

# Chapter 8: Transitioning To Complete Streets

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## COMPLETE STREETS TRANSITION PLAN

Implementing complete streets begins with adoption of policies, plans and designs described in this guidebook. Frequently, the last steps in implementing complete streets are the most difficult and involve enacting requirements and regulations and providing funding for complete streets improvements. Specific tools for addressing these challenges are described in this chapter.

Providing all of the ingredients for implementing complete streets will take a significant investment in some communities. Below are some tools that local jurisdictions may want to consider to facilitate the transition of motor vehicle oriented street towards streets that provide a greater range of safe and convenient choices for all users.

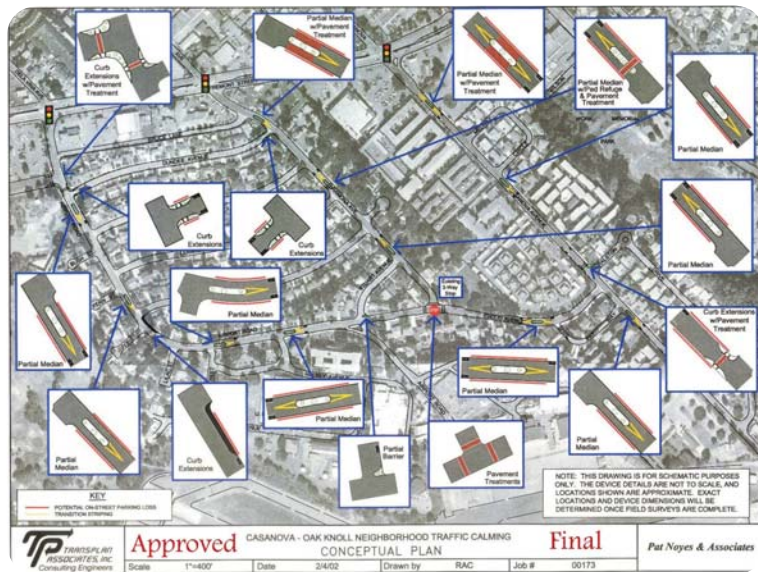
### Zoning Ordinance Review

Zoning ordinance, subdivision ordinance, and municipal code may need to be reviewed to identify where policy is weak in establishing standards. The following zoning ordinance features will support implementation of complete streets:

- Requirements for access management and transit-oriented development;
- Regulations that support recommended complete street characteristics and non-motorized site design for development sites, setbacks, and building entrances;
- Regulations promoting higher density and multi-use developments, which encourages walking and bicycling between destinations;
- Regulations that require easements for bicycle and pedestrian facilities and require new development to make improvements consistent with bicycle, pedestrian, transit, and traffic calming plans.
- Incentives for developments that provide enhanced bicycle, pedestrian and transit facilities.

## Local Area Plans

Local area specific plans can be helpful in developing a complimentary set of investments which support a systems approach to complete streets. In some cases, local area specific plans may have strong potential for implementing complete streets policies by taking a comprehensive approach to ensuring consistency with higher level plans, while at the same time providing detail which is responsive to specific local area evidence-based needs. In the early 2000s, the City of Monterey worked with residents to develop neighborhood traffic calming plans. Since their adoption, the City has successfully implemented the majority of these plans.

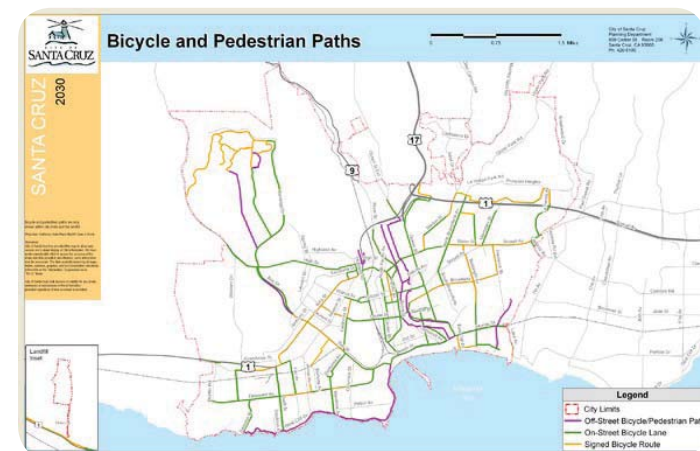


City of Monterey Neighborhood Traffic Calming Plan

## Bicycle and Pedestrian Plans

Bicycle transportation plans and pedestrian master plans should also be utilized to develop complete streets projects. Ensuring that complete streets projects are consistent with these mode specific plans is an effective way to support the development of a network of complete streets. Establishing a network of complete streets is important because roadway users typically utilize several transportation facilities and more than one mode when traveling between their origin and destination.

Ensuring that new projects are consistent with bicycle and pedestrian plans can be utilized as strategy for transitioning to complete streets, particularly to improve connectivity. For example, the Tahoe Regional Planning Council worked closely with local jurisdictions to establish zoning ordinances for its bicycle and pedestrian plan. These ordinances require new developments to implement bicycle and pedestrian facilities identified in the plan if they are located within or along a proposed development parcel.



## FUNDING COMPLETE STREETS

Funding for complete streets project remains a challenge in the Monterey Bay Area where transportation needs far outweigh available transportation funds. Complete streets projects are currently being considered in the development of the Monterey Bay Area Sustainable Communities Strategy as part of a suite of projects to reduce vehicle miles traveled in areas identified for growth and more intensified use. Although many complete streets projects may be identified to receive funding in the long-range transportation plan and sustainable communities strategy, they will need to compete for limited transportation resources.

### Existing Funding Sources

- Transportation Development Act Funds
- Regional Surface Transportation Program
- Neighborhood Improvement Program (City of Monterey)
- Bicycle Transportation Account
- Office of Traffic Safety
- Highway Safety Improvement Program
- Transportation Alternatives Program (formerly Transportation Enhancement funds)
- Regional Development Impact Fees

## Potential New Funding Sources

**Active Transportation Program:** Legislation is currently under consideration at the state level to consider consolidating the federal Transportation Alternatives Program, the state Bicycle Transportation Account, the state and federal Safe Routes to Schools and the Environmental Enhancement and Mitigation program into a single statewide competitive program.

**Multimodal Impact Mitigation Fees:** Development impact fees are now being assessed and applied to bicycle, pedestrian and transit projects. Like traditional impact fees, multimodal impact fees are used to mitigate the cost of new demands on the transportation system resulting from trips incurred by new development. Local jurisdictions with multimodal impact fees are using model projections, multimodal level of service thresholds, or multimodal trip generation rates by land use type, (such as those developed by the Institute of Transportation Engineers), as the mechanism for assessing the mitigation payment amount. Fees are then applied to investments that are reasonably connected to the development impacts. Multimodal impacts fees work in areas where there is already pedestrian, bicycle and transit activity or in areas that could potentially benefit from and support diverse transportation options.

**Local Transportation Sales Tax Measure:** Over 85% of California residents live in a region with an approved transportation measure which dedicates sales tax funding to transportation projects. Local transportation measures are applied to projects identified in an approved expenditure plan and currently require a two-thirds majority vote.

**Public and private grant programs** focused on improving health by reducing greenhouse gas emissions, improving air quality and reducing obesity through physical activity may also play a role in funding complete streets projects.

## REGIONAL COMPLETE STREETS PHASING PLAN

The tools provided in the Monterey Bay Area Complete Streets Guidebook support a transition from streets that are primarily auto-oriented to streets which safely and comfortably accommodate all users. The Monterey Bay Area Complete Streets Guidebook takes the approach that by incorporating complete streets into policy, plans, and design, streets will begin to become more complete in stages, beginning in the short-term (2020) and continuing into the long-term (2035).

Given the significant need for road rehabilitation throughout the Monterey Bay Area, complete streets improvements that can be coupled with roadway rehabilitation projects are more likely to be completed in the short-term (2020), such as complete street features that can be realized primarily through roadway restriping. Other projects expected to be completed in the short-term are those funded by continuous funding sources such as Transportation Development Act funds, which frequently support curb ramp improvements, and Safe Routes 2 School funds which support bicycle, pedestrian and traffic calming around schools. The projects which require a greater amount of resources will be implemented closer to the 2035 horizon if current funding trend continue.



Short-term projects such as bicycle lane striping



Long-term projects such as the Monterey Branch Line Light Rail Service and Stations