

# ACTIVE STREETS *for California Communities*

Complete Streets are streets for everyone. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make active, healthy living easier as they provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling, and transit use into just about every street. Complete Streets are economically smart: they help save critical municipal dollars, reduce household travel costs, and grow the local tax base.

## COMPLETE STREETS RESOURCES

### *General Information*

- Resources, National Complete Streets Coalition  
[www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources](http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/resources)
- UCLA Institute of Transportation Studies  
[www.lewis.ucla.edu/completestreets/](http://www.lewis.ucla.edu/completestreets/)
- Complete Streets Implementation Resources, Alameda County Transportation Commission  
[www.alamedactc.org/app\\_pages/view/11642](http://www.alamedactc.org/app_pages/view/11642)
- Complete Streets Resource List, American Planning Association  
[www.planning.org/research/streets/resources.htm](http://www.planning.org/research/streets/resources.htm)

### *Model and Sample Policies/Plans*

- ChangeLab Solutions' Model Complete Streets Ordinances, Resolutions, and General Plan Policies  
[www.changelabsolutions.org/childhood-obesity/complete-streets](http://www.changelabsolutions.org/childhood-obesity/complete-streets)
- National Complete Streets Coalition, The Best Complete Streets Policies of 2013  
[www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf](http://www.smartgrowthamerica.org/documents/best-complete-streets-policies-of-2013.pdf)
- Complete Streets Local Policy Workbook, Smart Growth America  
[www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf](http://www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf)
- Complete Streets Policy, Rancho Cucamonga, CA (#10 policy, 2012, National Complete Streets Coalition)  
[www.cityofrc.us/documents/857.pdf](http://www.cityofrc.us/documents/857.pdf)
- Complete Streets Policy, Hermosa Beach, CA (#1 policy, 2012, National Complete Streets Coalition)  
[www.smartgrowthamerica.org/documents/cs/policy/cs-ca-hermosabeach-policy.pdf](http://www.smartgrowthamerica.org/documents/cs/policy/cs-ca-hermosabeach-policy.pdf)
- Complete Streets Policy, Huntington Park, CA (#2 policy, 2012, National Complete Streets Coalition)  
[www.smartgrowthamerica.org/documents/cs/policy/cs-ca-huntingtonpark-policy.pdf](http://www.smartgrowthamerica.org/documents/cs/policy/cs-ca-huntingtonpark-policy.pdf)
- Complete Streets Policy, Oakland, CA  
[www2.oaklandnet.com/oakca1/groups/pwa/documents/marketingmaterial/oak039959.pdf](http://www2.oaklandnet.com/oakca1/groups/pwa/documents/marketingmaterial/oak039959.pdf)
- Complete Streets Policy, Hayward, CA  
[www.smartgrowthamerica.org/documents/cs/policy/cs-ca-hayward-policy.pdf](http://www.smartgrowthamerica.org/documents/cs/policy/cs-ca-hayward-policy.pdf)



- Complete Streets Policy, Livermore, CA  
[www.cityoflivermore.net/documents/CompStreetReso\\_red.pdf](http://www.cityoflivermore.net/documents/CompStreetReso_red.pdf)
- Complete Streets Policy, Austin, TX  
[www.austintexas.gov/departments/complete-streets](http://www.austintexas.gov/departments/complete-streets)
- San Francisco Better Streets Plan, SF Planning Department  
[www.sf-planning.org/ftp/BetterStreets/index.htm](http://www.sf-planning.org/ftp/BetterStreets/index.htm)  
[www.sfbetterstreets.org/why-better-streets/designing-complete-streets/](http://www.sfbetterstreets.org/why-better-streets/designing-complete-streets/)
- Boston Complete Streets, Boston Transportation Department  
[www.bostoncompletestreets.org/](http://www.bostoncompletestreets.org/)
- General Plan Guidelines Update: Complete Streets and the Circulation Element, Governor's Office of Planning and Research  
[www.opr.ca.gov/docs/Update\\_GP\\_Guidelines\\_Complete\\_Streets.pdf](http://www.opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf)

### *Guidelines and Manuals*

- Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians, CALTRANS  
[www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-A-Guide-to-Reconstructing-Intersections-and-Interchanges-for-Bicyclists-and-Pedestrians.pdf](http://www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-A-Guide-to-Reconstructing-Intersections-and-Interchanges-for-Bicyclists-and-Pedestrians.pdf)
- NACTO Urban Street Design Guide, NACTO  
[www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf](http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf)
- Complete Streets Manual, City of Los Angeles, Chapter 9 of the Mobility Plan  
[www.planning.lacity.org/Cwd/GnlPln/MobilityElement/Text/CompStManual.pdf](http://www.planning.lacity.org/Cwd/GnlPln/MobilityElement/Text/CompStManual.pdf)
- Model Design Manual for Living Streets, Los Angeles County  
[www.modelstreetdesignmanual.com/download.html](http://www.modelstreetdesignmanual.com/download.html)
- Complete Streets Resource Toolkit, Sacramento Area Council of Governments  
[www.sacog.org/complete-streets/toolkit/START.html](http://www.sacog.org/complete-streets/toolkit/START.html)
- New York City Street Design Manual, NYCDOT  
[www.nyc.gov/html/dot/html/pedestrians/streetdesignmanual.shtml](http://www.nyc.gov/html/dot/html/pedestrians/streetdesignmanual.shtml)
- Philadelphia Complete Streets Design Handbook, Mayor's Office of Transportation and Utilities  
[www.philadelphiastreet.com/pdf/cs-handbook\\_2013.pdf](http://www.philadelphiastreet.com/pdf/cs-handbook_2013.pdf)
- Pierce County Complete Streets Guide, Tacoma-Pierce County Health Department  
[www.tpchd.org/files/library/dd3e736c065c3b00.pdf](http://www.tpchd.org/files/library/dd3e736c065c3b00.pdf)
- Complete Streets Implementation Resource Guide, Minnesota Department of Transportation  
[www.dot.state.mn.us/research/TS/2013/2013RIC02.pdf](http://www.dot.state.mn.us/research/TS/2013/2013RIC02.pdf)
- Complete Streets, U.S. DOT  
[www.contextsensitivesolutions.org/content/topics/what\\_is\\_css/changing-society-communities/complete-streets/](http://www.contextsensitivesolutions.org/content/topics/what_is_css/changing-society-communities/complete-streets/)
- PEDSAFE, U.S. DOT  
[www.pedbikesafe.org/PEDSAFE/](http://www.pedbikesafe.org/PEDSAFE/)
- BIKESAFE, U.S. DOT  
[www.pedbikesafe.org/BIKESAFE/index.cfm](http://www.pedbikesafe.org/BIKESAFE/index.cfm)

### *Specific to Rural and Small Town Context*

- Rural Areas and Small Towns, National Complete Streets Coalition  
[www.smartgrowthamerica.org/complete-streets/implementation/factsheets/rural-areas-and-small-towns/](http://www.smartgrowthamerica.org/complete-streets/implementation/factsheets/rural-areas-and-small-towns/)



- Complete Streets Work in Rural Communities, National Complete Streets Coalition  
[www.smartgrowthamerica.org/documents/cs/factsheets/cs-rural.pdf](http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-rural.pdf)
- Implementing Complete Streets: Rural Communities and Small Towns, National Complete Streets Coalition  
[www.smartgrowthamerica.org/documents/cs/factsheets/cs-rural-2.pdf](http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-rural-2.pdf)

## SAFE ROUTES TO SCHOOL (SRTS) RESOURCES

Safe Routes to School programs and policies aim to make walking and bicycling to school safe, easy, and fun in order to improve the health and livability of communities. They do so through a combination of engineering, education, encouragement, enforcement, evaluation, and equity strategies.

There is a strong and ever-growing evidence base on the effectiveness of SRTS policies and programs. A 2010 evaluation of SRTS health impacts showed that SRTS programs increased students' physical activity, improved air quality near schools, and helped prevent bicycle and pedestrian injuries.<sup>1</sup>

### *Best Practices for SRTS*

The SRTS National Partnership identifies 5 E's that make SRTS programs successful:

- “Education – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills and launching driver safety campaigns in the vicinity of schools.
- Encouragement – Using events and activities to promote walking and bicycling and to generate enthusiasm for the program with students, parents, staff and surrounding community.
- Engineering – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
- Enforcement – Partnering with local law enforcement to ensure that traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crosswalks and proper walking and bicycling behaviors) and initiating community enforcement efforts, such as crossing guard programs and student safety patrols.
- Evaluation – Monitoring and documenting outcomes, attitudes and trends through the collection of data before and after the intervention(s).”<sup>2</sup>

Given that some communities and neighborhoods are disproportionately exposed to risks from unsafe traffic conditions, poor air quality, and limited bicycle and pedestrian connections, it is also important for Safe Routes to School programs and policies to explicitly address a “sixth E”: Equity.

- Safe Routes to School District Policy Workbook, ChangeLab Solutions and Safe Routes to School National Partnership  
[www.changelabsolutions.org/safe-routes/welcome](http://www.changelabsolutions.org/safe-routes/welcome)
- Safe Routes to School Local Policy Guide, Safe Routes to School National Partnership  
[www.saferoutespartnership.org/sites/default/files/pdf/Local\\_Policy\\_Guide\\_2011\\_hi-res.pdf](http://www.saferoutespartnership.org/sites/default/files/pdf/Local_Policy_Guide_2011_hi-res.pdf)

- School Bicycling and Walking Policies: Addressing Policies that Hinder and Implementing Policies that Help, Safe Routes to School National Partnership  
[www.in.gov/indot/files/TipSheetSBWPolicies.pdf](http://www.in.gov/indot/files/TipSheetSBWPolicies.pdf)
- Sample City Safe Routes to School Policy (City of Portland, OR)  
[www.portlandoregon.gov/transportation/article/373691](http://www.portlandoregon.gov/transportation/article/373691)
- Sample School District Safe Routes to School Policy (Mill Valley School District, CA)  
Board Policy: [www.saferoutestoschools.org/documents/bp\\_5142.2\\_safe\\_routes\\_to\\_schools.pdf](http://www.saferoutestoschools.org/documents/bp_5142.2_safe_routes_to_schools.pdf)  
Admin Reg: [www.saferoutestoschools.org/documents/ar\\_5142.2\\_safe\\_routes\\_to\\_schools.pdf](http://www.saferoutestoschools.org/documents/ar_5142.2_safe_routes_to_schools.pdf)

## BICYCLE PROMOTION

Encouragement is a key component of making communities bicycle-friendly. The League of American Bicyclists defines encouragement as “creating a strong bicycle culture that welcomes and celebrates bicycling.”<sup>3</sup>

A May 2013 research brief entitled “How to Increase Bicycling for Daily Travel” found that bicycle promotion programs are effective tools in increasing the bicycle “mode share”, a term used by transportation planners to describe the proportion of commuters using different “modes” of transportation:

“Programs that promote bicycling may help increase the effectiveness of investments in bicycle facilities. Studies have reported long-term increases in bicycling following bike-to-work days, “ciclovias,” and similar events that close streets to cars for the enjoyment of cyclists, pedestrians, and others.”<sup>4</sup>

### *Best Practices for Bicycle Promotion*

The League of American Bicyclists’ Bicycle Friendly Community program outlines encouragement strategies communities can use to make bicycling more safe, convenient and fun for daily trips. Even if a community isn’t ready to apply for Bicycle Friendly Community status, going through the application can help communities identify strengths and areas for growth.

For the encouragement section of the application, the League’s “Quick Assessment” Tool, asks:

- 1) Does Your Community Have An Up-To-Date Bicycle Map?
- 2) Does The Community Celebrate Bicycling During National Bike Month With Community Rides, Bike To Work Day Or Media Outreach?
- 3) Does The Community Host Any Major Community Cycling Events Or Rides?
- 4) Is There An Active Bicycle Advocacy Group In The Community?<sup>5</sup>

The full application goes into more detail, but these are major areas to consider when developing bicycle encouragement strategies.

- Getting the Wheels Rolling: A Guide to Using Policy to Create Bicycle Friendly Communities  
[www.changelabsolutions.org/bike-policies](http://www.changelabsolutions.org/bike-policies)
- Bicycle Friendly Communities, League of American Bicyclists  
[www.bikeleague.org/content/communities](http://www.bikeleague.org/content/communities)

## WALK PROMOTION

### Parklets

- San Francisco's Pavement to Parks Program  
[www.pavementtoparks.sfplanning.org](http://www.pavementtoparks.sfplanning.org)
- Parklets Popping Up in San Diego  
[www.sdcitybeat.com/sandiego/article-13471-parklets-and-pop-ups.html](http://www.sdcitybeat.com/sandiego/article-13471-parklets-and-pop-ups.html); [northparkmainstreet.com/san-diego-parklet/](http://northparkmainstreet.com/san-diego-parklet/)

### Ciclovía

- Open Streets Project  
[www.openstreetsproject.org](http://www.openstreetsproject.org)
- CicloSDias  
[www.openstreetsproject.org/sandiego/](http://www.openstreetsproject.org/sandiego/)
- CicLAvia (LA)  
[www.ciclavia.org](http://www.ciclavia.org)
- Sunday on Main Open Streets – Santa Ana  
[www.openstreetsproject.org/somos/](http://www.openstreetsproject.org/somos/)
- Open Streets Watsonville  
[www.openstreetsproject.org/watsonville/](http://www.openstreetsproject.org/watsonville/)

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<sup>1</sup> Jill F. Cooper and Tracy E. McMillan, "Safe Routes to School Local School Project: A health evaluation at 10 low-income school," *Safe Routes to School National Partnership* (February 2010).  
[www.saferoutespartnership.org/sites/default/files/pdf/Health\\_Evaluation\\_Feb\\_2010.pdf](http://www.saferoutespartnership.org/sites/default/files/pdf/Health_Evaluation_Feb_2010.pdf).

<sup>2</sup> Safe Routes to School National Partnership, "Local Policy Guide"  
[http://saferoutespartnership.org/sites/default/files/pdf/Local\\_Policy\\_Guide\\_2011\\_hi-res.pdf](http://saferoutespartnership.org/sites/default/files/pdf/Local_Policy_Guide_2011_hi-res.pdf).

<sup>3</sup> League of American Bicyclists, "The Essential Elements of a Bicycle Friendly America," [www.bikeleague.org/content/5-es](http://www.bikeleague.org/content/5-es).

<sup>4</sup> Active Living Research, "How to Increase Bicycling for Daily Travel" *Robert Wood Johnson Foundation*. May 2013.  
[http://activelivingresearch.org/files/ALR\\_Brief\\_DailyBikeTravel\\_May2013.pdf](http://activelivingresearch.org/files/ALR_Brief_DailyBikeTravel_May2013.pdf).

<sup>5</sup> League of American Bicyclists, "Quick Assessment," [www.bikeleague.org/bfa/quick-assessment/community](http://www.bikeleague.org/bfa/quick-assessment/community).