

Metro Complete Streets Training

Delivery Support Workshop, October 29 2020



Metro

Complete Streets Training Overview

- Complete Streets Policy Overview
- Policy 6.2
- Areas of Impact
- Training Dates & Contact Info

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.

-Metro Complete Streets Policy 2014

Complete Streets Policy

- Goals
- Principles
- Implementation Actions
- [Link to Metro CS Policy](#)



Policy 6.2 – CS Policy Compliance

- Board Policy 6.2 requires that by January 1, 2017, cities and the County shall either 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

Policy/Program Areas Impacted

- Projects that require CS Compliance to be eligible:
 - Measure M Metro Active Transport Program
**(NEW)
 - State Active Transportation Program **(NEW)
 - State ATP – Grant Writing
 - Regional Competition ATP

Metro Can Help!

- Hours of online training content
- Templates so you do not start from scratch
- General troubleshooting

Attend our training!



CS Resolution Template

Los Angeles County Metropolitan Transportation Authority Complete Streets Resolution for Los Angeles County Jurisdictions Resolution No. _____

A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING A COMPLETE STREETS POLICY

WHEREAS, 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 *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight]*;

WHEREAS, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as 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, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views 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”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro), through its Metro Complete Streets Policy, requires that all jurisdictions address complete streets policies at the local level through the adoption of a complete streets policy resolution, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, or through a general plan that complies with the California Complete Streets Act of 2008 to be eligible for Metro Capital Grant [funds](#);

CS Training Information

- **Tuesday, January 12th at 9am – Lifesize webinar**
 - Sign-up to attend here – [link](#)
 - Search our database to see if your City is in or out of compliance here – [link](#)
 - Contact info below

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Thank You!