



METROPOLITAN TRANSPORTATION COMMISSION






# Active Transportation Plan & the 5-Year Implementation Plan

Nov 5, 202, ACTAC





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## Plan Bay Area & the Active Transportation (AT) Plan

 <p><b>290+</b></p> <p><b>PUBLIC AND STAKEHOLDER EVENTS AND ACTIVITIES</b></p> <p>including in-person and virtual workshops, pop-up events, and working group meetings, among others</p>	 <p><b>234,000+</b></p> <p><b>PUBLIC AND STAKEHOLDER COMMENTS RECEIVED</b></p>	 <p><b>23,000+</b></p> <p><b>PARTICIPANTS IN THE PLANNING PROCESS</b></p>	 <p><b>TWO THIRDS OF EVENTS AND ACTIVITIES TARGETED TO EQUITY PRIORITY COMMUNITIES AND OTHER UNDERSERVED GROUPS</b></p>	 <p><b>Transportation Strategies</b></p>
				<p><b>T8. Build a Complete Streets network.</b> Enhance streets to promote walking, biking and other micro-mobility through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths.</p> <p><b>T9. Advance regional Vision Zero policy through street design and reduced speeds.</b> Reduce speed limits to between 20 and 35 miles per hour on local streets and 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.</p>

**Create Healthy and Safe Streets**

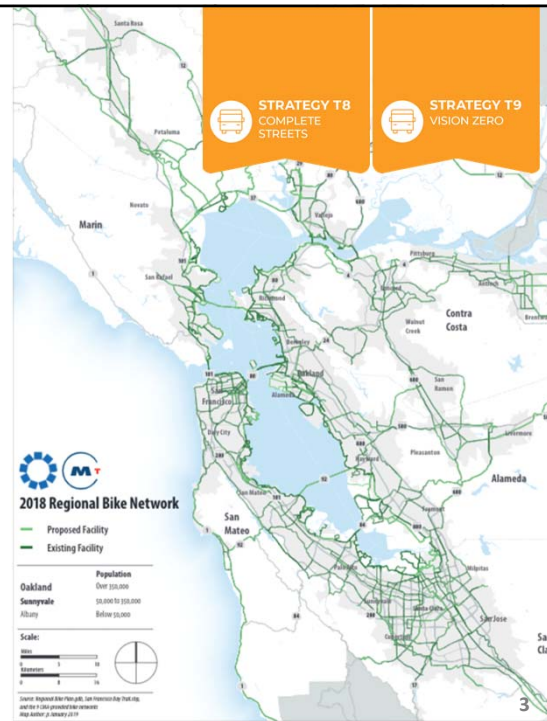



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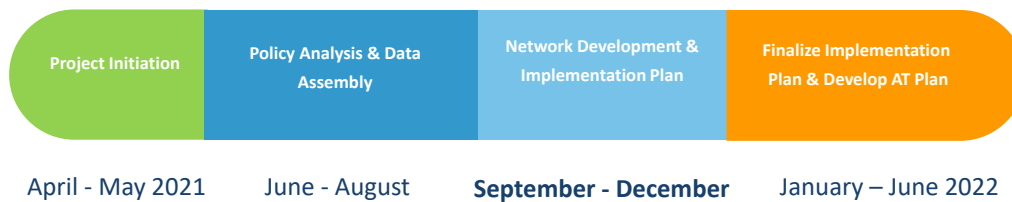
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## AT Plan Scope

1. **Stakeholder Engagement** including Active Transportation Working Group, Technical Advisory Committee & Community Based Organizations
2. **Policy and Program** analysis, with focus on Vision Zero and equity & includes an update of MTC’s Complete Streets Policy (MTC Res. No. 3765)
3. **Regional Active Transportation Network**, rebranded from Plan Bay Area’s Complete Streets Network strategy built off Regional Bike Network
4. **5-Year Implementation Plan** with detailed priority actions including Quick Builds and Slow Streets priorities
5. **Funding assessment** to understand funding constraints and scenarios to implement the Plan



## AT Plan Timeline



## Vision

We envision a Bay Area where many more people walk, bike and roll everyday on safe, accessible, and connected streets, paths and trails to get to people, places and transit.



## MTC Complete Streets Policies

- 2006, **MTC Res. No. 3765**, Routine Accommodation of ped and bicycle facilities
- Projects funded all/in part with regional funds shall consider the accommodation of ped and bike facilities
- Established Complete Streets Checklist
- References Caltrans Deputy Directive 64.



**MTC Res. No. 4202** One Bay Area Grant 2 (OBAG2) Complete Streets (CS) compliance with California CS Law

Eligibility Requirements for Jurisdictions – either:

- Resolution acknowledging compliance with CA CS Act of 2008 or;
- Updated circulation element of General Plan in compliance with CA CS Act of 2008



## Complete Streets Policy Update

### Task Overview

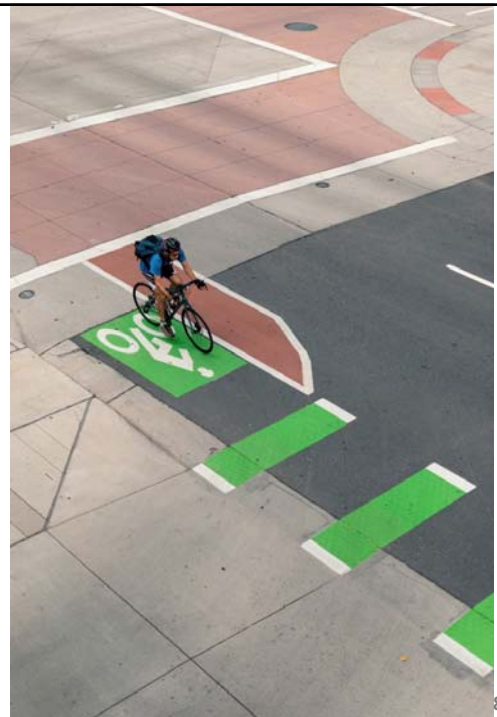
- Regional Plan/Policy Analysis
- Assess Resolution 3765
- Engage Stakeholders
- Draft Update Recommendations
- Updated Complete Streets Policy



## Complete Streets Policy Update

### Engagement

- TAC, ATWG
- CTA Directors
- Caltrans
- Policy Advisory Council
- Deep Dive Interviews



## Interview Findings

- CS Policy less influential for communities committed to Complete Streets
- Green infrastructure in public ROW of interest, but barriers
- Post-evaluation is good, but staff capacity may be barrier
- Smaller the community, the more challenge to meet additional requirements



## Existing CS Policy Assessment

Assessed MTC policy using National Complete Streets Coalition 10 elements of a complete streets policy:

Vision and intent	Design
Diverse users	Land use and context sensitivity
Commitment in all projects and phases	Performance measures
Clear, accountable exceptions	Project selection criteria
Jurisdiction	Implementation steps



# Network Criteria Process

Key steps in development process:

**Adopted county and Caltrans D4 plans**

- Analyze bike, pedestrian, and/or active transportation plans to see where regional bicycle infrastructure and high priority pedestrian improvement areas are located.
- Understand where regional bicycle infrastructure gaps are located.

**Regional Bikeway Network (RBN)\***

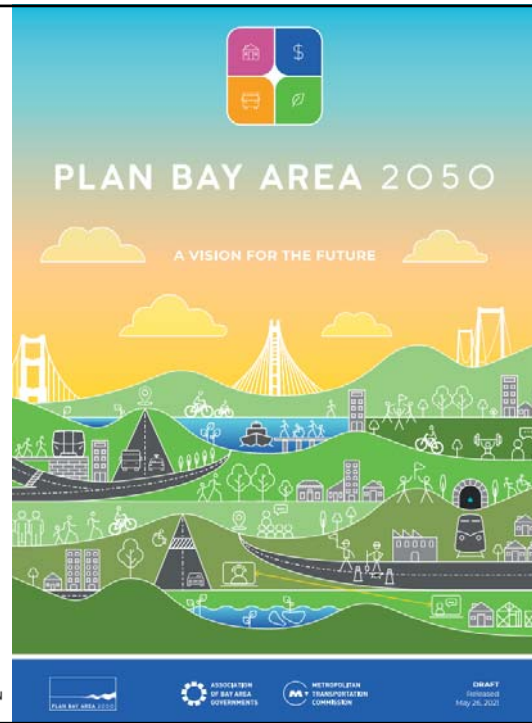
- The RBN (and county plans) will serve as the backbone of the AT Network.

**Regional Planning Framework**

- Connect certain components of MTC's mobility hub framework
- PDA's, Equity Priority Areas, etc.
- BATC network

**Stakeholder Engagement**

- Will be used to establish and refine network criteria (Web map)
- Will help define the regional AT network and what constitutes a gap for both bicycle and pedestrian networks.



# Network Criteria – Objectives

Objective	Measure
<b>Regional Planning Framework</b>	Connect people to areas that will have future growth in housing, jobs, and transit over the next 30 years identified in the Bay Area Blueprint 2050 plan.
<b>Safety</b>	Create or maintain a safe environment for people walking, rolling, and riding a bike.
<b>Equity</b>	Provide active transportation options to communities with the most vulnerable populations who may face higher levels of burden.
<b>Connections</b>	Provide connections to key regional destinations or corridors.
<b>Previous Planning Efforts</b>	Build upon regionally significant planned projects that have been identified through local and county planning efforts.



## Next Steps

- CS Policy:
  - CTA Planning Directors Meeting 11/5
  - MTC Planning & Admin Committee, 12/10
- CS Policy & AT Network:
  - ATWG, TAC, CTA Jan 2022

