



**Active Transportation Advisory Committee  
(ATAC)**

**AGENDA**

**MEETING**

**September 22, 2014**

**5:00 p.m.**

**625 Burnell Street  
Napa CA 94559**

**General Information**

*All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) which are provided to a majority or all of the members of the ATAC by ATAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the ATAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.*

*Members of the public may speak to the ATAC on any item at the time the ATAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the ATAC Secretary. Also, members of the public are invited to address the ATAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.*

*This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.*

*This Agenda may also be viewed online by visiting the NCTPA website at [www.nctpa.net](http://www.nctpa.net), click on Minutes and Agendas – ATAC or go to [/www.nctpa.net/active-transportation-advisory-committee-atac](http://www.nctpa.net/active-transportation-advisory-committee-atac)*

## ITEMS

1. Call to Order
2. Introductions
3. Approval of Meeting Minutes
4. Public Comments
5. ATAC Member and Staff Comments

## REGULAR AGENDA ITEMS

## RECOMMENDATION

6.	ATAC Member Nomination (Diana Meehan) <i>(Pages 8-12)</i>  Committee will review City of Napa nomination and make recommendation for consideration by the NCTPA Board at their October 2014 meeting.	INFORMATION/ ACTION
7.	SR 29 Corridor Improvement Plan Study – Update (Kate Miller) <i>(Pages 13-16)</i>  ATAC will receive an update on the SR 29 Corridor Improvement Plan Study.	INFORMATION
8.	Bicycle and Pedestrian Counts and Surveys (Diana Meehan) <i>(Pages 17-34)</i>  ATAC will discuss the potential need for updated surveys and or bicycle counts.	DISCUSSION
9.	Complete Streets Checklist Procedures (Diana Meehan) <i>(Pages 35-52)</i>  ATAC will receive an introduction to the Complete Streets Concept Development Checklist with its procedures and protocol.	DISCUSSION
10.	Topics for Next Meeting  o Discussion of topics for next meeting by ATAC members.	DISCUSSION
11.	Approval of Meeting Date of October 27, 2014 and Adjournment	APPROVE

**Napa County Transportation and Planning Agency (NCTPA)**

**Active Transportation Advisory Committee**

**MINUTES**

**Monday, April 28, 2014**

**ITEMS**

**1. Call to Order**

Meeting was called to order at 5:18pm

**2. Roll Call**

Members Present:

Mike Costanzo  
Anne Darrow  
Joel King  
Paul Wagner  
Richard Warren Jr.  
Gabriela Gonzalez McNamara  
Barry Christian

Members Absent:

Joe Tagliaboschi  
Brett Risley  
Dieter Deiss

**3. Approval of Meeting Minutes**

**MSC KING / COSTANZO** for **APPROVAL** and unanimously carried as amended to indicate that the Napa Bike Fest began at 10:00 am.

**4. Public Comments**

None

## 5. ATAC Members and Staff Comments

Committee member Mike Costanzo reported on the Napa Bike Fest, held the day before – it was the “best one yet – more folks stayed for a longer time, even though it was a bit cold and damp to start off”: A Bike to Work Proclamation was Proclaimed by Supervisor (and NCTPA Chairman) Keith Caldwell; Paul Shapiro was name “Bike Commuter of the Year”; Supervisor Brad Wagenknecht won a bicycle City Council members Juliana Inman and Scott Sedgley were present; the “Kidical Mass” ride had nearly 100 kids participating plus over 50 parents; The Police “Bike Rodeo” was active all day and busy; Four different rides were all well attended; the raffle was a success such that the entire event ended in the black!

## 6. Countywide Pedestrian Master Plan Scope of Work

Staff gave an overview on the proposed Scope of Work to develop a countywide pedestrian plan. The Committee asked that the following revisions be considered:

1. Would like to see this approached as a revision/amendment of the Countywide Bicycle Plan(s).
  - a. This will align the revised plan in with the movement to consider “active transportation” comprehensively.
  - b. This will give us a framework through which to evaluate comparative value of bicycle and pedestrian projects.
  - c. This will keep the model of “each jurisdiction with its own version of the plan”.
2. Do not see the value in the “Three Planning Zones” concept (Task 5.a.), except perhaps as a way to look at the full extent of issue in the unincorporated County.
3. More clarity is needed in the expectation of how many meetings there would be and with whom (Task 4 and elsewhere).
  - a. There would certainly need to be meetings with each of the jurisdictions – pedestrian issues will be even more locally defined than bicycle issues.
4. Needs to be a consideration of how much activity warrants consideration (discussion of the differences between communities in Rutherford, Angwin and Lake Berryessa).
5. Question was raised whether tourist-specific issues should be addressed (e.g. how people disembarking from the Wine Train station at Grgich Hills attempt to walk to the Rutherford Grill).

6. Attention needs to be paid to crossings of major thoroughfares.
7. Cities may have concerns about how needed improvements are characterized vis a vis ADA – many existing facilities are ADA compliant by virtue of being grandfathered in, having been built to then-present codes. We must be careful NOT to undermine the legality of these existing facilities.
8. Should be public meetings in all six (6) jurisdictions.

**7. Countywide Transportation Plan Update**

Staff provided and update on progress in the development of the Plan

**8. Approval of Next Special Meeting Date of June 2, 2014**

DRAFT

**Napa County Transportation and Planning Agency (NCTPA)**

**Active Transportation Advisory Committee**

**MINUTES**

**Monday, July 28, 2014**

**ITEMS**

**1. Call to Order**

Meeting was called to order at 5:15pm

**2. Roll Call**

Members Present: (No Quorum)

Mike Costanzo  
Briana Downey (for Anne Darrow)  
Barry Christian

Members Absent:  
Joel King  
Paul Wagner  
Gabriela Gonzalez McNamara  
Joe Tagliaboschi  
Brett Risley  
Dieter Deiss

**3. Approval of Meeting Minutes**

Quorum not present for approval

**4. Public Comments**

None

**5. ATAC Members and Staff Comments**

Quorum not present for approval

**6. Road and Pavement Safety Feature Presentation**

John Lester, Senior Government Safety Specialist and his associate Carlos Ibarra from 3M Company gave a presentation on audible all-weather

thermoplastic domes. The County of Napa is considering these reflective domes for Silverado Trail from Trancas St. to Yountville. Some concerns and comments brought up by the committee were:

- Bike lane drift-cyclist safety when hitting the domes at higher speed or on an angle
- Not as audible as rumble strips
- Issues with visibility of domes in the white line (difficult for cyclists to see, may pose issues for inexperienced cyclists). Suggestion received to locate domes just outside the line.
- Ideal for placement in tighter lane widths where rumble strips are not feasible.
- Better than just a white line for safety

## **7. Bicycle and Pedestrian Safety Presentation**

Officer Anna Paulson, Public Information Officer with the Golden Gate Division of the California Highway Patrol presented an overview of safety issues concerning cyclists and pedestrians from a law enforcement perspective. Officer Paulson has agreed to attend ATAC meetings quarterly, or more if needed to discuss issues.

Topics discussed were:

- The new 3-foot passing law
- Office of Traffic Safety-Grant Opportunities
- Creating communication between motorists and cyclists (potential for having a dialog forum to discuss issues-possibly in January 2015)
- Traffic complaint line
- Accidents and fatalities-prevention
- Air time on radio show discussing bike/ped safety

## **8. Topics for next meeting:**

- Bike Counts
- SR 29 Update

## **9. Approval of Special Meeting Date of September 22, 2014**

Quorum not present for approval



September 22, 2014  
ATAC Agenda Item 6  
Continued From: NEW  
**Action Requested: INFORMATION/  
ACTION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

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**TO:** Active Transportation Committee (ATAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: dmeehan@nctpa.net  
**SUBJECT:** Active Transportation Advisory Committee (ATAC) Member  
Nomination

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### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) recommend the appointment of Eric Hagyard to ATAC to fill the vacancy as fifth representative from the City of Napa, and refer to the NCTPA Board for its consideration.

### **EXECUTICVE SUMMARY**

Eric Hagyard is currently working as an assistant winemaker and is also co-owner of Napa Bookmine in downtown Napa. Mr. Hagyard is interested in promoting Active Transportation within the downtown area. His interest in serving on the ATAC revolves around his love of cycling and working with the committee on projects that close existing gaps in biking and walking infrastructure.

The Napa City Council recommended the appointment of Mr. Hagyard to serve as representative on the NCTPA Active Transportation Advisory Committee at their August 5, 2014 Council meeting.

### **FINANCIAL IMPACT**

Is there a Fiscal Impact? None

### **BACKGROUND AND DISCUSSION**

The Active Transportation Advisory Committee is made up of eleven members with representation that mirrors the voting structure of NCTPA Board. Committee structure

consists of: five members from the City of Napa, two from Napa County and one member from each remaining jurisdiction. Mr. Hagyard's appointment to the ATAC would fill a vacancy on the committee.

The Napa City Council appointed Mr. Hagyard at their meeting on August 5, 2014.

**SUPPORTING DOCUMENTS**

Attachments: (1) City of Napa Cover Letter and Application



AUG 14 2014

**CITY CLERK**

City Hall  
955 School Street  
Mailing Address:  
P.O. Box 660  
Napa, California 94559-0660  
PHONE (707) 257-9503  
EMAIL [clerk@cityofnapa.org](mailto:clerk@cityofnapa.org)  
California Relay Service (CRS) Dial 7-1-1

August 11, 2014

Diana Meehan  
Associate Program Planner - Administrator  
NCTPA Active Transportation Advisory Committee  
625 Burnell Street  
Napa, CA 94559-3420

Dear Diana Meehan:

At their meeting on August 5<sup>th</sup>, Council recommended the appointment of Eric Hagyard as the City of Napa Representative to the Active Transportation Advisory Commission (ATAC) term beginning the date appointed by the NCTPA and ending January 1, 2017.

Thank you,

Lisa Blackmon  
Deputy City clerk

*DR*  
Dorothy Roberts  
City Clerk

cc: Eliot Hurwitz, Manager of Planning/Special Programs

Enclosure: Copy of Eric Hagyard's Application

COPY



CITY OF NAPA  
Appointments to Outside Agency  
Commissions, Committees & Boards  
APPLICATION B

CITY OF NAPA  
CITY CLERK  
2014 JUN -2 AM 8:04

This application for appointment is kept on file for 2 years  
and is a public document open for inspection and reproduction.

The function of Commissions, Committees and Boards is to make decisions and/or policy recommendations to the City Council, and to speak on behalf of Napa residents in relation to outside agency Commissions, Committees and Boards. Applications will be kept on file annually for submission to the City Council when vacancies occur.

I wish to be considered for appointment to the following Commission, Committee or Board:

**(PLEASE CHECK ONLY ONE)**

- Napa City/County Library Commission
- Napa County Arts & Culture Commission
- Napa County Mosquito Abatement District Board
- Napa Public Access Cable TV Board
- Napa Sanitation District Board
- Other: NCTPA - ATAC

(Please Print)

DATE: 05/30/04

NAME: Eric Hagyard

ADDRESS: \_\_\_\_\_

ZIP: 94559

HOME PHONE: \_\_\_\_\_

WORK PHONE: \_\_\_\_\_

FAX PHONE: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

LENGTH OF RESIDENCE IN NAPA: 4.5 years

REGISTERED TO VOTE IN THE CITY OF NAPA? yes

OCCUPATION/EMPLOYER: Asst Winemaker at Pott Wine

Co-Owner of Napa Bookmine

**COMMUNITY SERVICE EXPERIENCE:**

Organization	Dates Served	Position
Boy Scouts of America	1996-2001	scout
Habitat for Humanity, New Haven	2003	FT summer internship

**EDUCATION:**

School	Major	Graduation Date / Degree
Williams College, Williamstown, MA	Mathematics	6/2006 / BA
Hopkins School, New Haven, CT		6/2001 / Highschool

Y9103

**OTHER SPECIFIC OR RELEVANT EXPERIENCE OR EXPERTISE:** I have read and thought a lot about city planning and transport. I am particularly interested in development of cities in ways that promote biking and walking. I love riding my bike and am incredibly happy to be part of the resurgent downtown Napa with Napa Bookmine.

**WHAT IS YOUR UNDERSTANDING OF THE ROLE AND RESPONSIBILITY OF THE COMMISSION/COMMITTEE/BOARD FOR WHICH YOU ARE APPLYING?** To work with the NCTPA board on projects and plans large and small that promote active transport throughout Napa county and maximize our resources.

**WHAT ISSUES DO YOU BELIEVE ARE MOST IMPORTANT TO ADDRESS IN THE COMMISSION/COMMITTEE/BOARD?**  
As development is picking up in Napa, I think it is most important that we effectively work with the proposals to incorporate into the bigger picture master plan of bike and walking facilities. Outreach and education seem like great opportunities to build community support.

**WHAT PROGRAMS OR PROJECTS WOULD YOU LIKE TO SEE IMPROVED OR IMPLEMENTED AS RELATED TO THE COMMISSION/COMMITTEE/BOARD?**  
The Vine Trail will be amazing and is a high priority for me. Working on lower hanging fruit projects that connect small gaps in existing bike/walking infrastructure is also high on my list (especially certain larger intersecons)

**WHAT ACTIVITIES OF THIS COMMISSION/COMMITTEE/BOARD DO YOU EXPECT WILL BE MOST INTERESTING TO YOU?**  
For me it will be eye-opening to see how the funding process works between local, state, and federal organizations. Also learning from the experience and perspective of the board and other committee members.

**ARE YOU INVOLVED IN ANY ORGANIZATIONS OR ACTIVITIES THAT MAY RESULT IN A CONFLICT OF INTEREST IF YOU ARE APPOINTED TO THIS COMMISSION/COMMITTEE/BOARD?**  
No

**PLEASE LIST TWO LOCAL REFERENCES AND THEIR PHONE NUMBERS:**

Aaron Pott, St Helena

Robert Smith, Napa

**How did you learn of this vacancy?**

Newspaper

Flyer

Internet

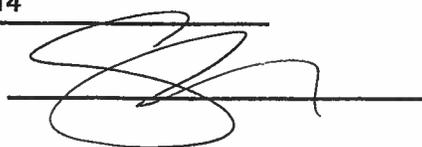
Other

*(Appointees will be required to take an Oath of Office and are subject to filing a Statement of Economic Interests.)*

**Return to:** City Clerk Department  
PO Box 660  
955 School Street  
Napa CA 94559

**DATE:** 05/30/14

**SIGNATURE:**





September 22, 2014  
ATAC Agenda Item 7  
Continued From: NEW  
**Action Requested: INFORMATION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee (ATAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nctpa.net](mailto:kmiller@nctpa.net)  
**SUBJECT:** SR 29 Corridor Improvement Plan Study - Update

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### **RECOMMENDATION**

The Active Transportation Advisory Committee (ATAC) will receive an update on the SR 29 Corridor Improvement Plan Study.

### **EXECUTIVE SUMMARY**

Following the acceptance of the SR29 Corridor Improvement Plan Study by the Corridor Steering Committee (CSC) and the NCTPA Board of Directors in February 2014, additional detailed work was done to further refine the recommendations for the segment of the roadway passing through the City of American Canyon. This included a set of "microsimulation" studies of each intersection and of the roadway as a whole through American Canyon. Based on these additional studies, the project Staff Technical Advisory Committee has recommended the "modified boulevard" option through American Canyon. There were no other contended intersections or segments along the corridor. The Staff Technical Advisory Committee also established project/segment priorities which will serve as a means to prioritize funding as it becomes available to make SR 29 improvements.

### **FISCAL IMPACT**

Is there a Fiscal Impact? None.

## **BACKGROUND AND DISCUSSION**

### **Introduction**

The “State Route 29 Corridor Improvement Plan” is a planning project to develop a community-driven vision and improvement strategy for the southern portion of California State Route 29 which constitutes an important “gateway” to the Napa Valley as an experience and also as a corridor through which considerable regional traffic must pass. The project area extends seventeen miles from the Vallejo ferry terminal at the southern end to Napa’s Trancas Park and Ride lot bus node at the northern end. Jurisdictions through which the corridor passes include: the City of Napa, unincorporated Napa County, the City of American Canyon, and the City of Vallejo. Solano County and Caltrans also have an interest in the project as an important part of county- and regional transportation networks. Caltrans owns and controls the SR 29 right of way and has made this project possible with a grant to implement its community-based planning program.

The project brought together diverse interests and addresses the needs and desires of residents, commuters, business owners, visitors and stakeholders, to improve mobility, safety, and community character along the Corridor. The project also considers the role played by all transportation modes including auto, truck, bus, rail, bicycle and pedestrian.

### **Project Phases**

The project included two major phases: Vision and Implementation. An additional phase added detailed study of the segment of the corridor through the City of American Canyon.

### **Vision**

The Vision for the corridor describes a long-term vision for each unique segment of the highway based on community preferences and regional transportation needs. In written and graphic form, the Vision is comprised of general goals and strategic objectives. The Vision addresses transportation performance and describes the community character aspired to in specific locations.

### **Implementation**

The Implementation Program recommends specific physical modifications and transportation programs for the corridor. Physical improvements include different ways of configuring through traffic, local traffic, transit, bicycle paths, and pedestrian environments. Transportation programs include new technologies, transportation demand management programs, or other policy-related actions to be undertaken by NCTPA and/or participating jurisdictions. Improvements have the potential to stimulate desirable forms of development and redevelopment on adjacent parcels. Place-based design guidelines are described, and strategies for prioritizing and financing improvements are addressed.

The results of both phases are included in the final Gateway Corridor Improvement Plan. Technical analysis of existing conditions and modeling of future scenarios help inform development of both the Vision and the recommended improvements.

### **Community Input and Decision Making**

The SR 29 corridor community played a critical role in formulating the initial goals and objectives, ideas, vision, and ultimate recommendations for the corridor. Community members, elected officials, staff, Caltrans representatives, and other stakeholders participated throughout the process in a series of committee meetings and general public events. The formal committees that helped directly steer the process are described below.

#### *Committees*

The “Citizens Advisory Committee” (CAC) was formed to be a working group to review ideas, materials and recommendations, and to provide guidance for revisions and further development. The purpose of the CAC was to help ensure that all stakeholder perspectives would be considered, and to identify and address potential disagreements early on.

A “Staff Working Group” (SWG) also reviewed ideas, materials and recommendations in a process that roughly paralleled review by the CAC. The SWG was comprised of staff representatives from each of the participating jurisdictions, and reviewed draft recommendations critically to ensure consistency with policies, standards, and local community direction.

Input from the CAC and SWG was incorporated into recommendations that then went before to the “Corridor Steering Committee” (CSC) for formal action. The CSC consisted of mayors and other top-level decision-makers from jurisdictions with an interest in the project. CSC members are expected to work with their respective City Councils and Boards to adopt policies and programs to implement this project’s recommendations upon Plan adoption.

#### *Community Workshops*

Two community “visioning workshops” were held in November 2012 to solicit input on the SR 29 Gateway Corridor Improvement Plan. The workshops were designed to engage a diverse set of community members representing a range of interests. The workshops provided opportunities for discussion and direct input relating to the development of a “Vision Plan” for the corridor. More detail on the input gained at this series of workshops is found in Chapter 3: Vision.

A second round of community workshops was held in February 2014 to review and comment on the Public Review Draft Implementation Plan. These workshops were conducted in an “open house” format and allowed community members the opportunity to learn about recommendations for various segments of the corridor, review proposed modifications, ask questions, and provide their feedback.

## Plan Organization

The SR 29 Gateway Corridor Improvement Plan is organized into five chapters, including an Introduction, Existing Conditions, a Vision Chapter, a Proposed Program, and an Implementation Section, including preliminary cost estimation of the various proposed improvements, potential funding sources, and governance recommendations for implementing the plan across multiple jurisdictions. Following acceptance of the report in February of 2014 by the Corridor Steering Committee and NCTPA, additional work was done to further refine the recommendations for American Canyon. This included a set of “microsimulation” studies of each intersection and of the roadway as a whole through American Canyon. Based on these additional studies, the recommended alternative through American Canyon is the “modified boulevard” option.

Summarized in Table 1 Below is a proposed improvement for each segment and intersection along the highway. The column titled “project priority” is the order that the Staff Technical Advisory Committee is recommending funding for improvements to be prioritized.

Segment	Recommended Improvement	Estimated Cost (Excluding ROW)	Project Priority (Staff Technical Advisory Committee Recommendation)
American Canyon Rd to Napa Junction Rd	Modified 6-Lane Boulevard	\$25.6M	2
Napa Junction Rd to Jameson Canyon Rd	Landscaped 6-lane Parkway, trail improvements	\$52M	2
Soscol Ferry Rd/ Soscol Rd Intersection	“Flyover”	\$48M	1
Jameson Canyon Rd to Carneros Intersection	4-Lane Rural Highway	\$7.8M	3
Carneros Intersection	Channelization	\$475K	4
Carneros Intersection to Trancas Rd	Landscaping	TBD	5
Airport Blvd/Jameson Intersection	“Tight Diamond” intersection	\$73M	6

The costs do not include soft costs, transit improvements or right of way acquisition. Transit improvements along the corridor will be in close coordination with NCTPA, Solano Transportation Authority, Soltrans, Cities of American Canyon, Vallejo, and the County of Napa. These organizations are seeking additional planning grant funds to further study coordinated transit operations and rapid improvements in the corridor.

## **SUPPORTING DOCUMENTS**

None



September 22, 2014  
ATAC Agenda Item 8  
Continued From: NEW  
**Action Requested: DISCUSSION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee (ATAC)  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: [dmeehan@nctpa.net](mailto:dmeehan@nctpa.net)  
**SUBJECT:** Bicycle and Pedestrian Counts and Surveys

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### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) consider an approach for collecting bicycle and pedestrian data.

### **EXECUTIVE SUMMARY**

To help prioritize and plan for bicycle and pedestrian infrastructure improvements throughout the county, it is essential to collect information on the current use of existing facilities and users of those facilities. The purpose of this memo is to evaluate near term options for collecting data.

### **FISCAL IMPACT**

Is there a Fiscal Impact? None.

### **BACKGROUND AND DISCUSSION**

Bicycle and pedestrian counts and surveys are necessary to evaluate existing facilities, who uses these facilities, and why. Data collected over time can also be used to compare to earlier data collected to make projections on potential future use.

MTC (see Attachment 1) conducted regional counts and surveys in 2002 with updates to counts through 2012. There were nine (9) count locations throughout Napa County. The count locations were selected using the following 5 criteria:

1. High bicycle collision rates.

2. On the local or regional bicycle network (existing or proposed).
3. Proximity to major transit facilities.
4. Proximity to schools and colleges/universities.
5. Proximities to local or regional attractions/destinations.

Surveys were also administered at two (2) of the following County locations: Calistoga: Lincoln (SR29) at Washington and Napa: Lincoln at Jefferson (see Attachment 2).

In order to provide the most current information to assist with prioritizing bicycle and pedestrian programs and projects, staff is initiating a discussion with the committee to determine which approach best serves near term requirements.

Options for discussion:

- Counts would be significantly less expensive to conduct but absent data about who, why, and how the facilities are being used, the counts are less meaningful. Grant programs are requiring greater and greater information about user demographics and purpose.
- The primary issue with combining a survey/count effort is how the effort will be funded. The surveying element could be a voluntary effort and coordinated by NCTPA and Napa Bike. A consultant could be hired to compile the information and prepare analyses. This would significantly reduce the cost.
- Doing counts now and waiting until more revenues are available to complete a survey and further counts would be more costly.
- NCTPA is conducting a countywide pedestrian plan and certain data will be collected on pedestrian activity that could augment this survey/data collection effort.
- Consideration of creating a comprehensive survey/data collection tool that dovetails appropriately with the pedestrian plan data collection effort so that similar surveys can be conducted in the future. Such a tool would provide meaningful information for how uses and users of the system change over time. This will be particularly critical as we continue to build out the active transportation network to support the argument that expansion of the system entices new users.

## **SUPPORTING DOCUMENTS**

Attachments: (1 ) Bicycle/Pedestrian Counts Annual Summary 2012  
(2) Bicycle/Pedestrian Data Project Surveys 2002

**MTC Bicycle and Pedestrian Count Summary by Intersection, September 2012**

MTC ID #	Sheet	County	N/S:	E/W:	CITY
AL14	1	Alameda	WEBSTER STREET	ATLANTIC AVENUE	ALAMEDA
AL23	2	Alameda	BROADWAY	CALHOUN STREET	ALAMEDA
AL24	3	Alameda	5TH STREET	CENTRAL AVENUE	ALAMEDA
AL01	4	Alameda	PARK AVENUE	OTIS DRIVE	ALAMEDA
AL15	5	Alameda	MASONIC AVENUE	SOLANO AVENUE	ALBANY
AL25	6	Alameda	JACKSON STREET	BUCHANAN STREET	ALAMEDA
AL16	7	Alameda	HILLEGASS AVENUE	ASHBY AVENUE	BERKELEY
AL02	8	Alameda	MILVIA STREET	HEARST AVENUE	BERKELEY
AL26	9	Alameda	TELEGRAPH AVENUE	ASHBY AVENUE	BERKELEY
AL27	10	Alameda	COLLEGE AVENUE	DERBY STREET	BERKELEY
AL03	11	Alameda	SAN PABLO AVENUE	VIRGINIA STREET	BERKELEY
AL28	12	Alameda	HESPERIAN BOULEVARD	LEWELLING BOULEVARD	SAN LEANDRO
AL29	13	Alameda	MISSION BOUVELVARD (CA 185)	GROVE WAY	CHERRYLAND
AL30	14	Alameda	REDWOOD ROAD	CASTRO VALLEY BOULEVARD	CASTRO VALLEY
AL04	15	Alameda	SCARLETT DRIVE	DUBLIN BOULEVARD	DUBLIN
AL31	16	Alameda	HACIENDA BOULEVARD	DUBLIN BOULEVARD	DUBLIN
AL05	17	Alameda	CHRISTIE AVENUE	POWELL STREET	EMERYVILLE
AL32	18	Alameda	SAN PABLO AVENUE	40TH STREET	EMERYVILLE
AL17	19	Alameda	WARM SPRINGS BOULEVARD	S. GRIMMER BOULEVARD	FREMONT
AL06	20	Alameda	FREMONT BOULEVARD	MOWRY AVENUE	FREMONT
AL33	21	Alameda	FREMONT BOULEVARD/WASHINGTON BOULEVARD	UNION STREET/FREMONT BOULEVARD	FREMONT
AL34	22	Alameda	FREMONT BOULEVARD	PERALTA BOULEVARD	FREMONT
AL35	23	Alameda	NICHOLS AVENUE	MISSION BOULEVARD	FREMONT
AL63	24	Alameda	CHERRY LANE	MOWRY AVENUE	FREMONT
AL36	25	Alameda	PASEO PADRE PARKWAY	MOWRY AVENUE	FREMONT
AL37	26	Alameda	PASEO PADRE PARKWAY	DECOTO ROAD	FREMONT
AL07	27	Alameda	AMADOR STREET	WEST WINTON AVENUE	HAYWARD
AL38	28	Alameda	GRAND STREET	C STREET	HAYWARD
AL39	29	Alameda	FOOTHILL BOULEVARD	D STREET	HAYWARD
AL40	30	Alameda	WHITMAN STREET	TENNYSON ROAD	HAYWARD
AL41	31	Alameda	SANTA CLARA STREET	OCIE WAY	HAYWARD
AL08	32	Alameda	VASCO ROAD	EAST STREET	LIVERMORE
AL42	33	Alameda	RAILROAD AVENUE	FIRST STREET	LIVERMORE
AL18	34	Alameda	AIRPORT ACCESS ROAD	DOOLITTLE ROAD	OAKLAND
AL19	35	Alameda	MANDELA PARKWAY	14TH STREET	OAKLAND
AL20	36	Alameda	TELEGRAPH AVENUE	27TH STREET	OAKLAND
AL10	37	Alameda	SAN LEANDRO STREET	66TH AVENUE	OAKLAND
AL45	38	Alameda	BANCROFT AVENUE	AUSEON AVENUE	OAKLAND
AL46	39	Alameda	BROADWAY	12TH STREET	OAKLAND
AL47	40	Alameda	BROADWAY	20TH STREET	OAKLAND

AL48	41	Alameda	13TH AVENUE	CHATHAM ROAD	OAKLAND
AL49	42	Alameda	FRUITVALE AVENUE	FOOTHILL BOULEVARD	OAKLAND
AL50	43	Alameda	FRUITVALE AVENUE/TILDEN WAY	ALAMEDA AVENUE	OAKLAND
AL09	44	Alameda	STATEN AVENUE	GRAND AVENUE	OAKLAND
AL51	45	Alameda	GRAND AVENUE	LAKE PARK AVENUE	OAKLAND
AL52	46	Alameda	MACARTHUR BOULEVARD	38TH STREET	OAKLAND
AL53	47	Alameda	MOUNTAIN BOULEVARD	LA SALLE AVENUE	OAKLAND
AL54	48	Alameda	TELEGRAPH AVENUE	40TH STREET	OAKLAND
AL55	49	Alameda	WEBSTER STREET	7TH STREET	OAKLAND
AL56	50	Alameda	GRAND AVENUE	OAKLAND AVENUE	OAKLAND
AL21	51	Alameda	SANTA RITA ROAD	FRANCISCO ROAD	PLEASANTON
AL11	52	Alameda	MAIN STREET	BERNAL AVENUE	PLEASANTON
AL57	53	Alameda	OWENS DRIVE	ANDREWS DRIVE	PLEASANTON
AL58	54	Alameda	HOPYARD ROAD	STONERIDGE DRIVE	PLEASANTON
AL12	55	Alameda	BANCROFT AVENUE	ESTUDILLO AVENUE	SAN LEANDRO
AL59	56	Alameda	PIERCE AVENUE/DOUGLAS DRIVE	DAVIS STREET (CA 61)	SAN LEANDRO
AL60	57	Alameda	EAST 14 STREET (CA 185)	HESPERIAN BOULEVARD	SAN LEANDRO
AL61	58	Alameda	EAST 14 STREET (CA 185)	MAUD AVENUE	SAN LEANDRO
AL43	59	Alameda	NEWARK BOULEVARD	JARVIS AVENUE	NEWARK
AL44	60	Alameda	WILLOW STREET	THORNTON AVENUE	NEWARK
AL22	61	Alameda	DECOTO ROAD	7TH STREET	UNION CITY
AL62	62	Alameda	DYER STREET	ALVARADO-NILES ROAD	UNION CITY
AL13	63	Alameda	DECOTO ROAD	ALVARADO-NILES ROAD	UNION CITY

CC01	64	Contra Costa	L STREET	18TH STREET	ANTIOCH
CC02	65	Contra Costa	BRENTWOOD BOULEVARD	OAK STREET	BRENTWOOD
CC03	66	Contra Costa	GRANT STREET	CONCORD BOULEVARD	CONCORD
CC04	67	Contra Costa	JONES ROAD	TREAT BOULEVARD	WALNUT CREEK
CC05	68A	Contra Costa	SAN RAMON VALLEY BOULEVARD	RAILROAD AVENUE SOUTH	DANVILLE
CC05b	68B	Contra Costa	SAN RAMON VALLEY BOULEVARD	HARTZ WAY	DANVILLE
CC06	69	Contra Costa	OHLONE GREENWAY	FAIRMONT	EL CERRITO
CC07	70	Contra Costa	MORAGA ROAD	MT. DIABLO BOULEVARD	LAFAYETTE
CC08	71	Contra Costa	PACHECO ROAD	ARNOLD ROAD	MARTINEZ
CC09	72	Contra Costa	MORAGA WAY	IVY DRIVE	ORINDA
CC10	73	Contra Costa	BAILEY ROAD	DELTA DE ANZA TRAIL	PITTSBURG
CC11	74	Contra Costa	MARINA WAY	MACDONALD AVENUE	RICHMOND
CC12	75	Contra Costa	CAMINO RAMON	EXECUTIVE PARKWAY	SAN RAMON
CC13	76	Contra Costa	WALNUT BOULEVARD	YGNACIO VALLEY ROAD	WALNUT CREEK
MA02	77	Marin	BOLINAS ROAD	BROADWAY	FAIRFAX
MA03	78	Marin	ANDERSON DRIVE	CAL PARK HILL PATHWAY	LARKSPUR
MA06	79	Marin	MAGNOLIA AVENUE	WARD STREET	LARKSPUR
MA01	80	Marin	CAMINO ALTO	EAST BLITHEDALE AVENUE	MILL VALLEY
MA09	81	Marin	MILL VALLEY PATH	EAST BLITHEDALE AVENUE	MILL VALLEY
	82	Marin	BERNARD STREET/ MILLER AVENUE	THROCKMORTON AVENUE/MILLER AVENUE	MILL VALLEY
MA05	83	Marin	ALAMEDA DEL PRADO	NAVE DRIVE	NOVATO
MA04	84	Marin	REDWOOD BOULEVARD	GRANT AVENUE	NOVATO
MA11a	85(NORTH)	Marin	SAN ANSELMO AVENUE	NORTH TUNSTEAD AVENUE	SAN ANSELMO
MA11b	85(SOUTH)	Marin	SAN ANSELMO AVENUE	SOUTH TUNSTEAD AVENUE	SAN ANSELMO
MA07	86	Marin	B STREET	4TH STREET	SAN RAFAEL
MA12	87	Marin	SAN PEDRO ROAD	LOS RANCHITOS ROAD	SAN RAFAEL
MA08	88	Marin	BRIDGEWAY STREET	PRINCESS STREET	SAUSALITO
MA10	89	Marin	TIBURON BOULEVARD	MAIN STREET	TIBURON
NA01	90	Napa	HIGHWAY 29	AMERICAN CANYON ROAD	AMERICAN CANYON
NA02	91	Napa	LINCOLN STREET	WASHINGTON STREET	CALISTOGA
NA03	92	Napa	DRY CREEK ROAD	ORCHARD AVENUE	NAPA
NA04	93	Napa	OLD SONOMA ROAD	HIGHWAY 121	NAPA
NA05	94	Napa	JEFFERSON STREET	LINCOLN STREET	NAPA
NA06	95	Napa	SCHOOL STREET	FIRST STREET	NAPA
NA07	96	Napa	SILVERARDO TRAIL	OAKVILLE CROSS ROAD	OAKVILLE
NA08	97	Napa	MAIN STREET	ADAMS STREET	ST. HELENA
NA09	98	Napa	YOUNTVILLE STREET	FINNELL STREET	YOUNTVILLE
SF01	99	San Francisco	3RD STREET	HOWARD STREET	SAN FRANCISCO
SF02	100	San Francisco	EMBARCADERO	WASHINGTON STREET	SAN FRANCISCO
SF03	101	San Francisco	7TH STREET	FOLSOM STREET	SAN FRANCISCO
SF04	102	San Francisco	DIVISADERO STREET	GEARY BOULEVARD	SAN FRANCISCO
SF05	103	San Francisco	BAKER STREET	FELL STREET	SAN FRANCISCO
SF06	104	San Francisco	SCOTT STREET	HAIGHT STREET	SAN FRANCISCO
SF07	105	San Francisco	VAN NESS AVENUE	TURK STREET	SAN FRANCISCO

SF08	106	San Francisco	PHELAN AVENUE	OCEAN AVENUE	SAN FRANCISCO
SF09	107	San Francisco	3RD STREET	16TH STREET	SAN FRANCISCO
SM01	108	San Mateo	6TH STREET	RALSTON AVENUE	BELMONT
SM02	109	San Mateo	CALIFORNIA DRIVE	LINCOLN AVENUE	BURLINGAME
SM03	110	San Mateo	LAKE MERCED BOULEVARD	JOHN DALY BOULEVARD	DALY CITY
	111	San Mateo	MISSION STREET	EAST MARKET	DALY CITY
SM05	112	Santa Clara	UNIVERSITY AVENUE	BAY ROAD	EAST PALO ALTO
SM06	113	San Mateo	EDGEWATER STREET	EAST HILLSDALE BOULEVARD	FOSTER CITY
SM07	114	San Mateo	MAIN STREET	CORREAS STREET	HALF MOON BAY
SM08	115	San Mateo	MAGNOLIA AVENUE	MILLBRAE AVENUE	MILLBRAE
SM09	116	San Mateo	FRANCISCO STREET	PALOMA STREET	PACIFICA
SM10	117	San Mateo	MAIN STREET	MIDDLEFIELD ROAD	REDWOOD CITY
SM11	118	San Mateo	REDWOOD SHORES PARKWAY	TWIN DOLPHIN DRIVE	REDWOOD SHORES
SM12	119	San Mateo	EL CAMINO REAL	SNEATH LANE	SAN BRUNO
SM13	120	San Mateo	DELAWARE STREET	THIRD STREET	SAN MATEO
SM14	121	San Mateo	AIRPORT BOULEVARD	GRAND STREET	SOUTH SAN FRANCISCO
SC01	122	Santa Clara	BASCOM STREET	HAMILTON STREET	CAMPBELL
SC02	123	Santa Clara	DE ANZA BOULEVARD	STEVEN CREEK BOULEVARD	CUPERTINO
SC03	124	Santa Clara	MONTEREY STREET	7TH STREET	GILROY

SC04	125	Santa Clara	NORTH MILPITAS BOULEVARD	DIXON LANDING ROAD	MILPITAS
SC05	126	Santa Clara	MONTEREY	MAIN AVENUE	MORGAN HILL
SC06	127	Santa Clara	ESCUELA AVENUE	CALIFORNIA STREET	MOUNTAIN VIEW
SC07	128	Santa Clara	PAGEMILL ROAD	FOOTHILL EXPRESSWAY	PALO ALTO
SC08	129	Santa Clara	UNIVERSITY AVENUE	EMERSON STREET	PALO ALTO
SC09	130	Santa Clara	SOUTH 7TH STREET	SAN FERNANDO STREET	SAN JOSE
SC10	131	Santa Clara	MONTGOMERY STREET	SANTA CLARA STREET	SAN JOSE
SC11	132	Santa Clara	EL CAMINO REAL	BENTON STREET	SANTA CLARA
SC12	133	Santa Clara	KIELY BOULEVARD	HOMESTEAD ROAD	SANTA CLARA
SL01	134	Solano	MILITARY WEST	WEST SECOND STREET	BENICIA
SL02	135	Solano	N. 1ST STREET	VAUGHN ROAD	DIXON
SL03	136	Solano	N. 1ST STREET	EAST C STREET	DIXON
SL05	137	Solano	NORTH TEXAS STREET	TRAVIS BOULEVARD	FAIRFIELD
SL04	138	Solano	REDTOP ROAD	HIGHWAY 12 JAMESON CANYON	FAIRFIELD
SL06	139	Solano	DOWNTOWN WATERFRONT PATH	MAIN STREET	RIO VISTA
SL07	140	Solano	MAIN STREET	LOTZ WAY	SUISUN CITY
SL09	141	Solano	DOWNTOWN CREEK BIKE PATH	EAST MONTE VISTA AVENUE	VACAVILLE
SL08	142	Solano	NUT TREE ROAD	ALAMO DRIVE	VACAVILLE
SL11	143	Solano	WATERFRONT BIKE PATH	150' SW OF MARE ISLAND WAY/GEORGIA ST INTERSECTION	VALLEJO
SL10	144	Solano	ADMIRAL CALLAGHAN PARKWAY	COLUMBUS PARKWAY	VALLEJO
SN01	145	Sonoma	OLD REDWOOD HIGHWAY	COTATI AVENUE	COTATI
SN02	146	Sonoma	HEALDSBURG AVENUE	MATHESON STREET	HEALDSBURG
SN03	147	Santa Clara	HOWARD/SIXTH STREET	A STREET	SAN JOSE
SN04	148	Sonoma	PETALUMA HILL ROAD	ROHNERT PARK EXPRESSWAY	ROHNERT PARK
SN06	149	Sonoma	MENDOCINO AVENUE	PACIFIC AVENUE	SANTA ROSA
SN05	150	Sonoma	SANTA ROSA AVENUE	SECOND STREET	SANTA ROSA
SN07	151	Sonoma	PETALUMA AVENUE	JOE RODOTA TRAIL	SEBASTROPOL
SN09	152	Sonoma	BROADWAY	WEST NAPA STREET	SONOMA
SN08	153	Sonoma	HIGHWAY 12 - SONOMA HIGHWAY	VERANO AVENUE	SONOMA

### Bicycle Counts

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	1059	1918	2411	2624	37%	9%
Contra Costa	586	649	1042	1202	85%	15%
Marin	731	1165	2360	2018	73%	-14%
Napa	274	342	458	612	79%	34%
San Francisco	1575	4330	4696	4548	5%	-3%
San Mateo	389	620	998	1137	83%	14%
Santa Clara	904	1725	1984	2057	19%	4%
Solano	233	235	423	455	94%	8%
Sonoma	448	560	753	1144	104%	52%

### Pedestrian Counts

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	4304	5372	5701	6423	20%	13%
Contra Costa	4319	3361	3927	4240	26%	8%
Marin	2983	5707	8635	9594	68%	11%
Napa	2267	4170	4158	4163	-0.2%	0.1%
San Francisco	10540	27042	28064	24958	-8%	-11%
San Mateo	1710	3709	4299	4464	20%	4%
Santa Clara	4089	9632	10852	10620	10%	-2%
Solano	923	1460	1603	1860	27%	16%
Sonoma	2325	3914	3986	4294	10%	8%

### Bike and Pedestrian Total

County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	5363	7290	8112	9047	24%	12%
Contra Costa	4905	4010	4969	5442	36%	10%
Marin	3714	6872	10995	11612	69%	6%
Napa	2541	4512	4616	4775	6%	3%
San Francisco	12115	31372	32760	29506	-6%	-10%
San Mateo	2099	4329	5297	5601	29%	6%
Santa Clara	4993	11357	12836	12677	12%	-1%
Solano	1156	1695	2026	2315	37%	14%
Sonoma	2773	4474	4739	5438	22%	15%

Bicycle and Pedestrian Counts, 2002 to 2012

MTC ID #	Sheet	County	N/S:	E/W:	CITY	Bicycle Counts					
						2002	2010	2011	2012	2010-2012	2002-2012
AL01	4	Alameda	PARK AVENUE	OTIS DRIVE	ALAMEDA	78	144	142	90	-38%	15%
AL02	8	Alameda	MILVIA STREET	HEARST AVENUE	BERKELEY	235	711	750	695	-2%	196%
AL03	11	Alameda	SAN PABLO AVENUE	VIRGINIA STREET	BERKELEY	128	145	257	379	161%	196%
AL04	15	Alameda	SCARLETT DRIVE	DUBLIN BOULEVARD	DUBLIN	28	95	116	141	48%	404%
AL05	17	Alameda	CHRISTIE STREET	POWELL STREET	EMERYVILLE	16	75	71	53	-29%	231%
AL06	20	Alameda	FREMONT BOULEVARD	MOWRY AVENUE	FREMONT	140	96	108	194	102%	39%
AL07	27	Alameda	AMADOR STREET	WINTON AVENUE	HAYWARD	38	44	49	79	80%	108%
AL08	32	Alameda	EAST STREET	VASCO ROAD	LIVERMORE	17	112	90	138	23%	712%
AL09	44	Alameda	STATEN AVENUE	GRAND AVENUE	OAKLAND	100	255	293	345	35%	245%
AL10	37	Alameda	SAN LEANDRO STREET	66TH AVENUE	OAKLAND	130	77	127	120	56%	-8%
AL11	52	Alameda	MAIN STREET	BERNAL AVENUE	PLEASANTON	37	27	16	22	-19%	-41%
AL12	55	Alameda	BANCROFT AVENUE	ESTUDILLO AVENUE	SAN LEANDRO	40	30	117	96	220%	140%
AL13	63	Alameda	DECOTO ROAD	ALVARADO-NILES ROAD	UNION CITY	72	107	275	272	154%	278%
<b>Alameda Total</b>						<b>1059</b>	<b>1918</b>	<b>2411</b>	<b>2624</b>	<b>37%</b>	<b>148%</b>
CC01	64	Contra Costa	L STREET	18TH STREET	ANTIOCH	41	37	44	83	124%	102%
CC02	65	Contra Costa	BRENTWOOD BOULEVARD	OAK STREET	BRENTWOOD	14	29	54	26	-10%	86%
CC03	66	Contra Costa	GRANT STREET	CONCORD BOULEVARD	CONCORD	48	41	111	98	139%	104%
CC04	67	Contra Costa	JONES ROAD	TREAT BOULEVARD	CONTRA COSTA COUNTY/P.	104	20	36	93	365%	-11%
CC05	68A	Contra Costa	SAN RAMON VALLEY BOULEVARD	RAILROAD AVENUE (SOUTH)	DANVILLE	13	56	62	82	46%	531%
CC06	69	Contra Costa	OHLONE GREENWAY	FAIRMONT AVENUE	EL CERRITO	202	176	228	349	98%	73%
CC07	70	Contra Costa	MORAGA ROAD	MT. DIABLO BOULEVARD	LA FAYETTE	53	42	65	72	71%	36%
CC08	71	Contra Costa	PACHECO ROAD	ARNOLD ROAD	MARTINEZ	6	23	21	22	-4%	267%
CC09	72	Contra Costa	MORAGA WAY	IVY DRIVE	ORINDA	11	75	87	45	-40%	309%
CC10	73	Contra Costa	BAILEY ROAD	DELTA DE ANZA TRAIL	PITTSBURG	13	36	162	105	192%	708%
CC11	74	Contra Costa	MARINA WAY	MAC DONALD AVENUE	RICHMOND	73	81	104	182	125%	149%
CC13	76	Contra Costa	WALNUT BOULEVARD	YGNACIO VALLEY ROAD	WALNUT CREEK	8	33	68	45	36%	463%
<b>Contra Costa Total</b>						<b>586</b>	<b>649</b>	<b>1042</b>	<b>1202</b>	<b>85%</b>	<b>105%</b>
MA02	77	Marin	BOLINAS ROAD	BROADWAY	FAIRFAX	167	194	264	256	32%	53%
MA03	78	Marin	ANDERSON DRIVE	CAL PARK TUNNEL PATH	LARKSPUR	80	62	123	123	98%	54%
MA04	84	Marin	REDWOOD BOULEVARD	GRANT AVENUE	NOVATO	27	56	62	101	80%	274%
MA05	83	Marin	ALAMEDA DEL PRADO	NAVE DRIVE	NOVATO	31	187	82	89	-52%	187%
MA07	86	Marin	B STREET	4TH STREET	SAN RAFAEL	44	89	152	190	113%	332%
MA08	88	Marin	BRIDGEWAY STREET	PRINCESS STREET	SAUSALITO	150	275	1212	749	172%	399%
MA09	81	Marin	MILL VALLEY PATH	E. BLITHEDALE AVENUE	MILL VALLEY	170	160	216	224	40%	32%
MA10	89	Marin	MAIN STREET	TIBURON BOULEVARD	TIBURON	62	142	249	286	101%	361%
<b>Marin Total</b>						<b>731</b>	<b>1165</b>	<b>2360</b>	<b>2018</b>	<b>73%</b>	<b>176%</b>
NA01	90	Napa	HWY 29	AMERICAN CANYON ROAD	AMERICAN CANYON	8	17	50	44	159%	450%
NA02	91	Napa	LINCOLN STREET	WASHINGTON STREET	CALISTOGA	47	92	159	94	2%	100%
NA03	92	Napa	DRY CREEK ROAD	ORCHARD AVENUE	NAPA COUNTY	31	9	53	66	633%	113%
NA04	93	Napa	OLD SONOMA ROAD	HWY 121	NAPA COUNTY	0	10	6	21	110%	
NA05	94	Napa	JEFFERSON STREET	LINCOLN STREET	NAPA	66	85	86	108	27%	64%
NA06	95	Napa	SCHOOL STREET	1ST STREET	NAPA	51	26	21	49	88%	-4%
NA07	96	Napa	SILVERADO TRAIL	OAKVILLE CROSS ROAD	OAKVILLE	3	41	33	98	139%	3167%
NA08	97	Napa	MAIN STREET	ADAMS STREET	ST. HELENA	30	21	21	61	190%	103%
NA09	98	Napa	YOUNTVILLE STREET	FINNELL STREET	YOUNTVILLE	38	41	29	71	73%	87%
<b>Napa Total</b>						<b>274</b>	<b>342</b>	<b>458</b>	<b>612</b>	<b>79%</b>	<b>123%</b>
SF01	99	San Francisco	HOWARD STREET	3RD STREET	SAN FRANCISCO		507	746	987	95%	
SF02	100	San Francisco	THE EMBARCADERO	WASHINGTON STREET	SAN FRANCISCO	296	900	957	261	-71%	-12%
SF03	101	San Francisco	FOLSOM STREET	7TH STREET	SAN FRANCISCO	358	419	556	539	29%	51%
SF04	102	San Francisco	DIVISADERO STREET	GEARY BOULEVARD	SAN FRANCISCO		98	80	105	7%	
SF05	103	San Francisco	BAKER STREET	FELL STREET	SAN FRANCISCO	261	980	844	873	-11%	234%
SF06	104	San Francisco	SCOTT STREET	HAIGHT STREET	SAN FRANCISCO	469	986	1072	1167	18%	149%
SF07	105	San Francisco	VAN NESS AVENUE	TURK STREET	SAN FRANCISCO	118	126	131	202	60%	71%
SF08	106	San Francisco	GENEVA AVENUE/PHELAN AVENUE	OCEAN AVENUE	SAN FRANCISCO		145	139	217	50%	
SF09	107	San Francisco	3RD STREET	16TH STREET	SAN FRANCISCO	73	169	171	197	17%	170%
<b>San Francisco Total</b>						<b>1575</b>	<b>4330</b>	<b>4696</b>	<b>4548</b>	<b>5%</b>	<b>189%</b>
SM01	108	San Mateo	6TH STREET	RALSTON AVENUE	BELMONT	17	37	35	82	122%	382%
SM02	109	San Mateo	CALIFORNIA DRIVE	LINCOLN AVENUE	BURLINGAME	19	41	32	62	51%	226%
SM03	110	San Mateo	LAKE MERCED BOULEVARD	JOHN DALY BOULEVARD	DALY CITY	27	56	129	105	88%	289%
SM05	112	San Mateo	UNIVERSITY	BAY ROAD	EAST PALO ALTO		123	152	160	30%	
SM06	113	San Mateo	E.HILLSDALE BOULEVARD	EDGEWATER STREET	FOSTER CITY	58	56	130	84	50%	45%
SM07	114	San Mateo	MAIN STREET	CORREAS STREET	HALF MOON BAY	34	21	44	39	86%	15%
SM08	115	San Mateo	MAGNOLIA AVENUE	MILLBRAE AVENUE	MILLBRAE	12	8	46	79	888%	558%
SM09	116	San Mateo	FRANCISCO STREET	PALOMA STREET	PACIFICA	17	10	111	93	830%	447%
SM10	117	San Mateo	MAIN STREET	MIDDLEFIELD ROAD	REDWOOD CITY	91	84	71	121	44%	33%
SM11	118	San Mateo	REDWOOD SHORES PARKWAY	TWIN DOLPHIN DRIVE	REDWOOD SHORES	27	46	53	66	43%	144%

Pedestrian Counts						
2002	2010	2011	2012	2010-2012	2002-2012	
357	469	520	444	-5%	24%	
810	708	672	568	-20%	-30%	
181	275	257	473	72%	161%	
44	100	88	122	22%	177%	
88	263	396	219	-17%	149%	
332	1014	997	1120	10%	237%	
220	472	440	896	90%	307%	
10	27	27	37	37%	270%	
958	1090	1203	1329	22%	39%	
234	285	325	405	42%	73%	
209	99	96	123	24%	-41%	
547	238	314	254	7%	-54%	
314	332	366	433	30%	38%	
<b>4304</b>	<b>5372</b>	<b>5701</b>	<b>6423</b>	<b>20%</b>	<b>49%</b>	
619	202	361	345	71%	-44%	
36	117	95	97	-17%	169%	
319	479	554	618	29%	94%	
468	262	260	335	28%	-28%	
91	84	136	157	87%	73%	
941	562	747	813	45%	-14%	
422	384	363	430	12%	2%	
15	17	13	11	-35%	-27%	
376	253	169	15	-94%	-96%	
68	169	329	406	140%	497%	
732	743	772	883	19%	21%	
232	89	128	130	46%	-44%	
<b>4319</b>	<b>3361</b>	<b>3927</b>	<b>4240</b>	<b>26%</b>	<b>-2%</b>	
159	629	723	609	-3%	283%	
181	38	109	117	208%	-35%	
210	272	373	528	94%	151%	
136	43	81	146	240%	7%	
566	2309	2292	2476	7%	337%	
971	1886	4033	3800	101%	291%	
109	108	184	229	112%	110%	
651	422	840	1689	300%	159%	
<b>2983</b>	<b>5707</b>	<b>8635</b>	<b>9594</b>	<b>68%</b>	<b>222%</b>	
9	79	86	163	106%	1711%	
1001	1475	1446	1281	-13%	28%	
15	6	7	6	0%	-60%	
0	27	22	3	-89%		
121	970	846	780	-20%	545%	
515	401	623	795	98%	54%	
0	0	0	7			
471	1135	1095	1099	-3%	133%	
135	77	33	29	-62%	-79%	
<b>2267</b>	<b>4170</b>	<b>4158</b>	<b>4163</b>	<b>0%</b>	<b>84%</b>	
4925	8576	8486	6338	-26%	29%	
834	5967	5975	4366	-27%	424%	
1599	2067	2418	2481	20%	55%	
2593	3725	4113	4291	15%	65%	
	695	676	738	6%		
	1022	1035	1118	9%		
	3188	3284	3393	6%		
589	1482	1782	1893	28%	221%	
	320	295	340	6%		
<b>10540</b>	<b>27042</b>	<b>28064</b>	<b>24958</b>	<b>-8%</b>	<b>137%</b>	
153	216	254	329	52%	115%	
29	43	42	55	28%	90%	
260	455	399	507	11%	95%	
	666	645	687	3%		
109	136	205	241	77%	121%	
175	149	388	228	53%	30%	
128	168	279	235	40%	84%	
196	199	254	233	17%	19%	
141	533	434	487	-9%	245%	
45	27	224	179	563%	298%	

Bike and Pedestrian Total						
2002	2010	2011	2012	2010-2012	2002-2011	
435	613	662	534	-13%	23%	
1045	1419	1422	1263	-11%	21%	
309	420	514	852	103%	176%	
72	195	204	263	35%	265%	
104	338	467	272	-20%	162%	
472	1110	1105	1314	18%	178%	
258	516	489	975	89%	278%	
27	139	117	175	26%	548%	
1058	1345	1496	1674	24%	58%	
364	362	452	525	45%	44%	
246	126	112	145	15%	-41%	
587	268	431	350	31%	-40%	
386	439	641	705	61%	83%	
<b>5363</b>	<b>7290</b>	<b>8112</b>	<b>9047</b>	<b>24%</b>	<b>69%</b>	
660	239	405	428	79%	-35%	
50	146	149	123	-16%	146%	
367	520	665	716	38%	95%	
572	282	296	428	52%	-25%	
104	140	198	239	71%	130%	
1143	738	975	1162	57%	2%	
475	426	428	502	18%	6%	
21	40	34	33	-18%	57%	
387	328	256	60	-82%	-84%	
81	205	491	511	149%	531%	
805	824	876	1065	29%	32%	
240	122	196	175	43%	-27%	
<b>4905</b>	<b>4010</b>	<b>4969</b>	<b>5442</b>	<b>36%</b>	<b>11%</b>	
326	823	987	865	5%	165%	
261	100	232	240	140%	-8%	
237	328	435	629	92%	165%	
167	230	163	235	2%	41%	
610	2398	2444	2666	11%	337%	
1121	2161	5245	4549	111%	306%	
279	268	400	453	69%	62%	
713	564	1089	1975			

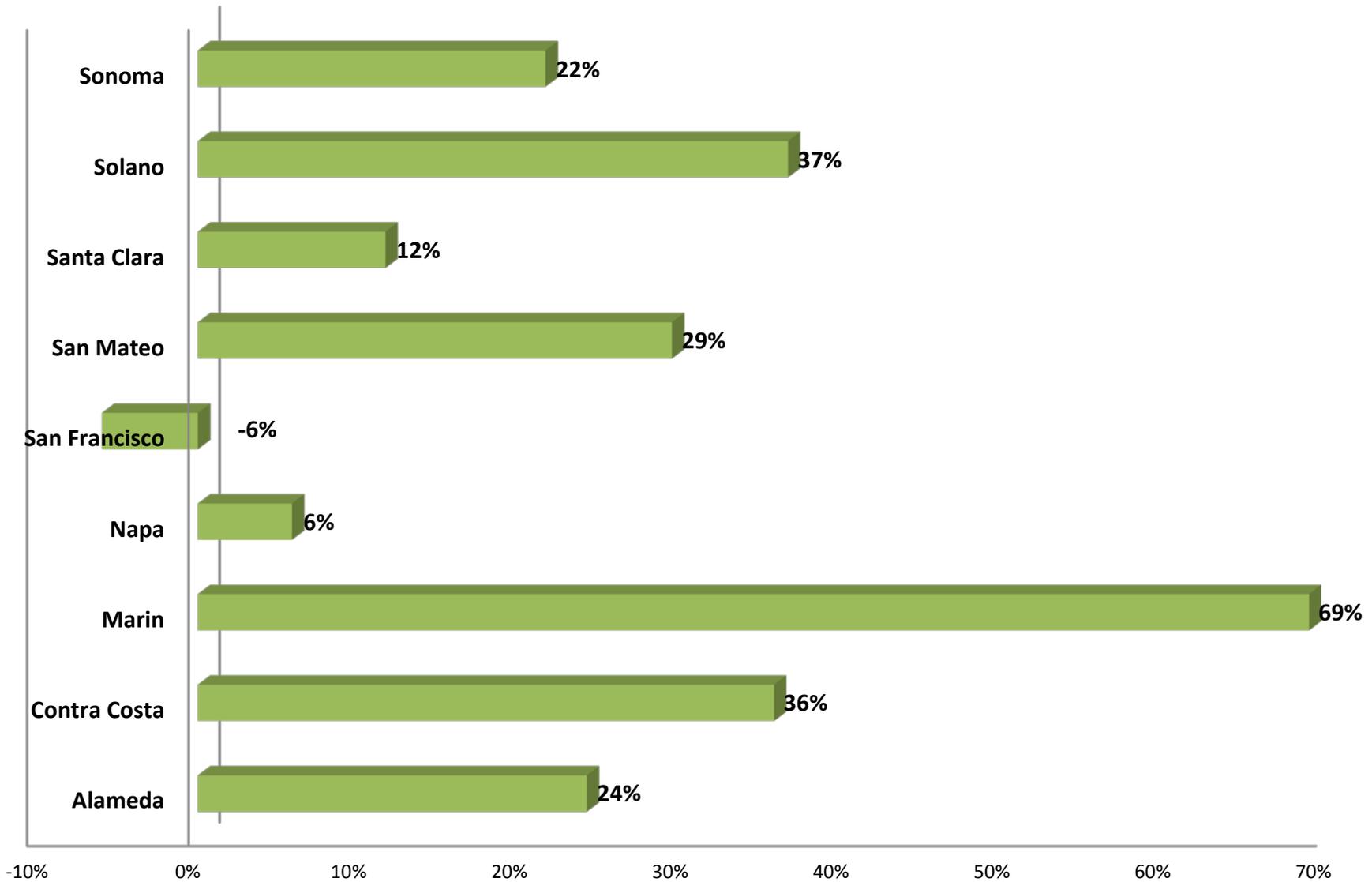
**Bicycle and Pedestrian Counts, 2002 to 2012**

MTC ID #	Sheet	County	N/S:	E/W:	CITY	Bicycle Counts					
						2002	2010	2011	2012	2010-2012	2002-2012
SM12	119	San Mateo	EL CAMINO REAL	SNEATH LANE	SAN BRUNO	32	17	28	62	265%	94%
SM13	120	San Mateo	DELAWARE STREET	3RD AVENUE	SAN MATEO		72	77	122	69%	144%
SM14	121	San Mateo	AIRPORT BOULEVARD	GRAND STREET	SOUTH SAN FRANCISCO	55	49	90	62	27%	13%
		<b>San Mateo</b>	<b>Total</b>			<b>389</b>	<b>620</b>	<b>998</b>	<b>1137</b>	<b>83%</b>	<b>192%</b>
SC01	122	Santa Clara	BASCOM STREET	HAMILTON STREET	CAMPBELL	123	95	91	166	75%	35%
SC02	123	Santa Clara	DE ANZA BOUVELVARD	STEVEN CREEK BOULEVARD	CUPERTINO	64	105	244	156	49%	144%
SC04	125	Santa Clara	N. MILPITAS BOULEVARD	DIXON LANDING	MILPITAS	17	70	74	130	86%	665%
SC05	126	Santa Clara	MONTEREY STREET	MAIN AVENUE	MORGAN HILL	35	61	75	152	149%	334%
SC06	127	Santa Clara	ESCUELA AVENUE	CALIFORNIA STREET	MOUNTAIN VIEW	196	187	207	190	2%	-3%
SC07	128	Santa Clara	FOOTHILL EXPRESSWAY	PAGEMILL ROAD	PALO ALTO	145	229	267	189	-17%	30%
SC08	129	Santa Clara	UNIVERSITY	EMERSON STREET	PALO ALTO	122	247	276	228	-8%	87%
SC09	130	Santa Clara	7TH STREET	SAN FERNANDO STREET	SAN JOSE	59	404	450	398	-1%	575%
SC10	131	Santa Clara	MONTGOMERY STREET	SANTA CLARA STREET	SAN JOSE	50	163	159	193	18%	286%
SC11	132	Santa Clara	EL CAMINO REAL	BENTON STREET	SANTA CLARA	43	53	53	86	62%	100%
SC12	133	Santa Clara	KIELY BOULEVARD	HOMESTEAD ROAD	SANTA CLARA	50	111	88	169	52%	238%
		<b>Santa Clara</b>	<b>Total</b>			<b>904</b>	<b>1725</b>	<b>1984</b>	<b>2057</b>	<b>19%</b>	<b>128%</b>
SL01	134	Solano	E. 2ND STREET	MILITARY WEST	BENICIA	3	33	32	58	76%	1833%
SL03	136	Solano	N. 1ST STREET	E. C STREET	DIXON	0	33	53	57	73%	
SL04	138	Solano	REDTOP ROAD	HWY 12 JAMESON CANYON ROAD	FAIRFIELD	0	2	3	4	100%	
SL05	137	Solano	N. TEXAS STREET	TRAVIS BOULEVARD	FAIRFIELD	50	37	108	105	184%	110%
SL06	139	Solano	DOWNTOWN WATER FRONT	MAIN STREET	RIO VISTA	2	3	4	13	333%	550%
SL07	140	Solano	MAIN STREET	LOTZ WAY	SUISUN CITY	4	24	27	64	167%	1500%
SL08	142	Solano	NUT TREE ROAD	ALAMO DRIVE	VACAVILLE	86	32	12	18	-44%	-79%
SL09	141	Solano	DOBBINS STREET	E MONTE VISTA AVENUE	VACAVILLE	84	17	111	17	0%	-80%
SL10	144	Solano	COLUMBUS PARKWAY	ADMIRAL CALLAGHAN PARKWAY	VALLEJO	4	8	12	38	375%	850%
SL11	143	Solano	WATERFRONT BIKE PATH	150' SOUTHWEST OF THE MARE ISLAND WAY & G VALLEJO		0	46	61	81	76%	
		<b>Solano</b>	<b>Total</b>			<b>233</b>	<b>235</b>	<b>423</b>	<b>455</b>	<b>94%</b>	<b>95%</b>
SN01	145	Sonoma	OLD REDWOOD HIGHWAY	COTATI AVENUE	COTATI	45	16	25	67	319%	49%
SN02	146	Sonoma	HEALDSBURG AVENUE	MATHESON STREET	HEALDSBURG	48	47	112	156	232%	225%
SN04	148	Sonoma	PETALUMA HILL ROAD	ROHNERT EXPRESSWAY	ROHNERT PARK	17	24	16	8	-67%	-53%
SN05	150	Sonoma	SANTA ROSA AVENUE	2ND STREET	SANTA ROSA	46	66	128	158	139%	243%
SN06	149	Sonoma	MENDOCINO AVENUE	PACIFIC AVENUE	SANTA ROSA	130	180	166	225	25%	73%
SN07	151	Sonoma	PETALUMA AVENUE	JOE RODOTA TRAIL	SEBASTROPOL	34	82	107	180	120%	429%
SN08	153	Sonoma	SONOMA HIGHWAY (HWY 12)	VERANO AVENUE	SONOMA	70	64	102	206	222%	194%
SN09	152	Sonoma	BROADWAY	NAPA STREET	SONOMA	58	81	97	144	78%	148%
		<b>Sonoma</b>	<b>Total</b>			<b>448</b>	<b>560</b>	<b>753</b>	<b>1144</b>	<b>104%</b>	<b>155%</b>
		<b>Total</b>				<b>6199</b>	<b>11544</b>	<b>15125</b>	<b>15797</b>	<b>37%</b>	<b>155%</b>

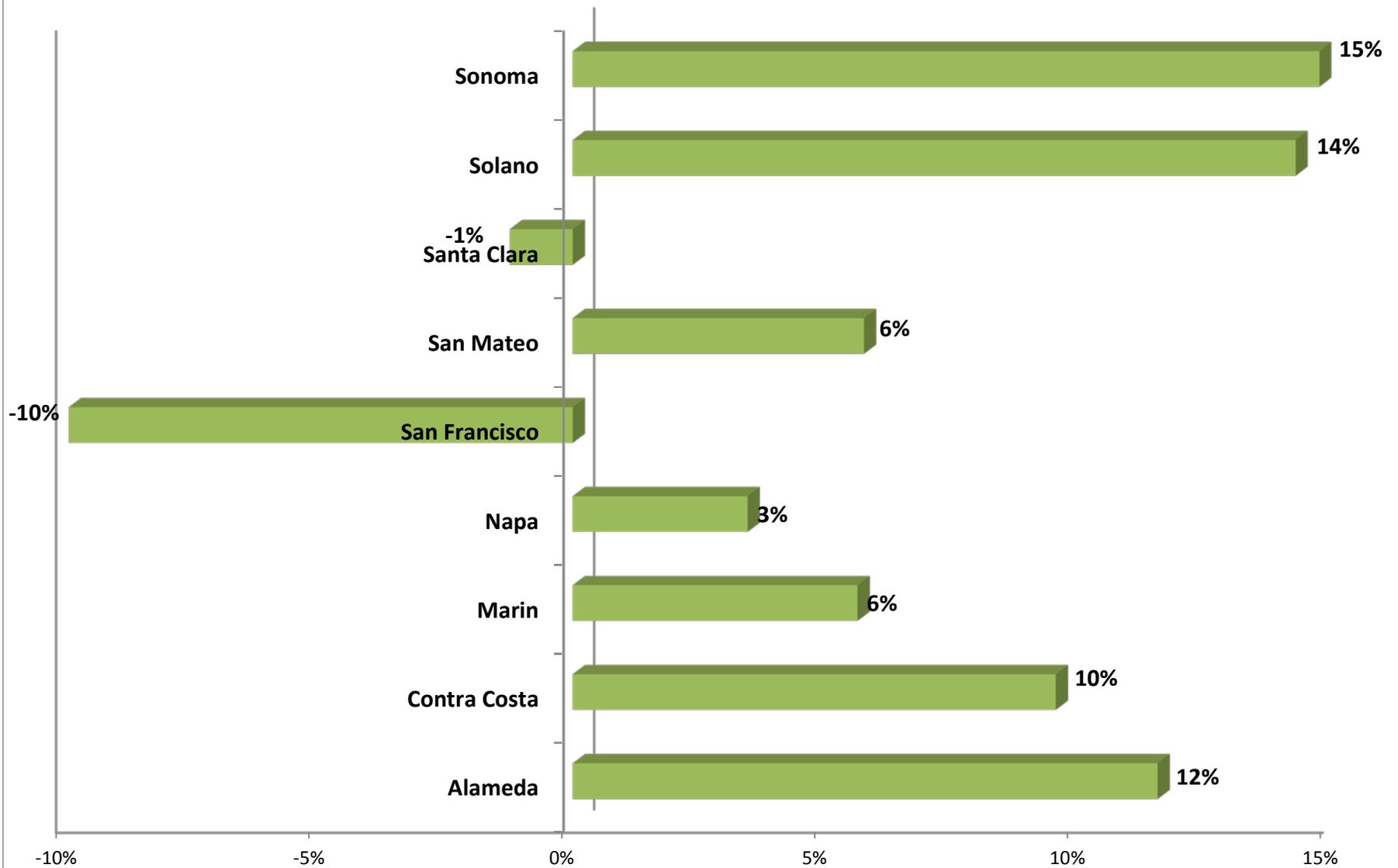
Pedestrian Counts						
2002	2010	2011	2012	2010-2012	2002-2012	
245	277	344	328	18%	34%	
	351	348	511	46%		
229	489	483	444	-9%	94%	
<b>1710</b>	<b>3709</b>	<b>4299</b>	<b>4464</b>	<b>20%</b>	<b>161%</b>	
101	1135	867	1004	-12%	894%	
175	653	740	751	15%	329%	
84	261	309	362	39%	331%	
135	235	209	326	39%	141%	
896	972	951	874	-10%	-2%	
9	17	235	32	88%	256%	
852	2865	3339	3110	9%	265%	
1305	2665	3448	3298	24%	153%	
225	342	299	275	-20%	22%	
79	171	148	176	3%	123%	
228	316	307	412	30%	81%	
<b>4089</b>	<b>9632</b>	<b>10852</b>	<b>10620</b>	<b>10%</b>	<b>160%</b>	
34	111	142	240	116%	606%	
3	114	87	106	-7%	3433%	
1	1	2	4	300%	300%	
189	262	249	283	8%	50%	
28	119	101	139	17%	396%	
90	160	158	249	56%	177%	
155	131	133	69	-47%	-55%	
234	77	254	237	208%	1%	
2	3	12	39	1200%	1850%	
187	482	465	494	2%	164%	
<b>923</b>	<b>1460</b>	<b>1603</b>	<b>1860</b>	<b>27%</b>	<b>102%</b>	
62	54	54	72	33%	16%	
294	1070	1057	1113	4%	279%	
2	172	106	69	-60%	3350%	
471	751	859	791	5%	68%	
643	542	584	680	25%	6%	
486	253	199	260	3%	-47%	
63	156	160	231	48%	267%	
304	916	967	1078	18%	255%	
<b>2325</b>	<b>3914</b>	<b>3986</b>	<b>4294</b>	<b>10%</b>	<b>85%</b>	
<b>33460</b>	<b>64367</b>	<b>71225</b>	<b>70616</b>	<b>10%</b>	<b>111%</b>	

Bike and Pedestrian Total						
2002	2010	2011	2012	2010-2012	2002-2011	
277	294	372	390	33%	41%	
0	423	425	633	50%		
284	538	573	506	-6%	78%	
<b>2099</b>	<b>4329</b>	<b>5297</b>	<b>5601</b>	<b>29%</b>	<b>167%</b>	
224	1230	958	1170	-5%	422%	
239	758	984	907	20%	279%	
101	331	383	492	49%	387%	
170	296	284	478	61%	181%	
1092	1159	1158	1064	-8%	-3%	
154	246	502	221	-10%	44%	
974	3112	3615	3338	7%	243%	
1364	3069	3898	3696	20%	171%	
275	505	458	468	-7%	70%	
122	224	201	262	17%	115%	
278	427	395	581	36%	109%	
<b>4993</b>	<b>11357</b>	<b>12836</b>	<b>12677</b>	<b>12%</b>	<b>154%</b>	
37	144	174	298	107%	705%	
3	147	140	163	11%	5333%	
1	3	5	8	167%	700%	
239	299	357	388	30%	62%	
30	122	105	152	25%	407%	
94	184	185	313	70%	233%	
241	163	145	87	-47%	-64%	
318	94	365	254	170%	-20%	
6	11	24	77	600%	1183%	
187	528	526	575	9%	207%	
<b>1156</b>	<b>1695</b>	<b>2026</b>	<b>2315</b>	<b>37%</b>	<b>100%</b>	
107	70	79	139	99%	30%	
342	1117	1169	1269	14%	271%	
19	196	122	77	-61%	305%	
517	817	987	949	16%	84%	
773	722	750	905	25%	17%	
520	335	306	440	31%	-15%	
133	220	262	437	99%	229%	
362	997	1064	1222	23%	238%	
<b>2773</b>	<b>4474</b>	<b>4739</b>	<b>5438</b>	<b>22%</b>	<b>96%</b>	
<b>39659</b>	<b>75911</b>	<b>86350</b>	<b>86413</b>	<b>14%</b>	<b>118%</b>	

## 2010 - 2012 Total Bicycle and Pedestrian Counts % Change



## 2011- 2012 Total Bicycle and Pedestrian Counts % Change



**Bicycle and Pedestrian Counts, 2010 to 2011**

MTC ID #	Sheet	County	N/S:	E/W:	CITY	Bicycle Counts			Pedestrian Counts		
						2010	2011	2010-2011	2010	2011	2010-2011
AL14	1	Alameda	ATLANTIC AVENUE	WEBSTER STREET	ALAMEDA	122	52	-57%	1331	1337	0%
AL23	2	Alameda	BROADWAY	CALHOUN STREET	ALAMEDA	65	61	-6%	185	121	-35%
AL24	3	Alameda	5TH STREET	CENTRAL AVENUE	ALAMEDA	157	154	-2%	545	371	-32%
AL15	5	Alameda	MASONIC AVENUE	SOLANO AVENUE	ALBANY	239	290	21%	958	808	-16%
AL25	6	Alameda	JACKSON STREET	BUCHANAN STREET	ALBANY	152	178	17%	688	691	0%
AL16	7	Alameda	HILLEGASS AVENUE	ASHBY AVENUE	BERKELEY	141	174	23%	630	382	-39%
AL26	9	Alameda	TELEGRAPH AVENUE	ASHBY AVENUE	BERKELEY	271	257	-5%	651	659	1%
AL27	10	Alameda	COLLEGE AVENUE	DERBY STREET	BERKELEY	275	307	12%	1138	1259	11%
AL28	12	Alameda	HESPERIAN BOULEVARD	LEWELLING BOULEVARD	ALAMEDA COUNTY	75	79	5%	246	246	0%
AL29	13	Alameda	MISSION BOUlevard (CA 185)	GROVE WAY	ALAMEDA COUNTY	21	21	0%	81	88	9%
AL30	14	Alameda	CASTRO VALLEY BOULEVARD	REDWOOD ROAD	ALAMEDA COUNTY	63	65	3%	459	436	-5%
AL31	16	Alameda	HACIENDA BOULEVARD	DUBLIN BOULEVARD	DUBLIN	16	31	94%	95	132	39%
AL32	18	Alameda	SAN PABLO AVENUE	40TH STREET	EMERYVILLE	283	275	-3%	979	993	1%
AL17	19	Alameda	WARM SPRINGS BOULEVARD	S. GRIMMER BOULEVARD	FREMONT	40	34	-15%	7	4	-43%
AL33	21	Alameda	FREMONT BOULEVARD/WASHINGTON BOULEVARD	UNION STREET	FREMONT	52	52	0%	152	247	63%
AL34	22	Alameda	FREMONT BOULEVARD	PERALTA BOULEVARD	FREMONT	83	83	0%	177	223	26%
AL35	23	Alameda	NICHOLS AVENUE	MISSION BOULEVARD	FREMONT	7	33	371%	22	35	59%
AL63	24	Alameda	MOWRY AVENUE	CHERRY LANE	FREMONT	25	23	-8%	45	36	-20%
AL36	25	Alameda	PASEO PADRE PARKWAY	MOWRY AVENUE	FREMONT	54	266	393%	219	412	88%
AL37	26	Alameda	PASEO PADRE PARKWAY	DECOTO ROAD	FREMONT	39	82	110%	15	53	253%
AL38	28	Alameda	GRAND STREET	C STREET	HAYWARD	42	70	67%	163	178	9%
AL39	29	Alameda	FOOTHILL BULEVARD	D STREET	HAYWARD	11	18	64%	62	53	-15%
AL40	30	Alameda	MISSION BOUlevard	JEFFERSON STREET	HAYWARD	48	41	-15%	138	614	345%
AL41	31	Alameda	SANTA CLARA STREET	OCIE WAY	HAYWARD	42	113	169%	156	201	29%
AL42	33	Alameda	STANLEY BOULEVARD/RAILROAD AVENUE	FIRST STREET	LIVERMORE	53	46	-13%	128	118	-8%
AL18	34	Alameda	AIRPORT ACCESS ROAD	DOOLITTLE ROAD	OAKLAND	28	36	29%	14	22	57%
AL19	35	Alameda	MANDELA PARKWAY	14TH STREET	OAKLAND	196	198	1%	604	475	-21%
AL20	36	Alameda	TELEGRAPH AVENUE	27TH STREET	OAKLAND	338	464	37%	466	626	34%
AL45	38	Alameda	BANCROFT AVENUE	AUSEON AVENUE	OAKLAND	56	80	43%	203	281	38%
AL46	39	Alameda	BROADWAY	12TH STREET	OAKLAND	295	363	23%	4712	4656	-1%
AL47	40	Alameda	BROADWAY	20TH STREET	OAKLAND	255	267	5%	2882	2796	-3%
AL48	41	Alameda	13TH AVENUE	CHATHAM ROAD	OAKLAND	10	58	480%	356	326	-8%
AL49	42	Alameda	FRUITVILLE AVENUE	FOOTHILL BOULEVARD	OAKLAND	124	101	-19%	1613	1557	-3%
AL50	43	Alameda	FRUITVILLE AVENUE	ALAMEDA AVENUE	OAKLAND	109	159	46%	102	97	-5%
AL51	45	Alameda	GRAND AVENUE	LAKE PARK AVENUE	OAKLAND	148	211	43%	1213	1200	-1%
AL52	46	Alameda	MACARTHUR BOUlevard	38TH AVENUE	OAKLAND	21	47	124%	629	571	-9%
AL53	47	Alameda	MOUTAIN BOULEVARD	LA SALLE AVENUE	OAKLAND	19	86	353%	1837	1726	-6%
AL54	48	Alameda	TELEGRAPH AVENUE	40TH STREET	OAKLAND	506	612	21%	1664	1591	-4%
AL55	49	Alameda	7TH STREET	WEBSTER STREET	OAKLAND	95	136	43%	2180	2198	1%
AL56	50	Alameda	GRAND AVENUE	OAKLAND AVENUE	PIEDMONT	45	70	56%	168	132	-21%
AL21	51	Alameda	SANTA RITA ROAD	FRANCISCO ROAD	PLEASANTON	53	49	-8%	92	125	36%
AL57	53	Alameda	ANDREWS DRIVE	OWENS DRIVE	PLEASANTON	47	28	-40%	135	106	-21%
AL58	54	Alameda	HOPYARD ROAD	STONERIDGE DRIVE	PLEASANTON	14	28	100%	78	98	26%
AL59	56	Alameda	PIERCE AVENUE	DAVIS STREET	SAN LEANDRO	53	76	43%	252	260	3%
AL60	57	Alameda	EAST 14TH STREET	HESPERIAN BOULEVARD	SAN LEANDRO	44	49	11%	196	199	2%
AL61	58	Alameda	EAST 14TH STREET	MAUD AVENUE	SAN LEANDRO	45	61	36%	193	272	41%
AL43	59	Alameda	ARDENWOOD BOULEVARD (CA-84)	NEWARK BOULEVARD	NEWARK	56	81	45%	75	101	35%
AL44	60	Alameda	WILLOW STREET	THORTON AVENUE	NEWARK	13	64	392%	17	15	-12%
AL22	61	Alameda	DECOTO ROAD	7TH STREET	UNION CITY	31	38	23%	186	129	-31%
AL62	62	Alameda	DYER STREET	ALVARADO-NILES ROAD	UNION CITY	34	228	571%	92	159	73%
CC12	75	Contra Costa	CAMINO RAMON	EXECUTIVE PARKWAY	SAN RAMON	14	33	136%	106	176	66%
CC05b	68B	Contra Costa	SAN RAMON VALLEY BOULEVARD	HARTZ WAY	DANVILLE	55	50	-9%	116	109	-6%
MA06	79	Marin	MAGNOLIA AVENUE	WARD STREET	LARKSPUR	94	124	32%	663	737	11%
MA01	80	Marin	CAMINO ALTO	E. BLITHEDALE AVENUE	MILL VALLEY	140	123	-12%	89	94	6%
	82	Marin	MILLER AVENUE	THROCKMORTON AVENUE	MILL VALLEY	0	92	n/a	0	508	n/a
MA12	87	Marin	SAN PEDRO ROAD	LOS RANCHITOS ROAD	SAN RAFAEL	68	75	10%	13	28	115%
MA11a	85North	Marin	SAN ANSELMO AVENUE	NORTH TUNSTEAD AVENUE	SAN ANSELMO	202	204	1%	962	718	-25%
MA11b	85South	Marin	SAN ANSELMO AVENUE	SOUTH TUNSTEAD AVENUE	SAN ANSELMO	179	149	-17%	865	415	-52%
	111	San Mateo	MISSION STREET	E. MARKET STREET	DALY CITY	0	43	n/a	0	1106	n/a
SC03	124	Santa Clara	MONTEREY STREEET	7TH STREET	GILROY	43	37	-14%	170	246	45%
SL02	135	Solano	DIXON DAVIS BIKE ROUTE	VAUGHN ROAD	SOLANO COUNTY	8	28	250%	256	35	-86%
SN03	147	Sonoma	HOWARD/6TH STREET	A STREET	PETALUMA	23	32	39%	82	133	62%
<b>Total</b>						<b>5837</b>	<b>7385</b>	<b>27%</b>	<b>32551</b>	<b>33720</b>	<b>4%</b>

MTC Bicycle/Pedestrian Data Collection Project  
 Summary of Survey Results

**About You...**

**1. Gender**

	Number	Percentage
Male	67	52%
Female	61	47%
No response	2	2%
<b>Total</b>	<b>130</b>	<b>100%</b>

**2. Age**

	Number	Percentage
Under 16	0	0%
16-39	62	48%
40-64	57	44%
65+	7	5%
No response	4	3%
<b>Total</b>	<b>130</b>	<b>100%</b>

**3. Household income**

	Number	Percentage
Under \$25,000	32	25%
\$25K-49,999	20	15%
\$50K-74,999	28	22%
\$75,000+	43	33%
No response	7	5%
<b>Total</b>	<b>130</b>	<b>100%</b>

**4. Do you own a car?**

	Number	Percentage
Yes	92	71%
No	27	21%
No response	11	8%
<b>Total</b>	<b>130</b>	<b>100%</b>

**About Your Trip Today...**

**5. Primary purpose of trip?**

	Number	Percentage
Work	68	52%
Recreation	22	17%
School	18	14%
Shopping	13	10%
Other	6	5%
No response	3	2%
<b>Total</b>	<b>130</b>	<b>100%</b>

**7. Where did you start trip today?**

	Number	Percentage
Home	108	83%
Work	12	9%
School	2	2%
Other	4	3%
No response	4	3%
<b>Total</b>	<b>130</b>	<b>100%</b>

Other responses - Hotel, Store, Out of town

**6. Other modes used on this trip?**

	Number	Percentage
Walk	60	46%
Bicycle	28	22%
Motorcycle	2	2%
Auto	42	32%
Bus	23	18%
BART	20	15%
Other Rail	6	5%
Ferry	11	8%
No response	0	0%
<b>Total</b>	<b>192</b>	<b>148%</b>

**8. Where did you end trip today?**

	Number	Percentage
Home	40	31%
Work	67	52%
School	11	8%
Other	6	5%
No response	6	5%
<b>Total</b>	<b>130</b>	<b>100%</b>

Other responses - Hotel, Store

MTC Bicycle/Pedestrian Data Collection Project  
 Summary of Survey Results

**About Your Accident Experience...**

**9. Have you been involved in an accident?**

	Number	Percentage
Yes	30	23%
No	94	72%
No response	6	5%
<b>Total</b>	<b>130</b>	<b>100%</b>

**11. Was accident reported to the police?**

	Number	Percentage
Reported	8	27%
Not Reported	18	60%
No response	4	13%
<b>Total</b>	<b>30</b>	<b>100%</b>

**10. What was the extent of injury?**

	Number	Percentage
None/Property	11	37%
Minor	12	40%
Serious	6	20%
No response	1	3%
<b>Total</b>	<b>30</b>	<b>100%</b>

**Comments...**

Number	Comment
5	Motorists do not yield right-of-way to pedestrians/bikes
4	Better enforcement of motorists, bicyclists and pedestrians
3	Bicyclists on Embarcadero sidewalk a hazard
2	Bicyclists should follow rules of the road unless safe for them not to
2	Get bicyclists off sidewalks
2	Motorists need to be more aware of pedestrians/bikes
1	Bicyclists don't obey the rules of the road
1	Crossing time needs to be longer at intersections
1	Crosswalks not safe
1	Do not issue jaywalking tickets/Pedestrians should be able to cross when they please
1	Improve bike lanes to transit hubs
1	Keep other vehicles/joggers out of bike lanes
1	Motorists think bicyclists should be on the sidewalk
1	Only issue tickets if person is posing an immediate risk to themselves or someone else
1	Stop red light running
1	Too many stop signs on bike routes

MTC Bicycle/Pedestrian Data Collection Project  
Summary of Survey Results

**If You Are Bicycling Today...**

**B1. Why did you bicycle today?**

	Number	Percentage
No car available	13	25%
Saves time	24	46%
Parking not available	6	12%
Parking too expensive	12	23%
Exercise/recreation	38	73%
More convenient	26	50%
Protect the environment	28	54%
For my health	32	62%
No response	0	0%
<b>Total</b>	<b>179</b>	<b>344%</b>

**B2. How often do you use your bicycle?**

	Number	Percentage
2+ times day	24	46%
Several times a week	24	46%
Several times a month	1	2%
Several times a year	2	4%
No response	1	2%
<b>Total</b>	<b>52</b>	<b>100%</b>

**B3. How far did you ride your bicycle?**

	Number	Percentage
0-2 miles / 0-10 minutes	14	27%
3-5 miles / 10-20 minutes	19	37%
6-8 miles / 21-30 minutes	9	17%
9+ miles / 30+ minutes	8	15%
No response	2	4%
<b>Total</b>	<b>52</b>	<b>100%</b>

**B4. How often do you use public transit?**

	Number	Percentage
Never	9	17%
Few times a month	16	31%
Few times a week	12	23%
Every day	15	29%
No response	0	0%
<b>Total</b>	<b>52</b>	<b>100%</b>

**B5. Do you take your bike on transit?**

	Number	Percentage
Never	23	44%
Few times a month	14	27%
Few times a week	4	8%
Every day	10	19%
No response	1	2%
<b>Total</b>	<b>52</b>	<b>100%</b>

**B6. I prefer to ride my bike:**

On any city street.

	Number	Percentage
(most preferred) #1	3	6%
#2	2	4%
#3	4	8%
(least preferred) #4	29	56%
No response	14	27%
<b>Total</b>	<b>52</b>	<b>100%</b>

On streets identified as Bike Routes.

	Number	Percentage
(most preferred) #1	7	13%
#2	9	17%
#3	21	40%
(least preferred) #4	2	4%
No response	13	25%
<b>Total</b>	<b>52</b>	<b>100%</b>

On streets with painted Bike Lane.

	Number	Percentage
(most preferred) #1	23	44%
#2	21	40%
#3	1	2%
(least preferred) #4	0	0%
No response	7	13%
<b>Total</b>	<b>52</b>	<b>100%</b>

On off-street Bicycle Trails.

	Number	Percentage
(most preferred) #1	25	48%
#2	7	13%
#3	6	12%
(least preferred) #4	3	6%
No response	11	21%
<b>Total</b>	<b>52</b>	<b>100%</b>

**B7. Additional car in household?**

	Number	Percentage
Yes	14	27%
No	34	65%
No response	4	8%
<b>Total</b>	<b>52</b>	<b>100%</b>

**B8. Do you generally wear a helmet?**

	Number	Percentage
Yes	33	63%
No	16	31%
No response	3	6%
<b>Total</b>	<b>52</b>	<b>100%</b>

MTC Bicycle/Pedestrian Data Collection Project  
 Origin/Destination of Trips - From Survey (questions #7 and #8)

Origin County	Destination County							TOTAL
	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	
Alameda	18	1			6			29
Contra Costa	3	9			5		3	17
Marin			3		4			7
Napa				4				4
San Francisco		1	1		12	1		21
San Mateo					4	6	1	14
Santa Clara							6	6
Solano							1	3
Sonoma					1			5
No Response						2	4	24
<b>TOTAL</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>32</b>	<b>9</b>	<b>10</b>	<b>130</b>

Origin County	Destination County							TOTAL
	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	
Alameda	14%	1%			5%			22%
Contra Costa	2%	7%			4%		2%	13%
Marin			2%		3%			5%
Napa				3%				3%
San Francisco		1%	1%		9%	1%		16%
San Mateo					3%	5%	1%	11%
Santa Clara							5%	5%
Solano							1%	2%
Sonoma					1%			4%
No Response						2%	3%	18%
<b>TOTAL</b>	<b>16%</b>	<b>8%</b>	<b>3%</b>	<b>3%</b>	<b>25%</b>	<b>7%</b>	<b>8%</b>	<b>100%</b>

Intra-county trips = 48%  
 Inter-county trips = 52%

## IF YOU ARE WALKING TODAY...

The following questions refer to walking or jogging on public streets, including sidewalks and shoulders

**W1. Roughly how many times per week do you walk for...**

- Less than 10 minutes? 1 - 2 3 - 4 5+  
 10 - 30 minutes? 1 - 2 3 - 4 5+  
 Over 30 minutes? 1 - 2 3 - 4 5+

**W2. On a scale of 1 to 10, how safe do you feel when crossing the street?**

- (1 = not safe at all and 10 = very safe) Circle one.  
 1 2 3 4 5 6 7 8 9 10

**W3. At a traffic light, what is the meaning of a flashing red hand symbol?** Check one.

- \_\_\_ Don't start to cross the street.  
 \_\_\_ Hurry up! The light is about to turn red.  
 \_\_\_ Not sure

**W4. When is it ok to cross the street mid-block\*?**

- Check one.  
 \_\_\_ Never  
 \_\_\_ Only when there is a marked crosswalk  
 \_\_\_ When there is no marked crosswalk, but you've looked to make sure there is no oncoming traffic  
 \_\_\_ Pedestrians can cross wherever they want  
 \_\_\_ No response  
 \*Mid-block refers to locations on a street which are in between intersections.

**W5. Should the police issue tickets to pedestrians for unlawful behavior?**

- \_\_\_ Yes \_\_\_ No



**W6. When is it ok to cross against a red light?**

- Check one.  
 \_\_\_ Never  
 \_\_\_ When there is no oncoming traffic and you know the light is about to turn green  
 \_\_\_ When other people are doing it  
 \_\_\_ No response

**W7. Do you jaywalk?** Check one.

- \_\_\_ Never \_\_\_ Often \_\_\_ No response  
 \_\_\_ Sometimes \_\_\_ All the time

**W8. Which of following statements best describes your behavior when you cross the street at a traffic light?** Check one.

- \_\_\_ I generally don't pay attention to the Walk/Don't Walk signal and just cross whenever I think it's safe.  
 \_\_\_ I wait for the Walk signal before I start crossing and continue to remain watchful of oncoming vehicles for as long as I'm in the crosswalk.  
 \_\_\_ I wait for the Walk signal before I start crossing but sometimes fail to watch for oncoming vehicles.

**W9. At intersections with pedestrian signals, do you feel that pedestrians are generally given enough time to cross the street?**

- \_\_\_ Yes \_\_\_ No

## IF YOU ARE BICYCLING TODAY...

**B1. Why did you bicycle on this trip?** Check all that apply.

- \_\_\_ No car available  
 \_\_\_ Saves time  
 \_\_\_ Parking not available at the start or end this trip  
 \_\_\_ Parking is too expensive  
 \_\_\_ Exercise/recreation  
 \_\_\_ More convenient  
 \_\_\_ Protect the environment  
 \_\_\_ For my health

**B2. How often do you use your bicycle?** Check one.

- \_\_\_ 2 or more times per day  
 \_\_\_ Several times a week  
 \_\_\_ Several times a month  
 \_\_\_ Several times a year

**B3. Roughly how far did you ride your bicycle on this trip?**

- Check one for either distance or time.  
 \_\_\_ 0 - 2 miles \_\_\_ less than 10 minutes  
 \_\_\_ 3 - 5 miles \_\_\_ 10 - 20 minutes  
 \_\_\_ 6 - 8 miles \_\_\_ 21 - 30 minutes  
 \_\_\_ Over 9 miles \_\_\_ Over 30 minutes

**B4. How often do you use public transit?** Check one.

- \_\_\_ Never \_\_\_ A few times a week  
 \_\_\_ A few times a month \_\_\_ Every day

**B5. Do you take your bicycle on public transit?** Check one.

- \_\_\_ Never  
 \_\_\_ Yes, a few times a month  
 \_\_\_ Yes, a few times a week  
 \_\_\_ Yes, every day



**B6. I prefer to ride my bike:**

- (Rank in order of preference 1 = most preferred, 4 = least preferred)  
 \_\_\_ On any city street  
 \_\_\_ On streets with signs identifying a bike route  
 \_\_\_ On streets with a painted bike lane  
 \_\_\_ Off street on bicycle trails

**B7. If you did not have a bicycle, would you or someone in your household own an additional car?**

- \_\_\_ Yes \_\_\_ No

**B8. Do you generally wear a helmet when you bicycle?**

- \_\_\_ Yes \_\_\_ No

**B9. On a scale of 1 to 10, how safe do you feel when biking?**

- (1 = not safe at all and 10 = very safe) Circle one.  
 1 2 3 4 5 6 7 8 9 10

**B10. What would make you feel safer when bicycling?**

- (Rank the following, with 1 being the safest & being least safe)  
 \_\_\_ A bicycle lane on the street  
 \_\_\_ More bicycle trails or paths  
 \_\_\_ Motorists following the rules of the road  
 \_\_\_ Slower-moving cars  
 \_\_\_ Other: \_\_\_\_\_

**B11. Should the police issue tickets to bicyclists for unlawful behavior?**

- \_\_\_ Yes \_\_\_ No

**B12. How often do you stop at stop signs?** Check one.

- \_\_\_ Never \_\_\_ Often \_\_\_ No response  
 \_\_\_ Sometimes \_\_\_ All the time

**B13. Are the following statements true or false?**

- A bicyclist must obey all traffic laws that apply to motor vehicles. \_\_\_ True \_\_\_ False  
 In California, all roadways are open to bicyclists unless otherwise expressly prohibited. \_\_\_ True \_\_\_ False



September 22, 2014  
ATAC Agenda Item 9  
Continued From: NEW  
**Action Requested: INFORMATION**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY ATAC Agenda Letter

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**TO:** Active Transportation Advisory Committee (ATAC)  
**REPORT BY:** Diana Meehan, Associate Planner  
(707) 259-8327 / Email: dmeehan@nctpa.net  
**SUBJECT:** Complete Streets Checklist Procedures

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### **RECOMMENDATION**

That the Active Transportation Advisory Committee (ATAC) review the policies and procedures for the Complete Streets Checklist as required by the Metropolitan Transportation Commission (MTC) for review of bicycle and pedestrian projects.

### **EXECUTIVE SUMMARY**

MTC's Complete Streets Checklist is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration can be included in the project budget. Project sponsors are required to complete the checklist before projects are submitted to MTC. Congestion Management Agencies are required to make completed checklists available to their Active Transportation Advisory Committee for review.

### **FISCAL IMPACT**

Is there a fiscal impact? None.

### **BACKGROUND AND DISCUSSION**

MTC undertook the Routine Accommodation study in 2005 to evaluate how pedestrian and bicycle needs are being accommodated in the region's transportation projects as developed under state and local policies. The Complete Streets Checklist procedure is a result of the study.

The Complete Streets checklist is intended for project sponsors to disclose information

about how bicyclists and pedestrians are considered in the planning and design of transportation projects and to provide a vehicle for discussion about specific accommodations.

The countywide Active Transportation Advisory Committee (ATAC) has a responsibility to review the reported accommodations for bicycle and pedestrian related projects as part of MTC policy. Complete Streets policies and procedures are in Attachment 3.

In order to facilitate MTC's requirement for ATAC review, NCTPA will present projects to the committee for periodic Complete Street's review at regularly scheduled ATAC meetings.

### **SUPPORTING DOCUMENT**

Attachments: (1) Complete Streets Concept Development Checklist  
(2) Complete Streets Checklist  
(3) Complete Streets Policies and Procedures

**Complete Streets Concept Development Checklist:**

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Existing Bicycle, Pedestrian and Transit Accommodations</i>	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? <b>Examples include (but are not limited to):</b> Sidewalks, public seating, bike racks, and transit shelters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Bicycle and Pedestrian Operations</i>	Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected / provided	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<i>Existing Transit Operations</i>	Are there existing transit facilities within the study area, including bus and train stops/stations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the transportation facility on a transit route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there existing or proposed bicycle racks, shelters, or parking available at this transit stations? Are there bike racks on buses that travel along the facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Traffic Calming Measures</i>	What percentage of traffic exceeds the posted speed limit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there any existing traffic calming measures, including neck-downs, shoulder striping, midblock crosswalks, speed humps or tables, raised crosswalks, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the speed limit adequately signed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Motor Vehicle Operations</i>	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Truck/Freight Operations</i>	Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Access and Mobility</i>	Are there any existing access or mobility considerations, including ADA compliance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Land Usage</i>	Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Major Sites</i>	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Streetscape</i>	Are there existing street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Existing Plans</i>	Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? <b>Examples include (but are not limited to):</b> <ul style="list-style-type: none"> <li>• SRTS Travel Plans</li> <li>• Municipal or County Master or Redevelopment Plan</li> <li>• Local, County and Statewide Bicycle and Pedestrian Plans</li> <li>• Sidewalk Inventories</li> <li>• MPO Transportation Plan</li> <li>• NJDOT Designated Transit Village</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**TOWN PLANNER SIGN-OFF**

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The plan or roadway improvements accommodates bicyclists and pedestrians as set forth in the municipal Complete Street Policy	<input type="checkbox"/>	<input type="checkbox"/>	

## Preliminary Engineering Checklist:

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Bicyclist, Pedestrian, and Transit Accommodations</i>	<p>Does the proposed project design include accommodations for bicyclists?</p> <p><b>Examples include (but are not limited to):</b>  <b>Bicycle facilities:</b> bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared use facilities (Sharrows); bicycle safe inlet grates  <b>Bicycle amenities:</b> Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<p>Does the proposed project design address accommodations for pedestrians?</p> <p><b>Examples include (but are not limited to):</b>  <b>Pedestrian facilities:</b> Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
	safety islands for roadways with (two or more traffic lanes in each direction). <b>Pedestrian amenities:</b> Shade trees; public seating; drinking fountains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? <b>Transit facilities:</b> Transit shelters, bus turnouts <b>Transit amenities:</b> public seating, signage, maps, schedules, trash and recycling receptacles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Bicyclist and Pedestrian Operations</i>	Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Transit Operations</i>	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access support transit usage and users?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Motor Vehicle Operations</i>	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Neighborhood Traffic</i>	Does the proposed design incorporate traffic calming measures to address excessive motor vehicle speeds and/or neighborhood cut through traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Truck/Freight Operations</i>	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Access and Mobility</i>	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? <b>Examples include (but are not limited to):</b> Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Land Usage</i>	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Major Sites</i>	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, <i>commercial</i> , cultural and civic institutions, and public spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Streetscape</i>	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Design Standards or Guidelines</i>	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? <b>Examples include (but are not limited to):</b> American Association of State Highway and Transportation Officials (AASHTO) – <i>A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
	<i>Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) – Urban Bikeway Design Guide; New Jersey Department of Transportation (NJDOT) – Bicycle Compatible Roadways &amp; Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**TOWN ENGINEER SIGN-OFF**

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Approved Project Plan accommodates bicyclists and pedestrians as set forth in the municipal Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

**Construction Checklist:**

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Maintenance of Traffic</i>	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Detours</i>	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**CONSTRUCTION OFFICIAL SIGN-OFF**

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The construction maintenance of traffic plan accommodates bicyclists and pedestrians as set forth in the municipal Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

**Maintenance Checklist:**

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Street Cleaning</i>	Does the street cleaning include the shoulder or roadway to the curb?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are the sidewalks cleaned on a regular basis?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Snow Removal</i>	Does snow plowing block push snow into crosswalks, blocking clear access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Does the Town shovel out crosswalks or enforce residential requirements to clean snow from the crosswalk right of way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**PUBLIC WORKS SIGN-OFF**

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Town's roadway maintenance and snow removal plan accommodates bicyclists and pedestrians as set forth in the municipal Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	

**PLANNING BOARD, BOARD OF ADJUSTMENT & REDEVELOPMENT  
CHECKLIST:**

Item to be Addressed	Checklist Consideration	Yes	No	N/A	Required Description
<i>Existing Bicycle and Pedestrian Accommodations</i>	Will bicyclists or pedestrians regularly access the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Are there accommodations for bicyclists and pedestrians at or within close proximity to the site? Examples include: bicycle parking, changing rooms, sidewalks, ADA ramps, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Handicap Accessible</i>	Does the property accommodate handicapped (including visually impaired) persons?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**TOWN/BOARD PLANNING CONSULTANT SIGN-OFF**

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The proposed site plan accommodates bicyclists and pedestrians as set forth in the municipal Complete Streets Policy.	<input type="checkbox"/>	<input type="checkbox"/>	



# COMPLETE STREETS CHECKLIST

Project title:  
County:  
Jurisdiction/agency:  
Project location:  
Contact name:  
Contact phone:  
Contact e-mail:

## Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as “Routine Accommodation” guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3765, which calls for the creation of this checklist.

In accordance with MTC Resolution 3765, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists *and* pedestrians were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists *and* pedestrians, project sponsors must document why not. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle and/or pedestrian use, whether or not the proposed project is designed to accommodate either or both modes. Projects that do not affect the public right-of-way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

## I. Existing Conditions

### 1 PROJECT AREA

- a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

- b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

- c. Please describe any particular pedestrian or bicycle uses or needs along the project corridor which you have observed or of which you have been informed.

- d. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

### 2 DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

### 3 COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

## II. Plans, Policies and Process

### 4 PLANS

- a. Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).

- b. Is the proposed project consistent with these plans?

### 5 POLICIES, DESIGN STANDARDS & GUIDELINES

- a. Are there any local, statewide or federal *policies* that call for incorporating bicycle and/or pedestrian facilities into this project? If so, have these policies been followed?

- b. If this project includes a bicycle and/or pedestrian facility, have all applicable *design standards* or *guidelines* been followed?

### 6 REVIEW

If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?

## III. The Project

### 7 PROJECT SCOPE

What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

### 8 HINDERING BICYCLISTS/PEDESTRIANS

- a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.

- b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.

- Cost (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)

- Right-of-way (Did an analysis lead to this conclusion?)

- Other (Please explain.)

### 9 CONSTRUCTION PERIOD

How will access for bicyclists and pedestrians be maintained during project construction?

### 10 ONGOING MAINTENANCE

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?

## **Complete Streets Checklist Process**

### **Background**

MTC Resolution 3765 calls for all projects funded through MTC's programs and fund sources to consider the accommodations of bicyclists and pedestrians in planning, design and construction. The resolution specifies that project sponsors complete the Routine Accommodations/Complete Streets Checklist when the project is submitted to MTC for funding. The checklist is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration is included in the project budget. The guidance is attached to this document as Attachments A, the complete streets checklist can be found online:

### **Use of the Checklist**

The Complete Streets checklist is intended for project sponsors to disclose information about how they have considered bicyclists and pedestrians in the planning and design of transportation projects and to provide a vehicle for discussion about specific accommodations. The countywide Bicycle/ Pedestrian Advisory Committees (BPACs) will be responsible for reviewing the reported accommodations. Answers to questions on the checklist will not affect eligibility for MTC programs. The checklist is designed to be used as follows:

1. MTC recommends the complete streets checklist be completed at the earliest stage of project development and made available to BPACs no later than the time at which a project is recommended to MTC for programming.
2. For funding programs for which CMAs recommends projects to MTC (such as local street and road rehabilitation), the checklist will be required to be submitted to MTC at the time which the CMA submits a list of projects to MTC.
3. For regionally competitive funding programs that do not go through the CMAs (such as MTC's regional TLC program), the checklist will be completed at the time at which the review panel has developed a recommended list of projects based on funds available for programming
4. Congestion Management Agencies (CMAs) are responsible for ensuring that local agencies have submitted completed checklists for those programs for which CMA's are responsible.
5. CMAs will make completed checklists available for review by countywide BPACs as described below.

6. MTC will compile checklists and will periodically review how Bay Area transportation projects are considering the needs of bicyclists and pedestrians.

The specific roles and responsibilities of each entity are described below.

### **Programs and Fund Sources to Which Checklist Applies**

The checklist applies to all projects funded through the MTC programs and fund sources listed in Table 1. (See footnote for exceptions.) Projects are not limited to the list below.

**Table 1: Programs and Fund Sources\***

<b>MTC Programs</b>	<b>Fund Source</b>
<b>Federal</b>	
Capital Improvements, Clean Air, Regional Operations, Regional Streets and Road Rehabilitation, Transit Capital Shortfall, TLC, Regional Bicycle, Climate Initiative	Transportation Enhancement (TE)
	Surface Transportation Program (STP)
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Fixed guideways improvements, bus earmarks, new starts and transit capital rehabilitation	FTA 5309
	FTA 5307
<b>State</b>	
Capital Improvements (Highway and transit)	Regional Transportation Improvement Program (RTIP)
<b>Local</b>	
Funds projects identified in SB 916 for capital programs	RM2 Funds – Safe Routes to Transit

\* A checklist is not required for projects and planning efforts that do not impact the traveled way (e.g., emergency communications equipment).

### **Roles and Responsibilities**

#### **Project Sponsors**

1. The project sponsor is responsible for completing the checklist. The checklist will be posted on MTC’s hosted website <http://completestreets.mtc.ca.gov>
2. First time users will need to obtain a user account that will enable them to logon and add projects. This account information is available from your CMA.
3. Once the checklist is completed online, MTC will post the projects two times per month on the Complete Streets website. Note – you do not need to be logged on to the website to see the checklists. On the first and third Tuesday, the checklists

will be available to view or download. If there are time constraints please contact MTC staff to expedite review.

4. The project sponsor is encouraged to submit the completed checklist to the CMA or MTC, as appropriate, early in the project conception process.

### **CMAs**

Please note: In counties where an agency other than the CMA staffs the countywide BPAC, some of these responsibilities may be shared with the other agency.

1. CMA staff will be given a login and password for the application by MTC staff. This account will allow CMAs to create login and password for sponsor agencies if so desired.
2. The CMA will forward completed checklists to countywide BPACs as early as possible and notify the BPACs when the checklists are available on the web.
3. Projects that have completed a checklist will be posted on MTC's webpage. Projects can be searched by name, description, sponsor and county. The CMAs will provide a link to the MTC page from the CMA webpage.
4. CMAs are responsible for ensuring project sponsors have completed the online checklists and have made them available through their websites and to the countywide BPACs for review and discussion.
  - a. Each completed checklist will be linked from MTC's page to the applicable CMA's website.
  - b. Checklists for specific projects can be placed on the agenda for BPAC meetings, although they do not require BPAC approval.
  - c. BPACs may choose to review online or by e-mail, especially when there is short time between posting and MTC program adoption.
5. CMAs are encouraged to set their own process as to when project sponsors submit completed checklists but are encouraged to request the checklist be completed as early as possible so project sponsors may consider bicyclist and pedestrian needs during the development of the project and its budget.
  - a. The CMAs will determine when to make the projects available to BPACs for timely review before submittal to MTC for programming.
  - b. CMAs can require the checklist be completed as part of the project application if it fits within their review process.

### **Bicycle and Pedestrian Committees (BPACs)**

Countywide BPACs, in consultation with CMA staff, are responsible for defining procedures for reviewing checklists posted by the CMAs. Please note that each BPAC's membership shall be consistent with MTC Resolution 875.

1. BPACs may choose to review some or all of the completed checklists at a regular meeting or electronically.

2. In cases where the MTC timeline is especially short BPAC staff and/or chair, may need to establish an expedited process using web and e-mail.
3. BPACs should direct questions or concerns arising during checklist review to the project sponsor.
4. MTC and CMA staff will not be expected to participate in discussions about checklist content any more or any less than their current responsibilities allow (unless also the project sponsor).

## **MTC**

1. MTC will revise program guidelines and project solicitations to reflect requirements related to the checklist.
2. MTC staff will verify that a completed checklist has been submitted for each project forwarded to MTC for programming.
3. For programs where sponsors submit projects directly to MTC, MTC will ensure the sponsor has completed the checklist.
4. MTC will conduct a periodic audit of selected checklists in detail to determine whether the checklist and other provisions in the MTC resolution are encouraging routine consideration of non-motorized travel needs.

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