

Active Transportation Working Group

SCAG Workshop
December 17, 2014



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Welcome/Introductions

SCAG Active Transportation Program

What we do.

About SCAG



- **Nation's largest** Metropolitan Planning Organization (MPO)
- Governed by a Regional Council of 84 local elected officials
- **Nation's Global Gateway** for Trade
- Recently adopted the 2012-2035 RTP/SCS

SCAG FACTS ▶

191

Cities

6

Counties

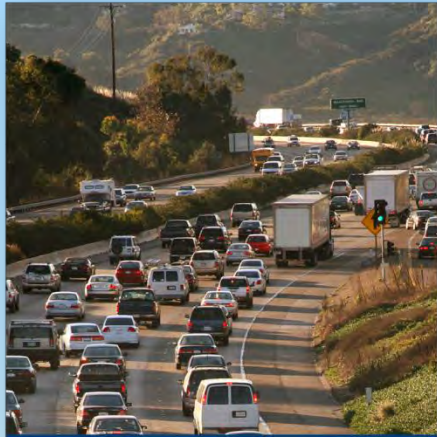
18.5

Million People

16th

Largest Economy
in the World

SCAG Deals With These Regional Issues



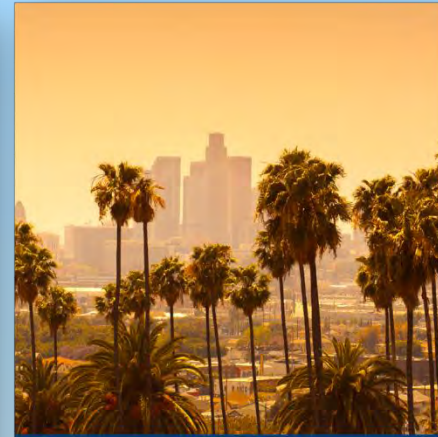
TRANSPORTATION



GOODS MOVEMENT



HOUSING



AIR QUALITY



SCS/LAND USE



FUNDING



LONG TERM GROWTH FORECAST



WATER

Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

Develop Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

- RTP/SCS includes Integrated Land-Use and Transportation Plan
- RTP/SCS must meet GHG reduction targets for 2020, 2035
- First RTP/SCS adopted April 2012
- Unanimous vote of the RTP/SCS by the SCAG Regional Council



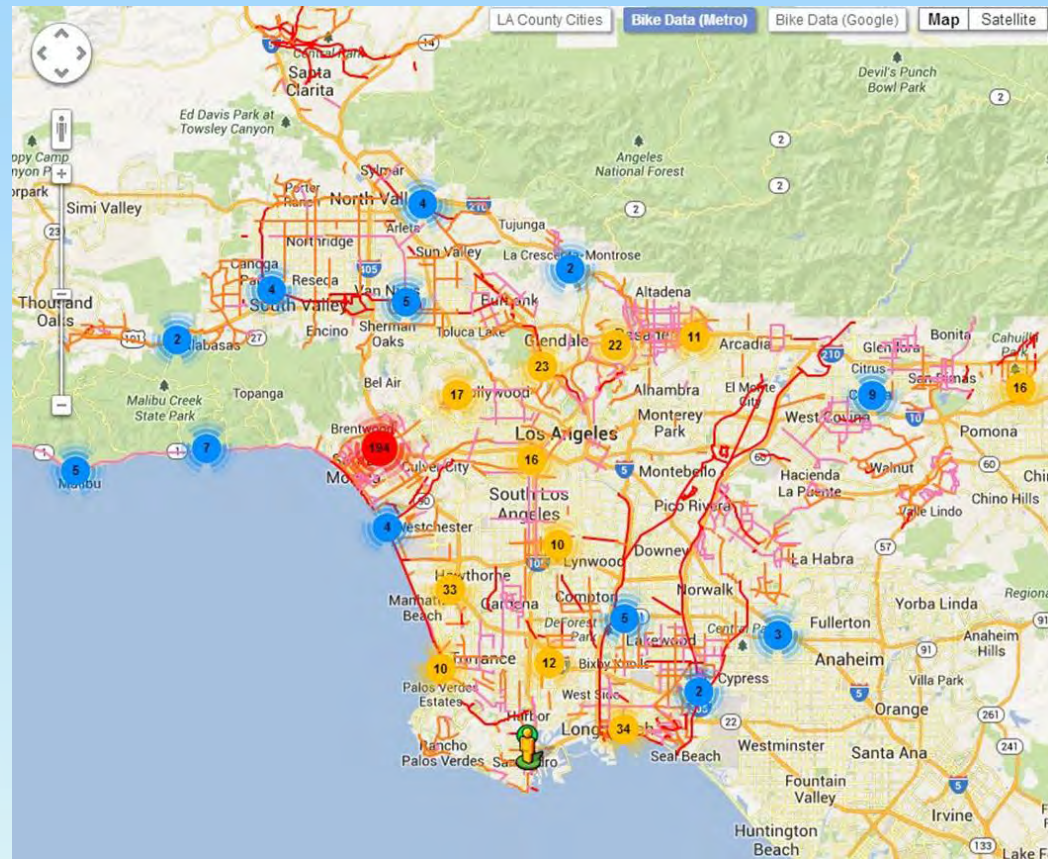
2012 Regional Active Transportation Plan

- Triples funding for Active Transportation between now and 2035
- Increases bikeway miles from 4,300 to nearly 12,000 miles
- Increases commute mode share of bicycling and walking
- Strives for goal of 2/3 of all trips less than 3 miles by walking or bicycling
- Improves connections to transit
- Increases the number of sidewalks that are ADA Compliant



Research, Data & Tools

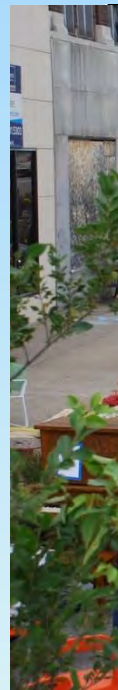
- Bike/Ped Data Clearinghouse
- Health/Economic Impact Study (FY '15)
- Toolbox Tuesdays
- Best Practices



Bike/Ped Data Clearinghouse

Safety/ Encouragement Education

- Regional Advertising Campaign (Fall 2015)
- Pop-Up *Palooza* (May 2016)
- Toolkits/Trainings



Active Streets LA

Walk. Bike. Live.

Street Treatment Toolkit

LA METRO
METRO PLANNING AND COMMUNITY DEVELOPMENT

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS

LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

Active Streets LA is a partner of the LA/OC/Inland Empire and the LA/OC/Inland Empire with funding through the Los Angeles County Department of Public Works.

Continental Crosswalk

A continental crosswalk is a series of bold markings to define pedestrian-priority space. They are easy for drivers to see and encourage drivers to yield to crossing pedestrians.

CDOT
EMERITA

Bike Route Wayfinding

Wayfinding signs show how far it is to destinations and the best way to get there. They are usually used to help bicyclists find good routes along neighborhood streets.

CDOT
EMERITA

Benefits Legend

- Removes barriers to wheelchair access
- Improves pedestrian experience
- Improves bike experience
- Fixes specific safety hazard
- Reduces auto speeds
- Provides opportunity to add landscaping or stormwater element
- Reduces the number of cars
- Reduces the number of trucks

Funding

- SCAG Sustainability Program
- California Active Transportation Program
- Collaborating to identify additional sources



SCAG Active Transportation Working Group

Goals and Schedule

SCAG Active Transportation Working Group Goals

- Provide comments and recommendations during development of the 2016 RTP/SCS
- Provide regular input and guidance on SCAG active transportation programs, research and analysis
- Foster collaboration between active transportation stakeholders as well as active transportation stakeholders and SCAG.

ATP Working Group Schedule

- December 2014
 - Kick off meeting
- February/March 2015
 - Review RTP/SCS Active Transportation Strategies
- June 2015
 - Review Preliminary Draft Active Transportation Plan
 - Preliminary Funding Requirements
 - Begin SCAG Active Transportation Safety Campaign
- October 2015
 - Public Review Draft RTP/SCS
- **Ongoing after RTP/SCS is completed...**

2016 RTP/SCS

Active Transportation Overview

2012 Regional Active Transportation Plan

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2016 RTP/SCS

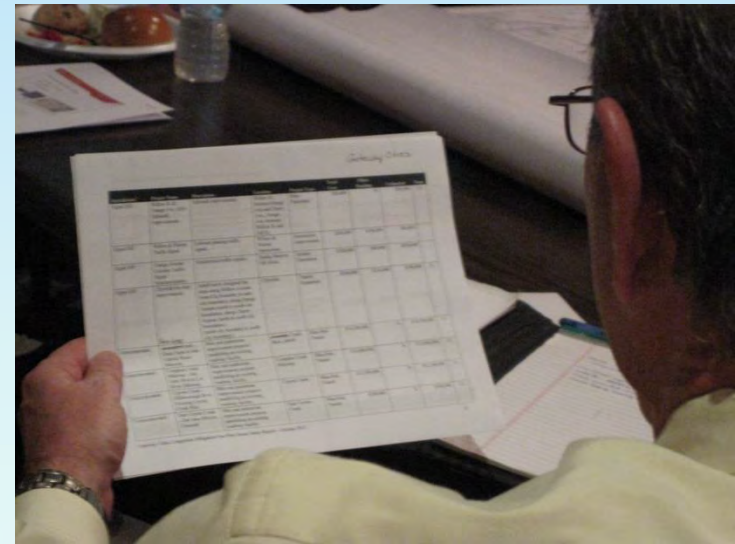
- Active Transportation Component due in Summer 2015
 - Existing Conditions Report
 - Scenario Development
 - Develop a Preferred Alternative
- Draft RTP/SCS due in Fall 2015.
- Program Environmental Impact Report due in Winter 2015
- Air quality conformity determination due in May 2016

Existing Conditions Report

Where are we now?

Existing Conditions

- Walk Trips
- Bike Trips
- Regional Bikeway Network
- Funding
- Safety



Share of Active Transportation Modes

- Active Transportation (AT) modes include walking and biking

% AT Mode Share

	Walk	Bike
IMP	7.8	1.43
LA	21.65	1.24
OR	10.93	1.21
RIV	9.43	0.72
SBD	9.68	0.72
VN	10.86	0.97
SCAG	16.75	1.12

- Source: California Statewide Household Survey, 2012

Existing Conditions

GOAL in 2012 RTP/SCS:

By 2035, at least 2/3 of all trips shorter than 3 miles or half of all trips that are 5 miles or less could be converted to active transportation

CURRENTLY:

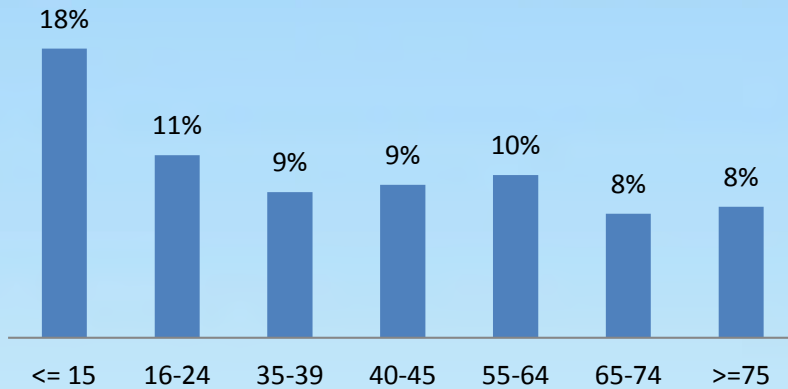
- 68% of all trips less than ½ mile are active transportation
- 50% of all trips less than 1 mile are active transportation
- 26% of all trips <3 miles are active transportation

Existing Conditions Report: Analysis on Walk Trips

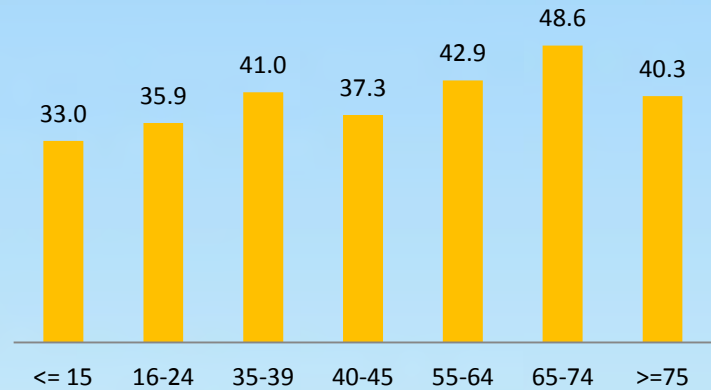
Statistics based on SCAG's Combined Survey Database

Daily Walk Time per Person

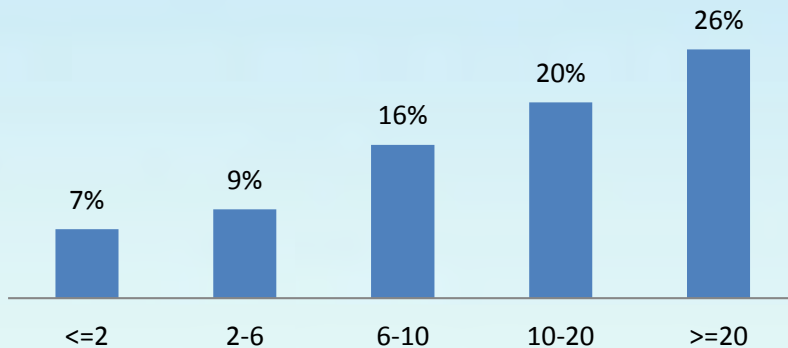
**% Persons Walked During a Day
- by age cohort**



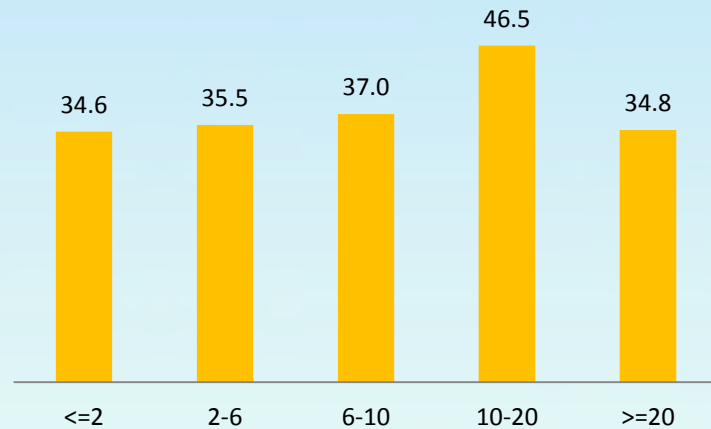
Person Daily Walk Time by Age



**% Persons Walked During a Day
- by HH density (per acre)**

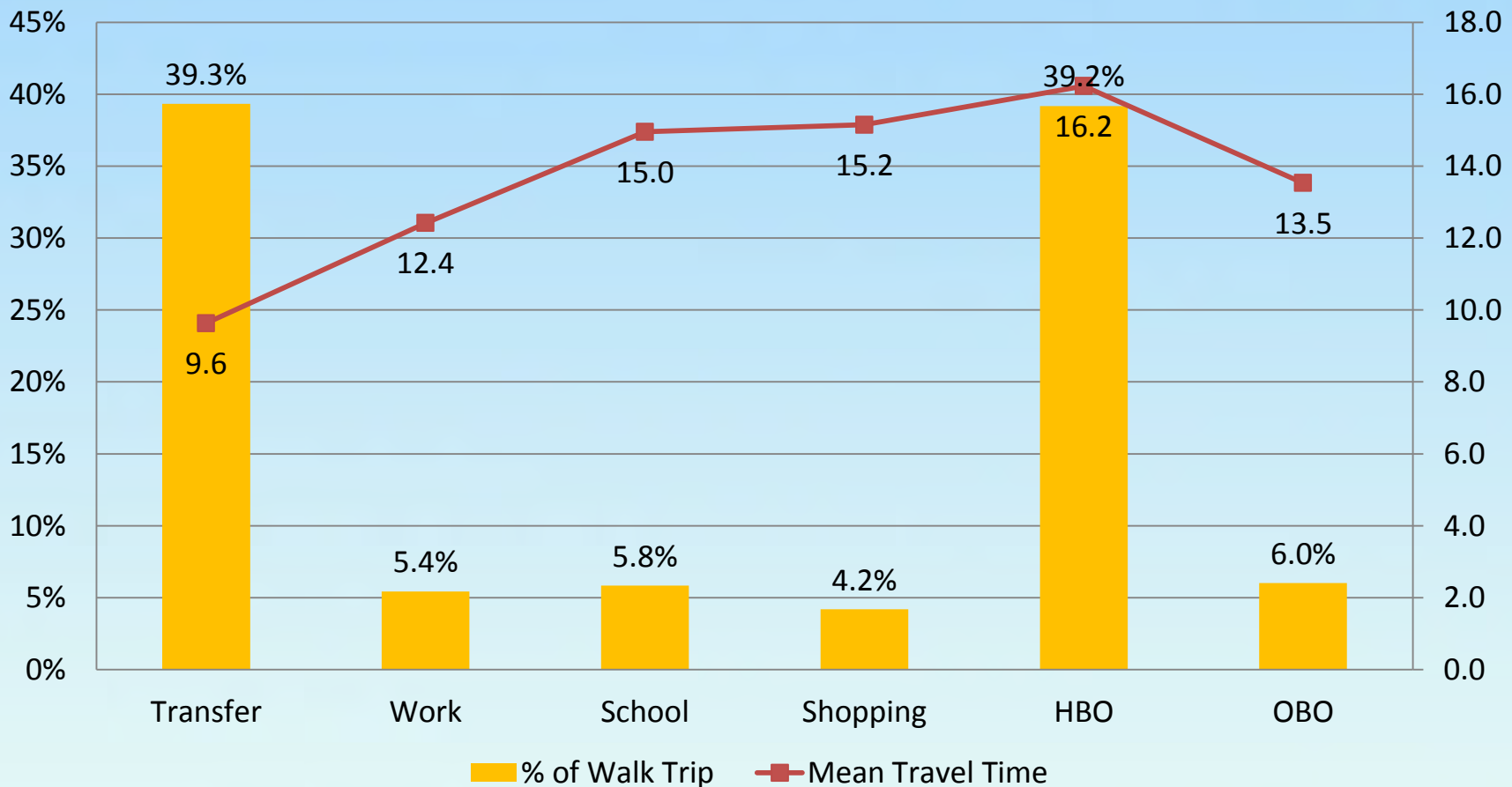


Person Daily Walk Time by Density



Walk Trip Type and Mean Travel Time

- Nearly 80% of walk trips are Transfer Trips or Home-Based Other Trips (~40% each)



Summary of Walk Trip Analysis

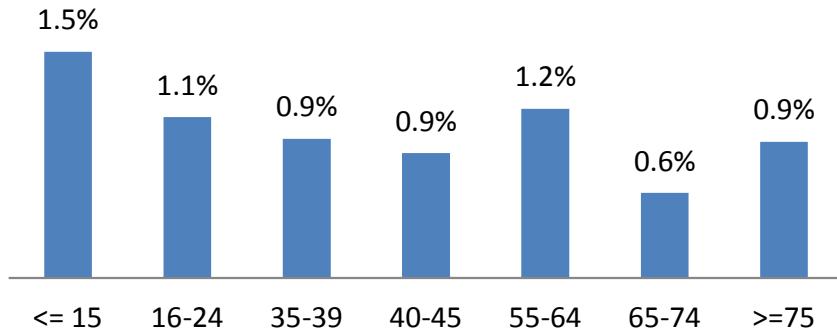
- 11% of people walk during a weekday
- Residents of higher-density neighborhoods tend to walk more than those of low-density
- 40% of walk trips are for mode transfer
- Just under 80% of walk trips are < 20 minutes.

Existing Conditions Report: Analysis on Bike Trips

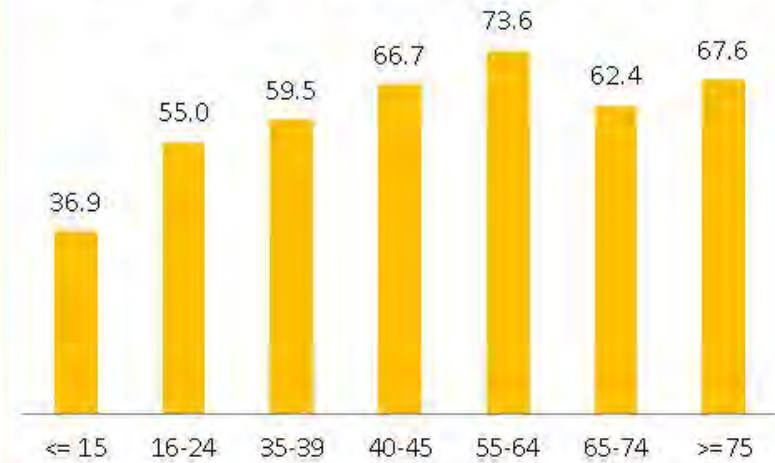
Statistics based on SCAG's Combined Survey Database

Bike by Person

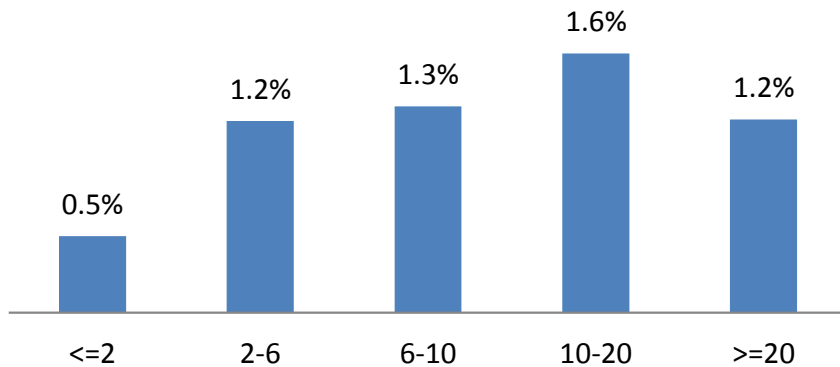
**% Persons Biked During a Day
- by age cohort**



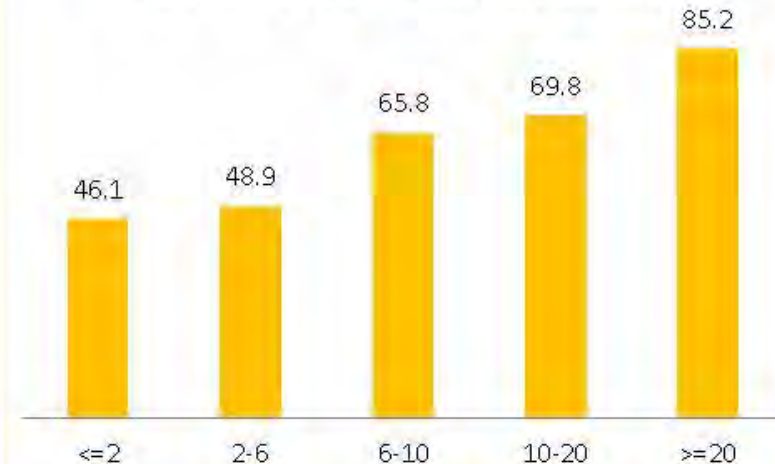
Person Daily Bike Time by Age Cohort



**% Persons Biked During a Day
- by HH density (per acre)**

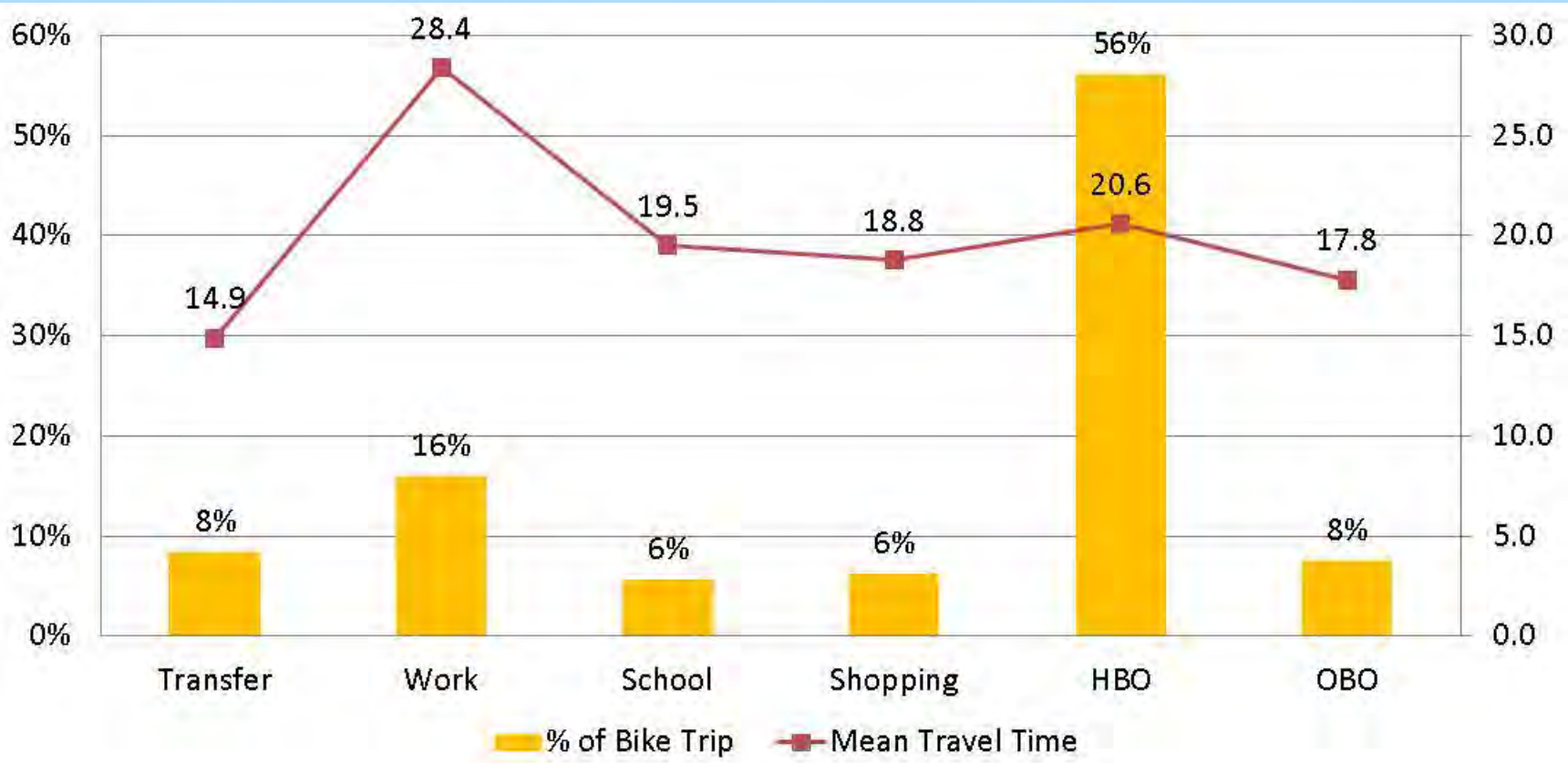


Person Daily Bike Time by Density



Trip Type and Mean Travel Time

- 56% of bike trips are home-based other trips, 16% for commuting purpose & 8% for mode transfer
- Average bike time for work is about 29 minutes



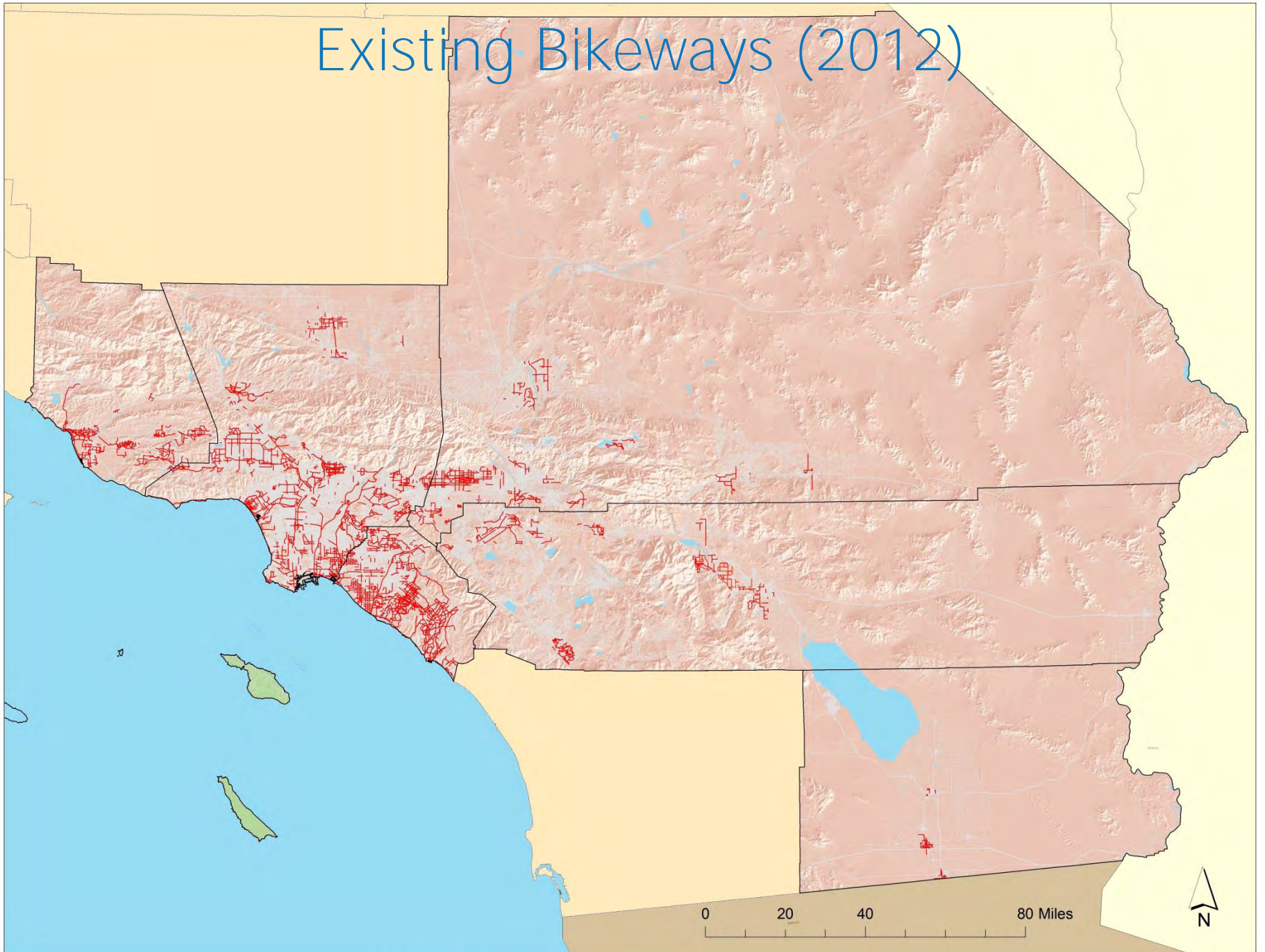
Summary of Bike Trip Data

- Nearly 85% of bike trips less than 30 minutes
- 1.1% of people bike during a weekday.
Not much difference among age groups
- 55% of bike trips are for home-based other (social, recreation, visiting, eat out, ...)
- Average bike time = 22 minutes. Bike for work travel time was the highest ... 28.4 mins
- Bikers tend to spend more time on biking if living in high-density or better bike access areas

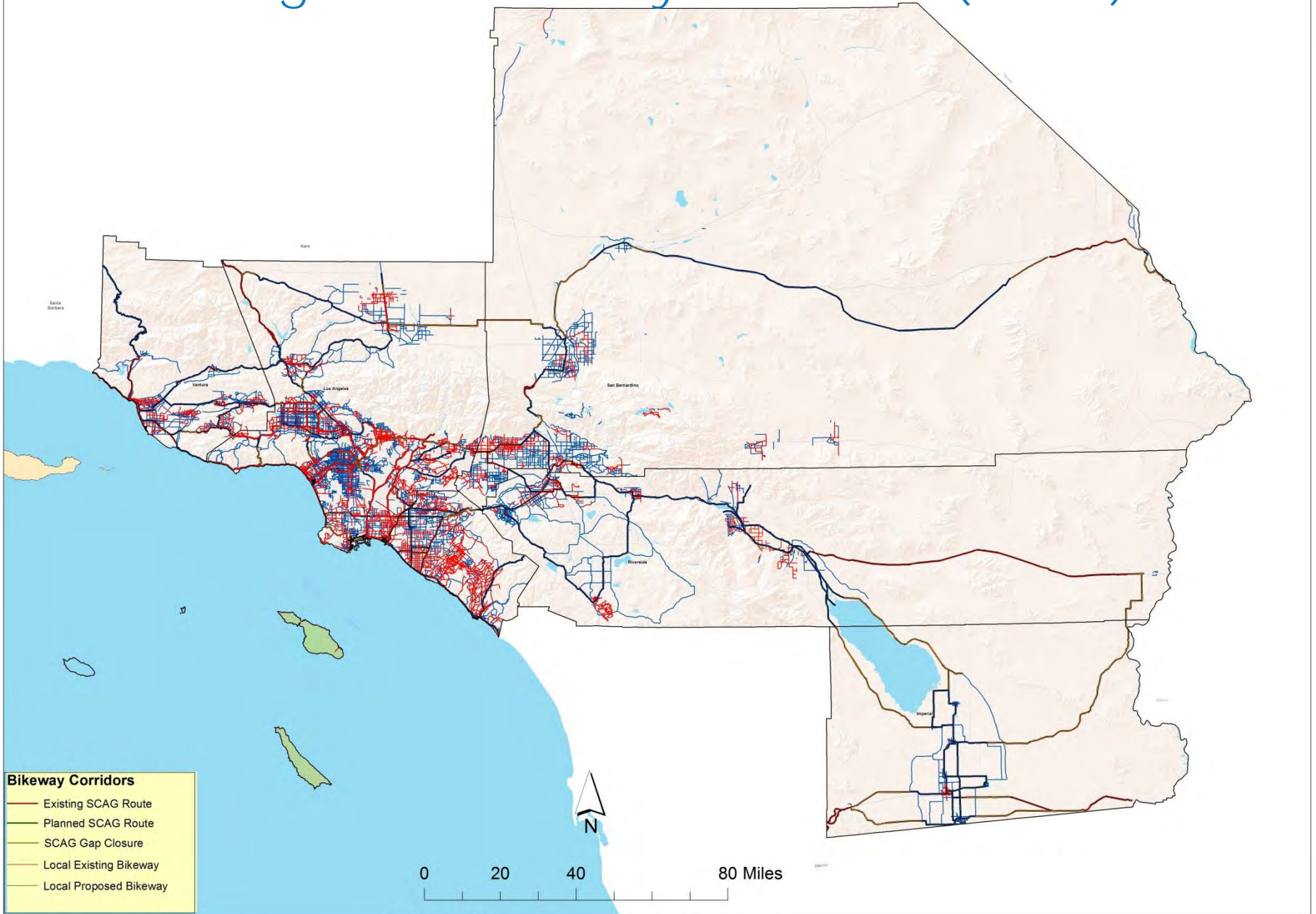
Existing Conditions Report: Regional Bikeway Network

Existing and Proposed

Existing Bikeways (2012)



Regional Bikeway Network (2035)



Existing Conditions Report: Active Transportation Funding

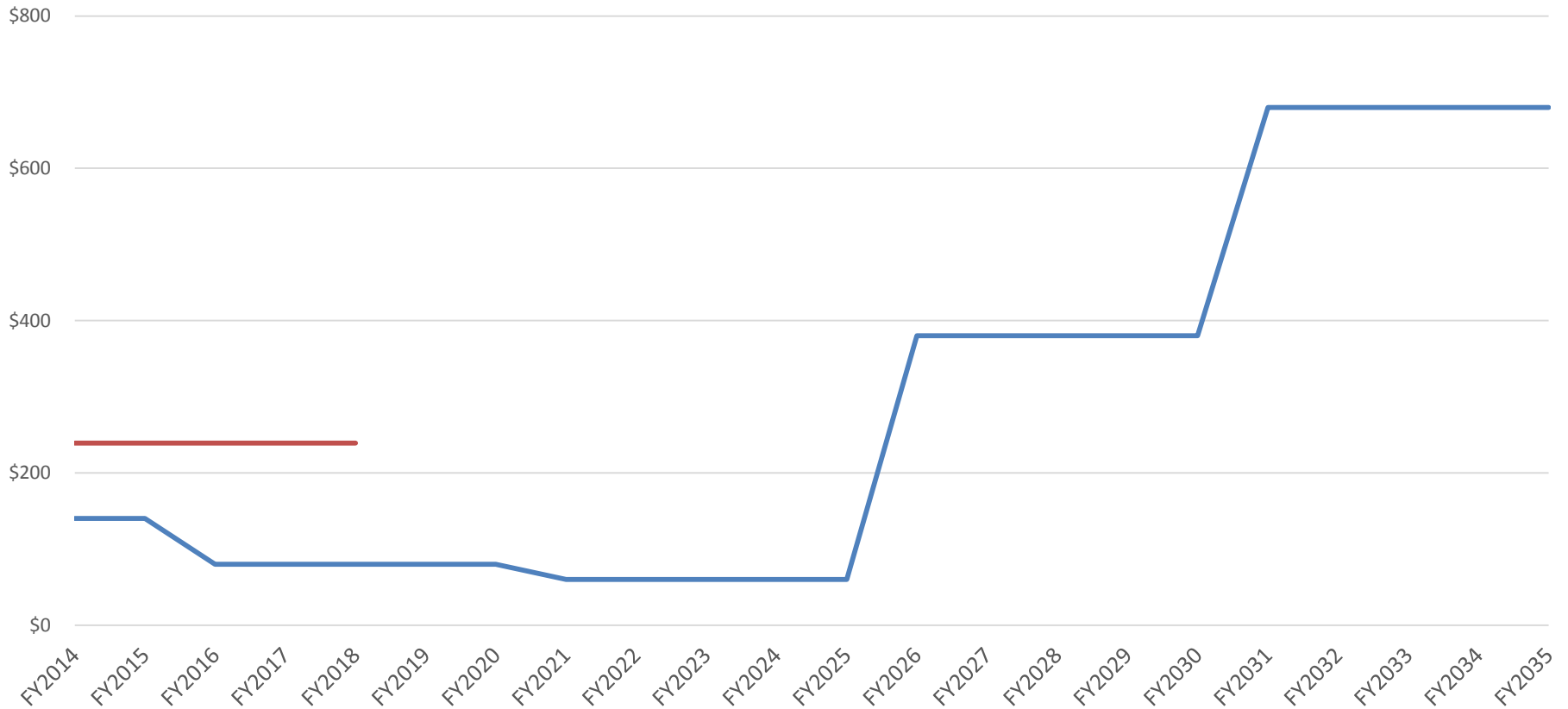
Existing Funding and 2012 RTP/SCS Planned Funding

Active Transportation Funding

Projected Annual Average Active Transportation Funding in SCAG Region

(in millions of nominal dollars)

— 2012-2035 RTP/SCS — Current Funding



Active Transportation Funding

Snapshot of Active Transportation Funding Distribution

Bicyclist and Pedestrian Projects	46%
Pedestrian only/Sidewalk	19%
Bicyclist only	18%
Part of a Larger Project	9%
First Mile/Last Mile Strategies	7%
Traffic Signals/Signal Detection	0.4%

Based on 2013 FTIP (4/08/2014), California ATP awards, and review of local funding sources.

Active Transportation Funding

Existing Sources of Funding

- California ATP
- FHWA Funds
- FTA Funds
- Local General Funds
- Toll Fees

Potential Sources of Funding

- Local Fees/Initiatives
- Cap and Trade
- Development Projects
- Water Bonds
- EIFD

Existing Conditions Report: Safety

Progress and Problems: How do we eliminate fatalities?

Safety in the SCAG Region

	Pedestrian		Bicyclist		Total (all modes)	
YEAR	Killed	Injured	Killed	Injured	Killed	Injured
2007	354	7,289	57	4,813	1,740	138,778
2008	↓ 321	↓ 7,178	↑ 61	↑ 5,391	↓ 1,533	↓ 124,975
2009	↓ 312	↑ 7,224	↓ 49	↑ 5,840	↓ 1,297	↓ 120,709
2010	↓ 301	↓ 6,622	↓ 44	↑ 6,349	↓ 1,172	↓ 119,655
2011	↑ 303	↑ 6,690	↑ 67	↑ 7,051	↑ 1,212	↓ 118,981
2012	↑ 363	↑ 7,087	↓ 62	↑ 7,428	↑ 1,321	↑ 121,304

2016 RTP/SCS Strategy Development

Background and Discussion

Integrating Active Transportation into the RTP/SCS

Four Active Transportation Focus Areas

- First Mile/Last Mile to Transit
- Complete Streets
- Safe Routes to School
- Regional Bikeway Network

First Mile/Last Mile Strategies

- Wayfinding
- Sidewalk Improvements
- Bicycle Parking
- Lighting/security
- Ease of Access
- Pedestrian priority signalization/crosswalks
- ADA Compliant sidewalks/access
- Bike/ped friendly business districts near transit hubs

(Union Station, ARTIC, San Bernardino Train Depot).

First Mile/Last Mile Strategies

Safety

- Street Crossings
(timing, signals, etc.)
- Midblock Crossings
- Lighting
- Graffiti Removal
- Infill Development/Improvements



**TURNING
TRAFFIC
MUST
YIELD TO
PEDESTRIANS**

First Mile/Last Mile Strategies

First Mile/Last Mile (Ideal Implementation)



First Mile/Last Mile Strategies

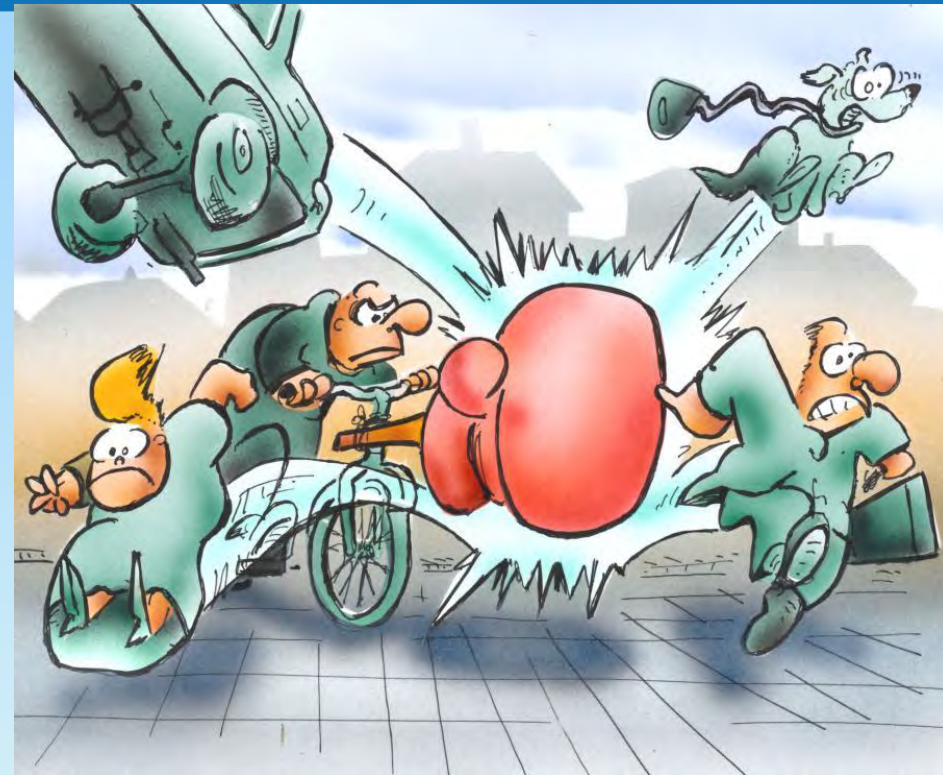
AB 2707 signed by Governor Jerry Brown on September 10, 2014 increases the number of bicycles allowed on buses



Complete Street Strategies

Complete Streets:
Designing streets for
ALL users

- Traffic calming
- Bicycle Friendly Streets
(Bike Boulevards)
- ADA Compliance
- Bike/Ped Friendly Business
Districts



Safe Routes to School Strategies

- Cut through cul-de-sacs
- Sidewalk improvements
- Traffic Calming near schools
- Bike Trains
- Walk Trains
- Education
- Enforcement



Regional Bikeway Network Strategies

Opportunity zones

Bicycle/Pedestrian Friendly Districts.

Examples:

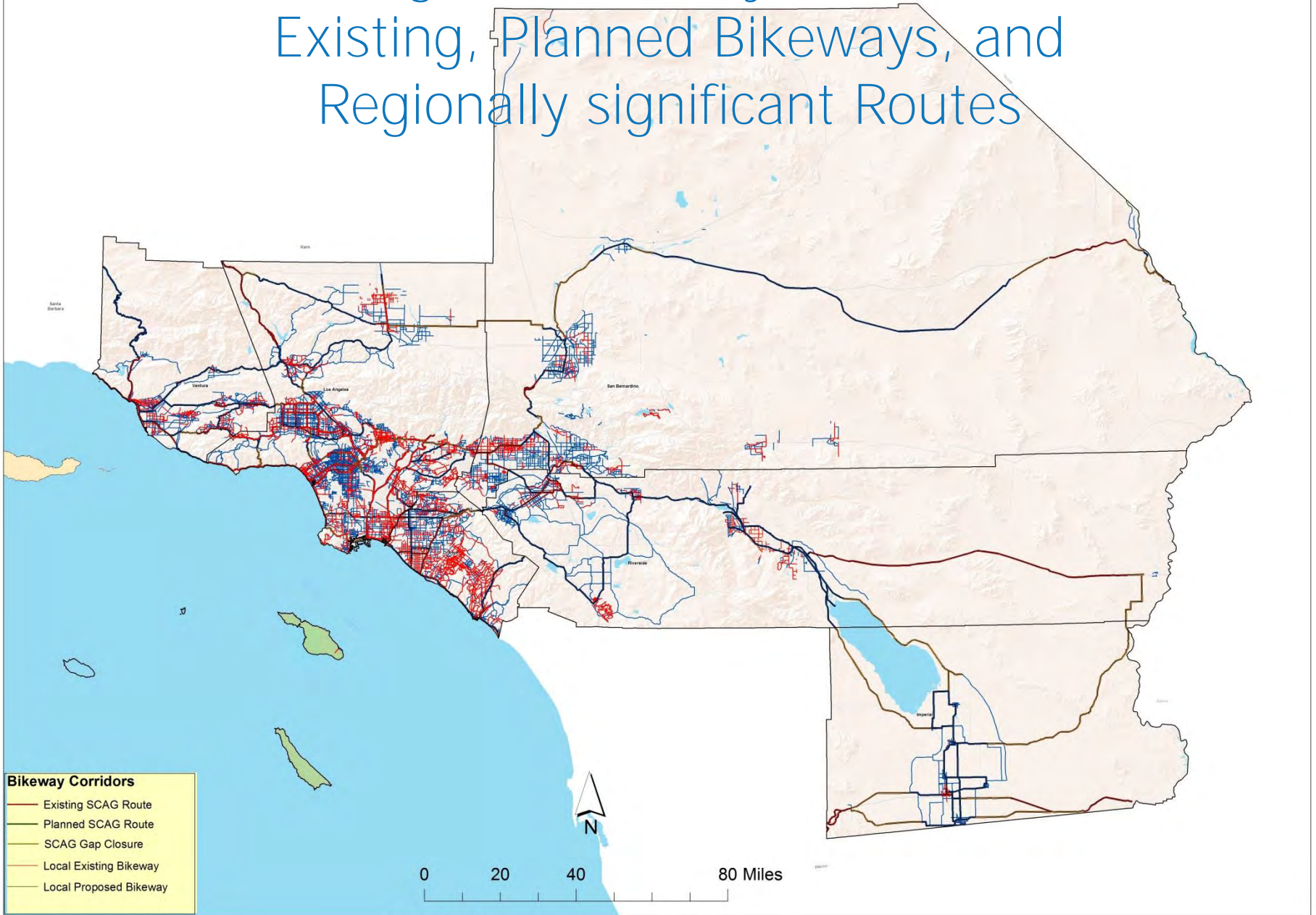
- Santa Monica
- Long Beach
- Old Town Pasadena

Major Destination Centers

- Universities/Schools
- Major employment/recreational Destinations
 - CV Link
 - PE Trail
 - Beaches



Regional Bikeway Network Existing, Planned Bikeways, and Regionally significant Routes



2016 RTP/SCS Scenario Planning Process

2016 RTP/SCS – Scenario Planning

- July 2014 – July 2015 (approx.)
- Scenario Planning Model (SPM)/Urban Footprint
- 4 Initial scenarios – Spring 2015
 - “Local Input”
 - “2012 Plan Updated”
 - “Policy Scenario A”
 - “Policy Scenario B”
- Stakeholder workshops – Late Spring 2015
- 1 Revised/Draft 2016 Plan scenario – Summer 2015
- Draft 2016 RTP/SCS – Fall 2015

2016 RTP/SCS – Scenario Planning

Explore impacts and implications of various RTP/SCS policy options

- Implications of fast vs. slow implementation (e.g. active transportation funding)?
- Will emerging technologies support or conflict with our transportation, land use, other policies?
- Will demographic trends significantly effect transportation, land use needs?
- Are local governments adopting 2012 RTP/SCS policy?
- What will it take to meet more aggressive targets?

Scenario Planning Model

Orange County SCAG UrbanFootprint Scenario Planning Model

Local Input Base Condition Future Local Input RTP 2035 Scenario A

Name: Local Input
Created by:
Description: Orange County Local Input 2035 Scenario Import

Scenario Increment: Dwelling Units By Type

Type	Value
SF Large Lot	8,409
SF Small Lot	25,376
MF	87,209
Attached SF	7,384

Scenario End State: Employment By Sector

Sector	Value
Retail	595,495
Office	784,757
Industrial	355,271
Public	138,240
Other	78

Scenario Increment: Socioeconomic Totals

Metric	Value
Population	411,944
Dwelling Unit	127,549
Employment	348,526

Layers for Local Input

- Background Imagery
- Google map
- Google labels
- Google aerial
- Open Street Maps
- Local Input
- Scenario End State
- Orange County
- Region General Plan Parcels
- County Boundary
- Major Transit Stops
- High Quality Transit Areas
- High Quality Transit Corridors
- Census Tracts
- Sub Region
- Region Existing Land Use Parcels
- Transit Priority Areas
- Region Jurisdiction Boundary
- Region Sphere Of Influence
- Region Tier2 Taz
- Flood Zones
- Endangered Species
- Habitat Conservation Areas
- Cpad Holdings
- Farmland
- Scenario B
- Scenario Increment
- Urbanfootprint Layers
- Water
- Vehicle Miles Traveled
- Base Feature
- Energy

Scenario Builder

100% Development Percentage
100% Density Percentage
100% Gross/Net Percentage

Apply Clear Base Condition Re-development Flag

Undo Redo Revert

Active Built Form: Campus/ University

32.56 DU/Ac 14.25 Emp/Ac

Unsorted UF Placetypes

- Campus/ University
- City Commercial
- City Mixed Use
- City Residential
- High Intensity Activity Center
- Industrial Focus
- Industrial/Office/Res Mixed High
- Industrial/Office/Res Mixed Low
- Institutional
- Large Lot Residential Area
- Low Intensity Retail-Centered N'Hood
- Low-Density Employment Park
- Mid Intensity Activity Center
- Mixed Office and R&D
- Neighborhood Low
- Neighborhood Residential
- Office Focus
- Office/Industrial
- Parks & Open Space
- Residential Subdivision

UrbanFootprint rev. 2014.11.24 © 2014 Cathorpe Analytics

Scenario Planning Model

Orange County
SCAG UrbanFootprint Scenario Planning Model
Logout

Local Input

Base

Base Condition

Future

Local Input

RTP 2035

Scenario A

Name: Local Input

Created by:

Description:

Orange County Local Input 2035 Scenario Import

Scenario Increment: Dwelling Units By Type

Scenario End State: Employment By Sector

Scenario Increment: Socioeconomic Totals

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Placetype: Mixed Office and R&D

Included Building Types in PlaceType	Du/Acre	Emp/Acre	Use Pot
Industrial High	0.0	25.8	5.6
Low Intensity Strip Commercial	0.0	13.3	3.5
Industrial Low	0.0	12.6	2.1
Park	0.0	0.0	4.0
Warehouse Low	0.0	14.7	2.1
Streets	0.0	0.0	21.1
Office Park High	0.0	98.6	21.7
Office Park Low	0.0	22.1	23.1
Parking Structure	0.0	3.6	3.5
Medium Intensity Strip Commercial	0.0	29.3	3.5
Detention/Utilities	0.0	0.0	5.0
Warehouse High	0.0	64.9	4.9

Add a Building Type to the mix

Red 169

Green 129

Blue 213

#A981D5

Summary Densities (Per Acre)

Dwelling Unit Density	0.0
Single Family Large Lot	0.0
Single Family Small Lot	0.0
Attached Single Family	0.0
Multifamily Units	0.0
All Employment	33.3
Retail Employees	1.7
Office Density	27.4
Public Employees	0.0
Industrial Employees	4.2
Agriculture Employees	0.0
Military Employees	0.0

Builder

Percentage

Percentage

Percentage

Percentage

Clear Base Condition

Redevelopment Flag

Revert

University

14.25

Emo/Ac

Placetypes

Center

Mixed High

Mixed Low

Area

Centered N'Hood

ment Park

Center

Neighborhood Low

Neighborhood Residential

Office Focus

Office/Industrial

Parks & Open Space

Residential Subdivision

UrbanFootprint rev. 2014.11.24

© 2014 Calthorpe Analytics

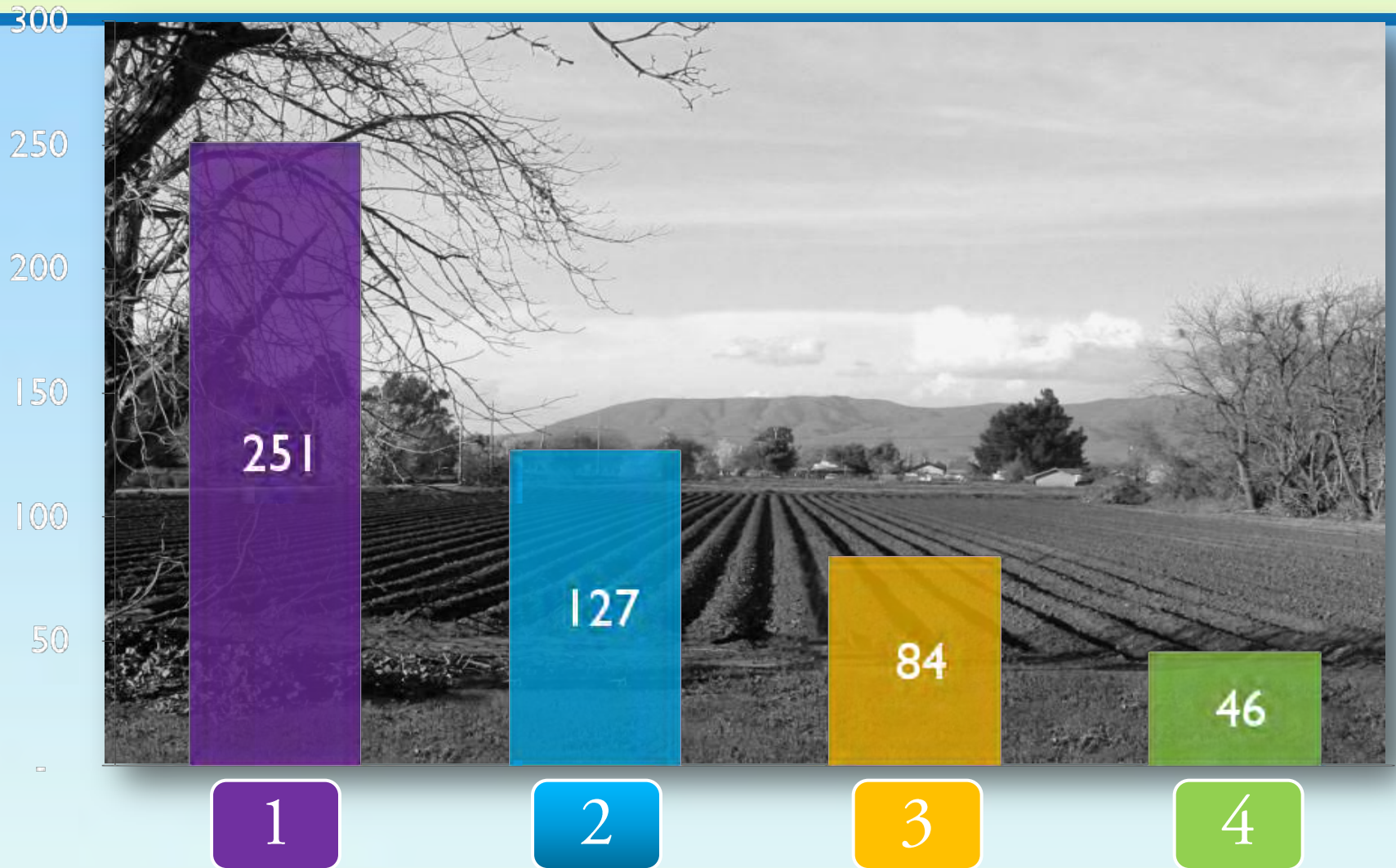
Land Consumed

Square Miles



Land Consumed

Square Miles



Vehicle Miles Traveled

Annual per household, 2035



Vehicle Miles Traveled

Annual per household, 2035

21,000

20,000

19,000

18,000

17,000

16,000

20,924

18,630

18,254

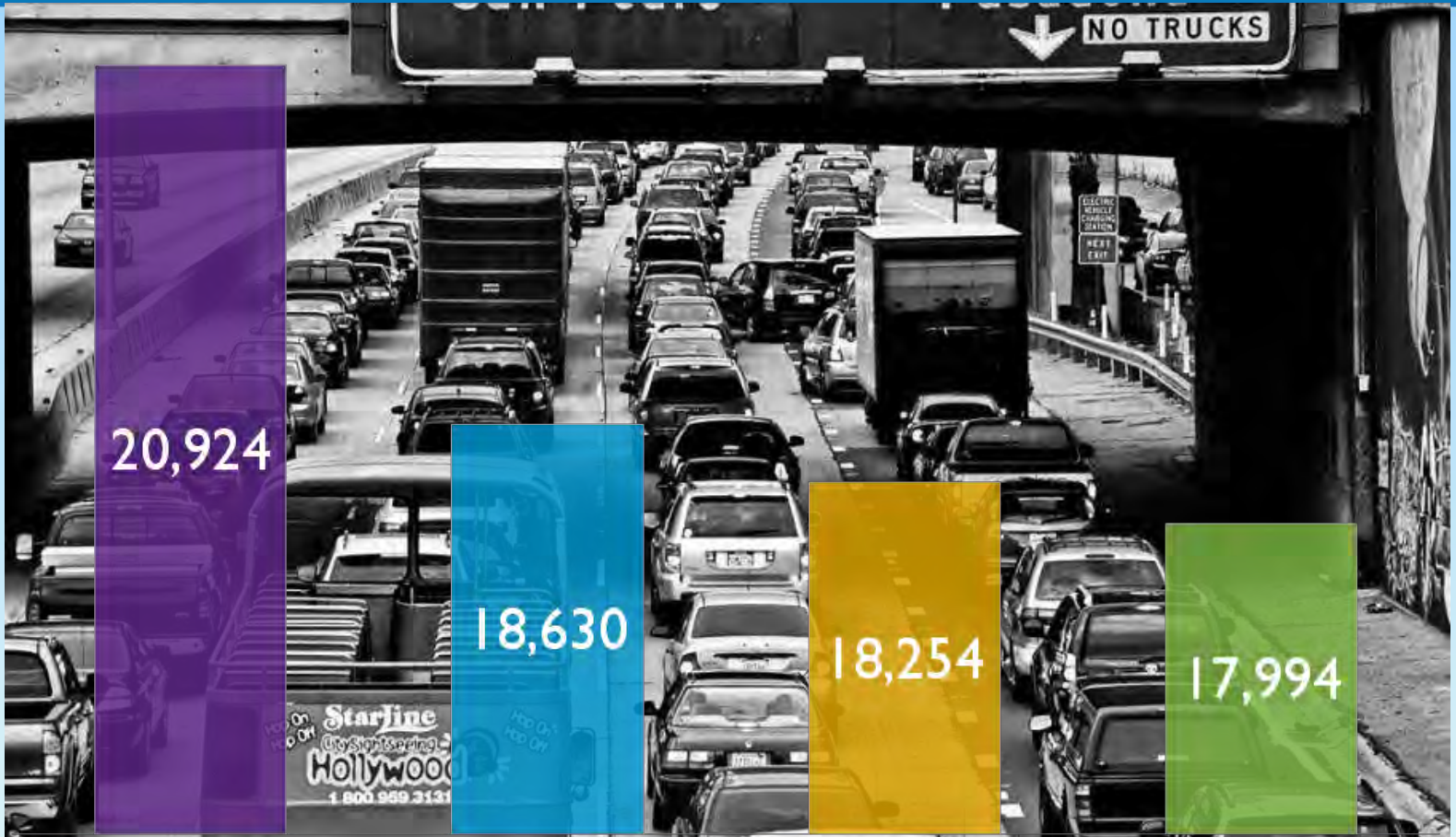
17,994

1

2

3

4



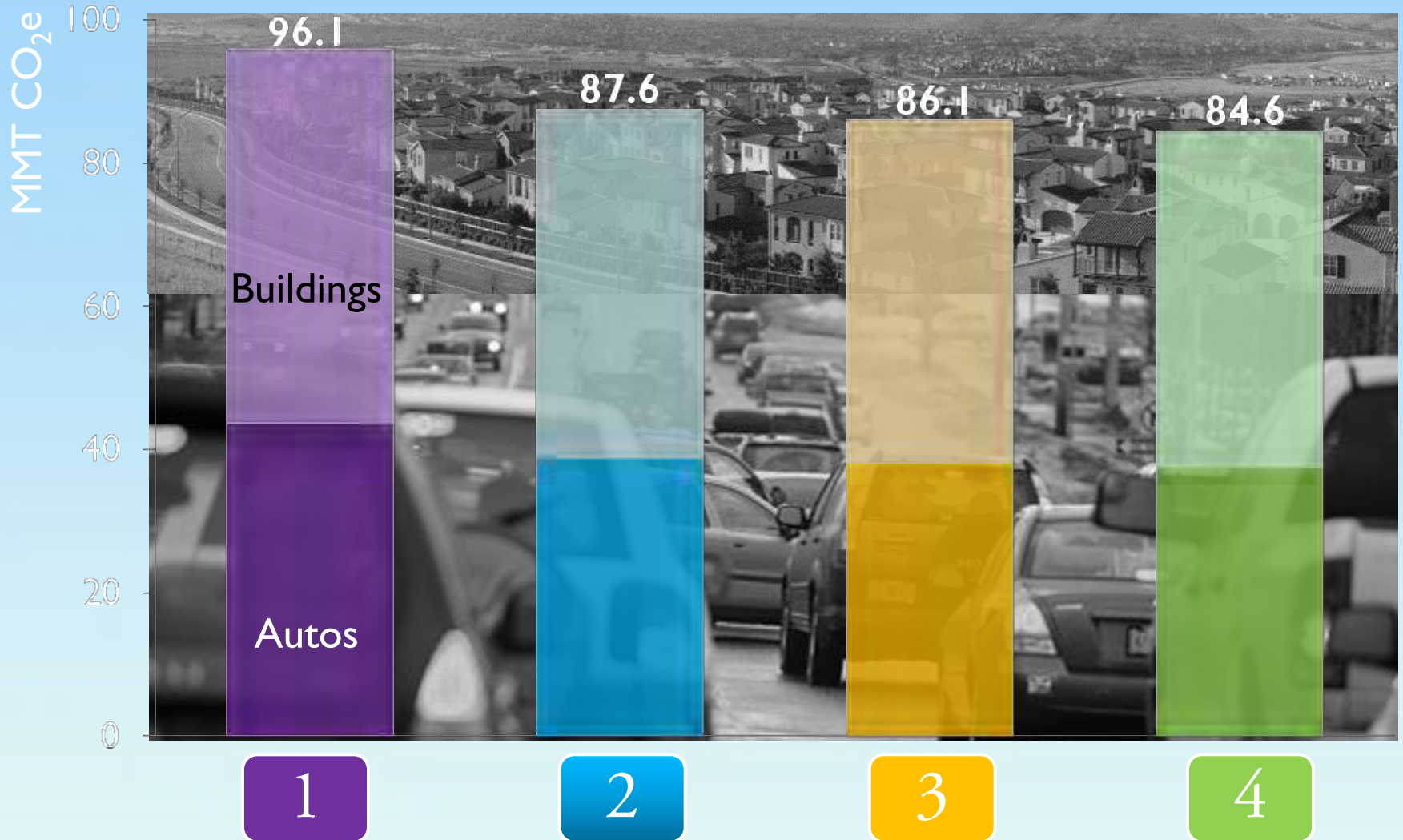
Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035



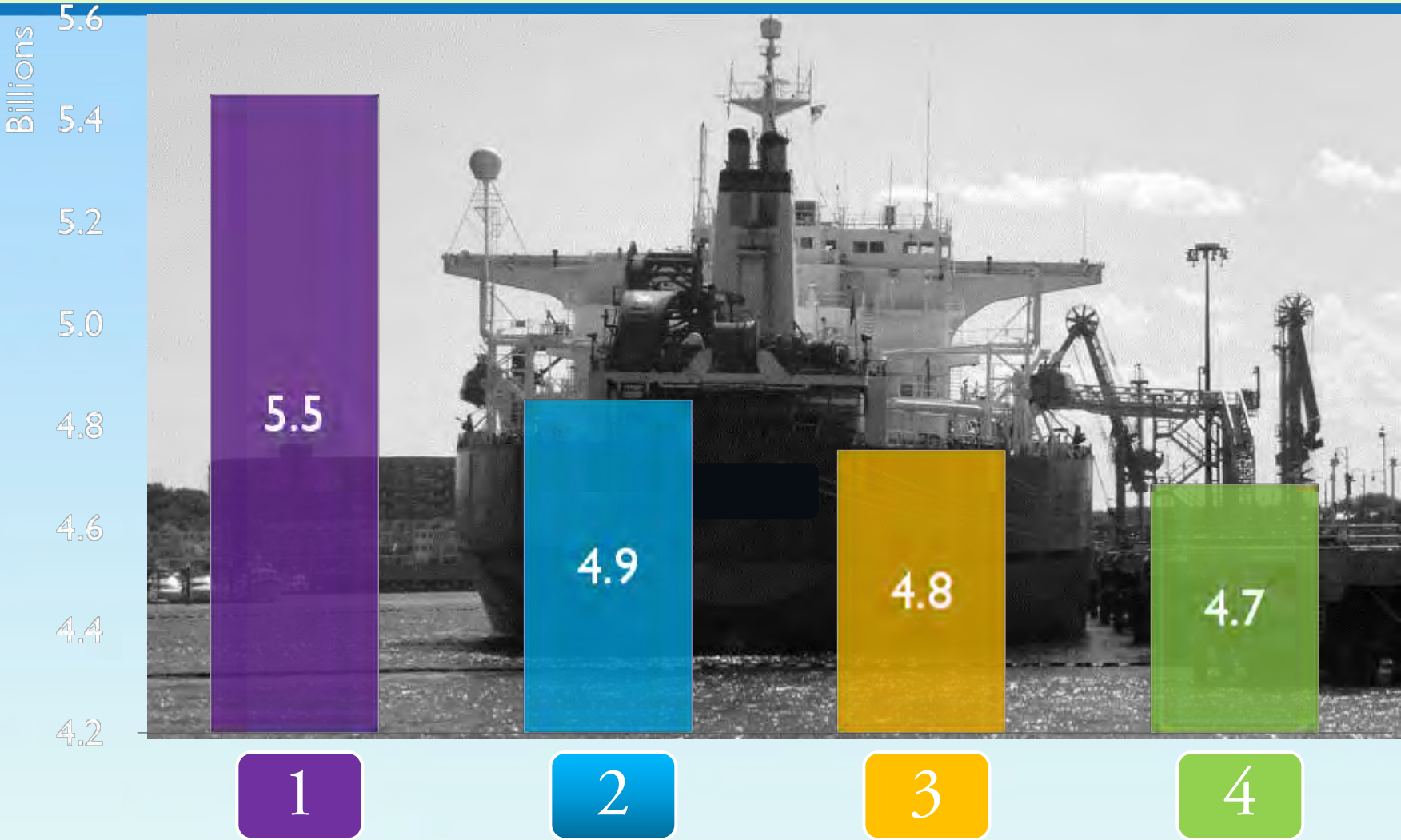
Fuel Consumption

Billions of Gallons, 2035



Fuel Consumption

Billions of Gallons, Annual, 2035



2016 RTP/SCS

Scenario Planning Model (SPM)

SPM Outputs – Scenario Performance Measures

- Transportation
 - Vehicle Miles Traveled (VMT)
 - GHG emissions, criteria pollutant emissions, mode share, etc.
- Land Consumption
 - Acres of “greenfield” developed, infill re-development
- Buildings - Energy and Water Use
 - Costs, associated GHG emissions
- Fiscal Impacts for Local Govt’s
 - Infrastructure costs & tax revenues associated with new development

2016 RTP/SCS Scenario Planning Model (SPM)

SPM Outputs – Scenario Performance Measures

- New Public Health Module enhances analysis of incidence and costs for 3 health impact categories:
 - Active Transportation/Physical Activity-related
 - Respiratory-related
 - Accident-related
- SCAG 2016 RTP/SCS should be the first application of new tool

Discussion Questions

- How do we make Complete Streets an integrated component of regional and local planning/ implementation?
- Are there additional goals SCAG should include for its Active Transportation Work Program?
- Are there any additional active transportation strategies SCAG should consider to integrate into our planning activities?
- How can we provide support to local planning efforts?



California Active Transportation Program (CATP)

Cycle 2:

Active Transportation Program (ATP)

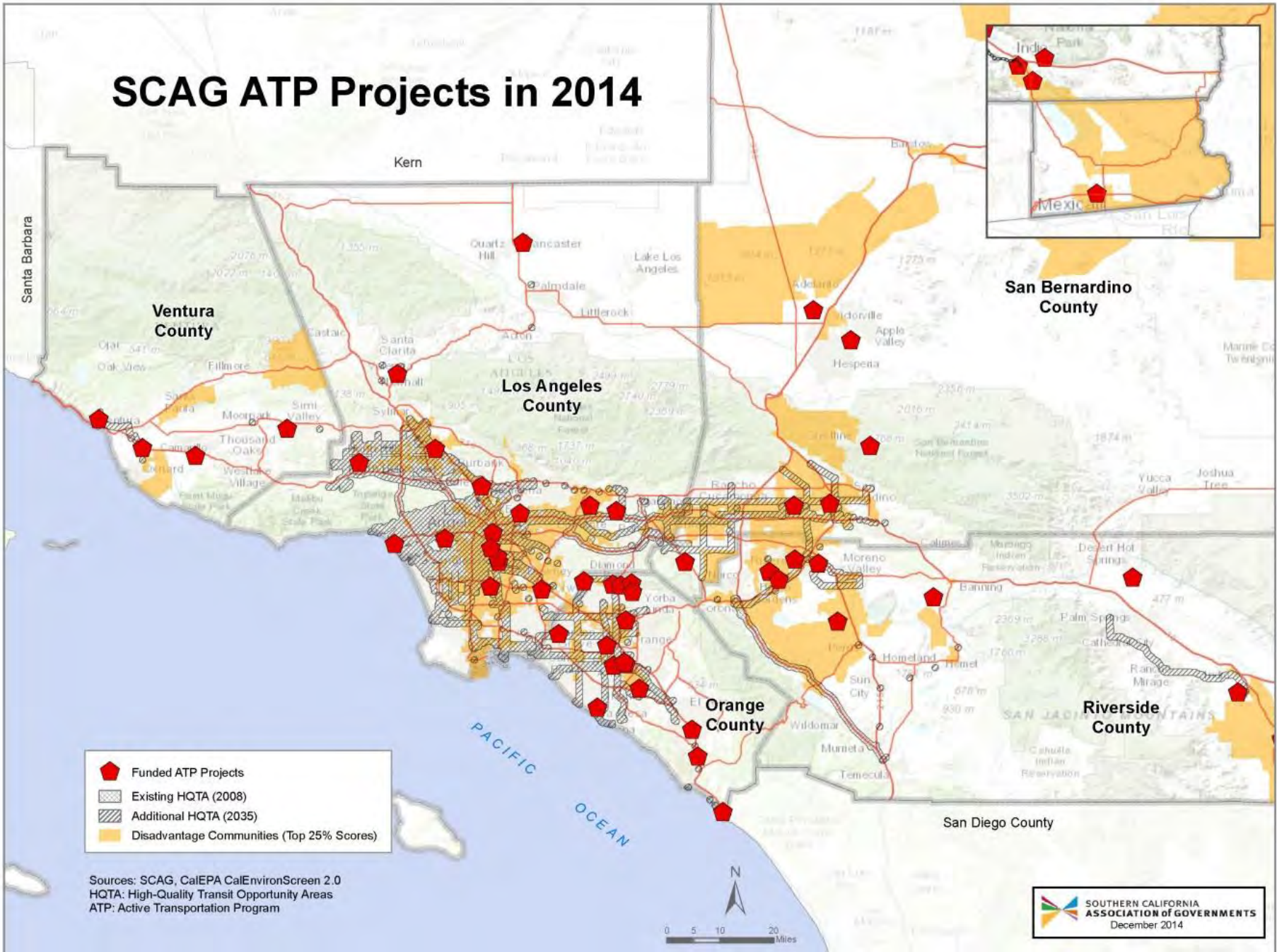
- Projects were selected from remaining eligible projects from Statewide Component
- Counties allotted total funding based on population
- Up to 5% invested in planning projects
- Color of Money: projects under \$1m considered for SOF



Summary of ATP Projects

Total Projects Submitted State	772
Total Projects Submitted SCAG Region	274
Selected Statewide Projects Total	126
Selected Statewide Projects SCAG	68
Selected SCAG Projects MPO Comp	54
Total Projects Selected SCAG	122

SCAG ATP Projects in 2014



Sources: SCAG, CalEPA CalEnvironScreen 2.0
 HQTA: High-Quality Transit Opportunity Areas
 ATP: Active Transportation Program

Summary of ATP Funding

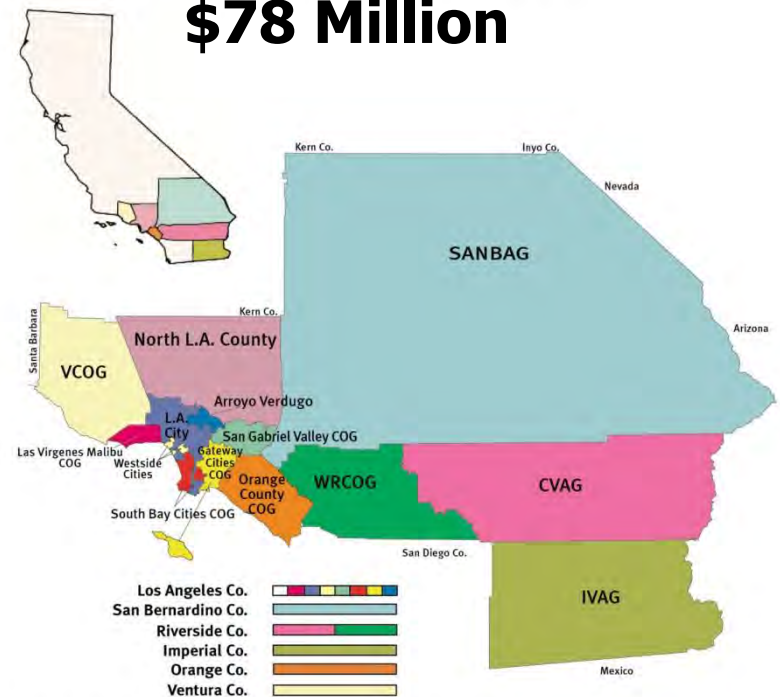
Total Funding Request State	\$768,465
Total Funding Requests SCAG	\$337,596
Total Funding Received Total	\$193,405
Total Funding Received Statewide	\$115,199
Total Funding MPO Received	\$78,206

Active Transportation Program (ATP)



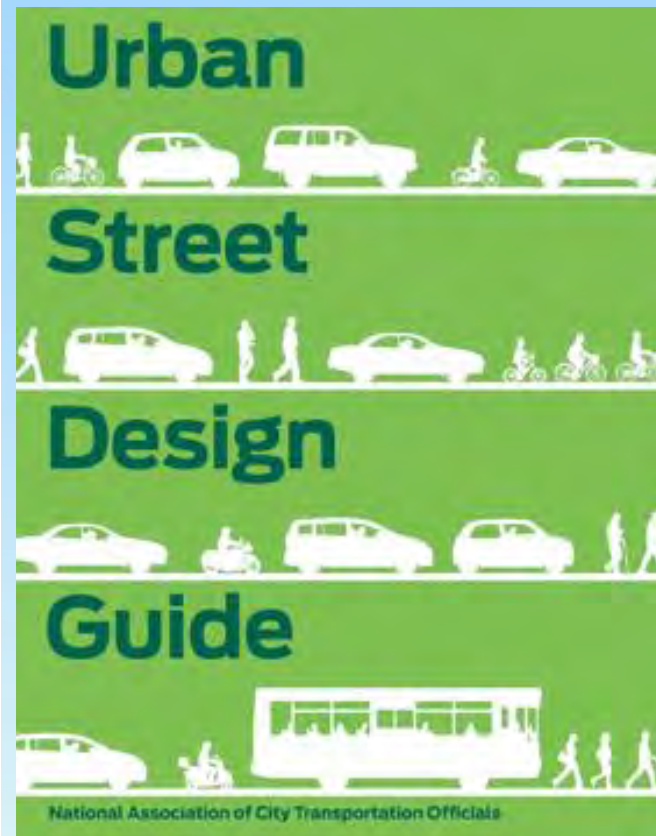
SCAG Planning Region

\$78 Million



SCAG is made up of 6 Counties which are divided into 14 subregions. Maps included in this report are produced in whole or in part from THOMAS BROS. MAPS digital database. These maps are reproduced with permission granted by THOMAS BROS. MAPS.

Project Development Resources



ATP Cycle 2

- **Guidelines Work Shop**
January 8 2015
- **Project Enhancement Workshop** February 2015
- **Application Workshops** Check with you Caltrans Local Assistance for dates/locations



ATP Cycle 2

Tentative Cycle 2 Schedule

- **March-** Guidelines approved/Call for Projects
- **May-** Application Deadline
- **November-** Project List Approval



Wrap Up

Questions:

Active Transportation & Special Programs

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Stephen Patchan, patchan@scag.ca.gov 213.236.1923

Rye Baerg, baerg@scag.ca.gov 213.236.1866

