

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #: 2015-0446, Version: 1

AD-HOC SUSTAINABILITY COMMITTEE MAY 20, 2015

SUBJECT: COMPLETE STREETS POLICY UPDATE
ACTION: RECEIVE AND FILE COMPLETE STREETS POLICY UPDATE

RECOMMENDATION

Receive and file report on Metro Complete Streets Policy update.

ISSUE

In October 2014, the Ad Hoc Sustainability Committee directed staff to provide the following information on the Complete Streets Policy (Policy) at a future Committee meeting:

- Indicate what topics the Complete Streets Policy does and does not cover;
- Reformat the Complete Streets Policy document to clearly tie together the goals and implementation plan;
- Add a column to the Implementation Plan noting the Metro Department that will be primarily responsible for that task and list other partners, inside and outside the agency, who will provide support;
- Tighten the initiation timelines and include interim benchmarks to identify achievable and quantifiable goals wherever possible;
- Revisit the Policy's Exception #3 to avoid misuse. Exception #3 refers to exemption for instances when detrimental environmental and social impacts outweigh the need for complete streets accommodations for projects funded within upcoming Metro capital grant program cycles.

This report is to update the Committee regarding the information requested.

DISCUSSION

With the adoption of the Complete Streets Policy in October 2014, the Metro Board indicated its commitment to help advance state, regional, and local efforts to create a more complete and integrated transportation network that serves all users and supports environmental sustainability. Staff has expanded upon the details of the Policy document to address feedback from Committee members, as discussed below and in the attachments to this report. The Complete Streets Policy can be accessed online:

http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf.

Summary of Policy Content Coverage

The Complete Streets Policy is a high level policy direction to redefine how our agency approaches transportation improvements by considering all users, regardless of how they travel. The Policy is intended to complement, rather than duplicate, existing topics that have been more thoroughly

addressed in other Metro policies and reports or by other organizations. Attachment A provides an overview of the topics covered under the Policy and those that have been covered in other documents.

Linking Goals and Implementation Plan

The Policy identified goals and an implementation plan, which outlines specific next steps for action. Attachment B provides a visual representation of how the goals and tasks in the implementation plan are linked together. Metro departments that will be participating or responsible for leading each task have been noted, as well as participants outside the agency, such as local jurisdictions, Southern California Association of Governments (SCAG), California Department of Transportation (Caltrans), sub-regional Councils of Governments, Metro Technical Advisory Committee and Subcommittees, public health organizations, nonprofits, advocates, and other interested stakeholders. The initiation timeline for each task has been further detailed and includes interim benchmarks to identify achievable and quantifiable goals whenever possible.

Policy's Exception #3

The Policy demonstrates our agency's commitment to work with partner agencies and local jurisdictions to plan and fund Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, transit facilities, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users. The Policy lays out exceptions that apply to Metro's capital grant programs for projects in which Metro does not directly control and are implemented by local jurisdictions. The Policy details the exception process for instances when legitimate needs can be accommodated without creating loopholes that weaken the Policy's goals.

The Committee requested that staff revisit Exception #3 to avoid misuse. This exception refers to exemption for instances when detrimental environmental and social impacts outweigh the need for Complete Streets accommodations. Staff followed up with several jurisdictions in the United States that have adopted similar language in their Complete Streets Policy to learn from their experience, particularly regarding how and when this rule has been applied. In all instances, these jurisdictions have not come across a situation when this exception has been used. Attachment C provides additional information. Staff will monitor the use of exceptions and recommend any necessary refinements to ensure the intent of the Policy's goals is upheld.

NEXT STEPS

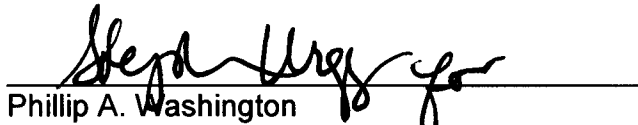
We will continue with implementation of the Complete Streets Policy and update the Board on our efforts.

ATTACHMENTS

Attachment A - Summary of Policy Content Coverage
Attachment B - Goals and Implementation Plan Matrix
Attachment C - Exception #3

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Summary of Policy Content Coverage

Topics Covered in Complete Streets Policy	Location in Complete Streets Policy Document
High-level policy direction	Throughout document
Goals	Pages 3, 7
Overview of outreach conducted	Page 3
Principles that guide Metro's core commitments	Pages 4,17
Implementation Plan	Table 2
Federal, state, regional, and local policy context	Pages 8-10, Attachment 1
Definition of Complete Streets	Page 10
Elements of an Ideal Complete Streets Policy	Pages 10-11
Challenges to implementing Complete Streets	Pages 11-14
Case studies	Page 11
Potential funding sources for Complete Streets in LA County	Table 1
Opportunities for Metro to support Complete Streets	Pages 14-16, Table 2
Development of performance measures	Page 18
Topics NOT Covered in Complete Streets Policy ¹	Comments
One "special" street project	Complete Streets is about changing the way we approach transportation projects on all streets.
A design prescription	There is no specific design prescription; each street is unique and its design reflects the context of the community and street network. Metro encourages partner agencies to use the best design guidelines and standards to foster safe travel for all users. Best practice design manuals currently exist, such as: <ul style="list-style-type: none"> • Urban Street Design Guide (NACTO) • Urban Bikeway Design Guide (NACTO) • Los Angeles County Model Design Manual for Living Streets (LA County Department of Public Health) • Main Streets, California: A Guide for

¹ Due to the specific focus of the Complete Streets Policy, it is not feasible to list all topics that are not covered. Therefore, this list includes further clarifications on topics that may have been mentioned during outreach as part of the development of this Policy.

Attachment A

	<p>Improving Community & Transportation Vitality (Caltrans)</p> <ul style="list-style-type: none">• Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (Caltrans)• Local design manuals
Land use	Addressed in more detail in the Metro Countywide Sustainability Planning Policy and Implementation Plan (adopted December, 2012).
Specific environmental concerns	Evaluated as part of each project development
Specific performance measures	This will be developed as part of next steps of Complete Streets implementation

Attachment B: Goals and Implementation Plan Matrix

Attachment B: Complete Streets Policy Implementation Plan

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Anticipated Schedule	Complete Streets Policy Goals						
				Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users	Maximize multi-modal benefits and efficiencies	Improve safety for all users on the transportation network	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 where all residents have greater mobility choices	
Education and Technical Assistance										
1.1 Provide education and training for policy makers, elected officials, planners, engineers, and the general public on the benefits, needs, and implementation of Complete Streets.				X	X	X	X	X	X	
a. Develop Complete Streets Implementation Guide.	<u>Planning</u> , Operations, Construction, Communications, other applicable departments	Metro Technical Advisory Committee (TAC) & Subcommittees, Councils of Governments (COGs), Southern California Association of Governments (SCAG), Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	8/2015 - 10/2016							
b. Conduct Complete Streets Workshops throughout LA County.	<u>Planning</u>	Local Jurisdictions, Caltrans, Other Interested Stakeholders	7/2015 - 2/2017, As-Needed							
c. Conduct Complete Streets Workshop training for Metro staff.	<u>Planning</u> , Operations, Construction, Highways Program, Communications, other applicable depts		7/2015 - 2/2017, As-Needed							
d. Additional workshops will depend on need and demand.										
1.2 Encourage the use of best practices in Complete Streets design, such as NACTO Urban Street Design Guide, NACTO Urban Bikeway Design Guide, Los Angeles County Model Design Manual for Living Streets, and other guidelines and standards that promote a standard of excellence for multimodal design.				X	X	X	X	X	X	
a. Promote on Metro Complete Streets webpage.	<u>Planning</u> , Communications		Ongoing							
b. Promote through Complete Streets Workshops.	<u>Planning</u>	Local Jurisdictions, Caltrans, Other Interested Stakeholders	7/2015 - 2/2017							
1.3 Develop and maintain Complete Streets website to provide agencies and interested stakeholders with relevant information, resources, and best-practices to implement Complete Streets. Provide information on local, state, and federal grant opportunities related to Complete Streets promotion, planning, design and construction. Provide access to timely and informative data, information, and research.					X	X	X			X
a. Launch enhanced Complete Streets webpage.	<u>Planning</u> , Communications		1/2015							
b. Maintain and update Complete Streets webpage.	<u>Planning</u> , Communications		Ongoing							
1.4 Create and publish performance metrics that can be used to help local jurisdictions prioritize projects for funding, and to evaluate projects once they have been completed.					X	X	X			X

Note: Blue highlight indicates action item in Complete Streets Policy. Interim benchmarks are shown below each action item, where applicable.

Complete Streets Policy Goals

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Anticipated Schedule	Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users	Maximize multi-modal benefits and efficiencies	Improve safety for all users on the transportation network	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 where all residents have greater mobility choices
a. Develop Active Transportation Strategic Plan, which includes identification of performance metrics.	Planning , Operations, Communications	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	2/2015 - 5/2016						
b. Seek partnership with SCAG through updated Joint Work Program to develop performance metrics. Seek Board approval for updated Joint Work Program.	Planning	SCAG	In Progress. Board action anticipated 5/2015.						
1.5 Explore strategies to provide technical assistance to low-resourced cities, including providing applicable templates, exploring partnership opportunities, pursuing grant opportunities, and connecting agencies to other local organizations and expert sources, where applicable.							x		x
a. Develop Complete Streets Policy and staff report templates that can be used and tailored to meet the needs of local jurisdictions.	Planning , Operations	Metro TAC & Subcommittees, COGs, Local Jurisdictions	1/2015 - 6/2015						
b. Explore upcoming grant opportunities (e.g., Caltrans Planning Grant, Active Transportation Program, Cap and Trade, TIGER) and identify potential partners.	Planning , Construction, Operations	Local Jurisdictions	ongoing						
c. Publicize technical assistance resources through Complete Streets webpage and cross promote with other applicable Metro program webpages, social media, and e-blasts.	Planning , Communications		ongoing						
d. Explore opportunities to provide grant-writing assistance and training workshops	Planning	Local Jurisdictions, Other Interested Stakeholders	ongoing						
1.6 Metro will highlight best practices to assist local jurisdictions in the development of design guidelines and policies.					x	x	x		x
a. Promote through Complete Streets webpage and cross promote with other Metro program webpages and e-blasts.	Planning , Communications		1/2015, ongoing						
b. Participate in technical advisory committees and working groups convened by local jurisdictions.	Planning	Local Jurisdictions	ongoing						
c. Organize training workshops, symposiums, and forums to disperse information on best-practices.	Planning , Highways, Construction, Operations	SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders	ongoing						
1.7 Metro recognizes the potential for transportation infrastructure to support a variety of sustainability goals, including reducing water and energy impacts, as established in the Sustainable Design Program in the Call for Projects. In implementing Complete Streets, local jurisdictions may wish to consider and incorporate storm water management and other components supporting environmental function. Metro is currently completing an Urban Greening Plan and Toolkit along with opportunity analysis and research. Metro will compile the results of this effort, along with other informational resources, to provide guidance on incorporating green infrastructure into roadway improvements. Metro's Plan and Toolkit will be complete by January 2016, and guidance pertinent to this policy will be compiled by July 2016.	Planning , Operations, Construction, Maintenance, other applicable departments	Tree People, City of Los Angeles Department of Transportation, Other Applicable Organizations	In progress. Plan and Toolkit anticipated to be complete by 1/2016.				x		

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1.8 Assemble Complete Streets Working Group, which may consist of experts with Complete Streets knowledge and expertise, local agency representatives, Metro representatives, and other stakeholders who can provide technical assistance and input for planning and development of Complete Streets.	Planning, Operations, Construction, Communications	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders	TBD	x	x	x	x	x	x
1.9 Assist local agencies to seek opportunities and partnerships to implement demonstration projects to showcase best practices and case studies and to highlight Complete Streets Implementation in a variety of context.					x	x	x		x
a. Develop and conduct sustainability demonstration projects.	Planning	COGs, Local Jurisdictions and Other Applicable Stakeholders	Initiate in Summer 2015						
b. Highlight case studies in annual Metro Sustainability Report.	Planning, Communications		First annual Report anticipated to be complete by 4/2015, subsequent reports released annually						
1.10 Developing a Transit Oriented Development (TOD) Toolkit to serve as a resource for local jurisdictions interested in implementing transit supportive land use regulatory changes. The TOD Toolkit will include an assessment of best practices for sustainable, transit-oriented land use planning. Best practices related to land use, density, diversity of uses, parking (vehicle and bicycle), bicycle/pedestrian amenities and linkages, public facilities and infrastructure, and general principles of sustainable neighborhood design will be developed. In addition, the TOD Toolkit will include a review of best practices for community engagement, as well as tools for assessing the economic and environmental benefits of transit supportive development.	Planning		In Progress, Anticipated completion by 10/2016.	x	x		x	x	x
2. Joint Development									
2.1 Include appropriate text in Requests for Proposals to ensure excellence in multimodal design and access.				x	x	x		x	x
a. Include appropriate text in boilerplate or a modified-to-suit language in every joint development project solicitation/Requests for Proposal.	Planning		Spring and Summer 2015, ongoing						
2.2 Work with local jurisdictions to incentivize developer mitigations to address first and last mile solutions, consistent with the First Last Mile Strategic Plan.			0 – 2 years	x	x	x	x	x	x
a. Conduct first/last mile training workshops.	Planning	Local Jurisdictions, Interested Stakeholders	Initiated within 2 years						
3. System Connectivity, Integration, and Performance									
3.01 Develop Active Transportation Strategic Plan (ATSP) to identify strategies to improve and expand the active transportation network and improve first/last mile access to transit; provide guidance to Metro and partner organizations in setting regional active transportation policies and guidelines to meet transportation goals and targets in support of the Regional Transportation Plan/Sustainable Community Strategies and other future planning efforts; engage local government and other stakeholders to identify key regional active transportation projects and programs within Los Angeles County through a collaborative stakeholder process and explore strategies to expedite implementation.	Planning, Operations, Construction, Communications	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders	2/2015 - 5/2016	x	x	x	x	x	x

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9.02 Better design street treatments around freeway on and off ramps in highway corridor projects to facilitate safer and convenient access for pedestrians and bicyclists who must cross these corridors. Ensure project team members have staff skilled and experienced to address multimodal and complete streets planning and design by providing training to Metro staff members involved in project and/or as part of criteria during consultant team selection.			ongoing			x		x	x
a. Provide training to Metro staff. See implementation Action #1.1c.	Planning , Operations, Construction, Highways Program, Communications, other applicable depts		7/2015 - 2/2017, As-Needed						
3.03 Seek opportunities to implement first and last mile connections to transit.			Ongoing	x	x	x	x	x	x
a. Deliver pilot first/last mile projects. Work with successful Active Transportation Program sponsors to implement their projects.	Planning	City of Los Angeles Bureau of Street Services	In Progress						
b. Implement temporary (i.e., pop-up) first/last mile projects to identify future pilot stations.	Planning	COGs, Local Jurisdictions	Initiated within 2 years						
c. Facilitate private-sector involvement, including car and ride share services: Implement car share pilot program.	Planning	City of Los Angeles, Car Share Companies	Start March 2015, 1-year pilot						
d. Incorporate lessons learned from pilot car share program and implement permanent car share program at new park and ride facilities.	Planning	COGs, Local Jurisdictions, Car Share Companies	Spring 2016						
e. Seek allocation/obligation of Active Transportation Program grant funds and procure consultant services to conduct first/last mile planning for Metro Blue Line.	Planning	Local Jurisdictions along Blue Line Corridor	Fall 2015 - Winter 2016						
3.04 Seek opportunities to include transit improvements, pedestrian and bicycle facilities, and other first and last mile components onto new or retrofit Metro capital projects, transit and highway corridor planning and design, and Metro facilities to maximize efficiencies, when appropriate.	Planning, Construction, Operations, Maintenance		Ongoing	x	x	x	x	x	x
3.05 Conduct periodic bicycle and pedestrian counts at various locations to determine needs and opportunities for improving pedestrian and bicycle travel and access to transit.				x	x	x	x	x	x
a. Develop framework for pilot bicycle and pedestrian counter program and identify potential locations for placement of counters. Explore partnership with local agencies for placement of automatic bicycle and pedestrian counters for locations outside of Metro Right of Way.	Planning , Operations	Local agencies, interested stakeholders	1/2015 - 9/2015						
b. Implement automatic bicycle and pedestrian counter pilot program.	Planning	Local agencies	9/2015, ongoing						
c. Monitor and assess pilot bicycle and pedestrian counter program and feasibility for wider implementation.	Planning	Local agencies, interested stakeholders	9/2015, ongoing						
3.06 Partner with local jurisdictions and agencies to expedite implementation of high priority active transportation projects.	Planning	Local agencies, interested stakeholders	Ongoing			x	x	x	x
3.07 Expand bicycle parking at Metro stations and stops, including creating bicycle hubs, increasing bicycle parking, implementing bike share, and providing other bicycle facilities.	Planning , Operations, Construction, Maintenance, Communications, other applicable department		Ongoing	x	x			x	x

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<p>3.08 Develop online interactive map to facilitate countywide network planning and coordination. The map(s) will provide overview of priority routes for various modes, as identified through local and regional plans, including local bicycle, pedestrian, transit, multimodal, goods movement and other relevant plans.</p>	<p>Planning, Operations, Communications</p>	<p>Local agencies</p>	<p>7/2016 - 12/2016</p>		<p>X</p>	<p>X</p>	<p>X</p>		
<p>3.09 Develop performance metrics and track progress toward achieving sustainability policies and priorities, including Complete Streets Implementation, which will be included in the annual Sustainability Report developed by the Countywide Planning and Development Department. In addition, Metro is currently updating the Long Range Transportation Plan and will be developing an Active Transportation Strategic Plan, both of which will be exploring robust performance metrics related to health, access, bicycle and pedestrian travel, safety (e.g., collisions), among other measures.</p>			<p>Ongoing</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>
<p>a. Develop and publish annual Sustainability Report.</p>	<p>Planning, Communications</p>		<p>First annual Report anticipated to be complete by 4/2015, subsequent reports released annually</p>						
<p>b. Develop draft and final Active Transportation Strategic Plan. See Implementation Action #3.01.</p>	<p>Planning, Operations, Construction, Communications</p>	<p>Metro TAC & Subcommittees, COGS, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders</p>	<p>2/2015 - 5/2016</p>						
<p>c. Incorporate Active Transportation Strategic Plan into 2009 Long Range Transportation Plan update.</p>	<p>Planning</p>	<p>Metro TAC & Subcommittees, COGS, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, Other Interested Stakeholders</p>	<p>In progress</p>						
<p>d. Conduct before/after studies of pilot projects mentioned in Implementation Action #3.03a. Measure and document impact of first/last mile improvements, including ridership and safety factors.</p>	<p>Planning</p>	<p>Cities of Los Angeles Bureau of Street Services, Duarte, Arcadia, Santa Monica</p>	<p>Ongoing</p>						
<p>3.10 Determine how the Policy will apply to Metro corridor planning projects in various stages of development. For new projects that Metro plan and design, this means including intermodal connectivity and first and last mile elements as part of the project scope during planning and in environmental documents; having a budget set-aside for construction of these facilities; having team members skilled and experienced to address multimodal and Complete Streets planning and design, including Metro staff and consultant team members; and ensuring that even if pedestrians and bicyclists cannot travel on freeway or highway corridors, they should still be able to cross these facilities safely and conveniently. For projects that are currently underway or already in operation, the Metro Board of Directors adopted the First Last Mile Strategic Plan, which outlines a specific infrastructure improvement strategy to facilitate easy, safe, and efficient access to the Metro system. Pilot projects have already been identified and will be implemented; first last/mile projects will also be prioritized in future Call for Projects, including the 2015 Call for Projects applications; and Metro will continue to explore existing and new funding sources to implement the First Last Mile Strategic Plan.</p>	<p>Planning, Construction (Highways Program), Operations</p>	<p>Local Jurisdictions, Applicable Stakeholders</p>	<p>Ongoing</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>X</p>

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4. Corridor Projects									
4.1 During project planning phase, define intermodal connectivity elements as an intrinsic part of the project's scope during project planning and in environmental documents, to the extent required, and project definition for construction. Key sections within environmental documents where intermodal connectivity elements can be better specified include: Purpose and Need Statement, Project Definition, Basis of Design, and Mitigation Measures. Ensure project team members have staff skilled and experienced to address multimodal and Complete Streets planning and design by providing training to Metro staff members involved in project and/or as part of criteria during consultant team selection.	<u>Planning</u> , Construction, Operations	Local Jurisdiction, Applicable Stakeholders	Ongoing	x	x	x	x	x	x
4.2 Identify hot spot corridors and facilitate transportation improvements across jurisdictions.	<u>Planning</u> , <u>Construction</u> , <u>Operations</u>	Applicable Stakeholders	Ongoing		x	x	x		x
4.3 During project design phase (following environmental clearance) and during construction for new projects, ensure that Complete Streets and first and last mile solutions are integrated into project scope, design, and implementation. Provide relevant directive drawing(s) and appropriate budget set aside in Life of Project for construction of these facilities. Ensure project team members have staff skilled and experienced to address multimodal and Complete Streets design and implementation by providing training to Metro staff members involved in project and/or as part of criteria during consultant team selection.			Ongoing	x	x	x	x	x	x
a. Procure consultant services for development of directive drawings. This may be included as part of Complete Streets Implementation Guide.	<u>Planning</u> , Construction		Summer 2015						
b. Incorporate directive drawings into rail design criteria.	Construction, <u>Planning</u>		Winter 2016						
4.4 Establish standard Complete Streets language for capital projects, as necessary, in Request for Proposals/Request for Qualifications.	<u>Planning</u> , <u>Construction</u> , <u>Operations</u>		Initiated within 2 years	x	x	x			
4.5 During construction for new projects, identify opportunities for maintaining access to bicycle and pedestrian facilities or provide appropriate detours.	<u>Planning</u> , <u>Construction</u>		Ongoing			x		x	
4.6 Develop Intermodal Connectivity Guidelines to provide guidance to project team members and/or consultants for development and incorporation of key intermodal elements into project scope during planning and development for Metro Corridor Planning Projects. Where applicable, update Metro design criteria to reflect intermodal connectivity elements and first last mile integration.			0 – 3 years	x	x	x	x	x	x
a. Update Metro design criteria. See implementation #4.3a and 4.3b.	<u>Planning</u> , <u>Construction</u> , <u>Operations</u>		Winter 2016						

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5. Operations									
5.1 Establish Preferred Strategies for Developing Bicycle and Bus Infrastructure guidelines that can be communicated to local jurisdictions for early coordination to avoid and resolve potential operational conflicts as local agencies implement Complete Streets. Establish a seamless process to coordinate Complete Streets implementation with transit operations.				x	x	x	x		
a. Establish preliminary communication guidelines.	<u>Planning, Operations</u>	Local Jurisdictions	In Progress						
b. Identify preliminary best practices and incorporate into Complete Streets Policy Implementation Guide.	<u>Planning, Operations</u>	Local Jurisdictions	In Progress						
c. Review best practices for shared bike/bus infrastructure and interactions. Study local corridors to understand effects of bike infrastructure on bus operations by analyzing before/after metrics. Findings will inform Guidebook.	<u>Planning, Operations</u>	Metro TAC & Subcommittees, Caltrans Bicycle Advisory Committee, Local Jurisdictions, Transit Operators, Interested Stakeholders	Fall 2015 - Spring 2016						
5.2 Continue to enhance education and training for bicyclists, pedestrians, bus operators, and other roadway users to improve awareness and safer interactions between these users of the roadway.				x	x	x			
a. Review and enhance bus operator training.	<u>Operations, Planning</u>	Metro TAC & Subcommittees, Transit Operators	Fall 2015 - Spring 2016						
b. Conduct bicycle education safety course.	<u>Planning</u>	Public	5/2015 - 9/2015						
c. Implement Safe Routes to School Pilot Program.	<u>Planning, Communications</u>	City of Los Angeles Department of Transportation, Los Angeles Unified School District, parents, students, other stakeholders	In Progress. Anticipated completion 6/2016.						
d. Develop Countywide Safe Routes to School Initiative.	<u>Planning, Communications</u>	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	In Progress						
e. Implement 2015 Metro active transportation campaign.	<u>Planning, Communications</u>		5/2015 - 7/2015						
f. Collaborate with SCAG on active transportation safety and encouragement campaign.	<u>Planning</u>	SCAG (lead)	3/2015 - 6/2016						
5.3 Explore opportunities to add additional bicycle accommodations on buses and trains.	<u>Planning, Operations</u>		Ongoing	x	x			x	x

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Complete Streets Policy Goals

Implementation Action	Metro Participants (lead department designated in bold and underlined)	Other External Participants	Anticipated Schedule	Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users	Maximize multi-modal benefits and efficiencies	Improve safety for all users on the transportation network	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 where all residents have greater mobility choices
5.4 Identify key locations and responsibility to evaluate the outcome of Complete Streets implementation and opportunities for improvements to accommodate all users of the roadway and track before and after performance measures, such as person throughput, bus/bike collision, bike/pedestrian/vehicle collision, bus speed, run time.				x	x	x	x	x	x
a. See Implementation Action #3.09a regarding developing and publishing annual Sustainability Report.	<u>Planning</u> , Communications		First annual Report anticipated to be complete by 4/2015, subsequent reports released annually						
b. Incorporate before and after performance measures into requirements for Call for Projects Program.	<u>Planning</u> , Construction (Highways Program)	Grant recipients	Ongoing						
c. Incorporate before and after performance measures into requirements for capital grant recipients for upcoming ExpressLanes Net Toll Revenue Re-Investment Grant Program cycle.	<u>Congestion Reduction</u> , Planning	Grant recipients	TBD						
d. Incorporate before and after performance measures into active transportation projects implemented by Metro.	<u>Planning</u> , Operations		Ongoing						
e. Study local corridors to understand effects of bike infrastructure on bus operations by analyzing before/after metrics.	<u>Planning</u> , Operations	Metro TAC & Subcommittees, Caltrans Bicycle Advisory Committee, Local Jurisdictions, Transit Operators, Interested Stakeholders	Fall 2015 - Spring 2016						
6. Funding									
6.1 Since the 2011 Call for Projects cycle, Metro has included an Impact checklist in applications to encourage applicants to document how the needs of pedestrians and bicyclists were considered in the process of planning and/or designing the proposed project. The impact checklist will be further refined and included in the development of a Complete Streets project initiation checklist for use by Metro and local agencies that receive funding through any Metro capital grant program, including Call for Projects and ExpressLanes Net Toll Revenue Re-Investment Grant Program, to ensure that project sponsors have considered all users during project planning, design, and construction.				x	x	x	x	x	x
a. Develop Complete Streets project initiation checklist. May be included as part of development for Complete Streets Implementation Guide.	<u>Planning</u> , Construction (Highways Program)	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	8/2015 - 10/2016						
b. Incorporate Complete Streets project initiation checklist into future Call for Projects grant application. (Pending outcome of Motion #21 for Call for Projects modernization or subregional subvention)	<u>Planning</u> , Construction (Highways Program)	Grant Applicants	TBD						
c. Incorporate Complete Streets project initiation checklist into future ExpressLanes Net Toll Revenue Re-Investment Grant Program.	<u>Congestion Reduction</u> , Planning	Grant Applicants	TBD						

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<p>6.2 Require that by January 1, 2017, cities and the County shall have an adopted Complete Streets policy, an Adopted City Council Resolution supporting Complete Streets, or an adopted General Plan consistent with the Complete Streets Act of 2008 in order to be eligible for the next cycle of Metro capital grant funding programs, including the 2017 and subsequent Call for Projects and ExpressLanes Net Toll Revenue Re-Investment Grant Program cycles, to reduce barriers and conflicts related to policy and implementation. Develop customizable Complete Streets Policy sample to assist local agencies comply with requirements. Jurisdictions will be encouraged to adapt the elements and language of the sample policy to meet their own circumstances and plans. These conditions for funding eligibility apply to new grant funding cycles and will not be retroactive.</p>				x	x	x	x	x	x
<p>a. Develop customizable Complete Streets Policy sample. See Implementation Action #1.5a.</p>	<p><u>Planning</u>, Construction (Highways Program), Operations</p>	<p>Metro TAC & Subcommittees, COGs, Local Jurisdictions</p>	<p>1/2015 - 6/2015</p>						
<p>6.3 Provide Complete Streets training for all Modal Leads, project evaluation team members, and project managers involved with any Metro capital grant funding program, including Call for Projects and ExpressLanes Net Toll Revenue Re-Investment Grant Program.</p>					x				
<p>a. See Implementation Action #1.1c.</p>	<p><u>Planning</u>, Operations, Construction (Highways Program), Communications, other applicable depts</p>		<p>7/2015 - 2/2017, As-Needed</p>						
<p>6.4 Develop appropriate performance criteria to prioritize projects that achieve Complete Streets goals and improve mobility options in the Call for Projects, ExpressLanes Net Toll Revenue Re-Investment Grant Program, and other Metro capital grant programs. The criteria should help to further enhance the program to encourage high quality design, improve integration between modes, reduce modal conflicts (e.g., projects that widen roadways to increase vehicle capacity should also address how lengthening the crossing distance impacts pedestrians and transit passengers crossing the streets), avoid piecemeal or inefficient investments, and maximize person throughput.</p>	<p><u>Planning</u>, <u>Congestion Reduction</u>, Construction (Highways program)</p>		<p>Initiate within 2 years</p>	x	x	x	x	x	x
<p>6.5 Increase coordination between Modal Leads and develop geo-spatial inventory of projects that can be easily tracked across modes and funding years for projects funded in Metro capital grant programs, including Call for Projects and ExpressLanes Net Toll Revenue Re-Investment Grant Program.</p>	<p><u>Planning</u>, Congestion Reduction, Communications, Construction (Highways Program)</p>		<p>5/2015-8/2015, geospatial inventory will be updated as needed</p>		x				
<p>6.6 With each cycle of the Call for Projects, Metro continues to refine the application and process to encourage multimodal projects that benefit the region. Metro will seek opportunities to further streamline the Call for Projects application and process to promote and encourage multimodal projects that serve multiple types of users and contribute to an integrated transportation system. (Pending outcome of Motion #21 for Call for Projects modernization or subregional subvention)</p>	<p><u>Planning</u>, Construction (Highways Program)</p>		<p>Initiated within 2 years</p>		x		x		x
<p>6.7 Within the Call for Projects, program local or state funds for bike and pedestrian improvements of \$500,000 or less, when funding is available, and leverage larger grants from federal sources for bigger projects in order to reduce the resource-intensive administration that accompanies federal funds.</p>	<p><u>Planning</u></p>		<p>Ongoing</p>				x	x	

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6.8 Continue Transit Oriented Development Planning Grant to encourage local agencies to accelerate the adoption of local land use regulations that will increase access to transit and improve utilization of public transit.	Planning	Grant applicants	Ongoing	x	x		x		x
7. Goods Movement									
7.1 Work with local jurisdictions to identify a network of strategic arterial truck routes. These routes may be less desirable for full Complete Streets treatment; however, accommodations for other users of the roadways or provision for parallel bicycle and/or pedestrian facilities should be considered, where feasible. Local jurisdictions are encouraged to refer to this plan to help coordinate planning to minimize potential operational conflicts between different users of the roadway.					x	x	x		
a. Finalize Countywide Strategic Truck Arterial Network Study.	Planning	Local Jurisdictions, Caltrans, SCAG, Applicable Stakeholders	Anticipated completion in 4/2015.						
b. Include arterial network in development of online interactive map mentioned in Implementation #3.08.	Planning, Operation, Communications		7/2016 - 12/2016						
7.2 Encourage local jurisdictions to consider truck access when implementing complete streets projects and balancing user needs, as appropriate.			Ongoing		x	x	x		x
a. Include truck access as part of Complete Streets Project Initiation checklist mentioned in Implementation #6.1a.	Planning, Construction (Highways Program)	Metro TAC & Subcommittees, COGs, SCAG, Caltrans, Local Jurisdictions, Public Health, Nonprofits, Advocates, other interested stakeholders	8/2015 - 10/2016						
8. Procedures and Process									
8.1 Develop an internal procedure that can enhance interdepartmental coordination and communication to facilitate Complete Streets planning and implementation.	Planning, Operations, Construction		In Progress	x	x	x			
8.2 Assemble an internal working group to address Complete Streets planning and implementation within various Metro functional units.	Planning, Operations, Construction		TBD	x	x	x			
9. Policy Updates									
9.1 Review and consider updates to the Complete Streets Policy at least every five years.	Planning, other applicable departments			x	x	x	x	x	x

Updated 4/9/15

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Exception #3: Examples from Other Jurisdictions

Jurisdiction	Name of Policy	Year Adopted	Exception Language	Instances Used	Potential Instances When Exception May Apply
Department of Transportation, State of New Jersey	The New Jersey Department of Transportation Complete Streets Policy	December, 2009	Detrimental environmental or social impacts outweigh the need for these accommodations.	None	Determined on a case by case basis.
Athens-Clarke County, Georgia	Athens-Clarke County Complete Streets Policy	December, 2012	Detrimental environmental or social impacts outweigh the need for these accommodations.	None	Instances involving sensitive wetlands or older neighborhoods with small substandard housing
Town of Brutus, Cayuga County, New York	Complete Streets Policy	December, 2014	Detrimental environmental or social impacts outweigh the need of these accommodations.	None	Instances involving wetland, pond, protected habitat, etc.

