



METROPOLITAN
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COMMISSION

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Memorandum

TO: Partnership Board

DATE: March 24, 2006

FR: Doug Kimsey

W. I. 1125

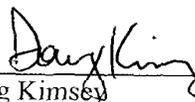
RE: Routine Accommodation: Working Group Meeting and Revised Recommendations

On March 17 representatives from four CMAs (TAM, CCTA, NCTPA, ACCMA), the Partnership's Local Streets and Roads Committee, and non-motorized advocacy groups (Walk SF, East Bay and Bay Area Bicycle Coalitions) met to discuss the routine accommodation study and recommendations.

The group spent the majority of time discussing the report's recommendations. A number of other issues were discussed at length, including:

- Some members indicated the survey results may include some faults including an overstatement of the instances facilities were not included in a project because it was not called for and a limited survey pool. MTC staff note that the surveys were taken from a pool of over 100 candidate TIP projects throughout the region and the list was worked systematically for survey results.
- There was no explicit discussion of issues that may uniquely affect rural projects, especially with regards to the cost of right-of-way and the preservation of local character. In general, these issues likely affect all projects.
- The study and recommendation do not fully address the issue of what an appropriate bicycle or pedestrian improvement is for a given location based on potential demand or other standards.

As a result, the recommendations have been revised (see attachment). The main areas of discussion are around funding flexibility (Recommendations 4 and 5) and project review by BPACs (Recommendation 7).



Doug Kimsey

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Table 1: Application of Routine Accommodation Study Recommendations, Sample Projects

Project	Possible Pedestrian Improvement	Project Impact	Routine Accommodation Recommendation
Overlay	New Crosswalk	Varies; basic crosswalks cost \$100 for a regular striped crosswalk, \$300 for a ladder crosswalk, and \$3,000 for a patterned concrete crosswalk, lighted crosswalk \$80,000	Include in project budget.
	Pedestrian Refuge and Crossing Signs	Can be created with modified travel lanes and striping only in some cases	Include in project budget. Median improvements or similar would increase cost over 15%
	New sidewalk	Likely exceeds 15% of overlay project	Project sponsor can bring in TDA, RBPP, TLC funds to close gap if sidewalk appropriate
	Curb Cuts	Included in many projects to meet ADA requirements. May represent 5-15% of project cost.	Curb cuts count towards 15% funding requirement
	Bike Lane	Relatively low cost if ROW exists, but if ROW needed, will likely exceed 15% of project cost	Not appropriate at all locations. Use other funds if ROW or other construction required over 15% of project budget
	Widen shoulder	Modified striping plan (e.g. Sharrows) and bike route signage would be minimal cost	Fund within project budget.
	Traffic Signal, Pedestrian countdown	Depends on scope of interchange project. Signal costs of \$200K-300,000K	Improvements identified within 15% of project budget should be funded by the project.
Local Freeway Interchange	Improved crosswalks & sidewalks	New local interchange may include crosswalks and sidewalks. Alternative to overcrossing below. Avoid double and triple right-turn lanes.	Improvements identified within 15% of project budget should be funded by the project.
	Overcross widening	Costs vary depending on structure width; likely exceeds 15%	If exceeds 15%, other funds should be used to ensure timely construction.
Transit Line Extension	Bicycle access and parking improvements at stations	Cost varies	Improvements identified within 15% of project budget should be funded by the project.

Routine Accommodation Revised Recommendations

3/22/05

Revised based on input at 3/17/06 CMA, LSR, Advocate Meeting

PROJECT PLANNING and DESIGN

1. Recommendation: Caltrans and MTC will make available routine accommodations reports, publications available on their respective websites.
2. Recommendation: Caltrans District 4 will maintain a database and share a list of ongoing Caltrans and local agency PIDs either quarterly or semi-annually at the District 4 Bicycle Advisory Committee to promote local non-motorized involvement.

FUNDING and REVIEW

3. Recommendation: MTC will continue to support the use of TDA funds for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than four years old.
4. 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 include bicycle and pedestrian facilities consistent with local, countywide, and regionally adopted plans or standards unless the cost of including those facilities would exceed 15 percent of the total project cost.

TDA Article 3, Regional Bike/Ped, and TLC funds are available for roadway or transit projects where the costs of including non-motorized facilities in a project would exceed 15 percent of the total project cost or for improvements that are not part of a roadway or transit project.

5. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund new non-motorized facilities that need to be built to mitigate roadway or transit construction activities.
6. Recommendation: MTC and Caltrans shall develop a model checklist to assist implementing agencies with the evaluation of non-motorized needs and opportunities associated with all types of transportation projects. The form is intended for use on projects at their earliest conception or design phase. Caltrans will consider requiring this form as part of the PID stage for state highway projects and in the local assistance package.
7. Recommendation: Caltrans, CMAs and local agencies will provide an opportunity for public review of roadway or transit projects in their

environmental and/or design stage to get input on pedestrian and/or bicycle facility needs for the project. BPACs shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and should include the disabled community's interests as well.

8. 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

9. 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.

Steve, Therese, Ann, Doug K., Doug J.
Bay Area CMA Directors

March 1, 2006

RECEIVED

Steve Heminger
Executive Director, MTC
101 Eighth Street
Oakland, CA 94607-4700

MAR 06 2006

MTC

RE: Comments on "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Recommendations

Dear Steve:

MTC staff reviewed the results and proposed recommendations from the "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Study at our meeting of February 24th. MTC is to be commended for developing an inventorying of bike and pedestrian accommodation in the Bay Area. This should prove to be useful to MTC and the Counties.

MTC's recent draft Strategic Plan recommends there be increased delegation of the bicycle/pedestrian program to the CMA's. The study states, "While the Commission should continue to establish overall policy guidance and project selection criteria consistent with the adopted Bicycle and Pedestrian Program, it would be more efficient and cost-effective to delegate 100% of project selection to the CMA's rather than have two separate processes". The Directors agree with that concept of delegation in this area and would recommend that this be the recommended policy direction.

The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations from the study limit countywide flexibility in the use of TDA funding, require expenditures on projects not identified in local bike plans, recommend percentages on the allocation of sales tax expenditures counter to local ordinances, and define a prescriptive review process for local Bike Advisory Committees and project review. Therefore, these should not be included in the policy.

The CMA's are substantially engaged through comprehensive and well coordinated outreach in the development of bicycle/pedestrian programs and projects at the local level. These efforts have been very successful. There is not a need at this time for a prescriptive policy directing those efforts.

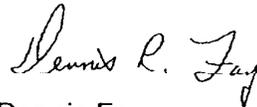
Bay Area CMA Directors

We strongly urge you to limit the policy direction to the delegation approach consistent with the Strategic Plan and look forward to additional discussion with MTC staff and Commissioners on this issue. Please call Mike Zdon at (707) 259-8634 if we can add any additional information.

Sincerely,



Mike Zdon, CMA Moderator
Napa County Transportation Planning Agency



Dennis Fay
Alameda County CMA



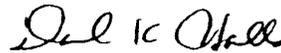
Robert K. McCleary
Contra Costa Transportation Authority



Rich Napier
San Mateo County CMA



Jose Luis Moscovich
San Francisco Transportation Authority



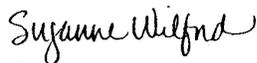
Daryl Halls
Solano Transportation Authority



Carolyn Gonot
Santa Clara Valley Transportation Authority



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Transportation Agency of Marin



Suzanne Wilford
Sonoma Transportation Authority

cc: Doug Johnson, MTC