Different ATPs for Different Communities

Making your Active Transportation Plan Work for You

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Michael Baker International
GENERAL COMPONENTS OF AN ACTIVE TRANSPORTATION PLAN

ATP Components

Focus Areas
Priority Users
Evaluation Methodologies
Types of Improvements
Level of Detail for Improvements
Prioritization Process
A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
CALIFORNIA’S ATP GUIDELINES

- The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the Safe Routes to School Program (Encouragement, Education, Engineering, and Evaluation) will be used to increase rates of bicycling to school.
- A map and description of existing and proposed bicycle parking facilities.
- A description of existing and proposed policies related to bicycle parking in public locations, private parking and parking lots and in new commercial and residential developments.
- A map and description of existing and proposed bicycle transportation facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicycles on transit or rail vehicles or ferry vessels.
- A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the Safe Routes to School Program (Encouragement, Education, Engineering, and Evaluation) will be used to increase rates of bicycling to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- A description of the policies and procedures for monitoring existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA access surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- A description of bicycle and pedestrian safety education, outreach, and encouragement programs conducted in the area included in the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law imposing bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.
- A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- A description of cost considerations for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- A resolution showing adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the county or county, in which the proposed facilities would be located.

ATP Components

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Lists types of information to include
But no instructions on how to prepare
KEY COMMUNITY FACTORS TO INTEGRATE

Scale
Size of the Area, Population, Number of Jurisdiction(s)

Context
Land Use Patterns, Community Character

Terrain + Climate
Topography, Weather, Natural Features

Goals + Objectives
Agency vs. Community, Politics, Priorities, Implementation

ATP Components
- Focus Areas
- Priority Users
- Evaluation Methodologies
- Types of Improvements
- Level of Detail for Improvements
- Prioritization Process
## EXAMPLE PROJECTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Scale</th>
<th>Community Context</th>
<th>Terrain &amp; Climate</th>
<th>Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Linda Vista Comprehensive Active Transportation Strategy</strong></td>
<td>1/52 Communities within City of San Diego; 4 square miles 22,000 residents</td>
<td>Suburban with hub of transit and commercial activity; diverse population; central to local and regional attractors</td>
<td>Mostly flat with some steep hill; sunny and dry climate.</td>
<td>Develop a methodology to be replicated; identify detailed improvements with focus on areas with high collision rate; fill gaps.</td>
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<tr>
<td><strong>Rim of the World ATP</strong></td>
<td>Cluster of 14 mountain communities; 110 square miles</td>
<td>Rural with Town Areas; Community-driven process; moderate to high winter tourism</td>
<td>Mountains, steep with narrow ROW; snowy winter conditions</td>
<td>Improve off-road facilities; focus on safe routes to transit; increase tourism and recreation</td>
</tr>
<tr>
<td><strong>County of San Diego ATP</strong></td>
<td>34 Unincorporated communities; 4,500 square miles 500,000 residents</td>
<td>Rural and Semi-Rural with Village areas</td>
<td>Mostly flat with some steep hill; sunny and dry climate.</td>
<td>Countywide network; thorough inventory; Sound methodological approach and prioritization criteria; community equity</td>
</tr>
<tr>
<td><strong>Coachella Valley Association of Governments ATP</strong></td>
<td>10 Agencies and 9 Cities 675 square miles 500,000 residents</td>
<td>Rural and Semi-Rural with Resort Cities</td>
<td>Flat, desert climate</td>
<td>Regional and local improvements; method to ID regionally significant roadways; uniformed funding approach</td>
</tr>
</tbody>
</table>
EXAMPLE PROJECTS

Linda Vista Comprehensive Active Transportation Strategy

Rim of the World ATP

Coachella Valley Association of Governments (CVAG) ATP

County of San Diego ATP
**SCALE**

- *Size of the area and population*
- *Number of jurisdiction(s)*
- *Agencies, cities, and communities*

Scale can help define:
- Level of detail for proposed improvements
- Methodology to assess which roadways to improve
Community Context can influence:

- Focus areas
- Trip types
- Types of facilities accepted by agency and community
COMMUNITY CONTEXT

Golf Cart Paths
Golf cart paths are paved off-street paths that permit use by golf carts, bicycles, and pedestrians, but not by NEVs.
**TERRAIN + CLIMATE**

- Topography, Weather, Seasonal Conditions
- Natural Features
- Physical and Weather-Related Barriers/Opportunities

**Terrain and Climate can influence:**

- Access, Routes, and Roadways
- Types of proposed improvements
- Supplemental facilities to provide protection from the elements
TERRAIN + CLIMATE
GOALS + OBJECTIVES

- Active Transportation Goals
- Users
- Local Politics
- Technical accuracy and Prioritization
- Implementation

Agency and Community Goals can influence:
- Focus areas
- User and trip types to accommodate
- Supplemental data information
## GOALS + OBJECTIVES

### TABLE 5-1: PRIORITY PROJECTS BY COMMUNITY

<table>
<thead>
<tr>
<th>Community</th>
<th>Project Location</th>
<th>Project Distance (Miles)</th>
<th>Class I</th>
<th>Class II</th>
<th>Class IV</th>
<th>Sidewalk</th>
<th>DG Pathway</th>
<th>Protected Intersection/Roundabout</th>
<th>Enhanced Pedestrian Crossings (RFR/3Ph/AOK Signal/Raised Crosswalk)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpine</td>
<td>5 Grade Rd: Arnold Way to Fox Rd</td>
<td>1.48</td>
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<tr>
<td>Bonsall</td>
<td>Mission Ave/Mission Rd to SR-78</td>
<td>2.76</td>
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<tr>
<td>Central</td>
<td>Mountain: Sunrise Hwy to SR-79</td>
<td>6.48</td>
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<td>•</td>
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<td>•</td>
</tr>
<tr>
<td>County</td>
<td>Islands: Between County Islands</td>
<td>0.89</td>
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<tr>
<td>Crest-Dehesa</td>
<td>Hartson Canyon Rd to Dehesa Community</td>
<td>3.94</td>
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### Diagrams
- **RIM OF THE WORLD**: Map of the region with major landmarks.
- **ACTIVE TRANSPORTATION PLAN**: Diagram showing transportation routes and infrastructure.
- **UNINCORPORATED COUNTY DIB**: Map highlighting specific areas for transportation planning.
- **ACTIVE TRANSPORTATION PLAN**: Additional diagram focusing on specific transportation projects.
INTEGRATING KEY COMMUNITY FACTORS WILL CREATE A MORE TAILORED AND USEFUL ATP

Community Factors

- Scale
- Context
- Terrain + Climate
- Goals + Objectives

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Questions?

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