

- Identify and evaluate measures that will reduce the air quality impacts of motor vehicle trips that are consistent with regional air quality and transportation plans.

### Electric and Non-Carbon Emitting Vehicles

#### Possible Policy Areas:

- The development of infrastructure implementation strategies focused on supporting the use of electric and other non-carbon emitting vehicles.

#### Data Collection Techniques:

- Analyze the demand for electric and non-carbon emitting supportive infrastructure along streets, roads, and highways.

### Green Streets

#### Possible Policy Areas:

- The development of shade trees, green medians, and landscape standards for streets, roads, highways, and pedestrian and bicycle paths and trails. †
- The inclusion of trees, planting strips, and other landscaping as a street design standard. †

#### Data Collection Techniques:

- Assess current tree canopy conditions on existing streets, roads, and highways, as well as at existing transit terminals. †
- Assess future tree canopy conditions for proposed future streets, roads, and highways, as well as at proposed future transit terminal sites. †
- Assess the adequacy of budgets for maintaining shade trees and related landscaping along streets and paths. †

## TECHNICAL ASSISTANCE

### USEFUL DEFINITIONS

**Air Installation Compatible Use Zone (AICUZ):** A land use compatibility plan prepared by the U.S. Department of Defense for military airfields. AICUZ plans serve as recommendations to local government bodies having jurisdiction over land uses surrounding these facilities.

**Airport:** An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its building and facilities, if any.

**Airport Land Use Compatibility Plan:** A plan adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them.

**All Users:** Users of streets roads and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors.<sup>32</sup>

**Arterial:** A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

**Bicycle Boulevard:** The Bicycle Boulevard Design Guidebook defines a Bicycle Boulevard as “low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reductions, signage and pavement markings, and intersection crossing treatments.

**Bicycle Lane:** According to Caltrans’ Highway Design Manual, Chapter 1000, a bicycle lane is a Class II Bikeway and provides a striped lane for one-way bicycle travel on a street or highway,

**Bicycle Path:** According to Caltrans’ Highway Design Manual, Chapter 1000, a bicycle path is a Class I Bikeway and provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists is minimized.

**Bus Rapid Transit (BRT):** The Federal Transit Administration defines BRT as a “combination of facility, systems, and vehicle investments that convert conventional bus services into a fixed-facility transit service, greatly increasing their efficiency and effectiveness to the end user.”

**Collector:** A street for traffic moving between arterial and local streets, generally providing direct access to properties.

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<sup>32</sup> California Government Code §65302(b)(2)(B).

**Complete Street:** The National Complete Streets Coalition defines complete streets as follows:

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Creating complete streets means transportation agencies must change their orientation toward building primarily for cars. Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users.

The American Planning Association (APA) describes complete streets as follows:

Complete streets serve everyone – pedestrians, bicyclists, transit riders, and drivers – and they take into account the needs of people with disabilities, older people, and children. The complete streets movement seeks to change the way transportation agencies and communities approach every street project and ensure safety, convenience, and accessibility for all.

The California Department of Transportation (Caltrans) defines complete streets as follows:

A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.

**Connectivity:** A well connected circulation system with minimal physical barriers that provides continuous, safe, and convenient travel for all users of streets, roads, and highways.

**Conventional Highway:** According to the California Highway Manual, a conventional highway is, “a highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.”

**Expressway:** A highway with full or partial control of access with some intersections at grade.

**Farm-to-Market:** Transportation facilities which provide connections between areas of agricultural production, processing, and storage facilities to agricultural distribution and sales activities.

- Production:** The growing of crops or livestock for the purpose of producing food, fiber, and nursery products
- Processing:** All activities which handle, refine, or prepare commercial food, fiber, and nursery products for sale and consumption, including, but not limited to, packing plants, agricultural storage facilities, wineries, and dairies.
- Distribution:** All facilities which have the primary function of receiving agricultural products and transmitting them to sales facilities.
- Sales:** Retail and wholesale sale of agricultural products.

**Freeway:** A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade). Streets and Highways Code §23.5, in part, states that “Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access.”

**Heliport:** A facility used for operating, basing, housing, and maintaining helicopters.

**Local Scenic Highway:** A segment of a state or local highway or street that a city or county has designated as “scenic.”

**Local Street:** A street providing direct access to properties and designed to discourage through traffic.

**Level-of-Service:** According to the Transportation Research Board’s 2000 Highway Capacity Manual Special Report, Level-of-Service is a qualitative measure describing the efficiency of a traffic stream. It also describes the way such conditions are perceived by persons traveling in a traffic stream. Level-of-Service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety. Measurements are graduated, ranging from level-of-Service A (representing free flow and excellent comfort for the motorist, passenger, or pedestrian) to Level-of-Service F (reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, sidewalks, etc.). Level-of-Service can be determined for freeways, multi-lane highways, two-lane highways, signalized intersections, intersections that are not signalized arterials, and transit, bicycle, and pedestrian facilities.

**Light Rail or Light Rail Transit (LRT):** A form of urban rail public transportation which typically travels at a lower speed and capacity than heavy and metro rail systems, but typically travels at higher speeds and capacity than traditional tram systems. LRT operates mostly in private right-of-ways, but can also at times be incorporated into public right-of-ways.

**Major Thoroughfare:** A major passageway such as a street, highway, railroad line, or navigable waterway that serves high traffic volumes.

**Multimodal Transportation Network:** A well balanced circulation system that includes multiple modes of transportation that meets the needs of all users of streets, roads, and highways. §65302(b)(2)(A).

**National Scenic Byway:** A segment of a state or interstate highway route that the United States Forest Service has designated as a scenic byway or which another federal agency has designated as a national scenic and recreational highway.

**Official County Scenic Highway:** A segment of a county highway the Director of Caltrans has designated as "scenic."

**Official State Scenic Highway:** A segment of a state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designations and designated by the Director of Caltrans.

**Paratransit:** Transportation systems such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

**Railroad Depot:** A railroad terminal where passengers and goods are loaded and unloaded.

**Recreational Trails:** Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by persons with disabilities, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

**Route:** A sequence of roadways, paths, and/or trails that allow people to travel from place to place.

**Scenic Highway Corridor:** The visible area outside the highway's right-of-way, generally described as "the view from the road."

**Terminal:** A station, stop, or other transportation infrastructure along or at the conclusion of a transportation route. Terminals typically serve transportation operators and passengers by air, rail, road, or sea (i.e., airports, railroad depots, transit stops and stations, and ports and harbors).

**Transit-Oriented Development (TOD):** A moderate- to high-density development located within an easy walk or bicycle of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking, bicycling, and transit use without excluding the automobile.

**Utilities:** A set of services provided by local public utilities such as electricity, natural gas, water, and sewage.

**Walkability:** The measurement of how walkable a community is. Walkable communities typically include footpaths, sidewalks, street crossing, or other pedestrian oriented infrastructure.

## CASE LAW

The following case law summaries, presented by date, are correlated with general plan circulation elements:

### *Californians for Disability Rights, Inc. v. California Dept. of Transportation (2006-08)*

A class action lawsuit brought about by the Californians for Disability Rights Inc. against the California Department of Transportation (Caltrans) on the basis that Caltrans was in violation of the Americans with Disabilities Act (ADA). The said violation was due to the lack of accessibility for persons with mobility and/or vision disabilities along and at Caltrans owned and maintained sidewalks and park and ride facilities. The suits settlement included a Caltrans agreement to spend \$1.1 billion over the next 30 years to retrofit existing state owned sidewalks and park and ride facilities for accessibility by persons of all abilities, including the retrofit and installation of ADA compliant curb ramps. In addition, all new and temporary Caltrans street and park and ride facilities are held to the same standards.

### *Darlene Bonanno v. Central Contra Costa Transit Authority (2003)*

A liability suit brought about by Darlene Bonanno, a disabled resident of Contra Costa County injured while crossing a street at an unprotected crosswalk while attempting to access a bus terminal, against the Central Contra Costa Transit Authority (CCCTA) on the basis of hazardous pedestrian crossing conditions and lack of adequate access to and from a bus terminal. It is stated that a public entity is “liable for injury caused by a dangerous condition of its property if the plaintiff establishes that the property was in a dangerous condition at the time of injury, that the injury was proximately caused by the dangerous condition, that the dangerous condition created a reasonably foreseeable risk of the kind of injury which was incurred, and the public entity had actual or constructive notice of the dangerous condition under Section 835.2 a sufficient time prior to injury to have taken measures to protect against the dangerous condition.” It was concluded that the CCCTA created a hazardous condition based on the placement and maintenance conditions of its bus terminal and therefore were held partially liable for incurred injuries.

### *Joan Barden et al. v. City of Sacramento (2002)*

A class action law suit brought about by a group of various individuals with mobility and/or visual disabilities against the City of Sacramento on the basis that they believed the city had violated the Americans with Disabilities Act (ADA) by failing to install curb ramps in new and retrofitted sidewalks and additionally failed to maintain existing sidewalks to ensure accessibility for persons with disabilities. Title II of the ADA provides that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” Since sidewalks are a normal function of a city it was decided that sidewalks are considered to be a “public service, program, or activity,” as defined by the ADA and therefore are subjected to all ADA compliance standards.

*Robert Rohn et al. v. City of Visalia (1989)*

This case discusses the limits on road exactions related to the circulation element. In *Rohn*, the court overturned a street dedication requirement on the basis of inadequate nexus evidence, based on the U.S. Supreme Court's *Nollan* decision on regulatory "takings" (*Nollan v. California Coastal Commission (1987) 107 S.Ct. 3141*). The City required Rohn to dedicate additional street right-of-way despite the fact that the proposed project would not contribute any additional traffic to the street. Since the dedication requirement was supported in part by the city's general plan, but not by empirical evidence of a need for the required dedication, this case shows that the general plan by itself is not armor against a takings claim.

If the circulation element is to be an effective basis for exactions, it must be based upon traffic studies that are sufficiently detailed to link land uses and related demand to future dedications. Additionally, ad hoc road exactions must be roughly proportional to the project's specific impacts on the road system (*Erblich v. City of Culver City (1996) 12 Cal4th 854 and Dolan v. City of Tigard (1994) 114 S.Ct. 2309*). The circulation element alone may be an insufficient basis for exactions otherwise.

*Concerned Citizens of Calaveras County v. Board of Supervisors (1985)*

The Calaveras County Board of Supervisors adopted a new general plan which included an update to the County's general plan land use and circulation elements. A petition for writ of mandate was filed by the Concerned Citizens of Calaveras County accusing the County's general plan to be legally inadequate since the land use and circulation elements were internally inconsistent. Specifically, the County's circulation element's plan to physically and financially maintain and construct new roads and highways did not reflect the County's projected growth designated in its land use element. California Government Code Section 65300.5 reads, "In construing the provisions of (article 5, on the scope of general plans), the legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." In addition, California Government Code Section 65302(b) reads that, "the circulation element-including existing and proposed major thoroughfares and transportation routes-be 'correlated' with the land use element." "Correlated' means 'closely, systematically, or reciprocally related . . .' [Webster's Third New International Dictionary (1981) p. 511]."

It was concluded that the County's general plan could not identify future circulation problems or funding sources necessary for maintenance and improvements. The circulation element failed to provide feasible remedies for the predicted traffic congestion caused by the population increase. The county addressed this internal conflict by stating that it would lobby for funds to solve the future traffic problems. The court held that this vague response was insufficient to reconcile the conflicts in

the plan. The circulation element was deemed legally inadequate and the Calaveras County Board of Supervisors were asked to amend both the land use and circulation elements for adequacy and consistency prior to further adoption.

*Twain Harte Homeowners Association v. Tuolumne County (1982)*

The Twain Harte Homeowners Association filed for a writ of mandate and injunctive relief against Tuolumne County over the certification of an environmental impact report (EIR) prepared in connection with the adoption of the County's general plan. The association declared that the County's general plan land use, circulation, and housing elements were legally inconsistent and did not comply with California Government Code Section 65302. Specifically, the association said the circulation element addressed all factors required by subdivision (b) which states a circulation must consist of, "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities;" however, the circulation element failed to correlate with the land use element. The circulation element's mentioned "facilities" were not reflected in the land use element. It was concluded that since the land use element was deficient in itself, that the circulation element too was deficient.

The *Twain Harte* case indicates that courts may look beyond the circulation element to supporting documents (e.g., other sections of the general plan) when such evidence is not readily apparent. Local governments should provide explicit evidence of correlation in both their circulation and land use elements. The *Twain Harte* case indicates that the courts will not automatically presume the existence of correlation simply because a local government has adopted both its circulation and land use elements. Although general plans, as legislative enactments of the police power, will be presumed valid by the courts (if they are reasonably related to promoting or protecting the health, safety, or welfare, and are not arbitrary and capricious), such plans must nevertheless be in substantial compliance with state law. In other words, the courts will review a plan for its actual compliance with the requirements of the state's general plan statutes. In this case, the court used the *General Plan Guidelines* to help determine compliance.

## STATE AGENCY RESOURCES

Below is a non-exhaustive list of state agencies that can provide information and assistance to local governments in order to develop or update a circulation element.

California Air Resources Board  
<http://www.arb.ca.gov/homepage.htm>

California Department of Transportation (Caltrans)  
<http://www.dot.ca.gov/>

Division of Aeronautics  
<http://www.dot.ca.gov/hq/planning/aeronaut/>

Division of Local Assistance  
<http://www.dot.ca.gov/hq/planning/Local Programs/>

Division of Mass Transportation  
<http://www.dot.ca.gov/hq/MassTrans/>

Division of Transportation Planning  
<http://www.dot.ca.gov/hq/tpp/>

California Energy Commission  
<http://www.energy.ca.gov/>

California Department of Public Health  
<http://www.cdph.ca.gov/>

California Public Utilities Commission  
<http://www.cpuc.ca.gov/puc/>

Governor's Office of Planning and Research  
<http://www.opr.ca.gov/>

# APPENDIX A

## MULTIMODAL TRANSPORTATION NETWORK EXAMPLES

It is essential that each jurisdiction adopt goals, policies, and implementation measures that are suitable for their individual communities and general plan. This appendix includes various local and out of state examples of multimodal transportation goals, policies, and implementation measures adopted by local jurisdictions. **These are only examples** and may or may not address all components of multimodal transportation networks. This list is not exhaustive.

CALIFORNIA CITIES AND COUNTIES with Multimodal Transportation Goals and Policies in their General Plans	
CA Jurisdiction	Document Location
City of Arroyo Grande	<a href="http://www.arroyogrande.org/city-hall/city-departments/community-development/planning/general-plan/circulation.pdf">http://www.arroyogrande.org/city-hall/city-departments/community-development/planning/general-plan/circulation.pdf</a>
City of Brisbane	<a href="http://www.ci.brisbane.ca.us/Upload/Document/D240001033/ChapterVITransportationAndCirculation.pdf">http://www.ci.brisbane.ca.us/Upload/Document/D240001033/ChapterVITransportationAndCirculation.pdf</a>
City of Calistoga	<a href="http://www.ci.calistoga.ca.us/Index.aspx?page=519">http://www.ci.calistoga.ca.us/Index.aspx?page=519</a>
City of Cloverdale	<a href="http://cloverdale.net/DocumentView.aspx?DID=381">http://cloverdale.net/DocumentView.aspx?DID=381</a>
City of Encinitas	<a href="http://www.cityofencinitas.org/NR/rdonlyres/56B20F5C-9B4D-4126-BFF5-2206C09A547F/0/circulation.pdf">http://www.cityofencinitas.org/NR/rdonlyres/56B20F5C-9B4D-4126-BFF5-2206C09A547F/0/circulation.pdf</a>
City of Fairfax	<a href="http://www.town-of-fairfax.org/html/gpac_progress.html">http://www.town-of-fairfax.org/html/gpac_progress.html</a>
City of Highland	<a href="http://www.ci.highland.ca.us/GeneralPlan/PDFs/03-Circulation_Element.pdf">http://www.ci.highland.ca.us/GeneralPlan/PDFs/03-Circulation_Element.pdf</a>
City of Hughson	<a href="http://hughson.org/files/Complete%20Final%20GP.pdf">http://hughson.org/files/Complete%20Final%20GP.pdf</a>
City of Lemon Grove	<a href="http://www.ci.lemon-grove.ca.us/DocumentCenterii.aspx?FID=33">http://www.ci.lemon-grove.ca.us/DocumentCenterii.aspx?FID=33</a>
City of Live Oak	<a href="http://www.liveoakcity.org/index.php?option=com_docman&amp;Itemid=200">http://www.liveoakcity.org/index.php?option=com_docman&amp;Itemid=200</a>
City of Napa	<a href="http://74.205.120.199/images/CDD/planningdivisiondocs/generalplan/2009/chapter%203%20-%20transportation.pdf">http://74.205.120.199/images/CDD/planningdivisiondocs/generalplan/2009/chapter%203%20-%20transportation.pdf</a>
City of Oakland	<a href="http://www2.oaklandnet.com/Government/o/CEDA/o/PlanningZoning/s/GeneralPlan/DOWD009015">http://www2.oaklandnet.com/Government/o/CEDA/o/PlanningZoning/s/GeneralPlan/DOWD009015</a>
City of Oakley	<a href="http://www.ci.oakley.ca.us/UserFiles/file/GeneralPlan/03%20Circulation%20Element.pdf">http://www.ci.oakley.ca.us/UserFiles/file/GeneralPlan/03%20Circulation%20Element.pdf</a>
City of Orland	<a href="http://cityoforland.com/govt/dept/planning/documents/CurrentGeneralPlanMarch2003.pdf">http://cityoforland.com/govt/dept/planning/documents/CurrentGeneralPlanMarch2003.pdf</a>
City of Rohnert Park	<a href="http://www.ci.rohnert-park.ca.us/index.aspx?page=86">http://www.ci.rohnert-park.ca.us/index.aspx?page=86</a>
City of Sacramento	<a href="http://www.sacgp.org/documents/04_Part2.04_Mobility.pdf">http://www.sacgp.org/documents/04_Part2.04_Mobility.pdf</a>
City of San Diego	<a href="http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelemfv.pdf">http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelemfv.pdf</a>

CALIFORNIA CITIES AND COUNTIES with Multimodal Transportation Goals and Policies in their General Plans (continued)	
CA Jurisdiction	Document Location
City of San Jacinto	<a href="http://www.ci.san-jacinto.ca.us/city-govt/development/general-plan/Circulation%20Element.pdf">http://www.ci.san-jacinto.ca.us/city-govt/development/general-plan/Circulation %20Element.pdf</a>
City of San Leandro	<a href="http://www.sanleandro.org/civica/filebank/blobdload.asp?BlobID=3816">http://www.sanleandro.org/civica/filebank/blobdload.asp?BlobID=3816</a>
City of Sanger	<a href="http://www.ci.sanger.ca.us/devserv/planning/2025%20GENERAL%20PLAN.pdf">http://www.ci.sanger.ca.us/devserv/planning/2025%20GENERAL%20PLAN.pdf</a>
City of Santa Barbara	<a href="http://www.santabarbaraca.gov/Government/General_Plan/">http://www.santabarbaraca.gov/Government/General_Plan/</a>
City of Solano Beach	<a href="http://www.ci.solana-beach.ca.us/csite/cms/app_engine/assets/images/cd_circulation element.pdf">http://www.ci.solana-beach.ca.us/csite/cms/app_engine/assets/images/cd_circulation element.pdf</a>
City of Turlock	<a href="http://www.ci.turlock.ca.us/pdfink.asp?pdf=documents/developmentservices/planning/generalplan/5-01.pdf?o=o&amp;title=Turlock%20General%20Plan">http://www.ci.turlock.ca.us/pdfink.asp?pdf=documents/developmentservices/planning/generalplan/5-01.pdf?o=o&amp;title=Turlock%20General%20Plan</a>
Contra Costa County	<a href="http://contra.napanet.net/depart/cd/current/advance/GeneralPlan/General%20Plan.pdf">http://contra.napanet.net/depart/cd/current/advance/GeneralPlan/General%20Plan.pdf</a>
Inyo County	<a href="http://inyoplanning.org/general_plan/goals/ch7.pdf">http://inyoplanning.org/general_plan/goals/ch7.pdf</a>
Marin County	<a href="http://www.co.marin.ca.us/depts/cd/main/fm/cwpdocs/CWP_CD2.pdf">http://www.co.marin.ca.us/depts/cd/main/fm/cwpdocs/CWP_CD2.pdf</a>
Napa County	<a href="http://countyofnapa.org/GeneralPlan/">http://countyofnapa.org/GeneralPlan/</a>
Riverside County	<a href="http://www.rctlma.org/genplan/content/gp.aspx">http://www.rctlma.org/genplan/content/gp.aspx</a>
Yolo County	<a href="http://www.yolocounty.org/Index.aspx?page=1528">http://www.yolocounty.org/Index.aspx?page=1528</a>

CALIFORNIA CITIES AND COUNTIES with Multimodal Transportation Implementation Examples		
CA Jurisdiction	Document Title	Document Location
City of Elk Grove	Rural Road Improvement Standards	<a href="http://www.egplanning.org/rural_roads/files/adopted_documents/Rural%20Road%20Improvement%20Standard_11.20.07.pdf">http://www.egplanning.org/rural_roads/files/adopted_documents/Rural%20Road%20Improvement%20Standard_11.20.07.pdf</a>
City of Sacramento Transportation & Air Quality Collaborative	Best Practices for Complete Streets	<a href="http://www.cityofsacramento.org/transportation/dot_media/engineer_media/pdf/bp-CompleteStreets.pdf">http://www.cityofsacramento.org/transportation/dot_media/engineer_media/pdf/bp-CompleteStreets.pdf</a>
City of San Diego	Street Design Manual	<a href="http://www.sandiego.gov/planning/documents/pdf/trans/complete.pdf">http://www.sandiego.gov/planning/documents/pdf/trans/complete.pdf</a>
City and County of San Francisco	Better Streets Plan	<a href="http://www.sacog.org/complete-streets/toolkit/files/docs/SF%20Controller_Better%20Streets%20Plan%20Recommendations%20for%20Improved%20Streetscape%20Project%20Planning,%20Design,%20Review%20and%20Approval.pdf">http://www.sacog.org/complete-streets/toolkit/files/docs/SF%20Controller_Better%20Streets%20Plan%20Recommendations%20for%20Improved%20Streetscape%20Project%20Planning,%20Design,%20Review%20and%20Approval.pdf</a>

CALIFORNIA CITIES AND COUNTIES with Multimodal Transportation Implementation Examples (continued)		
CA Jurisdiction	Document Title	Document Location
City of Sanger	Standard Details	<a href="http://www.ci.sanger.ca.us/Public%20works/standard%20details/Cover-Indexcmpt.pdf">http://www.ci.sanger.ca.us/Public%20works/standard%20details/Cover-Indexcmpt.pdf</a>
City of Stockton	Pedestrian Safety and Crosswalk Installation Plan	<a href="http://www.stocktongov.com/publicworks/publications/PedGuidelines.pdf">http://www.stocktongov.com/publicworks/publications/PedGuidelines.pdf</a>
Sacramento County	Street Improvement Standards	<a href="http://www.msa2.saccounty.net/ce/dss/ldsir/pages/improvementstandards.aspx">http://www.msa2.saccounty.net/ce/dss/ldsir/pages/improvementstandards.aspx</a>

MULTIMODAL TRANSPORTATION EXAMPLES from outside California		
Jurisdiction	Document Title	Document Location
Fort Collins, CO	Master Street Plan	<a href="http://www.fcgov.com/transportationplanning/msp.php">http://www.fcgov.com/transportationplanning/msp.php</a>
Town of Basalt, CO	Complete Street Design	<a href="http://www.basalt.net/planningPdf/StreetsFinal.pdf">http://www.basalt.net/planningPdf/StreetsFinal.pdf</a>
Decatur, GA	Community Transportation Plan	<a href="http://www.decaturga.com/cgs_citysvcs_dev_transportationplan.aspx">http://www.decaturga.com/cgs_citysvcs_dev_transportationplan.aspx</a>
Louisville, KY	Complete Streets Manual	<a href="http://services.louisvilleky.gov/media/complete_streets/complete_streets_manual.pdf">http://services.louisvilleky.gov/media/complete_streets/complete_streets_manual.pdf</a>
Rochester, MN	Complete Streets Policy	<a href="http://www.co.olmsted.mn.us/departments/docs/CompleteStreetsResolution_2_.pdf">http://www.co.olmsted.mn.us/departments/docs/CompleteStreetsResolution_2_.pdf</a>
Oxford, MS	Creating a Walkable, Bikeable Community Through Complete Streets	<a href="http://oxfordms.net/docs/reports/pathwaysfinalreport.pdf">http://oxfordms.net/docs/reports/pathwaysfinalreport.pdf</a>
Charlotte, NC	Charlotte NC Urban Street Design Guidelines	<a href="http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm">http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.htm</a>
	Transit Station Area Principles	<a href="http://www.charmeck.org/Planning/Land%20Use%20Planning/Transit_Station_Area_Plans/TransitStationAreaPrinciples.pdf">http://www.charmeck.org/Planning/Land%20Use%20Planning/Transit_Station_Area_Plans/TransitStationAreaPrinciples.pdf</a>
Columbus, OH	Complete Streets	<a href="http://pubserv.ci.columbus.oh.us/transportation/NewsRelease/Complete_Streets.pdf">http://pubserv.ci.columbus.oh.us/transportation/NewsRelease/Complete_Streets.pdf</a>

MULTIMODAL TRANSPORTATION EXAMPLES from outside California (continued)		
Jurisdiction	Document Title	Document Location
Eugene, OR	Multi Modal Street Design	<a href="http://www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_282993_0_0_18/Multi%20Modal%20Street%20Design.pdf">http://www.eugene-or.gov/portal/server.pt/gateway/PTARGS_0_2_282993_0_0_18/Multi%20Modal%20Street%20Design.pdf</a>
Kirkland, WA	2001 Kirkland Nonmotorized Transportation Plan	<a href="http://www.ci.kirkland.wa.us/Assets/Public+Works/Public+Works+PDFs/Transportation/Non-Motorized+Transportation+Plan.pdf">http://www.ci.kirkland.wa.us/Assets/Public+Works/Public+Works+PDFs/Transportation/Non-Motorized+Transportation+Plan.pdf</a>
Seattle, WA	Seattle Complete Street Ordinance	<a href="http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&amp;s1=115861.cb n.&amp;Sect6=HITOFF&amp;l=20&amp;p=1&amp;u=/~public/cbor2.htm&amp;r=1&amp;f=G">http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&amp;s1=115861.cb n.&amp;Sect6=HITOFF&amp;l=20&amp;p=1&amp;u=/~public/cbor2.htm&amp;r=1&amp;f=G</a>

## APPENDIX B

### ADDITIONAL RESOURCES

#### LEGISLATION AND POLICIES

Assembly Bill 1358 California Complete Streets Act (Leno)

[http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab\\_1351-1400/ab\\_1358\\_bill\\_20080930\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf)

Assembly Bill 32 California Global Warming Solutions Act of 2006 (Nunez)

[http://www.climatechange.ca.gov/publications/legislation/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.climatechange.ca.gov/publications/legislation/ab_32_bill_20060927_chaptered.pdf)

Senate Bill 375 Regional Targets (Steinberg)

[http://info.sen.ca.gov/pub/07-08/bill/sen/sb\\_0351-0400/sb\\_375\\_bill\\_20080902\\_enrolled.pdf](http://info.sen.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080902_enrolled.pdf)

Executive Order # S-3-05 Est. GHG Emissions Reduction Targets

<http://gov.ca.gov/index.php?/executive-order/1861/>

Caltrans Deputy Directive 64-R1

[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/dd\\_64\\_r1\\_signed.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf)

Caltrans' Complete Street Implementation Plan

[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/CompleteStreets\\_IP03-10-10.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CompleteStreets_IP03-10-10.pdf)

U.S. Department of Transportation Federal Highway Administration

*Policy Statement on Bicycle and Pedestrian Accommodations, Regulations, and Recommendations*

[http://www.fhwa.dot.gov/environment/bikeped/policy\\_accom.htm](http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm)

## SUPPORTING ORGANIZATIONS

AARP

[www.aarp.org](http://www.aarp.org)

America Bikes

[www.americabikes.org](http://www.americabikes.org)

America Walks

[www.americawalks.org](http://www.americawalks.org)

American Planning Association

[www.planning.org](http://www.planning.org)

American Public Transportation Association

[www.apta.com](http://www.apta.com)

Association of Pedestrian and Bicycle Professionals

[www.apbp.org](http://www.apbp.org)

California Bicycle Coalition

[www.calbike.org/completestreets.htm](http://www.calbike.org/completestreets.htm)

Institute of Transportation Engineers

[www.ite.org](http://www.ite.org)

National Center for Bicycling and Walking

[www.bikewalk.org](http://www.bikewalk.org)

National Complete Streets Coalition

[www.completestreets.org](http://www.completestreets.org)

Pedestrian and Bicycling Information Center

[www.walkinginfo.org](http://www.walkinginfo.org)

Safe Routes to School

<http://www.saferoutesinfo.org/>

Smart Growth America

[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)

## RESOURCES FOR POLICY DEVELOPMENT

AARP Public Policy Institute

*Planning Complete Streets for an Aging America*

[http://www.aarp.org/home-garden/livable-communities/info082009/Planning\\_Complete\\_Streets\\_for\\_an\\_Aging\\_America.html](http://www.aarp.org/home-garden/livable-communities/info082009/Planning_Complete_Streets_for_an_Aging_America.html)

Alliance for Biking and Walking

*Bicycling and Walking in the US 2010 Benchmarking Report*

<http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/C529>

American Association of State Highway and Transportation Officials (AASHTO)

*A Policy on Geometric Design for Highways and Streets (Green Book)*

[https://bookstore.transportation.org/Item\\_details.aspx?id=110](https://bookstore.transportation.org/Item_details.aspx?id=110)

*(In print only)*

American Disabilities Act

*ADA Standards for Accessible Design*

<http://www.ada.gov/adastd94.pdf>

American Planning Association

*Complete Streets Best Policy and Implementation Practices*

<http://www.planning.org>

*(In print only)*

Association of Pedestrian and Bicycle Professionals

*Bicycle Parking Guidelines, Second Edition*

<http://www.apbp.org/?page=Publications>

*(In print only)*

California Climate Change Portal

*California's Resource for Global Climate Change Information*

<http://www.climatechange.ca.gov>

California Department of Health Services

*The Burden of Asthma in California: A Surveillance Report*

<http://www.californiabreathing.org/images/stories/publications/asthmaburdenreport.pdf>

California Department of Public Health

*The Burden of Cardiovascular Disease in California: A Report of The California Heart Disease and Stroke Prevention Program*

<http://www.cdph.ca.gov/programs/cvd/Documents/CHDSP-BurdenReport-HighRes.pdf>

California Department of Transportation (Caltrans)

*Bicycle Transportation Account*

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>