



# Metro

## Board Report

File #: 2022-0115, File Type: Motion / Motion Response

Agenda Number: 35.

### REGULAR BOARD MEETING FEBRUARY 24, 2022

#### Motion by:

#### **DIRECTORS SOLIS, SANDOVAL, BARGER, BONIN, GARCETTI, and BUTTS**

#### Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion

The SR-710 North Mobility Improvement Projects (MIP) were created as an alternative to the SR-710 Gap Closure project following the Board's adoption of the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative in 2017 for the SR-710 project. Since its creation, some recipients of MIP funding have expressed the desire for more flexibility, and on February 16, 2022, the Monterey Park City Council decided to forego any action related to adding lanes to Garvey Avenue under their Garvey Avenue Improvements Project in favor of seeking other improvements.

As stated in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), the purpose of the 710 N Project is "to effectively and efficiently accommodate regional and local north south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles." The purpose continues and highlights certain considerations, including "[improving the] - efficiency of the existing [...] transit networks, [reducing] congestion on local arterials adversely affected due to accommodating regional traffic volumes, [and minimizing] environmental impacts related to mobile sources."

Direction from the Metro Board of Directors is necessary to clarify, based on the EIR/EIS, what kinds of MIPs are eligible for Measure R funding. This motion proposes to clarify that the following three categories of improvements are consistent with the purpose and need of the 710 N Project, support the adopted TSM/TDM alternative, and are subsequently eligible for MIP Measure R funds available for the SR-710 N Gap Closure project:

- 1) Bus Infrastructure Improvements: The TSM/TDM alternative includes transit service improvements which support efficiency of existing transit networks as stated in the project purpose.
- 2) Bikeway Improvements: The EIR/EIS TSM/TDM alternative includes Class III bike route projects. Recipients of MIP funding should also be able to implement standalone Class I, II or IV bikeways.

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3) Pedestrian Improvements: The EIR/EIS states that TSM "... encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system." Pedestrian improvements make it easier and more appealing to walk and run to and from destinations, thereby increasing potential for mode shift and congestion reduction. Pedestrian improvements are encouraged as part of any comprehensive TSM strategy and contribute to a comprehensive transportation system that promotes non-vehicular travel.

If recipients of MIP funding propose projects that require vehicular lane reductions, they should first demonstrate that the project is consistent with the purpose and need of the 710 N Project. Guidance issued by Metro should be utilized to ensure consistency.

**SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Butts that directs the CEO to take the following actions:

- A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:
- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
  - Class I, II, III or IV bikeway projects.
  - Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
  - Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
  - Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.
- B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.
- C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.