



AGENDA ITEM 7

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Advisory Council

DATE: 12/1/2008

FR: Sean Co

W. I.

RE: Routine Accommodations and Regional Bicycle Plan Update

Background

In 2001, MTC developed the first Regional Bicycle Plan which, was adopted as part of the 2001 Regional Transportation Plan (RTP). This plan defined the first regionally significant bicycle route network, developed a funding strategy to complete this network, and identified programs to assist local jurisdictions to become more bicycle-friendly.

2009 Regional Bicycle Plan Update Findings

The 2009 Bicycle Plan update was developed in conjunction with the MTC's Regional Bicycle Working Group (RBWG), Congestion Management Agencies (CMA), transit agencies, city staff, the Bay Area Bicycle Coalition (BABC) and members of the public.

The Plan includes: (1) An updated analysis of bicycle trip making, (2) collision data, (3) a summary of county bicycle planning, (4) examples of state of practice and other advances in bicycle planning and engineering technology, and (5) the need to provide links for bicycle access to transit along with bicycle parking.

Regional Bikeway Network and Bicycle Plan Recommendations

The focus of the plan is an updated inventory of the Regional Bikeway Network (RBN). The 2,140 miles of on-and off-street bicycle facilities connects to towns and cities in all nine counties, major activity centers, transit and the Bay Trail. For the first time MTC conducted a detailed inventory with the assistance of CMA and transit agency staff to map the beginning and end of each segment along with detailed cost updates of the projects.

While the RBN comprises a small part (10 percent) of the total highway and local streets and roads network when complete, 90 percent of Bay Area residents will be located about 1 mile from a portion of the network when completed. In addition, roughly half of the RBN projects intersect with Priority Development Areas (PDAs). The RBN provides access to regional transit including BART, Caltrain, Amtrak, San Joaquin and Altamont Commuter Express and multimodal terminals such as ferry terminals.

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The majority of the bikeway projects tend to be on-street facilities, about 1/3 of network consists of grade separated paths which benefits not only cyclists but also pedestrians who are able to share the paths for transportation and recreation.

Next Steps

The draft plan was released for comment at the November 14th Planning Committee. Comments on the bicycle plan will be accepted through January 31, 2009 and can be directed in an e-mail to: BikePlan@mtc.ca.gov or by calling 510-817-5757. The plan is posted on MTC's website: <http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikeplan>

The Final Regional Bicycle Plan will be adopted along with the final Regional Transportation Plan – Transportation 2035 in March of 2009.

State Complete Streets Routine Accommodations

In 2006, MTC adopted Resolution 3765 Routine Accommodations which requires projects funded by MTC to consider the needs of bicyclists and pedestrians in project planning and design. This consideration takes the form of a checklist to be completed by project sponsors.

The checklist was completed in spring of 2007 and since that time there was not been a call for projects where the checklist would apply. The checklist is expected to be applied during MTC's next round of funding which has been delayed due to the reauthorization of the federal transportation act Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA).

In 2008, there was greater attention to bicycling and walking with state legislation that considers non-motorized users in transportation. In October, the California Complete Streets Act of 2008 was signed into law that "requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists." This law complements Caltrans existing Deputy Directive 64 (DD 64) which considers the needs of non-motorized travelers. DD64 was recently updated to function as more of a complete streets policy. These laws and policies support MTC's Routine Accommodations Policy already in place.

Attachments:

1. MTC Resolution 3765 Routine Accommodations
2. Routine Accommodations Checklist