

Active Transportation Plan - Complete Streets Policy & AT Network Update

February 17, 2022

Alameda CTC BPAC

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Plan Bay Area & the Active Transportation (AT) Plan



Transportation Strategies

Create Healthy and Safe Streets

T8. Build a Complete Streets network. 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.

T9. Advance regional Vision Zero policy through street design and reduced speeds. 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.

PLAN BAY AREA
2050
Guiding Principles



AFFORDABLE



CONNECTED



DIVERSE



HEALTHY



VIBRANT



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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 adopted local plans
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 Network Timeline



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AT Plan Vision

We envision a Bay Area where many more people bike, walk 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 (ATP, OBAG, RM2)
- 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 CS circulation element of General Plan

Purpose of this Update

- Help achieve Plan Bay Area goals
- Create a linkage with Vision Zero
- Advance implementation of the Active Transportation Network
- Align with design best practices
- Lift up and help to implement state policies
 - SB743, AB 43, SB 375



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Complete Streets Feedback







- Focus on new projects that include biking, walking and access to transit, as well as CS operations & maintenance
- Prioritize safety for vulnerable users
- Prioritize bike/ped paths and on-street protected bikeways
- Emphasize both large and small projects in Equity Priority Communities
- Consider the balance between adherence to CS while allowing for context-sensitive flexibility



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Draft Complete Streets Policy

	Existing	Updated
	"Shall consider"	"Shall implement"
	All MTC discretionary funds	+ MTC endorsements
	BPAC review req.	+ Transit agency coordination
	(no design standards)	All Ages and Abilities for AT Network
	(no equity measures included)	Prioritize Equity Priority Communities
	(no safety measures included)	High-Injury Network

Draft Update:

- All public right-of-way projects funded with regional discretionary funding, or seeking MTC endorsements, shall implement Complete Streets as recommended in recently adopted plans (bike, pedestrian, Vision Zero/systematic safety, community-based transportation or transit plans).
- If a proposed project is located on or across the Regional Active Transportation Network (AT Network), it must include recommended CS design standards referenced in the AT Plan.

Draft Complete Streets Implementation & Exceptions

	Existing	Updated
	No minimum project threshold	Minimum project threshold, potentially \$100,000+
	Checklist reviewed by Bicycle & Ped. Advisory Committee when project applying for funding and made public	+ checklist for MTC endorsement + exceptions approved by Public Works/DOT Director and made public
	Focused on bike, ped	+ focus on connection to transit, safety, equity
	(maintenance not included)	AT Network added to MTC's StreetSaver to improve CS maintenance

Implementation

Updated, easy to submit and analyze checklist with funding application

Exceptions

(defined by FHWA)

- roadway prohibits users (bike, ped)
- excessively disproportionate cost (data-driven based on ridership)
- alternative plan to implement CS

Q&A and Discussion



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AT Network Criteria

Equity

- Connections to/within Equity Priority Communities
- Connections to MTC's "Opportunity Hub" Mobility Hubs
- Access to parks/open space

Mode Shift

- Connections to/within Priority Development Areas & Transit-Rich Areas
- Connections to major regional destinations

Safety

- High injury/Risk areas
- High stress gaps

Approach:

Meet the Vision and Mission of the AT Plan
 Help to implement Plan Bay Area
 Maintain flexibility for local agencies



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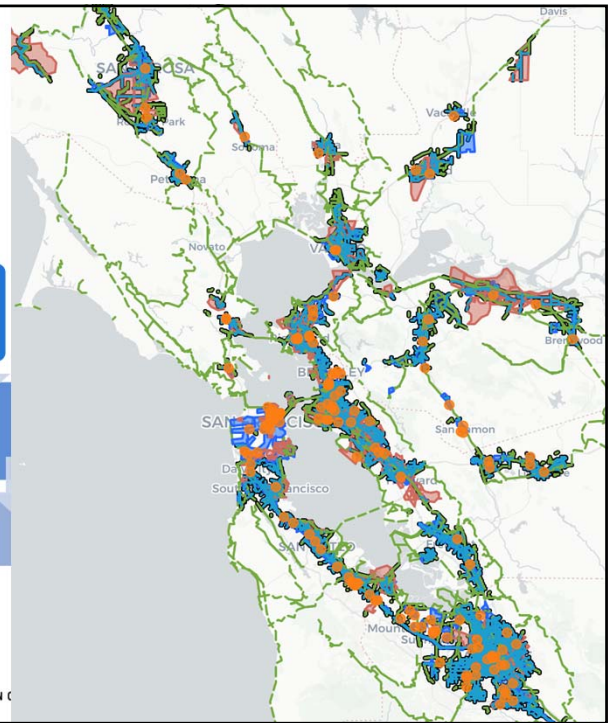
AT Network Development

Build Regional Network

Analyze (Connectivity, High Injury Network, Level of Traffic Stress)

Identify New Connections/Gaps (Seek Stakeholder Input)

Cost Assumptions/investment scenarios



Q&A and Discussion



Next Steps and Next Meeting

- Mid February AT Plan Technical Advisory Committee
- March 11, MTC Planning & ABAG Admin Committee
- March 27, Next ATWG
 - CS Policy & Checklist
 - AT Network
 - 5-Year IP including equity metrics
 - Regional Bike Ped Count Factor Groups



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