

Complete Streets Policy Development Update

Ad Hoc Sustainability Committee Meeting
July 16, 2014



Metro

Background

- **Metro Board's Active Transportation Agenda (November 2011)**
- **Board-approved Countywide Sustainability Planning Policy & Implementation Plan (December 2012)**
- **US DOT Policy Statement on Bicycle and Pedestrian Accommodation**
- **Complete Streets Act of 2008**
- **Caltrans Complete Streets Policy – Deputy Directive 64-R1**
- **SCAG RTP/SCS, Local Policies**



Complete Streets Principles

Complete Streets are streets for everyone, no matter who they are or how they travel: they're safe, comfortable, and convenient.

- Serves all users
- Context sensitive
- Coordination within organization & between partner agencies
- Projects and programs implemented by Metro that support regional transportation goals



Goals

- Improve access to public transit by making it convenient, safe, and attractive
- Maximize multi-modal benefits and efficiencies
- Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a “complete” and integrated transportation system that serves all users
- Establish active transportation improvements as integral elements of the countywide transportation system
- Foster healthy, equitable, and economically vibrant communities



Stakeholder Involvement

- Metro Planning, Operations, Construction
- Metro Technical Advisory Committee and subcommittees
- Stakeholder Workshop #1 (over 250 participants) - 2/12/14
- Council of Governments and other stakeholders



What We Heard: Benefits

- More mobility choices (e.g., access to transit, walking, bicycling, rolling)
- Safer streets for all users (e.g., seniors, youth, transit-dependent, motorists, bicyclists, pedestrians, persons with disabilities)
- Improved public health (e.g., more physical activity)
- Environmental sustainability (e.g., VMT reduction, air quality)
- Creates reliable and predictable project development process



Issues We Heard and Potential Opportunities

Issue

Project cost and funding

Potential Opportunities

- Complete streets is about using existing resources differently: CMAQ, RSTP, STPL, gas tax, sales taxes, State Active Transportation Program, Prop. A and C Local Return, Measure R Local Return, Prop. C 25%, TDA Article 3, and developer mitigation fees
- Call for Projects
- New funding sources (i.e., local, state, federal, public/private)

Issues We Heard and Potential Opportunities

Issue

- First and last mile connections
- Corridors and networks versus single intersection

Potential Opportunities

- Corridor projects planning, design, and construction
 - Existing projects: Seek strategies for first and last mile connections, First/Last Mile Strategic Plan, improved design for freeway on/off ramps
 - New projects: Intermodal connectivity as part of project scope, definition, design, and implementation
- Joint Development
- Facilitate transportation improvements across jurisdictions

Issues We Heard and Potential Opportunities

Issue

Transit operations in the context of complete streets

Potential Opportunities

- Guidelines for coordination between bus operations and complete streets implementation by local jurisdictions
- Bicycle parking for first and last mile connections
- Bicycle accommodations on buses and trains
- Bicyclist and bus operator education
- Performance measures



Issues We Heard and Potential Opportunities

Issue

- Auto-centric culture
- Policies and guidelines
- Training and Education
- Performance measures
- Low-resourced cities

Potential Opportunities

- Training opportunities for transportation staff, community leaders, public
- Multimodal education and promotion
- New performance measures
- Best practices and technical assistance



Anticipated Schedule

Spring/Summer 2014

- Outreach to key stakeholders
- Ad Hoc Sustainability Committee
- Develop draft policy

Summer 2014

- Workshop #2 (August 19)
- Release draft policy for public comment
- Continue outreaching to key stakeholders

Fall 2014

- Board Action

