

Complete Streets

The concept of “Complete Streets” supports the convenient and safe travel of all people with streets designed and operated so the work for all users – pedestrians, bicyclists, motorists, and transit riders. The Complete Streets concept recognizes that people walking, bicycling and using transit are part of the transportation system – they are “traffic” and deserve as much consideration as those driving or riding in cars. Complete streets can help support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations.

The Complete Streets Act of 2008 requires California cities and counties to include “complete streets” policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people and disabled people, as well as motorists. Caltrans Deputy Directive 64-R1 for Complete Streets (2008) intends to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

While complete streets vary with the context of the specific community and surrounding land uses, element of a Complete Street may include:

- Sidewalks with landscaped gutters and bulb-outs;
- Clearly marked cross walks with curb ramps;
- Bicycle lanes, shared lanes, or wide paved shoulders;
- Dedicated bus stops with shelters, seating and signs;
- Multi-use paths for pedestrians, cyclists and equestrians;
- Traffic calming measures including roundabouts and traffic circles;
- Well connected, safe and accessible routes for all users of the transportation system.

Complete Streets concepts are included in the 2010 Lake County Regional Transportation Plan in the Overarching Policies, Objective 1: “Support Complete Streets planning to improve connectivity of the transportation system” which includes the following policies:

- Policy 2.1: Pursue funding in partnership with federal, state and local agencies to fund projects consistent with Complete Streets.
- Policy 2.2: Encourage local agencies to adopt complete streets policies and implement complete street strategies and projects.
- Policy 2.3: Incorporate Complete Streets concepts and policies into future planning documents.
- Policy 2.4: Support and encourage transit, pedestrian and bicycle facility planning and facility improvements.

Blueprint Principle	Element Supported by Complete Streets
3. Growth and Development	<ul style="list-style-type: none"> • Create walkable and bike-able neighborhoods
5. Public Infrastructure	<ul style="list-style-type: none"> • Improve the maintenance and safety of existing roads. • Pave roads, add sidewalks, pedestrian lighting, and bike lanes • Add facilities that provide access for disabled persons, such as sidewalk ramps for wheelchairs and scooters • Develop a bike route around the lake • Improve safety of roads for drivers, cyclists, pedestrians and equestrians
7. Recreational and Cultural Resources	<ul style="list-style-type: none"> • Develop trails and paths for hiking, walking, bicycling and equestrian use.

Local Plans and Resources:

- County of Lake General Plan
- 2010 Lake County Regional Transportation Plan (RTP)
- Safe Routes to School Plan
- Lake County Regional Bicycle Transportation Plan

Potential Implementation Actions:

- Incorporate complete streets concepts into project during the initial design phase.
- Prioritize a list of complete streets projects, in coordination with existing and future plans (Safe Routes to School Plan, Regional Transportation Plan, Transit Development Plan, etc.)
- Apply for grants to help fund complete streets projects.
- Require complete streets improvements in new developments.

Examples and Case Studies:

[From Policy to Pavement: Implementing Complete Streets in the San Diego Region](#) (2012) This report is a collaborative effort by local San Diego area planners and traffic engineers who want to encourage the region’s local government to go beyond the minimum level of implementation of Complete Streets, required by State law (AB 1358). Topics include complete streets policy, Level of Service (LOS), CEQA, and an implementation toolbox with information on planning tools and newer street design manuals.

The Summer 2009 issue of “On Common Ground”, a publication of the National Association of Realtors, features the article [“Complete Streets 2009: Pedestrian and](#)

[Bike-Friendly Street Successes](#)” which profiles communities’ efforts to implement complete street policies.

Additional Resources:

The [National Complete Streets Coalition](#) has an extensive collection of resources on Complete Streets, including the [Complete Streets FAQs](#), [Complete Streets: Policy Basics](#) and a collection of [fact sheets](#) on Complete Street issues.

AARP’s [Planning Complete Streets for an Aging America](#) report encourages transportation planners and decision makers to build upon the principles of Complete Streets to address the specific needs of older drivers and pedestrians.

The [Project for Public Spaces](#) developed the “[Placemaker Guide to Transportation](#)” series, a collection of resources to help citizens create vibrant streets and transit facilities in their communities.