

Notes from 6/21/07 MTC Regional Bicycle Working Group Meeting
By: Sabrina Merlo
(AGENDA re-ordered.)

1. Introductions

Jennifer Stanley	City of Oakland
Rochelle Wheeler	ACTIA
Heath Maddox	City of Berkeley
Laura Timothy	BART
Mike Gougherty	BART
Victoria Eisen	Eisen/Letunic
Sabrina Merlo	Bay Area Bicycle Coalition
Bob Eltgroth	CA. Assoc. Bicycling Organizations (CABO)
Robert Raburn	East Bay Bicycle Coalition
Lee Huo	Bay Trail/ABAG
Sean Co	MTC

3. Regional Bicycle Plan (RBP) Update / Schedule

- Victoria Eisen from Eisen/Letunic described the scope of the RBP revision (see Update document attached.) No new elements would be added; some would be deleted; some new information added in new chapters. Currently the revision is at Subtask 4; next is Subtask 5 and then Subtask 6 is to update the Network.
- One idea: to use much more analysis using 2000 BATS vs. table 3.1.
- **6c:** Robert made comment that Wilbur Smith Transit Connectivity study does not have the word bicycle in it. Robert's idea is to meld Transit Study with BART 2007 Bicycle Access Study. No list of access needs to Capital Corridor.
 - Rochelle says county bicycle plans would be a good place to go.
 - Victoria: Caltrain has a coordinator. BART has coordinator, VTA has coordinator. Much like last plan, this plan may only reflect agencies with coordinators.
 - Jennifer: criteria may be found in Safe Routes to Transit guidelines.
 - Laura: What do we use RBP for? How do we not repeat information.
 - Sabrina: We use it to identify holes, to see where plans don't exist, to calculate budgetary shortfalls.
 - Victoria: how about if we toss out inventory, and instead change focus to transit analysis section to looking at how bike access to transit stations is addressed in county wide plans. Determine:
 1. do agencies have bike coordinator
 2. is there a parking inventory and update schedule
 3. whether or not the countywide plan addresses bicycles on transit at all, and if they are thinking about bicycle accessibility.
 4. racks on busses, or a policy
 5. bikes on board
 6. access to stations and stops
 7. BRT proposals
 8. Bike Stations



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Memorandum

TO: Regional Bicycle Working Group

DATE: June 21, 2007

FR: Sean Co

W. I.

RE: Regional Bicycle Plan Goals and Policies Update

Background

MTC is in the process of updating the 2001 Regional Bicycle Plan. The 2008 update will be a minor update of the 2001 plan and is expected to be complete in spring of 2008. One key element is an update of the Regional Bicycle Plan Goals and Policies.

Discussion

The draft Goals and Policies included as Attachment 1, represent an update to the 2001 Goals and Policies in a way that is consistent with current MTC policy. Programs and policies such as the Routine Accommodation Checklist and the Regional Bicycle and Pedestrian Program are included in the list. Please note that the formatting in this revised version is a vestige from the 2001 plan, once the goals are finalized, all the formatting will be updated.

There has been some preliminary discussion of policies that go beyond existing MTC policies. Examples include a regional safe routes to school program, offering street skills classes to encourage bicycle commuting and regional bicycle counts (see Attachment 2) for a list of ideas considered to date). As we proceed through the bicycle plan update and RTP process, MTC staff will report the Committee's recommendations to the Commission allowing an opportunity for the Commission to update its policies.

For new programs such as programs to fund bicycle projects, these programs can be discussed as part of the RTP development of the financially constrained element. Please see agenda item 3 for a schedule of key dates in the RTP process. The draft bicycle plan will be updated as key RTP funding decisions are made so the final plans are consistent. This draft bicycle plan will be taken to the commission in 2008 and will coincide with key RTP policy decisions.

Staff would like the RBWG to provide feedback on the proposed Regional Bicycle Plan goals and policies. Please send any comments or changes to sco@mtc.ca.gov by July 6, 2007.

PLANNING GOALS AND POLICIES

This chapter documents the bicycle-related goals and policies of the Metropolitan Transportation Commission, which guided the development of this updated Regional Bicycle Plan.

PRINCIPAL GOAL:

Ensure that bicycling is a safe, convenient, and practical means of transportation and healthy recreation throughout the Bay Area, to reduce traffic congestion and risk of climate change and to increase opportunities for physical activity to improve public health.

Federal, state and regional directives place greater emphasis on considering the accommodation of pedestrians and bicyclists when designing roadway facilities than when this plan was originally adopted in 2001. That year, Caltrans issued Deputy Directive (DD) 64, which requires the State DOT to consider the needs of bicyclists and pedestrians in the planning, design, construction, operation and maintenance of its facilities (see Appendix B). In 2006, MTC adopted Resolution 3765, which requires agencies applying for regional transportation funds to document how the needs of bicyclists and pedestrians were considered in the planning and design of projects for which funds are requested. For the region to make further strides towards improving bicycle travel, the routine accommodation of bicycles and pedestrians must be embraced by other implementing agencies as well, such as countywide transportation authorities, jurisdictions, transit operators, and other partner agencies of MTC.

“The needs of non-motorized transportation must be considered on all highway projects.”
-Chapter 1000, *Highway Design Manual*

Objective 1.0 The Regional Bicycle Network

Define a comprehensive regional bikeway network.

Policies:

- 1.1 Develop a cohesive system of regional bikeways that provide access to and among major activity centers and public transportation.
- 1.2 Ensure that all regionally funded transportation projects consider enhancement of bicycle transportation, consistent with MTC Resolution 3765 and Caltrans Deputy Directive 64.
- 1.3 Ensure that the regional bikeway network serves bicyclists with a wide range of abilities.
- 1.4 Encourage bicycle-friendly design on all roadways, public transit, and other transportation facilities, through new technologies, “best practices” standards, guidelines, and innovative treatments.

“The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.”
-Caltrans Deputy Directive 64

Attachment 1

- 1.5 Ensure that closing gaps in the regional bikeway network—particularly those that occur over jurisdictional boundaries—are given high funding priority.
- 1.6 Ensure ongoing maintenance and monitoring efforts that support the implementation and operation of the regional bikeway system.
- 1.7 Provide bicycle access across all Bay Area toll bridges whenever possible.

Objective 2.0 Bicycle Safety

Encourage local policies that improve bicycle safety.

Policies

- 2.1 Support local government efforts to improve bicyclist safety by encouraging enforcement of the California vehicle code for motorists and cyclists alike. Examples include diversion training programs and reduced fines for errant cyclists to encourage citation-writing.
- 2.2 Encourage local jurisdictions and other agencies and organizations to utilize MTC's online Safety Toolbox.

Objective 3.0 Multimodal Integration

Work toward developing seamless mode transfers between bicycling and public transportation.

Policies

- 3.1 Encourage transit agencies to provide, maintain, and promote convenient and secure bicycle parking at transit stops, stations, and terminals, including racks, bike lockers, in-station bike storage, and staffed bicycle parking facilities.
- 3.2 Facilitate cooperation of local and regional transit agencies to ensure that bicycles are accommodated on all forms of public transit, whenever possible.
- 3.3 Focus bicycle improvements to transit station access on the half-mile surrounding each station, by improving ease, speed, convenience and safety of bicycle access, including by means of signage and bikeways.
- 3.4 Continue to fund the Safe Routes to Transit program using Regional Measure 2 revenue or other sources.



Golden Gate Transit bus equipped with bike rack

Objective 4.0 Comprehensive Support Facilities and Mechanisms

Encourage the development of facilities and institutions that contribute to a good bicycling environment.

Attachment 1

Policies

- 4.1 Encourage development of bike stations at transit stations that provide long term bicycle storage and bicycle repair and rental.
- 4.2 Encourage local jurisdictions to adopt ordinances requiring bicycle parking and storage, and shower and locker facilities for all new developments and major redevelopments.
- 4.3 Encourage local jurisdictions to offer incentives for employers that provide indoor bicycle parking for their employees and, when feasible, their customers.
- 4.4 Continue to require cities and counties to form and maintain bicycle advisory committees, and to develop and update comprehensive bicycle plans as a condition for receiving Transportation Development Act (TDA) funds.

Objective 5.0 Bicycle Education and Promotion

Develop training sessions and educational materials that emphasize bicycle safety and the positive benefits of cycling.

Policies

- 5.1 Encourage and support the creation or expansion of comprehensive safety awareness, driver education, cyclist education, and diversion training programs for cyclists and motorists.
- 5.2 Develop a comprehensive promotion and outreach effort—including but not limited to Bike-to-Work Day—that advocates for bicycling as a healthy transportation choice, both physically and environmentally.
- 5.3 Sponsor training sessions on best practices bicycle facility design and safe cycling practices.
- 5.4 Support development of street skills classes to help recreational cyclists learn to use their bicycles for transportation.

Objective 6.0 Funding Sources

Develop an equitable and effective regional funding and implementation process.

Policies

- 6.1 Continue the Regional Bicycle and Pedestrian Grant Program to support improvements to, and expansion, maintenance, and operation of bicycle facilities throughout the Bay Area.
- 6.2 Consider the benefits of bicycling in the allocation of all transportation funding and in developing performance measures, including vehicle trip and greenhouse gas reduction, public health and community livability.

Attachment 1

Objective 7.0 Planning

Continue to support ongoing regional bicycle planning.

Policies

- 7.1 Support ongoing planning efforts to implement projects in the Regional Bicycle Plan, with the assistance of MTC Resolution 3765.
- 7.2 Update the Regional Bicycle Plan every four years, in coordination with Regional Transportation Plan updates.
- 7.3 Continue to staff and support a regional bicycle working group to oversee implementation of this plan, among other efforts.
- 7.4 Create mechanisms to distribute this plan to jurisdictions and other agencies throughout the Bay Area and to encourage incorporation of applicable policies into locally adopted documents.
- 7.5 Establish a program that provides consultants to perform bicycle counts to public agencies throughout the Bay Area, including transit systems. Ensure that funding does not come from bicycle funding sources.
- 7.6 Allocate resources to increase interaction between Metropolitan Transportation Commission staff working on bicycle issues and their counterparts at Caltrans.
- 7.7 Encourage jurisdictions to consider adopting thresholds of significance that establish Level of Service (LOS) guidelines for all modes, including bicycles.
- 7.8 Support inclusion of transportation and land use standards in Health Impact Assessments, in recognition of the well-documented deleterious effects that automobile-oriented community design has on public health.
- 7.9 Encourage consideration of facilities and amenities to encourage bicycle transportation in the process of planning in Priority Development Areas (PDAs).

Objective 8.0 Data Collection

Routinely collect region-wide bicycle, pedestrian travel and collision data, including for non-motorized trips combined with transit.

Policies

- 8.1 Conduct regional travel surveys every five years to understand the role that bicycling plays in the Bay Area's transportation system and to track the effect of external trends.
- 8.2 Continue to collect SWITRS collision data and include in the annual State of the System Report.
- 8.3 Continue to make travel data available to the public through the MTC website.

- 9. Electronic lockers
- 10. Bike parking eliminated by replacement of parking meters.
- There are 26 transit operators but we could use:
 1. BART / Capitol Corridor
 2. Caltrain/Samtrans
 3. VTA
 4. MUNI
 5. AC Transit
 6. Golden Gate Transit
 7. Amtrak busses
- Rochelle says add Safety Index w/ current STPP and ITE work to new Safety section in 6c.
- **6d:** Victoria will be working with Bay Trail to update Network, and the cost numbers will be updated.
- **6e.** Victoria found a lot of inconsistency of what fits in countywide plan and turns them into regional – brings up we need to discuss countywide plan. What defines network?
 - Rochelle: Alameda county has already gone through process. Regional network identified by county.
 - Heath: Skyline rides through 4 or 5 counties – should be covered by a regional focus.
 - Victoria: it's in the countywide plan and thus in regional network.
 - Laura: add maintenance and operations issues in Funding Approach section.
- **6h:** Resources in Plan:
 - MTC Librarian Julie working on User maps & maps from private companies.
 - Suggestion to make planning resources available more thorough webpage.
 - Suggestion to add list of 4 major planning documents:
 - lane width issues
 - Jennifer and Heath: add ASHTO language on Standards, because ASHTO is not available online.
- **6J:** Update Toolbox:
 - Replace project evaluation with MTC evaluation stuff & sample applications.
 - Rochelle: put toolbox online or make a separate document
 - Robert: put sample applications in there.
 - Make recommendation that all of toolbox be in model ordinance.
 - Robert: start with 1973 CA Streets and Highways Code.
 - Jennifer: wants recommendations of striping materials.

- Recommendation that “bikes & peds” section get on front page of MTC website.
 - Plan refers to idea of regional signage.
 - Catalog regional bike routes that are named and signed.
 - Maybe a goal is to determine what are regional bike route signs.
- Sean announced that there will be three more meetings through December 13th with RBP revisions.

2. Regional Bicycle Plan (RBP) Goals and Objectives

- The group went through the existing Planning Goals and Objectives and offered the following suggestions using the current Plan’s numbering:
 - Robert: adding “regional recreation facilities” under 1.4
 - Add more references to “recreational” through whole document. another 1.3 “and travel purposes”
 - A principal goal: “reduce greenhouse gas emissions” or “prevent climate change”.
 - Jennifer: new objective is “routine accommodation” to put in 1.2 and 1.4.
 - Sean likes it as new objective; Robert likes it as objective 1.
 - Rochelle says 3.4 to re-phrase it so that it funds SRTT after Regional Measure 2 expires.
 - Victoria has way to split funding aspect into 3.4 into 6.3 and will work on language.
 - Laura has a problem with 4.1: maybe add “where warranted by high demand”.
 - Add “identify new sources of funding” to 6.0.
 - 1.7 “whenever possible” has to be in there because of Peter Lee from BATA.
 - Objective 2.0 and 5.0 should be together.
 - put 5.3 into new 2.0 Routine Accommodation category.
 - Add that transit agencies provide detailed and accurate info re: bicycle access, parking, maps.
 - Add 511. org to 5.0.
 - Add signage under 1.8 “encourage coordination of cross-jurisdictional bicycle wayfinding”
 - Add another about coordination about bikeways across jurisdictional boundaries.
 - 7.9 not “consideration” instead of “development”.
 - 7.5 should go under data collection
 - 7.7 eliminate “include bicycles”
 - Change 7.2 so that the next RBP is ready just before the next RTP process begins.

4. Regional Transportation Plan (RTP) 2009 UPDATE

- Sean provided a memo outlining the RTP Schedule and stated that he hoped that revised RBNetwork cost estimates would be available by the end of the year.

Next Meeting: Thursday, August 16, 2007