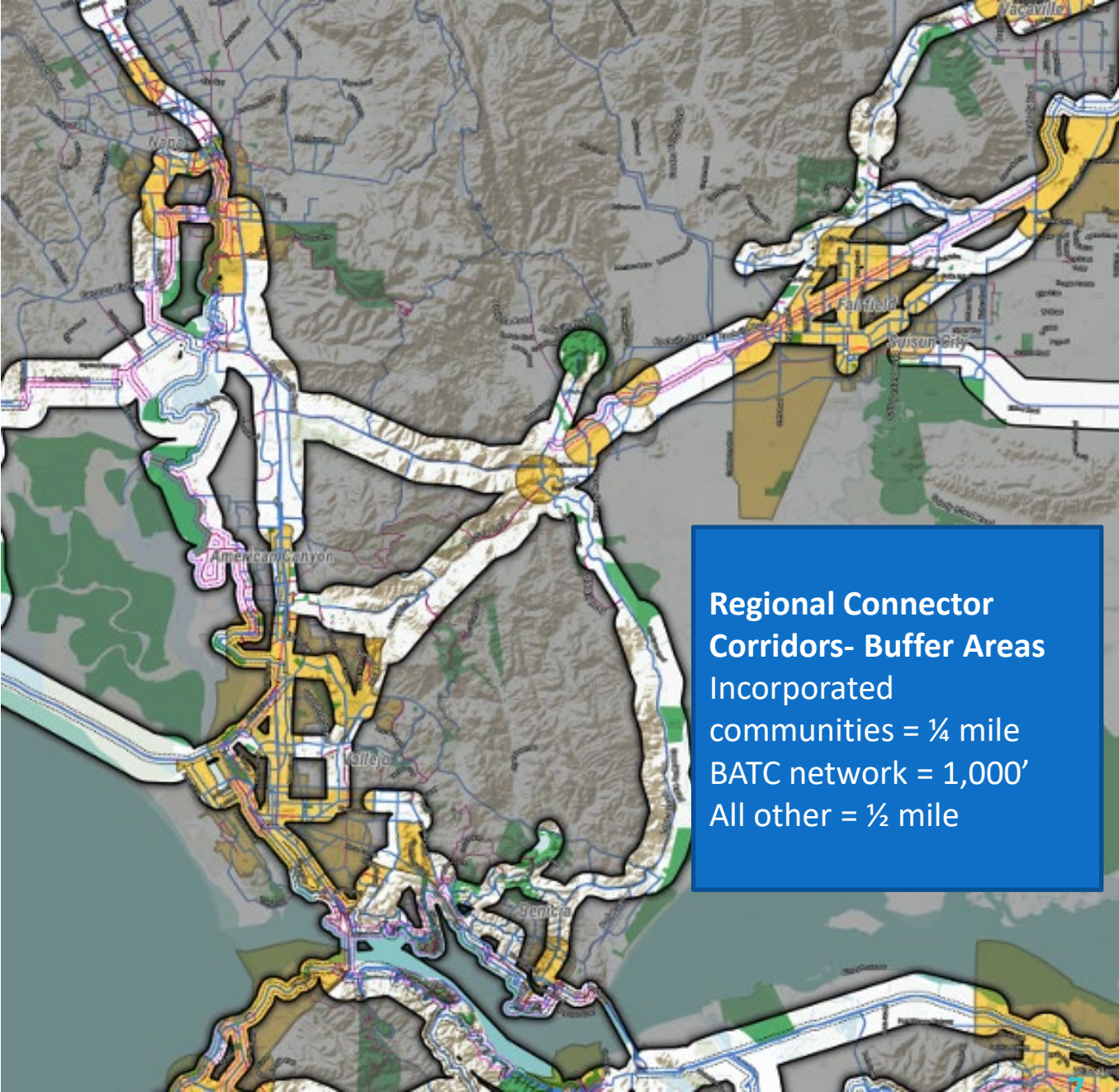
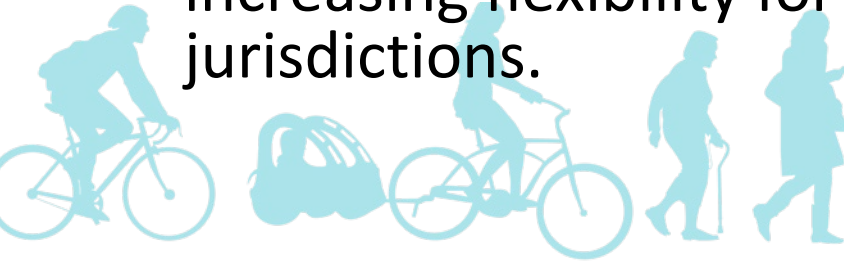
0 7 14 28 42 Kilometers

Source: TomTom North America (2019)  
Toole Design Group, 2022  
GreenInfo Network, 2021  
Map Author: MS, June 2022



# AT Network Key Elements

- Incorporates existing local networks
- Defines corridors within and connecting to Priority Development Areas, Transit Rich Areas, Equity Priority Communities, Mobility Hubs and parks/open space
- Focus is on “Regional Connector Corridors” rather than specific alignments, increasing flexibility for local jurisdictions.



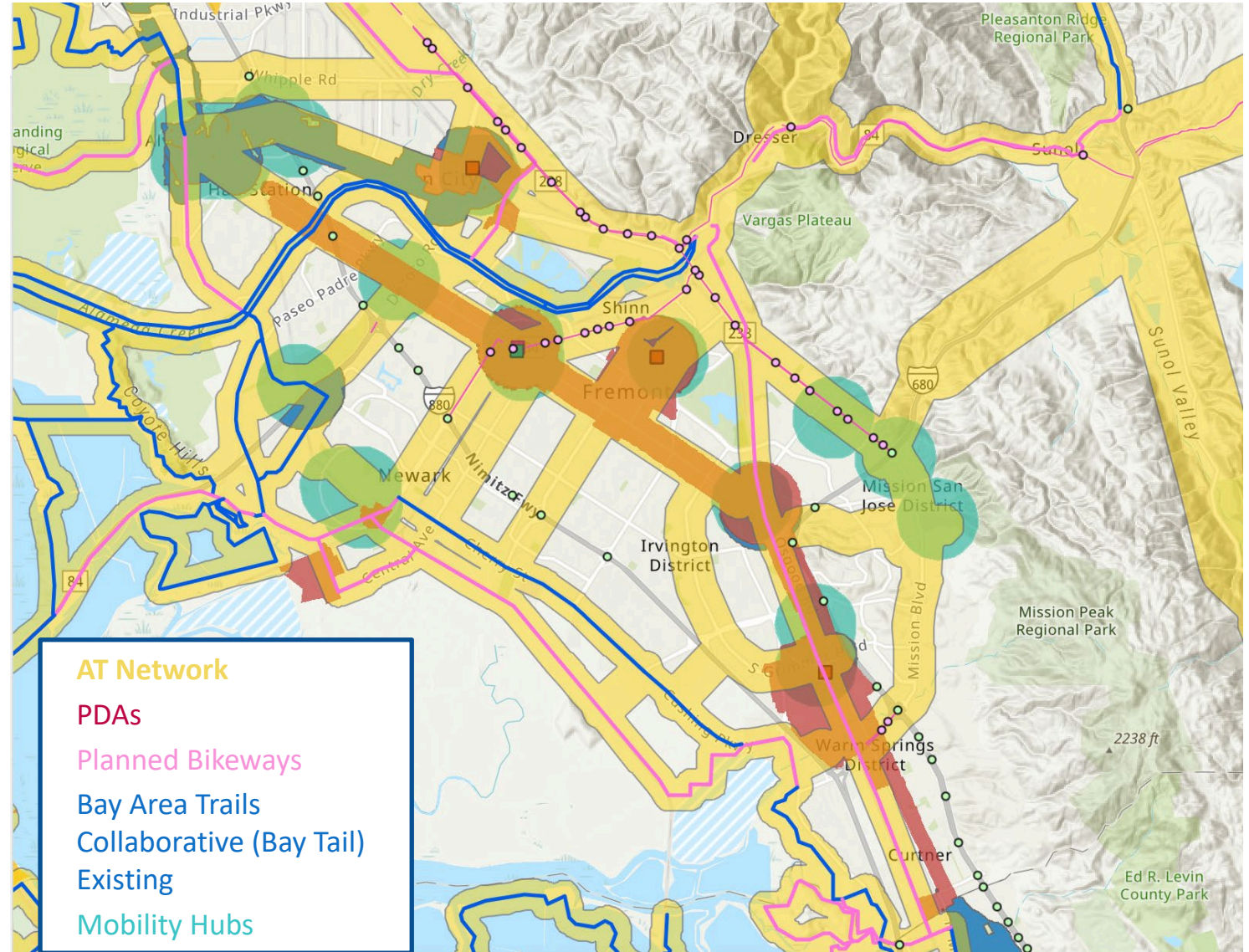
**Regional Connector Corridors- Buffer Areas**  
Incorporated communities = ¼ mile  
BATC network = 1,000'  
All other = ½ mile



# Example: Fremont

## Features of Network

- Turn layers on and off- including:
- Connections to transit
- Caltrans D4 Location Based Needs
- Bay Area Trails Collaborative Network
- Priority Development Areas, Transit Rich Areas & Equity Priority Communities
- Mobility Hubs



# Relationship to Other Policies and Programs

- **MTC Transit Oriented Communities Policy**

Requirements for new development:

- Residential density
- Commercial density
- Housing policies
- Parking management
- Station access and circulation

- **Mobility Hubs**

- Improve Mobility Hub connectivity by delivering AT Network projects

- **Vision Zero Policy**

- Utilize High Injury Network to help prioritize AT Network implementation



Photo: BART

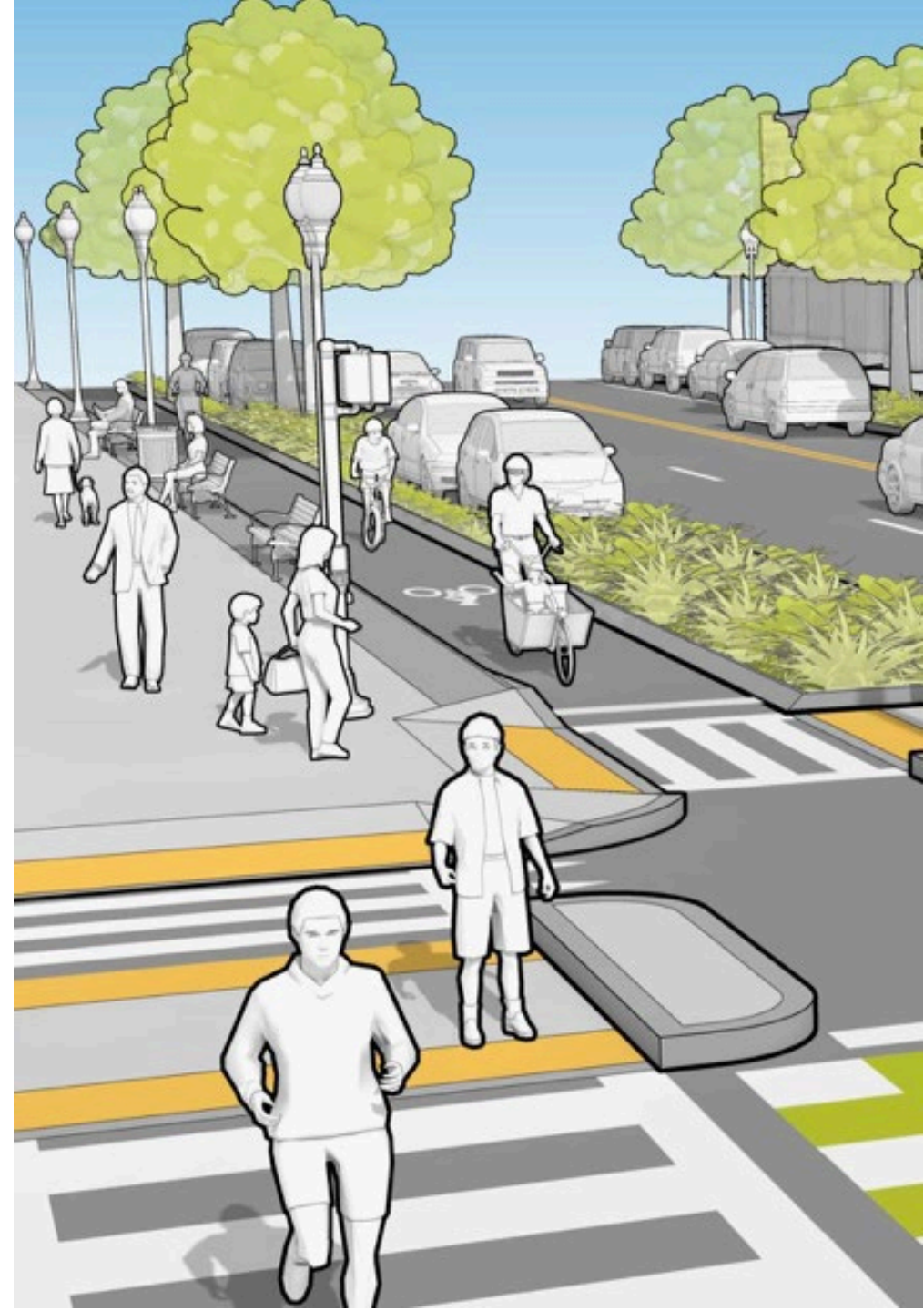


Photo: MTC Mobility Hubs Playbook



# Implementation: Technical Assistance

- To advance active transportation project implementation, MTC will offer technical assistance:
  - Design
  - Quick builds
  - Grant applications
  - Workshops - examples:
    - Coordination with emergency responders/vehicles
    - Implementing AAA



# THANK YOU

**Therese Trivedi**  
**[ttrivedi@bayareametro.gov](mailto:ttrivedi@bayareametro.gov)**



# Complete Streets

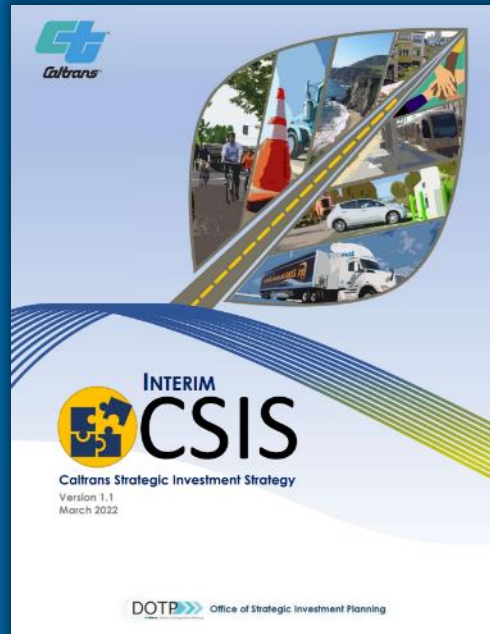
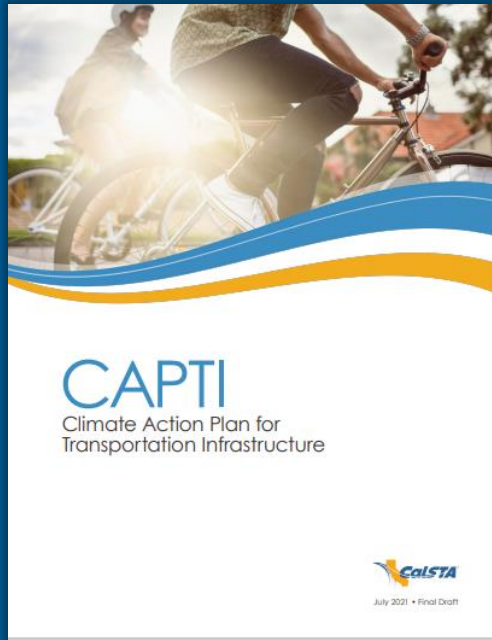
## From Policy to Implementation

Alameda CTC Bikeways Academy Implementation Workshop  
October 19, 2023

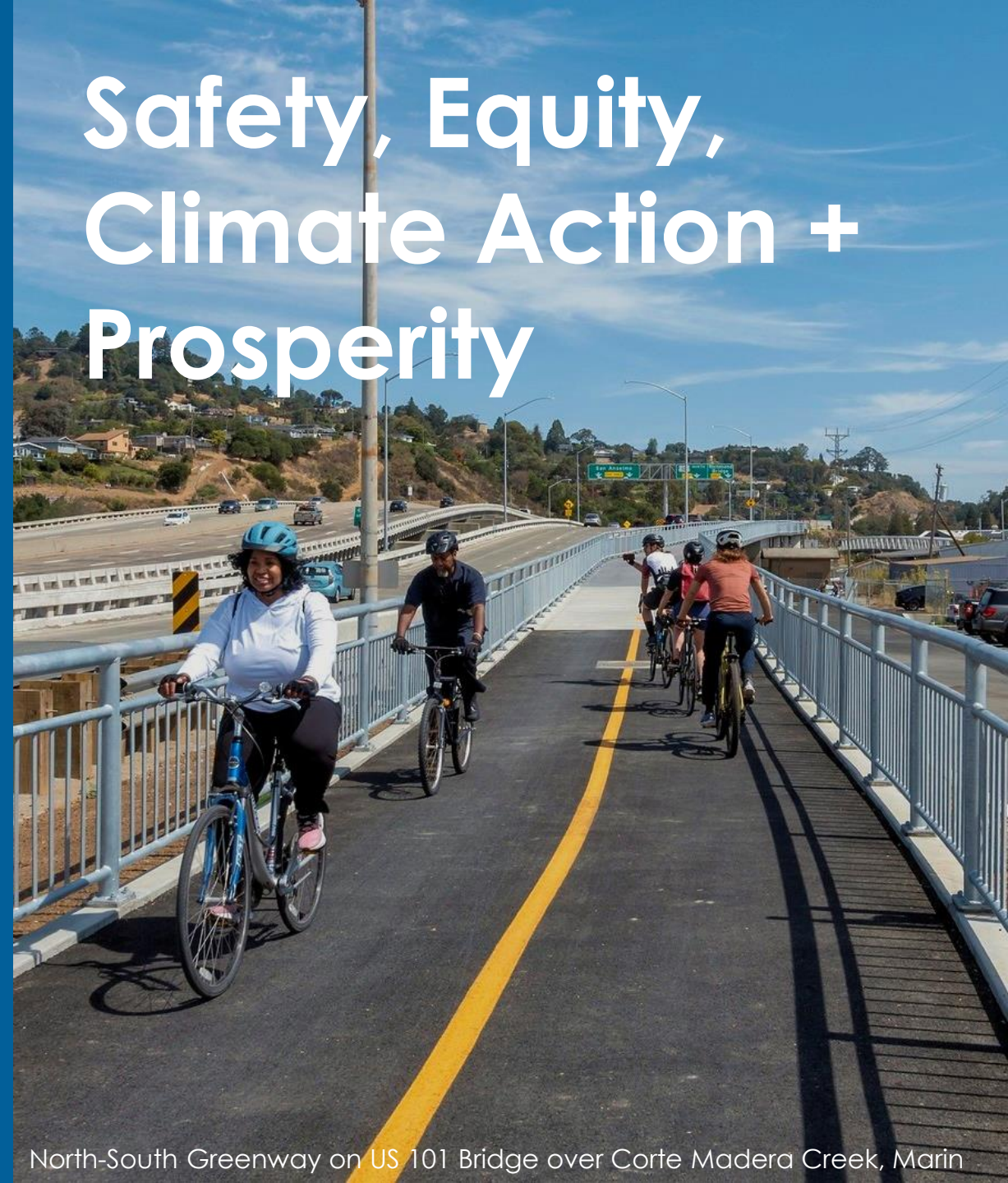


Sergio Ruiz, Caltrans District 4 Office of Transit & Active Transportation

# Strategic Priorities



# Safety, Equity, Climate Action + Prosperity



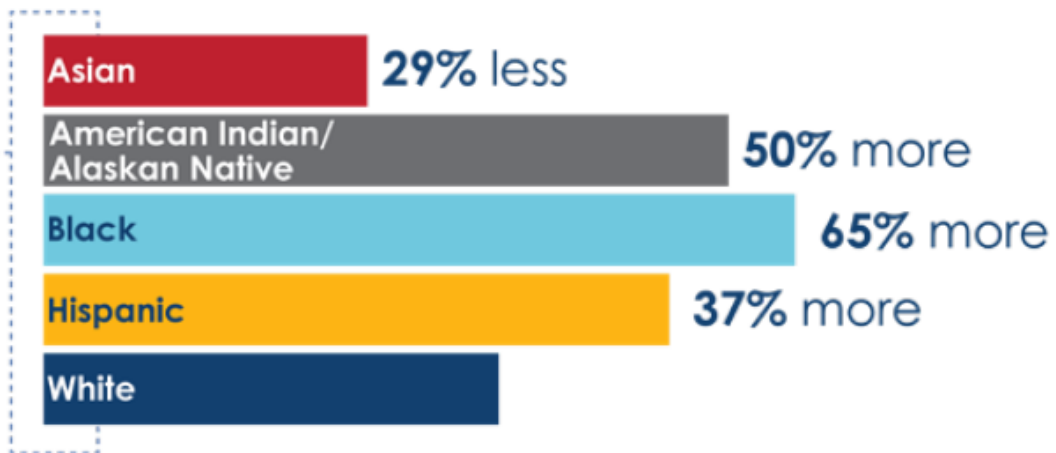
North-South Greenway on US 101 Bridge over Corte Madera Creek, Marin

# Pivoting to a “Safety First Mindset” with Director’s Policy 36

- ▶ Prioritize Safety First
- ▶ Focus on Fatal and Serious Injuries
- ▶ Equity



Pedestrian  
Fatalities



The case for  
mode shift ...

---

**+ Equity**

**+ Climate Action**





# What about Complete Streets?

**Safety** of our most vulnerable users

**Equity** in access to mobility and diverse transportation modes

**Climate Action** in providing mobility options to reduce emissions and VMT

**Economic Prosperity** to support thriving, robust, and healthy communities



9th & Division under the Central Freeway Viaduct, San Francisco



# Director's Policy 37 Complete Streets

*“All transportation projects funded or overseen by Caltrans **will provide** comfortable, convenient, and connected **Complete Streets facilities** for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.”*

# Complete Streets Action Plan (CSAP)

A coordinated effort to identify, monitor, and report on key, high-priority efforts to implement our Complete Streets Policy.

Dashboard tracking progress of individual actions:  
<https://dot.ca.gov/programs/esta/complete-streets/csap>



# Complete Streets Contextual Design Guidance: Design Information Bulletin 94



Sidewalks



Bike Facilities



Lane Width



Shoulder Width



Speed



Enhanced  
Crosswalks



Bus Transit



Green  
Streets



Examples by  
Place Type

# Implementation at the District Level

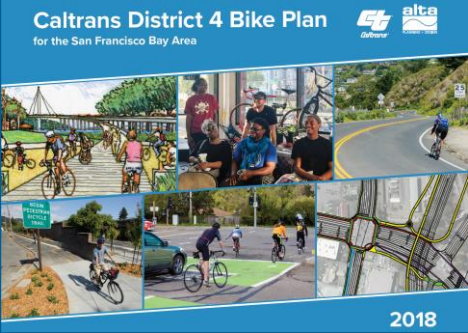


# District Modal Plans

Caltrans District 4 Bike Plan, 2018

Caltrans District 4 Pedestrian Plan, 2021

Caltrans Bay Area Transit Plan, 2024/25

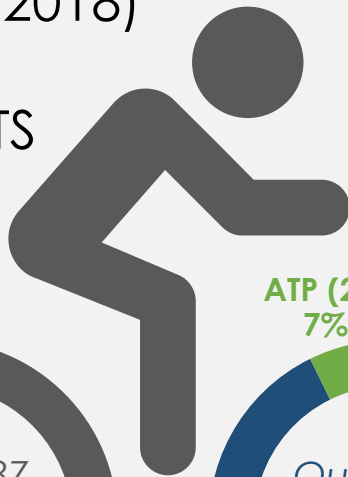


San Pablo Avenue, Albany

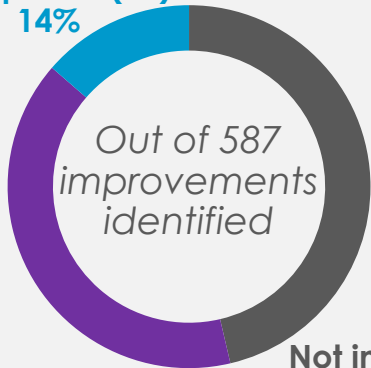
# District 4 Bike Plan Implementation

## D4 BIKE PLAN (2018) STATUS OF ALL IMPROVEMENTS

## PROJECTS BY FUNDING SOURCE



Completed (81)  
14%



Out of 587  
improvements  
identified

In Development  
(235), 40%

Not in  
Development  
(271), 46%

ATP (23)  
7%

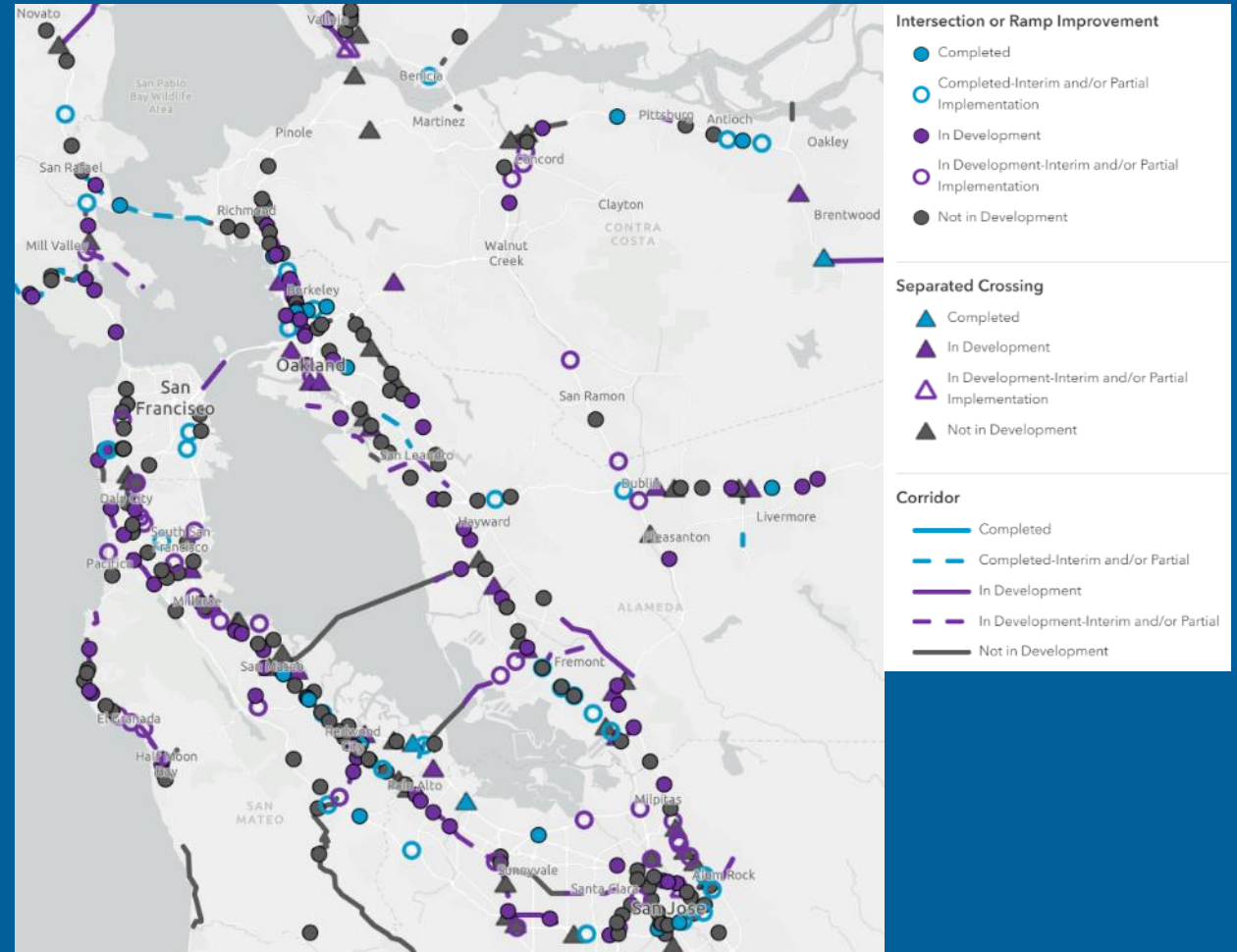


Out of 316  
funded  
projects

Other Local,  
State, Fed (141)  
45%

SHOPP (152)  
48%

ATP – Active Transportation Program  
SHOPP – State Highway Operation & Protection Program



Data available at [Caltrans District 4 Bike Plan Update](https://www.caltrans.com/district4) website

# Complete Streets in the State Highway Operation & Protection Program (SHOPP)



- ✓ 2020 SHOPP – Complete Streets Reservation (\$100M statewide)
- ✓ 2022 SHOPP – Complete Streets Decision Document (CSDD)
- ✓ 2024 SHOPP – Complete Streets performance targets



# Tracking Complete Streets in the SHOPP

## 2022 SHOPP “Build New” for District 4



205,128 feet Class II bike lanes  
24,710 feet Class IV separated bikeways



5,977 linear feet sidewalks  
27 (each) Crosswalks

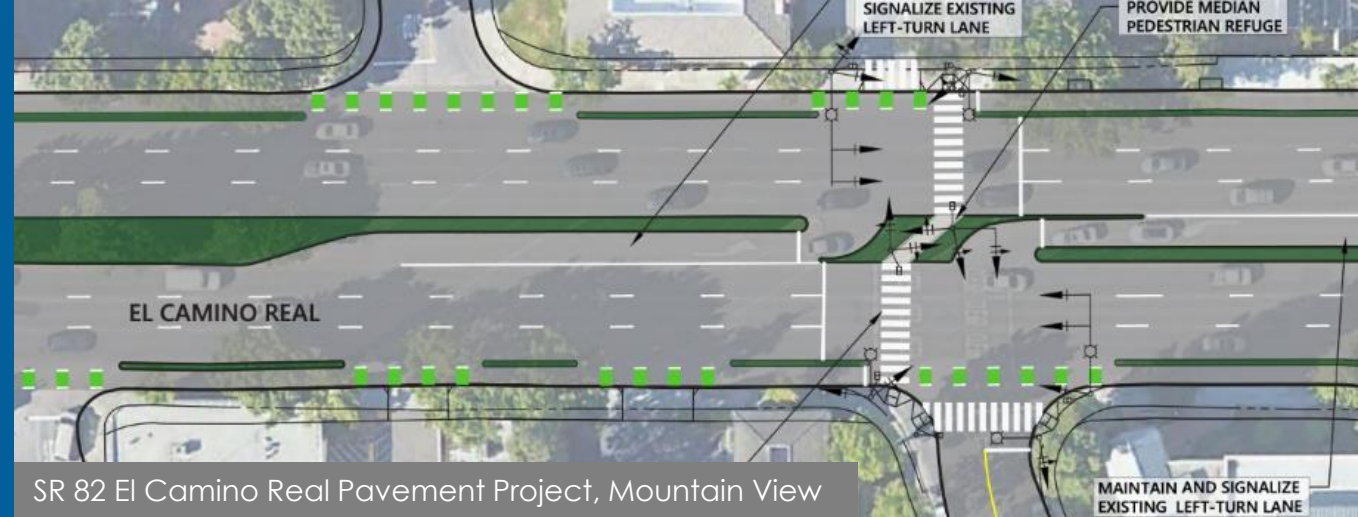
## 2024 SHOPP “Build New” for District 4



2,640 feet Class I bike path  
146,799 feet Class II bike lanes  
115,805 feet Class II buffered bike lanes  
149,709 feet Class IV separated bikeways



8,052 linear feet sidewalks  
33,196 linear feet crosswalks



SR 82 El Camino Real Pavement Project, Mountain View



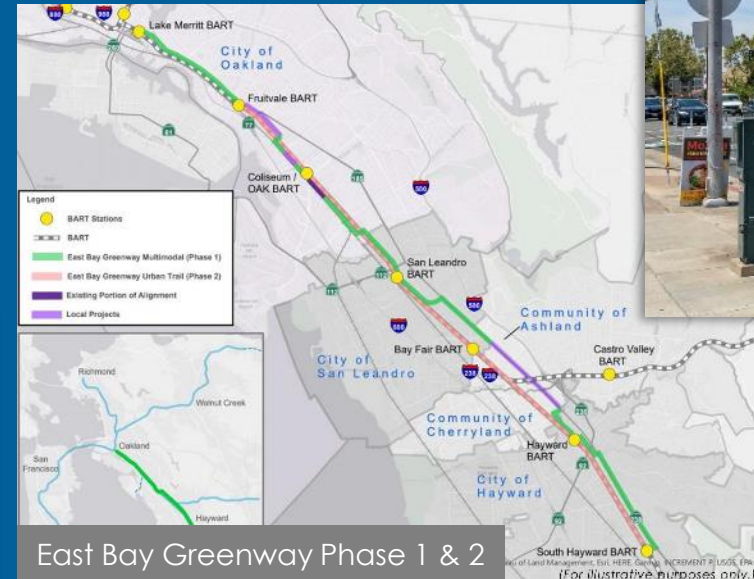
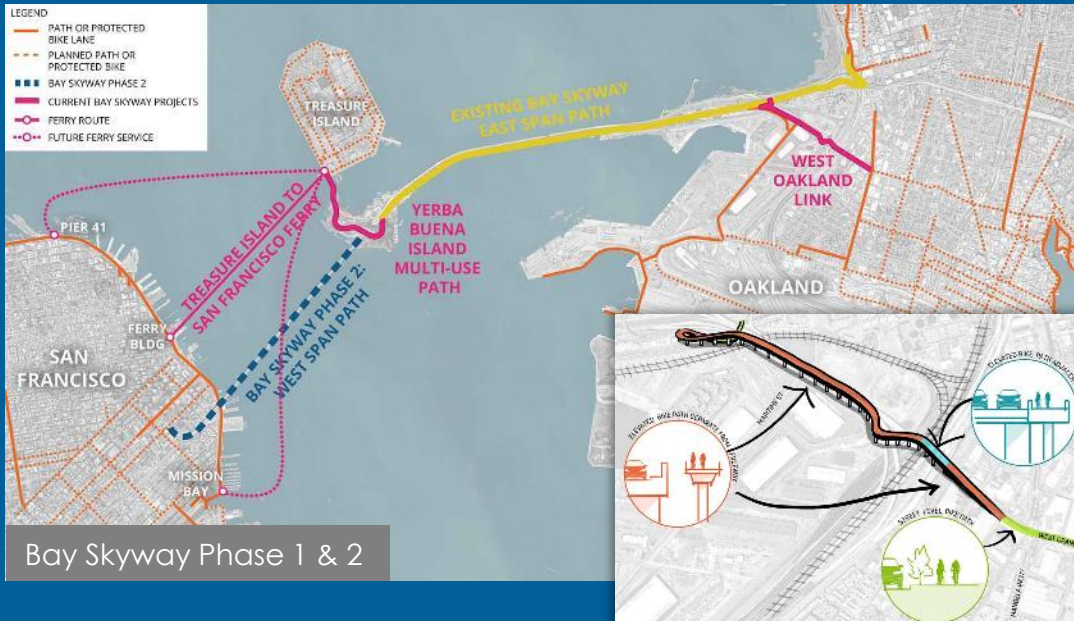
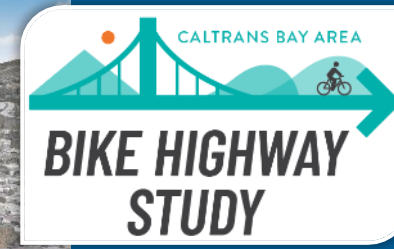
SR 61 Encinal Ave Pavement Project, Alameda



SR 12 Rehab Project, Rio Vista



# Bike Highways, Concepts to Funding





# Thank you



Sergio Ruiz, Caltrans District 4 Office of Transit & Active Transportation