

**Los Angeles County Metropolitan Transportation Authority
Recommended Elements of a Complete Streets Policy to Comply with Metro Capital Grant
Programs - DRAFT**

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 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. In order to support regional transportation goals and spur the collective action necessary to meet greenhouse gas reduction mandates and achieve a safer and more sustainable transportation system, the Los Angeles County Metropolitan Transportation Authority (Metro) requires that all local jurisdictions adopt a Complete Streets policy or an adopted General Plan consistent with the Complete Streets Act of 2008 in order to be eligible for future Metro capital grant funding programs. In addition, projects recommended for funding in the 2015 Call for Projects will be required to comply with the requirement above prior to the first programming year. The recommended policy elements below are modeled on the National Complete Streets Coalition elements of an ideal complete streets policy.

Recommended Policy Elements:

Vision: A clear and strong vision that is based on local needs and goals. The vision must include that all transportation improvements will be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users, appropriate to the function and context of the facility.

All Users and Modes: All users (referenced above) will include public transit users and operators, pedestrians, bicyclists, children, persons with disabilities, seniors, motorists, users of green modes¹, and movers of commercial goods.

All Projects/Phases: The policy applies to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, maintenance, operations, or expansion of existing roadways, as well as those that involve new privately built roads and easements intended for public use.

Exceptions: Jurisdictions must prepare a process for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.

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

Network/Connectivity: The transportation system should provide a comprehensive, integrated and connected network of facilities for all modes of travel. A well-connected network should include non-motorized connectivity to schools, transit, parks, commercial areas, and civic destinations.

Jurisdiction: All departments in the jurisdiction whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. As well, the jurisdiction will work in coordination with other agencies, transit districts and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.

Design: The jurisdiction will define and generally follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural area. Project planning, design and construction of complete streets projects should include working with residents, businesses and other stakeholders to ensure that a strong sense of place is maintained.

Performance Measures: Jurisdiction will establish performance measures, and identify a means to collect data for the measures, to evaluate the implementation of the complete streets policy. Examples include tracking the number of miles of bicycle lanes and sidewalks, numbers of street crossings, transit ridership, etc. Specific measures should be listed.

Implementation Next Steps: Jurisdiction will include a list of specific next steps for implementation of the Complete Streets policy. Implementation actions will include that any proposed improvements will be evaluated for consistency with local bicycle, pedestrian, transit, multimodal, goods movement and other relevant plans that affect the right-of-way. Implementation actions will also include that public input on projects and plans will be solicited from stakeholders, including local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as appropriate, as early in the development process as possible.

Visit Metro’s Sustainable Planning web page at www.metro.net/sustainableplanning for links to complete streets resources and best practices. Metro will also be posting a Complete Streets resolution template and a sample local staff report in the future. A jurisdiction that is interested in adopting a Complete Streets Policy resolution can tailor the template to meet its local context and specific needs and bring it to city council for adoption.

Sample

**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;

WHEREAS, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its 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;

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the [Jurisdiction] General Plan circulation will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachment: Exhibit A

DRAFT

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the [City Council/Board of Supervisors] of the [Jurisdiction] on _____, 201_.

COMPLETE STREETS POLICY OF [JURISDICTION]

[Insert VISION statement here.]

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, 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 *[insert other significant local users if desired, e.g. emergency responders, drivers of agricultural vehicles, freight, etc.]*.

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of [Jurisdiction] 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 include sidewalks, shared use paths, bikeways, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such *[insert other accommodations if desired]* [, and those features identified in *insert name of Multimodal Plan, Pedestrian Master Plan, Bicycle Master Plan, if it exists*].

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of [Jurisdiction] 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 construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. Design. [Jurisdiction] will generally follow its own accepted or adopted design standards, including *[list names here]*, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. Network/Connectivity. [Jurisdiction] will incorporate Complete Streets infrastructure into existing streets 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.

3. Implementation Next Steps. [Jurisdiction] will take the following specific next steps to implement this Complete Streets Policy:

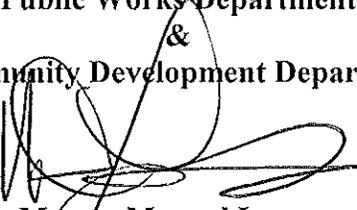
- A. **Plan Consultation and Consistency:** Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
- B. **Stakeholder Consultation:** Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy by [insert jurisdiction] .
- C. *[Add additional specific next steps here.]*

4. Performance Measures. All relevant agencies or departments will perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exceptions

1. Exception Approvals. A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works Director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project. *[Specific exceptions can be listed here. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm).*

ATTACHMENT C
CITY OF BALDWIN PARK COMPLETE STREETS POLICY

<p><u>City of Baldwin Park</u> Administrative Policy # 027</p>	<p><u>Date:</u> Approved by: City Council <u>7/20/11</u></p>
<p><u>SUBJECT:</u> Complete Streets Policy</p>	<p><u>Authority:</u> Public Works Department & Community Development Department</p>  <p>Mayor, Manuel Lozano</p>

The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort of all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

STREET NETWORK / CONNECTIVITY

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.

JURISDICTION

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with the City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction, including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

PHASES

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is not practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

DESIGN

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.

(B) Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

CONTEXT SENSITIVITY

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and other topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail and commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

PERFORMANCE MEASURES

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to those performance measures.

IMPLEMENTATION

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan	Weblink
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

Jurisdiction	Plan/Policy	Status	Complete Streets-Related Language in the Policy/Plan	Weblink
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

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	Weblink
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

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	Weblink
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

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

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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

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