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
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
**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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- Increases bikeway miles from 4,300 to nearly 12,000 miles
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- 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
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
Active Transportation (AT) modes include walking and biking.

<table>
<thead>
<tr>
<th>% AT Mode Share</th>
<th>Walk</th>
<th>Bike</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMP</td>
<td>7.8</td>
<td>1.43</td>
</tr>
<tr>
<td>LA</td>
<td>21.65</td>
<td>1.24</td>
</tr>
<tr>
<td>OR</td>
<td>10.93</td>
<td>1.21</td>
</tr>
<tr>
<td>RIV</td>
<td>9.43</td>
<td>0.72</td>
</tr>
<tr>
<td>SBD</td>
<td>9.68</td>
<td>0.72</td>
</tr>
<tr>
<td>VN</td>
<td>10.86</td>
<td>0.97</td>
</tr>
<tr>
<td>SCAG</td>
<td>16.75</td>
<td>1.12</td>
</tr>
</tbody>
</table>

Source: California Statewide Household Survey, 2012
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

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

Person Daily Walk Time by Age

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

- <= 15: 1.5%
- 16-24: 1.1%
- 35-39: 0.9%
- 40-45: 0.9%
- 55-64: 1.2%
- 65-74: 0.6%
- >=75: 0.9%

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

- <= 2: 0.5%
- 2-6: 1.2%
- 6-10: 1.3%
- 10-20: 1.6%
- >=20: 1.2%

Person Daily Bike Time by Age Cohort

- <= 15: 35.9
- 16-24: 55.0
- 35-39: 59.5
- 40-45: 66.7
- 55-64: 73.6
- 65-74: 62.4
- >=75: 67.6

Person Daily Bike Time by Density

- <= 2: 46.1
- 2-6: 48.9
- 6-10: 65.8
- 10-20: 69.8
- >=20: 85.2
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)
Existing Conditions Report: Active Transportation Funding

Existing Funding and 2012 RTP/SCS Planned 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**

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicyclist and Pedestrian Projects</td>
<td>46%</td>
</tr>
<tr>
<td>Pedestrian only/Sidewalk</td>
<td>19%</td>
</tr>
<tr>
<td>Bicyclist only</td>
<td>18%</td>
</tr>
<tr>
<td>Part of a Larger Project</td>
<td>9%</td>
</tr>
<tr>
<td>First Mile/Last Mile Strategies</td>
<td>7%</td>
</tr>
<tr>
<td>Traffic Signals/Signal Detection</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

*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?
<table>
<thead>
<tr>
<th>YEAR</th>
<th>Pedestrian</th>
<th>Bicyclist</th>
<th>Total (all modes)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Killed</td>
<td>Injured</td>
<td>Killed</td>
</tr>
<tr>
<td>2007</td>
<td>354</td>
<td>7,289</td>
<td>57</td>
</tr>
<tr>
<td>2008</td>
<td>321</td>
<td>7,178</td>
<td>61</td>
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<tr>
<td>2009</td>
<td>312</td>
<td>7,224</td>
<td>49</td>
</tr>
<tr>
<td>2010</td>
<td>301</td>
<td>6,622</td>
<td>44</td>
</tr>
<tr>
<td>2011</td>
<td>303</td>
<td>6,690</td>
<td>67</td>
</tr>
<tr>
<td>2012</td>
<td>363</td>
<td>7,087</td>
<td>62</td>
</tr>
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</table>
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).
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 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
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
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
Scenario Planning Model
Land Consumed

Square Miles
Land Consumed

Square Miles

1. 251
2. 127
3. 84
4. 46
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

1  2  3  4
20,924 18,630 18,254 17,994
Greenhouse Gas Emissions

Annual Emissions from Buildings and Auto Transportation, 2035
Fuel Consumption
Billions of Gallons, Annual, 2035

<table>
<thead>
<tr>
<th>Billions</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
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</thead>
<tbody>
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<td></td>
<td>5.5</td>
<td>4.9</td>
<td>4.8</td>
<td>4.7</td>
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</tbody>
</table>
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
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
<table>
<thead>
<tr>
<th>Summary of ATP Projects</th>
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<tbody>
<tr>
<td><strong>Total Projects Submitted State</strong></td>
</tr>
<tr>
<td><strong>Total Projects Submitted SCAG Region</strong></td>
</tr>
<tr>
<td><strong>Selected Statewide Projects Total</strong></td>
</tr>
<tr>
<td><strong>Selected Statewide Projects SCAG</strong></td>
</tr>
<tr>
<td><strong>Selected SCAG Projects MPO Comp</strong></td>
</tr>
<tr>
<td><strong>Total Projects Selected SCAG</strong></td>
</tr>
<tr>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Total Funding Request State</td>
</tr>
<tr>
<td>Total Funding Requests SCAG</td>
</tr>
<tr>
<td>Total Funding Received Total</td>
</tr>
<tr>
<td>Total Funding Received Statewide</td>
</tr>
</tbody>
</table>
| Total Funding MPO Received                              | $78,206
Active Transportation Program (ATP)

$115 Million

$78 Million

SCAG Planning Region

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

Urban Street Design Guide
National Association of City Transportation Officials

Urban Bikeway Design Guide

California Manual on Uniform Traffic Control Devices
State of California Business, Transportation and Housing Agency Department of Transportation 2012 Edition
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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