

**Metropolitan Transportation Commission  
Policy Advisory Council**

**June 8, 2022**

**Agenda Item 10**

**Active Transportation Network & Five-Year Implementation Plan**

---

**Subject:**

Update on the Active Transportation (AT) Network and the AT Five-Year Implementation Plan (IP).

**Background:**

MTC launched the Bay Area’s first regional AT Plan in April 2021, to serve as a blueprint to guide strategic investments in active transportation infrastructure, regional policy development, and implementation. The AT Plan will directly support the Plan Bay Area (PBA) 2050 strategy to build a complete streets network and help meet PBA 2050 mode shift, safety, equity, health, resilience, and climate goals.

The scope includes the following essential tasks:

- Stakeholder Engagement
- Update to MTC’s Complete Streets (CS) Policy
- Regional AT Network
- Five-Year Implementation Plan including a Funding Assessment.

During the February Policy Advisory Council meeting, staff collected and incorporated input on the draft CS Policy and provided an update on the AT Network. Adopted in March 2022, the goal of the CS Policy (MTC Resolution No. 4493) is to ensure that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. The two main components of the policy include local plan implementation when jurisdictions are applying for regional discretionary funding, and implementation of “All Ages and Abilities”<sup>1</sup>

---

<sup>1</sup> [https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)

design principles for projects on the AT Network. By designing high-comfort facilities that either separate users from fast moving automobiles or slow automobile speed, jurisdictions can attract people of all ages and abilities to use the facility.

The development of the AT Network is a key implementation element of the CS Policy and supportive of the PBA 2050 strategy to build a complete streets network. Focusing on the criteria of equity, safety and mode shift, it was developed from existing network data provided by County Transportation Agencies (CTAs) (based on local plans), as well as San Francisco, San Jose and Oakland. All projects seeking regional discretionary funds are subject to the CS Policy, with projects located on the AT Network held to higher design standards.

The first draft of the AT Network was released in December 2021 to the AT Plan Technical Advisory Committee (TAC), CTAs to share with local jurisdictions, and the Active Transportation Working Group, which consists of over 300 active transportation professionals and stakeholders in the region. Staff continued to seek feedback on the AT Network through May 2022. Over 800 comments have been received and incorporated into the final draft AT Network. ([Please find Version 3.0 with comments here](#)) Highlights of the AT Network include:

- **Flexibility:** The network is made up of complete corridors of varying widths depending on land use and geography, which allows jurisdictions to choose project alignments that best factor in local conditions.
- **Focus on the user:** The Complete Streets Policy requires All Ages and Abilities design principles to be incorporated into projects located on the Network, which facilitates the delivery of high-comfort facilities for all users.
- **Focus on equity, safety and mode shift:** The AT Network's complete corridors (based on locally-identify plans) emphasize safety, equity and mode shift, by focusing on, and connecting to MTC Priority Development Areas, Equity Priority Communities, and Mobility Hubs.
- **Evolving:** Recognizing the evolving nature of the AT Network as projects are completed and new projects are planned, staff anticipate updating the Network every two years, or as needed, through coordination with partner agencies.

Staff plan to present the final Regional AT Network to the Joint MTC Planning Committee with the ABAG Administrative Committee for adoption in July 2022, consistent with the One Bay Area Grant (OBAG) Program timeline.

**Five-Year Implementation Plan**

The Five-Year IP will identify and focus on near-term steps to begin implementation of the AT Plan following its adoption, anticipated in fall 2022. It will focus on MTC actions as well as partnerships with public, non-profit, and private organizations. The Five-Year IP will highlight opportunities to prioritize AT Network project implementation, as well as recommend technical assistance and training to help jurisdictions advance active transportation projects. Previous updates on the Five-Year IP can be found in the [February 9, 2022, Policy Advisory Council \(Agenda Item 7\)](#), and the [February 23, 2022, MTC Commission \(Agenda Item 12a\)](#) meeting packets.

**Next Steps:**

Following feedback from the Council, staff will finalize the AT Network in preparation for the July 2022 Joint MTC Planning Committee with the ABAG Administrative Committee meeting, where staff will seek AT Network adoption. Staff will return to the Council in the fall prior to adoption of the AT Plan, which will include the Five-Year IP component.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Presentation