



# ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS COMPLETE STREETS POLICY

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# Association of Monterey Bay Area Governments Complete Streets Policy

## Introduction

The Association of Monterey Bay Area Governments (AMBAG) has recognized the importance of multimodal streets to improve accessibility, safety, and equity for all users of the transportation system. In August 2013, AMBAG adopted its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region to meet the needs of all travel modes, ages, and abilities. Additionally, AMBAG recognizes their partner agencies and local jurisdictions have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities.

AMBAG's Complete Streets Policy will build upon these previous efforts by promoting a transportation system that is designed to be multimodal to safely and comfortably accommodate users of all ages and abilities, including, but not limited to, pedestrians, bicyclists, shared and micromobility users, motorists, transit and school bus riders, persons with disabilities, freight and commercial providers, emergency responders, and adjacent land users.

Research has shown that complete streets enhance job growth, promote economic development, improve safety, public health, and fitness, decrease vehicle emissions, and reduce the overall demand on roadways by allowing people to replace motor vehicle trips with active transportation and transit options. Furthermore, as communities integrate sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of a project, they spare the expense and complications of retrofits implemented at a later date. Proactively planning for a multimodal transportation system can promote its integration with land use policies to encourage sustainable development.

## Purpose and Need

Federal, state, and local policies have emphasized the need to accommodate all users of the roadway. The metropolitan planning process specifically includes direction to increase the safety of the transportation system for motorized and non-motorized users. This requires that AMBAG plan, prioritize, promote, and implement measures to accomplish this goal. One way to do so is through adopting a complete streets policy as directed by the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) of 2021. Using the complete streets concept, AMBAG is supporting the paradigm shift from "moving cars quickly" to "providing safe access for users of all modes." This work is needed as demonstrated by the 35% increase in pedestrian

fatalities and serious injuries in the tri-county region (Monterey, San Benito, and Santa Cruz) between 2019 and 2022.<sup>1</sup>

The adopted approach will result in the Monterey Bay region's roadways being safer and more accessible for bicycles and pedestrians, while also being realistic and reasonable to implement. As the final approval of roadway designs to achieve safe and efficient operations of the transportation system lies with the licensed traffic engineers, this policy is not too specific regarding street design. Instead, this policy is to provide direction to the design engineers and other decision makers as to what, at a minimum, shall be required to help achieve safe mobility for all roadway users. When doing so, it supports the development of a comprehensive, multimodal transportation system and promotes integration with sustainable land use development. For this reason, AMBAG's Complete Streets Policy is consistent with regional goals and objectives established in the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

## Complete Streets Definition

The term "complete streets" describes a transportation network that is routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the facility. Complete streets increase the level of service for all users, rather than focusing solely on automobiles. This includes older adults, persons living with disabilities, people who walk and bike for transportation, and people who do not have access to a vehicle. Complete streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, move actively with assistive devices, and operate commercial and emergency vehicles efficiently. They also allow buses to run on time and make it safe for people to walk or move actively to and from transit hubs. This work is needed as demonstrated by a May 2023 Monterey-Salinas Transit (MST) passenger survey that found 91% of respondents walked, biked, scooted, or used a mobility aid to get to a bus stop.<sup>2</sup>

When implemented, the complete streets approach to planning streets and roads results in a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance and operations work, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

As communities have different context, needs, and characteristics, complete streets planning and design should be flexible and comprehensive. There is no specific design prescription; each street is unique, and its design reflects the context of the community and street network. Each street project is considered within the context of the overall transportation system. Some streets may be prioritized for pedestrian travel, others for transit, bicycling, motorists, or goods movement. Some streets will have robust facilities

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<sup>1</sup> UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) SWITRS Summary, 2018 – 2022 Pedestrian Fatalities and Serious Injuries by County, <https://tims.berkeley.edu/summary.php>

<sup>2</sup> MST District Board of Directors Meeting Agenda Packet, September 11, 2023, [https://mst.org/wp-content/media/Agenda\\_MST\\_202309-September-Final.pdf](https://mst.org/wp-content/media/Agenda_MST_202309-September-Final.pdf)

that accommodate all modes; however, many streets might not contain all those features due to physical right-of-way constraints and other considerations.

## Complete Streets Vision

AMBAG's Complete Streets Policy aims to enhance the quality of life in the Monterey Bay region through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment. This work will require coordination across disciplines and across jurisdictional lines, including when projects are located on California Department of Transportation (Caltrans) right-of-way.

## Complete Streets Goals

The goals of this Complete Streets Policy are to:

1. Consider the needs of all road users, including the most vulnerable such as children, seniors, persons with disabilities, and persons of limited means, throughout the Monterey Bay region to the greatest extent possible and practicable.
2. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into the project development process for surface transportation projects in the Monterey Bay region.
3. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into land use and development decisions to encourage the development of walkable, bikeable, and transit friendly neighborhoods.
4. Create a safe, equitable, balanced, comprehensive, integrated, fully interconnected, functional, reliable, convenient, resilient, and visually attractive surface transportation network in the Monterey Bay region.
5. Promote the use of the latest and best complete streets design standards, principles, policies, and guidelines within the context of the community.
6. Support flexibility for different types of streets, communal areas, and users to enhance the access and mobility experience.
7. Plan, design, operate, and maintain a multimodal network of complete streets that supports sustainable development and provides livable, healthy, equitable, and prosperous communities.
8. Make active transportation and transit safer and more convenient to increase use of these modes of transportation.
9. Support transportation options that improve public health.

## Principles of Complete Streets

The following are key principles of AMBAG's Complete Street Policy:

1. It is context-sensitive, considering economic, social, and environmental objectives.

2. Emphasizes transportation facility connectivity for all modes of travel.
3. Takes into account not only the presence of a facility, but also the level of comfort (including stress from close proximity to motor vehicle traffic and future average temperature rises due to climate change) and safety (based on national data for bicycles and pedestrians) that the facility provides for all users of that facility.
4. Ensures that the entire right-of-way is planned, designed, funded, and operated with consideration for safe access for all users of all ages and abilities and that all users and transportation modes are equally deserving of safe travel facilities.
5. Seeks to fill gaps and expand networks of complete streets facilities to ensure continuous routes to key destinations.
6. Encourages the use of national best practice design standards.
7. Allows design flexibility in balancing user and stakeholder needs including maintenance, emergency responder, and transit needs.
8. Encourages that the purchase of operations and maintenance vehicles are well suited for current and proposed infrastructure.
9. Encourages consistency of transportation projects with current and future land use goals and policies of local land use plans.
10. Benefits all users equitably, particularly vulnerable users and in the most underinvested and underserved communities, including facility maintenance.
11. Actively works to consider how to preserve right-of-way for all users.
12. Encourages the prioritization of complete streets projects in areas that have the potential to serve high concentrations of vulnerable users.
13. Encourages collaboration and interagency coordination with all transportation planning agencies and partners including public health and housing.
14. Supports the involvement of local transit agencies to ensure that sufficient accommodation for transit vehicles and access to transit facilities is provided.

## Complete Streets Policy

AMBAG encourages the above principles be used for the purpose of planning, designing, building, operating, and maintaining a safe, reliable, efficient, integrated, balanced, equitable and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a regional commitment that future transportation projects in the Monterey Bay region will consider and value the needs of all users regardless of age, ability, income, ethnicity, or chosen mode of travel, including pedestrians, bicyclists, shared and micromobility users, motorists and transit riders, as early as practicable and throughout the transportation planning process consistent with and supportive of the surrounding communities.

AMBAG will promote the complete streets concept throughout the Monterey Bay region and, therefore, recommends that all local jurisdictions adopt comprehensive complete streets policies, consistent with the regional Complete Streets Policy. AMBAG will seek incorporation of the complete streets concept and policy into the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring. Additionally, AMBAG encourages the prioritization of funding for the implementation of complete streets projects.

## Consistency with Regulations

The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Furthermore, federal transit law specifies that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station be integrated with public transportation.

The State of California has emphasized the importance of complete streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their General Plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy. Caltrans Director's Policy 37 established Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, micromobility, and walking. Strategies to achieve greenhouse gas emissions targets in support of SB 375 were adopted by AMBAG in the 2045 MTP/SCS. Additionally, AMBAG has been a champion of complete streets with the August 2013 adoption of its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region. The development of this Complete Streets Policy is a continuation of the agency's commitment to supporting an integrated multimodal transportation system.

AMBAG also recognizes their partner agencies and local jurisdictions should and have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities. Within the Monterey Bay region, a number of local jurisdictions have adopted policies and resolutions or updated the circulation element of their General Plans, or in the process of doing so, to support complete streets and advance the health, safety, welfare, economic vitality, and environmental well-being of their residents. AMBAG also recognizes that complete

streets is an essential component of Vision Zero, for which many jurisdictions incorporate strategies to slow traffic speeds and eliminate all traffic fatalities and severe injuries. AMBAG views Vision Zero strategies, including lower speed limits, as complementary and can be integrated into local complete streets efforts.

## Scope of Complete Streets Policy

The transportation network includes, but is not limited to, streets, bridges, intersections, sidewalks, shared-use paths, trails, street and pedestrian lighting, street crossings such as crosswalks and median refuges, signage, accommodations for bicyclists and transit, landscaping, street furniture, and drainage facilities.

AMBAG's Complete Streets Policy shall apply to all projects at all phases including but not limited to, planning, design, right-of-way acquisition, new construction, reconstruction and retrofit, rehabilitation, repair, operation, and maintenance that will use funding under AMBAG's discretion unless otherwise exempted. Locally funded projects are encouraged to comply with this policy or a similar locally adopted complete streets policy. Accommodations for all existing modes of transportation shall be planned for and provided during construction and maintenance work.

1. This Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users.
2. Transportation projects receiving funding in the Monterey Bay region are encouraged to implement a complete streets approach.
3. AMBAG shall approach each transportation project as an opportunity to create safer, more accessible facilities for all users.
4. AMBAG does not subscribe to one singular design prescription for complete streets; each street is different in function and context. Roadways that are planned and designed using a complete streets approach may include a wide variety of transportation solutions.
5. This policy informs and encourages all local transportation agency representatives and consultants responsible for planning, designing, constructing, or maintaining projects within the Monterey Bay region to apply complete streets design and standards.
6. The planning or design of a project or plan within the Monterey Bay region will be supported by this policy, where appropriate.
7. AMBAG will work with local municipal, state, and public agencies to educate the general public about the importance of complete streets, safe driving, bicycling, micromobility, public transit, and walking practices.

## Exceptions

AMBAG's Complete Streets Policy applies to all projects at all phases within the Monterey Bay region. All exemptions should be documented with supporting data and evidence for the basis of an exemption then be made publicly available. As a best practice, exemptions should only be considered if one or more of the following conditions are met:

1. Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodations should be made to ensure that all users can still cross these areas, so they do not become barriers.
2. Where the street or road is already designed to safely and comfortably accommodate all users and meets an appropriate level of stress for the target users.
3. Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit, and there is no low-cost alternative available. Excessively disproportionate is defined in Federal Highway Administration's (FHWA) "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" as bicycle and pedestrian facilities together exceeding twenty percent (20%) of the cost of the larger transportation project. Although this is FHWA's excessively disproportionate definition, AMBAG encourages local jurisdictions to set higher percentages to support the implementation of more complete streets projects in the region.
4. Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
5. Where lack of population or other factors indicate an absence of need under both current and future conditions. This exception should take the long view and consider probable use throughout the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
6. Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network should be studied.
7. Where all improvements would be very likely removed in the near future due to projects in the same area.
8. Where transit service is non-existent and not planned as confirmed by the local transit agencies, therefore there is no need for direct public transit accommodations.
9. Where fire and safety specification conflicts and environmental concerns, such as abutting conservation land or severe topological constraints, exist.

## Design Guidance

AMBAG promotes the adoption of the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and to always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, as well as considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria should not be purely prescriptive but should be based on the thoughtful application of engineering, architectural, and urban design principles. A non-exhaustive list of complete streets resources is provided in the References section of this policy.

## Context Sensitivity

AMBAG recognizes that there is no singular design for complete streets, therefore this Complete Streets Policy is flexible to allow consideration of other appropriate design standards to accommodate the needs of many users and sensitive to the local context, provided that a comparable level of safety for all future users is achieved. The development and implementation of current and future projects should be context-sensitive to the community's existing and planned physical, economic, and social setting, and consider community input and the lived experience of residents. This context-sensitive approach to process and design includes a range of goals that gives significant consideration to stakeholder and community values and identity. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, neighborhood character, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

## Evaluation and Performance Measures

AMBAG promotes the establishment of publicly shared performance measures to evaluate the implementation of complete streets. Performance measures that contribute to complete streets goals could include, but are not limited to:

1. Number of locally adopted complete streets policies
2. Number of people within a 30-minute walk, bike, or transit trip to key locations
3. Percent of people taking transit, walking, and bicycling
4. Walk and Bike Scores
5. California Healthy Place Index Scores
6. Multimodal Level of Service (MMLoS)
7. Expansion of a comfortable, low-stress transportation network for non-motorized traffic, as measured by an appropriate Level of Traffic Stress (LTS) analysis
8. Miles of facilities for projects that close gaps in the active transportation network
9. With an emphasis in underserved or underinvested communities, decrease in rate of crashes, injuries, and fatalities by mode, including using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) as a suggested tool
10. Transit travel time reliability (consistency in the time required to travel the roadway segment during a given time of day)
11. Average transit travel speed relative to automobile travel speed
12. Transit delay (the additional time riders spend on a given segment relative to the time required during free-flow travel conditions)
13. Transit passenger delay weighted by the number of passengers experiencing the delay
14. Miles of bicycle facilities, including but not limited to high-quality bike facilities (i.e., separated multi-use paths and Class IV separated bikeways), on-street bike lanes, and signed routes
15. Number of new bike racks installed, both public and private
16. Miles of new or reconstructed sidewalk
17. Number of new or reconstructed curb ramps
18. Number of new or repainted crosswalks

19. Miles of new non-motorized traffic facilities added to roads within ¼ mile of transit routes
20. Number of new streetscape amenities such as street trees, lighting, etc.
21. Percentage completion of bicycle and pedestrian networks as envisioned in plans and programs
22. Number of completed transportation projects that demonstrate how they are meeting current land use plan goals
23. Number of complete streets projects in underserved or underinvested communities
24. Progress of community ADA Transition Plans
25. Project-specific road audits and public surveys
26. Metrics included in the most recently adopted California Transportation Commission Active Transportation Program Guidelines

## Implementation and Reporting

AMBAG encourages implementation of this Complete Streets Policy to be carried out cooperatively among all transportation partners and local jurisdictions within the Monterey Bay region to the greatest extent possible. AMBAG will incorporate complete streets principles into its plans and programs as well as encourage incorporation of this Complete Streets Policy into all planning and design documents in the Monterey Bay region.

AMBAG's Complete Streets Policy provides network-level planning and design considerations intended to ensure that safe, comfortable, and connected transportation facilities are available to all users, regardless of age, ability, or income. AMBAG will help facilitate workshops and other training opportunities for transportation staff, community leaders, and the general public to underscore the importance of the complete streets vision. AMBAG is committed to developing and instituting better ways to measure performance and collect data on how well streets are serving all users.

Starting with the 2050 MTP/SCS, this Complete Streets Policy will help guide the development of all future AMBAG MTP/SCSs. Therefore, examining the implementation of the MTP/SCS over time will be the primary means by which the impact of this policy will be measured. Progress will be reported as part of each MTP/SCS and Metropolitan Transportation Improvement Program (MTIP) update process. At a minimum, these reports will include a description or analysis of how the MTP/SCS and MTIP advances complete streets, which may include:

1. Complete street projects completed during the previous MTIP cycle or since the last MTP/SCS update.
2. Complete street projects and their associated funding amounts expected to be completed in the next MTIP and MTP/SCS.
3. How the MTIP and MTP/SCS project prioritization process advances complete streets.

AMBAG will, at a minimum, evaluate this Complete Streets Policy and the documents associated with it periodically and in parallel with the AMBAG MTP/SCS updates. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the AMBAG Board utilizing its then current public and member involvement procedures.

## References

Links to recommended complete streets design guidance are provided below. Traffic engineers and other decision makers can review these references for specific complete streets designs and elements for implementation.

1. FHWA Manual on Uniform Traffic Control Devices for Streets and Highways, <https://mutcd.fhwa.dot.gov/>
2. FHWA Road Diets, <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration>
3. FHWA Bikeway Selection Guide, [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)
4. FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/resurfacing/resurfacing\\_workbook.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf)
5. FHWA Separated Bike Lane Planning and Design Guide, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-89-101-separated-bike-lane-planning-and-design-guide>
6. FHWA Pedestrian Safety Guide and Countermeasure Selection System, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/resources-pedestrian-safety-guide-and-countermeasure>
7. FHWA Roundabout Guidance, <https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf>
8. FHWA Small Town and Rural Multimodal Networks, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/)
9. FHWA Guidebook for Measuring Multimodal Network Connectivity, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-10-33-guidebook-measuring-multimodal-network>
10. FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/multimodal\\_networks/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/)
11. Federal Transit Administration (FTA) Manual on Pedestrian and Bicycle Connections to Transit, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>
12. U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG), <https://www.access-board.gov/prowag/>
13. Americans with Disabilities Act (ADA) Standards for Accessible Design, <https://www.ada.gov/law-and-regs/design-standards/>

14. National Complete Streets Coalition, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
15. American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, <https://store.transportation.org/item/collectiondetail/180>
16. AASHTO A Guide for Achieving Flexibility in Highway Design, [https://nacto.org/docs/usdg/flexibility\\_in\\_highway\\_design.pdf](https://nacto.org/docs/usdg/flexibility_in_highway_design.pdf)
17. AASHTO Guide for the Development of Bicycle Facilities, <https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/>
18. AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, <https://store.transportation.org/item/collectiondetail/224>
19. National Association of City Transportation Officials (NACTO) Urban Street Design Guide, <https://nacto.org/publication/urban-street-design-guide/>
20. NACTO City Limits: Setting Safe Speed Limits on Urban Streets, <https://nacto.org/safespeeds/>
21. NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/>
22. NACTO Transit Street Design Guide, <https://nacto.org/publication/transit-street-design-guide/>
23. NACTO Urban Street Stormwater Design Guide, <https://nacto.org/publication/urban-street-stormwater-guide/>
24. Institution of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-036A-E>
25. ITE Traffic Calming Measures; <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
26. ITE Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-039A>
27. California Manual on Uniform Traffic Control Devices, <https://dot.ca.gov/programs/safety-programs/camutcd>
28. Caltrans Highway Design Manual, <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
29. Caltrans Main Street, California: A Guide for Fostering People-Centered State Highway Main Streets, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-main-street-california>
30. Caltrans Active Transportation Emphasis Area Guidance for Corridor Planning, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/20220131active-transportation-emphasis-area-guidance-final-version-v7a11y.pdf>
31. Caltrans Design Information Bulletin-94 Complete Streets: Contextual Design Guidance, <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a11y.pdf>
32. Caltrans Pedestrian Safety Countermeasures Toolbox, <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/caltrans-ped-safety-countermeasures-toolbox-a11y.pdf>

33. Caltrans Design Information Bulletin 82-6 “Pedestrian Accessibility Guidelines for Highway Projects,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib82-06-a11y.pdf>
34. Caltrans Design Information Bulletin 89-02 “Class IV Bikeway Guidance,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>
35. Caltrans Traffic Calming Guide, [https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide\\_v2-a11y.pdf](https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf)
36. California Safe Routes to School, <http://www.casaferoutestoschool.org/>
37. Monterey Bay Area Complete Streets Guidebook, [https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H\\_%20Complete%20Streets.pdf](https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H_%20Complete%20Streets.pdf)
38. Monterey-Salinas Transit (MST) Designing for Transit: A Guide for Supporting Public Transit Through Complete Streets, <https://mst.org/wp-content/media/DesigningForTransit-2020-Edition.pdf>
39. Southern California Association of Governments' Transit Priority Best Practices Report, <https://scag.ca.gov/post/transit-priority-best-practices-report-0>
40. American Planning Association Planning Advisory Service Report Number 559, “Complete Streets: Best Policy and Implementation Practices,” <https://www.planning.org/publications/report/9026883/>
41. Vision Zero Network, <https://visionzeronetwork.org/>
42. Model Design Manual for Living Streets, <http://www.modelstreetdesignmanual.com/>

#### Sample of Complete Streets Initiatives in the Monterey Bay Region

1. Caltrans District 5 Active Transportation Plan Summary Report, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district5-finalreport-a11y.pdf>
2. City of San Juan Bautista Active Transportation and Community Connectivity Plan, [https://www.san-juan-bautista.ca.us/departments/planning/active\\_transportation\\_plan.php](https://www.san-juan-bautista.ca.us/departments/planning/active_transportation_plan.php)
3. City of Seaside Broadway Avenue and Yosemite Street Complete Streets Project, <https://www.ci.seaside.ca.us/781/Broadway-Avenue-and-Yosemite-Street-Comp>
4. City of Watsonville Downtown Specific Plan, <https://www.watsonville.gov/1626/Downtown-Specific-Plan>
5. Highway 9/San Lorenzo Valley Complete Streets, <https://sccrtc.org/projects/streets-highways/hwy-9-plan/>