

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area

*Results from Interviews with Transportation Professionals and
Recommendations to Encourage Routine Accommodation*



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I. Executive Summary

One of the Calls to Action included in the Metropolitan Transportation Commission's (MTC) Transportation 2030 Plan calls for full consideration of the needs of non-motorized travelers during project development, design, construction, and rehabilitation. In part, the Call to Action says that:

...bicycle facilities and walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

This report evaluates how often these facilities are included in the design and construction of various transportation projects throughout the region based on interviews with project managers. It does not attempt to differentiate between different non-motorized improvements, such as bike lanes versus the shared-lane making (sharrow), or ladder crosswalks versus pedestrian refuge islands.

Based on the evaluation, this report makes eleven recommendations for increasing the routine consideration of such facilities in the future. Recommendations include improving review and design strategies to ensure that transportation projects routinely accommodate bicycles and pedestrians.

The evaluation in this report is the result of a review of existing non-motorized policies, 35 interviews with transportation project managers and over 30 interviews with other bicycle and pedestrian public agency employees and non-motorized transportation advocates in the Bay Area. Of the 35 project managers interviewed, 21 of them referenced a bicycle and/or pedestrian planning document for the projects' planning. The report also includes three case studies.

The report's recommendations for MTC, Caltrans District 4, and cooperating agencies are listed below and sorted by category.

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local

standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Recommendation: Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. Recommendation: To promote local non-motorized involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where nonmotorized users are permitted.

FUNDING and REVIEW

4. Recommendation: MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. Recommendation: MTC's-fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.
6. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund non-motorized facilities that are mitigation for new roadway or transit construction projects that remove or degrade non-motorized access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. Recommendation: MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate non-motorized needs and to identify non-motorized accommodations associated regionally-funded roadway and transit projects consistent

- with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. Recommendation: CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input during the early stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
 9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
 10. Recommendation: MTC and its partner agencies will monitor how the needs of non-motorized users of the transportation system are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Recommendation: Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

Contents

| | |
|--|------------------------------|
| I. Executive Summary | 2 |
| PROJECT PLANNING and DESIGN | Error! Bookmark not defined. |
| FUNDING and REVIEW | Error! Bookmark not defined. |
| TRAINING | Error! Bookmark not defined. |
| II. Introduction | 6 |
| III. Policies | 6 |
| Federal Policies | 6 |
| State Policies | 7 |
| Regional Policies | 8 |
| Funding Policies | 9 |
| Transit Access Policies | 10 |
| County and City Bicycle and Pedestrian Plans | 12 |
| IV. Interviews and Results..... | 15 |
| Project List Development | 15 |
| Quantitative Results | 16 |
| Qualitative Results..... | 19 |
| Why Accommodations are Routinely Included | 19 |
| Why Routine Accommodations are Not Included | 21 |
| V. Case Studies..... | 24 |
| V. Case Studies..... | 25 |
| Case Study 1: SR-152/SR-156 | 25 |
| Case Study 2: Highway 101 - Marin-Sonoma Narrows..... | 26 |
| Case Study 3: Golf Course Drive Overlay | 27 |
| VI. Recommendations..... | 28 |
| PROJECT PLANNING and DESIGN | 28 |
| FUNDING and REVIEW | 29 |
| TRAINING | 33 |
| VII. Conclusion..... | 34 |
| Appendix..... | 35 |
| 1. Web Resources: | 35 |
| 2. Project Manager Survey | 37 |
| 3. Questionnaire Results | 39 |
| 4. Pennsylvania Department of Transportation Bicycle and Pedestrian Checklist..... | 43 |
| 4A. Planning and Programming Checklist | 43 |
| 4B. Scoping Checklist..... | 45 |
| 4C. Final Design Checklist | 47 |
| MTC COMMISSIONERS | 49 |

II. Introduction

There are a growing number of transportation policies that encourage the routine accommodation of bicyclists, pedestrians and persons with disabilities in all transportation projects. Federal, State, and Regional agencies adopted guidelines to promote the regular inclusion of non-motorized transportation improvements in both new and rehabilitation project planning, design, funding, and construction. Many policies also exist in the region's municipalities and more are currently in development.

The study reviewed various types of projects including local road rehabilitation, transit, interchanges, and highway improvements, which were sampled from MTC's TIP database. In summary, a majority of projects (57%) included non-motorized facilities consistent with adopted policies, while 43% did not. Projects. Retrofitting our existing transportation infrastructure to include facilities for bicyclists, pedestrians and the disabled is often more expensive than incorporating them as part of a larger project due to economies of scale.

This report reviews federal, state, regional, and local Bay Area funding policies related to routine accommodations of non-motorized transportation users. It then reports on the results of interviews with 35 transportation project managers and more than 25 bicycle and pedestrian public agency employees and non-motorized transportation advocates in the region. The report includes three case studies, which examine how non-motorized accommodations were addressed in those projects. Finally, the report recommends procedures for increasing the number of successful routine accommodations for bicyclists, pedestrians, and persons with disabilities in all transportation projects.

III. Policies

Federal Policies

Policies supporting the routine accommodation of non-motorized transportation users are found at all levels of government. At the federal level, the Americans with Disabilities Act (ADA), enacted in 1990, provides rights and protections to people with disabilities. It states that:

No qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

As a result, new construction projects are obligated to design and construct facilities so persons with disabilities can successfully use them without restrictions. These facilities are required for all new projects including roads

and sidewalks. The success of ADA compliance in transportation projects is due to several legal victories for people with disabilities in suits against public agencies when these facilities were not developed. However, concern about the maintenance costs of these improvements (e.g. new sidewalks) may actually limit their development.

The 1998 Transportation Equity Act of the 21st Century (TEA-21) emphasized the accommodations of non-motorized transportation users. TEA-21 stated that:

Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. (Section 1202)

TEA-21 was the first mention in a U.S. federal government policy that explicitly stated the importance of providing for non-motorized transportation facilities in transportation projects. This federal legislative reference pressed other public agencies to follow suit, especially after the U.S. Department of Transportation's Federal Highway Administration (FHWA) issued and recommended states follow design guidance based on the language presented in TEA-21. The 2000 U.S. Department of Transportation Policy Statement, *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* is the design guidance for including bicycle and pedestrian facilities in other transportation projects. It states:

Bicycle and pedestrian ways shall be established in all urbanized areas unless one or more of three conditions are met:

- *bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.*
- *the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.*
- *where scarcity of population or other factors indicate an absence of need.*

State Policies

Following the release of the federal routine accommodation design recommendations, the California Department of Transportation (Caltrans) released its own policy as suggested by TEA-21. In 2001, Caltrans approved Deputy Directive 64 (D.D. 64) stating that:

The Department fully considers the needs of non-motorized travelers (including pedestrian bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practice concepts in the U.S. DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

California Assembly Concurrent Resolution 211 (ACR 211) passed the California state assembly in 2002 on Bike to Work Day. It encourages cities and counties to implement Caltrans' Deputy Directive 64 at the local level. ACR 211 uses the same language as D.D. 64 and also references the U.S. Department of Transportation's design guidance document on integrating bicycling and walking when making road improvements.

Regional Policies

In 2001, the same year D.D. 64 went into effect, MTC adopted the *Regional Bicycle Plan* with the principle goal to: "Ensure that bicycling is a convenient, safe, and practical means of transportation throughout the Bay Area for all Bay Area residents." This was the first mention of a bicycle or pedestrian policy at the regional level in the Bay Area. Since 2001, MTC adopted similar language in the regional transportation plan (RTP): *Transportation 2030 Plan for the San Francisco Bay Area*. One of the report's "Calls to Action" states that:

Bicyclists, pedestrians and wheelchair users must be full partners in the planning process, and bicycle facilities and walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

This means that consideration for routine accommodations are necessary, as prescribed by MTC, in all transportation projects in the region. In addition, the Call to Action pledges "MTC will monitor routine accommodation of nonmotorized transportation needs in its programming process." Therefore, the federal government, Caltrans, and the Bay Area Regional transportation planning agency now all recommend including routine accommodations in transportation projects.

Funding Policies

Some funding sources for Bay Area transportation projects encourage the routine inclusion of facilities for non-motorized travel in projects. For example, Measure A in Marin County, the one-half cent sales tax increase passed in November 2004, provides \$87.9 million (27% of measure funds) to maintain, improve, and manage the County's local transportation infrastructure. Its Transportation Sales Tax Expenditure Plan, which includes funding for bikeways, sidewalks, and pathways, states that:

Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing of bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements.

TAM will work with city engineers in Marin County to include these facilities in projects when feasible. Included as a part of Measure A is a Technical Advisory Committee and a Citizen Oversight Committee to evaluate how the tax funds are spent on projects and to ensure that they are used consistent with Measure A's expenditure plan. This statement in Measure A helps tie facilities for non-motorized transportation users to specific funding.

Another countywide policy that influences funding of transportation projects is Measure B in Alameda County. Measure B was a ballot measure passed by the County's voters in 2000 that created a half-cent sales tax between 2002 and 2022 for transportation improvements. The Alameda County Transportation Improvement Authority (ACTIA) is responsible for overseeing the expenditure and strategic plan for the sales tax. Of the measure's money, five-percent of the funds collected by Measure B is dedicated to bicycle and pedestrian projects; more pertinent to this report, there is a policy in the 2004/2005 Strategic Plan that highlights non-motorized transportation improvements in other types of transportation projects. The ACTIA policy states that:

The Alameda County Transportation Improvement Authority (ACTIA) and its project sponsors recognize that certain traffic signal design features may provide benefit to pedestrian/bicycle and transit mobility. Therefore, ACTIA encourages project sponsors to include the following elements into Measure B-funded capital projects and the costs are eligible for reimbursement with Measure B funds.

The two non-motorized transportation elements Measure B refers to are: audible pedestrian signals and adjustable pedestrian timings. The policy also suggests other facilities that would assist in bicycle and pedestrian travel, including: pedestrian countdown clocks, lighted crosswalks, and enhanced

pavement markings such as ladder crosswalks. These improvements can be incorporated when a signal is either added or replaced.

Contra Costa Transportation Authority's Measure J sale tax (2004) included the following language:

Moreover, as appropriate, components for routine accommodation of bicycle and pedestrian travel shall be incorporated as part of construction projects."

In addition to the adopted policies above, the Napa Country Sales Tax (ballot June 2006) includes the following requirements for pedestrian and bicycle accommodation:

Projects funded all or in part with Authority revenues must include bicycle and pedestrian facilities at those locations called for by applicable bicycle plans ... unless the addition of that bicycle or pedestrian facility exceeds ten percent of the cost of the project without that facility. The cost of removal and replacement of existing facilities necessary for the placement of the pedestrian and/or bicycle facility may be included in the determination of the ten percent threshold at the discretion of the local agency.

Measure A in Marin County, Measure B in Alameda County, and Measure J in Contra Costa County are all examples of local funding policies that promote routine accommodation approved by the voting public. The effectiveness of these new policies is still to be determined, but the policies indicate growing support at the county level for the regular inclusion of non-motorized needs in transportation projects.

Transit Access Policies

Bicycle and pedestrian facilities are also critical at more particular locations. MTC's Transit-Oriented Development policy recognizes the needs of non-motorized users to access Bay Area transit stations. This policy calls for station access and circulation plans for non-motorized access that:

Clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods, and propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means.

There are over 20 transit agencies in the Bay Area and many of them also have bicycle and pedestrian policies. Transit agencies' policies often relate to developments surrounding stations and for accessing the service. For example,

Bay Area Rapid Transit (BART) includes bicycles and pedestrians in its 2003 BART Station Access Guidelines. These guidelines establish a five-level hierarchy of transportation modes, with walking as the first in importance. Access issues to stations for pedestrians are:

- Directness and speed of route
- Safety and security
- Pedestrian-friendly design
- Information

Bicycling access is also important for BART stations. This mode of transportation ranks third in the modal hierarchy and the transit agency has an exclusive Bicycle Access and Parking Plan. Key considerations for bicycles included in the BART Station Access Guidelines are:

- Access
- Convenient, available parking
- Secure, sheltered parking

The City of San Francisco's Transit-First Policy, located in the City Charter, Section 16.102, guides the city's investments in transportation. This policy clearly supports walking and bicycling in addition to transit. The first three principals of the policy are:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

To implement the policy, the city revised the Public Works Code to include the following:

Whenever the Department or other Municipal Excavator undertakes a project involving the planning, construction, reconstruction or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible... transit, pedestrian and bicycle improvements...

To the maximum extent practicable and feasible, the Director shall condition all excavation and street improvement permits on the inclusion of the improvements set forth (above).

The City of Oakland also adopted a transit first policy in 1996. The policy outlines the importance of alternative transportation and multimodal thoroughfares, including transit, bicycling and walking in addition to private autos. It clearly outlines many of the appropriate non-motorized accommodations in the following section of the resolution:

RESOLVED, that it shall also be the official policy of the City of Oakland to encourage and promote bicycle and pedestrian travel by providing a bicycle circulation system which includes, Class I, II and III facilities, safe and secure bicycle parking, pedestrian/bicycle bridges, pedestrian plazas, bicycle loop detectors, traffic calming devices, crosswalks and sidewalk bulbs, median "safety zones," and repair of damaged sidewalks.

There are many adopted policies that prioritize the inclusion of non-motorized transportation facilities in projects. These range from federal legislation to city plans and transit station planning guidelines. These policies set the context for this study and the work required to implement the study's recommendations.

County and City Bicycle and Pedestrian Plans

In addition to the funding policies noted above, all nine counties in the Bay Area have bicycle plans and several have pedestrian plans. For example, Contra Costa and Marin County both have Bicycle and Pedestrian Plans while Solano County has separate bicycle and pedestrian plans. Some cities within the Bay Area have combined bicycle and pedestrian plans, while many cities include bicycle networks in their general plans. The number of cities with these varying types of bicycle plans is shown in Table 1. According to information collected by MTC in 2004 and 2005, over 70 percent of Bay Area cities have some type of bicycle plans (general plan, city plan, adopted countywide plan).

These plans are important because MTC's Transportation Development Act Article 3 (TDA-3) allocation procedures require that in order for a bicycle project to receive funds, it must be included in "a detailed bicycle circulation element or plan included in a general plan or an adopted comprehensive bikeway plan." Furthermore, a city is only eligible for Caltrans Bicycle Transportation Account (BTA) funds if there is an approved bicycle plan less than five years old on file.

In some cases, cities choose to adopt bicycle and/or pedestrian plans prepared at the county level. However, local bicycle plans typically include more local detail and community input than the county plans. For example, the *Palo Alto Bicycle Transportation Plan* identified a much denser bicycle network within the city boundaries compared to the *Santa Clara County Bicycle Plan* network.

Please note in the table below each city is only counted one time based on the type of plan adopted based on the following rank:

1. Stand-alone bicycle and/or pedestrian plan
2. Adoption of county bicycle and/or pedestrian plan
3. General plan element including bicycle and/or pedestrian plan

Table 1 -Adopted Bicycle Plans*

| County | Cities in County | Cities with bike plan | Cities adopted county bike plan | Cities with bike elements in general plan | Cities in counties with bike plan or element in general plan |
|-----------------|------------------|-----------------------|---------------------------------|---|--|
| Alameda | 14 | 8 | 0 | 4 | 86% |
| Contra Costa | 19 | 7 | 0 | 6 | 68% |
| Marin | 11 | 8 | 1 | 0 | 82% |
| Napa | 5 | 3 | 0 | 2 | 100% |
| San Francisco** | 1 | 1 | 0 | 0 | 100% |
| San Mateo | 20 | 5 | 1 | 4 | 50% |
| Santa Clara*** | 15 | 7 | 0 | 3 | 67% |
| Solano | 7 | 1 | 3 | 3 | 100% |
| Sonoma | 9 | 5 | 2 | 0 | 78% |
| Total | 101 | 45 | 7 | 21 | 72% |

*information collected in 2004 & 2005

** San Francisco has a city/county plan and elements are adopted in the general plan

*** VTA's Board, representing all cities and the county, adopted the VTA Countywide Bike Plan. It is often used by cities

There are far fewer pedestrian plans in the Bay Area than bicycle plans. Of 101 cities, only three have specific pedestrian plans, and in total only 16% of cities in the Bay Area have an adopted pedestrian plan. The 2005 pedestrian plan inventory results are shown in Table 2.

Table 2 - Adopted Pedestrian Plans*

| County | Cities in County | Cities with Ped Plan | Cities combined ped/bike plan | Cities adopted county ped or ped/bike plan | Percent of cities with ped plan |
|---------------|------------------|----------------------|-------------------------------|--|---------------------------------|
| Alameda | 14 | 2 | 5 | 0 | 50% |
| Contra Costa | 19 | 0 | 1 | 0 | 5% |
| Marin | 11 | 0 | 4 | 1 | 45% |
| Napa | 5 | 0 | 1 | 0 | 20% |
| San Francisco | 1 | 1** | 0 | 0 | 100% |
| San Mateo | 20 | 0 | 0 | 0 | 0% |
| Santa Clara | 15 | 0 | 0 | 0 | 0% |
| Solano | 7 | 0 | 0 | 0 | 0% |
| Sonoma | 9 | 0 | 0 | 1 | 11% |
| Total | 101 | 3 | 11 | 2 | 16% |

*information collected in 2005

**San Francisco Bicycle Plan is in development (2005/6)

There is no link between pedestrian planning and funding currently. It appears that the bicycle planning requirement for both TDA and BTA programs has success encouraging cities and counties to prepare and adopt bicycle planning documents.

IV. Interviews and Results

Project List Development

MTC staff interviewed transportation project managers to gain a better understanding of how existing policies impact the decision to include routine accommodations for bikes and pedestrians in the planning, design and construction process. 35 managers were interviewed and spoke about various project types, including:

- Local roads
- Mass transit
- Highway interchanges
- Highway expansions
- Highway HOV lane developments

The original project list was created from MTC's WebFMS system (online at: <http://apps06.mtc.ca.gov/webfms/home>) and originally included more than 3,000 archived and active projects from the 1999, 2001, 2003, and 2005 Transportation Improvement Program (TIP). That list of projects was shortened to create a reasonable length list to survey over the course of 4-6 weeks.

First, all bicycle and/or pedestrian oriented projects were removed since this report focuses on other types of transportation project types that are not bicycle or pedestrian specific. Next, most interstate transit projects were removed from the list because these facilities do not allow bicycles and pedestrians. This is consistent with the FHWA routine accommodation policy. Transit projects were mostly removed as well. Finally, projects funded before 1999 were removed because these projects began before D.D. 64 came into effect in California. These reductions left a list of 120 eligible projects to survey. During July and August 2005, an attempt was made to interview every project manager on that list; 35 successful interviews were completed.

Information was garnered from transportation project managers in phone interviews. Depending on the detail of conversation, most interviews ranged from 10 to 30 minutes. In the interviews, interviewees were directed with specific questions regarding non-motorized facility planning in transportation projects. The survey is shown in Appendix 2 and the complete results from the questionnaire are in Appendix 3. As shown in Table 3, most interviews were with local road project managers.

Table 3 - Completed Surveys by Project Type

| Project Type | Number | Percent of Total |
|--|-----------|------------------|
| Highway - Interchange | 8 | 23% |
| Highway - Other Widening | 3 | 9% |
| Local Roads - Other | 3 | 9% |
| Local Roads - Rehabilitations & Overlays | 20 | 57% |
| Mass Transit - Buildings & Other | 1 | 3% |
| Total | 35 | 100% |

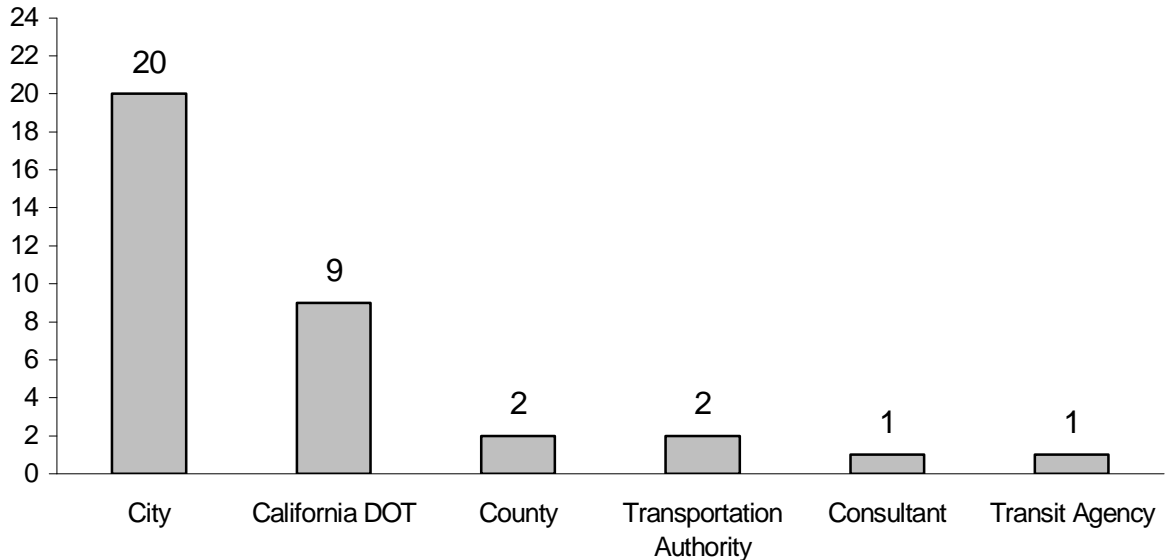
MTC recognizes that this is not an exhaustive list of transportation projects. The intent was to find a list of transportation projects designed or completed since the signing of D.D. 64 in 2001. Due to the short time since D.D. 64 was adopted, and the time transportation projects take in planning, design, and construction phases, only a small number of projects met the report's criteria. The sample does not perfectly represent the number of these types of transportation projects planned, designed, and constructed since D.D. 64's adoption.

While not exhaustive, this report represents the first, project-level data collection effort and helps inform routine accommodation recommendations. It should be noted the study did not attempt to assess the quality of the non-motorized improvements that were included in each project, an effort that would require extensive qualitative assessment.

Quantitative Results

Figure 1 shows the number of interview responses from different types of agencies. Most responses to the local roads projects were from cities, as reflected by the larger number of city respondents. Of the 35 project managers interviewed, 20 of them were from Bay Area cities.

Figure 1 - Responding agencies to interviews



Most Bay Area counties and transportation authorities are project managers on larger, more complex projects which take longer to develop compared to other projects. This partly explains the relatively small number of interviews conducted with project managers from these larger agencies. Also for the report, only five project managers were interviewed from Caltrans, a small number compared to the number of state projects in the planning, design, and construction phases of development.

Project managers were asked if they consulted a bicycle plan in the process. As shown in Figure 2, most project managers consulted a bicycle plan, whether it was the MTC Regional Bicycle Plan, a county bicycle plan, or a city bicycle plan. As Figure 3 conveys, of respondents that said "yes" to reviewing a plan, only three consulted the *Regional Bicycle Plan*. Comparing the other bicycle plans reviewed by traffic managers, city plans were reviewed most often. Also, in the interviews, only one project manager specifically cited D.D. 64 as a reason to add non-motorized user facilities.

Figure 2 - Responding agencies who referenced a bicycle plan

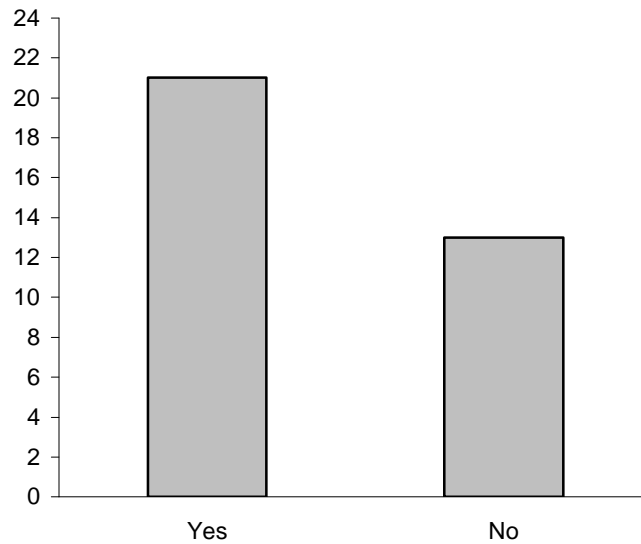
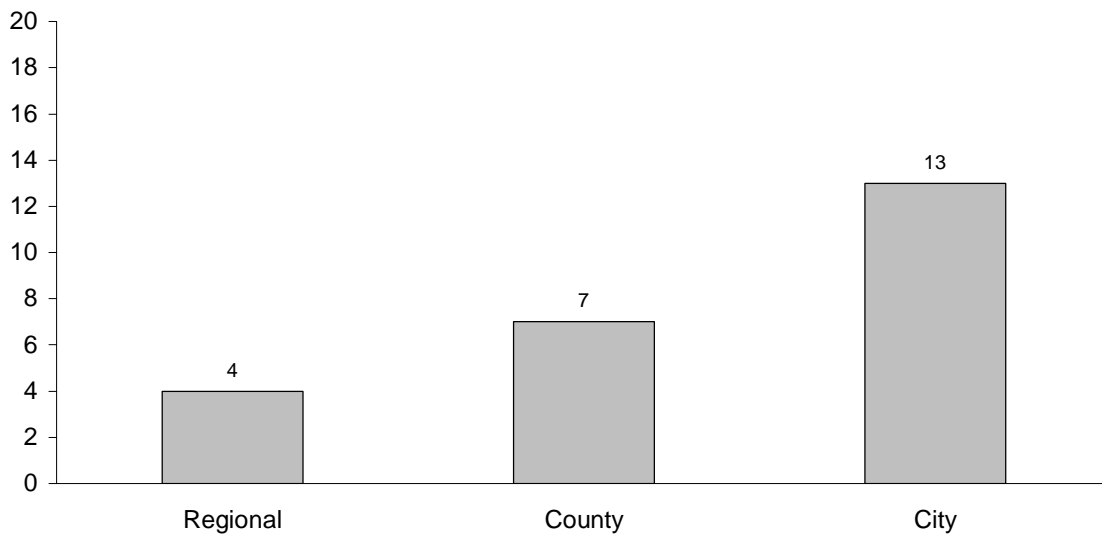


Figure 3 - Types of bicycle plans reviewed by project managers



Of the 35 project managers interviewed for this report, 20 (57%) confirmed bicycle and/or pedestrian facilities are or will be included in the project. These include any bicyclist and/or pedestrian facility, other than facilities specific to persons with disabilities. Thus, a majority of the projects surveyed accommodate non-motorized travelers to some extent. These results can be seen in Figure 4 below.

Figure 4 -Plan review and inclusion of new facility

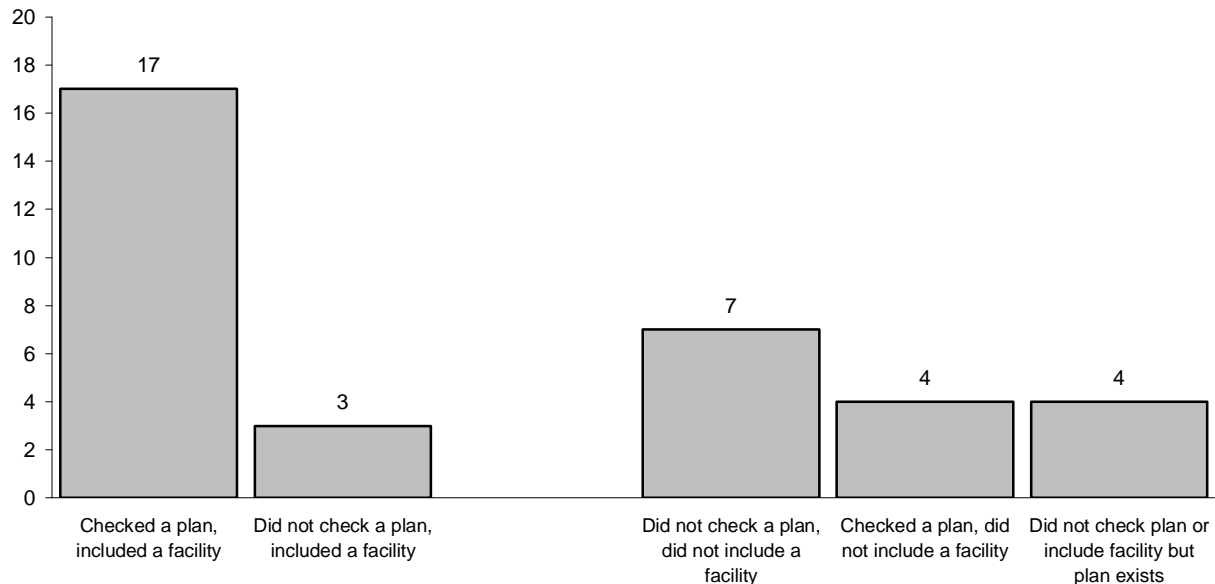


Figure 4 shows the clear relationship between a project manager reviewing a non-motorized plan and including non-motorized accommodations. *In locations where there was a plan and it was reviewed, facilities were included 17 out of 35 times.* This is a key finding of the study and indicates the importance of non-motorized planning.

There are a few other interesting results worth commenting on. Figure 4 also shows four instances when project managers stated there was not a plan for the location when in fact there was one. Further, as noted elsewhere in the study, it does not attempt to distinguish between the quality of the non-motorized improvements (e.g. is a bike lane or ladder crosswalk “better” than a signed bike route or a standard crosswalk respectively). This qualitative effort was beyond the available resources for the study, but it would certainly be useful information for project managers considering non-motorized accommodations.

Qualitative Results

Why Accommodations are Routinely Included

Other than the project managers associated with the results in Table 1, more than 30 other conversations took place with transportation planners and engineers at local, county, and state levels of government. Some of these interviewees are members of the Regional Bicycle Working Group and the

Regional Pedestrian Committee; others were referenced in various project manager surveys. Bicycle, pedestrian, and persons with disability advocates were also interviewed to get the most thorough information considered in the planning of these and other Bay Area transportation projects.

Interviewees provided insight as to why routine accommodations may or may not be included in projects. These conversations provided numerous ideas why this may occur as well as potential solutions for ensuring these facilities are included in transportation projects in the future. The respondents gave several reasons why facilities for non-motorized travel are included in projects.

Documented in a plan

In many cases, non-motorized facilities are included in project design and development because they are included in a bicycle and/or pedestrian plan ranging from the regional bicycle plan to a neighborhood circulation plan. When municipalities or neighborhoods have non-motorized transportation plans that include maps of designated routes and key districts, and preferred design alternatives transportation project designers are more likely to follow them.

Presence of bicycle/pedestrian staff

About five percent of CMAs, counties, and cities in the Bay Area have paid staff working exclusively on bicycle and/or pedestrian planning. Among other things, these employees work with outside advocacy groups, other public agencies, city departments, and project engineers to include non-motorized transportation facilities into projects. Bicycle/pedestrian staff also makes certain that the most appropriate facilities are established in the best places. While many cities, counties, and CMAs have a designated a bicycle/pedestrian staff person, this work could be any portion of their overall job responsibilities.

One bicycle/pedestrian staff person interviewed is currently working with engineers to include bicycle and pedestrian infrastructure on a road rehabilitation project where there is a gap between non-motorized facilities. This effort entails working with project engineers and area advocates to determine which improvements to include based on state design standards and the needs of non-motorized transportation users. Staff stated that without their bicycle/pedestrian position in the agency, the project would not have included these non-motorized facilities.

Internal advocates within agency

In the Bay Area, accommodation of non-motorized transportation users is often the result of proactive employees or commissioners. These internal advocates are often bicycle commuters or recreational bicyclists who understand the importance of providing for non-motorized transportation users where possible.

At the staff level, they are personally motivated to seek out policies, whether it is D.D. 64 or a local planning document that allows them to pursue the inclusion of these facilities. Local planning officials, such as planning commissioners, can also be internal advocates for non-motorized transportation facilities; one interviewee stated that bicycle and pedestrian facilities are important when “important people care.” Not only do these decision makers promote projects specific for these facilities but they also motivate transportation staff to include them in other types of transportation projects.

For example, in a Bay Area city that does not have a set protocol for bicycle and pedestrian facilities in projects, bicycle facilities that were not in any planning document were included in a road construction. According to the interview, this was a direct result of one planner’s efforts because often, under normal circumstances in this agency, engineers do not think of including these types of facilities in projects. In this example, the road accesses a major Bay Area destination, making these non-motorized facilities especially beneficial.

Why Routine Accommodations are Not Included

Despite the policies and guidelines established at various levels of government in the Bay Area, routine accommodations for non-motorized vehicles are often not included in transportation projects or the best routine accommodation alternatives are not chosen during a project design and development. As gleaned from interviews with engineers, planners, and advocates in transportation, there are many reasons why this is the case. This section of the report discusses several overall reasons why non-motorized facilities are not routinely included in transportation projects or why the best facilities are not always developed.

New policies and standards take time to take effect

National legislation that included policies supporting the routine consideration, as an aspect of other transportation facilities, was not passed until 1998. California did not have its own directive supporting routine consideration for non-motorized travelers until 2001 – making this a relatively new guideline necessary for planners and engineers to incorporate into transportation project development. In several interviews, public agency employees stated that historically transportation design engineers have been trained to consider design standards for vehicles based on the California *Highway Design Manual* and that they need a better understanding of transportation facilities for bicycles, pedestrians, and wheelchairs. Also, based on the interviews for this report, there is a deficiency in transportation design professionals’ training in facility design for non-motorized transportation users.

Facilities can be incrementally expensive and dedicated funding is insufficient

Based on interview results for this report, another explanation for inadequate routine accommodations for non-motorized transportation users is funding. Respondents indicated the marginal cost of adding non-motorized facilities can add to the expense of the project and there is a lack of funds to cover these costs. While it is unclear how much bicycle and pedestrian facilities add to total project costs, some staff estimate that ADA-related facilities can add 20 percent to the cost of a project. As a result, non-motorized facilities are often omitted from projects.

Retrofitting existing facilities

Most cities and counties include bicycle and pedestrian facilities in their general plan standards for arterial and collector streets. Unfortunately, cities and counties are adding relatively few new streets. When new arterial or collector streets are constructed, they generally include these facilities, but many existing streets do not include them. As noted elsewhere in this report, retrofitting existing streets can be difficult and often expensive. Many streets do not have adequate right-of-way to add bicycle lanes or sidewalks without removing parking or a travel lane. While this is sometimes possible, often additional right-of-way is needed which is expensive to acquire, especially in more urban areas. Changes to existing streets are sometimes resisted by adjoining property owners or by other users.

Review at various agency levels

Many different public agencies including Caltrans, Bay Area congestion management agencies (CMAs), transit operators, counties and cities, have roles in the project development, design, and construction processes. These agencies also manage different aspects of the funding process. This potentially makes coordination and review difficult. Furthermore, coordination between city departments, or between cities, counties, CMAs, MTC, and Caltrans on a single project can confuse the responsibility for non-motorized accommodations.

At the local level, it is common for city and county bicycle and pedestrian advisory committees (BPACs) to have little input into project development or design. BPACs are established as part of the public planning process to review bicycle and pedestrian plans and programming, not specifically to review other transportation projects. However, these committees may present a useful forum for project managers to discuss their projects and solicit feedback. The Caltrans District 4 Bicycle Advisory Committee regularly engages in this process. Furthermore, coordination between city departments, or between cities, counties, CMAs, and Caltrans on a single project can confuse the responsibility for routine accommodations. This is especially important on projects where a state facility interfaces with local roads.

MTC’s online TIP application, the *Project Screening Criteria - Step 6* as shown in Figure 5, asks questions regarding routine accommodations for non-motorized users. This form presents a new opportunity to examine how cities and counties address non-motorized needs during the project development process.

Figure 5 - Online TIP application’s Step 6, relating to D.D. 64 in WebFMS

WebFMS - Universal Application Welcome, Applicant.
You are signed into the WebFMS Secured Portal

| Step 1 General Information | Step 2 Description | Step 3 Location | Step 4 Funding | Step 5 Delivery Milestones | Step 6 Screening Criteria | Step 7 Sponsor Information | Final Step Review |
|-------------------------------|-----------------------|--------------------|-------------------|-------------------------------|------------------------------|-------------------------------|----------------------|
|-------------------------------|-----------------------|--------------------|-------------------|-------------------------------|------------------------------|-------------------------------|----------------------|

Project Screening - Step 6 Glossary Application Assistant Contact Us

- * Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? [Click here for more information on Caltrans Deputy Directive 64](#)
- * Is non-motorized travel impeded by this project?
If yes, has a cross-facility, non-motorized access been included in the project?
- * Has a parallel non-motorized facility been designed to accommodate non-motorized travelers?
- * Have you reviewed local county, and regional bike plans for roadway design consistency?

If applicable, please attach an excerpt from the bike plan in the vicinity of your project (Acceptable file formats are jpg, gif, png, pdf, doc):

- * Is project consistent with MTC's RTP, other regional, local plans and programs (e.g. most recently adopted Short Range Transit Plan)?

SRTP Reference: FY Adopted: SRTP Page:
 RTP Reference: FY Adopted: RTP Page: RTP Reference Number:
 List other applicable plans:

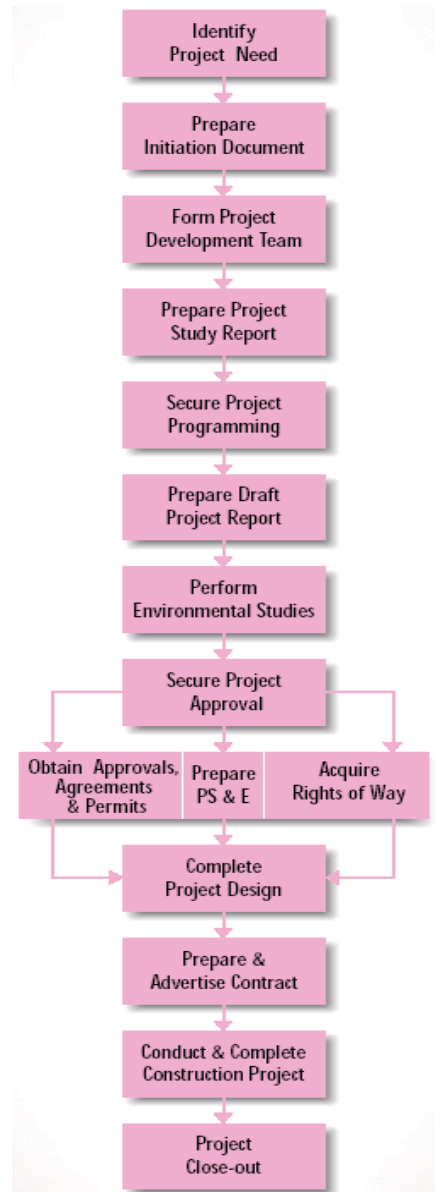
- * Is project supported by an adequate financial plan with all sources of funding identified and has

This is a new form developed in late 2004 that will provide MTC an opportunity to monitor results of regional and state routine accommodation policies. MTC expects to revise this form to collect more meaningful project data while providing more useful information to project sponsors.

At the state level, Caltrans requires a project initiation document (PID) for projects on the state highway system. These documents, required at the beginning of the project development process, outline the purpose and need of a project. The PID is shown as the second step in Figure 6, “How Caltrans Builds Projects.” The PID does not currently require project managers to specifically address the needs of non-motorized users. Nor, in Project Study Reports (PSR), do the documents prepared by project managers during the course of transportation projects' design and construction, include questions relating to routine accommodation requirements. Caltrans is now considering modifications to the requirements for these documents, which presents an opportunity to improve non-motorized accommodations. Since cities, counties, and transportation consultants, in addition to Caltrans staff, regularly sponsor projects on the state highway system and complete PIDs and PSRs, it is important to have standards to address non-motorized needs no matter the author.

Appendix 4 includes a checklist used by Pennsylvania DOT to evaluate pedestrian and bicycle needs during project planning. Both Illinois and Iowa DOTs have similar forms in use.

Figure 6 - “How Caltrans Builds Projects”



V. Case Studies

These case studies are examples of results found in the interviews. They are three transportation projects that included or hope to include routine accommodations. The case studies incorporate background information and how the non-motorized accommodations came to be in the projects.

Case Study 1: SR-152/SR-156

State Routes 152 and 156 intersect in southern Santa Clara County near Hollister, California. They are both two-lane, rural highways that currently meet at an at-grade intersection as shown in Figure 7. There are wide

Figure 7: SR 152/156 existing conditions - surface, 2-lane state highways with shoulders



Figure 8: SR 152/156 proposed - grade-separated overpass facility



shoulders on the routes that bicyclists use, though no bicyclists were observed during traffic counts. West of the intersection, State Route 152 connects Gilroy and San Jose and State Route 156 connects Hollister and Monterey. Where they connect, State Route 156 ends and State Route 152 becomes the Pacheco Pass Highway, the only route for bicyclists to the Central Valley. Caltrans owns the right-of-way for both routes, but Santa Clara Valley Transportation Authority is leading an effort and coordinating with the DOT to improve the intersection due to its a high average accident rate and vehicle delay.

The original design for the \$33 million project, as partially seen in Figure 8, was to reconfigure the existing at-grade intersection to a grade-separated interchange. Bicyclists would be permitted to use the wide shoulders, but potentially dangerous merges would exist. In the original design bicyclists would not be able to go westbound on State Route 152 from eastbound State Route 156 like they can presently.

The VTA BPAC initially discussed bike access as a result of a presentation to the BPAC in 2004 on the project from VTA's Highway Design group. Neither highway is identified in VTA's Countywide Bike Plan as a cross-county bicycle corridor, and observed traffic conditions and the condition of the roadways did not indicate bicycle facilities were needed. However, the BPAC's concerns led to internal staff meetings with VTA's Highway Design team to discuss options. At the time of BPAC review, engineering drawings were at 35% design and work continued with consideration of bicycles using the corridor. The result of this work was presented to the BPAC several months later in drawings close to 100% design. VTA was able to include, although not immediately fund, a new bicycle facility as part of the interchange, even though it would probably not meet the needs analysis criteria under FHWA guidelines.

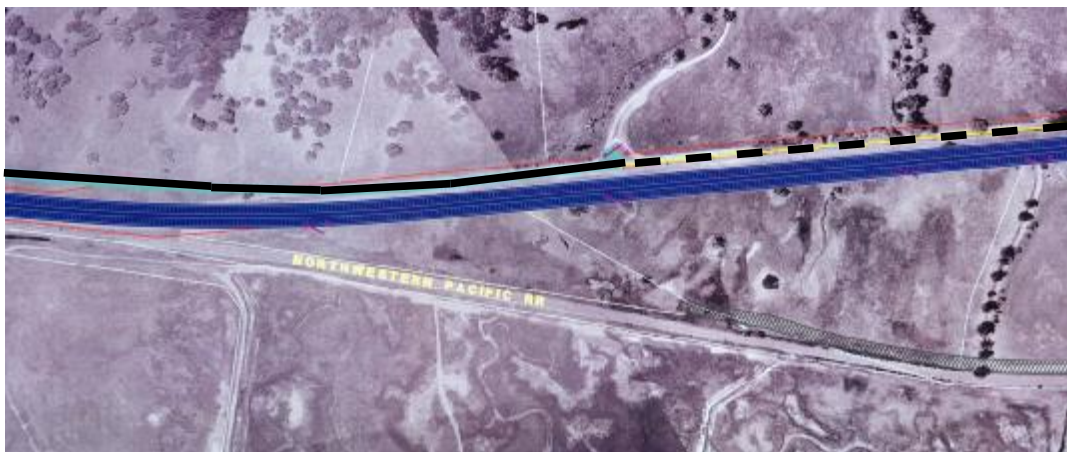
As of summer 2005 a separate Class I facility for bicyclists is being designed for the interchange. The facility will be the original gravel maintenance road converted to a paved path and will cost an additional \$250,000 (estimated 0.8% of project cost). Unfortunately, since this improvement was not in the original project plans, it is not included in the project's budget and funding package. Project sponsors applied for additional funds from the BTA to pay for the maintenance path improvements.

Due in part to this process, VTA staff established a standing item on the BPAC agenda to discuss project review and design issues. This step will help ensure that non-motorized needs are fully considered during project development.

Case Study 2: Highway 101 - Marin-Sonoma Narrows

The Marin-Sonoma Narrows is a section of Highway 101 in Marin and Sonoma counties. A portion of the project is now an expressway with six local intersecting streets and about as many driveways. This portion of Highway 101 is unique, because to the north and south the highway is a freeway with on and

Figure 9 - Segment of the Marin-Sonoma Narrows Project. West of Highway 101 is a Class II bikeway (solid line) and Class I bikeway (dashed line).



off ramps. Part B of the Narrows project will change eight miles of expressway into freeway

and requires accommodations for bicycles because currently they are allowed on the expressway's shoulders. One segment is shown in Figure 9.

As a result of the Narrows project, a series of bike and pedestrian paths will connect with frontage roads. These improvements have been included since planning for the project began. Caltrans is leading this project and working with several environmental and bicycle advocacy groups to make certain that appropriate facilities are developed. This route is a part of the North/South bikeway in Marin County, a key component in the Marin County Bicycle and Pedestrian Plan (1999). Further, Caltrans is developing these accommodations for non-motorized users because bicycles are currently permitted on the shoulder and therefore they are required to do so. The inclusion of non-motorized access early in the project development effort is a good example of how routine accommodation can happen on any transportation project and will ultimately lead to the construction of this portion of the countywide bicycle and pedestrian network.

Case Study 3: Golf Course Drive Overlay

In July 2004 the Rohnert Park City Council voted to include traffic calming measures in its future overlay projects. The first overlay project after the council's action was on Golf Course Drive. Golf Course Drive is an arterial in Rohnert Park, Sonoma County. Originally, the road had 12-foot wide lanes with no bicycle lanes. The posted speed limit is 35 miles per hour.

The Public Works Department worked with the city's Bicycle Advisory Committee to develop Class II bicycle lanes on both sides of the street by narrowing the travel lanes. The traffic lanes were reduced to 10 feet with bicycle lanes on either side. As a result of the new striping plan, the number of vehicles traveling over 55 miles per hour dropped by 73 percent in the westbound and 88 percent in the eastbound direction. Public Works staff see this as an effective measure and plan to routinely include bicycle lanes when there is space in the existing right-of-way in all of its repainting and overlay projects on arterial and collector streets.

VI. Recommendations

Our findings indicate that bicycle and pedestrian accommodations are included in a majority (57%) of projects reviewed. Based on discussion with project managers, local agencies, Caltrans, and stakeholders, this section of the report provides recommendations to encourage greater levels of routine accommodation consistent with adopted policies and the *Transportation 2030* Call to Action. Making the accommodation of non-motorized users routine will require the cooperation and support from various levels of government responsible for both distributing funds and planning, designing, and constructing the transportation infrastructure.

Recommendations are sorted into four major categories:

- ✓ Policy Setting
- ✓ Project Planning and Design
- ✓ Project Funding and Review
- ✓ Training

The recommendations are intended to facilitate safer and more convenient travel for all non-motorized users.

POLICY SETTING

These recommendations are intended to improve the rate of routine accommodations in transportation projects consistent with adopted policies at the federal, state, and regional level. While promoting the inclusion of non-motorized needs, it is important to recognize the complex nature of project planning and design.

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

The new Caltrans *Pedestrian and Bicycle Facilities in California Technical Reference Guide* (2005) and the Caltrans Director's Policy for *Context Sensitive Solutions* (2001) are useful state resources to assist project managers with routine accommodations. Furthermore, these recent resources complement the AASHTO guidelines on bicycle and pedestrian facilities.

The San Francisco Bicycle Plan Supplemental Design Guidelines (2005), VTA's *Bicycle Technical Guidelines* (1999), and VTA's *Pedestrian Technical Guidelines* (2003) all serve as examples for designing routine accommodations in projects. They include descriptions, technical information, and an array of details pertaining to bicycle and pedestrian facilities in various environments. These documents are valuable to planners and engineers.

Caltrans District 4 staff also discussed the need for more careful coordination between their project initiation document (PID) /project study report (PSR) process and bicycle and pedestrian planning activities. Given the number of studies underway in District 4 at any point in time, this will be a challenge.

2. Recommendation: Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. Recommendation: To promote local non-motorized involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where nonmotorized users are permitted.

FUNDING and REVIEW

As previously shown in Tables 1 and 2, nearly 28 percent of cities in the Bay Area do not have some type of adopted bicycle plan or and almost 84 percent of cities do not have a pedestrian plan. As demonstrated in the interviews, these plans appear to be a key component of successful non-motorized accommodation in combination with staffing and institutional support. These planning documents serve as a reference for transportation planners and engineers, helping them understand the need for fully integrated, non-motorized facilities. Also, a bicycle or pedestrian plan can include a priority list of projects on the network, design elements including best practices for the development and inclusion of facilities, and policies for a city's future bicycle or pedestrian development. It should be noted that the presence of specified routes or intersections in pedestrian or bicycle plans do not negate the need for safe travel for all roadway users when legal.

FHWA's *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, indicates that when costs for non-motorized accommodations are less than 20 percent of total construction, non-motorized travel is legal, and there is demand in the area for these improvements, they should be included in the final project. Scoped projects should identify and include the cost of pedestrian and bicycle accommodations needed for the project and seek funds for construction of bicycle and pedestrian accommodations in conjunction with any other schedule construction.

As previously shown in Figure 2, the MTC TIP application for federally funded transportation projects includes questions relating to D.D. 64 and bicycle and pedestrian facilities. These questions were incorporated into the online application in 2004 and only a few project sponsors have used the new application. The questions should be modified as needed to gather the best information, while keeping the process brief. MTC should review the success of the application process and ensure project application responses include adequate designs for non-motorized users wherever appropriate and feasible.

MTC's TDA Article 3 guidelines require counties and cities to have a Bicycle Advisory Committee (BAC) to review and prioritize projects spending these funds. At this time, there are no requirements that counties or cities review non-bicycle/pedestrian projects with these committees. Given the complicated and lengthy project development process already in place, it is important to balance project review with project delivery requirements. VTA staff is currently developing a process to ensure that the VTA BAC is involved with project design when it reaches 35 percent. This example should serve as a model for other project sponsors in the region.

One way to improve the review process is to have designers complete a checklist that formalizes the consideration of bicycle, pedestrian and disabled needs in the design of transportation facilities and review their results early in the planning process. For example, as shown in Appendix 4, the Pennsylvania Department of Transportation (PennDOT) has an established bicycle and pedestrian facilities checklist. In addition, Iowa DOT and Illinois DOT employ a non-motorized checklist as well. MTC will coordinate work on a checklist (no more than two pages) for use in the Bay Area with partner agencies and interested stakeholders.

Also, at the local agency level, there are different viewpoints in current BACs or BPACs due to varying representation of non-motorized users. Resolution 875, which outlines the requirements for the TDA Article 3 program, states that BACs should be composed of both bicyclists and pedestrians. Agencies should form balanced BPACs to understand the needs of bicyclists, pedestrians and the disabled community. If this is not possible, BACs should be made aware of different non-motorized users' needs in transportation projects, including bicyclists, pedestrians, and persons with disabilities.

4. Recommendation: MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. Recommendation: MTC's fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.
6. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund non-motorized facilities that are mitigation for new roadway or transit construction projects that remove or degrade non-motorized access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. Recommendation: MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate non-motorized needs and to identify non-motorized accommodations associated regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. Recommendation: CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input during the early stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. Recommendation: MTC and its partner agencies will monitor how the needs of non-motorized users of the transportation system are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

MTC has the potential to improve the routine accommodations for bicycle and pedestrians in projects with training and education programs for project managers and project designers. At the regional level, MTC should look to examples in and outside of the Bay Area for techniques for developing bicycle and pedestrian facilities. The program could inform public professionals of bicycle and pedestrian tools and manuals, the various types of facilities available to include in project designs, and the best practices for developing bicycle and pedestrian facilities in projects. In May 2005, MTC hosted two, one-day training sessions on designing pedestrian facilities that should serve as examples in the future.

Caltrans can continue to train its own staff to promote D.D. 64 through their context sensitive design and the new *Caltrans Pedestrian and Bicycle Facilities in California Technical Reference Guide*. In addition, Caltrans can be a valuable partner in training and outreach efforts at the city and county level.

11. Recommendation: Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

VII. Conclusion

This report, based on adopted federal, state, and regionally adopted policies, summarizes the results of interviews with 35 project managers, and almost as many interviews with bicycle and pedestrian planners, engineers and advocates. The results indicate that a majority of projects accommodate bicyclists and pedestrians to some extent and that many local jurisdictions have existing policies that support routine accommodation. Based on these findings and interviews, in consultation with Caltrans District 4 staff, the study establishes recommendations to improve bicycle, pedestrian, and disabled accommodation in Bay Area transportation projects.

These recommendations will be strengthened by implementation at all levels of government, from city to state. This is the first study of its kind for MTC and will serve as a benchmark for future evaluations of routine accommodations. MTC will continue to work with partner agencies to increase the regular accommodation of all users into transportation projects.

Appendix

1. Web Resources:

Alameda County Transportation Improvement Authority, Strategic Plan for Measure B:
http://www.acta2002.com/WHAT_IS_ACTIA/FuIISP0405Final%20070804-1.doc

Americans with Disabilities Act homepage:
<http://www.usdoj.gov/crt/ada/adahom1.htm>

BART Station Access Guidelines:
http://www.bart.gov/docs/planning/access_guidelines.pdf

California Assembly Concurrent Resolution 211: http://www.leginfo.ca.gov/pub/01-02/bill/asm/ab_0201-0250/acr_211_bill_20020820_chaptered.html

Caltrans Deputy Directive 64:
http://www.dot.ca.gov/hq/tpp/offices/bike/Appendix_B.pdf

Caltrans Pedestrian and Bicycle Facilities in California:
<http://www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm>

Caltrans Project Development Procedures Manual, Chapter 8 - Overview of Project Development:
http://www.dot.ca.gov/hq/oppd/pdpm/chap_hm/chapt08/chapt08.htm

Caltrans Project Development Procedures Manual: Chapter 31 - Non-Motorized Transportation Facilities
http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt31.pdf

Federal Highway Administration: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach:
<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

Federal Highway Administration: Improving Conditions for Bicycle and Walking, A Best Practices Report: <http://www.bicyclinginfo.org/rd/planning.htm#improve>

Illinois Department of Transportation: Bureau of Local Roads & Streets Manual, Bicycle Facilities Chapter and Checklist:
<http://www.dot.state.il.us/blr/manuals/Chapter%2042.pdf>

Iowa Department of Transportation: Iowa Trails 2000, Bicycle and Pedestrian Accommodation Guidance: <http://www.dot.state.ia.us/trails/AppendixC.html>

Marin County Transportation Sales Tax Expenditure Plan (Measure A):
http://www.tam.ca.gov/Uploads//pdfs/TSTEP_050604_FINAL.pdf

MTC 2001 Regional Bicycle Plan for the San Francisco Bay Area:
<http://www.mtc.ca.gov/planning/bicycle/>

MTC Bike/Pedestrian Toolbox:
<http://www.mtc.ca.gov/planning/bicyclespedestrians/tools.htm>

MTC Transportation 2030 Regional Plan:
http://www.mtc.ca.gov/planning/2030_plan/

MTC WebFMS: http://www.mtc.ca.gov/funding/fms_intro.htm

Pennsylvania Department of Transportation, Bicycle/Pedestrian Facilities Checklist:
<http://www.bicyclecoalition.org/presentations/padotchecklist.htm>

San Francisco Transit First Policy
http://www.bicycle.sfgov.org/site/dptbike_index.asp?id=3179

San Francisco Bicycle Plan: Supplemental Design Guidelines
http://www.bicycle.sfgov.org/site/uploadedfiles/dpt/bike/Bike_Plan/SF_Design_Guidelines_Feb04.pdf

Taking Steps: An assessment of Metropolitan Planning Organizations support for
Bicycling & Walking: http://www.bikewalk.org/assets/Reports/steps_booklet.pdf

Thunderhead Alliance, Complete the Streets Report:
<http://www.thunderheadalliance.org/doc/Thunderhead%20Complete%20Streets%20Report%2012-11-04.pdf>

Transportation Development Act and Training:
<http://www.dot.ca.gov/hq/MassTrans/tdao.htm>

Valley Transportation Authority: Bicycle & Pedestrian Technical Guidelines
<http://www.vta.org/news/vtacmp/Bikes/Bike%20Tech%20Guidelines.pdf>

http://www.vta.org/news/vtacmp/Pedestrian_Technical_Guidelines/Pedestrian_Technical_Guidelines.pdf

2. Project Manager Survey

1. Name:
2. Title:
3. Agency:
4. Project Name:
5. Project Type:
6. Please provide a brief project description:
7. Where was the project located?
City:
County:
8. What agency was the project sponsor?
9. Were there other project sponsors? If so, who?
10. What was the setting of the project?
 a. Urban b. Suburban c. Rural
11. What was the total cost?
12. If this was a roadway project, on what type of road did it occur?
 a. Interchange
 b. State Highway
 c. Local Road
 d. Not a roadway project
- 12B. If this was a local road project, how was the local road classified in FHWA standards? As a(n):
 a. Arterial - Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
 b. Collector - Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
 c. Local - Primarily provides access to land with little or no through movement.
 d. None of the Above
 e. Not a local road project
- 12C. If a road project, please provide details about its characteristics not related to bike and/or pedestrian facilities (*i.e.* - *number of lanes, street trees, sidewalk characteristics, posted speed limit, presence of signals, etc.*):
13. Under CEQA, what level of environmental review took place prior to the project's selection?
 a. An Environmental Impact Statement or an Environmental Impact Report
 b. A Notice of Exemption was filed due to categorical exemption or no possible significant effect
 c. No environmental review took place

14. What processes were used to determine whether or not bike and/or pedestrian facilities should be included in the project (circle all that apply)?

- a. Review of Federal Highway Administration (FHWA) policies
- b. Review of state policies (cite: _____)
- c. Review of regional policies (cite: _____)
- d. Review of local policies (cite: _____)
- e. Public outreach/involvement (type(s): _____)
- f. None of the above

15. If other bike and/or pedestrian plans were reviewed during the project's planning process, what type were they (circle all that apply)?

- a. the Regional Bicycle Plan
- b. County bike plan(s)
- c. City bike plan(s)
- d. County pedestrian plan(s)
- e. City pedestrian plan(s)
- f. Other public bike and/or pedestrian documents
- g. No bike and/or pedestrian plans were reviewed during the project's planning process

16. Other than bike and pedestrian plans, what other types of plans were reviewed during this project's processes?

- a. City/County Master Plan(s)
- b. Regional Master Plan
- c. Park Plan(s)
- d. Trail Plan(s)
- e. Other: _____
- f. None

17. Specifically, what types of bike and/or pedestrian facilities were included in the project?

18. Were facilities included in the design but not in the final project? If so, what were they? Why weren't they included?

19. Did nearby land uses (*i.e.* - *school, library, transit stop*) affect your bike and/or pedestrian planning decisions?

- a. Yes b. No

20. If bike and/or pedestrian facilities were included in the planning process, who helped inform this decision? Please list below those that were involved in the decision-making. Other Public Agencies and Committees (*i.e.* - *Planning Department, Bicycle/Pedestrian Advisory Committees, etc.*):

Advocate/Interest Groups:

21. How did including bike and/or pedestrian facilities affect the project's budget? If bike and/or pedestrian facilities were *not* included due to cost, how much would they have increased the project's budget? Was this budget increase more or less than 20 percent of the project's total budget?

22. Do you have any other comments about the bike and pedestrian planning involved or not involved in this project? Also, do you have opinions about your agency's policies for considering bicycle and/or pedestrian facilities in projects?

23. Please provide us with your phone number and email address so we can contact you if we have additional questions.

Phone:

Email:

3. Questionnaire Results

| Number | Project Type | Status | Type of Agency | Cost | Setting | Type of Road | Local Road FHWA Classification | Road/Station Characteristics | Environmental Review | Policies & Plans Reviewed | Public Involvement |
|--------|--------------------------|---------------------------|--------------------------|---------------|----------|---------------|--------------------------------|--|----------------------|---|--|
| 1 | Highway - HOV | In Construction | Transportation Authority | \$141,754,000 | Urban | Interchange | Not a roadway project | 4 interchanges in project, 3 are local roads with state highway | EIS/EIR | | public env'tal meeting |
| 2 | Highway - HOV | In Construction | DOT | \$11,800,000 | Urban | Interchange | Not a roadway project | no existing interchange | CatExempt or NegDec | State design guidelines | |
| 3 | Highway - Interchange | Design | Transportation Authority | \$27,250,000 | Rural | State Highway | Arterial | Intersection of two 2-lane state highways at t-intersection. | EIS/EIR | | public env'tal meeting |
| 4 | Highway - Interchange | In Construction | City | \$7,600,000 | Urban | Interchange | Not a roadway project | clover interchange, state highway | CatExempt or NegDec | | |
| 5 | Highway - Interchange | In Design | DOT | \$6,300,000 | Urban | Interchange | None of the above | | EIS/EIR | | |
| 6 | Highway - Interchange | In Design | City | \$2,000,000 | Urban | Interchange | Collector | Multi-lane roads with signals. AM peak problem | CatExempt or NegDec | | public meetings |
| 7 | Highway - Interchange | In Design | DOT | \$30,000,000 | Suburban | Interchange | Not a roadway project | Two state highways intersect | CatExempt or NegDec | | too early |
| 8 | Highway - Interchange | Complete | DOT | \$75,455,000 | Urban | Interchange | Arterial | freeway interchange | EIS/EIR | Bike Coord. Meetings | |
| 9 | Highway - Other Widening | In Design | DOT | | Urban | State Highway | None of the above | Convert expressway to freeway | EIS/EIR | DD 64 | public meetings, work with bike groups |
| 10 | Highway - Other Widening | In Design | DOT | \$9,000,000 | Rural | State Highway | None of the above | add a lane for uphill traveling trucks | CatExempt or NegDec | | public hearing |
| 11 | Highway - Other Widening | In Design | DOT | \$220,000,000 | Urban | State Highway | Not a roadway project | Currently, there are three bores with two lanes each | EIS/EIR | | public meetings |
| 12 | Local Roads - Other | Complete | DOT | \$12,000,000 | Urban | Local Road | Local | Originally a freeway and parking underneath | EIS/EIR | Bay Trail | public meetings |
| 13 | Local Roads - Other | Need Construction funding | City | \$14,000,000 | Urban | Local Road | Arterial | 4 lane overcross | CatExempt or NegDec | City policy to include bike lanes in projects | |
| 14 | Local Roads - Other | Need Construction funding | City | \$14,000,000 | Urban | Local Road | Arterial | 4 lane overcross | CatExempt or NegDec | City policy to include bike lanes in projects | |
| 15 | Local Roads - Pavement | Out to Bid | City | \$85,000 | Suburban | Local Road | Collector | 2 lanes, 2 sidewalks, 25 mph, no signals | CatExempt or NegDec | ADA compliance, General Plan | Ad Hoc Committee |
| 16 | Local Roads - Pavement | Complete | City | | Urban | Local Road | Collector | 4 lanes, 2 sidewalks, no median, 35 mph, 2 signals | CatExempt or NegDec | | |
| 17 | Local Roads - Pavement | Complete | County | | Rural | Local Road | Collector | 5 streets, 2 lanes, no sidewalks, 45 to 55 mph, 1,000 to 2,000 ADT | CatExempt or NegDec | | |
| 18 | Local Roads - Pavement | Complete | Consultant | | Urban | Local Road | Arterial | 2 to 4 lanes, partial sidewalks, 25 to 30 mph, no signals, 2 - 3 miles | CatExempt or NegDec | | |

| Number | Reviewed Regional Bike Plan | Reviewed County Bike Plan* | City bike/ped Plan Exists | Reviewed City Bike Plan | Reviewed County Pedestrian Plan** | Other Types of Plan Reviewed (ie - Park Plan, Trail Plan) | Type of bike/ped facilities included | Land Uses affected bike/ped facilities | Other public agencies consulted | Advocates involved | Comments |
|--------|-----------------------------|----------------------------|---------------------------|-------------------------|-----------------------------------|---|---|--|---------------------------------|---------------------------------------|--|
| 1 | No | No | Yes | No | Yes | Trail Plan | continued bike lanes over 2 of the intersections. Lost bike lanes over 1 because made it into off-ramp. Marked crosswalks on 2 intersect. | No | | Trail Group | Need different design standards where highways meet with local streets. Context Sensitive Design. This PM bicycles |
| 2 | No | No | Yes | Yes | No | None | Class III 5ft shoulder, added crosswalk/signals to fill gap on either side of interchange | No | | | PM is a bicyclist – “there should be more \$ allocated for bike/ped by making it a priority in Sacto.” |
| 3 | No | Yes | Yes | No | Yes | None | Bike Path in Design | No | | | Bicycle safety review performed to look at conflicts. Agency doesn't want to make facilities worse. |
| 4 | No | No | No | Yes | No | None | crosswalks and sidewalks, no bikelanes | No | | Bike Advocate Group | This project started pre-DD64, so bike lanes are not included. City has bike/ped bridge planned north of interchange and parallel route needing more funds. Major challenge for small agencies is accumulating funds including bike/ped projects. Aware of DD 64 |
| 5 | No | No | Yes | No | No | None | None | No | | | no bike lanes or sidewalks "because there are none on the other side of interchange" |
| 6 | No | No | Yes | No | Yes | None | Existing crosswalks & existing Class II bikeway (on 1 street) | No | Neighborhood Assoc. | | Early in the process for this project. |
| 7 | No | No | No | Yes | No | None | none | No | | | Site has bicycle designations in County Plan & working on adjac. facility instead that hopes to be completed by project completed |
| 8 | No | No | Yes | Yes | No | Regional Master Plan | bike lanes eb, painted shoulder & bike lanes after overcross wb; sidewalks on southside of interchn | No | | | |
| 9 | No | Yes | Yes | No | No | None | Type I to Type II facilities on service road parallel to highway. Funding not included in original project budget | No | policy advisory group | Bike Advocate Group, envt'l advocates | Bike path funds come from separate sources as road funds. Bike/ped funds higher on list than others so they don't lose attention. |
| 10 | No | No | | No | No | None | existing bike path is being rebuilt, no additional amenities | No | | | Designer stated additional funding needed for new facilities |
| 11 | No | No | Yes | No | No | None | None, separate feasibility study for bike/ped crossover | No | Neighborhood Assoc. | BFBC, EBBC | |
| 12 | No | Yes | Yes | No | No | City/County Master Plan | Class II bike lanes on both sides with central median (10 ft), landscaping, 3 gateways | No | Community Aesthetics Committee | | |
| 13 | No | No | Yes | No | Yes | None | bike lanes & possible ped facilities | No | BPAC, Business Assoc. | | |
| 14 | No | No | Yes | Yes | No | None | bike lanes & possible ped facilities | No | BPAC, Business Assoc. | | |
| 15 | No | No | Yes | No | No | City/County Master Plan | ADA ramps | Yes | Council Members | Local ADA Group, General Community | City is pretty good about including bike/ped facilities. It is included in the General Plan |
| 16 | No | No | No | No | No | None | 5 foot bike lanes on both sides of street | Yes | | | Traffic engineer decided to put bike lanes because there was room. Marked crosswalks already exist at signals |
| 17 | No | No | No | No | No | City/County Master Plan | None | No | | | Project was five rural road overlays - maintenance with low ADT. Roads are 22 ft so there are restrictions. |
| 18 | No | No | Yes | No | No | Trail Plan | None | No | | | There is a parralel trail to the road. The town tries to included bike/ped on major streets with designated routes |

*all counties have bicycle plans

**Contra Costa, San Francisco and Solano Counties have pedestrian plans

| Number | Reviewed Regional Bike Plan | Reviewed County Bike Plan* | City bike/ped Plan Exists | Reviewed City Bike Plan | Reviewed County Pedestrian Plan** | Other Types of Plan Reviewed (ie - Park Plan, Trail Plan) | Type of bike/ped facilities included | Land Uses affected bike/ped facilities | Other public agencies consulted | Advocates involved | Comments |
|--------|----------------------------------|----------------------------|---------------------------|-------------------------|-----------------------------------|---|--------------------------------------|--|--|---------------------|---|
| 19 | Local Roads - Pavement | Planning | County | | | Urban | Local Road | Arterial | 6 to 8 lanes, discontinuous sidewalk, 45 mph, median | CatExempt or NegDec | County Tax Measure, Bicycle Guidelines |
| 20 | Local Roads - Pavement | Complete | City | \$942,000 | | Urban | Local Road | Arterial | 4 lanes, 2 sidewalks, landscaped median, street trees, bike lanes, 25 mph, ped scaled lighting | EIS/EIR | ADA compliance Neighborhood Meetings |
| 21 | Local Roads - Pavement | Complete | City | \$135,000 | | Rural | Local Road | Arterial | 2 lanes, continuous walking path, 35 mph no median | CatExempt or NegDec | |
| 22 | Local Roads - Pavement | Complete | City | \$152,000 | | Suburban | Local Road | Arterial | 2 lanes, informal walking path, no median, left turn pockets, one signal | CatExempt or NegDec | State Traffic Manual |
| 23 | Local Roads - Pavement | Planning | City | \$194,000 | | Urban | Local Road | Arterial | 4 lanes, median, 31000 ADT, 30 mph, 5 signals | CatExempt or NegDec | ADA compliance |
| 24 | Local Roads - Pavement | Planning | City | \$59,000 | | Urban | Local Road | Arterial | 2 lanes, median, 45 mph, 2 signals at ends, no sidewalks or bike lanes | CatExempt or NegDec | |
| 25 | Local Roads - Pavement | Complete | City | \$271,000 | | Urban | Local Road | Arterial | 4 lanes, median, 35 mph, 1 signal, sidewalks | CatExempt or NegDec | |
| 26 | Local Roads - Pavement | Complete | City | \$449,000 | | Suburban | Local Road | Arterial | 2 lanes, no median, 40/45 mph, 2 signals | CatExempt or NegDec | ADA compliance |
| 27 | Local Roads - Pavement | Complete | City | \$598,000 | | Urban | Local Road | Arterial | 4 lanes, median, 35 mph | CatExempt or NegDec | |
| 28 | Local Roads - Pavement | Complete | City | \$753,000 | | Urban | Local Road | Arterial | 2 lanes, no median, 35 mph, street trees, no signals | CatExempt or NegDec | ADA compliance Neighborhood Meetings |
| 29 | Local Roads - Pavement | Complete | City | \$709,430 | | Suburban | Local Road | Collector | 2 lanes, parking on both sides, bike lanes, no medians, two signals | CatExempt or NegDec | ADA compliance |
| 30 | Local Roads - Pavement | Planning | City | \$203,000 | | Suburban | Local Road | Local | 2 lanes, street trees, 25 mph, no median, stop signs | CatExempt or NegDec | |
| 31 | Local Roads - Pavement | In Construction | City | \$297,000 | | Urban | Local Road | Arterial | 4 lanes, school at one end and half residential, sidewalks | EIS/EIR | public meetings |
| 32 | Local Roads - Pavement | Complete | City | \$75,000 | | Rural | Local Road | Arterial | no sidewalks, one crosswalk, 2 lane road | CatExempt or NegDec | |
| 33 | Local Roads - Pavement | Complete | City | | | Suburban | Local Road | Arterial | two 12 foot lanes to two 10 foot lanes | CatExempt or NegDec | |
| 34 | Local Roads - Pavement | In Construction | DOT | | | Urban | State Highway | Arterial | 4 lanes, sidewalks, crosswalks | CatExempt or NegDec | ADA compliance 2 public meetings |
| 35 | Mass Transit - Buildings & Other | In Construction | Transit Agency | | | Suburban | Not a Roadway Project | None of the above | Poles, Shelters | CatExempt or NegDec | ADA compliance |

| | | | | | | | | | | |
|----|-----|-----|-----|-----|----|-------------------------|--|-----|--|--|
| 19 | Yes | No | Yes | No | No | Other Plan | Undesignated bike use shoulder with specific areas at intersections. | No | BAC | Agency is proactive and positive for bike/ped planning |
| 20 | No | No | Yes | Yes | No | None | bike lanes (5 feet), ADA ramps | Yes | Plann. Comm. | |
| 21 | No | No | No | Yes | No | City/County Master Plan | bike lanes (5 feet) both sides | Yes | BAC, Town Council | This is on the main road through town. The town supports bike/ped facilities when funds are available |
| 22 | No | Yes | No | No | No | None | Repainted bike lanes in both directions, repainted crosswalks, repaint ped signal crosswalk | Yes | City Council, Trans. Subcommittee | Town includes facilities where shown on Bikeway Plan. |
| 23 | No | Yes | Yes | Yes | No | None | Marked Pedestrian Crossings, ADA ramps | No | | Town has an active BAC and meets ADA requirements |
| 24 | No | No | No | No | No | None | Overlay on only onese of street. ADA ramps improved, 8 foot shoulder, replace 2 existing crosswalks, sidewalks are on perpendicular streets not on this street | No | | City does not have bike/ped plans. Replace what exists and upgrade if mandated. This city could do more and doesn't consider these facilities during an overlay because funds aren't allocated to them. |
| 25 | No | No | Yes | No | No | None | ADA ramps if necessary, replaced existing marked crosswalks | No | | Pedway around city, bikeway map, making ADA improvements |
| 26 | No | Yes | Yes | No | No | City/County Master Plan | Class III, 8 foot shoulder, ADA ramp, repainted existing crosswalks | Yes | Transplan - regional transportation planning committee | Agency processing advocate opinions that vary depending on group. There are both rec. and commuting bikers. Figuring best review of the many groups/users. Active bike/ped Planning Commissioner & so is manager - Manager thinks this helps when planning these facilities. |
| 27 | No | No | No | No | No | None | Only repainting crosswalks if existing | No | | City has PBAC. "Doing a good job, do what they can." |
| 28 | No | No | No | No | No | None | New Crosswalk at T-intersection, narrower appearance of street | Yes | Neighborhood Assoc. | Consider bicycle and pedestrian facilities whenever possible and balancing two. Focusing more on ped facilities but it is difficult. Ped facilities slow traffic. Aging community that doesn't like change |
| 29 | No | No | No | Yes | No | City/County Master Plan | bikes lanes (5ft), apa ramps, 1 crosswalk | No | | Bikeway map in General Plan. Add bike improvements when rehabing. Missing side links included in plan. Des. standards make sidewalks condition for new developments. Bike comm. vocal, ped not |
| 30 | Yes | No | No | No | No | City/County Master Plan | Existing bike lanes on 1 street repainted, other street NO. ADA ramps where necessary | No | | Planning Director bikes everyday and aware of issues. Bike program linking city to lateral park & bike path. Annual sidewalk improve. project upgrades sidewalks near schools. New projects more than 27k must have sidewalks as condition of approval |
| 31 | No | No | Yes | Yes | No | None | Still in Design | Yes | Traffic & Safety Comm. appointed by city council | This project is to complete a gap in bike facilities. This PM implements bike plan. Need more funding. |
| 32 | No | Yes | No | No | No | None | one crosswalk | Yes | | This was town \$, other didn't go through. Not designated this bike route so none were put in. existing crossing restriped. |
| 33 | No | No | Yes | Yes | No | None | bike lanes on both sides | No | | Going to council with proposal to add bike lanes for traffic calming on arterials...inexpensive. |
| 34 | Yes | No | Yes | Yes | No | None | ADA compliance. Special request crosswalk striping in different cities | No | Bike Advocate Group | |
| 35 | No | No | NA | No | No | Other Plan | ADA ramps | Yes | Citizen Adv. Comm, VTA, MUNI, local cities | Agency focuses bike/ped facilities near one mode more than others |

*all counties have bicycle plans

4. Pennsylvania Department of Transportation Bicycle and Pedestrian Checklist

4A. Planning and Programming Checklist

PENNDOT BICYCLE/PEDESTRIAN FACILITIES CHECKLIST
July 16, 2001

Project _____
 SR _____ Segment _____ Offset _____
 Team Members _____
 _____ Date _____

| Item | Considerations | Check | Comments |
|---|---|--|----------|
| 1. Consistency with Bicycle/Pedestrian Planning Documents | Is the transportation facility included in or related to bicycle and pedestrian facilities identified in a master plan? <ul style="list-style-type: none"> • MPO/LDD bike/ped plan. • Local planning documents. • BicyclePA Routes. • Statewide Bicycle and Pedestrian Master Plan. | | |
| | Will the transportation facility provide continuity and linkages with existing or proposed bicycle/pedestrian facilities? | | |
| | Is the transportation facility included in or related to a regional/local recreational plan? <ul style="list-style-type: none"> • Rails-to-Trails. • Greenways. • Local, State, National Parks. | | |
| 2. Existing and Future Usage | Do bicycle/pedestrian groups regularly use the transportation facility? <ul style="list-style-type: none"> • Bike clubs. • Bicycle commuters. • Hiking, walking, or running clubs. • Skateboarding or rollerblading groups. • Bicycle touring groups. • General tourism/sightseeing. | | |
| | • Does the existing transportation facility provide the only convenient transportation connection/linkage between land uses in the local area or region? | | |
| | Could the transportation facility have favorable or unfavorable impacts upon the bike tourism/economy of an area/region? Consider: <ul style="list-style-type: none"> • Local businesses • Chamber of Commerce. • Tourism Promotion Agencies. | | |
| | Existing and Future Usage (cont'd) | Are there physical or perceived impediments to bicycle or pedestrian use of the transportation facility? | |
| | Is there a higher than normal incidence of bicycle/pedestrian crashes in the area? | | |

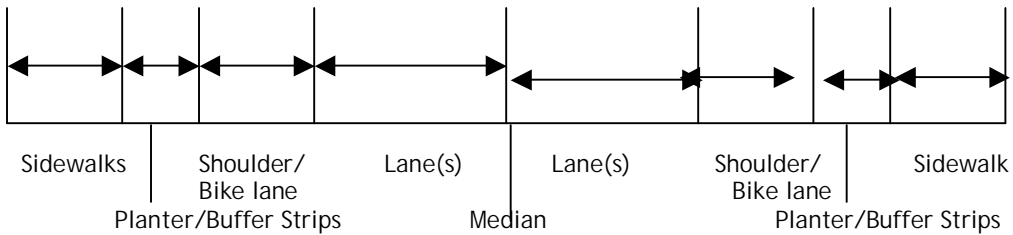
| | | | |
|---------------------------|--|--|--|
| 3. Safety | Is the transportation facility in a high-density land use area that has pedestrian/bike/motor vehicle traffic? | | |
| | Is there a high amount of crossing activity at intersections? <ul style="list-style-type: none"> • Midblock • Night crossing activity • Adequate lighting | | |
| | Would the transportation facility (and all users) benefit from widened or improved shoulders or improved markings (shoulders, crosswalks)? | | |
| 4. Community and Land Use | Is the transportation facility in a city, town, municipality or village? | | |
| | Is the transportation facility within/near a community or neighborhood? | | |
| | Is the transportation facility the "main street" in a community or town? | | |
| | Could bicycle or pedestrian usage impact economic development? | | |
| | Are sidewalks needed in the area? <ul style="list-style-type: none"> • Presence of worn paths along the facility. • Adjacent land uses generate pedestrian traffic. • Possible linkages/continuity with other pedestrian facilities. | | |
| | Is the transportation facility a link between complementary land uses? <ul style="list-style-type: none"> • Residential and commercial. • Residential and business. | | |
| | Is the transportation facility in close proximity to hospitals or elderly care facilities, or the residences or businesses of persons with disabilities? | | |
| | Is the transportation facility within or near educational institutions? | | |
| 5. Transit | Is the transportation facility in close proximity to transit stops or multi-modal centers (including airports, rail stations, intercity bus terminals, and water ports)? | | |
| | Is the transportation facility on a transit route? | | |
| | Is the transportation facility near park-and-ride lots? | | |
| 6. Traffic Calming | Are there existing or proposed bicycle racks, shelters or parking available? Are there bike racks on buses? | | |
| | Is the community considering traffic calming as a possible solution to speeding and cut-through traffic? | | |

4B. Scoping Checklist

July 16, 2001

Project _____
 SR _____ Segment _____ Offset _____
 Team Members _____
 _____ Date _____

Right-of-Way Needs Diagram



| Element | Number Required | Width Required | Total Width |
|-----------------------------|-----------------|----------------|-------------|
| Sidewalks | | | |
| Buffer Strips | | | |
| Shoulders | | | |
| Lanes | | | |
| Median | | | |
| Total Right-of-Way Required | | | |

Pedestrian Facilities

| Item | Considerations | Check | Comments |
|--------------------|---|-------|----------|
| 1. Sidewalks | Appropriate width: <ul style="list-style-type: none"> • 1.5 m - 2.1 m (5' -7') for residential, commercial, and industrial. • 2.5 m (8') minimum for high use areas/CBD. • 2.1 m (7') width for bridges. • 0.6 m (2') shy distance for vertical barriers. • 1.2 m - 2.1m barrier separating traffic from pedestrians on bridges. | | |
| | Applicability of planter or buffer strips. | | |
| Sidewalks (cont'd) | Connectivity with other pedestrian facilities. | | |
| | Proximity to transit bike/ped generators: <ul style="list-style-type: none"> • Transit stops. • Schools. • Park & rides • Nursing homes • Offices • Business environments • Athletic fields • Recreation facilities | | |

| | | | |
|-----------------------------|--|--|--|
| | Observe pedestrian patterns for special needs such as: <ul style="list-style-type: none"> • Midblock crossings. • Islands and refuges. • Night crossing activity. | | |
| | ADA needs and concerns. | | |
| 2. Signalized Intersections | Crosswalks provided and marked. | | |
| | Intersection bike/ped crash history reviewed. | | |
| | Is there a dedicated pedestrian phase, if so how long? | | |
| | Crossing distance is minimized. | | |
| | Ped heads and ped pushbuttons provided. | | |
| | ADA needs and concerns. | | |
| 3. Traffic Calming | Is the community considering traffic calming as a means to curb speeding and cut-through traffic? | | |

Bicycle Facilities

| Item | Considerations | Check | Comments |
|------------------------------|--|-------|----------|
| 1. Bikelanes/Paved Shoulders | Appropriate width of bike lane: <ul style="list-style-type: none"> • 1.5m (5') adjacent to curb. • 1.8m (6') standard | | |
| | Connectivity with other facilities. <ul style="list-style-type: none"> • Bike lanes • shared use trails • trail heads/parking areas | | |
| | Maximize width of shoulders and provide appropriate markings as per <i>AASHTO Green Book</i> . | | |
| | 3 m (10') vertical clearance from fixed obstructions (excluding road signs). | | |
| | Angle and smoothness of railroad crossings. Avoid angles of incidence of <70 degrees or redesign | | |
| | Bridge accesses provided/pinch points avoided. | | |
| | Parking parallel or angled. | | |
| 2. Signalized Intersections | Inventory existing bicycle facilities. | | |
| | Intersection bike/ped crash history reviewed. | | |
| | Crossing distance is minimized. | | |
| | Considerations for bikes making turns. | | |
| | Bike detection. | | |
| | Elevated push buttons | | |
| 3. Traffic Calming | Is the community considering traffic calming as a means to curb speeding and cut-through traffic? | | |

4C. Final Design Checklist

July 16, 2001

Project _____
 SR _____ Segment _____ Offset _____
 Team Members _____
 _____ Date _____

Pedestrian Facilities

| Item | Considerations | Check | Comments |
|---|---|-------|----------|
| 1. Sidewalks and Signalized Intersections | Crosswalks are at least 3 m (10') wide. | | |
| | Crosswalks are prominently marked using continental style markings. | | |
| | Pedestrian signals are provided. | | |
| | Pushbuttons are provided and accessible. | | |
| | Minimize crossing distance. | | |
| | Maximize pedestrian visibility at crossings. | | |
| | Coordination of turn phases with walk/don't walk signs. | | |
| 2. ADA Requirements | Proper lighting type and placement. | | |
| | Pushbuttons accessible. | | |
| | Pushbutton height 1.0 m - 1.1m (3.5'-4.0'). | | |
| | Large pushbuttons used. | | |
| | 1.5m (5') recommended passage (sidewalks). | | |
| | 5% maximum grade recommended (sidewalks). | | |
| | 2% cross-slope maximum | | |
| | Curb cuts include "truncated dome" texturing along lower 24 inches. | | |
| | 2 curb cuts per corner at intersections. | | |
| | Curb cuts flush with street surface 0.6 cm. (1/4") tolerance | | |
| | Running slope of new curb cuts 1 in 12 max. | | |
| | Longer signal cycles. | | |
| | Audible crossing signals. | | |
| | Level landings on perpendicular curb ramps. | | |
| | Proper head/shoulder clearance for visually impaired. | | |
| Coordinate utilities with ADA requirements. | | | |
| Proper lighting. | | | |
| Analyze landscaping growth potential for future obstructions. | | | |
| ADA Requirements (cont'd) | Any conflicts with minimal distance that should be included in the project. | | |
| | Coordinate and minimize signage conflicts. | | |
| 3. Traffic Calming | Consider traffic calming as a means to improve pedestrian and general traffic safety. | | |

Bicycle Facilities

| Item | Considerations | Check | Comments |
|---------------------------------|--|-------|----------|
| 1. Bikelanes/ Bikeways | Bicycle safe grates, RC-34, Sheet 3 of 9. | | |
| | Manhole covers flush with roadway surface. | | |
| | Inlets flush with roadway surface. | | |
| | Rumble strips type and placement. | | |
| | Driveway aprons. | | |
| | Conflicts eliminated with: <ul style="list-style-type: none"> • Turns at intersections. • Through movements. • Bicycle and pedestrian conflicts. • Parked cars, angled vs. parallel. • Driveway aprons. | | |
| 2. Signage | 3 m (10') vertical clearance from signs and structures. | | |
| | "Share the Road Signs". | | |
| | "Wrong Way Signs". | | |
| | Lane stenciling. | | |
| | Bike lane designation signs. | | |
| | No parking signs. | | |
| | Bike lane striped. | | |
| | Transition from bike lane to bikeway. | | |
| | Consistent width on roadways, bridges, and intersections. | | |
| | Overlap bike lane/shoulder stripe over pavement joints. | | |
| Meet or exceed AASHTO criteria. | | | |
| 3. Traffic Calming | Consider traffic calming as a means to improve pedestrian and general traffic safety. | | |

Credits

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