

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

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Agoura Hills	Agoura Hills' Final General Plan 2035 update	Adopted 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>Policies:</p> <p>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>	http://www.ci.agoura-hills.ca.us/home/showdocument?id=8305
Arcadia	Arcadia General Plan	Adopted 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>	http://www.ci.arcadia.ca.us/docs/circ_infrastructure_element_final_nov-2010.pdf
Artesia	Artesia General Plan 2030	Adopted November 2010	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.	http://ca-artesia.civicplus.com/DocumentCenter/View/226
Avalon	Avalon 2030 General Plan/ Local Coastal Plan	Adopted June 2013	<p>Goals: Balance the needs of all travel modes within the City.</p> <p>Policies:</p> <p>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>	http://www.cityofavalon.com/filestorage/3182/3213/2030_General_Plan_Adopted.pdf
Azusa	Complete Streets Policy	Adopted 10/17/2011	Complete Streets Policy	http://www.smartgrowthamerica.org/documents/cs/policy/cs-ca-azusa-policy.pdf

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Baldwin Park	Complete Streets Policy	Adopted 8/17/2011	Complete Streets Policy	http://eatbettermovemore.org/sa/policies/pdf/text/201110051804330.BaldwinParkCompleteStreets.pdf ;
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>	http://www.cityofbradbury.org/images/Circulation-DRAFT-02-05-2014.pdf
Burbank	Burbank 2035 General Plan update	Adopted 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 Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community. 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 Burbank's complete streets will meet all mobility needs and improve community health. Policy 3.1 Use multi-modal transportation standards to assess the performance of the City street system. Policy 3.2 Complete city streets by providing facilities for all transportation modes. Policy 3.3 Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations. 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. Policy 3.5 Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.</p>	http://www.burbankca.gov/home/showdocument?id=23448

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Calabasas	2030 General Plan	Adopted 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; Recognizes the special mobility needs of seniors, youth, and persons with disabilities.</p>	http://www.cityofcalabasas.com/pdf/documents/gpac/CalabasasFinalGeneralPlan.pdf
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>	http://www.comptoncity.org/images/stories/dept/PED/General_Plan/06-GP_2030_Circulation_Element.pdf
El Monte	General Plan	Adopted June 2011	<p>Goal HW-8 "Living Streets" are developed throughout the City.</p> <p>Policies 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.</p>	http://www.elmonteca.gov/LinkClick.aspx?fileticket=fxX1AXvVXhQ%3d&tabid=660
Hermosa Beach	Living Streets Policy	Adopted 12/5/2012	Complete Streets Policy	http://hermosabeach.granicus.com/Viewer.php?meta_id=115128&view=&showpdf=1
Huntington Park	Resolution No. 2012-18 Complete Streets Policy	Adopted 4/16/2012	Complete Streets Policy	http://www.smartgrowthamerica.org/documents/cs/policy/cs-ca-huntingtonpark-policy.pdf
Industry	General Plan	Adopted 6/12/2014	<p>2.4.2 Complete Streets</p> <p>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.</p>	http://www.cityofindustry.org/?p=city-hall&s=general-plan
La Cañada Flintridge	General Plan	Adopted 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.	https://docs.google.com/a/lcf.ca.gov/viewer?a=v&pid=sites&srcid=bGNmLmNhLmdvdxjaXR5LW9mLWxhLWNhbmFkYS1mbGludHJpZGdlLXNpdGV8Z3g6NmZiNmY3YTEzNzU3YzA2Mw

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La Habra Heights	General Plan	Adopted 1/21/2014	<p>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.</p> <p>RN 1.11 Complete Streets. Implement complete street improvements and maintenance as funding becomes available.</p> <p>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.</p> <p>Identification, funding, and scheduling of roadway improvements including restriping, turning lanes, and intersection widening with modifications for compliance with Complete Streets requirements.</p>	http://www.lahabracity.com//images/lahabra/Community%20Development/!01-LaHabraGP2035_Adopted01-21-14.pdf
Long Beach	General Plan 2035	Adopted October 2013	<p>Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.</p> <p>STRATEGY No. 1: Establish a network of complete streets that complements the related street type.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	http://www.lbds.info/civica/filebank/blobload.asp?BlobID=4112

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Los Angeles City	Mobility Plan 2035	Latest draft on 2/2015	<p>Mobility Plan 2035 incorporates "Complete Streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets.</p> <p>Lay the foundation for a network of Complete Streets and establish new Complete Street standards that will provide safe and efficient transportation for pedestrians (especially for vulnerable users such as children, seniors and the disabled), bicyclists, transit riders, and car and truck drivers.</p> <p>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.</p> <p>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.</p> <p>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.</p>	https://losangeles2b.files.wordpress.com/2015/02/appendix-b1-mobility-2035.pdf
LA County	Los Angeles County General Plan 2035 Update	Latest draft on 3/2015	<p>Goal M1: Street designs that incorporate the needs of all users.</p> <p>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.</p> <p>Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.</p> <p>Policy M 1.3: Utilize industry standard rating systems to assess sustainability and effectiveness of street systems for all users.</p>	http://planning.lacounty.gov/assets/upl/project/gp_draft-march2015.pdf
Manhattan Beach	Mobility Plan	Latest draft on 6/4/2014	<p>Vision of the mobility plan: Plans, maintain and operates mobility systems consistent with the principles of Complete Streets, active living and sustainable community design.</p> <p>Manhattan Beach is considering a Living Streets policy and participates in South Bay Living Streets initiatives. The City is committed to the concepts embraced by the Living Streets policies, and will continue to strive toward planning, maintaining and operating its mobility system in accordance with the principles set forth in both Complete Streets and Living Streets.</p>	http://www.citymb.info/home/showdocument?id=15405

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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>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> <p>Note: Information from Fred Dock, Director of Transportation, City of Pasadena.</p>	http://cityofpasadena.net/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=6442472404&li_bID=6442472371
Pico Rivera	General Plan	Adopted 10/28/2014	Goal 5.1 - Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all user within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.	http://www.pico-rivera.org/civica/filebank/blobdownload.asp?BlobID=30311

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Pomona	General Plan Update	Adopted 3/2014	<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>	http://www.ci.pomona.ca.us/mm/comdev/plan/pdf/GenPlanUpd_03-2011.pdf
	Green Plan	Adopted 11/27/2012	<p>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.</p>	
Rancho Palos Verdes	General Plan Circulation Element	Latest draft on 9/11/2013	<p>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).</p>	http://palosverdes.com/rpv/planning/General-Plan-August-2013/20130827-PC-Approved-Version-Circulation.pdf
Santa Clarita	General Plan Circulation Element	Adopted 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>	http://www.codepublishing.com/CA/SantaClarita/html/SantaClaritaGP/4%20-%20Circulation%20Element.pdf
Santa Monica	General Plan - Land Use and Circulation Element	Adopted 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>	http://www.smgov.net/uploadedFiles/Departments/PCD/Plans/General-Plan/Land-Use-and-Circulation-Element.pdf

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Sierra Madre	General Plan update	Latest draft on 7/30/2014	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. L 47: Improve streets to maintain levels of service, vehicular, cyclists and pedestrian safety.	http://cityofsierramadre.com/general-plan
Signal Hill	General Plan Circulation Element	Adopted December 2009	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. GOAL 2: Provide a safe and efficient roadway system for all users. 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.	http://www.cityofsignalhill.org/DocumentCenter/Home/View/309
South Gate	General Plan - Mobility Element	Adopted 2009	Goal ME 1: Provide and maintain an efficient roadway system serving all parts of the City and support multimodal transportation 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.4 The City should design and operate arterials and intersections for the safe operation of all modes including transit, bicyclists, and pedestrians.	http://www.raimiassociates.com/db_files/projects-general_13_2857951342.zip
West Hollywood	General Plan 2035	Adopted 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.	http://www.weho.org/Home/ShowDocument?id=7932

Last Updated 3/5/2015