

Los Angeles County Metropolitan Transportation Authority Recommended Elements of a Complete Streets Policy to Comply with Metro Capital Grant Programs

The State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their general plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy. In order to support regional transportation goals and spur the collective action necessary to meet greenhouse gas reduction mandates and achieve a safer and more sustainable transportation system, the Los Angeles County Metropolitan Transportation Authority (Metro) requires that all local jurisdictions adopt a Complete Streets policy or an adopted General Plan consistent with the Complete Streets Act of 2008 in order to be eligible for future Metro capital grant funding programs. In addition, projects recommended for funding in the 2015 Call for Projects will be required to comply with the requirement above prior to the first programming year. The recommended policy elements below are modeled on the National Complete Streets Coalition elements of an ideal complete streets policy.

Recommended Policy Elements:

Vision: A clear and strong vision that is based on local needs and goals. The vision must include that all transportation improvements will be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users, appropriate to the function and context of the facility.

All Users and Modes: All users (referenced above) will include public transit users and operators, pedestrians, bicyclists, children, persons with disabilities, seniors, motorists, users of green modes¹ and movers of commercial goods.

All Projects/Phases: The policy applies to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, maintenance, operations, or expansion of existing roadways, as well as those that involve new privately built roads and easements intended for public use.

Exceptions: Jurisdictions must prepare a process for approving exceptions, including who can sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high-level staff person, such as the Public Works director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.

Network/Connectivity: The transportation system should provide a comprehensive, integrated and

¹ Green modes refer to a growing category of clean mobility options that include active transportation, rideshare, transit, and clean fueled vehicles.

connected network of facilities for all modes of travel. A well-connected network should include non-motorized connectivity to schools, transit, parks, commercial areas, and civic destinations.

Jurisdiction: All departments in the jurisdiction whose work affects the roadway must incorporate a complete street approach into the review and implementation of their projects and activities. As well, the jurisdiction will work in coordination with other agencies, transit districts and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.

Design: The jurisdiction will define and generally follow its own accepted or adopted design standards and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban, or rural area. Project planning, design and construction of complete streets projects should include working with residents, businesses, and other stakeholders to ensure that a strong sense of place is maintained.

Performance Measures: Jurisdiction will establish performance measures and identify a means to collect data for the measures, to evaluate the implementation of the complete streets policy. Examples include tracking the number of miles of bicycle lanes and sidewalks, numbers of street crossings, transit ridership, etc. Specific measures should be listed.

Implementation Next Steps: Jurisdiction will include a list of specific next steps for implementation of the Complete Streets policy. Implementation actions will include that any proposed improvements will be evaluated for consistency with local bicycle, pedestrian, transit, multimodal, goods movement and other relevant plans that affect the right-of-way. Implementation actions will also include that public input on projects and plans will be solicited from stakeholders, including local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as appropriate, as early in the development process as possible.

Visit Metro's Sustainable Planning web page at <https://www.metro.net/projects/complete-streets/> for links to complete streets resources and best practices. A jurisdiction that is interested in adopting a Complete Streets Policy can tailor the template to meet its local context and specific needs and bring it to city council for adoption.

COMPLETE STREETS POLICY OF [JURISDICTION]

[Insert VISION statement here.]

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods [*insert other significant local users if desired, e.g. emergency responders, drivers of agricultural vehicles, freight, etc.*].

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of [Jurisdiction] will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bikeways, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such [*insert other accommodations if desired*] [, and those features identified in *insert name of Multimodal Plan, Pedestrian Master Plan, Bicycle Master Plan, if it exists*].

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of [Jurisdiction] will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. Design. [Jurisdiction] will generally follow its own accepted or adopted design standards, including [*list names here*], and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. Network/Connectivity. [Jurisdiction] will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

3. Implementation Next Steps. [Jurisdiction] will take the following specific next steps to implement this Complete Streets Policy:

A. Plan Consultation and Consistency: Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans. B. Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder

involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy by [insert jurisdiction] . C. *[Add additional specific next steps here.]*

4. **Performance Measures.** All relevant agencies or departments will perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. **Exception Approvals.** A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works Director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.