

**Metropolitan Transportation Commission
MTC Planning Committee**

July 8, 2022

Agenda Item 5a

Regional Active Transportation Network

Subject:

Active Transportation (AT) Network adoption.

Background:

MTC is completing its first regional AT Plan to serve as a blueprint to guide strategic investments in active transportation infrastructure, regional policy development and implementation. The AT Plan supports the Plan Bay Area (PBA) 2050 strategy to build a Complete Streets (CS) Network, as well as help to meet PBA 2050 mode shift, safety, equity, health, resilience and climate goals.

In March 2022, MTC updated its Complete Streets Policy – a key element of the AT Plan – by adopting MTC Resolution No. 4493. The policy aims to ensure that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network through the implementation of active transportation projects. Key new elements of the policy include a focus on the implementation of local bike, pedestrian, safety, transit, Community-Based Transportation and Americans with Disabilities Act (ADA) Transition plans, as well as the application of “All Ages and Abilities”¹ (AAA) design principles for projects located on the regional AT Network seeking regional discretionary funding or endorsement. Overall, the CS Policy has moved from *considering* the accommodation of bicycle and pedestrian projects to an emphasis on *implementation*.

AT Network:

The AT Network is a key implementation component of the CS Policy and the PBA 2050 strategy to build a CS network. It was developed by weaving together state, county and city active transportation streets and regional trail networks² and applying the criteria of equity,

¹ National Association of City Transportation Officials’ (NACTO) [Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities](#)

² Datasets include Caltrans District 4 location-based needs identified in their Bicycle and Pedestrian Plans, all nine County Transportation Agencies and the cities of Oakland, San Francisco and San Jose active transportation networks, and the Bay Area Trails Collaborative, which includes the Bay Trail (minus the Ridge Trail, due to topography/elevation).

safety, and mode shift to create over 3,400 miles of regional connector corridors. The AT Network will provide a convenient, safe and comfortable choice for people of all ages and abilities to bike, walk and roll, and will be supported by prioritizing projects located on the Network in MTC funding programs.

The draft AT Network was released in December 2021, and over the past six months, MTC received over 800 comments from the AT Plan Technical Advisory Committee, County Transportation Agencies, the Active Transportation Working Group, MTC's Policy Advisory Council, local jurisdictions and other stakeholders. AT Network highlights include:

- **Flexibility:** The network is made up of regional connector corridors of varying widths depending on land use and geography, allowing jurisdictions to choose project alignments that are most appropriate for local conditions.
- **Focus on the user:** The CS Policy requires projects located on the Network to incorporate AAA design principles, facilitating the delivery of safer, connected, and convenient facilities for all users.
- **Focus on equity, safety and mode shift criteria:** The AT Network's regional connector corridors emphasize safety, equity and mode shift, by focusing on and connecting to MTC Priority Development Areas, Transit Rich Areas, Equity Priority Communities, and Mobility Hubs.
- **Expectation for future evolution:** Recognizing the evolving nature of the AT Network as projects are completed and new projects are planned, staff anticipate updating the Network every four years in line with Plan Bay Area, or as needed, through coordination with partner agencies.

A link to the interactive AT Network is found [here](#). Features of the Network include the ability to zoom in to the city/street level to view existing and planned bikeways, as well as the connections to transit, Priority Development Areas, Equity Priority Communities and Mobility Hubs.

AT Network, the CS Policy and the CS Checklist

As stated in the CS Policy, projects located on the AT Network shall incorporate design principles based on AAA contextual guidance provided by the National Association of City Transportation Officials (NACTO). A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for

everyone else. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)³ by the U.S. Access Board should also be referenced during design.

The main strategy for ensuring CS Policy implementation is the Complete Streets Checklist. Completion of the Checklist is required for all projects seeking over \$250,000 in regional discretionary funds or endorsement. The Checklist, found on the [MTC Complete Streets Policy webpage](#), requires project sponsors to document AAA design principles on AT Network projects, safety standards, transit coordination, level of traffic stress analysis, as well as other factors that help to ensure delivery of active transportation projects that meet the goals of the Policy. While exceptions to CS Policy requirements are allowed under limited conditions, they require jurisdiction sign-off at the director level. Prior to MTC submittal, all Checklists must be reviewed by local Bicycle and Pedestrian Committees (or equivalent). Staff will prepare a CS Checklist Exception Report annually to determine the need to re-evaluate Checklist exceptions or provide technical assistance to help jurisdictions with CS Policy implementation challenges.

Next Steps:

Following the recommended adoption of the AT Network, it will be available for regional discretionary funding programs, such as the One Bay Area Grant Program (OBAG 3). Staff will return to the Committee in fall to seek adoption of the Active Transportation Plan.

Issues:

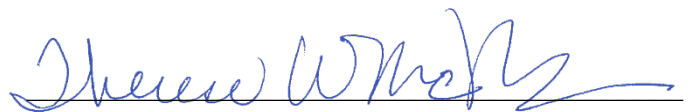
None identified.

Recommendations:

Staff requests the MTC Planning Committee adopt the AT Network and authorize the Executive Director or designee the ability to update the network consistent with the criteria of equity, safety and mode shift.

Attachments:

- Attachment A: PowerPoint



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³ (Proposed) Public Rights-of-Way Accessibility Guidelines, U.S Access Board, <https://www.access-board.gov/prowag/>