

Street Safety, Data Sharing and Collaboration Policy Attachment F

Appendix 4: Complete Streets Discussion



Complete Streets Discussion

In 2014, Metro adopted the Complete Streets Policy which established Complete Streets as a priority for the agency and directed various activities to consider and accommodate all users of the public right of way. As with this Street Safety, Data Sharing and Collaboration Policy, the Complete Streets Policy leverages Metro's various roles and activities to influence the design and function of public right of way, which Metro typically neither owns nor maintains. As such, the policy includes provisions and expectations for Metro project design and delivery, as well as for Metro funding programs.

The Complete Streets Policy created common threshold requirements for all cities participating in Metro competitive funding programs, including requiring that 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.

The Measure M Guidelines identify the applicability of Metro policies across fund categories and programs in Measure M. By adopting this Street Safety, Data Sharing and Collaboration Policy, the Metro Board of Directors is reaffirming and updating the Complete Streets Policy as follows:

All cities are strongly encouraged to:

- > Attend Metro-led training on Complete Streets best practices (addition to item 1.1 of the Complete Streets Implementation Plan)
- > Update planning and project design procedures to incorporate consideration of all roadway users with emphasis on the most vulnerable, and to integrate safety analysis including but not limited to identifying and addressing concentrations of collisions resulting in death or serious injury (addition to item 1.2 of the Complete Streets Implementation Plan)

As described in this Street Safety, Data Sharing and Collaboration Policy, Metro will:

- > provide training to assist jurisdictions with policy development and to disseminate up to date planning procedures and design guidance (addition to item 1.1 of the Complete Streets Implementation Plan).
- > encourage and highlight best practices in reducing death and serious injury (addition to item 1.6 of the Complete Streets Implementation Plan).
- > Develop and disseminate a checklist and/or other tools for project planning. Tools developed in response to this policy will prompt consideration for both complete streets (needs of all roadway users) and safety (identifying and addressing unsafe conditions) concepts (addition to item 1.2 of the Complete Streets Implementation Plan).

Metro may further:

- > Provide technical assistance to jurisdictions in completing Local Road Safety Plans (or other similar safety focused planning efforts) as prompted by FHWA and which improve local standing in State and Federal funding programs. (Pending subsequent consideration and recommendation, would be added as a new item in section 1, Education and Technical Assistance, of the Complete Streets Implementation Plan.)

It should be noted that the Complete Streets Policy offers analogous themes and recommendations for this Street Safety, Data Sharing and Collaboration Policy that should be

highlighted. In particular, the Complete Streets Policy recognized the opportunity for transportation projects to advance a variety of goals, resulting in projects that provide multiple benefits such as reducing the disproportionate impact of urban heat, improving water quality and quantity, supporting more active lifestyles, among others. Transportation improvement projects that address critical safety needs should also consider the feasibility of providing additional benefits to the community to minimize community disruption and leverage investment opportunities.