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**Regional Active Transportation Plan Scope**

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**Subject:** Presentation on the Active Transportation Plan scope of work, timeline and stakeholder engagement, as well as local active transportation Covid-19 strategies.

**Background:** MTC is launching the Bay Area's first regional Active Transportation Plan (AT Plan) to serve as a blueprint to strategically guide investments in active transportation infrastructure and regional policy development and implementation. The AT Plan will directly support the Plan Bay Area 2050 strategy to build a Complete Streets Network, as well as help to meet Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals.

Prior to this effort, MTC adopted a Regional Bicycle Plan in 2001, which was updated in 2009. This plan established the Regional Bikeway Network (RBN) and served to prioritize and guide bicycle-related investments on key bicycle facilities in the region. By 2018, two-thirds of the key bike facilities identified in the plan had been built.

In an effort to ensure that pedestrian and bicycle facilities were considered in regionally funded transportation projects, in 2006, MTC adopted Resolution 3765, which serves as MTC's Complete Streets Policy. As a condition of eligibility, project sponsors seeking regional funding are required to complete a Complete Streets Checklist confirming they have accounted for pedestrians and bicyclists in the transportation planning and design stages of their projects. As part of the resolution, project sponsors are also required to have a complete streets policy or updated circulation element of their local General Plan in place prior to receiving funding.

The active transportation field and MTC's involvement in active transportation and micromobility has evolved significantly in the decade since MTC's last Bicycle Plan Update, including the addition of a new class of bicycle facilities (Class IV as established under AB 1194), increased rollout of bike share and scooter share across the region, and adoption of Vision Zero policies at both the local and regional levels, including MTC's Vision Zero Policy adopted in June.

In recent months, particularly in response to the Covid-19 pandemic, Quick Builds for Complete Streets strategies have allowed jurisdictions to rapidly enhance public safety and transportation. Additionally, throughout Horizon and Plan Bay Area 2050's public engagement efforts, active transportation strategies have consistently emerged as among the most popular with the public and stakeholders. Building on these strategies and programs, it is timely for MTC to begin its first regional Active Transportation Plan to plan for a next-generation active transportation network that prioritizes equity, safety, and mode shift to support regional goals.

### Plan Overview

As noted, MTC's AT Plan will enable MTC and Bay Area jurisdictions to work towards meeting Plan Bay Area 2050 mode shift, safety, equity, health, resilience and climate goals through active transportation, and will support Plan Bay Area 2050's \$13 billion Complete Streets Network strategy. The AT Plan will set specific active transportation and micromobility goals, and will identify regional infrastructure gaps to be closed, policies requiring updating or creation, and funding scenarios to help achieve the AT Plan's goals.

Elements of the AT Plan include:

- Development of a regional Active Transportation network that builds off adopted county, local and other regional plans;
- Policy and Program analysis, updated with an equity focus, including the review and update of MTC's Complete Streets Policy;
- Review and recommendation of near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements; and
- Creation of a prioritized 5-Year Implementation Plan, in coordination with Plan Bay Area's Implementation Plan, as well as longer-term implementation actions consistent with Plan Bay Area 2050's 30-year horizon.

Following feedback from the committee, MTC will engage with a variety of stakeholders, including local governments, transit agencies, CTAs and other regional and state transportation agencies. Advocacy groups, such as bicycle and walking coalitions, transportation equity non-governmental organizations and community based organizations (CBOs) will also be included. In order to help reach a diverse subset of the population and set strong social equity goals, a key aspect of the stakeholder engagement strategy will be to hire and partner with CBOs that may not typically engage in bicycle and pedestrian planning processes, and that work with residents that live in MTC Communities of Concern. MTC will contract and partner with CBOs on MTC's CBO contract bench. Staff will also convene a project technical advisory committee that will include representatives from these stakeholders and others. Lastly, the AT Plan will build off past outreach and plans, including MTC's Community Based Transportation Plans, the BAAQMD's Owning Our Air: The West Oakland Community Action Plan, and equity elements of Oakland's 2019 Bike Plan and San Jose's draft Bike Plan 2025.

### Impacts From COVID-19

Covid-19 and shelter in place measures have contributed to an [increase in biking and walking trips, as well as bike sales](#). The increase in trips and resilience of active modes has also helped cities to implement Quick Builds for Complete Streets. MTC Operations staff has been providing Quick Builds for Complete Streets technical assistance to jurisdictions, and have created [Emerging Street Types](#) to model the potential different types of Complete Streets treatments that are being implemented in the Bay Area. For example, Foster City is utilizing an

Open Curb concept to add additional space next to the sidewalk to encourage physical distancing, shared by people walking and slowly biking or rolling. Petaluma has a Shared/Slow Street Program, where streets are closed to all vehicle traffic, providing car-free space for people to move and recreate safely using physical distancing. Lastly, the City of Oakland launched its Essential Places Program to institute safety improvements that provide safe pedestrian access to essential services such as grocery stores and medical offices.

The AT Plan will review and recommend near-term regional actions to support active transportation in response to Covid-19 pandemic-related transportation needs that accommodate social distancing requirements, including these emerging street types and use cases.

**Next Steps:** Staff has prepared a request for proposal (RFP) seeking consultant assistance to develop certain plan elements and to support other plan elements being led in parallel by MTC staff. The following is a tentative schedule for the AT Plan.

Release RFP for consultant services	September 2020
Brief MTC Planning Committee	October 9, 2020
Form Technical Advisory Committee	October 2020
Finalize key issues, goals, and objectives	November 2020
Present consultant to MTC Administration Committee	December 2020
Kick off plan with Stakeholder Engagement	January 2021
5-year Implementation Plan, Policy and Program Analysis	Spring/Summer 2021
Network Creation and Funding Analysis	Fall/Winter 2021
Draft & Final Plan	Spring 2022

**Issues:** None

**Recommendation:** Information.

**Attachments:** Attachment A: AT Plan Scope Presentation

  
Therese W. McMillan

# Regional Active Transportation Plan

Kara Oberg

Joint MTC Planning with the ABAG Administrative Committee

October 9, 2020

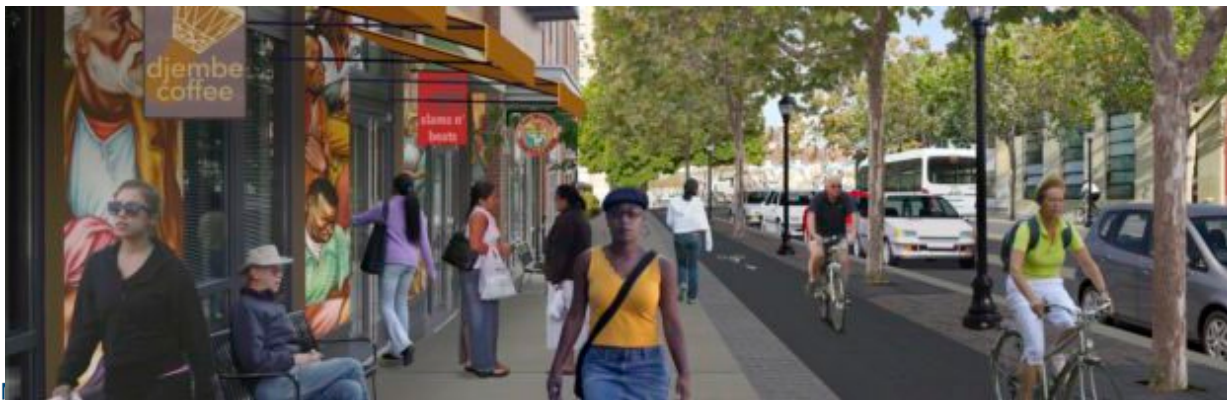


Image Source: Walk Oakland Bike Oakland



Image Source: SFMTA

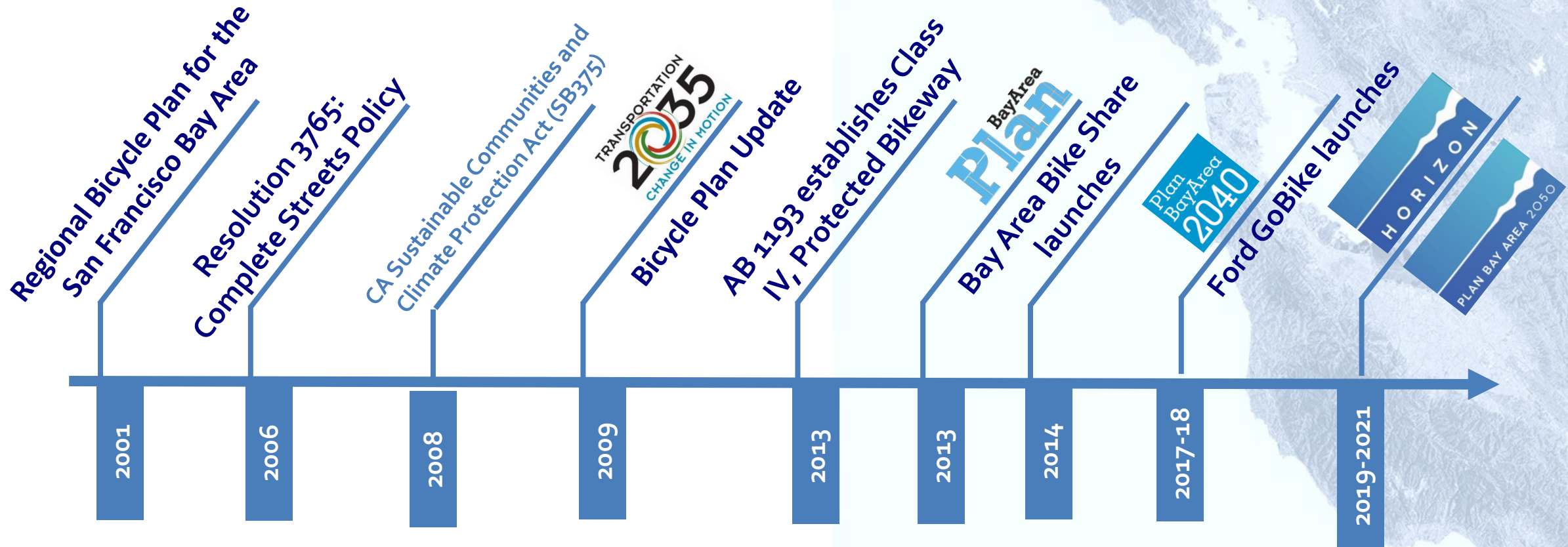
# Background

- 2001, MTC adopted Regional Bicycle Plan for the San Francisco Bay Region
- 2006, adoption of Resolution 3765, MTC's Regional Policy for Accommodation of Bicycle and Pedestrian Facilities also known as MTC's Complete Streets Policy
- 2009, Bicycle Plan Update



# Active Transportation Field

A lot has happened since 2001



# Today

- Historic period of change
  - Global pandemic
  - Major economic recession
  - Spotlight on systemic racism
- Increased use of active transportation
  - Implementation of "Quick Complete Streets"
  - Micromobility providing redundancy to transit
  - People using streets for more than just mobility



# Today & Quick Complete Streets

- Increased biking & walking trips and bike sales
- Quick Complete Streets implementation
  - Open Curb in Foster City
  - Shared/Slow Streets in Petaluma
  - Essential Places in Oakland
- The AT Plan will review & make near-term action recommendations



Image Source: City of Petaluma

# Today & Bike Share

## Bay Wheels

- Covid-19 – Ridership remained stable from May-September at 35% pre-Covid levels
- Bike Share for All – Seeking to expand program,  
500k trips since September 2019
- Ebikes - Continue to be very popular in SF & SJ  
Usage 2x classic bike ridership during Covid-19

Bike Share Capital - Richmond, Fremont and TAM & SCTA



Image Source: Medium.com

# Advancing Plan Bay Area 2050 Strategies

AT Plan will advance active transportation-related strategies in Plan Bay Area 2050 Blueprint:

- Identify, build and connect a **Regional Complete Streets (CS) Network**
- Advance regional **Vision Zero (VZ) Policy**
- Utilize Priority Development Areas, including the new **Connected Communities** designation

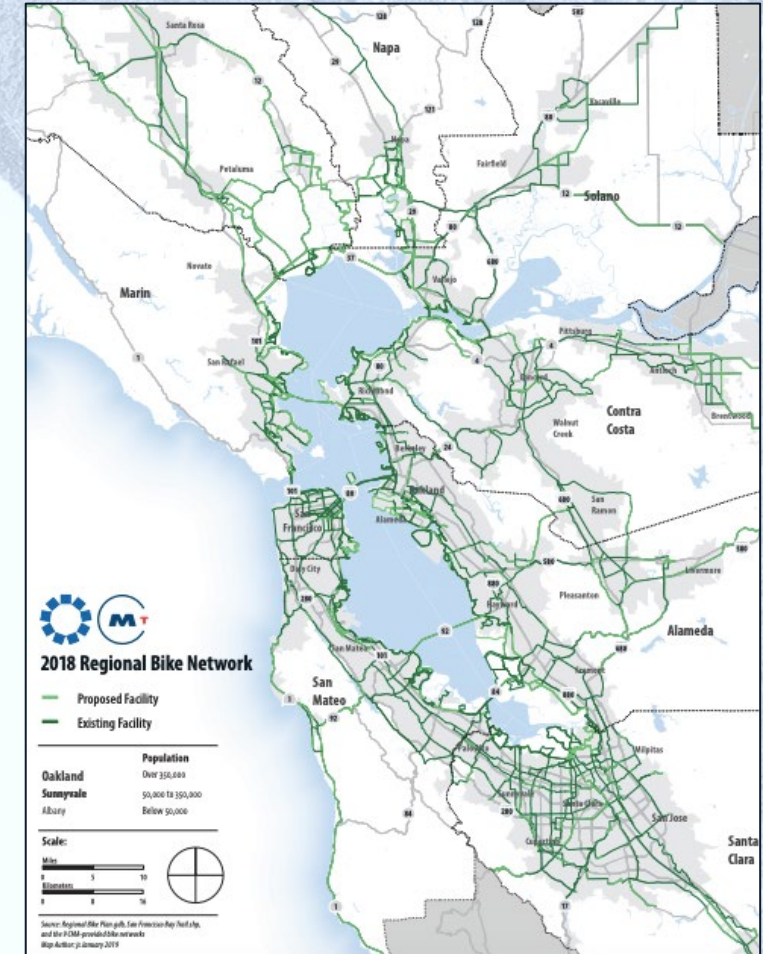


Create Healthy and Safe Streets



# Elements of the AT Plan

- **Policy and Program analysis** including update of MTC's Complete Streets Policy, which will build off Regional Bike Network
- Regional **Active Transportation network**, a Complete Streets strategy in PBA 2050 Blueprint
- **5-Year Implementation Plan (IP)**, in coordination with PBA 2050 Implementation Plan, including near-term actions to **support Covid-19 needs**
- **Funding analysis** to understand funding constraints and potential funding scenarios



# AT Plan Engagement

## MTC/ABAG:

- Joint MTC Planning/ABAG Administrative Committee
- Policy Advisory Council
- RAWG / REWG
- Active Transportation Working Group

## Key Stakeholders:

- CTAs and local jurisdictions
- Transit Agencies
- Other regional and state partners
- NGOs, CBOs and advocacy organizations

# AT Plan Equity

- Coordination with Plan Bay Area 2050 targets/metrics on mode shift, health, safety and equity.
- Engagement partnerships with CBOs that work in COCs.
- Building off past work:
  - Community Based Transportation Plans (CBTPs)
  - BAAQMD's Owning Our Air: The West Oakland Community Action Plan
  - Equity Elements of Oakland's 2019 Bike Plan and San Jose's draft Bike Plan 2025

# Next Steps

Release RFP for Consultant Services

Form Project TAC

September/October  
2020

Key Issues, Goals, & Objectives

Consultant Approval/Contract  
Execution

November/December  
2020

Stakeholder Engagement

Network Creation, Policy and Program  
Analysis, Implementation Plan

Winter & Spring 2021  
Summer – Winter 2021

Funding Analysis, Draft & Final Plan

Spring 2022