

Metro's Green Places

Better Places Through Transit

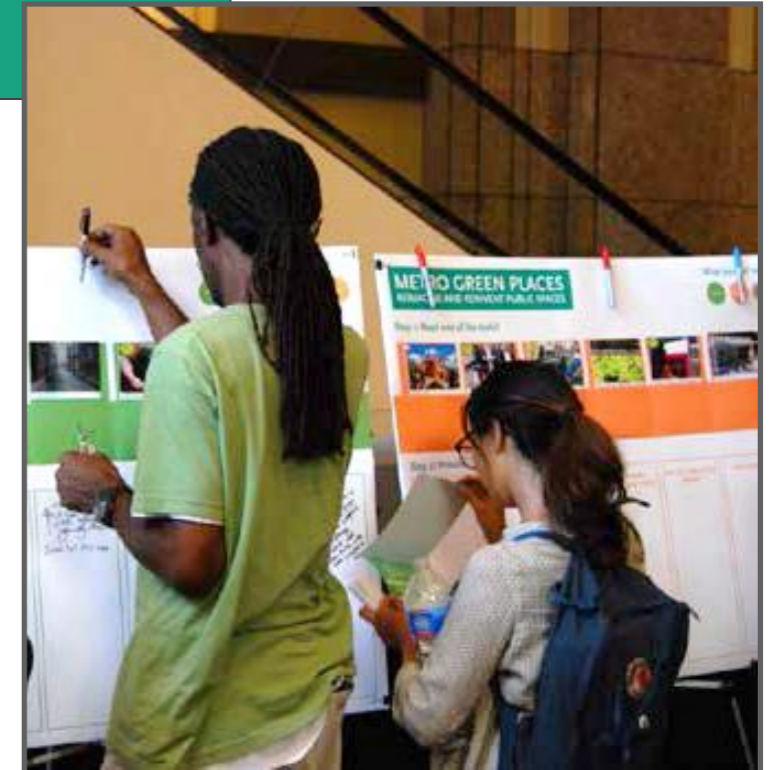


Background and Context

- **Metro**
 - First / Last Mile Strategic Plan
 - Increase ridership
 - Improve user experience
- **State**
 - Cap and Trade \$\$
- **Community**
 - Improve experience accessing transit (cooler temps, shade, overall pleasant experience)
- **Environment**
 - Response to Drought
 - Response to Urban Heat Island
 - Reduce GHG emissions



Process



Online Toolkit

- Multiple Audiences
- Interactive format
- Online tools and resources
- Ease of Use
- Engaging

Home Get Started Tools Get It Done Background & Context

GOALS

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1

Work hand-in-hand with Metro's First Last Mile Strategic Plan

to lay out a process of analysis and solution-identification, which can be taken to enhance the experience of taking and using transit, thereby increasing ridership.
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2

Provide resources & best practice guidance

for LA County, City organizations, community groups, and private institutions relating to Greening and Placemaking at and around Metro transit stops and stations.
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3

Serve as a statement of Metro values

relating to the quality of the experience getting to and from transit as well as the interface between Metro facilities and the community.
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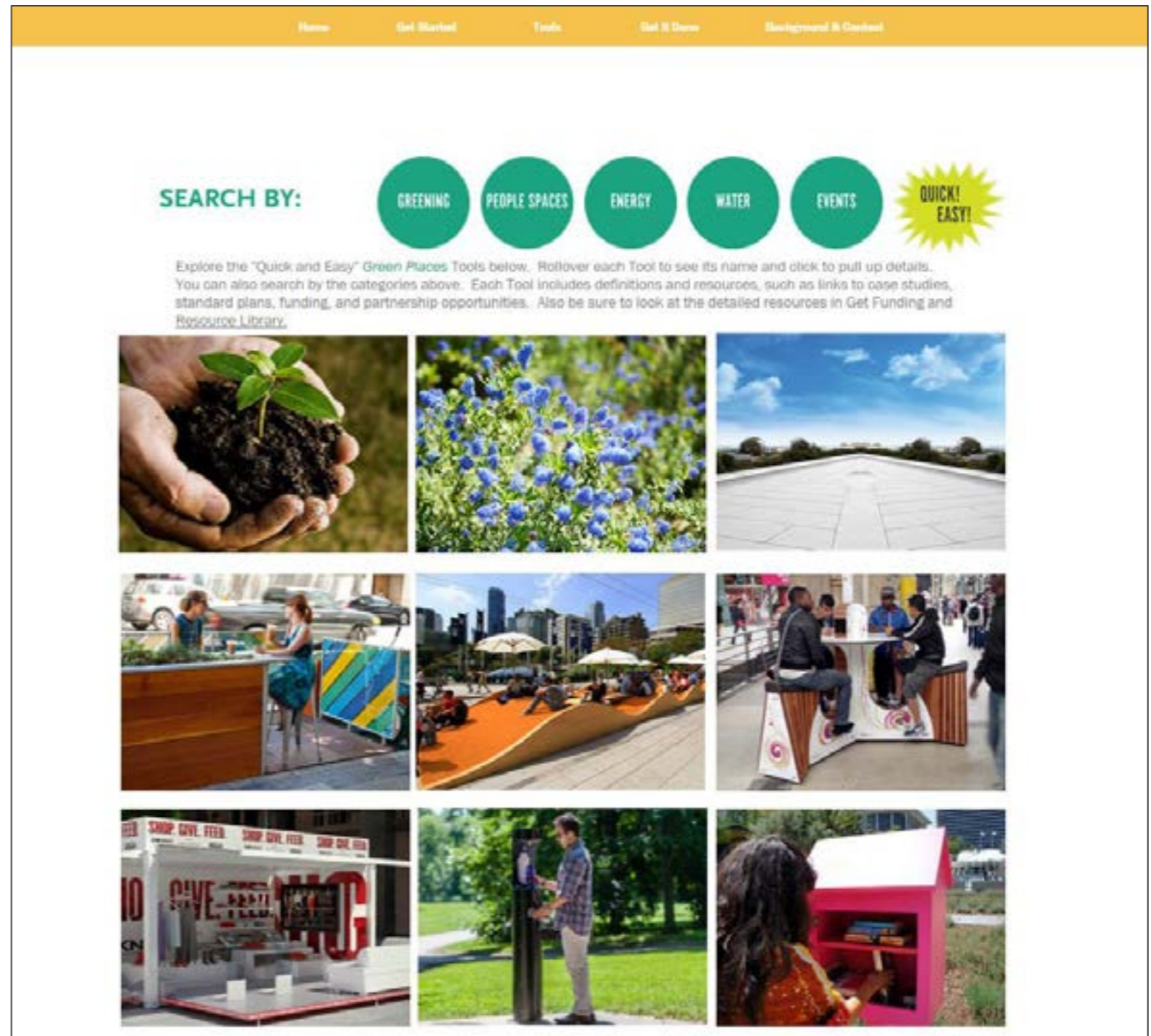
4

Encourage partnerships & synergies

between interested parties around the LA region, who are working toward achieving environmental and community-oriented goals.

Online Toolkit

- 50+ tools to enhance riders' experience accessing stations
- Multiple categories for desired outcomes
- Innovative tools to spark ideas and new projects



Online Toolkit


Example of Tools

- Locations
- Benefits
- Actions
- Good to Know
- Partnerships
- Funding Sources
- Resources (links)



INFILTRATION - DRY WELL

A shallow pit is constructed to the street to divert stormwater runoff into the ground.

LOCATIONS	BENEFITS
 PARK & RIDE LOT	 IMPROVE WATER QUALITY
 1ST/LAST MILE	 RECHARGE GROUNDWATER
	 BENEFICIAL RUNOFF

ACTIONS

1. Determine suitable location based on soil permeability, planned and existing structures (required distances, generally 20 to 30 feet, from structures vary by jurisdiction and landscape features, such as trees).
2. Determine type of infiltration dry well.
3. Create construction plans and obtain permits, if needed.
4. Buy materials and supplies based on plans.
5. Install.

GOOD TO KNOW

- Dry wells are gravity-fed excavated pits lined with perforated casing and backfilled with gravel or stone. Dry wells penetrate layers of clay soils with poor infiltration rates to reach more permeable layers of soil, allowing for more rapid infiltration of stormwater.
- They can be used in conjunction with low impact development (LID) practices to reduce the harmful effects that traditional stormwater management practices have had on the aquatic ecosystem.



PARKLET

A mini-park within the street right-of-way which extends the sidewalk, usually created by eliminating one or two parking spaces. Parklets may include a variety of uses including seating, tables, planting, and play elements.

LOCATIONS	BENEFITS
 1ST/LAST MILE	 BIOLOGICAL
	 IMPROVE COMFORT
	 SOCIALIZING

GOOD TO KNOW

- Different municipalities have their own procedures for parklet development. The information below comes from the LA Department of Transportation's People ST program, which coordinates the city's parklet program.
- There are many criteria for site location. Some include:
 - Supporting surrounding land uses including food, retail, transit facilities and cultural institutions
 - Areas with high pedestrian activity
 - Curbcut lane at least 8' wide
 - Speed limit of 25 mph or less, or on streets with speed limits up to 35 mph with additional design considerations
- Parklets are sponsored, designed, installed, maintained and operated by a designated Community Partner. The Community Partner is typically a business or community organization.

Next Steps

- Implementation Action Plan
- Get the word out
- Collaborate with cities
- Pursue grant funding

