



## CITIZENS ADVISORY COMMITTEE

June 24, 2015 6:30 – 8:00 pm

McCloskey Room (#135)

*Suggested  
Time:*

*~6:30pm*

- I. Call to Order and Introductions
- II. Approval of Minutes:
  - a. May 27, 2015
- III. Communications from the Chair and Vice-Chair
- IV. Reports from Officers and/or Committees
  - a. Project Updates
- V. Reports from MPO Staff
  - a. 2040 MTP Update
  - b. August 7 Policy Committee Meeting Location – Utilities Board Room, 600 E. Miller Drive

VI. Old Business

*~6:45pm*

- VII. New Business
  - a. Bloomington Transit & Campus Bus Merger Discussion
  - b. Complete Streets Policy Review
- VIII. Communications from Committee Members (*non-agenda items*)
  - a. Topic suggestions for future agendas
- IX. Upcoming Meetings
  - a. Technical Advisory Committee – August 26, 2015 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee – August 26, 2015 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee – August 7, 2015 at 1:30 p.m. (Bloomington Utilities Board Room 600 E. Miller Dr.)

*~8:00pm*

X. Topic Suggestions Under Consideration for Future Discussion

Adjournment

*(\*Recommendations Requested / \*Public comment prior to vote – limited to five minutes per speaker)*



**Citizens Advisory Committee Meeting Minutes  
May 27, 2015 McCloskey Room 135, City Hall**

Citizens Advisory Committee Minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning & Transportation Department for reference.

**Citizens Advisory Committee:** Sarah Ryterband (Chair), Jack Baker, Paul Ash, Larry Jacobs, Mary Jane hall, Joan Keeler, Marry Ann Williams, Ameer Beitvashahi, Angie Archer, Andy Qualls, Barbara Qualls, Jennifer Miers, Nan Brewer, Rosalie White, Laurel Cornell (Vice-Chair)

**MPO Staff:** Josh Desmond

**Other:** Bill Williams, Patrick Wooden, Gary Vandegriff, Tony Carpenter, Daniel Wickebaum, Julie Thomas

- I. Call to Order and Introductions
- II. Approval of Minutes
  - a. April 29, 2015 – Motion by Jack Baker, seconded by Joan Keeler, motion approved
- III. Communications from the Chair
- IV. Reports from MPO Staff
  - a. 2040 MTP Update
  - b. MPO Memorandum of Agreement
- V. Old Business
- VI. New Business
  - a. FY 2015-2015 Unified Planning Work Program Amendment\* - Motion by Laurel Cornell, seconded by Jack Baker, motion approved
  - b. Fullerton Pike Update
  - c. I-69 Section 5 Update
- VIII. Upcoming Meetings
  - a. Technical Advisory Committee – June 24, 2015 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee – June 24, 2015 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee – June 12, 2015 at 1:30 p.m. (Council Chambers)

**Adjournment**

*\*Action Requested / Public comment prior to vote (limited to five minutes per speaker)*

These minutes were adopted by the Citizens Advisory Committee at their meeting held on MM,DD,YYYY

Category	Agency	Policy	Year	Population	Intent		All users and modes		All projects and phases		Exceptions		Network		Jurisdiction		Design flexibility		Context sensitivity		Performance measures		Implementation steps		TOTAL SCORE	
					Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score	Points	Weighted score		Points
State: DOT policy	Maryland Department of Transportation State Highway Administration*	SHA Complete Streets Policy	2012	5,773,552	1	1.20	4	16.00	3	7.20	3	9.60	5	2.00	2	3.20	3	2.40	0	0.00	5	4.00	1	4.00	<b>49.6</b>	
State: DOT policy	Florida Department of Transportation	Complete Streets Policy	2014	18,801,310	1	1.20	5	20.00	3	7.20	0	0.00	5	2.00	2	3.20	0	0.00	5	8.00	0	0.00	1	4.00	<b>45.6</b>	
State: DOT policy	Tennessee Department of Transportation	Bicycle and Pedestrian Policy	2010	6,346,105	5	6.00	1	4.00	3	7.20	1	3.20	5	2.00	2	3.20	3	2.40	5	8.00	0	0.00	0	0.00	<b>36.0</b>	
State: DOT policy	Mississippi Department of Transportation	Bicycle and Pedestrian Policy	2010	2,967,297	1	1.20	1	4.00	5	12.00	2	6.40	0	0.00	0	0.00	0	0.00	5	8.00	0	0.00	0	0.00	<b>31.6</b>	
State: DOT policy	Texas Department of Transportation	Guidelines Emphasizing Bicycle and Pedestrian Accommodations	2011	25,145,561	3	3.60	2	8.00	3	7.20	0	0.00	0	0.00	0	0.00	3	2.40	0	0.00	0	0.00	0	0.00	<b>21.2</b>	
Regional agency: Resolution																										
Regional agency: Resolution	Hillsborough County Metropolitan Planning Organization (Tampa, FL area)	Resolution 2012-1	2012	n/a	5	6.00	4	16.00	5	12.00	1	3.20	5	2.00	5	8.00	2	1.60	5	8.00	0	0.00	5	20.00	<b>76.8</b>	
Regional agency: Resolution	Las Cruces Metropolitan Planning Organization (Las Cruces, NM area)	Resolution 08-10	2008	n/a	3	3.60	3	12.00	5	12.00	2	6.40	0	0.00	2	3.20	2	1.60	5	8.00	0	0.00	1	4.00	<b>50.8</b>	
Regional agency: Resolution	San Antonio-Bexar County Metropolitan Planning Organization (San Antonio, TX area)	Resolution Supporting a Complete Streets Policy	2009	n/a	1	1.20	5	20.00	5	12.00	0	0.00	5	2.00	2	3.20	0	0.00	5	8.00	0	0.00	1	4.00	<b>50.4</b>	
Regional agency: Resolution	La Crosse Area Planning Organization (La Crosse, WI area)	Resolution 7-2011	2011	n/a	1	1.20	3	12.00	5	12.00	1	3.20	0	0.00	5	8.00	0	0.00	0	0.00	5	4.00	1	4.00	<b>44.4</b>	
Regional agency: Resolution	Santa Fe Metropolitan Planning Organization (Santa Fe, NM area)	Resolution 2007-1	2007	n/a	3	3.60	5	20.00	5	12.00	0	0.00	0	0.00	2	3.20	0	0.00	0	0.00	0	0.00	0	0.00	<b>38.8</b>	
Regional agency: Resolution	Lee County Metropolitan Planning Organization (Ft. Myers, FL area)	Resolution 09-05	2009	n/a	3	3.60	2	8.00	5	12.00	0	0.00	5	2.00	2	3.20	2	1.60	0	0.00	0	0.00	1	4.00	<b>34.4</b>	
Regional agency: Resolution	Lawrence-Douglas County Metropolitan Planning Organization (Lawrence County, KS area)	Resolution	2011	n/a	1	1.20	1	4.00	5	12.00	0	0.00	0	0.00	2	3.20	2	1.60	5	8.00	0	0.00	1	4.00	<b>34.0</b>	
Regional agency: Resolution	Region 2 Planning Commission (Jackson, MI area)	Resolution	2006	n/a	3	3.60	4	16.00	5	12.00	0	0.00	0	0.00	0	0.00	3	2.40	0	0.00	0	0.00	0	0.00	<b>34.0</b>	
Regional agency: Resolution	Morgantown Monongalia Metropolitan Planning Organization (Morgantown, WV area)	Resolution No. 2008-02	2008	n/a	1	1.20	2	8.00	5	12.00	0	0.00	0	0.00	3	4.80	0	0.00	5	8.00	0	0.00	0	0.00	<b>34.0</b>	
Regional agency: Resolution	Traverse City Transportation and Land Use Study (Traverse City, MI area)	Resolution No. 13-1	2013	n/a	1	1.20	4	16.00	0	0.00	0	0.00	0	0.00	2	3.20	0	0.00	5	8.00	0	0.00	1	4.00	<b>32.4</b>	
Regional agency: Resolution	St. Cloud Area Planning Organization (St. Cloud, MN area)	Resolution 2011-09	2011	n/a	1	1.20	4	16.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	<b>17.2</b>	
Regional agency: Resolution	Metropolitan Transportation Board of the Mid-Region Council of Governments (Albuquerque, NM region)	Resolution	2011	n/a	1	1.20	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	5	8.00	0	0.00	1	4.00	<b>13.2</b>	
Regional agency: Policy																										
Regional agency: Policy	Miami Valley Regional Planning Commission (Dayton, OH area)	Regional Complete Streets Policy	2011	n/a	1	1.20	5	20.00	5	12.00	4	12.80	5	2.00	5	8.00	5	4.00	5	8.00	5	4.00	4	16.00	<b>88.0</b>	
Regional agency: Policy	Los Angeles County Metropolitan Transportation Authority	Complete Streets Policy	2014	9,818,605	3	3.60	5	20.00	5	12.00	4	12.80	5	2.00	5	8.00	5	4.00	5	8.00	0	0.00	4	16.00	<b>86.4</b>	
Regional agency: Policy	San Diego Association of Governments (San Diego, CA area)	Complete Streets Policy	2014	n/a	3	3.60	5	20.00	3	7.20	4	12.80	5	2.00	5	8.00	5	4.00	5	8.00	5	4.00	4	16.00	<b>85.6</b>	
Regional agency: Policy	Toledo Metropolitan Area Council of Governments (Toledo, OH area)	Complete Streets Policy	2014	n/a	3	3.60	5	20.00	5	12.00	4	12.80	5	2.00	5	8.00	3	2.40	5	8.00	5	4.00	2	8.00	<b>80.8</b>	
Regional agency: Policy	Indianapolis Metropolitan Planning Organization (Indianapolis, IN area)	Complete Streets Policy	2014	2014.03.05	3	3.60	5	20.00	5	12.00	4	12.80	5	2.00	5	8.00	5	4.00	5	8.00	5	4.00	1	4.00	<b>78.4</b>	
Regional agency: Policy	Mid-Ohio Regional Planning Commission (Columbus, OH area)	Complete Streets Policy	2010	n/a	5	6.00	5	20.00	5	12.00	3	9.60	5	2.00	5	8.00	5	4.00	5	8.00	0	0.00	2	8.00	<b>77.6</b>	
Regional agency: Policy	Mid-America Regional Council (Kansas City, MO area)	Complete Streets Policy	2012	n/a	3	3.60	5	20.00	2	4.80	4	12.80	5	2.00	2	3.20	3	2.40	5	8.00	5	4.00	3	12.00	<b>72.8</b>	
Regional agency: Policy	Bloomington/Monroe County Metropolitan Planning Organization (Bloomington, IN area)	Complete Streets Policy	2009	n/a	5	6.00	5	20.00	3	7.20	5	16.00	5	2.00	3	4.80	5	4.00	5	8.00	0	0.00	1	4.00	<b>72.0</b>	
Regional agency: Policy	Twin Cities Area Transportation Study (Benton Harbor/St. Joseph area, MI)	Complete Streets Policy	2012	n/a	5	6.00	5	20.00	5	12.00	4	12.80	5	2.00	3	4.80	5	4.00	5	8.00	0	0.00	0	0.00	<b>69.6</b>	
Regional agency: Policy	Madison County Council of Governments (Anderson, IN area)	Complete Streets Policy	2010	n/a	5	6.00	5	20.00	3	7.20	5	16.00	5	2.00	3	4.80	5	4.00	5	8.00	0	0.00	0	0.00	<b>68.0</b>	

Los Angeles County  
Metropolitan Transportation Authority

# Metro Complete Streets Policy

October 2014



**Metro**<sup>®</sup>

## Complete Streets Policy

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Tham Nguyen, Transportation Planning Manager  
Silva Mardrussian, Transportation Planning Manager  
Steven Mateer, Transportation Planner  
Janna Smith, Transportation Planner  
Jingyi Fan, Intern  
Clare Kelley, Intern

## Complete Streets Policy

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### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPLETE STREETS POLICY EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) has developed this Complete Streets Policy (Policy) to establish a standard of excellence for multimodal design. As transportation planner and coordinator, designer, funder, builder and transit operator, Metro has the opportunity 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. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes<sup>1</sup>, and movers of commercial goods. Complete Streets is a high level policy direction that helps redefine how transportation agencies approach streets and highways so that the outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance, and operations work, the street network will gradually become safer and more accessible for travelers of all ages and abilities.

The Policy advances the vision provided in Metro’s Countywide Sustainability Planning Policy and Implementation Plan and the Metro Board’s Active Transportation Agenda. It is a tool to help guide Metro to better coordinate within the various functions and departments of the agency and between partner organizations that have influence or jurisdiction over the public realm. It identifies opportunities and actions where Metro can support local Complete Streets implementation.

#### **GOAL**

The Policy demonstrates Metro’s ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. The Policy is intended to achieve the following 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.

#### **OUTREACH**

Since September 2013, Metro staff has conducted extensive outreach to solicit input in the development of the Complete Streets Policy. Internal feedback was obtained from Metro Planning,

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

## Complete Streets Policy

Operations and Construction Departments, as well as input from agency partners, including the Metro Technical Advisory Committee and its Subcommittees, the California Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), Councils of Governments, and other stakeholders. On February 12, 2014, Metro convened a stakeholder workshop to solicit input that drew over 250 participants, consisting of representatives from local and regional government, Metro staff from various departments, transit operators, the private sector, health sector, nonprofits, advocates, and other stakeholders. The Policy was subsequently released for stakeholder review and comments and a second workshop was convened on August 19, 2014, which over 280 participants attended to provide input to the draft Policy.

### COMPLETE STREETS POLICY STATEMENT

#### Principles

The following principles guide Metro's core commitments to include the needs of all users, regardless of how they travel, into the everyday decision-making process:

**1. Complete Streets Serving All Users and Modes.** Metro expresses its 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, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may not be effective to modify all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context and local demand, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.

**2. Context Sensitivity.** In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients 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 shall contribute to safe travel for all users and be consistent with best practices.

**3. Complete Streets Routinely Addressed by All Departments.** All relevant departments at Metro, partner agencies, and funding recipients 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 transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this Policy. Even for projects with limited scope, opportunities to implement incremental improvements leading to long-term accommodations

## Complete Streets Policy

for all users shall be incorporated. In new Metro corridor projects, intermodal connectivity elements shall be an intrinsic part of the project's scope in environmental documents, to the extent required, and project definition for construction.

### Implementation

**1. Design.** Metro will design and evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.

**2. Network/Connectivity.** Metro will work with partner agencies and local jurisdictions to incorporate Complete Streets infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs 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. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or constructed, key points should be identified for cross corridor accessibility. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.

**3. Implementation Next Steps.** Metro 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, goods movement and other relevant plans.
- B. Stakeholder Consultation: Develop and/or clearly define a process to allow for continued stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, automobile interests, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets Policy by Metro. Consultation with these stakeholders is part of the overall project outreach effort.
- C. As identified in Table 2.

**4. Performance Measures.** Metro will develop additional 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, all relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by Metro are serving each category of users by collecting baseline data and collecting follow-up data after project implementation. This requirement has been incorporated into the 2015 Call for Projects cycle and will apply to all subsequent capital grant funding program cycles.

## Complete Streets Policy

### Exceptions

Metro is committed to considering all users of the roadway during conception and development of projects led by the agency. The exceptions below apply to Metro's capital grant programs for projects in which Metro does not directly control and are implemented by local jurisdictions. Projects that seek Complete Streets exceptions within upcoming Metro capital grant funding program cycles must be documented with supporting data that indicates the reasons for the decision and are limited to the following:

1. Non-motorized users are prohibited on the roadway by law (e.g., specific freeways and expressways that prohibit pedestrian and bicycle travel as specified by local or state law). In this case, key points should be identified for cross corridor accessibility. The design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
2. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
3. Detrimental environmental or social impacts outweigh the need for these accommodations.
4. Cost of accommodations is excessively disproportionate to the cost of the project, as set forth in the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm).

The recommendation for exceptions will be made by the lead staff responsible for the application evaluation of the grant funding program. However, the exceptions will be considered by the Metro Board of Directors as part of the review for award of funding. The exceptions shall be documented and included in the funding recommendation report to the Metro Board of Directors and posted on Metro's Complete Streets webpage.

## Complete Streets Policy

### INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) has developed this Complete Streets Policy (Policy) to establish a standard of excellence for multimodal design. A Complete Streets approach views all transportation improvements as opportunities to create safe, more accessible streets for all users, including public transit users and operators, pedestrians, bicyclists, children, persons with disabilities, seniors, motorists, users of green modes<sup>2</sup>, and movers of commercial goods. As transportation planner and coordinator, designer, funder, builder and transit operator, Metro has the opportunity 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. Metro has been entrusted with expanding the County’s transit system and planning highway improvements over the next decades that will support the public’s interest in more travel choices.

As a Regional Transportation Planning Agency, Metro does not own or operate many elements of the region’s transportation system, particularly the public rights of way. However, the agency is responsible for programming a significant portion of the County’s transportation funds and for the planning and funding of the regional transit system and highway corridors. In this capacity, Metro approaches implementation of regional policies through a combination of financial investments based on policy-driven funding criteria; by providing a policy framework and guidance to local agencies; and through collaboration with local jurisdictions and regional, state, and federal partners to advance the region’s transportation agenda. In addition, Metro operates an extensive and expanding transit network within the County. Although the streets and infrastructure that comprise the first/last mile, the portion of the journey where transit passengers get to a

transit stop or from the transit stop to their final destination, fall outside the boundaries of Metro’s jurisdiction and control, these elements remain critical components of an effective public transportation system. Metro recognizes that the planning and coordinated development of Complete Streets infrastructure not only can improve regional transportation effectiveness but also provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability and acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation choices.

### GOAL

The Complete Streets Policy demonstrates Metro’s ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices. The Policy is intended to achieve the following 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.

### BACKGROUND

The Policy is to further the vision laid out in the Metro Board-adopted Countywide

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<sup>2</sup> Green modes refer to a growing category of clean mobility options that include active transportation, rideshare, transit, and clean fueled vehicles.

## Complete Streets Policy

Sustainability Planning Policy and Implementation Plan, which guides the integration of sustainability in the agency's planning functions. The Policy will further advance the Board's Active Transportation Agenda, which includes short and long term strategies for leveraging urban design, partnerships and project development to create environments that promote walking, bicycling, transit use, and public health.

### POLICY CONTEXT

#### Federal

Federal, state, regional, and local policies have echoed the need for accommodating all users of the roadway. The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Furthermore, Federal Transit Law specifies that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station have a de facto physical and functional relationship to public transportation.

#### State and Regional

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 Department of Transportation's Deputy Directive 64-R1 emphasizes all transportation improvements as opportunities to improve safety, access, and mobility for all

travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. 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. Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking. Strategies to support greenhouse gas emissions targets in support of SB 375 were adopted by the Southern California Association of Governments in the 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). In 2013, the State enacted SB 743, which eliminates level of service (LOS) metrics for projects within Transit Priority Areas. Under SB 743, the Governor's Office of Planning and Research has been tasked with developing alternative criteria to LOS. Particularly within areas served by transit, the alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

The Metro Board has been a champion for sustainability and supportive of federal and state policy initiatives to address climate change and promote sustainable transportation. In April 2011, the Board directed staff to develop a Health and Active Transportation Agenda, which includes short and long term strategies for leveraging urban design, partnerships and project development to create environments that promote walking and biking, transit use, and public health. This was followed in July 2012 by the Board's adoption of the Metro/SCAG Joint-Work Program to support the RTP/SCS and advance sustainable transportation options. In December 2012, the Board adopted the Countywide Sustainability Planning Policy and Implementation Plan to guide the integration of sustainability in the agency's planning functions. In April 2014, the Board adopted the

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**Figure 1. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Photos (1-4 from left): Dan Burden, Walkable and Livable Communities Institute. Photo on right: Metro.**

First Last Mile Strategic Plan, which outlines a specific infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to the Metro system. In June 2014, the Board approved the expansion of membership on Metro’s legislatively mandated Technical Advisory Committee to include two voting members and alternates representing active transportation, one for bicycle issues and one for pedestrian issues, and one ex-officio (non-voting) and alternate representing public health issues.

The development of a Metro Complete Streets Policy is a continuation of the agency’s commitment to supporting an integrated multimodal transportation system. The Policy complements a number of Metro Board-adopted policies and directives, including, but not limited to, the following:

- Developing an Active Transportation Finance Strategy Motion, July 2014;
- First Last Mile Strategic Plan and Planning Guidelines, April 2014;
- Countywide Sustainability Planning Policy and Implementation Plan, December 2012;
- Metro/ SCAG Joint-Work Program, July 2012;
- Transit Service Policy, July 2012;
- Active Transportation Agenda, November 2011;
- Health and Active Transportation Motion, April 2011 (Item #17);
- Enhanced MTA Bicycle Policies and Programs Motion, September 2010; and

- Bicycle Transportation Strategic Plan, June 2006.

### Local Jurisdictions

Within Los Angeles County, a number of local jurisdictions have adopted policies and resolutions or updated the circulation element of the General Plan, or in the process of doing so, to support Complete Streets and advance the health, safety, welfare, economic vitality, and environmental well-being of their communities as summarized in Attachment 1.

Historically, the streets throughout Los Angeles County carried a world-class transit system consisting of streetcars, light rail, and buses that connected cities throughout the County and between neighboring regions in Southern California. These streets accommodated many different modes of transportation. Through policies and investments that prioritized the movement of automobiles, the streets became more incomplete and limited transportation choices by making walking, bicycling, and taking public transportation inconvenient and unattractive. Although many arterials have infrastructure for automobiles and transit, most have sidewalks, and some have bicycle lanes, the challenge lies with the quality of those facilities, rather than the mere presence of these elements, and whether they are integrated into a seamless network. For example, streets may have elements for different users. However, sidewalks may be broken. Street crossings may be lengthy and dangerous. Sidewalks may

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lack curb ramps for ADA access. There may be bicycle lanes, but those lanes may be poorly designed or may not be integrated into a bicycle network, leaving gaps in the system that create unsafe conditions for bicyclist trying to travel from point A to point B. Therefore, improvements can be made to better facilitate transit, pedestrian, and bicycle travel across the transportation system. Given the increasingly congested nature of our roadways, getting more productivity out of the existing road and public transportation systems is vital to increasing mobility.<sup>3</sup>

### DEFINING COMPLETE STREETS

The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all 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. The California Department of Transportation defines a Complete Street as “a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.”<sup>4</sup> Complete Streets is a high level policy direction that helps redefine how transportation agencies approach streets and highways so that the default outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance and operations work, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

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<sup>3</sup> National Complete Streets Coalition. <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq/>

<sup>4</sup>California Department of Transportation. (October 2008). Deputy Directive 64-R1: Complete Streets – Integrating the Transportation System.

Since communities have different context, needs, and characteristics, Complete Streets is a flexible, comprehensive planning and design approach to transportation. There is no specific design prescription; each street is unique and its design reflects the context of the community and street network. Each street project is considered within the context of the overall transportation system.

Some streets may be prioritized for pedestrian travel, others for transit, bicycling, motorists, or goods movement. Some streets will have robust facilities that accommodate all modes; however, many streets might not contain all those features due to physical right of way constraints and other considerations. A Complete Street in a suburban setting will look very different from a highly urbanized area. But all streets will allow for safe travel within an integrated network.

### Completes Streets Policies Across the U.S.

Over 600 jurisdictions throughout the United States have adopted Complete Streets policies, which can take the form of ordinances, resolutions, inclusion in general plans, policies adopted by city and county councils, rewrites to design guidelines, internal memos from directors of transportation agencies, and executive orders from elected officials. According to the National Complete Streets Coalition, which has been compiling decades of research and practice on this topic, an ideal Complete Streets policy includes the following ten elements:

1. Includes a vision for how and why the community wants to complete its streets.
2. Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
3. Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
4. Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.

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5. Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
6. Is adoptable by all agencies to cover all roads.
7. Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
8. Directs that Complete Streets solutions will complement the context of the community.
9. Establishes performance standards with measurable outcomes.
10. Includes specific next steps for implementation of the policy.

Additional information on each policy element is available at

<http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements>.

### CHALLENGES

Numerous cities and authorities have jurisdiction over the public realm throughout the county. The development of an integrated transportation network that serves all users requires collaboration among the many custodians of the transportation system. Challenges to implementing Complete Streets projects include concerns about increased project cost, limited funding availability, auto-centric policies and guidelines, concerns about impacts on congestion, first and last mile challenges to connect to transit, potential operational conflicts between transit operations and bicycle facilities, provision for goods movement, coordination between land use and transportation, and the need for educating transportation professionals and decision makers to implement Complete Streets.

### Cost and Funding

The concern about increased project cost and limited funding availability were mentioned as barriers to implementing Complete Streets. Although a Complete Streets approach can ultimately save agencies money over the long run, there can be upfront costs for educating transportation staff, updating internal agency

**CASE STUDY: Managing Traffic in the Sacramento Region.** The City of Sacramento uses the opportunity presented by regular road maintenance work to add missing crosswalks and bicycle lanes and reduce exceedingly wide lanes to improve road safety for all travel modes in many neighborhoods. This has proven to be a cost-effective way to create more complete streets over time. On several streets receiving new treatments, the City has seen total collisions drop by 32% and even sharper reductions in bicycle and pedestrian crashes.

Source: National Complete Streets Coalition and Local Government Commission. (2012) It's a Safe Decision: Complete Streets in California.

**CASE STUDY: A Low Cost Complete Streets Project Helps Improve a Neighborhood in San Diego.** The City added a mid-block street crossing with a wide, high-visibility crosswalk and a pedestrian refuge island on Adams Avenue, for a total cost of \$20,000 in a lower-income neighborhood. According to Andy Hamilton, President of WalkSanDiego, the project has “made a huge difference calming the traffic for two blocks, giving a whole neighborhood better access to its only park.” On another low cost project, the City spent \$4,500 to enhance safety and calm traffic through the application of paint and the installation of a few bollards at the 50<sup>th</sup> and University Avenue intersection.

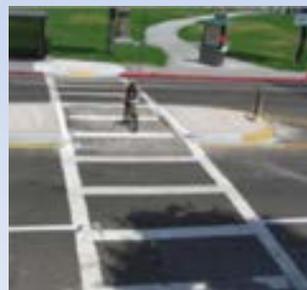


Photo: Andy Hamilton

Source: National Complete Streets Coalition and Local Government Commission. (2012) It's a Safe Decision: Complete Streets in California.

procedures and processes, designing and constructing Complete Streets treatments. However, cost savings can be achieved by creating more efficiency in how roadway funds

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are spent so that all modes are considered during the initiation of project planning and design rather than retrofitting the project in the future, which can be more costly. In some instances, the cost of developing a Complete Street can be high; however, many Complete Streets improvements can also be modest in size and low cost. With a Complete Streets approach, every time work is done to the street, it is made better for more users. This means that small and routine tasks such as restriping and updating signal timing, not just the larger construction and reconstruction projects, provide opportunities to implement Complete Streets. Many small, low-cost improvements can, when thoughtfully implemented over time, create a much friendlier and safer environment for everyone.

Within Los Angeles County, various federal, state, and local funding sources are available to implement complete streets, as shown in Table 1. Additional offsets can be achieved by timing and coordinating complete streets implementation with routine roadway maintenance, street repaving, retrofits, and other capital improvement projects; re-prioritizing projects and allocating funds to projects that improve overall mobility; and pursuing grant opportunities and new funding sources.

### Policies

The streets in Los Angeles County once carried an extensive transit system and accommodated different modes of transportation. However, policies and funding over the course of the twentieth century began prioritizing a singular mode, as automobiles became more prevalent. Streets were retrofitted or built that facilitated automobile travel but provided limited transportation options for other modes, such as walking, bicycling, and taking public transportation, which became inconvenient and unattractive travel choices. When more single-occupancy vehicles use the roadway, it can create congestion that ultimately affects the travel time for transit, making it less convenient. Conflicts with existing plans and policies pose challenges for implementation of Complete

Streets. For example, each local jurisdiction has an adopted General Plan, which includes a circulation element. Many of these plans were developed prior to the California Complete Streets Act of 2008 and primarily focus on prioritizing auto travel. Although a number of

**Table 1. Potential Funding Sources for Complete Streets in Los Angeles County**

<b>Local</b>
Propositions A Local Return
Proposition C Local Return
Proposition C 25%
Measure R Local Return
Transportation Development Act Article 3
Transportation Development Act Article 8
Developer Mitigation Fees
Gas Tax
ExpressLanes Net Toll Revenue
<b>State</b>
Active Transportation Program
Cap and Trade
<b>Federal</b>
Congestion Mitigation and Air Quality Program
Regional Surface Transportation Program
Surface Transportation Program Local
Urbanized Area Formula Grant (5307)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
Formula Grants for Rural Areas (5311)

jurisdictions within the county have updated their circulation elements to be consistent with state law, many local jurisdictions have yet to do so. This is complicated by the fact that local jurisdictions may face tight budgetary constraints.

Prior to the passage of SB 743, the analyses of environmental impacts under the California Environmental Quality Act (CEQA) focused on the delay that vehicles experience at intersections and on roadway segments. Many jurisdictions currently use auto delay standards, such as level of service (LOS), to assess potential traffic impacts during a project's environmental review. Mitigation for LOS impacts typically involves reducing project size or adding motor vehicle capacity. Without affecting project demand, reducing the size of

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the project simply transfers development, and its associated traffic, elsewhere. When infill projects are reduced in size, development may be pushed to less transportation-efficient locations, which results in greater total travel. Meanwhile, adding motor vehicle capacity may induce additional vehicle travel, which negatively impacts the environment and human health. It also negatively impacts other modes of transportation, lengthening pedestrian crossing distances, adding delay and risk to pedestrian travel, displacing bicycle and dedicated transit facilities, and adding delay and risk to those modes of travel. Tradeoffs frequently occur between automobile convenience and the provision of safe and efficient facilities for active modes and users of transit. LOS metrics mischaracterize transit, bicycle, and pedestrian improvements as being detrimental to transportation, since any improvements for other modes that might inconvenience motorists is characterized as an impediment to transportation.<sup>5</sup> In response to SB 743, the Governor's Office of Planning and Research (OPR) has issued draft guidance that proposes the use of vehicle miles traveled as the performance measure for transportation impacts of a project under CEQA, shifting the focus to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses.<sup>6,7</sup> A project's effect on automobile delay does not

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<sup>5</sup> State of California Governor's Office of Planning and Research. (2013). Preliminary Evaluation of Alternative Methods of Transportation Analysis. <http://www.opr.ca.gov/docs/PreliminaryEvaluationTransportationMetrics.pdf>

<sup>6</sup> State of California Governor's Office of Planning and Research. (2013). Preliminary Evaluation of Alternative Methods of Transportation Analysis. <http://www.opr.ca.gov/docs/PreliminaryEvaluationTransportationMetrics.pdf>

<sup>7</sup> State of California Governor's Office of Planning and Research. (2014). Updating Transportation Impacts Analysis in the CEQA Guidelines: Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743 (Steinberg, 2013). [http://www.opr.ca.gov/docs/Final\\_Preliminary\\_Discussion\\_Draft\\_of\\_Updates\\_Implementing\\_SB\\_743\\_080614.pdf](http://www.opr.ca.gov/docs/Final_Preliminary_Discussion_Draft_of_Updates_Implementing_SB_743_080614.pdf)

constitute a significant environmental impact. The comment period for the draft OPR guideline has been extended until November 21, 2014. Jurisdictions with policies that focus primarily on the automobile may conflict with those of a Complete Streets Policy.

### Transit Operations in the Context of Complete Streets

There are a number of challenges with improving first and last mile connections to transit in Los Angeles County. In many situations, especially along higher traveled corridors, right-of-way is limited and already encumbered. Providing robust access facilities could potentially put strain on other complementary travel modes. For example, providing protected bike lanes on a heavily used transit access route may affect vehicular throughput and bus operations in some instances. Coordination is a challenge since there are many custodians of the public realm.<sup>8</sup> In some instances, lane reallocations to accommodate bicycle facilities have not been coordinated with bus operators ahead of time, leading to transit operational conflicts resulting from these new facilities. Although Metro is committed to the continuous improvement of an efficient and effective transportation system for the County, the agency does not own or have jurisdictional control over transit access routes beyond the immediate footprint of station facilities. In addition, the physical environment poses a challenge for transit users, including the lengthy distance and time to access stations, broken sidewalks, and hazardous street crossings.<sup>9</sup>

All these challenges can be addressed through thoughtful consideration, strategic planning, engineering, design and, most importantly, active coordination.<sup>10</sup> Metro is currently developing guidelines to coordinate with local

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<sup>8</sup> Los Angeles County Metropolitan Transportation Authority and Southern California Association of Governments. (2014). First Last Mile Strategic Plan and Planning Guidelines. [http://media.metro.net/docs/sustainability\\_path\\_design\\_guidelines.pdf](http://media.metro.net/docs/sustainability_path_design_guidelines.pdf)

<sup>9</sup> Ibid

<sup>10</sup> Ibid

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jurisdictions early in the process to avoid and resolve potential transit operational conflicts as local agencies implement Complete Streets.

### Provision for Goods Movement

Movers of commercial goods are another important user of the transportation system, as they provide significant economic benefits to Los Angeles County and enable goods, primarily by truck, to travel to and from warehouses, to local retail stores, businesses, and homes.

To operate, trucks require adequate intersection width and parking/loading zones to deliver their goods. Furthermore, implementing bicycle and pedestrian projects on arterials with high truck volume could inadvertently create and/or increase conflicts between those modes. Therefore, provision for goods movement and coordination with goods movement stakeholders will be essential when planning for Complete Streets improvements. In doing so, potential conflicts between trucks and other users can be minimized or avoided.

### Land Use and Transportation

Coordination and integration of land use and transportation are critical to facilitating healthy, sustainable, livable communities. Land use decisions affect the transportation system and can increase travel options for people to access opportunities, employment, services, goods, and other resources and improve the quality of their lives.<sup>11</sup> In turn, transportation investments and decisions may affect land use development demand, choices, and patterns.<sup>12</sup>

Metro, in most instances, does not have direct authority over land use, which is overseen by local jurisdictions. However, Metro recognizes the importance of the relationship between transportation and land use and encourages

local agencies to adopt land use regulations that improve access to transit and support sustainable transportation. Complementary Metro policies that address land use include the Countywide Sustainability Planning Policy and Implementation Plan and Joint Development Policy. Metro is currently developing a Transit Oriented Development (TOD) Toolkit to serve as a resource for local jurisdictions interested in implementing transit supportive land use regulatory changes. In addition, Metro's TOD Planning Grant Program provides funding to local jurisdictions to accelerate the adoption of local land use regulations that will increase access to transit and improve utilization of public transit.

### Training and Education

Since a Complete Streets approach represents a change from “business as usual,” ongoing training and education is necessary to ensure that planners, engineers, and partner agencies learn how to incorporate appropriate design elements into road projects, as well as have a thorough understanding of new processes and procedures. Community leaders need to understand how the general policy goals will manifest into actual projects implemented on the ground. Communication with the public will be an essential element to ensure that the street project reflects the context, needs, and desires of the community. Transportation professionals should be able to convey how the project benefits residents, businesses, and other stakeholders nearby.

### METRO'S ROLE IN SUPPORTING COMPLETE STREETS: OPPORTUNITIES

The Complete Streets Policy builds upon projects and programs already underway at Metro to increase mobility options, improve air quality and health, and strengthen the economy in Los Angeles County jurisdictions. It is a tool to help guide Metro to better coordinate within the various functions and departments of the agency and between partner organizations that have influence or jurisdiction over the public realm. To maximize the benefits of significant transportation investments within the county over the next decades, concerted effort and

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<sup>11</sup> U.S. Department of Transportation Federal Highway Administration. Coordinating Land Use and Transportation: What is the Role of Transportation?

[http://www.fhwa.dot.gov/planning/processes/land\\_use/](http://www.fhwa.dot.gov/planning/processes/land_use/)

<sup>12</sup> Ibid

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active collaboration within the organization and among partner agencies are necessary to create a fully integrated transportation system that serves all users.

A review of policies, plans and practices across a number of Metro departments and functional areas (e.g., Planning, Engineering and Construction, Joint Development, Operations), as well as input from Metro staff and external stakeholders, revealed opportunities to further enhance the existing activities underway at Metro to support Complete Streets. Two of the agency's major functions that have significant influence over the public realm include corridor planning and transportation funding. Opportunities to enhance these efforts, as well as other activities and programs, are discussed below and in Table 2.

### Corridor Planning

Metro, in collaboration with local jurisdictions, plans, designs and constructs transit corridor projects that will significantly expand the transit network throughout the county over the next decades. There have been instances where key intermodal connectivity elements, such as bus layover and first/last mile facilities were removed from a project's scope during post-planning phases of project implementation. For example, a critical bus layover facility was removed from the project definition of a Metro rail project as a "value engineering" decision. Although the facility may still be funded or implemented, possibly as a separate project, a clearer statement in the project definition may have more strongly supported its implementation. A statement of this type is critical at the beginning of the planning phase, such as during the development of the Purpose and Need Statement, and further emphasized at the completion of the planning phase. Intermodal connectivity elements provide a means by which a new transit project, or transit-oriented developments built by developers through Metro's Joint Development Program, becomes useful to passengers beyond the immediate transit corridor area, and is therefore

fundamental to the overall success of the project.<sup>13</sup>

In new projects, these issues can be addressed by better defining 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 of environmental documents where Metro can better specify the intermodal connectivity elements are in the Purpose and Need Statement, Project Definition, Basis of Design, and Mitigation Measures.<sup>14</sup> For transit projects currently underway or already in operation, Metro has developed a First Last Mile Strategic Plan to outline a specific infrastructure improvement strategy designed to facilitate easy, safe, and efficient access to the Metro system.

### Transportation Funding

Metro is responsible for the distribution of local, state and federal transportation funds in Los Angeles County. Over the next ten years, transportation funds available to local jurisdictions through local return sales tax revenue (i.e., Proposition A, Proposition C, Measure R), gas tax, and federal STP-L are estimated to reach over \$10 billion.<sup>15</sup> These funds are used by local jurisdictions throughout the County for transportation projects and distributed on a per capita basis. In addition, Metro uses a Call for Projects process for programming regional funds to cities, the County, and local agencies. Opportunities exist to leverage these sources to incentivize partner agencies to develop projects that serve all users of the roadway and to promote greater efficiency in how transportation funds are used, for example to:

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<sup>13</sup> Los Angeles County Metropolitan Transportation Authority. (2013). Review of Policies, Plans and Practices Related to Transit Service Planning and Delivery.

<sup>14</sup> Ibid

<sup>15</sup> Los Angeles County Metro Transportation Authority. (2014). Board Report: 2014 Short Range Transportation Plan. Appendix G.. [http://media.metro.net/board/Items/2014/07\\_july/20140724rbmitem25.pdf](http://media.metro.net/board/Items/2014/07_july/20140724rbmitem25.pdf)

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- encourage agencies to coordinate complete streets implementation with routine roadway maintenance, street repaving, retrofits, widenings;
- consider all users during project planning and design to avoid costly retrofits in the future;
- re-prioritize projects that provide the greatest mobility benefits.

Other agencies with a similar funding role as Metro have addressed this through project selection and funding. For example, the Metropolitan Transportation Commission (MTC) administers the One Bay Area grant program in the San Francisco Bay Area to support the Sustainable Communities Strategies. Local jurisdictions can meet the Complete Streets requirements by either adopting a Complete Streets Resolution that incorporates MTC's elements or a General Plan that complies with the California Complete Streets Act of 2008.<sup>16</sup>

Local jurisdictions throughout the County have used grants awarded through the Call for Projects Program to fund regionally significant projects that improve multimodal corridors, enhance streetscape, improve linkages to transit and spur innovations. An increasing share of Call for Projects funds over the last ten years has been used to promote active transportation projects. 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. Within the Regional Surface Transportation Improvements modal category, a significant number of points have been assigned to encourage multimodal projects. With each cycle of the program, Metro continues to refine the application and process

to encourage multimodal projects that benefit the region.

However, opportunities exist 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,
- maximize person throughput, and
- streamline application process for multimodal projects that provide the greatest mobility benefits.

Opportunities exist to eliminate such conflicting effects by:

- providing more rigorous performance criteria to select projects that improve mobility and access for all modes and increase person throughput,
- prioritizing projects that are designed to mitigate modal conflicts,
- training project evaluation staff to distinguish between complete streets versus incomplete streets projects,
- providing additional tools to increase coordination between Modal Leads and improving tracking of all projects to ensure that those awarded under different modal categories located in the same corridor are not cancelling the benefits of each other (e.g., a road-widening project to increase automobile throughput would not be funded in the same corridor as a traffic calming streetscape project).

Opportunities to support Complete Streets were also identified in other functional areas and programs at Metro, including Joint Development, Transit Project Delivery, and Operations, which are summarized in Table 2.

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<sup>16</sup> Co, Sean. (2012). Memorandum: One Bay Area Grant: Complete Streets Required Elements. <http://www.mtc.ca.gov/funding/onebayarea/CompleteStreetsResoOBAG2.pdf>

## Complete Streets Policy

### COMPLETE STREETS POLICY STATEMENT

#### Principles

The principles below guide Metro's core commitments to include the needs of all users, regardless of how they travel, into the everyday decision-making process.

**1. Complete Streets Serving All Users and Modes.** Metro expresses its 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, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may be ineffective to enhance all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.

**2. Context Sensitivity.** In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients 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 shall contribute to safe travel for all users and be consistent with best practices,

such as the Metro First/Last Mile Strategic Plan, NACTO Urban Street Design Guide, NACTO Urban Bikeway Design Guide, Los Angeles County Model Design Manual for Living Streets, or equivalent.

**3. Complete Streets Routinely Addressed by All Departments.** All relevant departments at Metro, partner agencies, and funding recipients 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 transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this policy. Even for projects with limited scope, opportunities to implement incremental improvements leading to long-term accommodations for all users shall be incorporated. In new Metro corridor projects, intermodal connectivity elements shall be an intrinsic part of the project's scope in environmental documents, to the extent required, and project definition for construction.

#### Implementation

**1. Design.** Metro will design and evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.

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**2. Network/Connectivity.** Metro will work with partner agencies and local jurisdictions to incorporate Complete Streets infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs 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. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or constructed, key points should be identified for cross corridor accessibility. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.

**3. Implementation Next Steps.** Metro 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 continued stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, automobile interests, movers of commercial goods,

businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy by Metro. Consultation with these stakeholders is part of the overall project outreach effort.

- C. As identified in Table 2.

**4. Performance Measures.** Metro will develop additional 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, all relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by Metro are serving each category of users by collecting baseline data and collecting follow-up data after project implementation. This requirement has been incorporated into the 2015 Call for Projects cycle and will apply to all subsequent capital grant funding program cycles.

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Table 2. Complete Streets Implementation Plan

Category	Initiation Timeframe
<b>1. Education and Technical Assistance</b>	
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.	Ongoing
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.	Ongoing
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.	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.	0 – 2 years
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.	0 – 2 years
1.6 Metro will highlight best practices to assist local jurisdictions in the development of design guidelines and policies.	0 – 2 years
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.	Ongoing
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.	0 – 2 years
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.	0 – 5 years
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	Ongoing

## Complete Streets Policy

Category	Initiation Timeframe
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.	
<b>2. Joint Development</b>	
2.1 Include appropriate text in Requests for Proposals to ensure excellence in multimodal design and access.	0 – 1 year
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
<b>3. System Connectivity, Integration, and Performance</b>	
3.01 Develop Active Transportation Strategic Plan 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.	0 – 2 year
3.02 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.	0 – 5 year
3.03 Seek opportunities to implement first and last mile connections to transit.	Ongoing
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.	0 – 5 years
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.	0 – 2 years
3.06 Partner with local jurisdictions and agencies to expedite implementation of high priority active transportation projects.	0 – 4 years
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.	Ongoing
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.	0 – 3 years

## Complete Streets Policy

Category	Initiation Timeframe
<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>	Ongoing
<p>3.10 Determine how the Policy will apply to Metro corridor planning projects in various stages of development.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>	0 – 2 years
<b>4. Corridor Projects</b>	
<p>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.</p>	0 – 5 years
<p>4.2 Identify hot spot corridors and facilitate transportation improvements across jurisdictions.</p>	0 – 5 years
<p>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.</p>	0 – 5 years
<p>4.4 Establish standard Complete Streets language for capital projects, as necessary, in Request for</p>	0 – 2 years

## Complete Streets Policy

Category	Initiation Timeframe
Proposals/Request for Qualifications	
4.5 During construction for new projects, identify opportunities for maintaining access to bicycle and pedestrian facilities or provide appropriate detours.	Ongoing
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
<b>5. Operations</b>	
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.	0 – 2 years
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.	Ongoing
5.3 Explore opportunities to add additional bicycle accommodations on buses and trains.	Ongoing
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.	0 – 3 years
<b>6. Funding</b>	
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.	0 – 1 year
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.	0 – 1 year
6.3 Provide Complete Streets training for all Modal Leads, project evaluation team members, and project	0 – 1 year

## Complete Streets Policy

Category	Initiation Timeframe
managers involved with any Metro capital grant funding program, including Call for Projects and ExpressLanes Net Toll Revenue Re-Investment Grant Program.	
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.	0 – 2 years
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.	0 – 2 years
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.	0 – 2 years
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.	0 – 2 years
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.	0 – 2 years
<b>7. Goods Movement</b>	
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.	0 – 2 years
7.2 Encourage local jurisdictions to consider truck access when implementing complete streets projects and balancing user needs, as appropriate.	0 – 2 years
<b>8. Procedures and Process</b>	
8.1 Develop an internal procedure that can enhance interdepartmental coordination and communication to facilitate Complete Streets planning and implementation.	0 – 1 year
8.2 Assemble an internal working group to address Complete Streets planning and implementation within various Metro functional units.	0 – 1 year
<b>9. Policy Updates</b>	

## Complete Streets Policy

Category	Initiation Timeframe
9.1 Review and consider updates to the Complete Streets Policy at least every five years.	

## Complete Streets Policy

### Exceptions

Metro is committed to considering all users of the roadway during conception and development of projects led by the agency. The exceptions below apply to Metro's capital grant programs for projects in which Metro does not directly control and are implemented by local jurisdictions. Projects that seek Complete Streets exceptions within upcoming Metro capital grant funding program cycles must be documented with supporting data that indicates the reasons for the decision and are limited to the following:

1. Non-motorized users are prohibited on the roadway by law (e.g., specific freeways and expressways that prohibit pedestrian and bicycle travel as specified by local or state law). In this case, key points should be identified for cross corridor accessibility. The design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
2. Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
3. Detrimental environmental or social impacts outweigh the need for these accommodations.
4. Cost of accommodations is excessively disproportionate to the cost of the project, as set forth in the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm).

The recommendation for exceptions will be made by the lead staff responsible for the application evaluation of the grant funding program. However, the approval for exceptions will be considered by the Metro Board of Directors as part of the review for award of funding. The exceptions shall be documented and included in the funding recommendation report to the Metro Board of

Directors and posted on Metro's Complete Streets webpage.

**Complete Streets Policy**

**Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress**

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan
Agoura Hills	Agoura Hills' Final General Plan 2035 update	Adopted on 3/24/2010	<p>Goal M-2: Complete Streets. A transportation system that serves all modes of travel and meets the needs of all users, as specified in the Complete Streets Act.</p> <p>Policy M-2.1 Complete Streets. Ensure that the existing and future transportation system serves multiple modes of travel, such as driving, walking, biking, and transit.</p> <p>M-2.2 Equal Mobility for all City Residents. Provide a transportation network that meets the needs of a wide range of users, including adults, children, seniors, and the disabled.</p> <p>M-2.3 Transportation Planning. Encourage desired land use patterns, such as mixed-use walkable developments, through transportation planning and design.</p> <p>M-2.4 Interconnected System. Develop an interconnected mobility system that allows travel on alternative routes and modes.</p> <p>M-2.5 Comprehensive Bicycle and Pedestrian System. Develop and maintain a safe, integrated, and comprehensive bicycle and pedestrian system that serves all ages and abilities in Agoura Hills.</p>
Arcadia	Arcadia General Plan	Adopted on 11/16/2010	<p>The City's transportation network will consist of a system of complete streets that provide for a balanced integration of all transportation modes. This element address the complete streets concept by identifying a hierarchy of travel corridors in the City, defining a citywide transit plan, setting the framework for a citywide bicycle network, and highlighting pedestrian enhancement zones.</p> <p>Goal CI-1: An efficient roadway system that serves all of Arcadia, supports all transportation modes, and balances the roadway system with planned land uses.</p> <p>Policy CI-2.2: Design and operate arterials and intersections for the safe operation of all modes, including transit, bicyclists, and pedestrians.</p>
Artesia	Artesia General Plan 2030	Adopted November, 2010	<p>In sustainability Element: By integrating land uses in a compact design that also supports safe streets accessible by all modes of transportation, the City can encourage people to leave their cars behind.</p>
Avalon	Avalon 2030 General Plan/ Local Coastal Plan	Adopted on June, 2013	<p>Goals: Balance the needs of all travel modes within the City.</p> <p>Policies: VI-7 Ensure that residents and visitors can walk, bicycle, or use transit to access key Avalon attractions, businesses, and places.</p> <p>VI-8 Include alternative mode accommodations in transportation capital improvement projects and programs.</p> <p>VI-9 Enhance the pedestrian environment by providing a continuous network of pedestrian facilities and minimizing conflicts between pedestrians and vehicles.</p> <p>VI-10 Enhance bicycle facilities serving both residents and tourists to provide safe bicycle access throughout the community.</p> <p>VI-11 Enhance wayfinding for pedestrians, bicyclists, and transit users.</p>
Azusa	Complete Streets Policy	Adopted on 10/17/2011	Complete Streets Policy
Baldwin Park	Complete Streets Policy	Adopted on 8/17/2011	Complete Streets Policy

Complete Streets Policy

Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan
Bradbury	2012-2030 General Plan Update	Latest Draft on 2/5/2014	<p>Circulation-Transportation Objective 2: Strive for the creation of new transportation facilities for motorists, equestrians, pedestrians, and bicyclists. Emphasize design standards that result in the construction of circulation and transportation systems that are safe and efficient; and sensitive to the needs of the disabled and City’s unique rural residential character.</p> <p>Circulation-Transportation Action 7: Complete Streets Network – Continue to examine the existing circulation system in order to identify improvements that will lead to improved compliance with the “Complete Streets Network” as envisioned by AB 1358.</p>
Burbank	Burbank 2035 General Plan update	Adopted on 2/19/2013	<p>Burbank prioritizes streets that are complete, safe, and efficient. All users of city streets are valued equally, and the street is considered an essential public place.</p> <p>Citywide Land Use Goals and Policies: GOAL 4 PUBLIC SPACES AND COMPLETE STREETS</p> <p>Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.</p> <p>Policy 4.1 Develop complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.</p> <p>Citywide Mobility Goals and Policies: GOAL 3 COMPLETE STREETS</p> <p>Burbank’s complete streets will meet all mobility needs and improve community health.</p> <p>Policy 3.1 Use multi-modal transportation standards to assess the performance of the City street system.</p> <p>Policy 3.2 Complete city streets by providing facilities for all transportation modes.</p> <p>Policy 3.3 Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.</p> <p>Policy 3.4 All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.</p> <p>Policy 3.5 Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.</p> <p>Note: Planning to develop complete streets standard by 2014.</p>
Calabasas	2030 General Plan	Adopted on December, 2008	<p>Implementation of the Circulation Element will improve the balance between various modes of transportation by increasing the desirability of transit, walking, and bicycling.</p> <p>Reduces dependence on single occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities; Considers the movement of people and vehicles in the design and operation of transportation systems;</p> <p>Recognizes the special mobility needs of seniors, youth, and persons with disabilities.</p>
Compton	General Plan 2030	Latest Draft on January, 2011	<p>This Element must identify: A plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel.</p> <p>Residential Neighborhoods, Commercial Districts and Mixed Use Districts, Industrial Districts, will be designed or improved when possible to accommodate bicyclists, children, motorists, commercial drivers, disabled persons, and senior citizens.</p>

**Complete Streets Policy**

**Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress**

<b>Jurisdiction</b>	<b>Plan/Policy</b>	<b>Status</b>	<b>Complete Streets-Related Language in the Policy/Plan</b>
El Monte	General Plan	Adopted on June, 2011	Goal HW-8 “Living Streets” are developed throughout the City. Policy HW-8.1 “Complete Streets” Policy. Adopt a policy to create “Complete Streets” that accommodate all travel modes appropriate to their function, are designed for the comfort and use of people of all ages and physical abilities, address green storm water management practices, and allow for public uses and closures for events.
Glendale	Glendale 2035 General Plan	Update in progress	City is updating its General Plan 2035.
Hermosa Beach	Living Streets Policy	Adopted on 12/5/2012	Complete Streets Policy
Huntington Park	Complete Streets Policy	Adopted on 4/16/2012	Complete Streets Policy
Industry	General Plan	Latest Draft on February, 2014	2.4.2 Complete Streets In addition to vehicular traffic, roadways accommodate bicyclists, children, persons with disabilities, pedestrians, users of public transportation, and seniors. Designing roadways to accommodate this spectrum of mobility options is essential to the City's prosperity and to providing convenient access to jobs, schools, shopping, services, parks, and other key destination points.
La Cañada Flintridge	General Plan	Adopted on 1/22/2013	CE Policy 1.1.3: Develop a “Complete Streets” Plan in the City, which is designed and operated to enable safe and convenient access for all users of all ages and abilities, including pedestrians, bicyclists, motorists, transit riders, and equestrians.
La Habra Heights	General Plan	Adopted on 1/21/2014	The City’s roadway network is planned in consideration of complete streets principles for streets to be designed to enable safe and convenient travel by all users. RN 1.11 Complete Streets. Implement complete street improvements and maintenance as funding becomes available. The City shall continue to implement capital improvements as defined in the Annual CIP (refer to Annual Implementation, D4, Capital Improvement Programs). Depending on need and funding availability, these may include, but not be limited to, the following: Improvements of local streets to comply with Complete Streets objectives and criteria. Identification, funding, and scheduling of roadway improvements including restriping, turning lanes, and intersection widening with modifications for compliance with Complete Streets requirements.

**Complete Streets Policy**

**Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress**

<b>Jurisdiction</b>	<b>Plan/Policy</b>	<b>Status</b>	<b>Complete Streets-Related Language in the Policy/Plan</b>
Long Beach	General Plan 2035	Adopted on October, 2013	Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design. STRATEGY No. 1: Establish a network of complete streets that complements the related street type. MOP Policy 1-1: To improve the performance and visual appearance of Long Beach’s streets, design streets holistically using the “complete streets approach” which considers walking, those with mobility constraints, bicyclists, public transit users, and various other modes of mobility in parallel. MOP Policy 1-2: Where streets are too narrow to accommodate all modes of travel, consider parallel routes working together to accommodate all modes in a “complete corridors” strategy. MOP Policy 1-3: Improve auto-oriented streets (such as Pacific Coast Highway and Lakewood Boulevard) so pedestrians using the stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin — from the surrounding neighborhoods or via transit. MOP Policy 1-4: Allow for flexible use of public rights-of-way to accommodate all users of the street system, while maintaining safety standards.
Los Angeles City	Mobility Plan 2035	Latest Draft on 2/13/2014	Mobility Plan 2035 incorporates “Complete Streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets. This Plan recognizes the importance of our City’s streets as the lifeblood of our health and economy and seeks to prioritize resources to transform and maintain our streets as Complete Streets that serve all users, now and into the future. The approach to implementing complete streets in the City of Los Angeles has taken shape through a layered network concept. The Complete Street Network layers roadway systems that prioritize a certain mode (transit/bicycle/vehicle) within each layer. While each street will still accommodate all modes, layering networks serves to emphasize a particular mode on a particular street as part of a larger system. A layered network approach has the benefit of increasing connectivity between modes. The concept of complete streets extends to goods movement as well. As transportation systems evolve, the economic necessity of moving goods to places with large trucks on City streets will still be an important issue to consider in the balancing act of roadway prioritization.
Los Angeles County	Los Angeles County General Plan 2035 Update	Latest Draft on 6/23/2014.	Goal M1: Street designs that incorporate the needs of all users. Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing transportation corridors/networks whenever appropriate and feasible. Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children. Policy M 1.3: Utilize industry standard rating systems to assess sustainability and effectiveness of street systems for all users.
Manhattan Beach	Mobility Plan	Latest Draft 6/4/2014	Vision of the mobility plan: Maintain and operates mobility systems consistent with the principles of Complete Streets, active living and sustainable community design. Manhattan Beach is considering a Living Streets policy and participates in South Bay Living Streets initiatives. Policy I-6.5: Develop and implement standards to encourage pedestrian-oriented design for commercial properties consistent with Complete Streets and/or Living Streets Policies.

Complete Streets Policy

Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan
Montebello	General Plan Update, including update to Circulation Element	In Process	City is updating its General Plan.
Pasadena	General Plan - Mobility Element update- Objectives and policies	Latest Draft on 1/30/2014	<p>Complete Street Related Policies in the Mobility Element Update:</p> <p>1.2 Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.</p> <p>1.5 Consider the mobility needs of the disabled, students and especially seniors, when designing new infrastructure and developing transportation programs</p> <p>1.6 Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.</p> <p>1.11 Design Streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling</p> <p>1.12 Apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel.</p> <p>1.17 Design streets to improve access to destinations by transit, bicycle and walking.</p> <p>1.18 Increase walking and bicycling to local destinations and regional transportation services by developing wayfinding signage for pedestrians and bicyclists.</p> <p>1.19 Develop measures to reduce conflict areas for bicyclists such as driveways and right turn lanes.</p> <p>1.20 Develop measures that would reduce conflicts between bicyclists and pedestrians on sidewalks especially in commercial areas.</p> <p>2.13 Amend the existing transportation impact fee to include pedestrian and bicycle improvements in addition to street and transit improvements</p>
Pomona	General Plan Update	Latest Draft on March, 2011	<p>The City will consider developing a program to consistently identify appropriate traffic calming measures throughout Pomona. This program would allow the City to explore traffic calming strategies that add physical design features to the traveled way in an effort to control vehicle speeds, moderate driver behavior, and improve general safety for all street users.</p> <p>Streetscape changes also support the City's "Complete Streets" approach to its mobility network. Streetscape design and street function will be coordinated to safely accommodate multiple "modes of travel," not just motor vehicle travel.</p>
	Green Plan	Adopted on 11/27/2012	Evolve the corridors and connected street network towards pedestrian, transit and bicycle-friendly "Complete Streets," linked with the City's promenades, trails, parks, and other public open spaces through adoption and implementation of the Corridors Specific Plan.
Rancho Palos Verdes	General Plan Circulation Element	Latest Draft on 9/11/2013	Goal: 5. Where appropriate, utilize complete street concepts to integrate the needs of all users of the roadway system consistent with the California Complete Streets Act of 2008 (AB 1358).

**Complete Streets Policy**

**Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress**

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan
Santa Clarita	General Plan-Circulation Element	Adopted on 6/14/2011	<p>Goal C 1: An inter-connected network of circulation facilities that integrates all travel modes.</p> <p>Policy C 1.1.2: Promote expansion of alternative transportation options to increase accessibility to all demographic and economic groups throughout the community, including mobility-impaired persons, senior citizens, low-income persons, and youth.</p> <p>Policy C 1.1.7: Consider the safety and convenience of the traveling public, including pedestrians and cyclists, in design and development of all transportation systems.</p>
Santa Monica	General Plan-Land Use and Circulation Element	Adopted on 7/6/2010	<p>Goal LU19: Design Complete Streets – Design and manage complete streets and alleys to support adjacent land uses and human activity, keeping in mind the unique character of each area of the City.</p> <p>LU19.2 Balanced Modes. Design and operate streets with all users in mind including bicyclists, transit users, drivers and pedestrians of all ages and abilities.</p> <p>The Streets section is the heart of the Circulation Element. It synthesizes the Walking, Bicycle, Transit and Automobile sections, describing how the needs of each mode should be balanced with the others.</p> <p>Goal T3: Ensure that Santa Monica’s streets are pleasant for all users.</p> <p>Goal T5: Establish performance measures and design guidelines for the City’s transportation system that reflect the LUCE priorities.</p> <p>T5.4 Develop design guidelines and management tools for all City streets, so that each street supports the land uses along it and provides an optimal accommodation for all modes of transportation.</p> <p>Actions: Adopt transportation performance criteria to reflect the Circulation Element goals and principles and incorporate these into the Sustainable City Plan.</p>
Sierra Madre	General Plan update	Draft on 5/7/2013	<p>Objective L 46: Develop a balanced and multi-modal transportation system to serve the needs of all roadway users, including motorists, public transit patrons, pedestrians and cyclists.</p> <p>L 47: Improve streets to maintain levels of service, vehicular, cyclists and pedestrian safety.</p>
Signal Hill	General Plan Circulation Element	Adopted on December, 2009	<p>The city of Signal Hill is largely built-out, and no significant changes are proposed to the city's roadway system. Future improvements will primarily consist of capacity, safety, and aesthetic improvements to existing rights-of-way. Additionally, a renewed emphasis will be placed on creating "complete streets"— streets that serve the needs of all users, including pedestrians, bicyclists, the disabled, and others.</p> <p>GOAL 2: Provide a safe and efficient roadway system for all users.</p> <p>Policy 2.f: As areas develop or are redeveloped, require the construction of “complete streets” which serve all users of the roadway, including motor vehicles, pedestrians, bicyclists, and others.</p>
South Gate	General Plan-Mobility Element	Adopted in 2009	<p>Goal ME 1: Provide and maintain an efficient roadway system serving all parts of the City and support multimodal transportation</p> <p>Policy P.2 The City should develop and implement street design standards on arterial corridors that are context sensitive to adjacent land uses and districts, and to all roadway users including transit, bicycles, and pedestrians, where appropriate.</p> <p>P.4 The City should design and operate arterials and intersections for the safe operation of all modes including transit, bicyclists, and pedestrians.</p>

Complete Streets Policy

Attachment 1: Los Angeles County Jurisdictions with Complete Streets Policy/Updated General Plan Adopted or In Progress

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan
West Hollywood	General Plan 2035	Adopted on 9/19/2011	Four primary strategies under the influence of West Hollywood will help reduce travel demand and enhance the multi-modal transportation system by encouraging people to walk, bike and take transit instead of driving. These are sometimes referred to as the 4D's of travel—density, diversity, design, and destinations. The 4D's encompass both improvements to the physical form of the transportation network and policies, programs, and services that sustainably and equitably meet the travel needs of all users and support a multi-modal transportation system.

# **Regional Complete Streets Policy**

**Adopted by the MVRPC Board of Directors**

**January 6, 2011**



## **Complete Streets Vision**

The transportation network in the Miami Valley will become measurably better connected, safer, and more accessible for all users of the public right-of-way, regardless of their mode of transportation, age or abilities, as transportation projects throughout the Region are designed and constructed using complete streets principles. This effort to make the system more complete will take advantage of opportunities presented by necessary reconstruction and expansion of the system whenever practicable.

## **Complete Streets Defined**

This policy defines Complete Streets by this outcome: All current and projected users of the public right-of-way should be able to safely and conveniently reach their destinations along and across a street or road, regardless of their chosen mode of transportation, in order for that street or road to be considered “complete.” “All users” include: pedestrians, cyclists, transit and school bus riders, people with disabilities, motorists, freight haulers, service personnel, and emergency responders. “All users” includes a wide range of ages from school-aged children to the elderly.

While some streets and roads may require changes to the right-of-way to better accommodate non-motorized users, many low volume streets and roads will require only minor changes, such as signage or restriping, or no changes at all, especially if speed limits are low and enforced. (see Context Sensitive, below)

The purpose of this policy is to encourage improvements to the transportation network so that more and more streets and roads in the Miami Valley meet this definition, and to encourage future designs which accommodate all users, thereby creating an increasingly safe and accessible transportation network for all modes and users.

## **Education and Enforcement**

This policy focuses primarily on how streets are designed and built. However, it is also important that the issues of education and enforcement are addressed in regards to Complete Streets. Complete Streets can make the transportation network safer for drivers, cyclists and pedestrians if each knows the rules of the road and obeys those rules. As more cyclists and pedestrians share the right-of-way with automobiles, all parties need opportunities to learn the proper use of treatments like bike lanes, shared lane markings, sidepaths, etc. and how to interact safely. Project sponsors should consider whether a specific project requires special efforts in education or enforcement.

Consistent enforcement of traffic laws for cyclists, drivers and pedestrians is critical in order to ensure that posted speeds are obeyed, proper signals used when turning, and traffic lights and signs are respected. This is true in regards to drivers, pedestrians and cyclists. Bicycles are legal vehicles on all Ohio roads and streets, with the exception of limited-access highways, and are subject to vehicular traffic rights and responsibilities.

Pedestrians and transit riders also must take responsibility for walking along and across roadways in a safe and legal manner, using sidewalks or shoulders when available. If no such facility is available, pedestrians should walk on the left, facing traffic, as near to the outside edge of the roadway as is safe and practical. Pedestrians must yield the right-of-way to all vehicles on the roadway

### **Complete Streets Benefits**

By providing, where appropriate, features such as accessible sidewalks, designated bike facilities and accessible transit stops, complete streets encourage walking, transit use and biking, all of which have important health benefits. By shifting a share of automobile traffic to walking, biking and transit, complete streets help reduce the demand for fossil fuels, ease automobile congestion, reduce wear on roadways, improve air quality and make streets more attractive for businesses and customers, increasing economic activity at the neighborhood level. Well-designed complete streets improve safety by reducing collisions between automobiles, pedestrians and cyclists. Complete streets are a logical extension of the Americans with Disabilities Act and improve access for people with disabilities and older citizens, allowing them to participate more fully in community life. (see section entitled Context Sensitive)

### **Emphasis on Connectivity**

The purpose of a transportation network is to connect users of the network to their desired destinations and make it possible for all individuals to be mobile, engaged members of the community. A well-connected network provides safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another. This can be accomplished by connecting sidewalks to bus stops, providing park and ride locations, providing bike-on-bus opportunities, making convenient connections from separated bike trails to the street grid and by making sure that all these connections are accessible to people with disabilities. Every effort should be made to provide a continuous, uninterrupted network accessible to all users and modes. A well-connected network considers connectivity throughout the lifespan of a transportation project, and takes into account the needs of both current and projected users.

### **Context Sensitive**

There is no one design standard that achieves the complete streets outcome. Designs for particular projects will be context-sensitive, considering adjacent land uses and local needs, and incorporating the most up-to-date, widely-accepted design standards for the particular setting, traffic volume and speed, and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete. The need for complete streets treatments is greatest along urban and suburban corridors that connect populous residential settings with popular and important destinations, including,

but not limited to the following: medical, shopping, employment, educational and recreational destinations.

In settings where there are multiple destinations which currently attract pedestrians, cyclists, people with disabilities and transit riders, any or all of the following should be considered: reduced speeds, narrowed travel lanes, bike lanes, adequate shoulders, shared lane markers, sidepaths, accessible sidewalks, marked crosswalks, median refuges, accessible pedestrian controls and accessible and comfortable transit stops. It is also important that these features are included if there is a strong likelihood of future demand. If adjacent land use is changing to include more urbanized uses such as schools, medical facilities and shopping destinations, road design needs to anticipate future demand.

Certain factors, such as the existence of a fixed transit route or proximity to a school, clearly demonstrate the need for safe non-automobile travel. Well-worn foot paths in grassy/muddy areas along a road are also de facto evidence of the need for pedestrian facilities including sidewalks and crosswalks. Since part of every transit trip is made on foot or by using a mobility device, all transit stops should be accessible to pedestrians and people with disabilities. Because schools are natural concentrations of non-drivers, and school bus service is usually limited by a minimum distance from the school, and because bus service is usually not provided for before school or after school activities; walkers, people with disabilities and cyclists must be routinely accommodated within a minimum distance of two miles from a school facility.

MVRPC encourages school boards and jurisdictions to be proactive by considering complete streets principles when selecting schools sites. If new schools are located in areas that are accessible to walkers and bicyclists, school systems can better manage transportation costs and jurisdictions can avoid new congestion problems. Students can also enjoy the health benefits of walking or biking. The same can be true when shopping, medical, postal, governmental and other public facilities are built in locations that are accessible to pedestrians, cyclists, the elderly and people with disabilities. The most effective time to address these issues is early in the site selection and facility design process, therefore Complete Streets discussions should begin immediately when new facilities are being conceptualized.

It is important to note that many low-speed, low-volume residential streets can be considered complete with no additional treatment because pedestrians, people of all abilities, cars and cyclists can already interact safely. Likewise, many low-volume roads with limited current or projected demand from cyclists, transit riders, pedestrians and people with disabilities may require no additional treatment to be considered complete. In general, specific treatments are less necessary where average daily traffic volumes are less than 1,000 vehicles a day and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.

## **Applicability of this Policy**

This policy applies to all roadway projects that request MVRPC-controlled Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) federal funds. Projects that are within the federal aid urbanized area or within defined urbanized clusters will likely require different approaches than those in rural areas. Some projects, especially those in rural areas, may require no additional complete streets treatments if it is determined during the application review phase that no current or projected need justifies such treatment. Consistent with current federal law, the primary purpose of all projects funded under this policy will be to enhance transportation choices in the Region; no projects will be funded that are purely recreational in nature. Please note that this is a regional policy that does not, and cannot, address a wide variety of possible street treatments and amenities that may be desirable, but the specifics of which are beyond the purview of a regional policy.

MVRPC encourages local and state jurisdictions/ organizations to review and revise their local ordinances/policies to reflect complete street design guidelines and to apply these guidelines to local projects as appropriate. In addition, MVRPC encourages private developers to apply complete streets principles to their projects. We also encourage neighboring regions to utilize these principles in order to ensure connectivity across jurisdictions and regions.

The policy applies to all phases of project development, from initial planning through construction. How a project will address complete street requirements will be documented in the MVRPC project application for federal funds and be identified in the certified cost estimate. Only projects which qualify for one of the exceptions listed below will be allowed to deviate from the policy and still receive MVRPC-controlled STP/CMAQ funds.

## **Exceptions to this Policy**

All MVRPC-funded STP/CMAQ projects will consider complete streets principles and possible treatments at the time of the initial application for funding. If the project sponsor determines that additional complete streets treatments are not warranted, they may request an exception for one or more of the following reasons:

1. **Where bicyclists and pedestrians are prohibited by law from using the roadway.** Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access highways.
2. **Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements.** To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of

all users.

3. **Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use.** In accordance with federal guidelines, excessively disproportionate is defined as exceeding twenty percent of the cost of the total transportation project (including right of way acquisition costs). This exception must consider probable use through the life of the project, a minimum of 20 years.
4. **Where the project consists of maintenance, repair or resurfacing of an existing cross-section only.** However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.
5. **Where the project consists primarily of the installation of traffic control or safety devices** and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals and placement.
6. **Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles** per day over the life of the project and there is sufficient opportunity for a vehicle to change lanes to pass a cyclist or pedestrian.
7. **Where scarcity of population or other factors indicate an absence of need for current and future conditions.** This exception must take the long view and consider probable use through the life of the project, a minimum of 20 years.
8. **Where roadway standards or bicycle and pedestrian standards cannot be met.** There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor believes it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ cars a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

Non-standard treatments for bicycle and pedestrian accommodations should be reviewed for possible inclusion into roadway projects like these to avoid not having any bicycle and pedestrian accommodations, or an alternate route in the same corridor should be identified and marked.

This type of exception is highly problematic because high traffic volume is often an indication that a road is the most direct connection between multiple origins and destinations, and pedestrians, cyclists and transit users should not be denied access to those destinations. In order for this exception to be granted, the project sponsor should identify alternate routes that are in the same traffic corridor and that allow pedestrians, cyclists and people with disabilities access to significant destinations and, as necessary, make improvements to those alternate routes (for example: signage, bike boulevard treatments, shared used spurs, shared-lane markings, etc.).

Cyclists, pedestrians, transit riders and people with disabilities must also be able to cross these high-volume roads safely so that these roads do not become barriers to non-motorized use. High-volume, wide roads often have the unintended impact of dividing a community. To accommodate crossing of very wide, multi-lane roads, signal timing may need to be adjusted to accommodate users who walk more slowly, countdown timers, and/or mid-point safety islands may need to be installed, and highly visible signage and crosswalk markings may need to be added. Accommodations for cyclists crossing these roads should also be considered, including bicycle detection devices at traffic signals and mid-point safety islands where multi-use paths cross busy roadways.

All requests for exceptions to complete streets treatments shall be documented with supporting data which indicates the basis for the request. Exceptions must be requested by resolution of the sponsoring body and will be granted after review by MVRPC staff, or, if not granted, the reason for not granting will be explained in writing by MVRPC staff. Staff will work with sponsors to identify a mutually acceptable alternative. If an agreement cannot be reached between the project sponsor and the MVRPC staff, the sponsor can appeal to the Complete Streets Review committee.

The Complete Streets Review Committee will consist of three members of the Technical Advisory Committee or Board, at least one being a representative of a municipality and at least one being a representative of a transit agency. Alternates will be named in case a project presents a conflict of interest for one of the members of the committee.

## Policy Implementation

1. Beginning with applications submitted in calendar year 2011, project sponsors will adhere to this policy. Roadway improvement STP/CMAQ project applications for MVRPC attributable funds will address how the project will make the transportation network more complete. Project applications which do not include efforts to make a street or road more complete must request a specific exception(s) and document the rationale for that request. MVRPC staff will provide guidance on how to comply with this policy during the project solicitation process. MVRPC will also make project sponsors aware of training and educational opportunities concerning complete streets, including resources that address specific design issues.
2. The Project Evaluation System has been modified to reflect this policy and points will be awarded for the addition or improvement of complete streets elements to a project. In order not to penalize projects which have been granted legitimate exceptions, the same number of points will be awarded to those projects if the exception is granted and the sponsor can demonstrate that needs of all users are being addressed in the same transportation corridor. Note: As part of the initial review of project applications, MVRPC staff will determine whether appropriate complete streets elements are included, or whether a legitimate exception can be made.

Any application which does not address complete streets principles either by including appropriate design elements or by qualifying for an exception will be considered incomplete and the project will not be ranked unless the sponsor chooses to modify the application by including appropriate complete streets elements or by applying for and being granted one or more exceptions. If a sponsor applied for an exception in the initial application, but staff did not grant that exception, the project sponsor could also choose to appeal staffs' decision to the Complete Street Review Committee. If the sponsor chooses neither to modify the application nor to appeal, the application will be returned to the sponsor as incomplete. MVRPC staff will be available to consult with the project sponsor on what needs to be done in order to modify the application or apply for an exception. The intention of this policy is to support efforts to make the transportation network in the Region more complete by applying complete streets principles as appropriate. A process for applying for an exception is built into the policy. A timeline for review, modification or appeal will be built into the solicitation process.

3. Context-appropriate facilities will be designed to the best currently available standards and guidelines. See the Policy Guidance and Resources section below. Complete Streets elements will be included in the certified cost estimate for each project. MVRPC will coordinate educational opportunities for jurisdictional technical staff on current design standards and appropriate complete streets alternatives.

4. This policy will not dictate specific designs; rather it will ensure the outcome that: **All current and projected users must be able to safely and conveniently reach their destinations along and across a street or road, regardless of their chosen mode of transportation.**
5. This policy will be periodically reviewed and revised in parallel with the MVRPC Long Range Transportation Plan Update.

### **General Policy Guidance and Resources**

- AASHTO Design Publications listed at:  
[https://bookstore.transportation.org/category\\_item.aspx?id=DS](https://bookstore.transportation.org/category_item.aspx?id=DS)
- American Planning Association Publication: “Complete Streets: Best Policy and Implementation Practices” ([www.planning.org](http://www.planning.org))
- Designing Walkable Urban Thoroughfares:  
( <http://www.ite.org/css/> )
- Multimodal Level of Service for Urban Streets  
( [http://www.trb.org/Main/Blurbs/Multimodal\\_Level\\_of\\_Service\\_Analysis\\_for\\_Urban\\_Str\\_160228.aspx](http://www.trb.org/Main/Blurbs/Multimodal_Level_of_Service_Analysis_for_Urban_Str_160228.aspx) )
- National Complete Streets Coalition (<http://www.completestreets.org>)
- ODOT Multi-modal Design Guidance  
(<http://www.dot.state.oh.us/DIVISIONS/TRANSSYSDEV/MULTIMODALPLANNING/BICYCLE/Pages/PlanningandDesignResources.aspx>)
- TRB 2010 Highway Capacity Manual (soon to be available)
- US DOT Policy Statement: “Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach”  
(<http://www.fhwa.dot.gov/environment/bikeped/design.htm>)
- Wisconsin Department of Transportation  
(<http://www.dot.wisconsin.gov/projects/state/docs/bicycle-rural-guide.pdf> )

### **Accessibility**

- FHA Office of Civil Rights <http://www.fhwa.dot.gov/civilrights/programs/ada.htm>
- Public Right-of-Way Accessibility Guidelines <http://www.access-board.gov/prowac/>
- Accessible Pathways to Bus Stops and Transit Facilities: A Process Guide  
[https://secure2.convio.net/es/site/Ecommerce?VIEW\\_PRODUCT=true&product\\_id=6341&store\\_id=9663](https://secure2.convio.net/es/site/Ecommerce?VIEW_PRODUCT=true&product_id=6341&store_id=9663)
- Toolkit for the Assessment of Bus Stop Accessibility and Safety [PDF]  
[https://secure2.convio.net/es/site/Ecommerce?VIEW\\_PRODUCT=true&product\\_id=4981&store\\_id=9663](https://secure2.convio.net/es/site/Ecommerce?VIEW_PRODUCT=true&product_id=4981&store_id=9663)

### **Pedestrian and Bike Information**

- Ohio Department of Transportation Bike and Pedestrian Plan (<http://www.dot.state.oh.us/Divisions/TransSysDev/MultiModalPlanning/bicycle/Pages/Default.aspx>)
- The Pedestrian and Bicycle Information Center (PBIC) (<http://www.walkinginfo.org>)
- Planning for Active Transportation in the Miami Valley (<http://www.mvrpc.org/tr/bikePed.php>)

### **Safe Routes to School**

- National Center for Safe Routes to School (<http://www.saferoutesinfo.org/>)

### **Performance Standards**

The success of this policy will be measured in the following quantitative ways:

- Increase in the percentage of STP and CM/AQ project applications which include complete streets elements
- Increase in number of on-street bicycle routes, defined by streets and roads with clearly marked or signed bicycle accommodations
- Increase in accessible, covered bus shelters added to the regional transit system
- Increase in member jurisdictions which adopt Complete Streets policies
- Increased number of jurisdictions in the Region achieving or pursuing Bike-Friendly Community status from the League of American Bicyclists .

The success of this policy will be measured in the following qualitative ways:

- Surveys of bicyclists, pedestrians, motorists, people with disabilities and transit users concerning their ability to reach desired destinations safely and conveniently
- Surveys of project sponsors concerning the value and fairness of this policy.