



METROPOLITAN TRANSPORTATION COMMISSION

Active Transportation Plan & Complete Streets Policy Update

March 11, 2022

Joint MTC Planning Committee with the
ABAG Administrative Committee



Background

- Presented draft CS Policy at December 2021 meeting
- Collected CS Policy and AT Network feedback in January and February
- Seeking action to refer CS Policy (MTC Resolution 4493) to Commission for adoption



STRATEGY T8
COMPLETE
STREETS



STRATEGY T9
VISION ZERO



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



METROPOLITAN TRANSPORTATION COMMISSION

Alignment with Federal and State Policy

- **Federal**

- National Roadway Safety Strategy (Jan 2022 - U.S. Department of Transportation)
 - Includes Vision Zero target
 - Highway Safety Improvement Program (Federal Highway Administration) – funds to be spent proportionately to address pedestrian and bicycle safety

- **State**

- Caltrans Director's Policy 37 – strengthens state CS Policy (Dec 2021)
 - Strives to serve “All Ages and Abilities” on Caltrans facilities
 - Highlights equity, accessibility, access and design flexibility to encourage and maximize walking, biking, and taking transit as a strategy to achieve state goals



Complete Streets Policy Feedback

- **Jurisdictions seeking more flexibility** for potential conditions in which CS elements cannot be achieved, such as:
 - Traffic calming features recommended in a local CS plan that are inconsistent with safety specifications (e.g. Fire Department)
 - Spatial conflicts in a roadway due to transit and/or roadway width
- **MTC Policy Advisory Council** supports
 - more separated bike facilities
 - providing extra focus on EPCs
 - raised concern over unintended design consequences for visually impaired



METROPOLITAN TRANSPORTATION COMMISSION



Incorporation of Feedback







- Accommodations have been made in three ways:
 1. **Updated reference to the "All Ages and Abilities" (AAA)** Design Guidelines to focus on the *principles* of AAA, or effectively serving the needs of children, older adults, and people of disabilities by either slowing speeds or separating users, while allowing other design standards to accompany these leading principles in project design
 2. **Expanding the exemption categories** to provide more flexibility and context-sensitivity
 3. **Proposal to evaluate CS Policy every 4 years**, in line with Plan Bay Area and OBAG



METROPOLITAN TRANSPORTATION COMMISSION



Complete Streets Policy

	Existing	Updated
	"Shall consider"	"Shall implement"
	All MTC discretionary funds	+ MTC endorsements
	TDA Article 3 & OBAG can't be used to fund projects that degrade bike ped	All MTC discretionary funds and MTC endorsements can't be used to degrade bike ped
	Planning, design, funding & construction	+ Operations and maintenance
	(no design standards)	"All Ages and Abilities" <i>Principles</i> for AT Network
	(no equity measures included)	Prioritize Equity Priority Communities

Proposed 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 within the Regional Active Transportation Network (AT Network), it shall include "All Ages and Abilities" *principles*.

Moving from this...



Photo sources: Pedestrian Dignity, SFBC, Pedestrian Dignity



To All Ages and Abilities

Photo sources: MTC, NACTO, 511 Contra Costa, Asian Health Services, MTC



Complete Streets Implementation & Exceptions

Existing



No minimum project threshold



Checklist reviewed by BPAC when project applying for funding and made public



Focused on bike, ped



(maintenance not included)

Updated

Minimum project threshold
\$250,000+

+ checklist for MTC endorsement
+ exceptions approved by PW/DOT Director/*designee* and made public

+ focus on connection to transit, safety, equity. Transit staff sign-off

AT Network added to MTC's StreetSaver to improve CS maintenance

Implementation

Updated, easy to submit and analyze checklist with funding application

Exceptions

- roadway prohibits users (bike, ped)
- excessively disproportionate cost to need or probable use
- + *environmental & public health*, i.e. Fire
- alternative plan to implement CS

Example Projects

Jurisdiction A

Seeking regional discretionary funding for \$250,000+ for....

Arterial roadway reconstruction with spot curb and sidewalk repair. They have included CS elements called for in their Pedestrian and Bike Plans, including high visibility crosswalk upgrades, yield markings and advanced Stop bars, bike boxes, and ADA curb ramps.

CS Checklist approved

Jurisdiction B

Class 2 Bike Lane called for in local Bike Plan. However, it's on a 40mph, 4-lane corridor with 7,000 average vehicles/day and is part of the AT Network. (Not incorporating AAA principles)

CS Checklist sent back to evaluate design and seek exception or modify project

Jurisdiction C

Crosswalk improvements on transit corridor that is on the AT Network. Recently adopted Bike Plan calls for a separated bike facility. Jurisdiction includes "Alternative Plan to implement CS" exception since it has stated it will implement parallel Bike Boulevard within .25 miles.

CS Checklist approved



AT Network Criteria

Equity

- Connections to/within Equity Priority Areas
- Connections to MTC's "Opportunity Hub" Mobility Hubs

Mode Shift

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

Safety

- High injury/Risk areas (e.g., HINs, high speed roads)
- Low-stress connections (i.e., separation from high-speed vehicle traffic)

**Updated Approach:
"Complete corridor"
approach of 1-mile**



AT Network Process

Build Regional Network

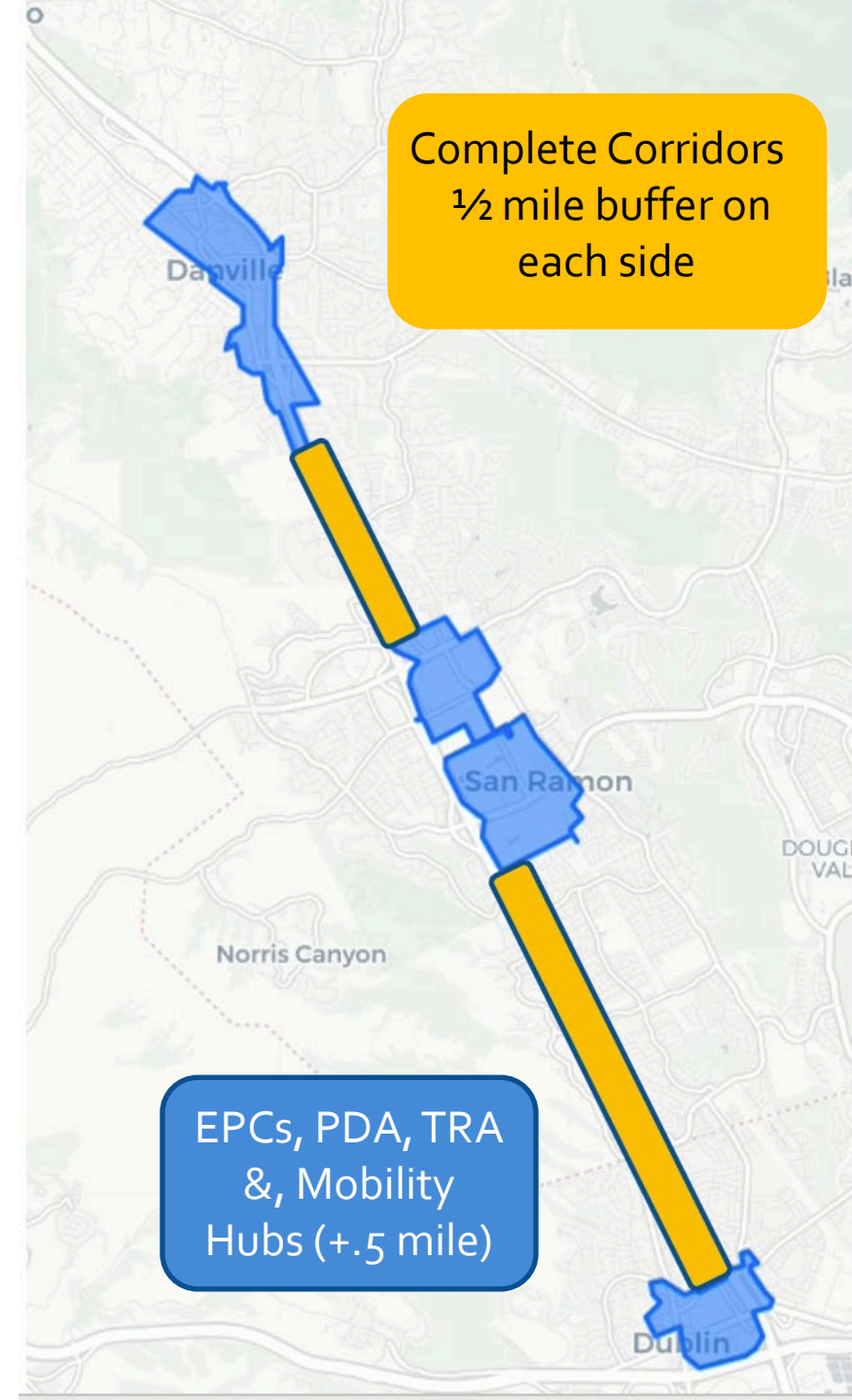
Analyze (AT Network Criteria)

Identify New Connections/Gaps
(Seek Stakeholder Input)

Cost Assumptions



METROPOLITAN TRANSPORTATION COMMISSION



Next Steps

- Continue working with stakeholders to update existing CS Checklist consistent with new policy
- Continue to refine AT Network based on stakeholder feedback
- Prepare draft AT Plan (spring 2022)
 - Final AT Network
 - 5-Year Implementation Plan
 - Considerations for technical assistance to implement AT Network
- Final AT Plan to Committee for approval (summer 2022)

