Alameda County Transportation Commission

INCORPORATING COMPLETE STREETS PRINCIPLES IN GENERAL PLAN CIRCULATION ELEMENTS

AB 1358 Best Practices Guide

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INTRODUCTION

PURPOSE OF THIS DOCUMENT

This document provides examples of best practices in incorporating complete streets principles in a city or county general plan circulation, transportation, or mobility element. Many of the ideas or examples of language included in this document may also be of use in a specific plan or area plan.

In California, jurisdictions are now required by statute to modify their circulation elements to plan for a balanced, multimodal transportation network that meets the needs of all users. Beyond meeting statutory requirements, incorporating complete streets principles in a circulation element is an integral step in the implementation of an adopted complete streets policy, as circulation elements can play a critical role in setting network priorities, ensuring transportation-land use coordination, and establishing concrete implementation actions and policies.

This document is not intended to establish a definition for what a "complete streets compliant" circulation element looks like. Because "complete streets" are by nature sensitive to local context and because circulation elements fall within the purview of local sovereignty, it is expected that determinations as to whether a circulation element satisfies statutory requirements will be made locally. Rather, than attempt to define a "complete streets compliant" circulation element, this document aims to provide examples of specific policies, actions, and other components from jurisdictions that have updated a circulation element since the introduction of statutory requirements as well as possible items for consideration.

STATUTORY REQUIREMENTS

Assembly Bill 1358 (AB 1358), the Complete Streets Act of 2008, requires that all major updates to circulation elements plan for a multi-modal transportation network that meets the needs of all modes and users. AB 1358 adds the following language to the Government Code Section 65302(b)(2):

> (A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.
>
> (B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Within the Bay Area, the Metropolitan Transportation Commission, as part of Resolution 4035, introduced a requirement that to be eligible for Cycle II of the One Bay Area Grant program, jurisdictions complete the AB 1358 circulation element update by January 31, 2015:

For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by January 31, 2015 (based on a July 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.

DEVELOPMENT OF THIS DOCUMENT

This document was developed through a review of 21 local circulation elements, mobility elements, and transportation elements that have been updated since the passage of AB 1358. These local elements come from jurisdictions that span a range of sizes and land uses contexts (from rural to highly urbanized). Examples of strong language were excerpted from these circulation elements. All selection of examples, underlining of key points, and categorization was performed by Alameda CTC staff using professional judgment. In addition, all explanatory text and examples of "other items for consideration" throughout this document are from Alameda CTC staff and are not intended to be definitive or exhaustive.

SCOPE OF UPDATE

Circulation element updates can take many forms, ranging from the revision and update of select policies to a complete refashioning of the element that involves public participation and spans multiple years. More comprehensive updates of the circulation element are a great time to undertake activities such as developing a street typology that ensures complete networks for all users, revisiting thresholds of significance used in development transportation impact analysis, or developing new performance measures, targets, and monitoring systems. Within a more limited update, there may only be opportunities to revise certain policies and actions, but tasks that might be undertaken as part of a more substantive circulation element can be identified as next step items with specific timelines.

OTHER GUIDANCE

The Governor's Office of Planning and Research has updated its General Plan Guidelines to include complete streets guidance.

ChangeLab Solutions has developed *Model General Plan language on Complete Streets for California Cities and Counties* which includes a model vision statement, goals, objectives, and implementing policies.

National Center for Transit Research at the University of South Florida has developed a report on Multimodal Transportation Best Practices and Model Element.

VISION STATEMENTS

City	Vision Statement
Alameda	"Transportation decisions need to balance moving traffic smoothly with Alamedans much loved quality of life…traffic volume is one of the key concerns of Alamedans, and the TMP recognizes that our city cannot reduce traffic volumes while implementing projects and programs that rely heavily on automotive use only."
Brisbane	"The City of Brisbane will be a place… where citizens can travel safely and comfortably from north to south, from the Mountain to the Bay; Where vehicles, pedestrians and bicyclists can access all parts of the City; Where transit service is reliable and available and there is less reliance on the automobile; Where parking issues have been resolved in both residential and commercial areas; Where transportation well serves commercial and industrial businesses; and Where there is an established rational relationship between land use and circulation in place to guide the City toward the future."
Carlsbad	"The Mobility Element seeks to enhance walking, bicycling, and public transportation systems options within Carlsbad, and improve mobility through increased connectivity and intelligent transportation management. Increasing transportation options and improving connectivity within the city are core values of the Carlsbad Community Vision and also support other core values of the vision, including sustainability, access to recreation and active, healthy lifestyles, and neighborhood revitalization."
Davis	"Davis will be a place where people have safe and convenient options for accessing destinations in an environmentally and economically sustainable manner."
Emeryville	"…an efficient, multi-modal transportation plan, coupled with wise land use planning, is essential to improving quality of life, supporting economic vitality, and reducing greenhouse gas emissions. The TE seeks to create a well-connected network that accommodates cars, public transportation, walking, and biking."
Fremont	"The Element moves the city towards its vision of a multi modal transportation system that provides safe and continent access across the City while connecting Fremont to the region around it. Such a system will balance the historic emphasis on vehicles and roads with a new emphasis on other modes of travel such as walking, bicycling and public transit."
Redwood City	"Redwood City's overarching transportation goal is to establish and maintain a balanced, multi-modal transportation network that gets us where we want to go safely and minimizes environmental and neighborhood impacts."
San Diego	"To improve mobility through development of a balanced, multi-modal transportation network."

Items for Consideration

- **Safety first** - many jurisdictions have adopted policies stating that safety supersedes other goals such as efficiency when the two come into conflict.
    - Example (Seattle DOT): "Our highest priority is safety…Our second priority is mobility."
- **Comfort, convenience, and efficiency** – for many modes or user groups, comfort or convenience may be equally or more important than travel time. References to efficiency by itself may miss these other aspects of the user experience.
- **Transportation as derived demand** - consider vision and goal language that does not discuss transportation as an end in and of itself but rather as a means to achieve connections to needed activities, quality of life, etc.
    - Example: "To use transportation improvements as a catalyst to create quality 'people places,' to promote the downtown experience and to make Orlando a great place to live, work, and play"
- **Mobility vs. access:** language can be reoriented from "mobility" alone to "mobility and access" which better recognizes the viability of locating destinations and people closer to each other as a transportation system strategy. References to mobility can be stated as "mobility of people" and/or "mobility of goods" to clarify that the transportation system exists to facilitate connections.

OVERALL COMPLETE STREETS GOAL

Many circulation elements include a goal, objectives, and/or policies that cut across any particular mode or specific topic and identify a high-level commitment to planning for all users as well as organizational practices needed to ensure a complete streets approach.

GENERAL POLICY STATEMENT IN SUPPORT OF COMPLETE STREETS

Redwood City Policy BE-25.3: Support using the concept of complete streets to design, construct, operate, and maintain city and private streets to enable safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and preferences.

Emeryville T-P-2 The design, construction, operation, and maintenance of city streets shall be based on a "complete streets" concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

Sacramento M 1.2.1 Multimodal Choices. The City shall promote development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation and reduces air pollution and greenhouse gas emissions. *(MPSP/SO)*

Santa Monica T3.1 Include elements [in streets] that contribute to quality from the user's perspective, not just throughput for each mode.

Santa Monica 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.

Long Beach MOP Policy 3-2: Design and manage Long Beach's streets to support public health and safety.

Santa Monica LU19.3 Streets as Open Space. As streets are the City's most extensive open space network, seek opportunities to expand the use of streets, alleys and other public rights-of-way for open space, passive recreational use and landscaping.

UPDATE STANDARDS, PROCEDURES, ORDINANCES, AND OTHER DOCUMENTS TO REFLECT COMPLETE STREET GOALS

Because the General Plan is a policy document, updates will also likely need to be made to city standards, procedures and ordinances, and other documents with regulatory power to ensure implementation of complete streets goals. As such, consideration should be given to identifying the specific standards, procedures, ordinances, etc. that need to be updated and the types of updates needed to reflect complete streets goals in the circulation element.

Redwood City Program BE-62: Street Modification Procedures. Develop standard procedures for evaluating and implementing street modifications that enhance bicycle and pedestrian facilities. Planning for each street modification shall require participation by the public, particularly local residents, business operators, students, property owners, and other stakeholders who will be directly affected by the proposal.

Redwood City Program BE-54: Street Standards. Update and enforce the City's engineering standards for public and private streets to require safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and travel mode preferences when new streets are established or existing streets are modified. High-quality pedestrian facilities (such as sidewalks that provide direct walking routes with adequate width, pedestrian-scale lighting, landscaping, and other appropriate amenities) shall be provided as part of all new development.

Live Oak Implementation Program CIRC-4 Following adoption of the General Plan, the City will revise the Zoning Ordinance, Subdivision Ordinance, and Public Works Improvement Standards, as necessary, to ensure a highly connected transportation system. Revisions to these implementing documents will be consistent with Circulation Element, and will include such item as:

- establish maximum block sizes in residential, mixed-use, and commercial areas;
- require stubbing of streets to adjacent planned development areas;
- establishment of a minimum connectivity index, particularly near Neighborhood Centers and Civic Centers, in order to ensure multiple route choices and emergency access; and,
- specify exceptions to connectivity standards.

Live Oak Implementation Program CIRC-7 Following adoption of the General Plan, the City will revise the Street Design Criteria, as necessary, to implement policy of this Circulation Element. As a part of these revisions, the City will consider pedestrian-friendly street standards, especially for areas where high pedestrian activity is anticipated. The following guidelines should be considered in revisions to the City's Improvement Standards:

- Driveways may be constructed using pervious surfaces (such as porous concrete, porous cement, pavers, turf-blocks), or other designs and materials that reduce stormwater runoff.
- Shared driveways are encouraged in zero lot line, courtyard, and other compact single family residential designs, as well as in multifamily housing.
- Curb radii in new growth areas should be reduced. Consider 15–20 feet for local streets, 20–25 feet for minor collectors, and 25–30 feet for major collectors.
- Street intersections should follow a four-way grid or modified grid pattern.
- Roundabouts and traffic circles can be used to control traffic at intersections, particularly those without a perfect 90-degree orientation.

Carlsbad ME-6 Update the Citywide Facilities and Improvements Plan to ensure consistency between the General Plan and the Citywide Facilities and Improvements Plan. This includes updating the service standards methodologies to reflect a more balanced/multimodal approach.

Alameda 4.3.6.a Review and update multimodal design standards for lane widths, parking, planting area, sidewalks, and bicycle lanes to guide construction, maintenance, and redevelopment of transportation facilities consistent with the street classification system.

Alameda 4.4.1.1. Develop design guidelines for pedestrian access in new development and redevelopment areas, including shopping centers, residential developments, and business parks.

San Jose TR-1.10 Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Functional Classification Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

Santa Monica 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.

Santa Monica Action: Update the Municipal Code to improve public and private standards addressing driveway location, pedestrian-oriented design and pedestrian-oriented lighting.

Santa Monica Action: Create guidelines for major bus stops that include amenities such as real-time bus arrival displays, shade, lighting, trash cans, and benches.

FUNDING AND PROJECT SELECTION

The circulation element can specify that for internal project selection (e.g. to select projects for a CIP or to select projects for which to pursue external funding) projects that provide multimodal benefits will be given priority. The circulation element could also specify a target amount of funding to go to different modes or that projects from all modes be included as part of a CIP.

Davis Performance Objective #4.1: Commit a minimum amount of funding for bicycle programming and infrastructure as identified in the "Beyond Platinum – Bicycle Action Plan".

Redwood City Program BE-39: Transportation Funding Prioritization. Develop an overall policy to prioritize funding and timing for implementing transportation improvements. Consider prioritizing multi-modal projects that provide the most benefit to all users. Also, account for other potential funding sources where feasible.

Live Oak Policy CIRC-2.2 The City and Redevelopment Agency will prioritize transportation investments that better connect neighborhoods to major destinations, with safer and more convenient pedestrian, bicycle, and transit stops and routes.

Alameda 4.4.4.a1. Include Pedestrian Master Plan projects in the Capital Improvement Program.

San Jose TR-1.9 Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.

ADD MULTI MODAL ELEMENTS AS PART OF ALL STREET MODIFICATION PROJECTS

A fundamental tenant of a complete streets approach is to treat every project regardless of phase, size, etc. as an opportunity to make improvements that will benefit all modes. The circulation element can specify that the needs of all users be identified and considered as part of all transportation projects. The circulation element can also establish a policy that certain elements be required in certain circumstances (e.g. sidewalks and bicycle lanes on all new arterial roadways). Finally, the circulation element can commit a city to reviewing the projects currently in a CIP to identify synergies with improvements recommended in a bicycle, pedestrian, or transit plan.

Redwood City Policy BE-26.5: Integrate financing and implementation of pedestrian, bicycle, and electric bicycle/scooter improvement projects with other related street modifications projects.

Redwood City Program BE-43: Bicycle Detection Devices. Review 1) all new traffic signal installations, 2) existing traffic signal modifications, and 3) projects included in the Capital Improvement Plan to include installation of bicycle detection devices where feasible.

Redwood City Program BE-78: Bus Route Street Improvements and Pavement Requirements. Review all capital improvement projects to ensure improvements located on existing and planned bus routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience. As part of routine street maintenance and repair programs, design streets designated as bus routes with a structural pavement cross-section of sufficient strength to accommodate buses. Design the portion of the street used as a bus stop with additional pavement treatment to minimize street deterioration.

Long Beach MOP IM-19: Whenever capital improvement projects are constructed at intersections, vehicle actuation should detect bicycles.

Long Beach MOP IM-33: Routinely integrate the financing, design, and construction of pedestrian facilities with street projects. Build pedestrian improvements at the same time as improvements for vehicular circulation.

Alameda 4.3.2.a Include improvements to pedestrian facilities as part of City transportation improvement projects (streets, bridges, etc.).

Alameda 4.3.3.b Include improvements to bike facilities as part of City transportation improvement projects (streets, bridges, etc.).

Fremont Implementation 3-1.1.B: Multi-modal Rights of Way When major resurfacing projects occur, or where traffic volumes are well below a road's design capacity, consider converting auto lanes on major streets for multiple purposes, such as bus and bicycle travel and carpools.

Fremont Implementation 3-1.5.A: Pedestrian and Bicycle Accommodations on Roadways Require that road improvements incorporate facilities for pedestrians and bicycles in locations identified in the City's Pedestrian and Bicycle Master Plans.

Fremont Implementation 3-1.5.C: Relationship of Road Improvements to Bike and Pedestrian Plans Ensure that roadway improvements do not cause a reduction in existing or planned

capacity for Class I or II bike facilities as identified in the Fremont Bicycle Plan, or a reduction in sidewalk widths that result in an uncomfortable pedestrian environment.

Sacramento M 4.2.1 Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. *(MPSP)*

Sacramento M 5.1.7 Class II Bike Lane Requirements. The City shall require Class II bike lanes on all new arterial and collector streets. *(RDR)*

San Jose TR-2.5 Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.

IMPLEMENTATION TEAM OR COORDINATOR

Redwood City Program BE-40: Complete Streets Coordinator. Designate a citywide bicycle and pedestrian coordinator to administer the planning, funding, prioritization, and implementation of bicycle and pedestrian policies, programs, and supporting infrastructure.

PERFORMANCE MONITORING AND DATA/INFORMATION DRIVEN APPROACH

Performance measurement and monitoring are fundamental to good transportation planning practice, and the circulation element can help ensure that metrics and analyses are aligned with a balanced, multimodal approach. The circulation element can specify that metrics should be aligned with user quality of experience as opposed to throughput or efficiency and that metrics are context sensitive (e.g. different metrics for different types of streets). The circulation element can also identify specific analyses that a jurisdiction will undertake to prioritize scarce resources (e.g. a collision analysis to identify locations for safety interventions). Finally, the circulation element can commit a city to regular data collection and reporting to identify progress towards goals across all modes and users.

Santa Monica T5.2 Include performance criteria for each type of street that consider the street's full range of functions.

Santa Monica T5.3 Include performance criteria that consider the City's transportation system as a whole.

Santa Monica T20.1 Develop and implement clear transportation performance measures that will be publicly reported on a regular basis to help City staff, elected and appointed officials, residents, and other stakeholders understand the components of the transportation system that are working well and where improvements are needed.

Santa Monica T20.2 When balancing the needs of different modes of transportation, consider person capacity and person delay over vehicle capacity and vehicle delay.

Santa Monica T20.3 When considering transportation investments, emphasize lifecycle costing, considering the operating costs and annualized capital costs and comparing these to the benefits to new and existing users.

Alameda 4.1.2.b Monitor the multimodal level of service at major intersections to identify priorities for improvement.

Alameda 4.2.2.d Develop a program that monitors and reacts to traffic volumes on selected city streets to ensure an appropriate distribution of traffic.

Alameda 4.3.2.d 1. Develop criteria to identify intersections where signal priority could be given to pedestrians to improve and encourage pedestrian trips.

Davis Performance Objective #3.2: Reduce the total number of collisions between motor vehicles and bicyclists or pedestrians by 50% by 2035.

Redwood City Program BE-72: Collision Data Evaluation. Develop a program to regularly evaluate traffic collision data. Identify top collision locations for automobiles, bicycles, and pedestrians in Redwood City, and develop appropriate countermeasures.

Redwood City Program BE-61: Pedestrian, Bicycle, and Electric Bicycle/Scooter Counts and Survey. Collect pedestrian, bicycle, and electrical scooter counts as part of routine traffic counts. Quantifying pedestrian, bicycle, and electric scooter activities will measure the amount of pedestrian, bicycle, and electric bicycle/scooter usage throughout the city and assist in determining and prioritizing infrastructure improvement projects. In addition, survey bicyclists and electric bicycle/scooter users regarding their safety concerns.

Turlock 5.3-r Improved bikeway visibility. Use visual cues, such as brightly-colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists and nurture a "share the lane" ethic. Start with areas of town where automobile-bicycle collisions have occurred in the past, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol.

Long Beach MOP IM-54: Collision Data Evaluation. Develop a program to regularly evaluate traffic collision data. Identify top collision locations for automobiles, bicycles, and pedestrians and develop appropriate countermeasures.

Fremont Implementation 3-5.1.F: Journey to Work Data Use the Census Transportation Planning Package (CTPP) and other quantifiable "journey to work" data to ensure that transportation improvements, including changes to transit service, are responsive to actual commute patterns in and out of Fremont.

San Jose TR-2.14 Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and then identify how and when these barriers will be removed. Include top priority pedestrian projects in the annual CIP update. To conduct such a survey consider partnering with SJSU or the community to build relationships with SJSU and/or the community and to facilitate the completion of the survey with limited City resources, and to reduce the cost of staff time required for such a survey.

San Jose TR-2.22 Collect and report pedestrian and bicycle counts, as part of routine manual traffic counts, along roadways and at intersections where bicycles or pedestrians are permitted. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.

PUBLIC ENGAGEMENT

Stakeholder engagement is critical to sound planning. Some circulation elements call for creation of a standing advisory committee to facilitate citizen input while other specify that outreach shall be conducted with affected communities a part of all projects. Consideration should be given to specifying that engagement happen in earlier project development phases such that suggestions can more easily be incorporated.

Redwood City Program BE-79: "Complete Streets" Advisory Committee. Create a "Complete Streets" Advisory Committee to provide opportunities for citizen input on bicycle and pedestrian facilities and planned improvements.

Long Beach MOP Policy 1-6: Involve citizens in transportation planning and project design decisions for improving the city's "commuter streets" and bicycle and pedestrian networks.

Long Beach MOP IM-3: Provide neighborhood and business groups the opportunity to review preliminary plans for major street improvements included in this plan before final design and implementation.

Alameda 4.1.4.a Maintain a public forum, such as the Transportation Commission, to facilitate citizen input on transportation policy.

Sacramento M 4.1.3 Community Outreach. The City shall continue to work with the community on an individual-project basis to identify feasible solutions to lessen the impacts of arterial and collector improvements on local streets. *(PI)*

ENTITLEMENT PROCESS

RETHINK USE OF LOS

Many circulation elements specify that automobile level of service should be used to assess the impacts of land use and transportation projects. Automobile LOS generally fails to capture impacts to other modes and decisions or mitigation measures aimed at protecting automobile LOS frequently lead to promoting automobile throughput at the expense of other modes. Senate Bill 743 specifies that LOS and related vehicle congestion metrics will be replaced as transportation analysis metrics in CEQA; however use of LOS for non-CEQA planning and development approval purposes remains a local decision.

Local jurisdictions have taken a variety of approaches to rethinking their use of LOS. Appendix A summarizes alternative approaches to the use of LOS. Briefly, these approaches include adding language in the circulation element that specifies a flexible approach to use of LOS (i.e. LOS is one of many factors to be considered), exempting certain areas from LOS-based thresholds of significance or holding them to a less strict standard (e.g. downtown areas), requiring the study of metrics that quantify impacts to other modes alongside auto LOS, and committing the jurisdiction to the future adoption of an alternative metrics.

Redwood City Policy BE-29.5: Support re-evaluation of the City's Level of Service (LOS) policies for motor vehicle circulation to ensure efficient traffic flow and balance multi-modal mobility goals.

Redwood City Policy BE-29.6: Develop a new Level of Service (LOS) policy for Downtown that includes the following components:

- Emphasis on pedestrian and bicycle access and circulation
- Maintenance of appropriate emergency vehicle access and response time
- Support for reduced vehicle miles traveled
- Considers, but does not deem, auto congestion Downtown to be an impact

Redwood City Program BE-55: Level of Service Policy Evaluation. Evaluate Redwood City's current Level of Service (LOS) policies for motor vehicle circulation. The evaluation shall consider the following to ensure efficient traffic flow and balance multi-modal mobility goals:

- Maintaining LOS D or better for motor vehicles in all areas of the city, except the Downtown area as defined by the Downtown Precise Plan. In Downtown, no minimum vehicular LOS standard will be maintained but vehicular LOS will be calculated and alternate LOS standards for other travel modes will be established.
- Explore other areas of the city where vehicular LOS standard would either be lowered or eliminated. These areas may include gateway intersections providing access into the city, freeway ramps, or along Transit Streets including the proposed streetcar corridors.
- Consider the effect of potential mitigation measures to improve vehicle LOS on the operations of other travel modes.
- Evaluate the potential for elimination of vehicle LOS as the primary measure of impact assessment for developments in parts or the entire city.

Redwood City Program BE-56: Multi-Modal Level of Service Standards. Develop and adopt multi-modal level of service (LOS) standards that address each travel mode. Vary the standard by facility type, travel mode, and location. This approach will help to apply a preference for selected modes based on the street type and/or location.

Emeryville T-P-3 A "Quality of Service" standard that seeks to optimize travel by all transportation modes shall be developed and used to measure transportation performance. The City does not recognize "Level of Service" (LOS) as a valid measure of overall transportation operations, and sets no maximum or minimum acceptable LOS levels, with the exception of streets that are part of the regional Congestion Management Agency network. (These streets may change, but as of 2008 include San Pablo Avenue, Frontage Road, and Powell and Adeline streets). LOS shall not be used to measure transportation performance in environmental review documents or for any other purpose unless it is mandated by another agency over which the City has no jurisdiction (such as Caltrans, Berkeley, Oakland, and the Congestion Management Agency), and then it shall only be used for the purposes mandated by that agency.

Live Oak Implementation Program CIRC-1 The City will assess transportation impact fees and plan transportation improvements based, in part, on LOS analysis and standards described in this Circulation Element. The City will also explicitly consider the impact of traffic improvements on pedestrian, bicycle, and public transit safety and convenience. The City will allow exceedance of vehicular LOS for future development projects, if necessary. Transportation investments will be implemented according to the following guidance:

- Roadway or intersection widening is a less desirable type of mitigation for traffic impacts and generally should be considered after other options are exhausted.
- The City will seek to improve roadway capacity by timing lights to optimize LOS at congested intersections.
- The City will seek opportunities to decrease congested routes by providing more connectivity and route choice options.

In areas where proposed development would result in exceeding the local LOS standards, the developer(s) shall redesign the project to increase connectivity, enhance bicycle/pedestrian/ transit access, or through other means to meet LOS standards. After all feasible site planning approaches are exhausted, if LOS is still exceeded, projects will contribute on a fair-share basis for street improvements required to bring the areas roadways to within the City's LOS standards. Improvements needed to accommodate new growth shall not be funded by existing city residents or businesses.

In general, traffic mitigation programs in Live Oak will be structured to provide incentives for projects to reduce their per-unit and per-employee trip generation rates. Traffic impact fees for new developments in Live Oak shall not be calculated simply on a per-unit basis, but will consider the number of bedrooms and type of home (townhome, apartment). It is important to take into account the substantial variations in actual trip generation of the full range of residential types. Commercial traffic impact fees shall not be calculated simply on a square footage basis, but will take into account whether the commercial project is designed to attract drivers or oriented toward pedestrians and neighborhoods. Projects that rely on highway traffic have higher traffic generation rates, and therefore relatively higher contribution toward roadway improvements. Retail and service establishments located and designed for pedestrian, transit, and bicycle access will have comparatively lower traffic impact fees. This approach applies to new development rather than redevelopment or the change of use or user in existing developments.

Long Beach MOP Policy 4-2: Support re-evaluation of the City's Level of Service (LOS) policies for motor vehicle circulation to ensure efficient traffic flow and balance multi-modal mobility goals.

Long Beach MOP Policy 4-3: Develop a new Multi Mode Level of Service (MMLOS) methodology for that includes the following components:

- Maintenance of appropriate emergency vehicle access and response time
- Support for reduced vehicle miles traveled
- Emphasis on pedestrian and bicycle access and circulation
- Considers, but does not deem, auto congestion in Downtown or Long Beach Boulevard TOD district to be an impact.

Carlsbad ME-1 Implement Multi-Modal Level of Service (MMLOS) Guidelines to evaluate impacts of individual development projects and any amendments to the General Plan on the city's transportation system. The city shall develop, apply, and update its own MMLOS methodology that reflects the goals and vision for the city related to MMLOS and MMLOS methodologies that develop in the future. Transportation impact analysis guidelines shall reflect the goals and policies of this element so that mutli-modal impacts are evaluated, disclosed and mitigated as necessary to enhance the quality of life in Carlsbad.

Carlsbad ME-2 Implement its MMLOS methodology by evaluating LOS for prioritized modes. The City shall maintain LOS D or better only for prioritized modes of travel by roadway typology as outlined in Table ME-1 and Figure ME-2.

Carlsbad ME-3 Develop and maintain a list of protected intersections and roadways adopted by City Council where the city will not implement motor vehicle capacity improvements to maintain the service goal outlined in Policy ME-3 beyond what is identified as appropriate in build out of the General Plan. To be considered a protected location, the intersection has been identified as built-out by the City Council because:

- acquiring the rights of way is not feasible, or
- the proposed improvements would significantly impact the environment in an unacceptable way and mitigation would not contribute to the nine identified Envision Carlsbad core values, or
- the proposed improvements would result in unacceptable impacts to other community values or General Plan policies
- the proposed improvements would require more than three through travel lanes in each direction

The city shall rely on transportation demand management strategies, non-automotive enhancements (bicycle, pedestrian, transit, train, trails, and connectivity), and the traffic management center as long-term transportation solutions and traffic mitigation measures to embrace the nine identified Envision Carlsbad core values; especially at protected locations. Vehicle capacity enhancing solutions should not be the sole focus as they can have negative impacts on other mode choices or create unnecessary long term maintenance obligations for storm water regulations or pavement maintenance.

Fremont Policy 3-4.2: Variable Level of Service Standards Adopt variable standards for traffic speed and travel delay that recognize the character of adjacent land uses, the functions of different streets, the different modes of transportation on a street or corridor, and other community development goals. The following standards shall apply:

For locations outside of the City Center, Town Centers, and Warm Springs / South Fremont BART Station area (as depicted on the Future Land Use Map), peak hour levels of service for signalized intersections should generally be maintained at Level of Service (LOS) "D" for minor arterials and collector streets, and LOS "E" for regional (CMA network) arterials. The design and construction of new signalized intersections and roadways in areas outside the City Center, Town Centers, and Warm Springs BART Station area should achieve a target operational capacity of midpoint LOS D or better upon completion.

For locations within the City Center, Town Centers, and Irvington and Warm Springs / South Fremont BART Station areas, and within PDA boundaries, peak hour LOS "E" or "F" may be acceptable. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking.

The above policy begins the shift to a more flexible level of service standard that encourages transit ridership, bicycling, and walking. This shift is important not only to achieve the city's Community Character goals, but also to achieve greenhouse gas reduction targets. The policy presumes the continued use of a standard based on vehicle flow, but accepts a greater level of congestion in the Priority Development Areas (PDAs). In the event a development project significantly contributes to traffic congestion in these areas, mitigation may still be required. However, the focus would be on enhancing non-auto modes rather than increasing vehicle capacity. As noted by the implementation measure below, the ultimate intent is to replace LOS measures with new standards that promote non-vehicular transportation.

Fremont Implementation 3-4.2.A: Redefining Level of Service (LOS) Develop new ways of calculating LOS which are based on people rather than vehicles. Such measures could take into account the relative volumes of transit users, pedestrians, carpoolers, and bicyclists passing through an intersection or along a road segment during a given time period and not solely the number of cars. Until new standards are developed, the City will continue to use its current standards and methods for calculating LOS.

Fremont Implementation 3-4.2.B: Multi-Modal Design Adopt a formalized procedure for evaluating and analyzing intersections that considers the needs of each transportation mode and its relationship to adjacent land uses.

Fremont Implementation 3-4.2.C: Improvements to Other Travel Modes Require improvements to transit, bicycle, and pedestrian modes when vehicular improvements would be inconsistent with Policy 3-4.2.

Fremont Implementation 3-4.3.A: Conditions for Allowing Reduced LOS Develop specific findings, conditions, and/or CEQA thresholds for reduced roadway levels of service. Until a new approach for mitigating traffic impacts is developed, existing operating procedures shall be followed.

Sacramento M 1.2.2 LOS Standard. The City shall allow for flexible Level of Service (LOS) standards, which will permit increased densities and mix of uses to increase transit ridership, biking, and walking, which decreases auto travel, thereby reducing air pollution, energy consumption, and greenhouse gas emissions.

- Core Area Level of Service Exemption—LOS F conditions are acceptable during peak hours in the Core Area bounded by C Street, the Sacramento River, 30th Street, and X Street. If a Traffic Study is prepared and identifies a LOS impact that would otherwise be

considered significant to a roadway or intersection that is in the Core Area as described above, the project would not be required in that particular instance to widen roadways in order for the City to find project conformance with the General Plan. Instead, General Plan conformance could still be found if the project provides improvements to other parts of the citywide transportation system in order to improve transportation-system-wide roadway capacity, to make intersection improvements, or to enhance non-auto travel modes in furtherance of the General Plan goals. The improvements would be required within the project site vicinity or within the area affected by the project's vehicular traffic impacts. With the provision of such other transportation infrastructure improvements, the project would not be required to provide any mitigation for vehicular traffic impacts to road segments in order to conform to the General Plan.

- Level of Service Standard for Multi-Modal Districts— The City shall seek to maintain the following standards in the Central Business District, in areas within ½ mile walking distance of light rail stations, and in areas designated for urban scale development (Urban Centers, Urban Corridors, and Urban Neighborhoods as designated in the Land Use and Urban Form Diagram). These areas are characterized by frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development. Maintain operations on all roadways and intersections at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS F conditions may be acceptable, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project.
- Base Level of Service Standard—the City shall seek to maintain the following standards for all areas outside of multi-modal districts. Maintain operations on all roadways and intersections at LOS A-D at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. LOS E or F conditions may be accepted, provided that provisions are made to improve the overall system and/or promote non-vehicular transportation as part of a development project or a City-initiated project.

San Jose TR-1.14 When useful and effective measurement tools have been established by the Institute of Transportation Engineers, develop multimodal level of service (LOS) standards that address all travel modes and include them in the City's Transportation Impact Analysis (TIA) guidelines. Multimodal LOS standards should vary by facility type, travel mode, and location, and should establish a preference for selected modes based on the street type and/or location.

Santa Monica T5.1 Develop project evaluation methodology and transportation impact significance criteria that assess how well individual projects contribute to the overall LUCE goals, as well as how they may negatively impact the transportation network.

Santa Monica Action: Update traffic analysis guidelines and significance thresholds to isolate congestion in the areas with the least negative impact on neighborhoods, neighborhood commercial areas and the Downtown.

IMPROVE ACCURACY OF TRIP GENERATION

Trip generation calculations are an integral part of transportation impact analyses and can greatly influence the number of auto LOS related impacts that a project will identify. Auto LOS impacts in turn frequently lead to consideration of mitigation

measures that increase auto capacity but may have secondary negative impacts for other modes. Research has shown that prevailing trip generation methods may overestimate automobile trip generation in certain land use context (e.g. when a development is in an area with density, land use mixing, priced parking, and/or high multimodal accessibility). Therefore a circulation element can commit a city to working towards using trip generation methods that accurately estimate reduced automobile trip generation under such conditions.

Live Oak Implementation Program CIRC-2 The City will consult with the Sacramento Area Council of Governments to revise the local approach to traffic impact analysis to take advantage of emerging, more sophisticated, land use, density- and design-sensitive modeling techniques. The City will promote the use of land use/transportation modeling that is sensitive to not only land use, but also pedestrian-oriented design. When calculating traffic impacts of development projects, the City will encourage the use of models that show reduced trip-generation rates for higher residential densities. Traffic modeling will be sensitive to the travel demand benefits of building homes and destinations near each other, projects that reduce parking and bring buildings to the street, and other proven land use planning and site design techniques. Modeling and impact assessment will show transportation benefits for projects that provide and promote convenient transit access. Other future methods to reduce Live Oak residents' need to drive will be included in City-approved traffic reports, as appropriate. Projects located and designed to manage travel demand in the City will enjoy correspondingly lower traffic impact fees.

CONSIDER IMPACTS TO OTHER MODES

The circulation element can require that any development impact analysis study impacts to other modes and identify needed mitigations. For instance a development project that generates additional automobile traffic may impact the speed and reliability of bus transit operations or may create more difficult crossings and/or higher stress conditions for bicyclists and pedestrians. The circulation element can also require that any mitigation measure identified in a development impact analysis study secondary impacts to other users (for instance, widening a roadway or lengthening a cycle to improve automobile throughput may increase crossing distances or waiting for pedestrians).

Long Beach MOP IM-36: Include Long Beach Transit early in the City's Site Plan Review process to ensure transit facilities are well integrated into the development project.

Alameda 4.1.2.a Develop multimodal level of service (LOS) standards that development will be required to maintain by encouraging the use of non-automotive modes.

Alameda 4.4.2.d All EIRs must include analysis of the effects of the project on the city's transit, pedestrian and bicycling environment, including adjacent neighborhoods and the overall City network.

Alameda 4.4.2.e EIRs will not propose mitigations that significantly degrade the bicycle and pedestrian environment which are bellwethers for quality of life issues and staff should identify "Levels of Service" or other such measurements to ensure that the pedestrian and bicycling environment will not be significantly degraded as development takes place.

Fremont Implementation 3-4.4.C: Traffic Studies As appropriate, require traffic impact analyses when development is proposed, and use these analyses to identify transportation improvements. Mitigation measures should consider transit, bicycle, and pedestrian improvements as well as road improvements**.**

SITE DESIGN AND CIRCULATION

Redwood City Program BE-48: Smaller Street Blocks. As part of the development review process for redevelopment/reuse of existing developments and for new development, encourage the construction or conversion of larger blocks into smaller blocks separated by a network of narrow short streets and/or pedestrian and bicycle corridors.

Alameda 4.4.1.2. In any new development or re-development, safe and convenient pedestrian connections between major origins and destinations, including connections within the development and between the development and adjacent areas, should be a high priority in evaluating the site plan.

Fremont Implementation 3-2.3.C: Pedestrian Connectivity Use the development review process to require pedestrian connectivity within proposed development and between development and destinations (public facilities, transit, neighborhood commercial uses, parks, etc.) within a one-half mile radius. Require trail or sidewalk right-of-way dedication for development or improvement projects.

Sacramento M 2.1.8 Housing and Destination Connections. The City shall require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops and stations, schools, parks, and shopping centers. *(RDR)*

Emeryville T-P-17 The City will require new development to minimize the number and width of curbcuts for vehicle traffic to reduce vehicle conflicts with pedestrians.

Santa Monica Action: Prohibit driveways on boulevards and major avenues where access is available from a side street or alley.

Santa Monica T25.2 Require that parking be accessed only from alleys, where alley access is available.

Santa Monica T25.3 Minimize the width and number of driveways at individual development projects.

FUND MULTIMODAL IMPROVEMENTS WITH IMPACT FEE

Jurisdictions with transportation impact fees should consider committing themselves to evaluating the program of projects to be funded by the impact fee to assess whether it includes improvements that will benefit all users and all modes.

Redwood City Policy BE-25.6: Ensure that the City's transportation impact fee program provides adequate funding for necessary transportation improvements that will benefit all travel modes,

while also incentivizing development that is less dependent on expensive new transportation infrastructure.

Redwood City Program BE-38: Transportation Impact Fee. Review and, if necessary, update the City's transportation impact fee program to ensure that funding is provided for necessary transportation improvements that will benefit all travel modes.

Emeryville T-P-6 To the extent allowed by law, the City's Traffic Impact Fee shall include bicycle, pedestrian, transit, and road improvements so that development pays its fair share toward a circulation system that optimizes travel by all modes.

Long Beach MOP IM-49: Review and, if necessary, update the City's transportation impact fee program to ensure that funding is provided for necessary transportation improvements that will benefit all travel modes.

Sacramento M 9.1.1 New Development Fees. The City shall assess fees on all new development for all transportation modes to ensure that new development bears its fair share of the costs for new and expanded facilities. *(RDR/FB)*

TDM MITIGATIONS PREFERENCE/IMPACT FEE REDUCTIONS FOR TDM

Redwood City Program BE-70: Transportation Impact Fee Reduction. As part of the City's transportation impact fee program update, reduce transportation impact fees for new developments that demonstrate a commitment to effective TDM strategies. Alternatively, explore the feasibility of providing reimbursements after monitoring shows effectiveness of TDM strategies.

Long Beach MOP IM-48: Ensure that the City's transportation impact fee program provides adequate funding for necessary transportation improvements that will benefit all travel modes, while also incentivizing development that is less dependent on expensive new transportation infrastructure.

Alameda 4.1.6.a.1. Establish peak hour trip reduction goals for all new developments as follows:

- 10 percent peak hour trip reduction for new residential developments
- 30 percent peak hour trip reduction for new commercial developments

Alameda 4.4.2.a Roadways will not be widened to create additional automobile travel lanes to accommodate additional automobile traffic volume with the exception of increasing transit exclusive lanes or non-motorized vehicle lanes.

Alameda 4.4.2.b Intersections will not be widened beyond the width of the approaching roadway with the exception of a single exclusive left turn lane when necessary with the exception of increasing transit exclusive lanes or non-motorized vehicle lanes.

Alameda 4.4.2.e EIRs will not propose mitigations that significantly degrade the bicycle and pedestrian environment which are bellwethers for quality of life issues and staff should identify "Levels of Service" or other such measurements to ensure that the pedestrian and bicycling environment will not be significantly degraded as development takes place.

Alameda 4.4.2.f Transportation related mitigations for future development should first implement TDM measures with appropriate regular monitoring; transit, bicycle and pedestrian capital projects; and more efficient use of existing infrastructure such as traffic signal re-timing in order to reduce the negative environmental effects of development, rather than attempting to accommodate them. Should appropriate regular monitoring indicate that these mitigations are unable to provide the predicted peak-hour vehicle trip reductions, additional TDM measures, development specific traffic caps, or mitigations through physical improvements of streets and intersections, consistent with policy 4.4.2.a and policy 4.4.2.b, may be implemented.

REQUIRE MULTIMODAL IMPROVEMENTS OF NEW DEVELOPMENTS

Redwood City Policy BE-26.6: Require new development projects to provide pedestrian, bicycle, and electric bicycle/scooter facilities that connect to existing and planned pedestrian and bicycle facilities; and require large parking facilities to accommodate pedestrian, bicycle, and electric bicycle/scooter circulation.

Redwood City Program BE-60: On-site Pedestrian, Bicycle, and Electric Bicycle/Scooter Facilities. As part of the project development review process, require developers of new development and redevelopment/reuse projects, including parking facilities, to provide appropriate on-site facilities such as bicycle and scooter storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, and/or pay a pro-rata or other share of the cost of improvements.

Emeryville T-P-16 Walkways that link to streets and adjacent bus stops will be required of new development.

Emeryville T-P-11 Sidewalks shall be provided on both sides of all streets; pedestrian connections between new and existing development is required.

Live Oak Policy CIRC-6.4 New development shall provide transit stops and bus pull-out lanes, consistent with City direction, long-range transit plans, and policies of local transit providers.

Turlock 5.4-k Transit for seniors. Require new community care facilities and senior housing projects with over 25 beds to provide accessible transportation services for the convenience of residents.

Carlsbad ME-22 Require new development to provide secure bicycle parking on-site. Major employers should provide shower and changing rooms for employees.

Sacramento M 5.1.6 Connections between New Development and Bicycle Facilities. The City shall require that new development provides connections to and does not interfere with existing and proposed bicycle facilities. *(RDR)*

San Jose TR-1.4 Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.

San Jose TR-2.8 Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

Santa Monica Action: Update bicycle parking requirements for new development and periodically monitor bicycle parking demand and use demand data to monitor and adjust requirements.

Santa Monica Action: Establish requirements for access to shower and locker facilities for bicycle commuters in new developments.

Fremont Implementation 3-1.7.A: Sidewalk Installation Continue to require developers to finance and install sidewalks, pedestrian walkways, and other pedestrian-oriented features in new development.

CONSIDER GOODS MOVEMENT

Delivery vehicles and other goods movers are an important group of road users. Planning for goods movement as part of the entitlement process ensures that this user group is accommodated and also helps ensure that streets function as intended (minimizing double parking from delivery vehicles, for instance, which can negatively impact the safety of other modes).

Redwood City Program BE-50: Off-Street Loading Requirements. As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with pedestrian, bicycle, or transit access and circulation.

NETWORKS

COMPLETE NETWORKS

Because of limitations in right-of-way, frequently it is not possible to include dedicated facilities for all modes/users on every road. To deal with this issue, circulation elements may take a complete network approach. Under such an approach, all streets should be designed to *accommodate* all modes (unless that mode is prohibited or does not use a street) but not all modes will be *prioritized* on every street. In some cases, a mode may be given priority on a parallel facility that provides similar mobility through the network.

Long Beach MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.

Long Beach 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

Santa Monica T15.3 Strive to maximize the efficiency of the existing automobile infrastructure and manage the major boulevards and avenues so that they provide shorter travel times than parallel minor avenues or neighborhood streets.

STREET TYPOLOGY

Traditional roadway functional classification systems frequently do not recognize how different adjacent land uses or expected mixes of users can lead to wide variability in the right of way allocation, design speeds, etc. that may be preferable for a street. Street typologies are a tool that helps to ensure to identify the function of streets in the overall network, taking into account contextual factors. Street typology development typically involves overlaying component modal networks (e.g. a bicycle network, truck route network, rapid transit network, etc.) to identify synergies and conflicts as well as overlaying land uses to help determine street functions. A circulation element is a great document in which to develop a street typology. Alternatively, a circulation element can commit a city to undertaking a typology exercise that will help identify modal priority on key streets and resolve difficult tradeoffs in constrained rights-of-way.

Emeryville T-P-48 The City will establish equal priority to bicycles and public transit (and discourage through-traffic by other modes) on streets in the vicinity of the Amtrak station that are designated as both Transit Streets and Bicycle Boulevards.

Redwood City Policy BE-29.1: Develop and maintain a roadway network that categorizes streets according to function and type, considering the surrounding land use context.

Long Beach MOP Policy 2-1: Design streets to have a specific role and identity that contributes to the neighborhood's character, while supporting specific functional requirements.

Long Beach MOP Policy 2-2: Design the character and scale of the street to support its street type and place type designation and overlay networks (for example, create a bike boulevard or bicycle-friendly retail district, transit street, or green street

Long Beach MOP IM-1: Develop a street design standards manual to reflect the new street typologies that incorporate the concept of complete streets.

Alameda 4.1.1.a Maintain a consistent multimodal classification system of streets throughout the City that will be the basis for identifying vehicle commuter routes, transit routes, bike lanes, as well as corridors for other modes of transportation.

Alameda 4.3.6.b Identify areas of conflict and of compatibility between modes (e.g. walking, bicycling, transit, automobiles, and people with disabilities). Pursue strategies to reduce or eliminate conflicts, increase accessibility, and foster multimodal compatibility.

Sacramento 4.4.1 Roadway Network Development. The City shall develop a roadway network that categorizes streets according to function and type, as shown citywide on Figure M-2A and in the core area on Figure M-2B, considering the surrounding land use context. Figure M-3A and Figure M-3B show the number of existing and proposed through travel lanes citywide and in the core area, respectively.

Santa Monica T4.2 Ensure that travel by bicycle and transit is time-competitive with autos.

Santa Monica Action: Establish target speeds for each street classification.

IMPROVE/PROMOTE STREET GRID/CONNECTIVITY

Street connectivity greatly improves the viability of non-motorized modes by reducing distances that travelers must detour from a "straight-line" path. The circulation element can include policies to promote street connectivity such as discouraging large blocks or cul-de-sacs or promoting new streets or pathways that will result in a finer grid.

Santa Monica T9.9 Require large property development (defined as greater than one typical city block) to provide through access for bicyclists and pedestrians.

Emeryville T-P-13 Pedestrian routes will be provided across large blocks, pursuing creative options if necessary such as purchasing private alleys, designating pathways through buildings, and acquiring public access easements.

Live Oak Policy CIRC-1.2 Block length should be limited in new residential and mixed-use development areas to accommodate pedestrians and bicyclists, with smaller block lengths in and around Neighborhood and Civic Centers.

Live Oak Policy CIRC-1.3 Where cul-de-sacs are allowed, they must allow emergency and bicycle/pedestrian through access, where appropriate.

Live Oak Policy CIRC-1.4 The maximum allowable length of a cul-de-sac is 500 feet unless an exception is approved by the Community Development Director in consultation with relevant emergency service providers.

Live Oak Policy CIRC-1.5 No property subdivision may have more than 25 percent of the total public street length in cul-de-sacs unless an exception is granted by the Community Development Director based on findings related to such issues as the small size of the subdivision, the infill location, or the location of the subdivision next to the railroad or Highway 99.

Live Oak Policy CIRC-2.3 The City will seek funding and consult with property owners to increase connectivity in existing neighborhoods by constructing new roads and/or bicycle/pedestrian paths at the end of dead-end streets and cul-de-sacs in the existing developed areas.

Sacramento M 1.3.1 Grid Network. The City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that provides for a well-connected, walkable community, preferably as a grid or modified grid. *(RDR)*

Long Beach OP Policy 1-5: Recognize the important function of alleys in the transportation network. Consider alleys, especially continuous alleys, a valuable resource for pedestrian connectivity, access to abutting properties for loading and unloading, locate utilities, and store/dispose of waste.

Turlock 6.3-e Block size and maximum street spacing. Streets in neighborhoods should be designed to maximize connectivity for automobiles, cyclists, and pedestrians. Maximum spacing between local streets, or intersections of local streets with larger roads, shall be 660 feet. The preferable, typical block size in a residential neighborhood is in the range of 200 by 600 feet. As a condition of project approval, require circulation patterns of all residential and neighborhood centers to conform to maximum spacing between through-streets (exclusive of alleys), as depicted in Figure 6-5 and Section 5.2, unless access conditions and standards prevent their attainment. Cul-de-sacs are generally discouraged.

Additional Items for Consideration

- Consider the viability of converting downtown one way streets to two way streets, which can calm traffic and can improve route directness.

ROADWAYS

CONTEXT SENSITIVITY IN ADDITION TO FUNCTIONAL CLASSIFICATION

Circulation elements should consider adding policies that relate decisions about design and operation of streets to the locational context, rather than accepting default parameters based on roadway functional classification.

Live Oak Policy CIRC-3.5 In areas with high pedestrian activity, streets should be relatively narrow and curb radii should be designed to promote pedestrian safety and convenience, while also ensuring adequate emergency access.

Fremont Implementation 3-1.2.A: Streetscape Design Standards Maintain design standards or guidelines for streetlights, landscaping, street furniture, and other roadway features that enhance the identity of Fremont's neighborhoods, with due consideration given to maintenance needs and operational costs.

Fremont Policy 3-4.1: Relating Vehicle Speed to Reflect Land Use and Community Character Manage traffic on arterials and collectors to reduce unnecessary travel delays and maintain efficient vehicle flow. However, auto speed and convenience may be diminished in some locations in order to achieve a more liveable, walkable, and attractive community. In general, lower vehicle speeds will be encouraged in pedestrian-oriented areas such as the Town Centers and City Center. Roadway design and operation in these areas should emphasize community character, access to adjacent commercial and mixed land uses, and the accommodation of multiple travel modes, rather than vehicle speed.

IDENTIFY ROAD DIET OPPORTUNITIES

Redwood City Program BE-57: **Pedestrian Enhanced Design (PED) Criteria.** Establish criteria to identify roadways for implementing pedestrian enhanced design. Conduct engineering studies to determine feasibility of implementing PEDs that provide multi-modal amenities within the public right-of-way by reducing the number and/or width of travel lanes on the following streets that are projected to have excess vehicle capacity.

Long Beach MOP Policy 2-12: Identify and analyze roadways where it may be possible to preserve the level of service while eliminating a vehicle travel lane to create a bike lanes or adding width to the curb lane for a new or improved bike lane.

Long Beach MOP IM-34: Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.

Carlsbad ME-7 Investigate incorporating bicycle lanes and sidewalk infrastructure within the city as part of any planning or engineering study, private development, or capital project if bicyclist or pedestrians are a Prioritized or Non-Prioritized mode. Additionally, for existing four-lane roadways currently carrying or projected to carry 25,000 average daily traffic volumes or less, the city shall evaluate implementing a road diet to three (one in each direction with a two-way

left-turn lane) or fewer lanes on those roadways (a road diet would allow more of the nine identified Envision Carlsbad core values to be experienced by the community).

Fremont Implementation 3-3.1.B: Narrower Streets Where aesthetic, safety, and emergency access considerations can be addressed, design streets only as wide as required to provide all necessary functions in new development to create a less auto-oriented, more pedestrian-friendly street environment.

Sacramento M 5.1.9 Conversion of Underused Facilities. The City shall convert underused rights-of-way along travel lanes, drainage canals, and railroad corridors to bikeways wherever possible and desirable. *(MPSP/SO)*

Sacramento M 4.2.6 Identify Gaps in Complete Streets. The City shall identify streets that can be "more complete" either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets. *(PSR)*

San Jose TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e., road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.

STREETS AS PUBLIC SPACES

Streets often comprise a significant share of a city's public space. As such, a complete streets approach frequently includes the recognition that streets exist not just to facilitate travel but also to facilitate social interaction, commerce, events, and even can act as green space.

Long Beach MOP Policy 2-7: Treat streets as an important part of the public open space system, and integral part of the city's urban forest.

Long Beach MOP Policy 2-10: Support the temporarily closure of streets for community and commercial activity that encourages residents to see their streets as public spaces and promote biking and walking in the city.

Santa Monica LU1.6 Complete Green Streets and Open Spaces. Encourage neighborhood streets to function as neighborhood gathering places that promote sociability and human interaction, and feature pedestrian- and bicycle-friendly design, within a rich canopy of street trees and parkway landscaping.

MANAGE SPEEDS AND TRAFFIC VOLUMES

High automobile speeds and traffic volumes can create a less inviting street for other users and also diminish neighborhood or commercial district quality of life. The

circulation element can establish policy commitments to the use of traffic calming techniques to moderate speeds and discourage vehicles from using certain streets. The circulation element can also propose the creation of a traffic calming program through which residents propose locations traffic calming improvements.

Redwood City Program BE-47: Neighborhood Traffic Management Program. Update the City's Neighborhood Traffic Management Program to formalize:

- Comprehensive strategies to improve safety and livability of local and collector streets
- Procedures that can uniformly be applied to all neighborhoods to identify and prioritize traffic management measures
- A program that can be clearly followed by residents, City staff, and other stakeholders

Emeryville T-P-47 The City supports "traffic calming" and other neighborhood traffic management techniques to enhance the quality of life within existing neighborhoods and to discourage through-traffic on bicycle boulevards and local streets.

Long Beach MOP IM-9: Use neighborhood traffic control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them.

Alameda 4.2.2.b Maintain a Traffic Calming Toolbox, as described on the City Website, and implementation program.

Alameda 4.2.2.b.1. Integrate traffic calming elements into new facility design and as appropriate, modify existing facilities to enhance traffic systems management.

Fremont Implementation 3-4.5.B: Funding Traffic Calming Develop a plan for funding traffic calming improvements in the city, including identification of potential sources. The City will pursue creative approaches to fund traffic calming, such as the use of traffic impact fees, and grants from non-traditional sources such as the US Department of Justice, and police and firefighter federal grant programs.

Sacramento M 2.1.11 Speed Management Policies. The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for pedestrians. *(RDR/PS)*

Sacramento M 5.1.5 Speed Management Policies. The City shall develop and implement speed management policies that support driving speeds on all city streets that are safe for bicyclists *(RDR/PS)*

San Jose TR-5.7 Implement the City's Neighborhood Traffic Management Program that formalizes comprehensive strategies to enhance safety and livability along local and collector streets.

RE-ENVISION STATE HIGHWAYS AS MAIN STREETS

Live Oak Policy CIRC-7.1 The City will consult with Caltrans, SACOG, and other relevant agencies to plan, fund, and implement context-sensitive design solutions along SR 99 that calm traffic,

enhance aesthetics, and improve pedestrian safety and convenience, consistent with this General Plan.

Live Oak Policy CIRC-7.2 The City will encourage and support narrower lanes for SR 99 between Kola Street and Archer Avenue, as one way to increase safety and encourage slower traffic.

Live Oak Policy CIRC-7.4 The City will limit new direct access points to SR 99 and will encourage new development along SR 99 to provide driveway access from local streets instead of the highway.

Live Oak Policy CIRC-7.5 The City will improve the safety and convenience of pedestrian activity along SR 99 and crossings of SR 99 in and around the downtown core area, as funding is available.

MANAGE CONGESTION

To the extent that the circulation element discusses the need to address vehicle congestion, it should consider framing this discussion in terms of managing congestion rather than constructing sufficient capacity to accommodate congestion.

Santa Monica T15.1 Reduce automobile trips starting or ending in Santa Monica, especially during congested periods, with the goal of keeping peak period trips at or below 2009 levels.

CONSTRUCTION ROUTES

Alameda 4.1.1.m Develop a set of design criteria for safe passage of transit users, bicyclists, pedestrians, and people with disabilities through or around construction sites.

Items for Consideration

- Consider a policy regarding selecting signal progression speeds on corridors with coordinated traffic signals, such as specifying that signal progression speeds will be selected to maximize safety and/or convenience for environmentally sustainable modes.
- Consider committing to the update of street design guidelines, including considering recommended and permissible dimensions related to street widths, curb radii, etc.
- Consider policies related to rolled curbs which allow and may encourage vehicles to park on sidewalks.

INTERSECTIONS

DESIGNING INTERSECTIONS TO ACCOMMODATE ALL MODES

Sacramento M 2.1.10 Safe Pedestrian Crossings. The City shall improve pedestrian safety at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulbouts, or median refuges that reduce crossing widths, and/ or audio sound warnings. *(SO)*

Redwood City Policy BE-26.16: Encourage pedestrian activity by installing, maintaining, and where appropriate, enhancing existing crosswalks at both midblock locations and all approaches of major intersections where feasible and where enhanced traffic control devices or roadway amenities would improve pedestrian access and safety.

Emeryville T-P-12 The City will plan, upgrade, and maintain pedestrian crossings at intersections and mid-block locations by providing safe, well-marked crosswalks with audio/visual warnings, bulb-outs, and median refuges that reduce crossing widths.

Monterey Policy d.5. Design intersections to improve pedestrian safety, minimize pedestrian crossing distances, and reduce signal time needed to serve non-vehicle movements.

PRIORITIZE TRANSIT AT INTERSECTIONS

Long Beach MOP IM-44: Continue to implement transit-priority traffic signals.

Alameda 4.1.6.c3. Work with transit agencies in linking their ITS infrastructure to enhance operational efficiency along the City's egress and ingress corridors.

Sacramento M 3.1.7 Transit Amenities. The City shall work with transit providers to incorporate features such as traffic signal priority, queue jumps, exclusive transit lanes to improve transit operations. *(MPSP/SO/IGC)*

San Jose TR-3.6 Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.

San Jose TR-12.6 Work with VTA to implement transit vehicle priority that allows buses to travel on-schedule and provide reliable service.

SIGNAL TIMING AND DETECTION

Alameda 4.1.1.3 Modify signal timing as required to provide pedestrians with sufficient crossing time and minimize pedestrian/vehicle conflicts.

Alameda 4.3.2.d 1. Develop criteria to identify intersections where signal priority could be given to pedestrians to improve and encourage pedestrian trips.

Fremont Implementation 3-1.6.C: Pedestrian Crosswalks at Signalized Intersections Provide enhanced pedestrian crossing times at locations with high pedestrian volumes and with large numbers of special needs and/or elderly residents. Install "countdown crosswalks" to improve the safety of pedestrian crossings. Also, consider the use of diagonal crosswalks at appropriate locations which require motorists in all directions to periodically stop for pedestrian crossings from all four corners of an intersection.

San Jose TR-2.6 Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.

TREATMENTS FOR BICYCLISTS

Santa Monica T9.4 Consider replacing stop signs on bikeways with other design features that encourage safe auto speeds and clarify intersection right-of-way among users

ITS

Circulation elements can consider including policies that encourage the use of ITS to improve vehicle traffic flow as an alternative to adding turning pockets or lengthening signal cycles which may disadvantage other users. Circulation elements can also consider including policies that ITS elements such as detection or signal priority be included to identify and/or prioritize transit, bicyclists, or pedestrians at key locations.

Redwood City Policy BE-29.4: Encourage implementation of Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems.

Redwood City Program BE-66: Intelligent Transportation System. Conduct a study of Intelligent Transportation Systems (ITS) strategies, such as adaptive signal controls, real-time transit information, and realtime parking availability information, which may maximize the efficiency of the existing transportation systems throughout Redwood City. Implement those improvements that would be most effective.

Alameda 4.1.1.o.1 Employ transportation system management measures to improve traffic and transit movements and safety for all modes of travel. For example, coordinating and synchronizing signals.

Alameda 4.1.6.b Identify locations where signal coordination could be employed to improve traffic flow and reduce vehicle emissions.

Alameda 4.1.6.c.2. Collaborate with neighboring jurisdictions such as Oakland and San Leandro to ensure a coordinated approach to ITS implementation.

San Jose TR-5.2 Implement Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems through advanced technologies, such as adaptive signal controls, real-time transit information, and real-time parking availability.

San Jose TR-12.2 Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

San Jose TR-12.8 Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.

Items for Consideration

- Consider a policy that discourages intersections where pedestrian crossing is not permitted on all legs.
- Consider a policy that encourages intersection design to be compact and to utilize 90 degree angles when possible (oblique angles can encourage speeding and reduce visibility).

TRANSIT

GENERAL POLICY STATEMENT

Alameda 4.1.1.e Support a convenient, cost-effective public transit system to serve the mobility needs of all segments of the population, including citizens with disabilities, to and from major destinations in Alameda and throughout the region.

HIGH QUALITY BUS STOPS

Emeryville T-P-31 The City will develop and implement transit stop amenities such as pedestrian pathways approaching stops, benches, traveler information systems, shelters, and bike racks to facilitate transit stops as place-making destinations and further the perception of transit as an attractive alternative to driving.

Long Beach MOP Policy 2-6: Ensure high-quality on-street access to transit stops and stations

Fremont Implementation 3-1.3.A: Bus Stop Locations Work with transit providers to ensure that bus stops and shelters are sited in appropriate locations and are designed to maximize rider comfort and safety.

SHUTTLES

Redwood City Policy BE-27.7: Pursue expanding the community-serving shuttle program to access neighborhoods throughout Redwood City.

Redwood City Program BE-64: Community Shuttle Study. Conduct a feasibility study of providing and funding community-serving shuttles to health facilities, community centers, parks, libraries, schools, and neighborhoods throughout Redwood City, including Redwood Shores. Consider specific routes and fares that facilitate use of a shuttle by seniors and teens. Likely destinations for both of these groups may include parks, centers, community libraries, theaters, and shopping destinations.

Fremont Implementation 3-2.12.A: Downtown Shuttle Explore the use of public-private partnerships to develop a new circulator service between the Fremont Hub, Kaiser and Washington Hospitals, the future Downtown development, the BART station, schools, recreational facilities, and other destinations in Fremont's City Center.

LOCATE TRANSIT ACCORDING TO DEMAND

Redwood City Policy BE-27.1: Locate bus, shuttle, and rail services on designated streets as near as possible to areas with the highest ridership potential.

Live Oak Policy CIRC-6.5 Transit stops will be focused in Neighborhood Centers, Civic Centers, near schools, employment centers, retail establishments, parks, retirement communities, and in the downtown core area.

Santa Monica T13.2 Locate rail stations in areas that support existing or future transit-oriented development patterns and uses, thereby increasing the potential for transit use.

DESIGN ROADWAYS THAT ACCOMMODATE TRANSIT VEHICLES

Redwood City Policy BE-27.3: Provide for roadways designated as transit routes to accommodate transit vehicle circulation and adequate access to and from transit stops.

Long Beach MOP IM-47: Review all capital improvement projects to ensure improvements located on existing and planned bus routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience.

Fremont Policy 3-1.3: Transit-Friendly Street Design As appropriate, apply street design and development standards that require transit-supportive facilities such as bus stop curb extensions, bus shelters, benches, lighting, sidewalks, and convenient access to bus stops.

Fremont Implementation 3-1.3.B: Designing With Transit Utilize guidelines provided by transit providers for accommodating transit vehicles on city streets and incorporating transit facilities into new development and redevelopment.

PRIORITIZING TRANSIT

Sacramento M 3.1.15 Dedicated Bus Facilities. The City shall support the provision of dedicated bus lanes and related infrastructure as appropriate. *(MPSP)*

Emeryville T-P-30 The City will undertake a study to enhance transit mobility, including feasibility of transit-only lanes (dedicated, peak-hours only/shared with automobiles at other times, or converted from parking lanes to transit-only during peak hours), especially along congested transit streets, to provide walking access from most of the city, and connect major destinations within Emeryville and to BART.

DEVELOPER CONTRIBUTIONS

Redwood City Policy BE-27.5: Require that new development and projects improve access to and accommodations for public transit.

Redwood City Program BE-45: Bus Facilities Funding. As part of the project development review process, require developers of new building and redevelopment/reuse projects located along bus routes to pay their fair share of the cost of providing improved bus stop facilities and related street furniture or, where appropriate, dedicate land for improved bus stop facilities. If new streets are proposed as part of new developments, determine the suitability of expanding transit service. If appropriate, the new streets shall be designed to accommodate transit vehicles and provide appropriate amenities.

Live Oak Policy CIRC-6.4 New development shall provide transit stops and bus pull-out lanes, consistent with City direction, long-range transit plans, and policies of local transit providers.

FARE INCENTIVES

Emeryville T-P-34 The City will continue to support free and/or subsidized transit for both local travel within the City and travel to the regional hubs located at the Amtrak Station, the MacArthur BART station, and San Pablo Avenue at 40th Street.

Fremont Implementation 3-2.9.C: Transit Passes in Transit-Oriented Development Adopt requirements or incentives for commuter passes and transit vouchers in new transit-oriented development as a way to promote transit ridership, reduce commute costs, and increase the affordability of housing.

Sacramento M 3.1.4 Reduced Transit Fares. The City shall work with Regional Transit to reduce fares within certain high density/intensity areas (e.g., Central Business District) of the city to facilitate increased transit ridership. *(IGC)*

Santa Monica T14.2 Encourage all schools and major employers to provide prepaid access on the Big Blue Bus (BBB) and Metro systems for all of their students and employees.

TOD/TRANSIT SUPPORTIVE DESIGN

Emeryville T-P-36 The City supports Transit-Oriented Development with reduced parking requirements, and amenities to encourage transit use and increase pedestrian comfort around the Major Transit Hubs at the Amtrak station and the 40th Street/San Pablo Avenue intersection.

Sacramento M 1.3.5 Connections to Transit Stations. The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrianway improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. *(MPSP/SO)*

INFORMATION

Long Beach MOP IM-38: Actively support and assist Long Beach Transit's expansion of real-time transit information at bus shelters and expand smart phone applications and other new technology.

Santa Monica T13.6 Incorporate real-time information systems so that passengers will know when their bus is expected to arrive. Such technologies include online applications and changeable message signs at major bus stops.

CONSULT WITH TRANSIT OPERATOR DURING PROJECT REVIEW

Long Beach MOP IM-36: Include Long Beach Transit early in the City's Site Plan Review process to ensure transit facilities are well integrated into the development project.

Sacramento M 3.1.10 New Facilities. The City shall work with transit providers to incorporate transit facilities into new private development and City project designs including incorporation of

transit infrastructure (i.e., electricity, fiber-optic cable, etc.), alignments for transit route extensions, and new station locations. *(MPSP/IGC)*

COORDINATE WITH TRANSIT OPERATOR TO ENSURE INTERMODALITY AND MAJOR DESTINATIONS REACHED

Long Beach MOP IM-39: Actively support and assist Long Beach Transit's establishment of mini-transit hubs throughout the City that provide multimodal connectivity.

Long Beach MOP IM-40: Establish inter-transit agency transit hubs and Park and Rides in northern half of the City.

Fremont Implementation 3-2.6.A: Bus Transit Improvements Work with local bus transit providers to improve service levels in Fremont, and to adjust routes to maximize access to transit by persons who live or work in Fremont. A priority should be placed on improving feeder service from neighborhoods to BART, improving service between the five Town Centers, improving north-south service on Fremont Boulevard, closing service gaps in the Ardenwood and Warm Springs areas, and providing better service to local institutions. Improving feeder service to BART is particularly important, as it can reduce the necessity of driving to the BART station. This can reduce parking demand around BART, as well as overall vehicle miles traveled.

Fremont Implementation 3-2.8.A: Schedule Coordination Work with different transit agencies to coordinate scheduling, ticketing, and routing to facilitate intermodal connections and timed transfers.

Santa Moncia T13.4 Design and locate rail stations to support bus access and to reduce the "transfer penalty" between buses and rail.

PARK AND RIDE LOTS

Alameda 4.1.7.c Work with retail development to set aside existing parking areas as well as develop and promote mode transfer points, such as park-and-ride lots, to enhance the use of alternative modes of transportation and to assist the development of an intermodal transportation system.

BUILT IN MECHANISM FOR TRANSIT OPERATOR COORDINATION

Alameda 4.3.6.c Maintain a committee (such as the Interagency Liaison Committee) that works with transit service providers to resolve transit-related problems.

Santa Monica T13.9 Develop all neighborhood, area or specific plans within Santa Monica to identify areas where transit service, access and amenities can be improved.

TRANSIT FOR ALL

Redwood City Policy BE-27.10: Maintain and improve access and mobility for the mobility impaired population groups such as youth, the disabled, and seniors.

San Jose TR-3.4 Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

PROMOTION

Emeryville T-P-28 Existing public transit to BART, Amtrak, and regional destinations will be supported, and transit within Emeryville for residents, workers, and visitors will be promoted.

Turlock 5.4-j Transit services marketing. Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

Items for Consideration

- For larger cities, consider specifying a numeric threshold for when transit will be prioritized on a street, for instance when a certain person-throughput level is reached.
- Consider including a policy related to place-making features and amenities near major transit stops or hubs.
- Consider including a policy related to requiring that any roadway project explore opportunities for stop consolidation or relocation (e.g. from the nearside to farside of an intersection)
- Consider including a policy that roadway designs on streets with existing or planned bus routes shall seek to minimize the requirement for buses to pull out of and into travel lanes to access bus stops.

BICYCLE AND PEDESTRIAN

DEVELOP MASTER PLANS AND OTHER LOCAL PLANNING PRIORITIES

Long Beach MOP Policy 2-14: Regularly update the Bicycle Master Plan to maintain a comprehensive plan to vigorously expand bicycle facilities throughout Long Beach to create a full network of connected and safe and attractive bikeways and supporting facilities for both transportation and recreation.

Long Beach MOP Policy 2-15: Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.

Sacramento M 2.1.1 Pedestrian Master Plan. The City shall maintain and implement a Pedestrian Master Plan that carries out the goals and policies of the General Plan and defines: the type and location of pedestrian-oriented streets and pathways; standards for sidewalk width, improvements, amenities, and street crossings; the schedule for public improvements; and developer responsibilities. All new development shall be consistent with the applicable provisions of the Pedestrian Master Plan. *(MPSP)*

Turlock 5.3-u Bikeway improvements in infill areas. To address the Priority Infill Bikeway Improvement Areas indicated on Figure 5-3, complete a feasibility study within two years of the General Plan's adoption that identifies planned improvements and analyzes the cost and process associated with implementing those improvements. The feasibility study shall evaluate the identified areas for safety concerns and identify the minimum improvements necessary to address safety and usability issues. Funding for the feasibility study shall be provided through inclusion in the CFF.

San Jose TR-2.14 Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and then identify how and when these barriers will be removed. Include top priority pedestrian projects in the annual CIP update. To conduct such a survey consider partnering with SJSU or the community to build relationships with SJSU and/or the community and to facilitate the completion of the survey with limited City resources, and to reduce the cost of staff time required for such a survey.

GAP CLOSURE/CONTINUOUS NETWORK/MAJOR BARRIERS

Redwood City Policy BE-26.19: Expand the bicycle system to provide a continuous system within Redwood City by eliminating missing segments. Additionally, provide continuous bicycle facilities, where appropriate, through eliminating parking on one or both sides of the street and/or other roadway modifications. If exclusive bicycle facilities (i.e. Class I or II) are not feasible, provide shared facilities by posting appropriate signs and shared lane markings.

Emeryville T-P-11 Sidewalks shall be provided on both sides of all streets; pedestrian connections between new and existing development is required.

Redwood City Program BE-42: Pedestrian Connectivity. Develop a plan to maintain and enhance existing pedestrian walkways through the city that connect neighborhoods to parks, schools, other public/quasipublic facilities and key destinations. Work with adjacent property

owners to identify creative methods of preventing associated issues of security, vandalism, and litter. Eliminate walkways only to improve pedestrian safety.

Alameda 4.3.2.c Identify gaps and deficiencies in the City's existing pedestrian network and develop strategies to rectify them.

Alameda 4.3.2.c.1. Wherever possible, establish facilities on all natural pedestrian routes (both sides of streets and drives, along visually direct lines to major destinations, etc.).

Alameda 4.3.2.C.2. Establish a program to plan for future pedestrian paths to connect streets, alleys, paths, etc., that are cut off from others (e.g., at the end of a cul-de-sac).

Alameda 4.3.2.c.3. Use observations of common pedestrian behavior, from general studies or direct evidence such as informal paths in Alameda, to improve connections where feasible.

Fremont Implementation 3-2.4.B: Connecting the Trail System Connect recreational trails in City and regional parks, access trails along creeks and flood control channels, and sidewalks and bike lanes on local streets to fill the gaps and improve the continuity of the city's bike and pedestrian trail system. Require right-of-way dedication from development projects to complete the system.

Redwood City Policy BE-26.20: Eliminate or minimize physical obstacles and barriers on city streets that impede bicycle movement, including consideration of grade-separated crossings at railroad tracks and freeways.

Sacramento M 4.2.4 Pedestrian and Bicycle Facilities on Bridges. The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. *(MPSP)*

Alameda 4.2.1.a.1. Where sound walls or buffers exist, breaks for pedestrian access should be provided wherever pedestrian routes would normally occur.

Turlock 5.2-av General transit and pedestrian access. In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls.

BIKE PARKING

Emeryville T-P-24 Safe, secure, and convenient short- and long-term bicycle parking shall be provided near destinations for all users, including commuters, residents, shoppers, students, and other bicycle travelers. Retail businesses in regional retail areas are encouraged to provide valet bicycle parking.

Long Beach MOP Policy 2-17: Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs.

Long Beach MOP IM-15: Develop an on-street bike parking (i.e., bike corrals) program including standards and procedures

Long Beach MOP IM-16: Strengthen existing development standards for bike parking at new commercial and multifamily developments

Long Beach MOP IM-24: Develop a policy for retrofitting existing automobile parking spaces for bike parking at existing commercial and muilti-family developments.

Fremont Policy 3-7.4: Bicycle Parking and Storage Facilities Require the provision of secured bicycle parking at (or near) all new or substantially modified commercial or industrial development projects, education and recreational facilities, and BART Stations and transit centers. In commercial areas, bicycle parking may be consolidated in racks serving multiple businesses to create a cleaner and more attractive street appearance. At larger employment centers and BART Stations, lockers and showers should be encouraged to facilitate bicycle use. Bicycle parking facilities are important to provide security and convenience for cyclists. The availability of such facilities may influence the decision to bicycle to work, school, shopping, or other destinations. Effective bicycle parking requires a properly designed rack or locker in an appropriate location for the adjacent land use.

Sacramento M 5.1.11 Bike Facilities in New Developments. The City shall require that larger new development projects (e.g., park-and- ride facilities, employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities. *(RDR)*

Santa Monica T10.2 Encourage major employers to provide covered and secure bicycle parking and shower and locker facilities for their bicycle commuters, or to assist in funding bicycle transit centers in nearby locations.

Santa Monica T10.3 Strive to expand the bicycle valet program to all major community and commercial events.

Santa Monica Action: Identify locations where more bike parking would be beneficial and install bicycle racks and bicycle storage facilities, as funding becomes available.

Santa Monica T21.9 Consider modifications of existing facilities to support changes in demand, for example, replacing auto parking with bicycle parking as bicycle use grows.

WALKABLE BUILDING DESIGN

Emeryville T-P-15 Walking will be encouraged through building design and ensure that automobile parking facilities are designed to facilitate convenient pedestrian access within the parking area and between nearby buildings and adjacent sidewalks. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking facilities.

Emeryville T-P-17 The City will require new development to minimize the number and width of curb cuts for vehicle traffic to reduce vehicle conflicts with pedestrians.

Santa Monica T5.5 Prioritize property access from transit, walking and bicycling over auto access.

Santa Monica T8.4 Design buildings to prioritize pedestrian access from the street, rather than from a parking lot.

Santa Monica T25.4 Require surface parking lots to be screened by landscaping from adjacent public streets.

Santa Monica T25.5 Above-ground parking structures should be designed according to the same urban design principles as other buildings.

Santa Monica T25.3 Minimize the width and number of driveways at individual development projects.

SAFETY EDUCATION FOR BICYCLISTS, PEDESTRIANS, AND DRIVERS

Redwood City Program BE-71: Pedestrian, Bicycle, and Electric Bicycle/Scooter Safety Programs. Partner with other agencies and/or organizations to establish a comprehensive pedestrian, bicycle, and electric bicycle/scooter safety education program for pedestrians, bicyclists, scooter users, and motorists of all ages. Increase driver awareness of pedestrian safety and educate drivers about the legal obligation to yield to pedestrians at marked and unmarked crosswalks. Provide bicycle safety education at all public and private schools, parks, and community centers. Disseminate information through libraries, brochure mailings, and electronic media. Continue to enforce the California Vehicle Code and other applicable laws that promote safe bicycle and automobile operation. In addition, enforce pedestrian right-of way at crosswalks through rigorous targeted police operations.

Long Beach MOP IM-6: Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists.

Long Beach MOP IM-7: Continue to implement and enhance Safe Routes to School programs such as "walking school buses," walking audits, classroom safety instruction, and promotional events.

Fremont Implementation 3-1.6.D: Public Education on Traffic Safety Expand public education on laws relating to parking, circulation, speed limits, pedestrian crossings, right-of-way, and other "rules of the road." Special efforts should be made to ensure the safety of children and youth.

San Jose TR-2.19 Partner with other agencies and/or organizations to establish a comprehensive bicycle safety education program for bicyclists, pedestrians, and motorists of all ages. Provide bicycle safety education at all public and private schools, parks, and community centers, and disseminate information through libraries, brochure mailings, and electronic media.

Santa Monica Action: Create a program to promote bicycle safety through outreach to bicyclists and motorists, including Big Blue Bus operators and drivers of city fleet vehicles.

Santa Monica Action: Provide classes on bicycle safety and awareness that targets different populations such as seniors, children and commuters.

Santa Monica Action: Provide information on safe motoring skills and habits.

ENCOURAGEMENT

Emeryville T-P-26 Bicycling will be promoted through public education, including the publication of literature concerning bicycle safety and the travel, health and environmental benefits of bicycling.

Long Beach MOP IM-22: Institutionalize the Bicycle Friendly Business Districts and Bike Saturday campaign in Long Beach

Long Beach MOP IM-27: Participate in and support City-wide events to promote bicycling, such as National Car- Free Day, Bike-to-Work Day, Bike Saturday, and Park[ing] Day, women on bikes, and bike buddy.

Long Beach MOP IM-28: Pilot an "individualized marketing campaign" to help residents to choose safe, convenient routes to replace automobile trips with bicycling and transit trips.

Long Beach MOP IM-29: Actively support ciclovias (ie, bike festivals) and other "open street" activities in Long Beach.

Long Beach MOP IM-32: Continue to strengthen the marketing and promotion of non-auto transportation to residents, employees, and visitors.

Sacramento M 2.1.9 Pedestrian Awareness Education. The City shall develop partnerships with local organizations to develop education materials and promote pedestrian awareness. *(IGC/PI)*

Santa Monica Action Create a program for educating parents about the benefits of their children walking to school. Emphasize the existing high levels of safety in Santa Monica.

Santa Monica Action: Provide personalized travel marketing to help those interested in bicycling to find the best route to travel.

Santa Monica Action: Work with the Convention and Visitors Bureau to provide bicycle rentals and information about cycling at hotels and popular tourist attractions and market Santa Monica as a cycling destination.

UNIVERSAL DESIGN AS STANDARD PRACTICE

Universal design is core to ensuring that all users are accommodated. Moreover, universal design benefits not just individuals with disabilities but also people with strollers, luggage, the elderly, etc.

Turlock 5.3-h Universal design. Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and use universal design concepts.

Alameda 4.1.1.f Design transportation facilities to comply with accepted design and safety standards or guidelines including the use of design features and materials that do not adversely impact on people with disabilities.

Alameda 4.1.5.a Maximize compliance of transportation facilities with Americans with Disabilities Act (ADA) requirements.

Alameda 4.4.4.a.3. Establish an annual program to install curb ramps at crosswalks throughout the City to comply with the Americans with Disabilities Act (ADA).

Fremont Implementation 3-3.10.C: Visual and Audio Signals Install visual and audio signals at pedestrian crossings as appropriate to improve safety for hearing-impaired and sight-impaired travelers.

Sacramento M 2.1.2 Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. *(MPSP)*

Santa Monica Action: Conduct a study of the pedestrian environment that identifies locations that may be difficult for the disabled. As part of the Plan, develop a priority list of physical improvements and identify potential funding sources.

Santa Monica Action Create a priority list of locations to install dual curb ramps to improve the pedestrian environment and construct ramps as funding becomes available.

WAYFINDING

Redwood City Policy BE-26.13: Explore the implementation of uniform way-finding signs to guide bicycles, electric bicycles/scooters, and pedestrians to recommended travel routes and destinations throughout the community. Ensure consistency with countywide/regional signage wherever feasible.

Emeryville T-P-25 A numbered bike route system with destination signs, consistent with the regional bike route numbering system shall be developed and implemented with clear signage to bicycle boulevards.

Fremont Implementation 3-2.4.A: Bicycle Route Maps Maintain bicycle route maps and make them available to Fremont households, visitors, and businesses.

Santa Monica Action: Create a destination-oriented bikeway signage and way-finding system to direct riders to bikeways and major destinations such as hospitals, schools, shopping districts, and bike share/rental and repair locations.

Santa Monica Action: Partner with regional agencies to develop Web-based, real-time bicycle route mapping tools.

PEDESTRIAN ORIENTATED STREETSCAPE

Turlock 5.3-f Street trees for shade and comfort. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists.

Turlock 5.3-m Street trees in Capital Improvement Program. Include street trees as part of Capital Improvement Program programming and implementation.

Long Beach MOP IM-5: Create walking loops with stepping-stone mile markers and other supportive features to support active living.

Long Beach MOP IM-11: Design safer streets by using traffic calming techniques (such as roundabouts and sidewalk extensions) and by providing more frequent and innovative crosswalks, pedestrian signals, and clearly marked bicycle lanes.

Sacramento M 2.1.2 Sidewalk Design. The City shall require that sidewalks wherever possible be developed at sufficient width to accommodate pedestrians including the disabled; a buffer separating pedestrians from the street and curbside parking; amenities; and allow for outdoor uses such as cafes. *(MPSP)*

Sacramento M 2.1.3 Streetscape Design. The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking including shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities. *(MPSP)*

Sacramento M 4.2.3 Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. *(MPSP)*

Santa Monica T6.2 Explore shared street designs in the designated areas.

Santa Monica Action: Create a plan to enhance alleys citywide to create a Shared Street environment. In the Downtown areas, evaluate the creation of "Arts Alleys" as described in *Creative Capital*, the City's cultural master plan.

Santa Monica Action: Establish design standards for "living streets" where pedestrians, bicycles and low speed motor vehicles safely share the streets, especially in the neighborhoods directly south of the Pier and Ocean Park.

Santa Monica T17.2 Encourage the concept of shared streets on residential streets where rights-of-way are constrained and where autos travel slowly enough to mix with people—including children and seniors—on foot and bicycle.

PLAN FOR PEDESTRIAN CIRCULATION AS PART OF ALL LAND USE PLANNING EFFORTS

Fremont Implementation 3-2.3.A: Planning for Pedestrians Include plans for integrated pedestrian circulation systems as part of any future area plan, neighborhood plan, specific plan, or development plan. Such plans shall include provisions for landscaping, street furniture, and other pedestrian amenities.

Long Beach MOP IM-31: Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian, bike and transit improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture.

BIKE INFRASTRUCTURE ENHANCEMENTS

Many jurisdictions have adopted policies related to promoting higher quality treatments on already established bikeways (e.g. treatments that were not in use when the bikeway was established).

Turlock 5.3-r Improved bikeway visibility. Use visual cues, such as brightly-colored paint on bike lanes or a one-foot painted buffer strip, along bicycle routes to provide a visual signal to drivers to watch out for bicyclists and nurture a "share the lane" ethic. Start with areas of town where automobile-bicycle collisions have occurred in the past, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol.

Long Beach MOP Policy 2-21: Designate a system of Bicycle Boulevards with increased amenities and safety features such as bicycle detectors at signalized intersections.

Santa Monica Action: Explore innovative bicycle design and technologies, encouraging others to adopt effective regulations.

Long Beach MOP Policy 2-23: Expand green color pavement at selected bike facilities to alert motorists and bicyclists of conflict areas and share the right-of-way with bicyclists

Long Beach MOP IM-21: Use "sharrow" marking on all existing and proposed Class III facilities, as feasible

DATA COLLECTION

Long Beach MOP IM-23: Continue to conduct annual bike counts, walk audits, and other data collection and analysis related to bicycle facilities for program evaluation and to support grant-making efforts.

MAINTENANCE

Pavement quality is a critical issue for bicyclists and pedestrians and can even present a liability issue. Some cities have adopted policies that they will prioritize maintenance based on whether a facility is part of multimodal networks (rather than simply lowest Pavement Condition Index). Maintenance can also be planned for proactively by prioritizing designs that will reduce eventual maintenance needs.

Redwood City Program BE-41: Pedestrian and Bicycle Facilities Maintenance. Identify funding sources for the regular maintenance and cleaning of all public bicycle, electric bicycle/scooter, and pedestrian facilities as part of the City's regular budget. Prioritize routine street maintenance for streets designated as bike facilities.

Alameda 4.4.4.c.1. Develop guidelines for choosing appropriate street trees and avoiding species with aggressive roots that can cause sidewalk damage.

San Jose TR-2.15 Identify funding sources for regular maintenance and cleaning of all public bicycle and pedestrian facilities as part of the City's operation budget, and prioritize routine street maintenance for streets with bike facilities.

TRANSIT INTEGRATION

Long Beach MOP IM-30: Continue to support the Bikestation and encourage the development of small-scale bike-transit hubs throughout the City of Long Beach.

Sacramento M 1.3.5 Connections to Transit Stations. The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrian way improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. *(MPSP/SO)*

Sacramento M 5.1.12 Bicycle Parking at Transit Facilities. The City shall coordinate with transit operators to provide for secure short- and long-term bicycle parking at all light rail stations, bus rapid transit stations, and major bus transfer stations. *(IGC/JP)*

San Jose TR-2.9 Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.

Santa Monica Action: As funding becomes available, construct and ensure operation of bicycle-transit centers, which provide amenities such as secure bike parking, bike repair, and transit information.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Santa Monica T7.2 Continue to enhance street lighting for pedestrians.

Santa Monica T8.3 Facilitate Crime Prevention through Environmental Design (CPTED) principles in the maintenance of landscaping and building design standards.

IDENTIFY EXCESS VEHICLE CAPACITY

Redwood City Policy BE-25.5: Continue to implement Pedestrian Enhanced Designs (PEDs), especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.

PEDESTRIAN PRIORITY AREAS/ZONES

Alameda 4.1.1.b Identify and mitigate impediments and obstacles to walking to locations that attract pedestrians, such as business districts, schools, transit stops, recreational facilities, and senior facilities.

Emeryville T-P-14 Establish Pedestrian Priority Zones in Neighborhood Centers, around schools, and in other locations as indicated in Figure 3-4, where wider sidewalks, street lighting, crosswalks, and other pedestrian amenities are emphasized. Link these zones to adjacent land uses to ensure that building frontages respect pedestrians and truck loading takes place on adjacent streets wherever possible.

Live Oak Policy CIRC-3.5 In areas with high pedestrian activity, streets should be relatively narrow and curb radii should be designed to promote pedestrian safety and convenience, while also ensuring adequate emergency access.

Turlock 6.3-l Create "Pedestrian Priority Areas." Improve the experience of major commercial streets for pedestrians by designating Pedestrian Priority Areas. Areas to be included correspond to where vehicle trips may be reduced because of the orientation and relationship of land uses and street design, such as in Downtown, along existing pedestrian corridors, and in the mixed use centers of forthcoming master plan areas.

INTERNAL SITE CIRCULATION/PRIVATE STREETS

Turlock 5.3-s Pedestrian access to shopping centers. Install clearly marked crosswalks at intersections near all neighborhood commercial centers, as well as clearly marked pedestrian paths within parking areas. Crosswalks and signage indicating pedestrian activity should also be installed at mid-block entrances where existing shopping centers are adjacent to other high-intensity uses, such as parks and schools where necessary for safety; however, mid-block crossings are discouraged in new development.

Fremont Implementation 3-1.9.A: Private Street Standards Periodically review and update private street standards to allow for narrower widths while still addressing the need for parking, emergency access, and street connectivity. Private street standards should ensure that materials and maintenance are the same quality as public streets.

Sacramento M 2.1.7 Parking Facility Design. The City shall ensure that new automobile parking facilities are designed to facilitate safe and convenient pedestrian access, including clearly defined corridors and walkways connecting parking areas with buildings. *(RDR)*

Santa Monica LU15.5 Pedestrian and Bicycle Connectivity. Encourage the design of sites and buildings to facilitate easy pedestrian- and bicycle-oriented connections and to minimize the separation created by parking lots and driveways.

ACCOMMODATING WALKING AND BIKING ON ALL STREETS

Many jurisdictions have adopted policies stipulating that all streets should *accommodate* walking and bicycling (even if these modes are not *prioritized*).

Long Beach 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.

Long Beach MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.

Alameda 4.1.1.d Provide a network of facilities to allow for the safe conveyance of bicycle traffic on all streets and in all sections of the city.

Sacramento M 5.1.2 Appropriate Bikeway Facilities. The City shall provide bikeway facilities that are appropriate to the street classifications and type, traffic volume, and speed on all right-of-ways. *(MPSP)*

Santa Monica T9.3 Implement standards for pavement design; stripe roadways and intersections so that all streets are bicycle-friendly.

SAFE ROUTES TO SCHOOL

Fremont Implementation 3-1.6.A: Safe Routes to School Pursue grant funding opportunities to implement a Safe Routes to School program aimed at protecting the safety of students walking to and from school and that addresses physical improvements, including gaps in the sidewalk network.

San Jose TR-2.20 Continue to participate in and support the recommendations of the Safe Routes to School program. As part of the on-going Safe Routes to School program, work with School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling, and by creating incentives to encourage students to walk and bike.

Santa Monica T10.4 Coordinate with the SMMUSD to identify safe bicycling routes to each of its schools.

BICYCLE-PARKING LANE CONFLICTS

Fremont Implementation 3-1.6.B: Bicycle-Parking Lane Conflicts Develop a range of strategies to address those areas where the provision of bicycle lanes may conflict with on-street parking. These could include prohibiting parking during peak hours, relocating parking to off street facilities, and reducing lane capacity, among others.

TRAILS

San Jose TN-2.2 Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.

San Jose TN-2.3 Add and maintain necessary infrastructure to facilitate the use of trails as transportation.

San Jose TN-2.5 Maximize hours that trails are open for public use, consistent with safety and other goals. Manage trail closures and special events to minimize limitations to trail accessibility.

San Jose TN-2.7 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5.

San Jose TN-2.8 Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation and the Parks, Trails, Open Space, and Recreation Amenities/Programs sections of this Plan to create a complete BikeWeb to serve the needs of San José's diverse community.

San Jose TN-2.9 Pursue, and consider prioritizing the acquisition and development of abandoned rights-of-way for trails when the development of the given right-of way would enhance the City's Trail System.

San Jose TN-3.1 Design new and retrofit existing trails to provide a variety of trails that meet the needs of users of different abilities, such as commuters, families with children, or persons with disabilities.

San Jose TN-3.2 Design trails to comply with applicable local, State, and Federal master plans, design guidelines, environmental mitigation, laws, permits, or accepted standards, including Community Policing Through Environmental Design (CPTED) principals, that promote accessibility, functionality, safety, and enjoyment of trails.

San Jose TN-3.4 Design new and retrofit existing public and private developments to provide significant visibility of and access to existing and planned trails to promote safety and trail use.

San Jose TN-3.5 Recognize that increased use of trails promotes increased safety and security for trail users.

PUBLIC HEALTH LINKAGES

Santa Monica T1.1 Support public health by promoting active living and supporting walking and safe bike routes throughout the city.

Santa Monica LU17.2 Active Streets for Living. Utilize streets as the largest and most universally accessible public spaces in the community by improving them with landscaping (particularly shade trees) pedestrian facilities and other enhancements that promote active recreation and creates a system of green connections throughout the City.

TRANSPORTATION & LAND USE INTEGRATION

GENERAL POLICY STATEMENT

Turlock 5.3-d Integration of land use planning. Implement land use policies designed to create a pattern of activity that makes it easy to shop, play, visit friends, and conduct personal business without driving.

The neighborhoods described in the Land Use and City Design elements are designed to promote non-motorized transportation and to make it easy for those people who cannot or choose not to drive to be independent.

Sacramento M 1.2.3 Multimodal Access. The City shall promote the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, and tourist attractions. *(MPSP/SO)*

ABILITY TO MEET DAILY NEEDS

Santa Monica LU 4.2. Uses to Meet Daily Needs. Encourage uses that meet daily needs such as grocery stores, local-serving restaurants and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips.

URBAN DESIGN THAT SUPPORTS WALKING, BIKING, AND TRANSIT

Turlock 5.4-l Development that supports transit. Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:

- Have neighborhood centers or focal points with sheltered bus stops;
- Locate medium and high density development on or near streets served by transit wherever feasible; and
- Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

Turlock 6.3-b Encourage public and pedestrian orientation. Through circulation network and street design, reduce the perceived separation and introverted nature of projects.

Sacramento M 2.1.6 Building Design. The City shall ensure that new buildings are designed to engage the street and encourage walking through design features such as placing the building with entrances facing the street and providing connections to sidewalks. *(RDR)*

Santa Monica T19.4 Encourage a mix of land uses that meet residents' daily needs within walking distance.

PRIORITIZE WALKING IMPROVEMENTS ACCORDING TO LAND USE

Redwood City Policy BE-26.11: Prioritize implementation of pedestrian, bicycle, and electric bicycle/scooter improvements near schools, transit, shopping, hospitals, and mixed-use areas with higher pedestrian concentrations.

Carlsbad ME-8 Identify and implement necessary pedestrian improvements on pedestrian-prioritized streets with special emphasis on providing safer access to schools, parks, community and recreation centers, shopping districts, and other appropriate facilities.

Sacramento M 4.2.2 Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings. *(MPSP)*

San Jose TR-2.1 Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volume roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).

San Jose TR-2.7 Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.

PROMOTE REDUCED PARKING AND DENSITY NEAR TRANSIT

Redwood City Policy BE-31.2: Promote transit-oriented development with reduced parking requirements and other amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

Long Beach MOP Policy 1-16: Develop land use policies that focus development potential in locations best served by transit.

Long Beach MOG Policy 1-17: Focus development densities for residential and non-residential land uses around the eight Metro Blue Line stations within City boundaries.

San Jose TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities

LOCATE TRANSIT ACCORDING TO RELEVANT LAND USES

Redwood City Policy BE-27.1: Locate bus, shuttle, and rail services on designated streets as near as possible to areas with the highest ridership potential.

Fremont Implementation 3-2.1.B: Traffic Impacts of Zoning and General Plan Densities
Periodically review zoning and General Plan densities/intensities and Map designations to ensure that they consider transportation capacity and expected trip generation. Zoning should support the objective of promoting more density and intensity in areas that are well served by transit, and limiting the density and intensity of development elsewhere. This is particularly important for employment-generating uses such as offices, industry, retail, and mixed use development. The

allowable floor area ratios for such uses are lower in locations where public transit and other travel modes are less accessible

APPROPRIATE MODAL PRIORITIZATION NEAR TRANSIT

Emeryville T-P-48 The City will establish equal priority to bicycles and public transit (and discourage through-traffic by other modes) on streets in the vicinity of the Amtrak station that are designated as both Transit Streets and Bicycle Boulevards.

Fremont Implementation 3-2.3.B: Walkways to BART Strengthen pedestrian connections to all BART stations. Enhanced pedestrian access shall be considered an important element of station design.

Sacramento M 1.3.5 Connections to Transit Stations. The City shall provide connections to transit stations by identifying roadway, bikeway, and pedestrian way improvements to be constructed within ½ mile of major transit stations. Transportation improvements in the vicinity of major transit stations shall emphasize the development of complete streets. *(MPSP/SO)*

Sacramento M 3.1.12 Direct Access to Stations. The City shall ensure that projects located in the Central City and within ½ mile walking distance of existing and planned light rail stations provide direct pedestrian and bicycle access to the station area, to the extent feasible. *(RDR)*

BIKE ACCESS TO PARKS

Turlock 5.3-o Bicycling access to parks. Provide safe bicycle access to and parking facilities at all community parks.

SCHOOL ATTENDANCE AREAS

Turlock 5.3-g Children's access to schools. Work with the Turlock Unified School District to promote drawing of school attendance areas so as to minimize crossings of major arterial streets.

INCENTIVES FOR LOCATION EFFICIENCY

Turlock 5.3-l Reduced fees for Downtown and Pedestrian Priority Areas. In recognition of its reduced impact on demand for new infrastructure due to its central/infill location, development projects located in Downtown Turlock and in designated Pedestrian Priority Areas will be granted a reduction in capital facilities fees owed. Reduced fees aim to encourage infill development, the creation of a pedestrian friendly urban design character, and the densities and intensities of development necessary to support transit and local business development. Downtown and other Pedestrian Priority Areas are defined on Figure 5-4.

The fee reduction for Downtown and other infill areas will be factored into the CFF. For Pedestrian Priority Areas in master plan areas, the reduced impact shall be incorporated into the Master Plan fees.

PARKING & TDM

GENERAL POLICY STATEMENTS

Redwood City Policy BE-31.7: Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that discourages non-automobile travel modes usage.

Emeryville T-P-49 Quality of life and business viability will be promoted by maintaining an adequate supply of parking to serve growing needs, while avoiding excessive supplies that discourage transit ridership and disrupt the urban fabric.

Sacramento M 6.1.1 Appropriate Parking. The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans. *(RDR)*

Santa Monica T21.2 Consider eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.

Santa Monica T26.2 Ensure that public parking prices reflect the true cost of automobile parking.

PROMOTE REDUCED PARKING FOR NEW DEVELOPMENTS

Redwood City Program BE-51: Parking Standards Update. Update existing parking standards that reduce parking requirements for transit-oriented developments and mixed-use projects, and that address shared parking and TDM programs. The standards should also require amenities and programs to support the reduced parking requirements.

Long Beach MOP Policy 6-12: Promote transit-oriented development with reduced parking requirements around appropriate transit hubs and stations to facilitate the use of available transit services.

Fremont Implementation 3-7.2.A: Parking Standards Update parking standards and regulations to ensure that parking is efficiently designed and addresses the desire to encourage walking, bicycling, the use of alternative fuel vehicles, and public transit use, especially in TOD Overlay areas. Such evaluations should also consider changing business patterns, technology, consumer behavior, demographics, and changes in vehicle design and technology.

Fremont Implementation 3-7.2.C: Parking Maximums Adopt "parking maximums" for development in the BART station areas and TOD Overlay areas. Such standards would limit the number of parking spaces that may be provided for private development near BART, thereby creating an incentive to use transit rather than drive.

San Jose TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

San Jose TR-10.6 Working with members of the development and financial communities, and neighborhood residents, establish, in Tier II, citywide parking standards in the Zoning Code which establish maximum parking rates, or "parking caps" for new development.

Santa Monica T26.10 In one hundred percent affordable housing projects, consider allowing residential guest parking to be used to meet parking requirements, or establishing thresholds under which parking would not be required, for on-site local-serving retail and services.

INCENTIVES FOR EXISTING AND NEW BUSINESSES TO CREATE TDM PROGRAMS

Live Oak Policy CIRC-6.9 The City will provide incentives to local businesses that sponsor transit routes or create their own travel demand management programs. Incentives may include, but are not limited to, streamlined permitting, and reduction of parking requirements.

Long Beach MOP Policy 6-13: Consider reducing parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs

Santa Monica T19.3 Create incentives for existing employers, institutions and residential neighborhoods to reduce their vehicle trips

INCENTIVES FOR LOCATION EFFICIENCY

Turlock 5.3-I Reduced fees for Downtown and Pedestrian Priority Areas. In recognition of its reduced impact on demand for new infrastructure due to its central/infill location, development projects located in Downtown Turlock and in designated Pedestrian Priority Areas will be granted a reduction in capital facilities fees owed. Reduced fees aim to encourage infill development, the creation of a pedestrian friendly urban design character, and the densities and intensities of development necessary to support transit and local business development. Downtown and other Pedestrian Priority Areas are defined on Figure 5-4.

San Jose TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.

REQUIRE TDM OF NEW DEVELOPMENTS

Emeryville T-P-65 Employers in large new developments will be required to implement comprehensive TDM programs for their employees and customers.

Alameda 4.1.6.a.1. Establish peak hour trip reduction goals for all new developments as follows:

- 10 percent peak hour trip reduction for new residential developments
- 30 percent peak hour trip reduction for new commercial developments

Alameda 4.3.4.a Work with major employers to accommodate and promote alternative transportation modes, flexible work hours, and other travel demand management techniques and require that appropriate mitigation be funded through new development if a nexus exists.

Fremont Implementation 3-2.9.C: Transit Passes in Transit-Oriented Development Adopt requirements or incentives for commuter passes and transit vouchers in new transit-oriented development as a way to promote transit ridership, reduce commute costs, and increase the affordability of housing.

REQUIRE TDM OF LARGE EMPLOYERS

San Jose TR-7.1 Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees.

TDM MONITORING

Redwood City Policy BE-31.5: Ensure that TDM programs initiated by private parties reduce projected traffic impacts.

Redwood City Program BE-74: TDM Programs and Monitoring. Establish a department procedure that reviews and monitors private party TDM programs to ensure that the programs are operational and are effective in reducing traffic impacts. If departmental review finds TDM programs are not operational or are not effective, consult with private party to initiate new programs before instituting a fee.

Alameda 4.1.6.f Require monitoring programs to ensure that TSM and TDM measures mitigate impacts.

Alameda 4.1.6.f.1. Develop thresholds of significance for ongoing monitoring and evaluation of TSM/TDM measures

San Jose TR-7.3 Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

CITY EMPLOYEES

Redwood City Program BE-74: TDM Programs and Monitoring. Update and enhance the existing TDM program for City of Redwood City employees. The program may include free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car sharing, and other measures.

Fremont Implementation 3-7.2.F: City as a Role Model Ensure that parking standards for City buildings and parking policies for City employees support the policies set forth in the General Plan. The City should be a role model for the private sector and its residents in the way it manages its own parking supply and demand.

San Jose TR-7.2 Update and enhance the existing TDM program for City of San José employees. This program may include the expansion of transit pass subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, and other measures.

SHARED PARKING

Redwood City Program BE-75: Shared Parking Incentive. Establish a program and provide potential incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.

Live Oak Policy CIRC-4.2 New development, especially in Centers and within the Downtown Mixed Use land use designation, should use shared parking, wherever possible, to meet the City's off-street parking requirements.

Long Beach MOP Policy 6-10: Encourage neighborhood parking lots and shared parking with commercial uses to address parking problems in residential neighborhoods with a low off-street parking supply.

San Jose TR-8.11 Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.

Santa Monica T22.3 Maximize the efficient use of existing off-street parking and make this parking available to residents.

Santa Monica T24.5 Encourage all new commercial parking to be shared and designed so that it is interconnected with adjacent parking facilities.

Santa Monica T26.11 If the owners and operators of properties can demonstrate that they have more parking than is actually necessary to meet the needs of their various users (employees, visitors, etc.), consider developing parking efficiency strategies that include leasing their surplus parking to help alleviate parking shortages and avoid development of unnecessary parking.

FLEXIBLE PARKING STANDARDS

Redwood City Program BE-52: Parking Demand Analysis. As part of the entitlement process, require large developments to complete a parking demand analysis that accounts for shared parking, TDM programs, and parking pricing to determine the appropriate parking supply. Encourage the use of parking reserve in landscaping concept (i.e. landscaping that can be converted to parking in the future if necessary) to ensure that excessive parking is not provided.

Emeryville T-P-52 Flexible parking standards are encouraged that reflect calculated parking demand for proposed land uses and that allow for appropriate offsets to reduce parking demand and encourage walking, bicycling, carpooling, and transit use.

Alameda 4.2.5.b Support use of parking in-lieu fees where feasible to increase and encourage public transit options and evaluate the use of shared parking strategies in mixed use areas.

Fremont Implementation 3-7.2.B: Parking Reductions Promote and strongly encourage reduced parking requirements where certain findings can be made, including proximity to BART, bus routes, lower rates of vehicle ownership by expected occupants (i.e., senior housing, affordable housing), carpooling and vanpooling programs, availability of bicycle and carsharing facilities, and other measures that reduce vehicle use. The Fremont Zoning Code provides considerable

flexibility for the Planning Commission to grant parking reductions. The Commission has the discretion to grant reductions for projects near BART, Amtrak, or equivalent passenger rail service if it finds that the use will require a lower level of parking because alternatives to driving are available. Reductions are also permitted when the Commission finds they would support the goal of a more pedestrian-oriented environment, or when the occupants would be likely to have lower rates of car ownership. Guest parking requirements may also be reduced if the Commission finds that there is sufficient on-street parking nearby. The Zoning Code also establishes conditions for waiving parking requirements in some cases, and for paying an in-lieu fee for BART parking improvements rather than providing parking on-site for projects within 500 feet of a BART station.

Sacramento M 6.1.2 Reduce Minimum Parking Standards. The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles. *(RDR/PSR)*

San Jose TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.

San Jose TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

San Jose TR-8.10 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects, and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use development. Update existing parking standards to address TDM actions and to require amenities and programs that support reduced parking requirements.

Santa Monica T26.4 Adjust parking requirements for projects when it can be demonstrated that a lower parking demand is appropriate.

Santa Monica T26.7 Consider allowing developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, or off-site parking within a reasonable walking distance.

PARKING BENEFIT DISTRICTS

Redwood City Policy BE-31.11: Explore "Parking Benefit Districts" that use revenues from parking in the district to benefit the district.

Long Beach MOP Policy 6-2: Dedicate a portion of parking revenue to be invested back into the districts in which they are generated. If parking revenues are used for projects in a commercial district that make the area more attractive and enjoyable, the increased visitation generates additional parking revenues for reinvestment.

Long Beach MOP IM-64: Facilitate the creation of parking improvement districts to promote shared parking facilities using City streets and public parking structures. This will reduce or eliminate the parking required by a single development or business to facilitate adaptive reuse, redevelopment, and reinvestment. Parking improvement districts must include a program and

funding to implement sustainable design features to reduce the impact parking facilities have on the environment.

PARKING PRICING AND MANAGEMENT

Emeryville T-P-51 The City supports parking supply and pricing as a strategy to encourage use of transit, carpools, bicycles, and walking.

Emeryville T-P-54 The City supports public parking strategies, such as variable pricing for on-street and off-street public parking and public use of private garages, to maintain a parking space utilization goal of 85 percent.

Long Beach MOP IM-58: Create a mechanism to adjust the pricing and hours of availability and turnover of on-street parking consistent with the cost of parking garages and demand.

Alameda 4.3.1.i.1. Establish maximum parking requirements for both new development and, as appropriate, for existing development.

Sacramento M 6.1.5 Maximize On-Street Parking Turnover. The City shall implement parking management tools (including emerging technology) that maximize on-street parking turnover, where appropriate. *(RDR)*

Santa Monica T21.5 Strive to implement measures to minimize the time motorists spend searching for parking through way-finding and pricing parking to create availability.

Santa Monica T21.6 Consider parking pricing and commuter parking limits as tools for managing congestion.

Santa Monica T21.7 New multi-family and nonresidential developments should be incentivized to construct facility design elements that will enable price control for parking.

Santa Monica T22.1 Strive to manage on-street parking in residential neighborhoods so that on average, 15 percent of the spaces are available to residents at all times of day.

Santa Monica T24.1 Manage all public parking in commercial areas so that on average, 15 percent of the spaces are available at all times of day.

Santa Monica T24.2 Use price as the primary tool for achieving parking availability targets.

Santa Monica T24.3 Subject to funding availability, provide tools for motorists to find the closest available parking space, including real-time information signage and publishing parking availability information on the internet.

UNBUNDLED PARKING

Emeryville T-P-59 Development will be required to "unbundle" parking spaces from lease payments and condominium purchases, so that property lessees and buyers can choose whether to pay for parking spaces.

San Jose TR-8.8 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.

Santa Monica Action: Explore and develop feasible approaches to unbundling the cost of parking from the cost of housing for new multi-family projects.

PARKING CASH OUT

Emeryville T-P-53 Employers are encouraged to offer "parking cash out", whereby employees who choose not to drive are offered the cash value of any employee parking subsidy, to be used towards commuting to work by other means

RESIDENTIAL PARKING PERMITS

Emeryville T-P-58 The City supports the expansion of the Residential Permit Parking (RPP) program to ensure adequate parking availability in residential areas, recognizing the need for adequate parking to support neighborhood businesses.

Sacramento M 6.1.6 Residential Permit Parking. The City shall manage the city's Residential Permit Parking (RPP) areas in a way that protects the residential character of the neighborhoods, ensures adequate parking availability for residents, and supports the needs of small, neighborhood- supporting businesses. *(RDR/SO)*

Santa Monica T22.2 Expand management options for residential parking permit districts in order to increase parking availability for residents, including methods such as setting limits on the availability of permits, elimination of free time limited parking in residential zones and the establishment of parking benefit districts.

CARSHARING

Emeryville T-P-66 The City supports and encourages the expansion of car-sharing programs in Emeryville.

Fremont Implementation 3-2.11.A: Public-Private Partnerships for Car-Sharing Explore public-private partnerships and other measures to attract car-sharing companies or services to Fremont.

Fremont Implementation 3-2.11.B: Car-Share Parking in Private Lots and Garages Designate parking spaces specifically for car-sharing in private parking lots and garages.

Santa Monica Action: While evaluating the car-sharing program, consider approaches to increase car-sharing, such as:

- New development providing "right-of-first refusal" to parking spaces for car-sharing organizations and the City, and
- Providing public on- and off-street spaces to qualified car-share operators for little or no charge.

Santa Monica T23.2 In new multi-family and commercial buildings, encourage owners to make parking spaces available to qualified car-share operators, and allow public access to the car-share vehicles.

Santa Monica T23.3 In new multi-family buildings, the City should encourage developers to enroll residents in a qualified car-share program.

CHILD CARE

Emeryville T-P-67 The City supports and encourages conveniently located child care services with flexible hours.

EXPLORE POTENTIAL FOR PUBLIC PARKING SUPPLY

Implementation Program CIRC-6 Following adoption of the General Plan, the City will analyze future mixed-use development potential in the downtown core area and the ability to accommodate new parking needs through provision of on-street parking. Both existing and future street connections will be considered for adding on-street parking. Wide streets might accommodate diagonal parking on one or both sides. Narrower streets might only accommodate parallel parking. The future amount of on-street parking will be compared with the parking demand of future mixed-use development, considering the different daily periods of peak demand for different land uses. The findings of this study should inform changes to the City's off-street parking requirements and Improvements Standards for downtown core area streets, as appropriate. The City may also choose to instead conduct the above parking analyses as a part of an overall downtown core area plan.

Fremont Implementation 3-7.1.C: Development of Parking Structures Work with merchant groups and landowners in commercial centers to build parking structures where onsite parking is insufficient. Consider the establishment of parking districts to finance such facilities.

Santa Monica T26.5 Charge a fee when commercial developments remove public on-street parking for a driveway or other purpose.

PARKING TO PUBLIC SPACE

Long Beach MOP Policy 6-3: Where appropriate, encourage the conversion of on-street parking space for expanded sidewalk widths or landscaping.

PARK ONCE ENVIRONMENTS

Long Beach MOP Policy 6-8: Where applicable, encourage users to park once to meet all of their travel needs within the City.

VISITOR TRAVEL

Long Beach Strategy 9: Increased use of private transportation services between airports, hotels, and local and regional destinations.

Long Beach MOP Policy 9-1: Promote the use of private transportation services in travel publications promoting Long Beach.

Long Beach MOP Policy 9-2: Encourage conferences to promote private transportation services between airports and conference hotels.

Long Beach MOP Policy 9-3: Encourage non-motorized transportation services, such as pedi-cabs, bicycle and Segway rentals.

Santa Monica Action: Provide transit information at popular tourist destinations and hotels on transit.

CARPOOL AMENITIES

Long Beach MOP IM-52: Support the casual carpool system by enhancing existing facilities and amenities. If necessary, the carpool facilities should be reconfigured or relocated to equally convenient locations.

WORK WITH SCHOOLS

Alameda 4.1.1.o.2.d Collaborate with AUSD to explore opportunities to reduce congestion during peak school times, for example staggering class times, encouraging parents to carpool, etc.

TDM TOOLKIT

Alameda 4.1.6.a.2. Develop a TDM toolbox that identifies a menu of specific TDM measures and their associated trip reduction percentages.

TMA FORMATION

Alameda Objective 4.4.6: Work with area employers and other stakeholders to develop one or more TMAs to implement TDM programs

Alameda 4.4.6.1 For new development projects, require residential, business associations, property owners, and lessees to be dues-paying members in the TMA, as allowed by law.

Alameda 4.4.6.2 Encourage existing and previously approved developments to join a TMA, through which they would contribute toward, and benefit from, TDM programs.

Santa Monica Action: Facilitate the formation of Transportation Management Organizations (TMOs), Business Improvement Districts, or other organizations to help manage vehicle trips at a local level.

WORKING FROM HOME

Fremont Implementation 3-2.2.B: Home-Based Businesses Continue to allow the growth of home-based businesses as a way to reduce peak hour travel demand and vehicle miles traveled. This policy is intended to encourage low-impact home occupations that are compatible with residential neighborhoods, such as single-employee home-based offices. Zoning regulations which limit the impacts of home-based businesses (such as traffic, parking, and noise) will continue to apply.

INFORMATION

Santa Monica Action: Mobility Centers located in each TMO that create a one-stop shopping center for residents, employees, and visitors to get information on travel options

TRANSIT PASSES

Fremont Implementation 3-2.9.C: Transit Passes in Transit-Oriented Development Adopt requirements or incentives for commuter passes and transit vouchers in new transit-oriented development as a way to promote transit ridership, reduce commute costs, and increase the affordability of housing.

Santa Monica Action: The provision by employers, institutions or residents' associations of Universal Transit Passes for Big Blue Bus and Metro

REDUCE SURFACE PARKING

Fremont Implementation 3-7.1.B: Reducing Surface Parking Lot Area Reduce the land area in Fremont dedicated to surface parking lots. This should be accomplished by encouraging shared parking, developing parking structures and underground parking, making more efficient use of on-street parking, adjusting local parking standards, and reducing the need to drive.

TDM/TSM FEE COLLECTION

Alameda 4.4.7.a Develop standardized method for calculating the appropriate financial contribution for TSM/TDM fees.

Alameda 4.4.7.b Develop TSM/TDM fee collection mechanism.

Santa Monica T21.4 Seek to fund TDM programs through transportation related fees such as Transportation Management Ordinance fees and parking fees.

TARGETS

Santa Monica Goal T19: Create an integrated transportation and land use program that seeks to limit total peak period vehicle trips with a Santa Monica origin or destination to 2009 levels

Santa Monica Action: Establish and regularly update mode split targets for each Demand Management District and the City as a whole, and develop strategies to achieve those targets.

Alameda 4.3.1.g Establish targets for increasing mode share of non-SOV transportation modes.

- Increase daily non-SOV mode share (transit, walking, bicycling) by 10 percentage points by 2015 as compared to 2000.
- Increase the share of children who walk or bicycle to school by 10 percentage points by 2015 as compared to 2000.

FUND MULTIMODAL IMPROVEMENTS WITH PARKING REVENUES

Santa Monica T26.3 Use a portion of revenues raised from parking charges to achieve more sustainable transportation choices including transit, walking and biking.

BID AND CBD FORMATION

Santa Monica T8.2 Encourage the development of Business Improvement Districts or Community Benefits Districts for the Downtown, the transit village and Neighborhood Commercial areas and leverage pedestrian improvement funds through those districts.

Santa Monica T19.6 Develop community benefits incentives so that new development will contribute toward improving surrounding neighborhoods.

GOODS MOVEMENT

TRUCK ROUTES

Alameda 4.1.1.c Implement and maintain a Truck Route map coordinated with the private sector and neighborhood representatives.

Fremont Implementation 3-6.2.A: Truck Route Designation Periodically evaluate truck routes in response to changes in traffic patterns, volumes, land uses, level of usage, and adequacy of routes to serve local truck needs.

Turlock 5.5-j Truck route identification. Continue to sign truck routes. Ensure that clear signage is provided from freeways to truck routes in Turlock.

Turlock 5.5-l Truck route design. Incorporate provisions for trucks in the design of routes depicted for truck movement in Figure 5-6. Ensure that truck routes are designed according to Surface Transportation Assistance Act (STAA) standards for intersections and turning movements.

Long Beach MOG Policy 13-13: Identify street improvements along designated truck routes that enhance freight mobility on major truck corridors and reduce impacts of freight on the community.

Redwood City Policy BE-30.1: Minimize potential conflicts between trucks and pedestrian, bicycle, and transit access and circulation on streets designated as truck routes.

Fremont Policy 3-6.5: Industrial Road Upgrades Maintain and upgrade roads in Fremont's industrial districts as needed to meet the needs of local trucks and other commercial vehicles.

San Jose TR-6.3 Encourage through truck traffic to use freeways, highways, and County Expressways and encourage trucks having an origin or destination in San José to use Primary Truck Routes designated in the *Envision General Plan*.

MINIMIZE NEIGHBORHOOD IMPACTS

Turlock 5.5-m Location of industrial development. Continue industrial expansion in the TRIP so as to minimize the neighborhood impacts of truck movements.

Long Beach MOG Policy 13-10: Implement measures to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

Long Beach MOG Policy 15-7: Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to major arterials and enforcing related regulations on local streets.

Fremont Policy 3-6.6: Trucking and Land Use Compatibility Generally discourage the location of businesses generating large amounts of truck traffic in areas where residential streets or land uses would be negatively impacted. In mixed use areas where businesses and residences are in close proximity, ingress and egress for truck traffic should be designed to minimize the potential for impacts on residences and neighborhood streets.

Long Beach MOG Policy 15-9: Improve signage on designated truck routes to reduce truck traffic on neighborhood streets.

Long Beach MOG IM 4: Adopt and enforce truck routes to minimize impacts of truck emissions on the community.

TRUCK PARKING AND DELIVERES

Fremont Implementation 3-6.2.B: Commercial Truck Parking: Maintain and enforce limits on commercial truck parking, especially on neighborhood streets.

Long Beach MOG Policy 13-5: Investigate opportunities for business owners to schedule deliveries at off-peak traffic periods.

Long Beach MOG Policy 13-12: Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets whenever and wherever feasible.

Long Beach MOG Policy 15-5: Consider the expansion of on-street loading areas through removal of curb parking in established industrial areas where off-street loading facilities are insufficient.

Long Beach MOG Policy 15-8: Promote and enforce use of the local delivery truck route network.

Long Beach MOG IM 6: Consider pick-up and delivery activities associated with various land uses when approving new development, implementing projects, and improving highways, streets, and bridges, including but not limited to, providing loading zones for multi-family, mixed-use, and commercial developments, curb radii at intersections and driveways that accommodate truck turns, and lane widths that accommodate trucks.

Redwood City Program BE-50: Off-Street Loading Requirements. As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with pedestrian, bicycle, or transit access and circulation.

San Jose TR-6.5 Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets. In Downtown and urban areas, particularly on small commercial properties, more flexibility may be needed.

San Jose T25.7 Encourage installation of electrical outlets in loading zones, including signage, to reduce vehicle idling associated with operating refrigeration for delivery trucks.

Turlock 5.5-n Secure truck parking. Encourage high-security off-street parking for tractor-trailer rigs in industrial designated areas. Locate parking in areas with demonstrated need and where police patrol can be provided. High visibility, including good lighting, should be provided.

UTILIZE EMERGING TECHNOLOGY

Long Beach MOG Policy 13-4: Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade. This includes facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes.

Items for Consideration

- Conduct analysis of the types of goods movement vehicles that operate in the city including hours of operation, dimensions, and typical routes used to inform truck route planning as well as street design dimensions (or identify this as an implementation action).
- Re-evaluate street design guidelines to ensure that assumptions about truck design vehicles are consistent with expected types of trucks and truck operations. For instance, in urban areas, delivery trucks may be a more reasonable design vehicle than an 18-wheeler in many parts of the city. Similarly, in urban conditions, trucks may be more likely to operate at "crawl speed" when negotiating turns and thus require a smaller footprint.
- Consider adding a policy that infrequent challenges from oversized vehicles should be weighed against the safety and comfort of a site for the majority of daily users when making street design decisions.
- Consider a policy related to regular re-evaluation of truck route network.
- Consider a policy related to evaluating zoning and ordinances to identify ways in which these may impede off-hour or overnight deliveries (which can reduce conflicts between delivery vehicles and other road users by temporally separating activities).
- Consider a policy that any transportation commission or other public advisory group that reviews transportation projects should include a goods movement perspective.
- Consider a policy that a minimum level of funding for road maintenance should be directed to industrial districts.
- Consider a policy related to coordinating with neighboring jurisdictions when designating truck routes.
- Consider a policy related to making information about designated truck routes easily available (e.g. a map available on city's website)

EMERGENCY RESPONSE

Redwood City Policy BE-29.6: Develop a new Level of Service (LOS) policy for Downtown that includes the following components:

- Emphasis on pedestrian and bicycle access and circulation
- Maintenance of appropriate emergency vehicle access and response time
- Support for reduced vehicle miles traveled
- Considers, but does not deem, auto congestion Downtown to be an impact

Emeryville T-P-4 Transportation planning shall be coordinated with emergency service providers to ensure continued emergency service operation and service levels.

Alameda 4.1.3.a Consider emergency response goals in long-range transportation planning and while designing current projects.

Alameda 4.1.3.b Work with public safety agencies to adequately consider emergency response needs.

Alameda 4.1.3.c Develop a network of emergency response routes, balancing emergency service needs with vehicular, pedestrian and bicycle safety consistent with the adopted street classification system.

Sacramento M 4.1.1 Emergency Access. The City shall develop a roadway system that is redundant (i.e., includes multiple alternative routes) to the extent feasible to ensure mobility in the event of emergencies. *(MPSP)*

***Santa Monica* T1.2** Seek to minimize emergency vehicle response time while preventing excessive speed by general traffic.

Santa Monica T16.3 Promote comprehensive public safety by striving to ensure timely emergency response balanced with high levels of traffic safety.

Items for Consideration

- When the City is in the process of procuring new emergency response vehicles, consider purchasing vehicles that can maneuver around more compact streets or narrower turning radii.
- Consider assessing the impact of improved street connectivity on emergency response times.
- Consider a statement regarding the shared interest between emergency responders and public works officials in reducing traffic safety incidents.
- Consider including statements related to the role of law enforcement officials in ensuring that streets are operated for all user (e.g. enforcing double parking or speeding that may create unsafe conditions for bicyclists and pedestrians)

- **Flexible LOS standards** – include text acknowledging that competing policy concerns/objectives may outweigh achieving an LOS standard. Mitigation for LOS standards include focusing on non auto modes.

  Example:
  Fremont Policy 3-4.2: Variable Level of Service Standards Adopt variable standards for traffic speed and travel delay that recognize the character of adjacent land uses, the functions of different streets, the different modes of transportation on a street or corridor, and other community development goals. The following standards shall apply:

  For locations outside of the City Center, Town Centers, and Warm Springs / South Fremont BART Station area (as depicted on the Future Land Use Map), peak hour levels of service for signalized intersections should generally be maintained at Level of Service (LOS) "D" for minor arterials and collector streets, and LOS "E" for regional (CMA network) arterials. The design and construction of new signalized intersections and roadways in areas outside the City Center, Town Centers, and Warm Springs BART Station area should achieve a target operational capacity of midpoint LOS D or better upon completion.

  For locations within the City Center, Town Centers, and Irvington and Warm Springs / South Fremont BART Station areas, and within PDA boundaries, peak hour LOS "E" or "F" may be acceptable. In these locations, the efficiency and convenience of vehicular operations must be balanced with the goal of increasing transit use, bicycling, and walking.

  The above policy begins the shift to a more flexible level of service standard that encourages transit ridership, bicycling, and walking. This shift is important not only to achieve the city's Community Character goals, but also to achieve greenhouse gas reduction targets. The policy presumes the continued use of a standard based on vehicle flow, but accepts a greater level of congestion in the Priority Development Areas (PDAs). In the event a development project significantly contributes to traffic congestion in these areas, mitigation may still be required. However, the focus would be on enhancing non-auto modes rather than increasing vehicle capacity. As noted by the implementation measure below, the ultimate intent is to replace LOS measures with new standards that promote non-vehicular transportation.

- **Area-based LOS approach** – exempt certain areas from LOS standards and/or hold certain areas to less stringent standards.

  Example:
  San Jose TR-5.3 The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas. There are exceptions to vehicle mitigation measures such as:

-Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.
-The downtown area is exempted from traffic mitigation requirements.
-Special Strategy Areas are identified in the City's adopted General Plan and include Urban Villages, Transit Station Areas may also be exempt from traffic mitigation requirements.

- **Multimodal LOS** – require that impacts to walking, bicycling, and transit be examined in addition to autos using a specified methodology that assigns letter grade. Goal is to illustrate tradeoffs or secondary impacts from projects or mitigations that accommodate one mode.

  Example:
  Alameda 4.1.2.a Develop multimodal level of service (LOS) standards that development will be required to maintain by encouraging the use of non-automotive modes.
  Alameda 4.4.2.d All EIRs must include analysis of the effects of the project on the city's transit, pedestrian and bicycling environment, including adjacent neighborhoods and the overall City network.
  Alameda 4.4.2.e EIRs will not propose mitigations that significantly degrade the bicycle and pedestrian environment which are bellwethers for quality of life issues and staff should identify "Levels of Service" or other such measurements to ensure that the pedestrian and bicycling environment will not be significantly degraded as development takes place.

  Note: a variety of multimodal level of service methodologies are available.

- **Alternative metric** – use an alternative metric to assess impacts on transportation system and/or required developer contributions.

  Example:
  Emeryville T-P-3 A "Quality of Service" standard that seeks to optimize travel by all transportation modes shall be developed and used to measure transportation performance. The City does not recognize "Level of Service" (LOS) as a valid measure of overall transportation operations, and sets no maximum or minimum acceptable LOS levels, with the exception of streets that are part of the regional Congestion Management Agency network. (These streets may change, but as of 2008 include San Pablo Avenue, Frontage Road, and Powell and Adeline streets). LOS shall not be used to measure transportation performance in environmental review documents or for any other purpose unless it is mandated by another agency over which the City has no jurisdiction (such as Caltrans, Berkeley, Oakland, and the Congestion Management Agency), and then it shall only be used for the purposes mandated by that agency.

  Note: City of Emeryville is currently implementing a developer impact fee that is assessed based on a metric of automobile trips generated rather than automobile LOS.

APPENDIX B: SAMPLE STREET TYPOLOGIES

City	Classification of Street Typologies	Includes
Alameda	Regional Arterial, Island Arterial, Transitional Arterial, Island Collector, Transitional Collector, Local Street	Each classification has a Primary Function, Number of Lanes, Congestion Tolerance, and appropriate Traffic Calming Measures
Emeryville	Transit Street, Bicycle Boulevard, Bicycle Path, Pedestrian Path, Connector Street, Local Street, Auto Dominant Street	Each classification is set up as a matrix that indicates which mode (Transit, Bicycle, Pedestrian and Auto) is dominate, accommodated, incidental and prohibited on which street classifications
Glendale*	Primary Pedestrian Street, Primary Transit Street, Primary Auto Street	Each classification outlines how the primary mode can be enhanced on that street classification.
Long Beach	Freeway, Regional Collector, Boulevard, Major Ave, Minor Ave, Neighborhood Collector, Local Street	Each street classification has a Functional Purpose, Traffic Operations, Transit, bike and pedestrian operations and compatible land uses.
Redwood City	Transit Street, Bicycle Boulevard, Pedestrian Street, Connector Street, Industrial Street, Boulevard, Auto Dominant Highway, Local Street	Each classification includes a sample street cross section and a description on which road users are dominant, accommodated incidental or prohibited. Each street typology is also categorized into one or more different functional classifications (expressway, arterial, major or minor collector or local street).
San Jose	Grand Boulevard, On Street Primary Bike Facility, Main Street, City Connector Streets, Local Connector Streets, Residential Streets, Express way, Freeway	Each classification includes a sample street cross section and a description on which road users are prioritized, accommodated or restricted on which street classification.

*Street typology taken from the Downtown Mobility Plan instead of the General Plan

SAMPLE STREET TYPOLOGY TABLES AND MAPS

Long Beach Street Typology Table and Map

Mobility Plan

	Regional Corridor	Boulevard	Avenue: Major	Avenue: Minor	Neighborhood Connector	Local Street
Possible Traffic Operations						
Traffic Calming					■	■
Signal Synchronization	■	■	■	■	Potential	Potential
Peak-Hour Parking Restrictions Allowed	Considered	Possible	Possible			
Scenic Route	Possible	Likely	Optional	Possible		
Turn Restrictions	■	■	■	■		
Possible Transit Operations						
Primary Transit Corridor	Desired	Optional	Optional			
Secondary Transit Route			Desired			
Transit Operational Enhancements	■	■				
Pedestrian Facilities	Sidewalk with buffer	Sidewalk with buffer	Sidewalk with buffer			
Bike Facilities	Shared	Shared	Bike lane			
Bus Rapid Transit	Optional	Optional	Optional			
Multimodal	Optional	Optional	Optional			
Bike Boulevard						
Class I Bike Facility						
Class II Bike Facility						
Class III Bike Facility	Optional	Optional	Optional			
Separate Bike Facility			Optional			
Pedestrian District		Optional	Optional			
Downtown Street		Optional	Optional			
Compatible Land Use						
Founding Neighborhood		■	■			
Contemporary Neighborhood		■				
Multiple Family Residential – Low		■	■			
Multiple Family Residential – Moderate	■	■	■			

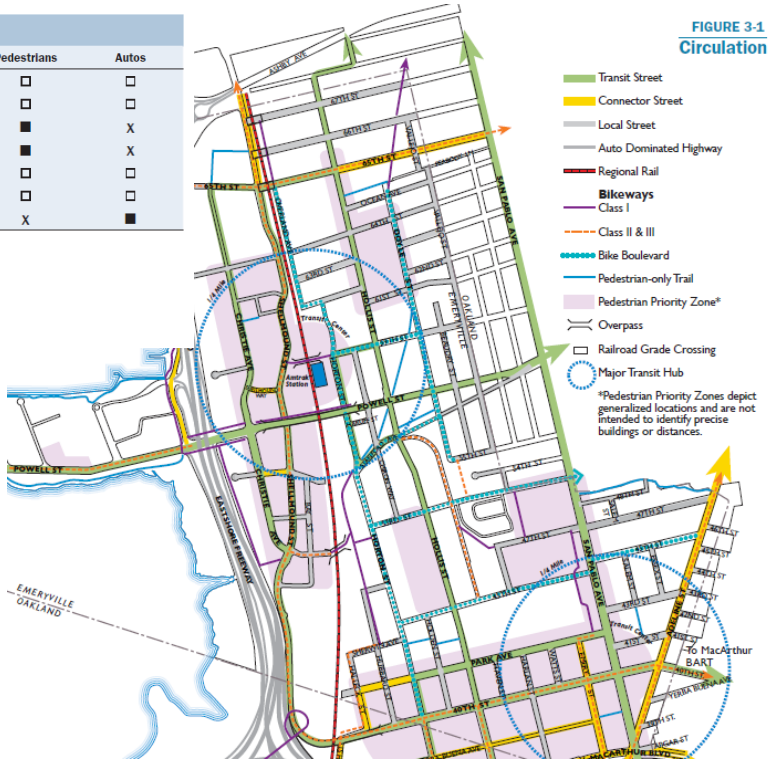
Emeryville Street Typology and Map

TRANSPORTATION FACILITIES MATRIX

Facility	Transit	Bicycles	Pedestrians	Autos
Transit Street[1]	■	□	□	□
Bicycle Boulevard	□	■	□	□
Bicycle Path (class I)	X	■	■	X
Pedestrian Path	X	X	■	X
Connector Street[1]	○	□	□	□
Local Street[1]	○	□	□	□
Auto Dominant Road	□	X	X	■

[1] Bike routes (class II and III) can be overlaid on these street types.

■ = Dominant
□ = Accommodated
○ = Incidental
X = Prohibited



APPENDIX C: LINKS TO EXAMPLE CIRCULATION ELEMENTS

City	Link
Alameda	http://alamedaca.gov/sites/default/files/document-files/files-inserted/general_plan_ch4.pdf
Brisbane	http://www.brisbaneca.org/sites/default/files/brisbaneca/ChapterVITransportationAndCirculation.pdf
Carlsbad*	http://web.carlsbadca.gov/services/departments/community/envision-carlsbad/Documents/DraftChp3MobilityElement.pdf
Davis	http://community-development.cityofdavis.org/Media/Default/Documents/PDF/CDD/Planning/Plans-Documents/GP/004-02-Transportation.pdf
Emeryville	http://www.emeryville.org/DocumentCenter/Home/View/1010
Fremont	http://www.fremont.gov/DocumentCenter/View/4666
Glendale**	http://www.ci.glendale.ca.us/planning/pdf_files/MobilityPlan/GLENDALEDowntownMobilityStudy_FINAL.pdf
Live Oak	http://www.liveoakcity.org/images/stories/pdf/06-circulation-element.pdf
Long Beach	http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=3904
Los Angeles*	http://cityplanning.lacity.org/Cwd/GnlPln/MobiltyElement/Text/MobilityPlan_2035.pdf
Monterey	http://www.monterey.org/Portals/1/peec/genplan/13_0806%20General%20Plan.pdf
Mill Valley	http://www.cityofmillvalley.org/index.aspx?page=1364
Redwood City	http://www.redwoodcity.org/phed/planning/generalplan/FinalGP/01.3_Built_Environment_Circulation.pdf
Rohnert Park	http://www.rpcity.org/modules/ShowDocument.aspx?documentid=5338
Sacramento	http://portal.cityofsacramento.org/Community-Development/Resources/Online-Library/General%20Plan
San Diego	http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelemfv.pdf
San Jose	http://www.sanjoseca.gov/DocumentCenter/Home/View/474
San Leandro	http://www.sanleandro.org/civicax/filebank/blobdload.aspx?blobid=8823
Santa Barbara	http://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=16905
Santa Monica	http://www.smgov.net/uploadedFiles/Departments/PCD/Plans/General-Plan/Land-Use-and-Circulation-Element.pdf
Turlock	http://www.ci.turlock.ca.us/pdflink.asp?pdf=documents/developmentservices/planning/generalplanch5.pdf

*Draft Circulation Element

**Downtown Mobility Plan