Draft Complete Streets Policy
Overview

Metro Technical Advisory Committee
September 3, 2014
Complete Streets Principles

Complete Streets: Comprehensive and integrated transportation network - safe, comfortable, and convenient.

- Serves all users and modes
- Context sensitive
- Coordination within organization & between partner agencies
- Projects and programs implemented by Metro to support regional transportation goals
Complete Streets Policy means:
- High-level policy direction
- Redefine how we approach transportation improvements to maximize the benefits within our county
- Incremental approach
- Long-term results

Complete Streets Policy does not mean:
- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other issues must be addressed, such as:
  - Land use (proximity, mixed-use)
  - Environmental concerns
  - Transportation Demand Management (e.g., technology)
Opportunities

Leveraging and enhancing key Metro functions

Corridor Planning

Create a connected and integrated network of facilities

Transportation Funding

Increase connectivity across jurisdictions
Corridor Planning: New Projects

- Better defining intermodal connectivity elements as intrinsic part of project’s scope during planning and in environmental documents and project definition for construction
- Budget set-aside for construction of these facilities
- Team members skilled and experienced to address multimodal and complete streets planning and design
- Address the need for pedestrians and bicyclist to cross corridors
Corridor Planning: Existing Facilities

- First Last Mile Strategic Plan
- Pilot projects to be implemented
- Prioritized in the Call for Projects
- Existing and new funding sources (i.e., local, state, federal)
Transportation Funding: Opportunities

Over $10 billion of transportation funds under local control over the next 10 years + Metro Capital Grant Programs

Leverage Capital Grant Programs to:

- Encourage agencies to coordinate complete streets implementation with routine roadway maintenance, street repaving, retrofits
- Consider all users during project planning and design to avoid costly retrofits in the future
- Re-prioritize projects that provide the greatest mobility benefits
Transportation Funding: Opportunities

Build on existing capital grant funding programs to:

- encourage high quality design
- improve integration between modes
- reduce modal conflicts
- avoid piecemeal or inefficient investments
- maximize person throughput
Transportation Funding: Opportunities

How?

- Complete Streets Project Initiation Checklist
- Performance criteria
- Prioritize projects that are designed to mitigate modal conflicts
- Streamline application process for multimodal projects
- By January 1, 2017, commitment from partner agencies through adoption of Complete Streets Policy, adopted resolution, or General Plan Update consistent with Complete Streets Act of 2008 to be eligible for next cycle of capital grant funding programs (e.g., 2017 Call for Projects cycle)
Opportunities to further support local efforts

- Education and training
- Provide relevant info, resources, best-practices
- Develop and publish performance metrics to help local jurisdictions
- Explore active transportation financing strategies
- Facilitate countywide network planning and coordination
- Establish process for coordinating complete streets implementation with transit operations
Anticipated Schedule

Summer 2014
- Workshop #2: August 19
- Release of draft policy for public comment (August 15 – Sept 19)
- Continue outreaching to key stakeholders

Fall 2014
- Continue outreaching to key stakeholders
- Ad Hoc Sustainability Committee (October 15)
- Metro Board Action (October 23)
Thank you

- Written comments to draft Complete Streets Policy due by **Thursday, September 18, 2014**

- Submit written comments to Tham Nguyen:
  
  By email:  nguyentha@metro.net  OR

  Regular mail:  One Gateway Plaza
  Los Angeles, CA 90012
  Mail Stop 99-22-6