MEETING NOTICE
AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC)
The CTAC may take action on any item appearing on this agenda.

Thursday, October 4, 2012
9:30 to 11:00 a.m.
SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101-4231

Chair: Zoubir Ouadah, City of Poway
Vice Chair: Mario Sanchez, City of El Cajon

Staff Contact: Alex Estrella
(619) 699-1928
Alex.Estrella@sandag.org

AGENDA HIGHLIGHTS

• 2050 REGIONAL PLAN WORK PROGRAM: IMPLEMENTING THE PRIOR PLANNING COMMITMENTS:
  ➢ THE REGIONAL TRANSIT ORIENTED DEVELOPMENT STRATEGY
  ➢ THE REGIONAL COMPLETE STREETS POLICY
  ➢ THE LAND USE/TRANSPORTATION SCENARIOS AND GREENHOUSE GAS TARGET SETTING WORK

• ARTERIAL DETECTION SYSTEM DEVELOPMENT PLAN

SANDAG offices are accessible by public transit.
Phone 511 or see www.511sd.com for route information.
Secure bicycle parking is available in the building garage off Fourth Avenue.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
### CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE
Thursday, October 4, 2012

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS</td>
</tr>
<tr>
<td></td>
<td>Members of the public shall have the opportunity to address the CTAC on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the CTAC coordinator prior to speaking. Public speakers should notify the CTAC coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.</td>
</tr>
<tr>
<td>+3.</td>
<td>SUMMARY OF THE SEPTEMBER 6, 2012, MEETING</td>
</tr>
<tr>
<td></td>
<td>CTAC will review and approve the September 6, 2012, meeting summary.</td>
</tr>
<tr>
<td>4.</td>
<td>CHAIR`S REPORT</td>
</tr>
<tr>
<td>5.</td>
<td>REPORTS (5 through 9)</td>
</tr>
<tr>
<td>+5.</td>
<td>2050 REGIONAL PLAN WORK PROGRAM: IMPLEMENTING THE PRIOR PLANNING COMMITMENTS</td>
</tr>
<tr>
<td>+5A</td>
<td>TRANSIT ORIENTED DEVELOPMENT POLICY/STRATEGY AND UPDATE OF THE SMART GROWTH CONCEPT MAP (Susan Baldwin)</td>
</tr>
<tr>
<td>+5B</td>
<td>REGIONAL COMPLETE STREETS POLICY (Stephan Vance)</td>
</tr>
<tr>
<td>+5C</td>
<td>LAND USE AND TRANSPORTATION SCENARIOS AND GREENHOUSE GAS TARGET SETTING (Carolina Gregor)</td>
</tr>
<tr>
<td></td>
<td>Last month, CTAC received a report on the 2050 Regional Plan work program and schedule. The work program includes a task to finalize SANDAG’s prior planning commitments from the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS). At today’s meeting, staff will present information about three of the commitments, including (A) the Regional Transit Oriented Development (TOD) Strategy, (B) the Regional Complete Streets Policy, and (C) the Land Use/Transportation Scenarios and Greenhouse Gas Target Setting work. The attached reports provide background information and proposed work efforts for each of these topics. CTAC is asked to provide comments to help guide this process.</td>
</tr>
</tbody>
</table>
6. **CTAC PUBLIC HEALTH STAKEHOLDER GROUP MEMBER NOMINATION**  
(Heather Ream)  

In July 2012, SANDAG contracted with the San Diego County Health and Human Services Agency for the second phase of the Healthy Works project, which will be funded by the US Centers for Disease Control and Prevention through the Community Transformation Grant. The Healthy Works project addresses rising rates of chronic diseases in the San Diego region that are affected by the built environment through policy, systems and environmental change. SANDAG will be reconvening the Public Health Stakeholder Group (PHSG) to provide input to SANDAG on Healthy Works projects. Staff will request the Cities/County Transportation Advisory Committee to nominate representatives for the PHSG. The CTAC representative(s) will serve as Chair/Vice Chair with a representative of the Regional Planning Technical Working Group.

7. **ARTERIAL DETECTION SYSTEM DEVELOPMENT PLAN**  
(Alex Estrella)  

Over the past months, work has been underway for the completion an Arterial Detection System Development Plan. This Plan will serve as the foundation for setting a strategic vision for setting regional arterial detection needs. The Plan is considered as the first phase that will provide a number of foundational documents for future design and construction of arterial detection subject to future funding. This item is being presented as a status update for input and discussion since it was previously presented to CTAC in early 2012.

8. **TransNet TRIENNIAL PERFORMANCE AUDIT REPORT RECOMMENDATIONS - CTAC AD HOC WORKING GROUP UPDATE**  
(SANDAG Staff)  

CTAC members will be provided with an update and progress to date on work efforts from the CTAC Ad Hoc Working Group. The CTAC Ad Hoc Working Group was formed and members were appointed in May by CTAC to develop the scope, application, and timeline of addressing TransNet Triennial Audit Report Recommendations 3 through 6 that specifically focus on having SANDAG work more closely to monitor the Local Street and Road Program.

9. **CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES**  
(INFORMATION)  

Caltrans will provide an update on various local programs, funding program deadlines, and announcements regarding upcoming conferences.

10. **ADJOURNMENT AND NEXT MEETING**  
(INFORMATION)  

The next CTAC meeting is planned for Thursday, November 1, 2012.

*next to an agenda item indicates an attachment*
SUMMARY OF THE SEPTEMBER 6, 2012, MEETING

Agenda Item 1: Welcome and Introductions

Chair Zoubir Ouadah (City of Poway) called the CTAC meeting to order. Self-introductions were conducted.

Agenda Item 2: Public Comments/Communications/Member comments

Members of the public had the opportunity to address the CTAC on any issue. There were no public comments.

Agenda Item 3: Meeting Summary (Approve)

The CTAC members were asked to review and approve the CTAC meeting summary of May 3, 2012, and August 2, 2012.

Action: The May and August meeting summary notes were approved.

Agenda Item 4: SANDAG Agencywide Public Participation Plan (Discussion)

This item was introduced by Heather Adamson (SANDAG) and included a brief review and description of SANDAG’s effort for preparing an agency wide Public Participation Plan (PPP). Staff indicated that by federal law, SANDAG is required to prepare and maintain an agency wide PPP that serves as an umbrella document for all planning efforts conducted by the agency. The current PPP was adopted in 2009. One of the first steps in updating the plan is soliciting input and ideas from stakeholders for how they would like to be involved in SANDAG planning efforts. Accordingly, this item was brought and presented to CTAC in an effort to request and provide ideas for public involvement for the PPP. This information also will be used to develop a more specific Public Involvement Plan (PIP) for the Regional Comprehensive Plan (RCP) (Item No. 6).

SANDAG will be addressing a number of significant regional issues in the coming months related to transportation infrastructure; growth; housing; public health; energy; stability; habitat; binational, tribal, and interregional planning; and other important topics. SANDAG needs feedback regarding how the community would like to be communicated information to on these issues. This information will also be used to help develop the public involvement plan for the upcoming regional plan. SANDAG has come out with a Public Participation Plan Survey on Survey Monkey to get feedback.

The survey is available online at https://www.surveymonkey.com/s/TLZJFXB
Some of the questions include:

- How do you prefer to receive information from SANDAG on regional issues?
- How do you prefer to provide information to SANDAG on regional issues?
- Approximately how many times within the last year did you provide SANDAG with input on regional issues?

For more information contact Colleen Windsor at Colleen.Windsor@sandag.org

**Agenda Item 5: 2050 Regional Plan: (A) Draft Work Program and Schedule (Discussion)**

This item was presented by Heather Adamson (SANDAG) and included an overview of the proposed Draft Work Program and Schedule of the next Regional Transportation Plan. Staff indicated that in May 2012, the SANDAG Board approved merging the RCP update with the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Accordingly, SANDAG staff developed a detailed work program and schedule which incorporates a variety of planning efforts, activities, and also highlighted SANDAG working group roles anticipated for attaining input, feedback, and recommendations throughout the process including CTAC expected level of effort. Staff indicated that new Regional Plan is scheduled for adoption by the Board of Directors in July 2015.

Some of the next steps include:

- Develop Regional Plan Work Program
- Establish Regional Plan Vision, Goals and Policy Objectives
- Public Outreach and Involvement
- Finalize Prior Planning Commitments
- Prepare 2050 Regional Growth Forecast Update (Series 13)
- Develop Regional Plan Policy Areas
- Incorporate Recommendations from Regional/Corridor/Sub regional Studies into Development of Transportation Networks
- Develop Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS) (if needed)

CTAC members brought up some questions and comments concerning the Regional Plan. Some questions/comments brought up include:

- SANDAG noted funding levels will be subject to revenue assumptions, current project phasing progress, and regional Board action subject to evaluation criteria and related activities focus on meeting regional goals and objectives.
- A question about the 40 year forecast. SANDAG staff noted the subject modeling effort would follow the same process carried out during the development of the past 2050 RTP. SANDAG staff worked with local agency planning staff to attain local agency forecasts and coordinate to reconcile local agency plans with 2050 forecast to come up with reasonable assumptions. Out of this discussion a request was made that it would be helpful to have SANDAG modeling provide CTAC members with a presentation on the modeling process particularly to understand the difference between the 4 step planning to Activity Based modeling process. SANDAG staff agreed to coordinate and bring back for a future CTAC meeting.
An announcement was made that Heather Adamson (SANDAG) had accepted a position to work for the Association of Monterey Bay Area Government (AMBAG). CTAC members thanked Heather for all of her hard work and wished her good luck in her new position.

**Agenda Item 6: Regional Plan: (B) Public Involvement Plan (Discussion)**

This item was presented by Carolina Gregor (SANDAG). Staff indicated that in conjunction with the development of the Work Program and Schedule discussed above, SANDAG will also be developing a Public Involvement Plan (PIP) tailored to the Regional Plan. Building upon the agencywide PPP currently under development (Item No. 4), SANDAG is soliciting input from CTAC and other SANDAG working groups, Policy Advisory Committees, and community based organizations for the Regional Plan PIP. Staff also indicated that in addition to input received a workshop is planned for mid-October. Feedback from all groups will be incorporated into a draft PIP which will be presented to the SANDAG Board of Directors this fall.

Staff indicated the PIP process is guided by three main public outreach and involvement concepts; Early Public Involvement Phase, Public Involvement During Plan Development, and Community Base Outreach. Further public involvement ideas used in the past and that will be considered include social media, community outreach to low income and senior communities, and government to government consultation.

The 2050 Regional Transportation Plan Public Involvement Plan was included in the CTAC agenda packet and CTAC members were encouraged to provide input on ideas for consideration for inclusion in the new upcoming plan development. CTAC members were encouraged to contact Carolina Gregor at Carolina.Gregor@sandag.org for any questions or additional information.

**Agenda Item 7: TransNet Triennial Performance Audit Report Recommendations-CTAC Ad Hoc Working Group Update (Information)**

CTAC members were provided with an update and progress to date on work efforts from the CTAC Ad Hoc Working Group. Specifically, CTAC members were informed that the Ad Hoc Working Group had developed and gathered agency level of information that captured existing policy, program, or process that documented how project priorities were set, implemented, and monitored. Staff indicated that this was part of the initial information gathering effort to understand existing processes or practices that would ultimately help establish the foundation for developing responses to the TransNet Triennial Audit Report Recommendations 3 through 6 that focus on having SANDAG work more closely to monitor the Local Street and Road Program. The information was provided as a hand-out and was categorized in four subject areas, Brief Description on Priority Process, Description of Process Structure, Description of Existing Performance Monitoring and Project Delivery Programs.

Staff and Ad Hoc Working Group members expressed that the level of information provided captured the extent of what local agencies are doing and seemed to reflect a good sample of local agency size representation ranging from small, medium, and large agencies. As a path forward, CTAC members agreed to pursue with the collection of similar information from all CTAC member agencies as a matter of establishing and documenting input from all other CTAC member agencies. Members also agreed to have Staff work with the Ad Hoc Working Group to decipher and summarize the information in a manner that would help structure an initial progress update report to the Independent Tax Payers Oversight Committee (ITOC) in the fall. On this note, next steps for
this effort included soliciting information from all CTAC member agencies and having staff work with the Ad Hoc Working Group to present the input findings at the next October 4, CTAC meeting.

**Agenda Item 8: California Department of Transportation Updates (Information)**

Caltrans announcements were passed out. Announcements included:

1. **MAP-21 Moving Ahead for Progress in the 21st Century**
   - The President signed the Moving Ahead for Progress in the 21st Century (MAP-21) into law on July 6, 2012
   - FHWA has invited Local Agencies to participate in informational outreach webinars. For information on the webinar and to register please go to [http://www.fhwa.dot.gov/map21/webinars.cfm](http://www.fhwa.dot.gov/map21/webinars.cfm)

2. **New Race-Conscious DBE Program**
   - US DOT has rescinded the Caltrans Disadvantaged Business Enterprise program waiver granted on August 7, 2008
   - The New Race-Conscious DBE Program will now include all DBE certified groups

3. **Highway Bridge Program**
   - The annual Highway Bridge Program survey was released through an August 16, 2012, e-mail to all Public Works Directors/City Engineers of local agencies with bridge projects
   - A Local Assistance Programs Guidelines (LAPG) form 6-A for new bridge candidate projects must be submitted to the DLAE no later than September 30, 2012

4. **Cycle 5 Highway Safety Improvement Program (HSIP) and Cycle 3 High Risk Rural Road Program (HR3) Calls for Projects**
   - District 11 received a total of 24 HSIP/HR3 applications from 12 local agencies
   - Results of applications are expected to be announced in the part of September 2012

**Agenda Item 9: Adjournment and Next Meeting**

The next CTAC meeting will be held on Thursday, October 4, 2012, from 9:30 to 11 a.m.
2050 REGIONAL PLAN: IMPLEMENTING COMMITMENTS
FROM THE 2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY –
TRANSIT ORIENTED DEVELOPMENT POLICY/STRATEGY AND
UPDATE OF THE SMART GROWTH CONCEPT MAP

Introduction

The 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), adopted by the SANDAG Board of Directors in October 2011, included several implementation actions and commitments. These actions and commitments have been incorporated into the work program of the 2050 Regional Plan, the new combined plan that will merge the update of the Regional Comprehensive Plan (RCP) with the update of the next RTP/SCS. The proposal to integrate these two plans was approved by the SANDAG Board of Directors in May 2012. The CTAC, along with other working groups, received an introductory report last month for review and input on the draft work plan and public involvement plan for the new Regional Plan.

One of the commitments included in the 2050 RTP/SCS, and now included in the work program of the Regional Plan, is the preparation of a Transit Oriented Development (TOD) Policy/Strategy and comprehensive policy update of the Smart Growth Concept. Funding for this project has been obtained from the state of California Strategic Growth Council.

The purpose of this report is to initiate the dialogue with SANDAG working groups, Policy Advisory Committees and regional stakeholders about the TOD Policy/Strategy and policy update of the Smart Growth Concept Map. This project is intended to develop policies and strategies that will facilitate TOD at existing and planned transit stations and along transit corridors in the region to help create more sustainable communities and reduce Greenhouse Gas emissions from cars and light trucks.

CTAC is asked to provide input on the proposed key tasks outlined in this report, and particularly the project scope of work.
Background

The Smart Growth Concept Map (adopted in 2006 with technical updates in 2008 and 2012) will be one of the starting points for developing the TOD Policy/Strategy for the San Diego region. This map identifies Existing/Planned Smart Growth Opportunity Areas, where areas with existing or planned regional transit service have been planned and/or zoned by local jurisdictions at densities that are consistent with the residential and employment densities associated with the Smart Growth Concept Map place types (e.g. Community Centers, Town Centers, Urban Centers, etc.). The map also identifies Potential Smart Growth Opportunity Areas where land use changes need to be made to meet the density targets and/or regional transit service would be needed. Building on the Smart Growth Concept Map and the Smart Growth Tool Box (which includes the Smart Growth Incentive Program) this project will undertake a comprehensive review of the maps land use density targets and place types and develop tools to facilitate TOD in the region.

Proposed Key Tasks

The following are the proposed key tasks to prepare the TOD Policy/Strategy and Update of the Smart Growth Concept Map:

1. **Scope of Work.** Develop and refine the scope of work and schedule for the TOD Policy/Strategy and initiate the procurement process for consultant assistance. Generally, the scope of work is anticipated to include review of the Smart Growth Concept Map place types and associated density targets and transit service requirements, potential prioritization of TOD areas in relation to the Smart Growth Incentive Program, incentives and policies that promote and facilitate TOD development, and tools to provide affordable housing that will result in equitable TOD.

2. **Input on TOD Policy/Strategy and Smart Growth Concept Map Update.** Solicit input from the SANDAG Board, Policy Advisory Committees, working groups, and other stakeholders in the development of the TOD Policy/Strategy and Smart Growth Concept Map Update (including the Scope of Work for the project) through regularly-scheduled SANDAG meetings, public workshops, and other outreach mechanisms currently being developed as part of the Regional Plan Public Involvement Plan.

3. **Preliminary Concepts/Outline Report for TOD Policy/Strategy and Smart Growth Concept Map Recommendations.** A report will be prepared with the preliminary concepts and potential policies and strategies associated with the scope of work.

4. **Regional TOD Summit.** Plan and hold a TOD summit to provide information, educate, and obtain input from elected officials, working group members, and other stakeholders regarding potential policies, strategies and opportunities identified in the Preliminary Concepts/Outline report for TOD in the San Diego region.

5. **Final TOD Policy/Strategy Report and Smart Growth Concept Map Update.** Prepare a final report that will be used in the development of the Regional Plan, and prepare an updated Smart Growth Concept Map.
Next Steps

Per the draft work program presented last month, the Regional Planning and Transportation Committees will serve as the key Policy Advisory Committees for the development of the Regional Plan and TOD Policy/Strategy and Smart Growth Concept Map Update. CTAC, the Regional Planning Technical Working Group (TWG), and the Regional Housing Working Group (RHWG) will serve as the key working groups for this project. Workshops and other public involvement mechanisms in combination with other related topics (such as the Land Use and Transportation Scenarios, the Complete Streets Policy, and other issue areas), are anticipated during the planning timeframe.

Key Staff Contact: Susan Baldwin, (619) 699-1943, Susan.Baldwin@sandag.org
REGIONAL COMPLETE STREETS POLICY

Introduction

The complete streets concept is based on the premise that our streets are complete when they serve all of the public: motorists, public transit and transit users, pedestrians, bicyclists, the young and old, the able-bodied, and the disabled. The concept has been gaining recognition and acceptance, in part, because it supports the need to provide the array of transportation choices called for by smart growth policies like the policy framework that underlies the SANDAG Regional Comprehensive Plan. Complete streets policies have been adopted across the country at all levels of government. SANDAG has addressed complete streets for projects funded under the TransNet transportation sales tax ordinance.

The 2050 Regional Transportation Plan, adopted by SANDAG in October 2011, calls for the development of a comprehensive regional complete streets policy. This report is a first step in outlining what the elements of that policy might be. It begins the dialog among regional stakeholders about what SANDAG can do through this policy to address complete streets in its planning and project development activities, and how its policy can support the efforts of other agencies to address complete streets.

Discussion

Complete Street Background

In 2004, voters in the San Diego region approved a complete streets requirement as part of the TransNet Ordinance Extension. The requirement is included in Section 4(E)(3) of the Ordinance, which reads:

All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the cost of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

Implementation rules for this section of the TransNet Ordinance Extension were adopted in February 2008 as Rule #21 of SANDAG Board Policy No.031 (see Attachment 1).

State policy regarding complete streets was established when Caltrans adopted Deputy Directive 64 in 2001, requiring Caltrans to provide for “the needs of travelers of all ages and abilities in all...
planning, programming, design, construction, operations, and maintenance activities and products on the State highway system.” This document was revised in 2008 (see Attachment 2). Also in 2008, the California Complete Streets Act was enacted into law, requiring all cities and counties to plan for complete streets in the circulation elements of their general plans. As a result, local jurisdictions have begun developing complete streets policies as part of their general plan update processes.

An effective regional policy will need to be grounded in these existing policies and support the state statutory requirement, but development of the regional policy also provides an opportunity to learn from, and incorporate where appropriate, the best of other complete policies from around the state and the country.

**What Should a Regional Complete Streets Policy Look Like?**

“Complete streets” is not a design prescription. It is a process for decision-making about street design and operating practice. That is why the National Complete Streets Coalition recommends adopting a broad complete streets policy that:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that the policy applies to all users, including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
- Is adoptable by all agencies to cover all roads
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- Directs that complete streets solutions will complement the context of the community
- Establishes performance standards with measurable outcomes
- Includes specific next steps for implementation of the policy

A scan of existing regional complete streets policies will reveal an array of approaches to complete streets, from a simple policies statement to detailed implementation guidelines, like those governing the TransNet Ordinance requirement. For the SANDAG regional policy to be effective, it should be grounded in the context of the existing policies and requirements established at the local, regional, state and federal levels. It also should recognize that, with the exception of the requirements of the TransNet Ordinance and the operation of the State Route 125 toll road, SANDAG does not own or operate the elements of the region’s transportation system and cannot make policy for the local or state agencies that do. In recognition of this limitation, SANDAG typically encourages implementation of its policies with financial incentives through its grant programs and by providing technical support. Examples of this approach include the TransNet Smart Growth Incentive Program and the Smart Growth Toolbox.
The Costs and Benefits of Complete Streets

It likely will always be the case that the cost of developing and operating our transportation systems will exceed the revenue dedicated for that purpose. That is why most local jurisdictions choose to budget discretionary funds for these purposes. Given this inevitable fiscal constraints, a good complete streets policy should include a mechanism for evaluating both the costs and the benefits of implementing that policy. However, the metrics traditionally used to evaluate the performance of our transportation system may not be adequate to fully make this evaluation. That is because the complete streets concept broadens the mission of the public right of way from moving vehicles to providing mobility and access for all people using all modes of travel.

Evaluations of complete streets policy implementation also suggest that there are benefits to the community that extend beyond enhanced travel opportunities. The National Complete Streets Coalition has documented how supporting more transportation choices can help some families reduce their transportation costs, how local businesses have seen increases in business where streets have been modified to attract more pedestrians and bicyclists, and how complete streets projects that make the street more attractive can attract private investment. And as investment and commercial activity increase, property values can increase as well. With these potential advantages in mind, complete streets policies can be seen as opportunities for community enhancement. One of the challenges of complete streets implementation is to capture these values and consider them along with the other metrics used to evaluate how to invest in the transportation system.

Complete Streets Policy Development

The process for developing the regional complete streets process is proposed to include the following elements:

- A review of existing policies, including policies from local jurisdictions and regional agencies
- An analysis of the costs and benefits of complete streets implementation
- Consultation with stakeholders from local, regional and state agencies
- Development of a white paper on complete streets
- Development of a draft regional complete streets policy

The draft policy will be vetted through the Bicycle-Pedestrian Working Group, the Regional Planning Technical Working Group, the San Diego Traffic Engineers Council, and the Cities/County Transportation Advisory Committee (CTAC), and presented to the SANDAG Transportation Committee for recommendation to the Board of Directors. Input from the CTAC is requested at this time to help refine this process.

Attachments:
2. Caltrans Deputy Directive - DD-64-R1
3. United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
4. Selected Regional and National Complete Streets Resources

Key Staff Contact: Stephan Vance, (619) 699-1924, Stephan.Vance@sandag.org
**TransNet ORDINANCE AND EXPENDITURE PLAN RULES**

The following rules have been adopted and amended by the SANDAG Board of Directors in its role as the San Diego County Regional Transportation Commission (RTC). The purpose of these rules is to implement the provisions of the original TransNet Ordinance (87-1) and the TransNet Extension Ordinance (04-01) and amendments thereto.

**Rule #21: Accommodation of Bicyclists and Pedestrians**

**Adoption Date:** February 22, 2008

**Text:** Adequate provisions for bicycle and pedestrian travel is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service. When addressing the access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan) within the useful life of the TransNet project. The table Appropriate Bicycle and Pedestrian Accommodation Measures provides a guide to appropriate accommodation measures for each transportation facility type and land use context. In the table, “urban” means within the urbanized area as defined by U.S. Census Bureau.

<table>
<thead>
<tr>
<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Highway</td>
<td>• Required facility type will be based on the recommendations for any regional bikeway corridors in urban highway alignments developed through the 2007 Regional Bicycle Plan. Pending completion of this plan, appropriate bicycle accommodation will be developed on a project by project basis by local and regional authorities in consultation with appropriate stakeholders. • Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads.</td>
<td>• Continuous sidewalks and marked crosswalks through freeway interchanges where sidewalks exist or are planned on the intersecting roadway. • Where new freeway construction severs existing pedestrian access, grade separated pedestrian crossings with no more than 0.3 mile between crossings.</td>
</tr>
<tr>
<td>Context/Facility Type</td>
<td>Bicycle Measures</td>
<td>Pedestrian Measures</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------------------</td>
<td>---------------------</td>
</tr>
</tbody>
</table>
| **Transit Project**   | • Bicycle lockers and racks at stations sufficient to meet normal expected demand.  
• Bicycle access to all transit vehicles except those providing exclusive paratransit service to the disabled as required by the Americans with Disabilities Act.  
• Transit priority measures on roadways may not prevent bicycle access. | • Direct sidewalk connections between station platforms and adjacent roadway sidewalks.  
• Pedestrian crossings where a new transit way severs existing pedestrian access with no more than 0.3 miles between crossings. |
| **Major Urban Street** | • Class 2 bike lanes | • Continuous sidewalks or pathways, both sides of the street with marked crosswalks at traffic controlled intersections.  
• ADA compliant bus stop landings for existing and planned transit service. |
| **Urban Collector Street (design speed >35 mph)** | • Class 2 bike lanes | • Continuous sidewalks or pathways, both sides of the street with marked crosswalks at traffic controlled intersections.  
• ADA compliant bus stop landings for existing and planned transit service. |
| **Urban Collector Street (design speed ≤ 35 mph)** | • Shared roadway. Where planned average daily motor vehicle traffic exceeds 6,500, the outside travel lane should be at least 14 feet wide. | • Continuous sidewalks or pathways, both sides of the street.  
• ADA compliant bus stop landings for existing and planned transit service. |
| **Urban Local Street** | • Shared roadway | • Continuous sidewalks or pathways, both sides of the street.  
• ADA compliant bus stop landings for existing and planned transit service. |
| **Rural Highway**     | • Minimum 8-foot paved shoulder | • ADA compliant bus stop landings for existing bus stops. |
### Appropriate Bicycle and Pedestrian Accommodation Measures

<table>
<thead>
<tr>
<th>Context/Facility Type</th>
<th>Bicycle Measures</th>
<th>Pedestrian Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Collector Road</td>
<td>• Minimum 8-foot paved shoulder</td>
<td>• Not required with no fronting uses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADA compliant bus stop landings for existing bus stops.</td>
</tr>
<tr>
<td>Rural Local Road</td>
<td>• Minimum 6-foot paved shoulder</td>
<td>• Not required with 85&lt;sup&gt;th&lt;/sup&gt; percentile speeds ≤ 25 mph.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Paved or graded walkway consistent with community character on streets with fronting uses and 85&lt;sup&gt;th&lt;/sup&gt; percentile speeds &gt; 25 mph.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• ADA compliant bus stop landings for existing bus stops.</td>
</tr>
</tbody>
</table>

1. Application of these accommodation measures is subject to sound planning and engineering judgment to ensure the facility is reasonable and appropriate within the land use and transportation context of the overall project.

2. Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate only on roads serving areas that are rural in nature.

Where a local jurisdiction has a bicycle or pedestrian master plan adopted by the city council or Board of Supervisors and approved by SANDAG, the local agency may use that plan to determine the appropriate means of accommodating bicyclists and pedestrians in a given project and at a minimum provide the facilities called for in the plan. These plans must be updated and approved no less than every five years to qualify as a means of satisfying this provision.

**Best Available Standards.** All bicycle facilities must be designed to the standards established in the California Highway Design Manual, Chapter 1000. Bicycle parking facilities should conform to the guidelines established in the Regional Bicycle Plan adopted by SANDAG. Shared roadways on collector streets should have a curb lane or curb lane plus shoulder that measures at least 14 feet. Where parallel parking is in place, consideration should be given to installing the shared lane pavement marker. All sidewalks must be designed consistent with the design standards established in the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the Department of State Architect’s California Access Compliance Reference Manual, and the U.S. Department of Transportation’s ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Consistency with the design recommendations in SANDAG’s Planning and Designing for Pedestrians is encouraged.

**Bicycle and Pedestrian Accommodation in Reconstruction Projects.** Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right-of-way if appropriate to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes and lane widths, and reduced median widths as
a means of providing the appropriate bicycle or pedestrian facility. While such an evaluation is recommended for reconstruction projects of any size, compliance with these guidelines is required for “major” reconstruction projects meeting the definitions established under Rule 18 of SANDAG Board Policy No. 031 regarding the guidelines for implementing the “70/30” requirement.

**When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded.**
Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a construction or major reconstruction project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway’s motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities. However, these impacts and their mitigation costs should be considered in determining if the cost of providing the facilities is disproportionate to the probable use.

This provision only requires an agency to provide appropriate bicycle or pedestrian facilities that are within the construction or reconstruction area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater (see Rule 18 under Board Policy 031) on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place.

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy-level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

**Pedestrian Access.** Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, also must be considered and accommodated where there is existing or planned transit service.

**Bicycle Access.** A new project or major reconstruction project may not include the expected bikeway treatment when a suitable parallel route with the appropriate accommodations exists that would require no more than ¼-mile total out of direction travel.

**Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects.**
When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the TransNet Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described
in Table 1 or in its bicycle or pedestrian master plan, will not be included in the project along with written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Bicycle-Pedestrian Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the TransNet Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions of this Ordinance prior to approving the project for funding under the TransNet Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

**Effective Implementation.** This rule will be effective for projects added to the TransNet Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.
Deputy Directive

Number: DD-64-R1

Refer to Director's Policy:

DP-22 Context Sensitive Solutions
DP-05 Multimodal Alternatives
DP-06 Caltrans Partnerships
DP-23-R1 Energy Efficiency, Conservation and Climate Change

Effective Date: October 2008

Supersedes: DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

"Caltrans improves mobility across California"
The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:
- Establishes policy consistent with the Department’s objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:
- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department’s objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.
Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department’s objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

"Caltrans improves mobility across California"
Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project’s life cycle.

**APPLICABILITY**

All departmental employees.

"Caltrans improves mobility across California"
"Caltrans improves mobility across California"
United States Department of Transportation
Policy Statement on Bicycle and Pedestrian Accommodation
Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department’s support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.
Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
• Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

• Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.

• Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.

• Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.

• Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.

• Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation
APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors…(2) Increase the safety for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life…" 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "…shall, at a minimum, include…existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system…” 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include…trails projects, pedestrian walkways; and bicycle facilities…”
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing…representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process.” 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.
**Prohibition of Route Severance**

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).
- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

**Project Documentation**

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

**Accessibility for All Pedestrians**

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its [Clarification of FHWA's Oversight Role in Accessibility](https://www.fhwa.dot.gov/civilrights/504/clarification-of-fhwas-oversight-role-in-accessibility) to explain how to accommodate accessibility in policy, planning, and projects.
Selected Regional and National Complete Streets Resources


City of San Diego Street Design Manual, 2002:

From Policy to Pavement: Implementing Complete Streets in the San Diego Region, American Planning Association California Chapter San Diego and WalkSanDiego, 2012:
http://www.walksandiego.org/files/cache/d2562ea94c67e4da56b403800e237c41.jpg

National Complete Streets Coalition: www.completestreets.org

Model Design Manual for Living Streets, Los Angeles County, 2011:
http://modelstreetdesignmanual.com/download.html

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers, 2010:

2050 REGIONAL PLAN: IMPLEMENTING COMMITMENTS
FROM THE 2050 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY - LAND USE AND
TRANSPORTATION SCENARIOS AND GREENHOUSE GAS
TARGET SETTING

Introduction

The 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), adopted by the SANDAG Board of Directors in October 2011, included several implementation actions and commitments. These actions and commitments have been incorporated into the work program of the 2050 Regional Plan, the new combined plan that will merge the update of the Regional Comprehensive Plan (RCP) with the update of the next RTP/SCS. The proposal to integrate these two plans was approved by the SANDAG Board of Directors in May 2012. The CTAC, along with other working groups, received an introductory report last month for review and input on the draft work plan and public involvement plan for the new Regional Plan.

One of the commitments included in the 2050 RTP/SCS, and now included in the work program of the Regional Plan, is the preparation of alternative land use and transportation scenarios that could further reduce greenhouse gas (GHG) emissions, including the evaluation of potential parking strategies. Funding for this project has been obtained from the state of California Strategic Growth Council (SGC).

The purpose of this report is to initiate the dialogue with SANDAG working groups, Policy Advisory Committees and regional stakeholders about the land use and transportation scenarios, and the role of the scenarios in the next GHG emission target-setting process as part of the RTP/SCS update, as required by Senate Bill 375 (SB 375) (Steinberg, 2008). SB 375 went into effect in 2009 and added statutes to the California Government Code to encourage planning practices that create sustainable communities and reduce GHG emissions from cars and light trucks.

CTAC is requested to provide input on the proposed key tasks outlined in this report.

Background

The development of alternative land use and transportation scenarios is proposed to test strategies that could result in further reductions of GHG emissions beyond those forecasted in the 2050 RTP/SCS.
GHG Emission Reduction Targets and Projected Reductions per 2050 RTP/SCS

The 2050 RTP/SCS contained two targets to reduce GHG emissions from cars and light trucks on a per capita basis from 2005 levels. These targets were established by the California Air Resources Board (CARB) in the target-setting consultation process, as called for in SB 375. As shown in Table 1, the first target was to reduce GHG emissions by seven percent by 2020, and the second was to reduce GHG emissions by thirteen percent by 2035. The modeling and analysis in the 2050 RTP/SCS indicated that the plan met these two targets, achieving reductions of 14 percent by 2020 and 13 percent by 2035. Although no target was set by CARB for 2050 (the horizon year for the 2050 RTP/SCS), the plan anticipated GHG emission reductions of ten percent by 2050.

![Table 1: 2050 RTP/SCS: Results of GHG Emissions – Average Weekday Per Capita CO2 for Cars and Light Trucks from 2005](image)

<table>
<thead>
<tr>
<th>Target Year</th>
<th>CARB Reduction Target</th>
<th>GHG Emission Reductions</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>7%</td>
<td>14%</td>
</tr>
<tr>
<td>2035</td>
<td>13%</td>
<td>13%</td>
</tr>
<tr>
<td>2050</td>
<td>N/A</td>
<td>10%</td>
</tr>
</tbody>
</table>

Forecasting and Modeling Efforts

Concurrent with this effort, SANDAG is also working on developing the new “Series 13” or 2050 Regional Growth Forecast update (Forecast) and new land use and transportation models (including PECAS and the Activity Based Model), which are anticipated to be ready by summer 2013.

Initial work on defining the scenario assumptions will begin in early 2013, and scenario testing will begin in summer 2013, when the Series 13 Forecast and new modeling tools will be available. Through this planning process, SANDAG expects to prepare three to four scenarios, and anticipates that all scenario testing, analysis, and refinement will be completed by February 2014, so that the results can be used to help develop the Revenue Constrained Transportation Network Scenarios.

Proposed Key Tasks

The following are the proposed major tasks to develop the alternative scenarios.

1. **Scope of Work.** Develop and refine the scope of work and schedule for the alternative land use and transportation scenarios and initiate the procurement process for planning and modeling consultant assistance. Generally, the scope of work is anticipated to include developing land use assumptions, transportation assumptions (including parking strategies), and analyzing the trade-offs between land use and transportation options.

---

1Page 3-3 of the SANDAG 2050 RTP/SCS states, “The 2050 horizon year extends well beyond the target years of 2020 and 2035 outlined in SB 375. So what happens beyond 2035? While growth will continue in the region, after the urbanized areas have been developed according to current local general plans, development could gradually move toward more remote areas where fewer transportation options are available if local plans are not changed. The growth forecast shows this happening simply because most local general plans have a horizon year prior to 2050. Although, it is expected that local plans will be updated and revised between now and 2050 to reflect more development in the urbanized areas of the region, based on current plans, the projected growth beyond 2040 would likely result in an increased demand for driving. The results for 2050 are best estimates based on historical and current empirical observations in the region and do not reflect future attitude changes about transportation and where people will choose to live and work as a result of significant investments in transportation options. In addition, the GHG modeling for 2050 uses emission factors for the year 2040 (EMFAC 2007 includes emissions factors through 2040 only) and assumes no technological improvements to vehicles or fuels in the final ten years of the plan (this is due to the lack of accepted published data beyond 2040).”
indicators for testing the scenarios, public outreach mechanisms, visualization tools, and assistance with policy development resulting from the scenarios.

2. **Input on Land Use and Transportation Concepts and Indicators.** Solicit input from the SANDAG Board, Policy Advisory Committees, working groups, and other stakeholders to define specific land use and transportation assumptions that could be tested, and indicators by which the scenarios will be evaluated. It is assumed that three to four scenarios would be developed and analysis would be based on approximately ten primary indicators. The development of the land use and transportation assumptions and associated indicators would happen through regularly-scheduled SANDAG meetings, public workshops, and other outreach mechanisms currently being developed as part of the Regional Plan Public Involvement Plan (PIP).

3. **Scenario Analysis.** Model, test, evaluate, and refine the scenarios based on feedback from the SANDAG Board, Policy Advisory Committees, working groups, and other stakeholders. This would result in a report and/or graphic images summarizing the performance of the alternative scenarios and a list of proposed refinements for next round of scenario testing.

4. **Scenario Refinement and Finalization, and Integration into Related Efforts.** Refine and finalize the scenarios for use in selecting alternative Revenue Constrained Transportation Networks of the Regional Plan, and for developing potential supporting policies for consideration in the Regional Plan. This would result in a report summarizing the performance of the refined scenarios and analysis of how the scenario results could be considered in the development of the Revenue Constrained Transportation Networks of the Regional Plan and potential supporting policies.

Attached as background information is a report to the SANDAG Board prepared in 2010 regarding the scenario testing that occurred as part of the GHG emission target-setting process related to SB 375. Attachment 1 of the report summarizes the alternative scenarios that were prepared as part of that effort.

**Next Steps**

Per the draft work program presented last month, the Regional Planning and Transportation Committees will serve as the primary Policy Advisory Committees for the development of the Regional Plan and the alternative scenarios. CTAC, the Regional Planning Technical Working Group, and the Regional Housing Working Group will serve as the primary working groups in the scenario development process. Workshops and other public involvement mechanisms on the scenarios, in combination with other related topics (such as the Regional Transit Oriented Development Strategy, the Complete Streets Policy, and other issue areas), are anticipated during the planning timeframe.


Key Staff Contact: Carolina Gregor, (619) 699-1989, Carolina.Gregor@sandag.org
SENATE BILL 375 IMPLEMENTATION:  
GREENHOUSE GAS TARGET-SETTING – SCENARIO TESTING

Introduction

SANDAG is in the process of developing its first Regional Transportation Plan (RTP) subject to the provisions of Senate Bill 375 (SB 375) (Steinberg, 2008). The 2050 RTP is scheduled for Board adoption in summer 2011. At the March Board of Directors Policy meeting, SANDAG staff provided an overview of the SB 375 implementation efforts currently underway. Staff outlined the status of the greenhouse gas (GHG) target-setting process as outlined by the California Air Resources Board (CARB) through the Regional Targets Advisory Committee (RTAC), and the approach to testing various planning scenarios to determine the effects of GHG reduction strategies on emissions.

Discussion

Baseline RTP Analysis

SANDAG staff, in coordination with the other metropolitan planning organizations (MPOs) in the state and the staff from CARB, has prepared an analysis of adopted RTPs to determine the base year (2005) per capita GHG emissions from the transportation sector (cars and light-duty trucks), as well as projected GHG per capita emissions in the years 2020 and 2035 – the target years outlined in SB 375. For SANDAG, the 2030 RTP, adopted in November 2007, is being used to evaluate this “base case” scenario. In addition, staffs at SANDAG and the other MPOs have developed alternative scenarios for evaluation that would include new and expanded strategies that could lead to reduced per capita GHG emissions as compared to the base case. It is anticipated that the results from any analysis performed will be provided to CARB staff for its consideration in recommending GHG emission targets for the transportation sector later this year. The SANDAG base case scenario (2005 per capita GHG emissions), as expressed from data in the 2030 RTP,¹ and estimates for the target years 2020 and 2035 are outlined in Table 1.

¹ While the information in Table 1 is based on Revenue Constrained transportation network from the 2030 RTP, it has been processed through the SANDAG four-step transportation model, which includes enhancements that were not available at the time the 2030 RTP was adopted. In addition, assumptions for the price of fuel and the trips that originate outside of the region and pass through the region to a destination outside of the region were not included in the numbers. Finally, the data relies on the recently completed 2050 Regional Growth Forecast.
Table 1 – SANDAG Greenhouse Gas Emissions
(Average Weekday Pounds Per Capita CO2 Emissions from Passenger Vehicles and Light-Duty Trucks)

<table>
<thead>
<tr>
<th>2005 Base Year</th>
<th>2020</th>
<th>2035</th>
<th>From 2005 to 2020</th>
<th>From 2005 to 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>26.0</td>
<td>23.7</td>
<td>24.6</td>
<td>-8.8%</td>
<td>-5.4%</td>
</tr>
</tbody>
</table>

The per capita emissions in 2020 are lower than the 2005 base case due to balanced transportation capital investments and balanced growth in jobs and housing throughout the region. However, per capita emissions increase from 2020 to 2035 due in part to a disparity in employment growth and housing growth that begins to emerge after 2020 as employment clusters in the South Bay and North County Inland areas grow more rapidly than housing. In addition, there is more funding available for capital improvements through 2020 than is available between 2020 and 2035.

SB 375 Scenario Testing Status

In March, SANDAG staff outlined three scenarios that the four largest MPOs (Southern California Association of Governments, Association of Bay Area Governments/Metropolitan Transportation Commission, SANDAG, and the Sacramento Area Council of Governments) agreed to test against their adopted RTPs. SANDAG also evaluated these three scenarios against two land use assumptions to evaluate the effects development patterns could have on GHG reduction. The first land use scenario that was evaluated includes the 2050 Regional Growth Forecast land uses recently accepted by the Board of Directors. The second land use scenario involved the intensified density assumptions for the ‘Urban Center’ and ‘Town Center’ place types identified on the SANDAG Smart Growth Concept Map. In addition, SANDAG assumed the areas listed as ‘potential’ smart growth areas are built out at the minimum density for that place type. The three scenarios are briefly described below.

System Efficiency and Transportation Demand Management

This scenario would focus on reducing GHG emissions through the implementation of Transportation Demand Management (TDM) and System Efficiency measures. Such measures include congestion relief at identified traffic bottlenecks, telecommuting, expanding ridesharing options, including enhancements to the vanpool program, the bus pool program with the military, and implementing Safe Routes to Schools strategies.

Systems Development

This alternative would focus on expansion of the regional transit system improvements and bicycle/pedestrian systems development to reduce vehicle trips in the San Diego region.

Pricing

This scenario would focus primarily on pricing as a strategy to reduce the demand on the transportation system. This scenario would evaluate the effect of adding additional high-occupancy toll (HOT) lanes to the regional transportation system, and operating this network in a manner that would optimize demand for transit and ridesharing in these corridors. In addition, this scenario
would evaluate the effectiveness of implementing a vehicle miles traveled (VMT) fee, which would increase the cost of driving. Finally, this scenario would include a parking pricing measure that would expand the requirement for private vehicles to pay for parking in certain locations. This scenario is similar in scope to one that was evaluated last year by the Metropolitan Transportation Commission for the San Francisco Bay Area, in conjunction with the update of its most recent RTP.

The three scenarios were developed to assess the effects of various bundles of measures and their ability to reduce GHG emissions. These scenarios were not developed with the same revenue constraints that are used to develop the RTP, only to assess how emissions could be reduced by assembling different GHG reduction measures. The revenue projections that will be used to determine investment levels that can be made in the RTP development are currently being prepared. Once the revenue projections are completed, SANDAG staff will use those projections to further refine these scenarios and to compile a hybrid scenario, based on input provided by the Board of Directors and the measures that perform the best in the scenario testing process. These scenarios, the funding assumptions to develop them, and their results will be submitted to CARB for their use in the target-setting process. After a draft target is issued to SANDAG on June 30, staff will continue to work with CARB and submit feedback on SANDAG’s ability to meet the proposed target. Table 2 includes the results of the scenario testing process.

Table 2 – SANDAG Greenhouse Gas Emissions Scenario Testing
(Average Weekday Pounds Per Capita CO₂ Emissions from Passenger Vehicles and Light-Duty Trucks and Percentage Change from 2005 Baseline)

<table>
<thead>
<tr>
<th>2005 Baseline = 26.0 CO₂ lbs / person</th>
<th>Series 11 Revenue Constrained</th>
<th>Operations: System Efficiency &amp; TDM (Scenario A)</th>
<th>Development: System Development (Scenario B)</th>
<th>Pricing (Scenario C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2050 Regional Growth Forecast</td>
<td>2050</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>23.7</td>
<td>22.9</td>
<td>23.4</td>
<td>22.0</td>
</tr>
<tr>
<td></td>
<td>-8.8%</td>
<td>-11.9%</td>
<td>-10.0%</td>
<td>-15.4%</td>
</tr>
<tr>
<td>2035</td>
<td>24.6</td>
<td>23.5</td>
<td>24.1</td>
<td>23.1</td>
</tr>
<tr>
<td></td>
<td>-5.4%</td>
<td>-9.2%</td>
<td>-7.3%</td>
<td>-11.2%</td>
</tr>
<tr>
<td>2050 Regional Growth Forecast + All Urban &amp; Town Center Existing to Max Density Potential to Min Density</td>
<td>2020</td>
<td>23.6</td>
<td>22.7</td>
<td>23.2</td>
</tr>
<tr>
<td></td>
<td>-9.2%</td>
<td>-12.7%</td>
<td>-10.8%</td>
<td>-16.2%</td>
</tr>
<tr>
<td>2035</td>
<td>24.4</td>
<td>23.3</td>
<td>23.8</td>
<td>22.8</td>
</tr>
<tr>
<td></td>
<td>-6.2%</td>
<td>-10.4%</td>
<td>-8.5%</td>
<td>-12.3%</td>
</tr>
</tbody>
</table>

Due to existing modeling capabilities, budgetary constraints, and the fact that SANDAG will be migrating to a new transportation model that will be available for development of the next RTP (to be adopted in 2015), some GHG reduction measures cannot be modeled in the same way as the ones that are included in the scenarios outlined above. SANDAG is continuing to support implementation of additional measures despite the fact that they cannot be included in the GHG target-setting process. These additional measures are programs that are currently being implemented in the region for GHG reduction and other desirable outcomes. These measures include:
• Electric vehicle deployment
• Eco-driving2

Performance Measures

While the scenario testing process is being refined to determine the effects of the various scenarios on GHG reduction, further analysis would be required if any of these measures were to be adopted as part of the 2050 RTP. In addition, staff will be presenting the Board of Directors with an initial set of performance measures to provide context beyond GHG emission reduction. In addition to GHG emission numbers, staff will provide the Board of Directors with additional performance measures consistent with the adopted RTP policy goals and objectives.

- Mobility
- Reliability
- System Preservation & Safety
- Social Equity
- Healthy Environment
- Prosperous Economy

The Board of Directors will be presented with options for achieving the GHG reduction targets as the development of the RTP proceeds. The development of the 2050 RTP will include considerations for meeting all the goals established by the Board of Directors.

Next Steps

Over the next several weeks, SANDAG staff will continue to participate in the SB 375 GHG target-setting process with CARB, Caltrans, and other MPOs in the state and will regularly report on progress to the Board of Directors and appropriate Policy Advisory Committees. SANDAG recently completed a set of five workshops to solicit input on the development of the RTP and to inform the public about the progress of the GHG target-setting process. In addition, staff solicited comments on the preparation of the environmental impact report for the 2050 RTP.

Staff will continue to seek direction from the SANDAG Board of Directors and Policy Advisory Committees and input from the public on this process throughout the development of the 2050 RTP and its SCS through regular meetings and public outreach activities. While the SB 375 target-setting process does allow MPOs to submit a target for CARB to consider, it is proposed to submit the results of the scenario development process to CARB and work with their staff after the draft target is set to ensure the target is both “ambitious and achievable,” in accordance with the RTAC recommendations.

---

2 Eco-driving includes driver education and driving techniques that can reduce fuel consumption, accident rates, and GHG emissions.
### Schedule for SB 375 Target-Setting Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Agency</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submit final target-setting analysis to CARB staff</td>
<td>SANDAG</td>
<td>Early June</td>
</tr>
<tr>
<td>Recommend draft targets to CARB Board</td>
<td>CARB staff</td>
<td>June 30, 2010</td>
</tr>
<tr>
<td>Provide comments on draft targets</td>
<td>MPOs</td>
<td>July-September 2010</td>
</tr>
<tr>
<td>Approve final targets</td>
<td>CARB</td>
<td>September 30, 2010</td>
</tr>
</tbody>
</table>

GARY L. GALLEGOS  
Executive Director

**Attachments were not ready at the time of mailout and will be sent out under separate cover when completed.**

Key Staff Contact: Rob Rundle, (619) 699-6949, rru@sandag.org
REGIONAL ARTERIAL DETECTION SYSTEM DEVELOPMENT PLAN

Introduction

This is a follow-up to SANDAG’s on-going efforts for completion of the Regional Arterial Detection System Development Plan project. The focus of the Plan is to set the foundation for coming up with a strategic vision for regional arterial detection needs. The development of the Plan includes the completion of several key deliverables that will be used for regional detection implementation subject to future funding.

Discussion

Since the initiation of the Regional Arterial Detection System Development Plan, a number of key deliverables have been presented to San Diego Regional Traffic Engineers Council (SANTEC) and CTAC for input and feedback since May 2012. Such efforts included attaining input and feedback on four key deliverables which have been finalized and will be made available via electronic format. The deliverables include; the Needs Assessment Memorandum (2A), Arterial Detection System Strategy Report (2B), Regional Arterial System Priority Network and Performance Measures (3A), and the Regional Arterial Performance Monitoring Framework (3B). These reports may be downloaded from Kimley-Horn’s FTP site, by typing the following into your browser:

https://kimley-horn.securevdr.com/d/s192789dbd1f4cae8

This item includes a brief presentation on the overall progress of the project and review of the most recent deliverable; DRAFT Regional Arterial Detection Deployment Plan (4B). The focus of the Regional Arterial Detection Deployment Plan is to identify options for a phased implementation of regional arterial detection based on input received through the completion of the above mentioned deliverables. The DRAFT Regional Arterial Detection Deployment Plan will be distributed during the CTAC meeting. SANTEC members have been asked to provide comments on the draft deployment plan options by September 28, 2012, and corresponding feedback will be presented during the CTAC meeting. CTAC members will be provided with a review of the feedback received by SANTEC and highlight of the DRAFT Regional Arterial Detection Deployment Plan and will be requested to provide comments by August 19, 2012.

The completion of the Regional Arterial Detection Deployment Plan will allow for the development of the final project deliverable; Regional Arterial Detection System Bid Package (5).

Key Staff Contact: Alex Estrella, (619) 699-1928, Alex.Estrella@sandag.org