HUNTINGTON PARK COMPLETE STREETS

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ACKNOWLEDGMENTS

The Huntington Park Complete Streets Plan provides a transformational vision for the future for the City of Huntington Park. We would like to acknowledge the dedication and collaborative efforts of the community, City staff and the consultant team in the development of this Plan. The preparation of this document has been financed, in part through the Office of Community Planning's Grant Program from the California Department of Transportation. Views and opinions expressed in this report do not necessarily represent the views or opinions of the California Department of Transportation (Caltrans) or the California State Transportation Agency.

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Karina Macias, Mayor
Graciela Ortiz, Vice Mayor
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Jhonny Pineda, Council Member
Marilyn Sanabria, Council Member

CITY STAFF

Rodrigo Pelayo, Planning Technician
Manuel Acosta, Housing and Community Development Manager
Carlos Luis, Senior Planner
Michael Ackerman, City Engineer

CONSULTANT TEAM

Local Government Commission
Paul Zykofsky, AICP, Associate Director
Anthony Leonard, Project Manager

Fehr & Peers
Jeremy Klop, AICP, Principal-in-Charge
Miguel Núñez, AICP, Project Manager
Chelsea Richer, AICP, Transportation Planner
Cullen McCormick, Transportation Planner

Meléndrez
Melani Smith, AICP, Principal
Amber Hawkes, AICP, Associate Principal
Shannon Davis, Senior Associate
Alexander Jung, Urban Designer
David Koo, Urban Designer

8-80 Cities
Gil Penalosa, Director and Chair of the Board

California Center for Public Health Advocacy
Alfred Mata, MPA, Program Manager

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EXECUTIVE SUMMARY

The City of Huntington Park received a Caltrans Community Based Transportation Planning Grant to develop a Complete Streets Plan for the City. This effort focuses on using a robust and intense community outreach process to understand and reflect the community's preferences and desires, while building on existing and on-going planning efforts at the local and regional level. This report documents this process, from data collection and analysis to outreach, to the recommendation of several infrastructure, program, and policy options. While this plan focuses on the use, design, and composition of roadways, how people travel and interact with each other and their environment has implications for numerous quality of life aspects critical to residents of Huntington Park; including safety, air quality, economic vitality, enhanced accessibility and transportation options, and public health.

As defined by Caltrans, a Complete Street is "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including people who bike, walk, ride transit, or drive, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas." This policy is supported by laws and guidance at various levels including Federal law requiring safe accommodation for all users, State law requiring that Caltrans provide an integrated multi-modal system, state Assembly Bill 1358 requiring cities to plan for Complete Streets in their General Plan, and Huntington Park's adopted Complete Streets Policy. Ultimately, the transportation system should strive to meet the varied needs of multi-modal trips and travelers, such as the residents of Huntington Park who exhibit a wide range of travel patterns and modes (walking, biking, driving).

The vision for this plan is to enhance the environment for all road users and balance future policies and investments to reflect local values and conditions. For instance, the City of Huntington Park does not currently have any designated bicycle facilities, while having an extensive street grid and the vast majority of the City's residents being a very walkable or bikeable distance (within one to two miles) from key destinations such as schools, parks, retail corridors, civic facilities, and local/regional transit corridors. According to the U.S. Census, within the City of Huntington Park:

- Approximately 40% of the population is younger than 17 or over 65, often relying on modes other than driving for mobility
- Approximately 20% of the population use transit, walking, or biking as their primary mode of travel to work (this number is likely higher for all trips)
- Approximately 50% of households make less than $35,000 a year, highlighting the importance of travel options and potential barriers to vehicle use or ownership

Additional findings compiled this report include:

- Chapter 2 – Existing Conditions
  - The City has numerous existing and on-going planning efforts that are consistent with and complement the recommendations of this plan, such as a Bike Master Plan and adopted Complete Streets Policy
  - Over the five year period from 2008-2012 there were 518 reported motor vehicle collisions with 720 injuries. Over the same time period there were 292 reported collisions involving bicyclists or pedestrians with 300 injuries.
  - Although bicyclists and pedestrians were involved in fewer collisions, they were more likely to be severely injured or killed than motorists. Many of the strategies in this plan have been shown to reduce collisions for all roadway users, including those driving based on research published by the Federal Highway Administration.
  - The collision analysis identifies corridors and locations with the highest numbers of collisions by travel mode

- Chapter 3 – Community Design Workshops and Public Input
  - The plan was preceded by a series of workshops throughout Huntington Park called "Change Starts with Me"
  - A weeklong design charrette was held that focused on holding events throughout the community to get input from local stakeholders and facility users, such as (see chapter 3 for additional details):
    - Opening presentation to the community
    - Walking audits or pop-up stations at three schools during school arrival or dismissal periods
    - Guided walking, biking, and transit tours to walk, bike, and ride through the City while obtaining user input
    - Project outreach and information sharing along Pacific Boulevard with a pop-up event on Zoe Avenue

- Chapter 4 – Proposed Complete Streets Network
  - Discussion of Complete Street Elements
  - Complete Streets recommendations to enhance safety and/or implement additional bicycle and pedestrian facilities on various streets including:
    - Regional Arterials: Pacific Boulevard, Florence Avenue, Santa Fe Avenue, and Slauson Avenue
    - Major Neighborhood Streets: Gage Avenue, Miles Avenue, State Avenue,
    - Local Streets: Rita & Rugby Avenues, Zoe Avenue, Clarendon Avenue, Saturn Avenue, Middleton Street, and Arbutus Avenue
    - Multi-use Path opportunities: Randolph Street and Salt Lake Avenue
    - Placemaking opportunities

- Chapter 5 – Support Policies and Programs: Sample policies such as crosswalk installation and removal, along with Education, Encouragement, Enforcement and Evaluation programs

- Chapter 6 – Implementation Guide: This section includes planning level cost estimates along with potential funding sources for various recommended Complete Streets options

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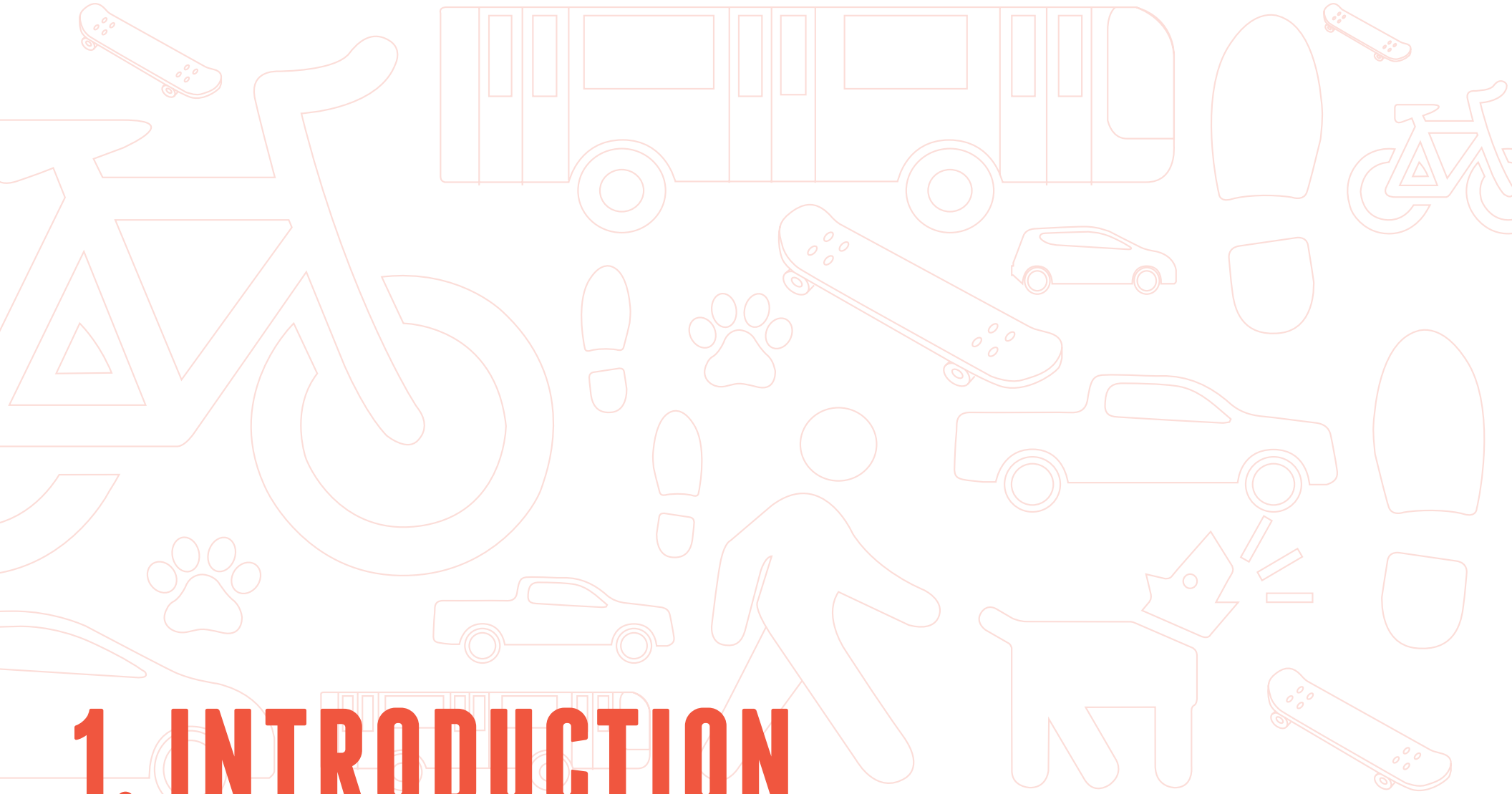

1. INTRODUCTION

BACKGROUND

The City of Huntington Park is located within the Gateway Cities region of Los Angeles County, approximately five miles southeast of Downtown Los Angeles and fifteen miles north of the Ports of Los Angeles and Long Beach. According to the 2010 US Census, Huntington Park has over 58,000 residents, with a median age of about 29 years old.

Huntington Park is well-connected to neighboring cities via major arterial corridors such as Slauson Avenue, Florence Avenue, Alameda Street, Santa Fe Avenue, Pacific Boulevard, Soto Street/Miles Avenue, and State Street. While Huntington Park and neighbors to the west, east, and south such as Bell and South Gate are primarily residential and commercial, adjacent communities to the north, such as the City of Vernon and unincorporated Los Angeles County are heavily industrial. As a result, the streets of Huntington Park carry high volumes of traffic, along with truck and freight traffic, all of which combine to create an uncomfortable environment for bicycling and walking.

Additionally, the City of Huntington Park is committed to improving health among residents of the city, adopting a resolution in 2010 designating the city a Healthy Eating Active Living (HEAL) city. This policy recognizes the active living benefits and the collision-reduction benefits associated with improving conditions for bicycling and walking.

Therefore, the primary goal of the Huntington Park Complete Streets Plan is to identify challenges people face in getting around the city, particularly by walking and biking, provide a range of options that could improve the environment for all modes, and offer a plan to prioritize and expedite the implementation of these projects.

PUBLIC INVOLVEMENT AND PLAN DEVELOPMENT

This project included a robust public engagement process, which was divided into two phases. The first was a series of "Change Starts With Me" workshops held in October 2014 to prepare residents for the project charrette. The second phase of outreach focused on a design charrette held in January of 2015. All of the public outreach activities were conducted in both Spanish and English, and the formal meetings during the design charrette included childcare and a meal for participants. More information about the public engagement process is detailed in Chapter 3.

CONTENTS OF THE PLAN

The Complete Streets Plan is presented in six chapters and an appendix, including the following information:

CHAPTER 1
Introduction

CHAPTER 2
Existing Conditions, including relevant policies and programs underway in Huntington Park, a brief traffic collision analysis, and a summary of land use patterns and existing transportation facilities

CHAPTER 3
Public Involvement and Plan Development, including a discussion of the community design workshops and public outreach that took place during the development of the Plan, as well as overarching themes that came up during the outreach meetings

CHAPTER 4
Proposed Complete Streets Network, including city-wide treatments and treatment options designed for specific corridors or intersections

CHAPTER 5
Policies and Programs, including a range of education, encouragement, enforcement and evaluation activities that could be pursued alongside engineering changes in order to maximize the benefits of the investment

CHAPTER 6
Implementation Guide, including project prioritization, funding sources, and implementation milestones

APPENDIX
Policy Context, including a discussion of the federal, state, and county initiatives that support and relate to Complete Streets

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2. EXISTING CONDITIONS

CITY OF HUNTINGTON PARK POLICIES AND PLANS

Huntington Park General Plan

The City of Huntington Park's General Plan was adopted in 1991. The Plan includes a Land Use Element which sets goals related to urban design and pedestrian access, and a Circulation Element which includes goals and policies related to all modes of transportation throughout the city, including vehicles, bicycles, pedestrians, and transit. The Circulation Element identifies several streets such as Rita Avenue, Rugby Avenue, Gage Avenue, Pacific Boulevard, and Florence Avenue, which are included in this Complete Streets Plan with proposed improvements for the circulation of bicyclists, pedestrians, and transit riders. The Complete Streets Plan also includes proposed improvements to the streets identified in the Circulation Element. The General Plan is scheduled to be updated in 2016.

Downtown Huntington Park Specific Plan

The Downtown Huntington Park Specific Plan (DTSP) was adopted in 2008. The Plan identifies strategies to improve the public realm in Downtown Huntington Park for transit riders, bicyclists and pedestrians, including treatments such as streetscaping, street furniture, improved transit stops, signage and wayfinding, and bike racks. The DTSP also discusses standards and guidelines for the private realm in Downtown Huntington Park, which can affect the public's comfort and enjoyment of space, site circulation, and safety. The boundaries of Downtown Huntington Park are Rugby Avenue to the west, Randolph Street to the north, Seville Avenue to the east, and Florence Avenue to the south. It also includes Zoe Avenue east of Seville Avenue to Miles Avenue.

Huntington Park Healthy Eating Active Living (HEAL) Policy

The City of Huntington Park adopted a resolution in 2010 designating the city a Healthy Eating Active Living (HEAL) city, with the goal of improving public health through efforts that encourage healthy eating and a more active lifestyle.

Huntington Park Complete Streets Policy

The City of Huntington Park passed a Complete Streets Policy in 2012, based in part on the 2010 designation of the city as a Healthy Eating Active Living (HEAL) City. The objective of the policy is to provide guiding principles and practices so that transportation facilities are planned, designed, constructed, operated, and maintained with all modes in mind, including walking, bicycling, and transit use.

Downtown Revitalization Strategy

In 2013, the City of Huntington Park developed strategies to revitalize Downtown Huntington Park in partnership with Primestor Development, Inc., an organization that focuses on real estate development and management. This work focused on Pacific Boulevard from Florence Avenue to Slauson Avenue, with a vision of growing the Latino culture of the historic retail center, improving the family orientation of the space, developing Pacific Boulevard as an entertainment hub with community events, and enhancing the transportation-oriented development of the corridor.

Pacific Boulevard Streetscape Plan

The City of Huntington Park adopted the Pacific Boulevard Streetscape Plan in 2014. This effort was the culmination of the 2013 Downtown Revitalization Strategy described above. The Plan sets forth a design vision for the revitalization of Pacific Boulevard, including a streetscape plan, a "kit-of-parts" approach to signage, landscaping, trees, shade structures, street furniture, and a process for phased implementation. The Complete Streets Plan aligns with the Pacific Boulevard Plan, highlighting some of the same design interventions and expanding on the pedestrian-orientation of Downtown Huntington Park.

Huntington Park Bicycle Transportation Master Plan

The City of Huntington Park adopted the Bicycle Transportation Master Plan in 2014. This plan identifies bicycle routes, facilities, and improvements that would encourage bicycle use throughout the city and improve safety for bicyclists. This Plan aligns with the City's HEAL designation and the Complete Streets Policy. The Complete Streets Plan builds off the facilities proposed in the Bicycle Transportation Master Plan, including recommendations for many of the same corridors such as Randolph Street, State Street, Salt Lake Avenue, Gage Avenue, Miles Avenue, Pacific Boulevard, Clarendon Avenue and Saturn Avenue.

EXISTING TRANSPORTATION FACILITIES AND CONDITIONS

Collisions Analysis

Citywide bicycle, pedestrian, and motor vehicle collision data were obtained from the Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS). Data were collected for all collisions from 2008-2012. This section summarizes the data and presents the collision analysis.

A collision review is valuable for a variety of reasons. Understanding existing conditions and collision history can help identify and prioritize study areas and the most effective countermeasures dealing with specific locations or collision types. It is also important to recognize that collisions and complete street considerations are not only for people who bike and walk, but all road users. Table 1 summarizes the collision data by mode for the City of Huntington Park between 2008 and 2012. Motorcycle collisions are included as a subset of total motor vehicle collisions. Over the five year analysis period the greatest number of collisions and injuries involve motor vehicles more than any other travel mode, by far. The strategies in this report will benefit the safety and comfort of all road users, not just those who may be walking or biking.

Table 1 summarizes the collision data by mode for the City of Huntington Park between 2008 and 2012. Motorcycle collisions are included as a subset of total motor vehicle collisions.

TABLE 1: COLLISION SUMMARY TABLE BY MODE

Type of Collision	Number of Collisions	Number of Fatalities	Number of Injuries
Bicycle	137	0	140
Pedestrian	155	11	160
Motor Vehicles	518	4	720
Motorcycles	32	2	33

Table 2 lists the eight intersections with the highest number of bicycle collisions. The list is based on the number of collisions at a given intersection between 2008 and 2012, and is not normalized for vehicle or bicyclist volumes. A map displaying reported bicycle collisions over this period is shown in Figure 1.

TABLE 2: BICYCLE COLLISIONS

Intersection of Incident	Number of Collisions
Gage Avenue & Middleton Street	4
Gage Avenue & Santa Fe Avenue	4
Florence Avenue & Mountain View Avenue	3
Florence Avenue & Santa Fe Avenue	3
Florence Avenue & Stafford Avenue	3
Rugby Avenue & Randolph Street	3
Slauson Avenue & Pacific Boulevard	3
State Street & Hope Street	3

Source: City of Huntington Park, Fehr & Peers 2014

FIGURE 1: REPORTED BIKE COLLISIONS 2008-2012

Table 3 lists the 11 intersections with the highest number of vehicle collisions. The list is based on the number of collisions at a given intersection between 2008 and 2012, and is not normalized for vehicle volumes. A map displaying reported motor vehicle collisions over this period is shown in Figure 2.

TABLE 3: MOTOR VEHICLE COLLISIONS

Intersection of Incident	Number of Collisions
Slauson Avenue & Malabar Street	11
State Street & Gage Avenue	11
Florence Avenue & Mountain View Avenue	10
Randolph Street & Rugby Avenue	10
California Avenue & Broadway	9
Slauson Avenue & Pacific Boulevard	9
Slauson Avenue & Santa Fe Avenue	9
Miles Avenue & Gage Avenue	8
Santa Fe Avenue & Gage Avenue	8
Saturn Avenue & Miles Avenue	8
Slauson Avenue & Alameda Street	8

Source: City of Huntington Park, Fehr & Peers 2014

Table 4 lists the 12 intersections with the highest number of pedestrian collisions. The list is based on the number of collisions at a given intersection between 2008 and 2012, and is not normalized for vehicle or pedestrian volumes. A map displaying reported pedestrian collisions over this period is shown in Figure 3.

TABLE 4: PEDESTRIAN COLLISIONS

Intersection of Incident	Number of Collisions
State Street & Florence Avenue	6
Pacific Boulevard & Gage Avenue	5
Gage Avenue & Marconi Street	4
Santa Fe Avenue & Florence Avenue	4
Seville Avenue & Saturn Avenue	4
State Street & Olive Street	4
Gage Avenue & Arbutus Avenue	3
Gage Avenue & Miles Avenue	3
Santa Fe Avenue & Clarendon Avenue	3
Saturn Avenue & Rita Avenue	3
State Street & Broadway	3
State Street & Saturn Avenue	3

Source: City of Huntington Park, Fehr & Peers 2014

FIGURE 2: MOTOR VEHICLE COLLISIONS 2008-2012

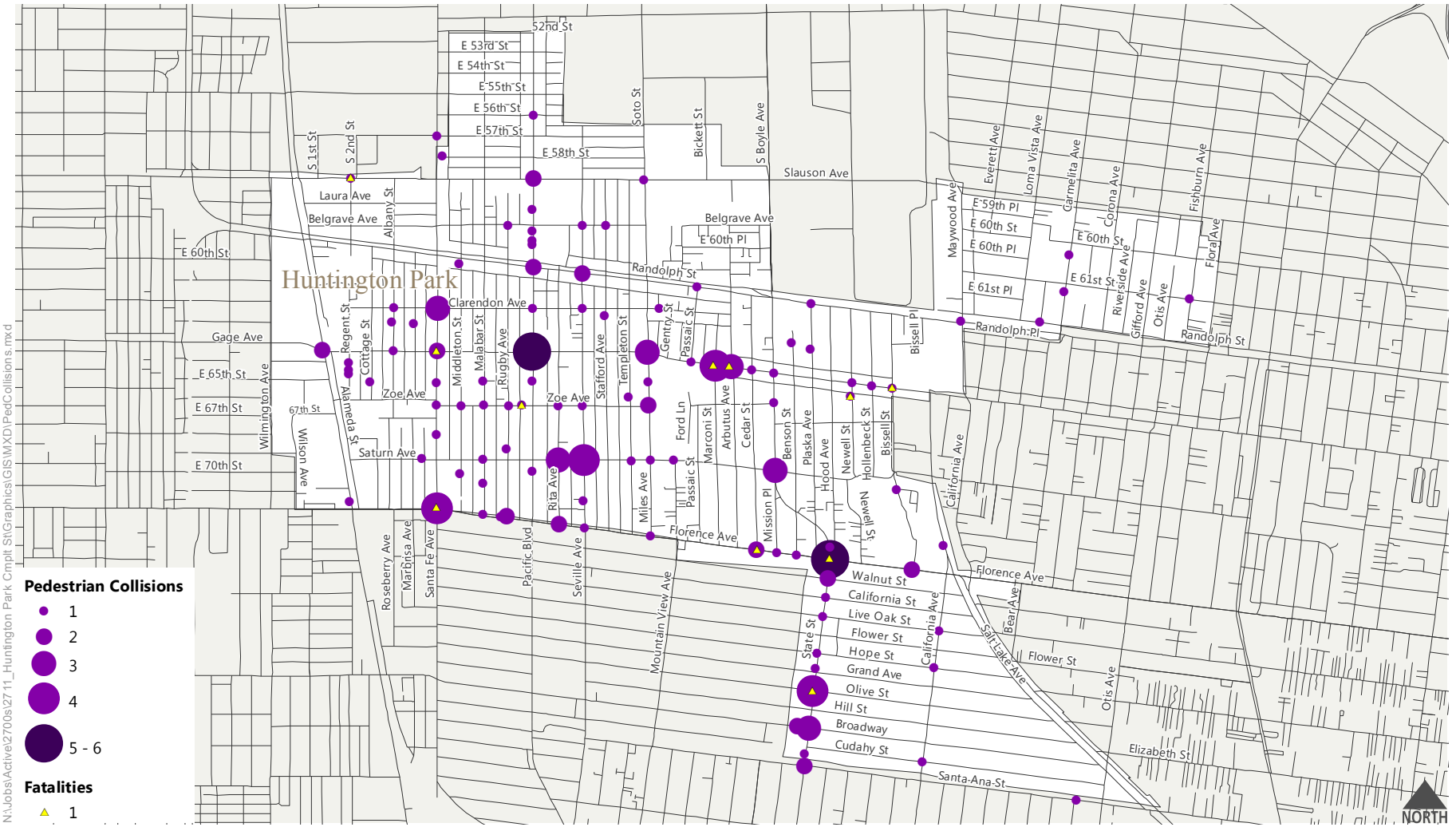

FIGURE 3: PEDESTRIAN COLLISIONS 2008-2012

Table 5 provides a list of the most common primary collision factors (PCFs) for bicycle collisions in Huntington Park. The top two PCFs were travel on the wrong side of the road and traffic signals and signs violations, accounting for 57% of collisions.

TABLE 5 : PRIMARY COLLISION FACTORS - BICYCLE COLLISIONS

PCF	Occurrences	Percent
Wrong Side of Road	58	45%
Traffic Signals and Signs	15	12%
Auto Right-of-Way Violation	15	12%
Other Hazardous Movement	14	11%
Improper Turning	8	6%
Pedestrian Right-of-Way Violation	5	4%
Unsafe Starting or Backing	3	2%
Other Improper Driving	3	2%
Lights	2	2%
Unsafe Speed	2	2%
Unsafe Lane Change	2	2%
Pedestrian Violation	1	1%
Brakes	1	1%

Source: City of Huntington Park, Fehr & Peers 2014

Table 6 provides a list of the most common primary collision factors (PCFs) for pedestrian collisions in Huntington Park. The top two PCFs were pedestrian right-of-way violations (motor vehicles violating the pedestrian right-of-way) and pedestrian violations, accounting for 89% of collisions.

TABLE 6 : PRIMARY COLLISION FACTORS - PEDESTRIAN COLLISIONS

PCF	Occurrences	Percent
Pedestrian Right-of-Way Violation	65	45%
Pedestrian Violation	64	44%
Traffic Signals and Signs	6	4%
Unsafe Speed	4	3%
Unsafe Starting or Backing	2	1%
Auto Right-of-Way Violation	2	1%
Driving Under the Influence	1	1%
Other Improper Driving	1	1%
Improper Turning	1	1%

Source: City of Huntington Park, Fehr & Peers 2014

Table 7 provides a list of the most common primary collision factors (PCFs) for motor vehicle collisions in Huntington Park. The top two PCFs were auto right-of-way violations and unsafe speed, accounting for 60% of collisions.

TABLE 7 : PRIMARY COLLISION FACTORS - MOTOR VEHICLE COLLISIONS

PCF	Occurrences	Percent
Auto Right-of-Way Violation	158	32%
Unsafe Speed	140	28%
Traffic Signals and Signs	72	14%
Driving Under the Influence	35	7%
Improper Turning	31	6%
Unsafe Lane Change	19	4%
Unsafe Starting or Backing	18	4%
Wrong Side of Road	12	2%
Following Too Closely	6	1%
Other Hazardous Driving	4	1%

Source: City of Huntington Park, Fehr & Peers 2014

Table 8 summarizes the types of collisions for each mode, by number and percent of the total collisions for that mode. Broadside collisions accounted for the highest percentage of bicycle collisions and motor vehicle collisions, with 68% and 42%, respectively. Rear-end collisions accounted for an additional 33% of motor vehicle collisions.

TABLE 8 : COLLISION TYPE

Type of Collision	Bicycle Collision		Motor Vehicle Collision	
	Occurrences	Percentage	Occurrences	Percentage
Head-On	1	1%	60	12%
Sideswipe	10	7%	40	8%
Rear-End	3	2%	170	33%
Broadside	92	68%	214	42%
Hit Object	2	1%	17	3%
Overturned	0	0%	10	2%
Vehicle/Pedestrian	4	3%	3	1%
Other	24	18%	1	0%

Source: City of Huntington Park, Fehr & Peers 2014

Table 9 summarizes time-of-day data for collisions. The time of day was grouped into three-hour blocks, which corresponds to early morning hours, morning rush hours, mid-day hours, afternoon hours, evening rush hours, and nighttime hours. Most collisions occur between 12:00PM and 9:00PM, for all modes. The highest percentage of bicycle collisions occurs during the early-afternoon period, between 12:00PM and 6:00PM, while the highest percentage of pedestrian collisions occurs during the evening hours between 3:00PM and 6:00PM. The highest percentage of motor vehicle collisions occurs during the early afternoon or evening rush hours, between 12:00PM-6:00PM, which corresponds to the time people are typically leaving work and school. Figure 4 shows the distribution of collisions throughout the day, by mode.

TABLE 9 : COLLISIONS BY TIME OF DAY

Type of Collision		Bicycle Collision		Pedestrian Collision		Motor Vehicle Collision	
		Occurrences	Percentage	Occurrences	Percentage	Occurrences	Percentage
Very early morning	12:00-2:59AM	1	1%	5	3%	37	7%
	3:00-5:59AM	0	0%	3	2%	22	4%
Morning rush hours	6:00-8:59AM	8	6%	20	13%	65	13%
Mid-morning/ early-afternoon	9:00-11:59AM	15	11%	10	6%	63	12%
	12:00-2:59PM	38	28%	18	12%	86	17%
Evening rush hours	3:00-5:59PM	37	27%	42	27%	132	25%
Late evening	6:00-8:59PM	31	23%	42	27%	77	15%
Nighttime	9:00-11:59PM	7	5%	15	10%	36	7%

Source: City of Huntington Park, Fehr & Peers 2014

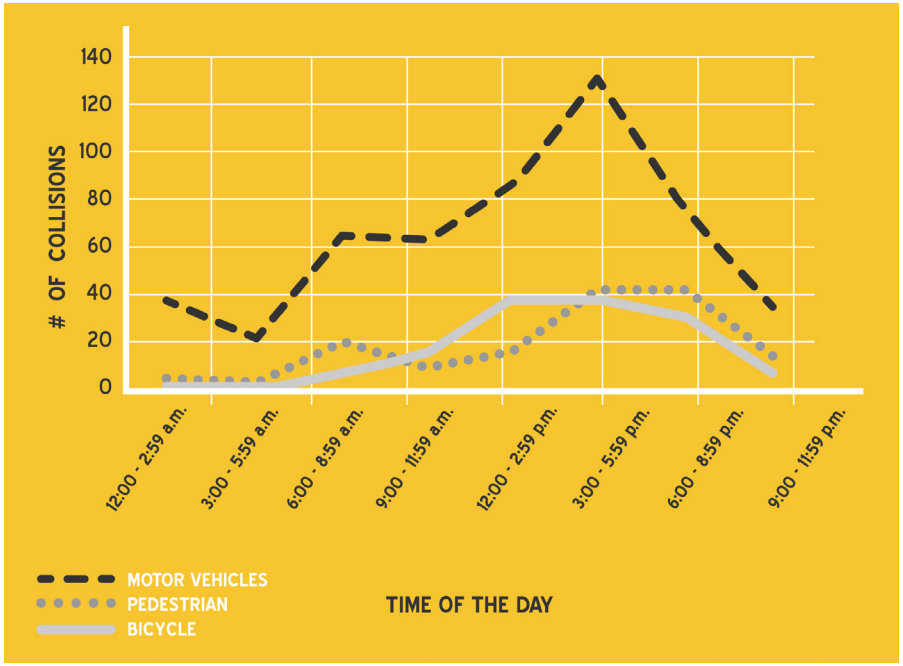

FIGURE 4: COLLISIONS BY TIME OF DAY

Table 10 summarizes day-of-the-week data for collisions. For bicyclists and pedestrians, more collisions occur on Monday or Friday. For motor vehicles, collisions are evenly dispersed throughout the week. Figure 5 shows the distribution of collisions throughout the week, by mode.

TABLE 10 : COLLISIONS BY DAY OF THE WEEK

Type of Collision	Bicycle Collision		Pedestrian Collision		Motor Vehicle Collision	
	Occurrences	Percentage	Occurrences	Percentage	Occurrences	Percentage
Monday	25	18%	26	17%	78	15%
Tuesday	21	15%	18	12%	65	13%
Wednesday	14	10%	22	14%	79	15%
Thursday	18	13%	17	11%	71	14%
Friday	26	19%	41	26%	71	14%
Saturday	21	15%	15	10%	80	15%
Sunday	12	9%	16	10%	74	14%

Source: City of Huntington Park, Fehr & Peers 2014

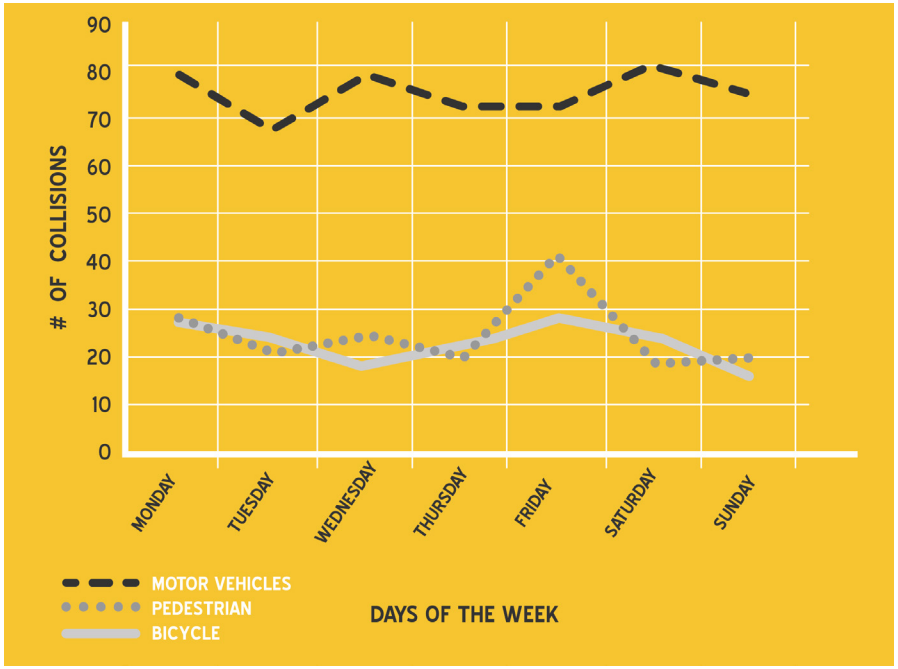

FIGURE 5: COLLISIONS BY DAY OF THE WEEK

Table 11 provides information on hit-and-run collisions. Felony hit-and-run collisions occur when there is an injury or fatality and one party leaves the scene of the collision. Misdemeanor hit-and-run collisions occur when one party leaves the scene of the collision and there are no injuries or fatalities. Figure 6 shows the percent of hit-and-run collisions by mode.

TABLE 11 : PRIMARY COLLISION FACTORS - PEDESTRIAN COLLISIONS

	Total Collisions	Felony Hit-and-Run	Misdemeanor Hit-and-Run	Not Hit-and-Run	Percent of Total Collisions Hit-and-Run
Bicycle	137	22	6	109	20%
Pedestrian	155	26	2	127	18%
Motor Vehicle	518	53	23	442	15%

Source: City of Huntington Park, Fehr & Peers 2014

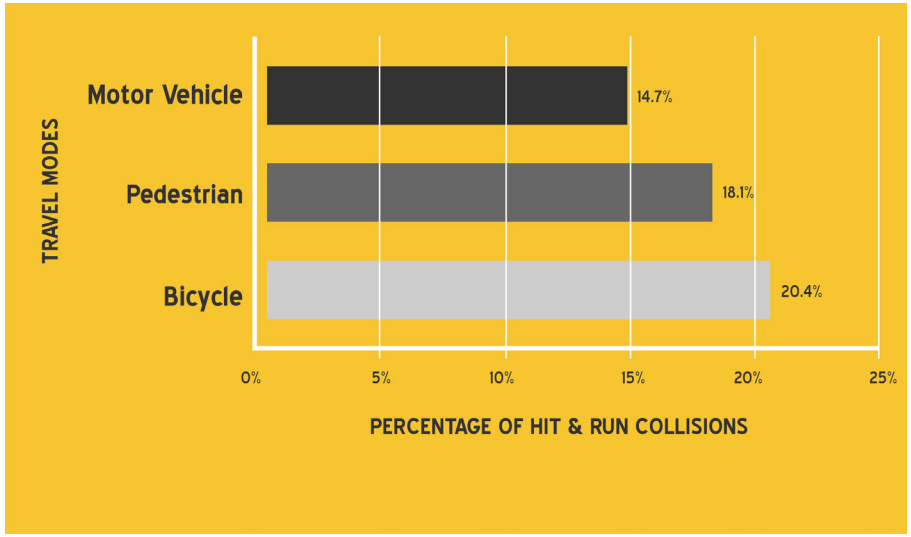

FIGURE 6: PERCENT HIT & RUN COLLISIONS

Existing Land Use Patterns

The most recent zoning map for the City of Huntington Park was updated in March 2015. It includes the Downtown Specific Plan primarily along Pacific Boulevard and other commercially zoned corridors along Santa Fe Avenue, Slauson Avenue, Gage Avenue, Seville Avenue, Alameda Street, Florence Avenue, State Street, and California Avenue. It also includes Manufacturing Planned Development to the west and north of downtown and along part of the railroad right of way in the northeastern part of the city. Residential land uses are divided between low density residential, found primarily in the southeastern part of the city, medium density residential, found primarily between Gage and Slauson in the northern part of the city, and high density residential, found south of Slauson in the western part of the city, north of Randolph in the eastern part of the city, and north of Florence by Salt Lake Park. Figure 7 shows the 2015 Zoning Map.

Additionally, Huntington Park has a number of schools and parks located throughout the City. Due to the City's size and development patterns, nearly all residents are within one mile of a school, park, commercial or civic facility. Based on this high level of accessibility, investing in infrastructure for all modes can lead to increased public health and safety, improved air quality, enhanced economic vitality, and reduced congestion.

FIGURE 7: 2015 ZONING MAP

Existing Transportation Facilities

The City of Huntington Park has a street network that largely follows a grid pattern throughout the city. Arterials with the highest average daily traffic counts include Slauson Avenue, Florence Avenue, and Santa Fe Avenue. Other major thoroughfares include Alameda Street, State Street, Miles Avenue, Pacific Boulevard, Gage Avenue, and Randolph Street.

Crosswalks are generally consistently striped at signalized intersections, with crossings marked at some stop-controlled intersections or across one leg of an uncontrolled intersection, such as Miles Avenue and Clarendon Avenue. There are also mid-block signalized pedestrian crossings on Pacific Boulevard. There are no dedicated on-street bicycle facilities (i.e., bicycle lanes or bicycle paths) in the City of Huntington Park, but there are bicycle racks at some schools, parks, and the Civic Center. Several streets like State Street, Florence Avenue, and Gage Avenue provide marked crossings at uncontrolled locations that include high-visibility crosswalks and pedestrian signage. Some of these crossings along Gage Avenue and Florence Avenue include flashing signs and in-roadway pavement lights.

Transit services in the City of Huntington Park are comprised of Metro Local buses and a shuttle service run by Metro transit known as the Combi. The Metro Blue Line is also proximate to the northwest part of Huntington Park, although it is outside the city boundaries. Future transit plans include two stops on the EcoTransit line, a proposed light rail line that is currently under study by Metro. Figure 8 shows the current and future transit facilities in Huntington Park.

Recent Huntington Park Implementation Actions

In addition to the policies and plans described above, Huntington Park has undertaken many steps towards implementing the Complete Streets policy. The City has pursued implementation grant money and funding for bicycle facilities on State Street and Randolph Street, as well as grant funding for Safe Routes to School efforts and a signal synchronization implementation project. The City has also installed parklets and partnered to host annual bicycle races on Pacific Boulevard. The Department of Parks and Recreation has conducted bicycle training, the Police Department has organized bicycle rodeos, and the City has worked with neighboring agencies to coordinate projects of regional significance.

FIGURE 8: CURRENT AND FUTURE TRANSIT FACILITIES

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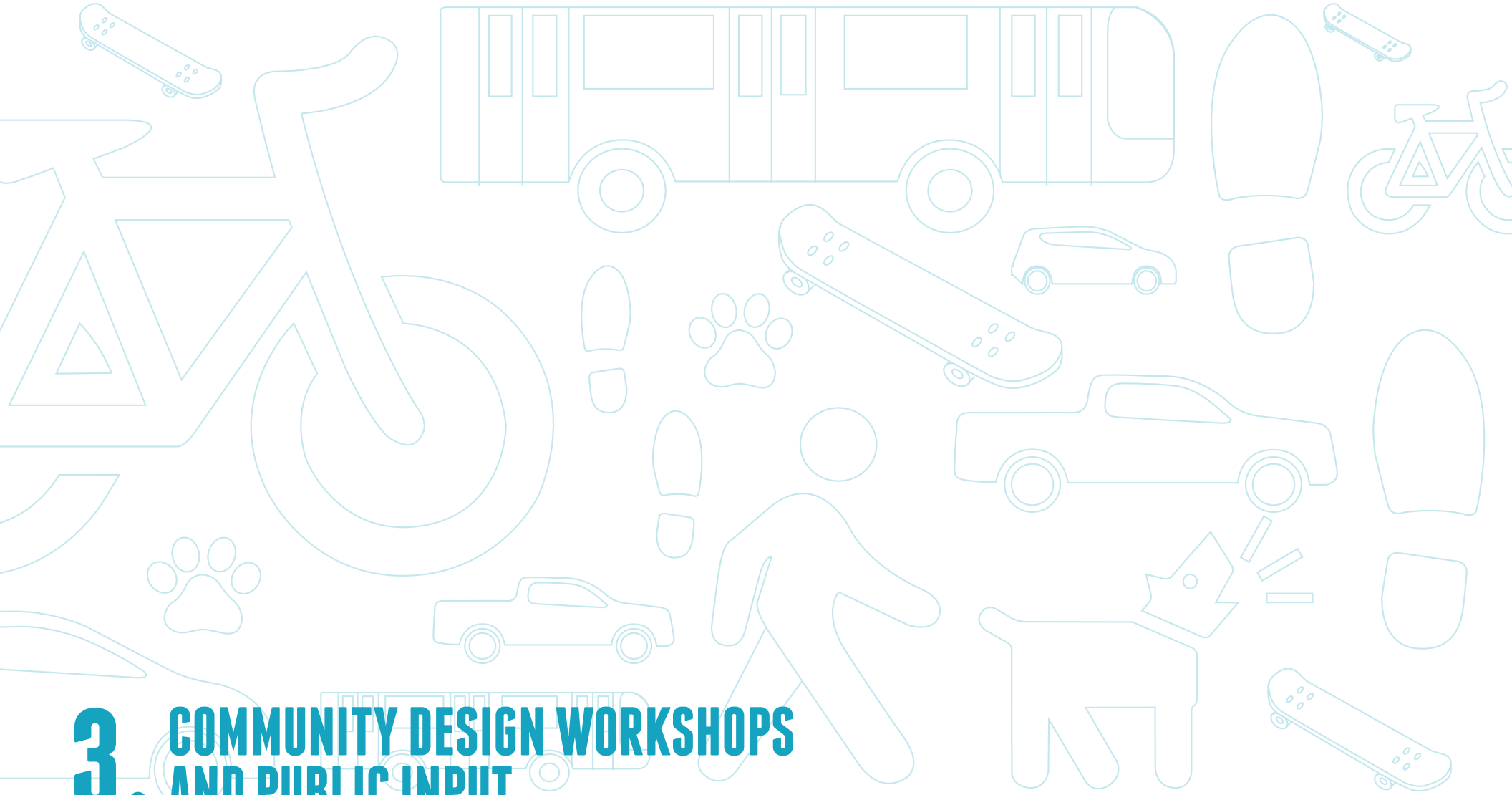

3. COMMUNITY DESIGN WORKSHOPS AND PUBLIC INPUT

COMMUNITY DESIGN WORKSHOPS & PUBLIC INPUT

Purpose

The primary public involvement tool for the Huntington Park Complete Streets Plan was a week-long community design charrette. Design charrettes are an increasingly popular tool for neighborhood and street design programs. Charrettes are community-based design exercises that come out of a sincere intent to have the public involved in a meaningful way to craft their own future. This format allows residents, users of a street, or other target populations to be the primary force behind the designs.

Several partner organizations were involved in leading this project. City of Huntington Park Planning Staff provided oversight of the project. Local Government Commission (LGC) staff managed the project and were responsible for overseeing community engagement and facilitation. California Center for Public Health Advocacy (CCPHA) took the lead in the outreach to community members. Fehr & Peers and Meléndrez provided the main transportation planning, engineering and design services for the project.

From September 2014 to April of 2015, three advisory committee meetings were held with residents, organizations active in the community, school representatives, and City staff. Participants at these meetings helped guide the project partners with outreach and plan development.

There were two main phases to engaging the public. The first was a series of "Change Starts With Me" workshops held in October 2014 to prepare residents for the second phase. After that, the second phase of outreach focused on a design charrette held in January of 2015.

Participants in the workshops provided some insights into what the issues were on the streets.

Public Input Process

The public input process was comprised of an initial period of outreach in the Fall of 2014, followed by a week-long intensive Community Design Charrette the week of January 19th, 2015. The initial outreach was conducted in partnership with the California Center for Public Health Advocacy (CCPHA). CCPHA engaged local community-based organizations, such as Woodcraft Rangers, Communities for a Better Environment, and the Huntington Park Chamber of Commerce, as well as Huntington Park schools to recruit participants for three "Change Starts With Me" Complete Streets training workshops. CCPHA disseminated flyers for the workshops to all project partners, Huntington Park schools, and faith-based organizations. Information for the workshops was also posted at city hall, city parks, and during the Sabor de Mexico Lindo event in early October 2014.

CCPHA conducted the three "Change Starts With Me" Complete Streets training workshops in mid to late October 2014 at the following city locations: Raul R. Perez Memorial Park, Salt Lake Park, and Freedom Park. The purpose of the workshops was to provide community members with the information and skills they need to participate in the development of a community-based Complete Streets plan for the City. A total of 46 residents, parents, and/or community members participated. Topics of the training workshops included: introduction to public health, introduction to planning, traffic safety, Complete Streets, and health advocacy.

In addition, CCPHA conducted follow-up outreach efforts during the week leading up to the Community Design Charrette, including:

- Posted flyers at City Hall and Salt Lake Park
- Presentations and phone calls/mailers to parent volunteers and/or District English Learners Advisory Committee (DELAC) students at 4 Huntington Park schools
- Presentation to 15 members of the Huntington Park Chamber of Commerce
- Presentation to Senior Bingo Club at Salt Lake Park
- Emails and/or phone calls to administrators and/or parent representatives at 15 Huntington Park schools
- Mailers to 9 Huntington Park Aspire public schools
- Mailers to 30 faith-based institutions (churches, temples, etc.)
- Email and/or phone calls to staff at Woodcraft Rangers, Oldtimers Foundation, and Communities for a Better Environment
- Disseminate flyers at Huntington Park Farmer's Market at Salt Lake Park
- Disseminated flyers at Nimitz Middle School Wellness Fair
- Calls, emails, and/or mailers to 46 workshop participants
- Email to Spanish publication

From January 20-24, 2015 the design team held various public events in English and Spanish to engage the community for a Complete Streets design charrette. The charrette included several different ways to interact project team, including engagement activities held on local streets during time periods where high foot traffic was anticipated.

Special Presentation on Complete Streets

Gil Peñalosa of 8-80 Cities, and former Commissioner of Parks, Sport and Recreation in Bogota, Colombia, joined the team to conduct presentations on the benefits of creating Complete Streets for people of all ages, and to provide examples of how other communities are implementing Complete Streets practices and healthier community design. Gil presented at a special session in the afternoon of Tuesday January 20 for City staff and stakeholder agencies and groups in the Los Angeles region.

Gil Peñalosa presenting the benefits of creating Complete Streets

Opening Presentation and Community Design Workshop

An opening session for the design charrette process was held on Tuesday, January 20 at the Salt Lake Park Community Center Lounge Room. The project team provided storyboards showing the benefits of Complete Streets, photos of some of the existing conditions in Huntington Park, as well as maps of schools, open space, and transit.

Albert Fontanez, former Planning Manager for the City welcomed participants to the workshop. Miguel Nunez, Senior Transportation Planner for Fehr & Peers provided background on the Complete Streets Plan project and Gil Peñalosa presented on the benefits of Complete Streets.

After the presentation, participants split into smaller groups for a design table exercise. Everyone was asked to identify critical issues on large aerial maps of the city, as well as put down some of their own street design solutions. Each table group held energetic conversations as they discussed problems, and alternative solutions. At the end of the exercise, each group took turns sharing their respective solutions with the rest of the participants.

During this exercise, project team members circulated around the room observing, commenting if appropriate, and answering questions when asked. This format kept expert designers available, but gave community members the hands-on freedom to offer their own solutions.

Posterboards were available with more information on Complete Streets concepts and existing conditions.

City staff and team members welcome participants to opening workshop.

Participants broke up into groups...

Discussed conditions on the streets...

Collaborated with each other for solutions...

Then the groups shared their ideas with everyone.

Pop-Up Events

Throughout the week, the design team engaged the community directly on the street through pop-up events at various locations. At these events members of the design team set up storyboards and other informational materials. The objective was to engage residents in locations where there was a lot of foot traffic to allow more one-on-one conversations about Complete Streets concepts and to get their comments on the issues in the community.

The pop-up events took place at two schools in the City: Middleton Elementary School the morning of Monday, January 21 and Gage Middle School the afternoon of Friday, January 23. These provided opportunities to get the unique perspectives of younger residents, as well as their parents.

During the evening of Friday, January 23, the design team held a pop-up at the intersection of Zoe Avenue and Pacific Boulevard, providing the opportunity to interact directly with residents on a busy city street, and reach those that had not attended events earlier in the week.

Middleton Elementary pop-up event.

Pop-up near Gage Middle School.

A pop-up at Zoe and Pacific Avenues...

Provided the opportunity to interact with people on a Friday evening.

Guided Tours and Audits

During the week, the design team also held three different guided tours through the City. These were focused on transit connections, a school neighborhood and bicycling improvements.

On January 21, members of the team led a guided Transit Tour to observe different locations near a major corridor, and consider the connections to transit in the City. Following the tour, the group reconvened at the Salt Lake Park to discuss observations from the tour. Then-Councilmember and former Mayor Ofelia Hernandez joined the discussion following the tour.

The Parent/Student-Focused Walk Audit on January 22 was held at Freedom Park. Parents and public health staff from the Los Angeles County Department of Public Health attended. The project team led participants on a tour of the streets around Nimitz Middle School and Huntington Park Elementary School, observing and discussing existing land uses and street conditions, including design, walkability, traffic patterns, intersections, crossings, sidewalk conditions, and other features. After the walk they regrouped to discuss Complete Streets and possible design solutions for their neighborhood and the rest of the City.

Later that afternoon, the project team led a Bicycle Audit with high school students and others to offer a first-hand look at what it is like to bike on Huntington Park's streets, pointing out and discussing locations where bicycle improvements were planned.

Participants illustrate a bulb-out during Nimitz M.S. and Huntington Park E.S. walking Audit.

Gil Peñalosa speaks to a group of senior citizens about the importance of Complete Streets for residents of all ages.

Bus/ Walking tour about transit connections.

Discussing the bicyclist's perspective of Huntington Park streets.

WHAT WE HEARD

After the community's initial input from the opening workshop, the design team started refining details on the recommendations for the Complete Streets Plan. The design team spent three days at Salt lake Park reviewing the concepts developed by the public and preparing draft recommendations for the closing session presentation. This included many ongoing discussions with team members and Huntington Park City staff.

The design team held a public workshop at the Huntington Park City Hall Council Chamber on January 24, 2012 to present the first draft of recommendations to residents. Paul Zykofsky of the LGC and Miguel Nunez of Fehr and Peers then reviewed the key findings from the previous public events, and shared concepts of the team's initial recommendations, including visuals of potential changes. At the conclusion, they opened the floor to comments and questions from those in attendance.

After this workshop, and with guidance from the Advisory Committee the design team then began the process of developing the Complete Streets Plan. The input gathered from the community outreach on this project form the basis for the recommendations in this report.

All the public input was consolidated onto one map.

SUMMARY OF KEY ISSUES

The key issues emerging out of the public input process primarily revolved around improving safety, enhancing public space, and the need for traffic calming. Specific comments include:

- **Improve sidewalk and pavement quality and conditions**
- **More stop signs, particularly around schools**
- **Improve crossings, particularly near schools**
- **Reduce speeds along key arterials**
- **Make better use of space along Randolph Street**
- **Upgrade crosswalks and signals for pedestrians**
- **Address crossing/pedestrian safety issues along Gage Avenue, particularly at Miles Avenue and Pacific Avenue**
- **Provide separated facilities for people riding bicycles**
- **Improve access for people walking and riding bicycles to the Blue Line Station at Slauson Avenue**

These issues are addressed in the options presented in this plan, both at the policy-level, city wide, as well as at the corridor or intersection level with specific treatment options presented to address the safety concerns expressed by the public.

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4. PROPOSED COMPLETE STREETS NETWORK

PROPOSED COMPLETE STREETS NETWORK

The Complete Streets Network, shown in Figure 10, includes opportunities for multi-modal enhancements for people traveling throughout the City of Huntington Park. This map includes state-of-the-practice recommendations intended to improve safety, comfort, and user experience of people walking, bicycling, riding transit, and spending time in public spaces in Huntington Park.

As discussed in the prior chapters, a number of factors such as land use patterns, existing infrastructure, and demographics contribute to existing circulation choices and patterns. The proposed complete streets network seeks to better connect people with each other and local destinations by balancing the development of infrastructure to be more inclusive of modes other than the automobile. For instance, nearly all streets in Huntington Park are designated for vehicle travel and parking; however, there are few designated bicycle facilities within the City. Most streets have sidewalks to accommodate walking; however, neighborhood and residential streets can experience high vehicle volumes and travel speeds that may discourage people from choosing to walk or ride their bicycles for short distance trips. This chapter contains a number of general strategies and specific options for a number of corridors intended to develop a multi-modal transportation network that serves existing and anticipated circulation patterns in Huntington Park.

CITY-WIDE COMPLETE STREETS TREATMENTS

Curb Extension Treatments

Many of the treatments included in Figure 10 are appropriate for city-wide adoption, wherever the opportunity or community desire is encountered. These interventions include treatments like curb extensions, or bulb-outs, as depicted in Figure 10 along Gage Avenue at Middleton and Arbutus, among other locations that have on-street parking. These extensions shorten crossing distances for pedestrians, improve visibility, and are indicated in Figure 10 at school locations where crosswalks are already striped. However, this intervention can be implemented as a low-cost pilot project anywhere in the city, using planters and other temporary materials. Figure 9 shows an example of temporary curb extensions built with low-cost materials.

FIGURE 9: IMAGE OF TEMPORARY CURB EXTENSIONS WITH LOW-COST MATERIALS

ELEMENTS OF A COMPLETE STREET

PEDESTRIAN AMENITIES

Providing amenities for people walking helps create a safe and comfortable environment. Street trees, benches, trash cans, and pedestrian-scaled lighting, are some of the preferred amenities that enhance the pedestrian experience.

INTERSECTION ENHANCEMENTS

Intersections can be enhanced to increase the safety of all road users. Enhanced intersection treatments may include special crosswalk markings, bulb-outs that reduce the crossing distance, leading pedestrian intervals, and other signal, signing and striping treatments.

BIKE NETWORK

A well thought out bike network increases safety and allows cyclists to plan preferred routes to specific destinations. Locations for bike racks, bike lockers, and bike stations should also be considered.

GREEN STREETS

Green Streets capture storm water runoff and returns it to the aquifer. Most green streets use bioswales and landscaped bulb-outs to retain water, allowing it to slowly permeate back into the ground. These treatments also create opportunities for landscaping which can benefit aesthetics and the environment.

TRAFFIC CALMING

Traffic calming reduces vehicular speeds that may discourage active street life. Reducing the number of lanes encourages slower speeds. Other treatments include, roundabouts, chicanes, bulb-outs, or planted medians.

SIGNAGE/WAYFINDING

Signage and wayfinding devices help all street users navigate the city. Signage and wayfinding devices should be clear and legible. These devices could also be branded with a consistent color palette and graphic look to create a sense of place.

ENHANCED PUBLIC TRANSPORTATION

There are various ways to enhance public transportation on a complete street. Dedicated bus lanes, enhanced bus shelters, and real-time transit information, can help improve the user experience.

PUBLIC SPACES

Introducing new public spaces on the street provides a safe and comfortable place for people to gather. Parklets and plazas are affordable ways to incorporate new public spaces into the streetscape. They also have the ability to protect pedestrians by creating a buffer between the sidewalk and the roadway. Public spaces can catalyze community revitalization and promote economic development.

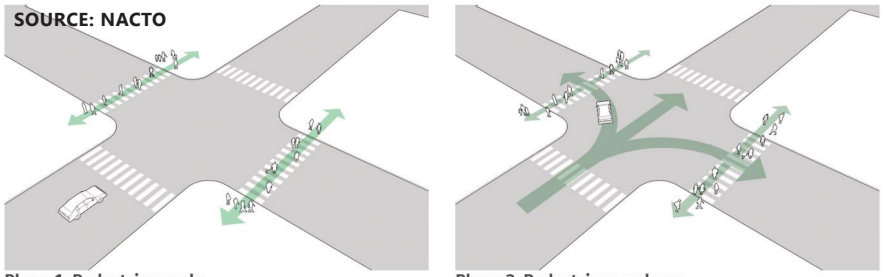
FIGURE 10: CITYWIDE COMPLETE STREETS TREATMENTS

Signal Treatments

Similarly, signal treatments such as Leading Pedestrian Intervals (LPIs), which are recommended at Miles/Gage and Miles/Zoe, and pedestrian scramble phases, which are recommended at Pacific/Gage and Pacific/Florence, in Figure 10, can be implemented at other locations throughout the city, as warranted.

LPIs display the pedestrian walk signal for a few seconds while holding all vehicle phases red, in order to allow people walking to get a head-start into the intersection where they are more visible. This improves safety by clearly indicating to turning vehicles that they are required to yield the right of way to pedestrians. Figure 11 shows an image of a Leading Pedestrian Interval.

Pedestrian scramble phases are appropriate treatments where there are heavy pedestrian volumes that warrant a full cycle of dedicated pedestrian crossing time while holding all vehicle phases red. This removes conflicts between turning vehicles and people walking, and although it adds additional time to the signal cycle by adding a third phase, it can mitigate long delays for vehicles that end up waiting through several cycles, due to high pedestrian volumes, in order to make a left or right turn. Figure 12 shows an image of a pedestrian scramble phase.



Phase 1: Pedestrians only
Pedestrians are given a minimum 3–7 second head start entering the intersection.

Phase 2: Pedestrians and cars
Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

FIGURE 11: IMAGE OF LEADING PEDESTRIAN INTERVAL

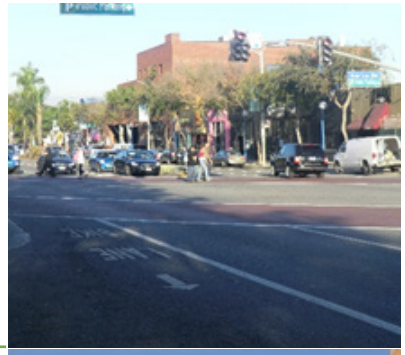
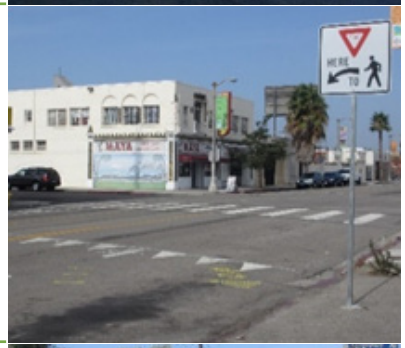
FIGURE 12: PEDESTRIAN SCRAMBLE

Crosswalks

The 2000 Uniform Vehicle Code and Model Traffic Ordinance (Uniform Vehicle Code) (Section 1-112) defines a crosswalk as:

- "That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs, or in the absence of curbs, from the edges of the traversable roadway; and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the centerline.
- Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface."

As described on the right, crosswalks may be located at intersections or mid-block, and may be installed at locations with or without signals or stop signs. Crosswalks may also be distinguished based on whether they are marked (striped) on the roadway or left unmarked. It is recommended that Huntington Park establish a formal policy for crosswalk installation, removal, and enhancement that provides transparency in decision making and adopts best practices in pedestrian safety and accommodation. Please see Chapter 5 for more information regarding crosswalk policy considerations.

Controlled Marked Crossing	**Crosswalks that are striped midblock or at intersections controlled by traffic signals or stop signs**	
Uncontrolled Marked Crossing	**Crosswalks that are striped midblock or at intersections not controlled by traffic signals or stop signs**	
Unmarked Crossing	**Crosswalks that are not striped at intersections with or without a traffic signal or stop sign**	

Other Treatments

Additional Complete Streets treatments that can be implemented as the opportunity arises throughout the city include bicycle parking, parklets, wayfinding signage, and traffic calming. Figures 13, 14, 15 and 16 show examples of these treatments.

FIGURE 13: BICYCLE PARKING

FIGURE 14: PARKLETS

SOURCE: CULLEN MCCORMICK

FIGURE 15: TRAFFIC CALMING

FIGURE 16: WAYFINDING SIGNAGE

COMPLETE STREETS TREATMENTS FOR REGIONAL ARTERIALS

Figure 10 shows key treatments for regional arterials that cross through Huntington Park. These streets include Pacific Boulevard, Florence Avenue, Slauson Avenue, and Santa Fe Avenue, described further, below.

PACIFIC BOULEVARD

Pacific Boulevard serves as a key regional arterial connecting Huntington Park to neighborhoods to the north and south, and as the key backbone that creates a vibrant downtown Huntington Park neighborhood. As such, it is critical to balance the circulation of people through the corridor with the desire to create a place of enjoyment for people while traveling or spending time.

The design of Pacific Boulevard has the capability to balance all modes of transportation, including people walking, biking, taking transit, and driving. Given the limitations in the width of the street, this can be done in several ways. Figure 17 shows the existing 90' cross-section which includes angled parking on both sides of the street, two vehicle lanes in each direction, and a narrow striped median down the center. At three separate locations on Pacific Boulevard, several parking spaces have been converted to parklets, which are seating areas for people to spend time in. There are also two enhanced transit stops with seating, shade, and a mid-block crossing, between Clarendon Avenue and Gage Avenue.

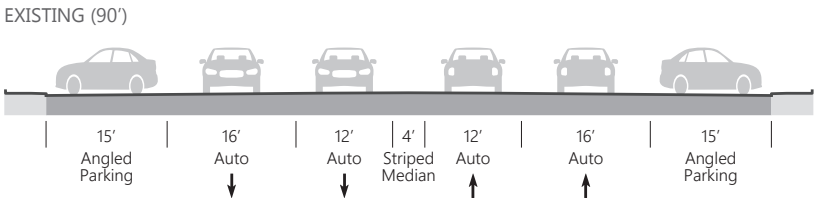


FIGURE 17: PACIFIC BOULEVARD - EXISTING CROSS-SECTION

Option 1:

Future Option 1 includes a Class III bicycle route, including painted sharrows in the outer travel lanes to indicate shared space between people driving and people bicycling, spaced according to bicycle route design standards. No additional changes to the cross-section would be required to install a bike route. Figure 18 shows the cross-section for Future Option 1.

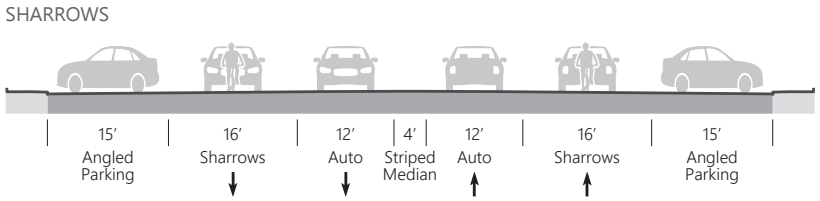


FIGURE 18: PACIFIC BOULEVARD - FUTURE OPTION 1*

*The cross-sections in this report reflect potential geometries that are consistent with design standards and guidelines for travel lanes, bicycle facilities, and other transportation infrastructure. As these cross-sections present several conceptual options for the corridors, the ultimate implementation of these options may result in widths that differ from those shown on these figures.

Option 2:

Future Option 2 includes a Class II bicycle lane in both travel directions and narrowed vehicle travel lanes to accommodate the addition of bicycle facilities. In order to accommodate a bicycle lane, the travel lanes would be narrowed to 11′ each. Additionally, diagonal parking could be reversed to become back-in angled parking, which provides added safety benefits and improved sight-lines between people parking and people riding a bicycle. Figure 19 shows the cross-section for Future Option 2. Figure 20 shows an image of back-in angled parking in combination with a bicycle lane.

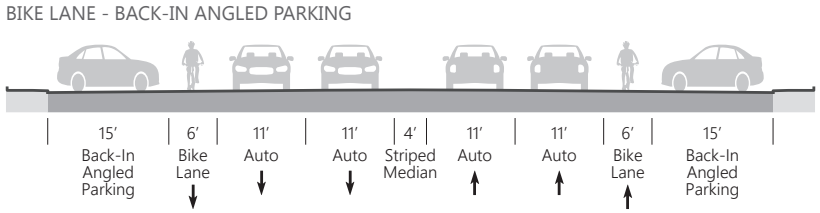


FIGURE 19: PACIFIC BOULEVARD - FUTURE OPTION 2*

FIGURE 20: BACK-IN ANGLED PARKING IN COMBINATION WITH A BIKE LANE

Option 3:

Future Option 3 includes a Class IV protected bicycle lane, often referred to as a cycletrack. This facility could be accommodated one of three ways, which are all detailed in the cross-sections below.

- Option 3a would rely on a road conversion in which one travel lane in either each direction would be replaced by a center turn lane and separated bicycle lanes in each direction. Figure 21 illustrates the cross-section for Option 3a.
- Option 3b would rely on narrowing all lanes to 10' and reducing the center median to 2' in order to accommodate the cycletrack. Option 3b is illustrated in Figure 22. Studies have found in urban areas where speeds are under 45 mph, 10-foot lanes function as well or better, from a safety and capacity standpoint, than wider streets.
- Option 3c replaces all diagonal parking with parallel parking and includes the installation of the cycletrack as well as a center turn lane. Option 3c is illustrated in Figure 23.

Other Options:

Pacific Boulevard could also be enhanced for pedestrians by building additional parklets and installing pedestrian-friendly signal phases, such as a pedestrian scramble phase at Pacific Boulevard and Gage Avenue and Pacific Boulevard and Florence Avenue, as described above in City-Wide Complete Streets Treatments. In addition, Rita Avenue and Rugby Avenue are identified as strong alternate candidates for bicycle facilities given their proximity to Pacific Boulevard.

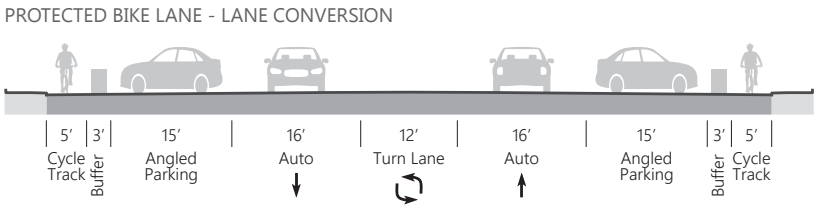


FIGURE 21: PACIFIC BOULEVARD - FUTURE OPTION 3A*

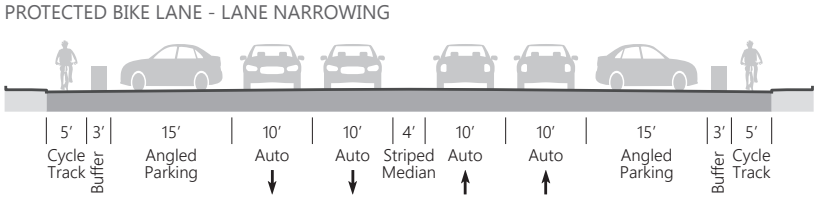


FIGURE 22: PACIFIC BOULEVARD - FUTURE OPTION 3B*

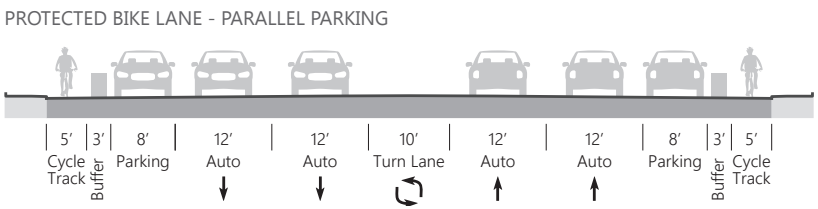


FIGURE 23: PACIFIC BOULEVARD - FUTURE OPTION 3C*

FLORENCE AVENUE

Florence Avenue is a key regional arterial, connecting Huntington Park to neighborhoods east and west of the city and providing access to the Metro Blue Line at the intersection with Graham Avenue. It also provides key access to businesses, restaurants, and bus transit facilities. Between Wilson Avenue and Seville Avenue, a unique placemaking opportunity exists along Florence Avenue to help improve safety and comfort for people traveling through the corridor. The intersection of Florence Avenue and Pacific Boulevard, in particular, is a key connection that helps establish this area as a center of activity in Huntington Park.

Options:

The intersection of Pacific Boulevard and Florence Avenue would be an appropriate location to consider a pedestrian scramble phase. Street-level placemaking treatments could include pedestrian scale lighting, wayfinding signage to key locations within Huntington Park, streetscaping, public art, and enhanced transit facilities with benches, trash receptacles, and shade trees or structures.

SLAUSON AVENUE

Slauson Avenue is a key regional arterial, providing access to the Metro Blue Line at Slauson Avenue and Long Beach Avenue, industrial and commercial businesses, and bus transit facilities. Additionally, Slauson serves as a key vehicular route across the region for both passenger vehicles and trucks. At the direction of Metro, a study is underway for a stretch of rail right-of-way that exists along Slauson Avenue between Wilmington Avenue and Santa Fe Avenue, curving north to Malabar Street and running through the northern boundary of Huntington Park. The Rail to River Intermediate Active Transportation Corridor Feasibility Study proposes several alternatives for this right-of-way, including the conversion into an active transportation corridor. This alternative would support the goals of the Huntington Park Complete Streets Plan.

SANTA FE AVENUE

Santa Fe Avenue is a key regional arterial that provides north-south access through the west side of Huntington Park to employment, industrial and commercial uses, and key bus transit facilities. In order to provide a balance of corridors available for all modes of transportation, only off-street improvements are recommended for Santa Fe Avenue in order to retain vehicular and transit circulation.

Options:

Off-street improvements could include pedestrian scale lighting, improved transit stops with benches, shade structures or trees, and trash receptacles, and public art.

COMPLETE STREETS TREATMENTS FOR MAJOR NEIGHBORHOOD STREETS

Figure 10 shows key treatments for major neighborhood streets that provide circulation and access within Huntington Park. These streets include Gage Avenue, Miles Avenue, and State Street, described further, below. On all major neighborhood streets, curb extensions should be considered, particularly around schools and parks. Additionally, pedestrian-friendly streetscape elements can be integrated into the design of buffered or protected bicycle facilities.

Similar projects in other parts of the U.S. have shown that this type of road conversion can be implemented without impacting vehicular traffic volumes or travel time significantly if average daily traffic is below 15,000 vehicles per day, especially if the intersections and signal timing are well-designed. Road conversions have also been implemented on streets with volumes up to 23,000 vehicles per day. Given volumes on local roadways, a road conversion could be feasible on several streets. The addition of a left turn lane would improve safety for motorists and reduce rear-end, side-swipe and left-turn broadside crashes which occur at a much higher rate with four lane configurations. Added benefits of reducing lanes include slower, safer speeds and fewer conflicts at intersections. Below is a list of candidate corridors for a road conversion and their 24-hour traffic volumes:

- Pacific Boulevard: Less than 20,000
- Gage Avenue: Between 15,000 and 25,000
- Miles Avenue: Less than 20,000 south of Randolph Street, 20,000 to 25,000 north of Randolph Street
- State Street: Between 15,000 and 25,000 (road conversion proposed in Bicycle Master Plan)
- Randolph Street: Less than 15,000

GAGE AVENUE

Gage Avenue is a key neighborhood street providing direct access to three schools and connecting to additional schools and parks. Gage Avenue experiences heavy foot traffic particularly at school arrival and dismissal hours. Gage Avenue has a high incidence of pedestrian collisions at Pacific Boulevard, Marconi Street, and Arbutus Avenue, high incidence of bicycle collisions at Santa Fe Avenue and Middleton Street, and high incidence of vehicular collisions at State Street. In order to provide safe and comfortable circulation for all modes, three options are included for Gage: a Class III bike route, a Class II bike lane, or a Class IV protected bike lane. The existing cross-section on Gage Avenue includes two 10' travel lanes in each direction and an 8' parallel parking lane on both sides. Figure 24 shows the existing cross-section.

EXISTING (56')

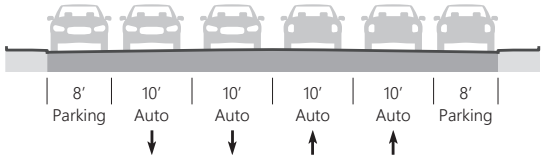


FIGURE 24: GAGE AVENUE - EXISTING CROSS SECTION

Option 1:

Future Option 1, a Class IV protected bicycle lane, would require the removal of parking on both sides of the street. This option is shown in Figure 25. Protected bicycle lanes provide the best facilities for people riding bicycles, and also retain a buffer between pedestrians and vehicle travel lanes. Compared to parking lanes, the protected bicycle lane also improves air and noise pollution exposure for pedestrians.

PROTECTED BIKE LANE

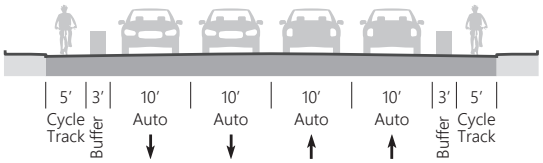


FIGURE 25: GAGE AVENUE - FUTURE OPTION 1*

Option 2:

Future Option 2, a Class II bike lane, would rely on a road conversion, converting one travel lane in each direction into a center turn lane and bicycle lanes. Option 2 is illustrated in Figure 26. In addition to providing facilities for people riding bikes, road conversions have been shown to improve safety for all road users and particularly people driving, by reducing the number of rear-end, broadside, and side-swipe collisions typically associated with making left turns from the inside travel lane. By providing a center turn lane along corridors with many driveways and opportunities to turn left, operational efficiency is maintained for vehicle circulation and safety is improved.

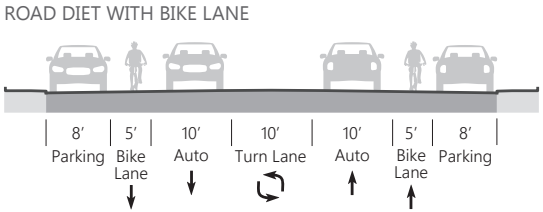


FIGURE 26: GAGE AVENUE- FUTURE OPTION 2*

Option 3:

Future Option 3 includes the addition of sharrows and bicycle route signage to the existing cross-section. This is illustrated in Figure 27.

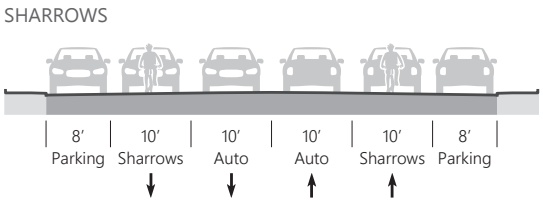


FIGURE 27: GAGE AVENUE- FUTURE OPTION 3*

FIGURE 28: MILES / GAGE FOOT TRAFFIC

FIGURE 29: MILES / GAGE FOOT TRAFFIC

MILES AVENUE

Miles Avenue is a key neighborhood street providing direct access to three schools and connecting access to additional schools and parks. Miles Avenue experiences heavy foot traffic particularly at school arrival and dismissal hours, and particularly at the Miles Avenue and Gage Avenue intersection, as shown in Figures 28 and 29. In order to provide safe and comfortable circulation for all modes, three options are included for Miles: a Class III bike route, a Class II bike lane, and a Class IV protected bike lane. The existing cross-section on Miles Avenue includes a 10′ inside travel lane in each direction, a 12′ outside travel lane in each direction, and an 8′ parking lane on both sides. Figure 30 shows the existing cross-section.

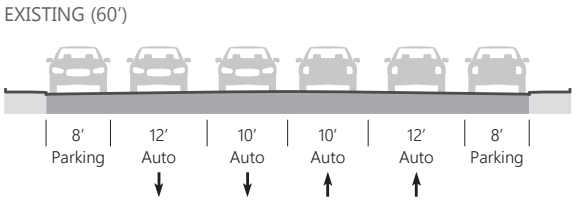


FIGURE 30: EXISTING CROSS-SECTION MILES AVENUE

Option 1:

Future Option 1, a Class IV protected bicycle lane, would require the removal of parking on both sides. This option is shown in Figure 31. Protected bicycle lanes provide the best facilities for people riding bicycles, and also retain a buffer between pedestrians and vehicle travel lanes. Compared to parking lanes, the protected bicycle lane also improves air and noise pollution exposure for pedestrians.

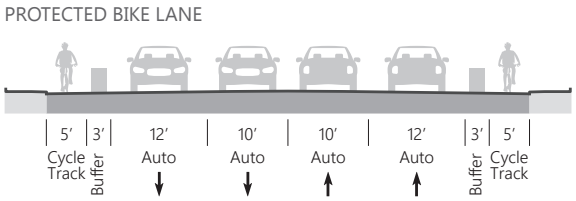


FIGURE 31: MILES AVENUE FUTURE OPTION 1*

Option 2:

Future Option 2, a Class II bike lane, would rely on a road conversion in which one travel lane in each direction into a center turn lane and bicycle lanes.

- Option 2a is illustrated in Figure 32, which includes a buffered bicycle lane option.
- Option 2b is illustrated in Figure 33, which eliminates the buffer in exchange for wider travel lanes.

In addition to providing facilities for people riding bikes, road conversions have been shown to improve safety for all road users and particularly people driving, by reducing the number of rear-end and side-swipe collisions typically associated with making left turns from the inside travel lane. By providing a center turn lane along corridors with many driveways and opportunities to turn left, operational efficiency is maintained for vehicle circulation and safety is improved. With the number of schools and residential frontages, this roadway configuration will encourage reduced speeds and compliance with the speed limit, which can help reduce collision injury severity.

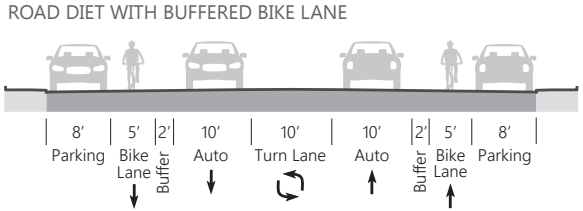


FIGURE 32: MILES AVENUE FUTURE OPTION 2A*

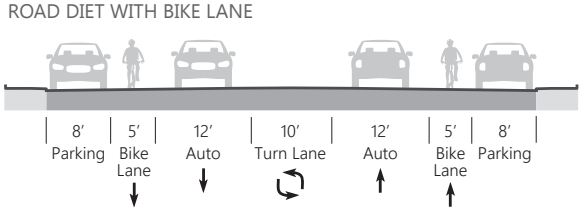


FIGURE 33: MILES AVENUE FUTURE OPTION 2B*

Option 3:

Future Option 3 includes the addition of sharrows and bicycle route signage to the existing cross-section. This is illustrated in Figure 34.

SHARROWS

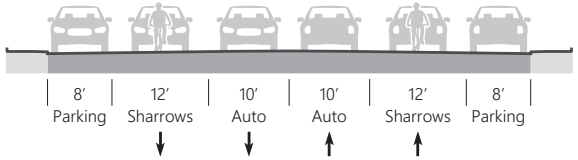


FIGURE 34: MILES AVENUE FUTURE OPTION 3*

STATE STREET

State Street is a key neighborhood street providing direct access to three schools and connecting access to additional schools and parks. State Street is residential in character north of Florence Avenue, and commercial in character south of Florence Avenue. Overall, there are high vehicular speeds along the corridor and a high incidence of pedestrian collisions tend to occur at Florence Avenue and Olive Street. In addition, State Street has a high incidence of bicycle collisions at Hope Street and a high incidence of vehicle collisions at Gage Avenue. In order to provide safe and comfortable circulation for all modes of transportation, two options are recommended for State Street: a Class III bike route or a Class II bike lane. The City of Huntington Park has already received funding to implement a complete street on State Street. The existing cross-section on State Street includes two 10′ travel lanes in each direction and an 8′ parking lane on both sides. Figure 35 shows the existing cross-section.

EXISTING (56′)

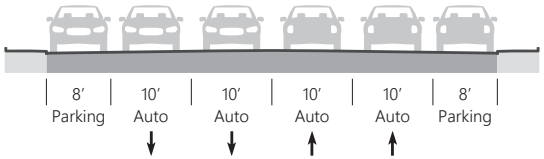


FIGURE 35: STATE STREET EXISTING CROSS SECTION

Option 1:

Future Option 1, a Class II bike lane, would rely on a road conversion, exchanging one travel lane in both directions for a center turn lane and bicycle lanes. Option 1 is illustrated in Figure 36. In addition to providing facilities for people riding bikes, road conversions have been shown to improve safety for all road users and particularly people driving, by reducing the number of rear-end and side-swipe collisions typically associated with making left turns from the inside travel lane. By providing a center turn lane along corridors with many driveways and opportunities to turn left, operational efficiency is maintained for vehicle circulation and safety is improved.

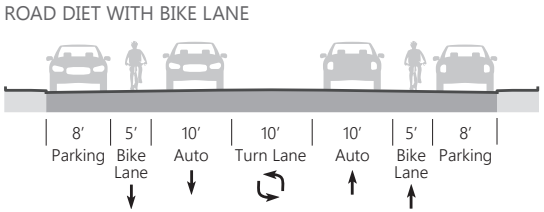


FIGURE 36: STATE STREET FUTURE OPTION 1*

Option 2:

Future Option 2 includes the addition of sharrows and bicycle route signage to the existing cross-section. This is illustrated in Figure 37.

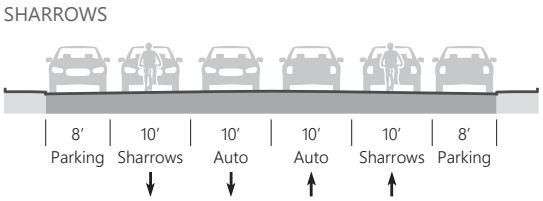


FIGURE 37: STATE STREET FUTURE OPTION 2*

COMPLETE STREETS TREATMENTS FOR LOCAL STREETS

Figure 10 shows key treatments for local streets that primarily serve to provide access within Huntington Park. These streets include Rita Avenue, Rugby Avenue, Zoe Avenue, and Clarendon Avenue, described further, below. On all local streets, curb extensions should be considered, particularly around schools and parks. Additionally, pedestrian-friendly streetscape and traffic calming elements can be integrated into the design of bicycle boulevard facilities.

RITA AVENUE & RUGBY AVENUE

Rita Avenue and Rugby Avenue are a "paired one-way couplet" – a set of one-way parallel streets that run in opposite directions. Couplets are designed to provide efficiency for vehicles by minimizing turning conflicts that occur when all four directions of travel need to be accommodated. These streets can be good locations for bicycle facilities for the same reason; fewer turning conflicts result in safer intersections for people riding a bicycle or walking. Rita Avenue and Rugby Avenue pose a good opportunity not only from a safety perspective, but also because they run parallel to Pacific Boulevard, one of the key destinations in Huntington Park. With the inclusion of wayfinding signage through the paseos that connect the parking lots behind Pacific Boulevard to the street frontage along Pacific, Rita Avenue and Rugby Avenue could serve as key bicycle facilities for the city.

The existing cross-section on Rita Avenue and Rugby Avenue includes two 14' travel lanes in one direction, and an 8' parking lane on both sides. This is shown in Figure 38. Two options exist for Rita Avenue and Rugby Avenue to integrate bicycle facilities. Future Option 1 includes a Class II bike lane, and Future Option 2 includes a Class III bike route.

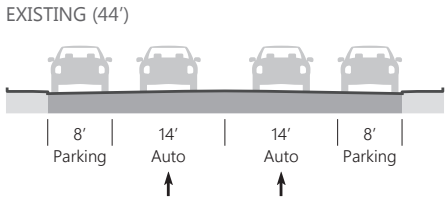


FIGURE 38: RITA / RUGBY EXISTING CROSS SECTION

Option 1:

Option 1, Class II bicycle lanes, can be executed in one of two ways.

- Future Option 1a requires narrowing the travel lanes from 14′ to 10′, allowing for a buffered bicycle lane to the right of the travel lanes, as illustrated in Figure 39. The buffer is typically 3′ and could be painted on the street or enhanced with bollards, as illustrated in Figure 40.
- Future Option 1b provides a bike lane without a buffer, and requires narrowing the travel lanes from 14′ to 11′. This is illustrated in Figure 41.

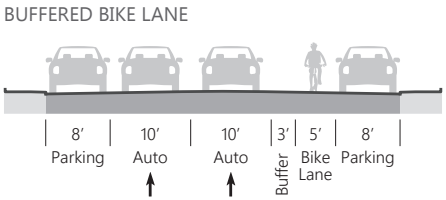


FIGURE 39: RITA AVENUE AND RUGBY AVENUE FUTURE OPTION 1A*

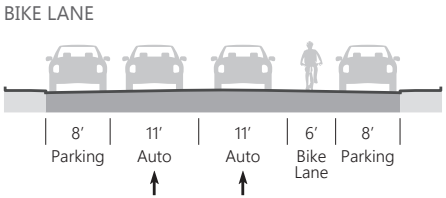


FIGURE 41: RITA AVENUE AND RUGBY AVENUE FUTURE OPTION 1B*

Option 2:

Future Option 2 includes the addition of sharrows and bicycle route signage to the existing cross-section. This is illustrated in Figure 42.

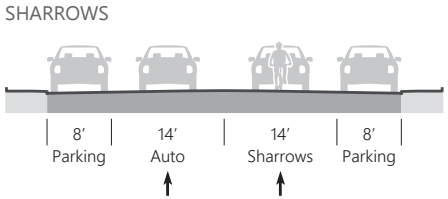


FIGURE 42: RITA AVENUE AND RUGBY AVENUE FUTURE OPTION 2*

FIGURE 40: EXAMPLE OF BUFFER WITH BOLLARDS

ZOE AVENUE

Zoe Avenue provides access between Downtown Huntington Park and the Huntington Park Civic Center, connecting two key destinations within the city. Enhancing this corridor for all modes would help establish a visible commitment to Complete Streets while also providing safe and comfortable access between the two districts. Zoe Avenue also provides direct access to two schools and connecting access to additional schools and parks. The existing cross-section on Zoe Avenue includes one 13' travel lane in each direction and one 8' parking lane on both sides. Figure 43 illustrates the existing cross-section.

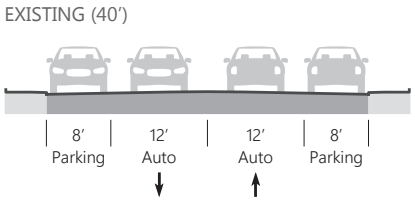


FIGURE 43: ZOE AVENUE EXISTING CROSS-SECTION

Option 1:

As illustrated in Figure 10, the future option for Zoe Avenue is an enhanced Class III bike route, also referred to as a bicycle boulevard. The cross-section of a bicycle boulevard is similar to a Class III bicycle route, including painted sharrows and bicycle route signage, as shown in Figure 44. On a bicycle boulevard, additional traffic calming elements like curb extensions, chicanes, bicycle-friendly traffic signals, and other tools decrease the speed of travel and provide comfortable, safe accommodation for bicyclists. Some bicycle boulevards also include traffic diverters to prevent cut-through vehicle traffic. An example of this type of traffic calming device is shown in Figure 45 and already exists on this corridor where through access on Zoe Avenue is restricted by the Huntington Park civic center.

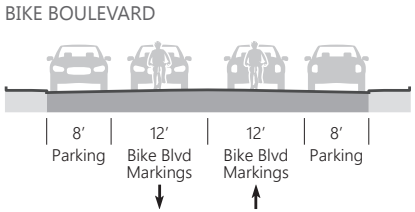


FIGURE 44: ZOE AVENUE CLASS III BIKE BOULEVARD*

FIGURE 45: TRAFFIC CALMING DIVERTER – BIKE BOULEVARDS

CLARENDON AVENUE, SATURN AVENUE, MIDDLETON STREET, & ARBUTUS AVENUE

Clarendon Avenue, Saturn Avenue, Middleton Street and Arbutus Avenue provide north-south and east-west access across the City of Huntington Park. These streets are primarily residential in nature, so while they do not serve many employment or commercial destinations, they serve many origin locations and provide quiet and comfortable facilities to bicycle or walk, while also providing cross-city access. These streets also directly serve four schools and provide connecting access to additional schools and parks. The existing cross-section on these streets includes one travel lane in each direction and parking on both sides, as illustrated in Figure 46.

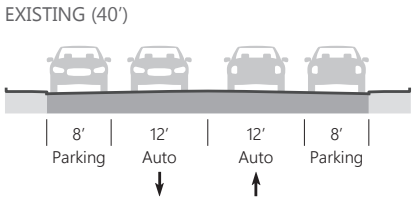


FIGURE 46: CLARENDON AVENUE, SATURN AVENUE, MIDDLETON STREET, & ARBUTUS AVENUE EXISTING CROSS-SECTION

Option 1:

The future bicycle boulevard option is illustrated in Figure 47, which includes Class III bicycle route signage and painted sharrows, as well as bicycle-friendly signals at all major intersections and additional traffic calming features to create a slow, comfortable environment for people riding a bicycle. This reduces cut-through traffic and speed, which has safety benefits for people walking and for residents along the corridors.

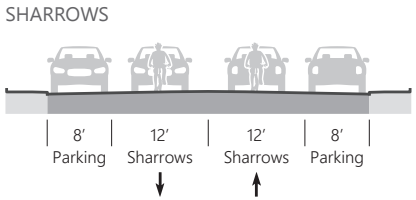


FIGURE 47: CLARENDON AVENUE, SATURN AVENUE, MIDDLETON STREET, & ARBUTUS AVENUE FUTURE OPTION: CLASS III BIKE BOULEVARD*

MULTI-USE PATH OPPORTUNITIES

Two key corridors are identified in Figure 10 for multi-use path opportunities: Randolph Street and Salt Lake Avenue. These corridors have additional right-of-way that could serve as off-street, Class I multi-use paths.

RANDOLPH STREET

Currently, Randolph Street has a center-running railroad right-of-way that is partially owned by the City of Huntington Park. This space could be converted into a Class I path for people bicycling and walking. Randolph Street provides direct access to schools and parks, and continuous east-west access across the north side of the city. This transformation of the rail right-of-way would require coordination with the other entities that own or use it.

The existing cross-section on Randolph Street, shown in Figure 48, changes across the corridor between the eastern and western boundaries of the City of Huntington Park. At Randolph and Pacific, the existing cross-section includes two eastbound travel lanes and two westbound travel lanes, with a 40' rail right of way between. There is also one parking lane in both directions.

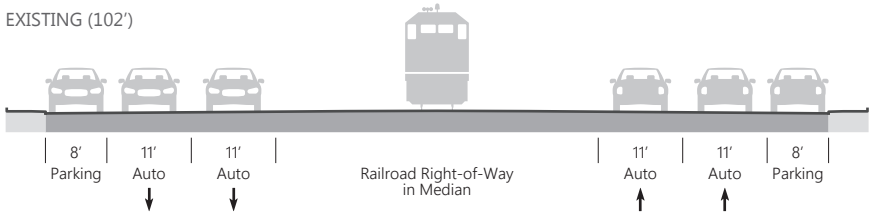


FIGURE 48: RANDOLPH STREET EXISTING CROSS-SECTION

Option 1:

Future Option 1 would retain the street configuration and convert the center-running right-of-way to a mixed-use path, including separate paved space and an adjacent unpaved path. Since the right-of-way is center-running, care would need to be taken at intersections – particularly those controlled by stop signs – to ensure safety and visibility for people riding bicycles or walking. Signal-controlled intersections would also need to be adapted to accommodate pedestrians or bicycles. The cross section for Future Option 1 is illustrated in Figure 49.

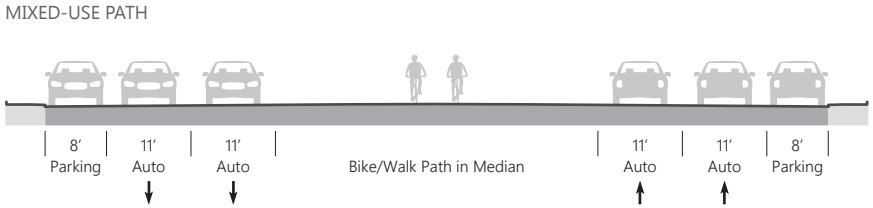


FIGURE 49: RANDOLPH STREET FUTURE OPTION 1*

Option 2:

A second alternative is to install a bicycle facility on-street. This could be done as a bicycle lane or protected bicycle lane. Vehicle counts are low enough on Randolph Street that it could serve existing traffic volumes with one lane in either direction. If one travel lane in each direction is converted, or if the parking lane is converted, this would provide sufficient space to install a buffered or protected bicycle lane on-street. Alternately, parking could be relocated to the center median, retaining some parking capacity while allowing enough space for an on-street curb-running cycle track and two travel lanes in each direction.

- Figure 50 shows Option 2a, a curb-running cycle track with on-street parking retained, but relocated adjacent to the median, and one travel lane in each direction.
- Figure 51 shows Option 2b, a curb-running cycle track with parking removed and two travel lanes in each direction.
- Figure 52 shows Option 2c, a curb-running cycle track with parking relocated to the median. These alternatives do not require signal treatments for a center-running bicycle path, and therefore may be constructed at a lower cost.

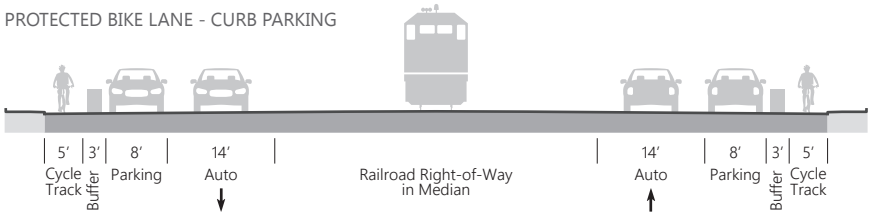


FIGURE 50: RANDOLPH STREET FUTURE OPTION 2A*

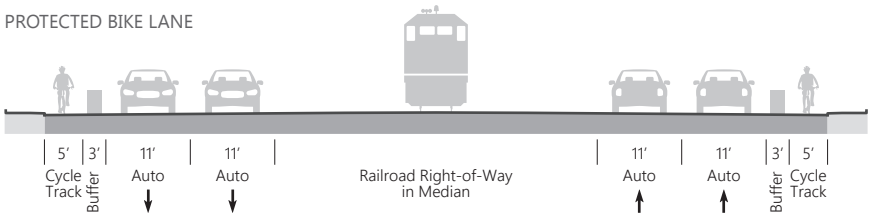


FIGURE 51: RANDOLPH STREET FUTURE OPTION 2B*

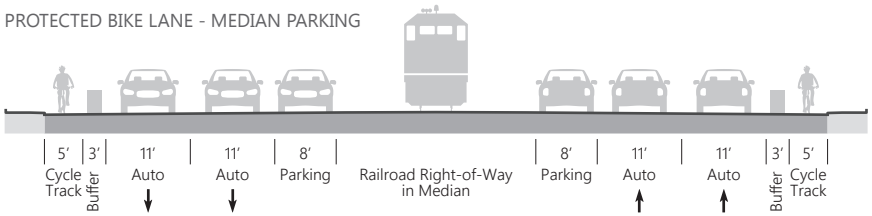


FIGURE 52: RANDOLPH STREET FUTURE OPTION 2C*

SALT LAKE AVENUE

Currently, an 80' wide rail right-of-way exists adjacent to Salt Lake Avenue. The street configuration of Salt Lake Avenue includes one travel lane in each direction and a single parking lane on both sides of Salt Lake Avenue. Salt Lake Avenue provides direct north-south access to Salt Lake Park, a major recreational destination and community asset on the east side of Huntington Park. The existing cross-section for Salt Lake Avenue is shown in Figure 53.

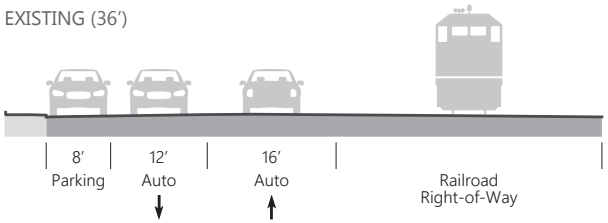


FIGURE 53: SALT LAKE AVENUE EXISTING CROSS SECTION

Option:

The Future Option for Salt Lake Avenue is a Class I mixed-use path. Since the right-of-way is entirely off street, the path would have few interruptions between the southern boundary of Huntington Park at Santa Ana Street and the northern terminus at Randolph Street. This effort will require coordination with the City of Bell for the portion of Salt Lake Avenue between Bell Avenue and Gage Avenue, which is immediately adjacent to the City of Huntington Park. A long-term extension of the path through Slauson Avenue could also be considered. The existing and future cross-sections are illustrated in Figure 54.

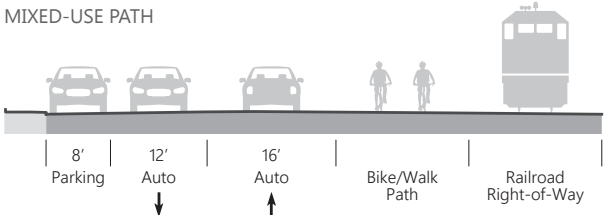


FIGURE 54: SALT LAKE AVENUE FUTURE CROSS SECTION*

PLACEMAKING OPPORTUNITIES

Opportunities exist within the city to reconfigure excess pavement into plazas or curb extensions in order to improve safety and provide additional public space. These opportunities have been identified at three key locations: State Street and Mission Place, Saturn Avenue and Bissell Street, and State Street and Hood Avenue.

STATE STREET AND MISSION PLACE

Figure 55 shows proposed placemaking and safety improvements at State Street and Mission Place. This location was identified in the community design charrette as a corridor that experiences speeding and frequent collisions, which is corroborated by the vehicle and pedestrian collision maps presented earlier in the plan. Currently, the configuration of the intersection allows for drivers traveling south on State Street to merge onto Mission Place without slowing down or yielding to pedestrians who may be crossing Mission Place. Additionally, the crossing is very wide as a result of the angle at which the streets intersect.

By squaring off the intersection between Mission Place and State Street and constructing public space that is adequately buffered from the State Street vehicles, a new public green space is created, speeding along State Street will likely be reduced, crossing distance for pedestrians will be shortened, and vehicle access to Mission Place and the residences immediately adjacent to the intersection will be maintained.

SATURN AVENUE AND BISSELL STREET

Figure 56 shows proposed placemaking and safety improvements at Saturn Avenue and Bissell Street. This location was identified during the community design charrette by residents and Huntington Park staff as a location that currently experiences speeding, has wide pedestrian crossings, and is generally confusing for drivers.

By installing curb extensions, the intersection is squared off and considerably narrower, encouraging slower speeds and more cautious driver behavior. The extensions also allow for new public green space on the southwest corner, and shortened crossing distances for people on foot.

STATE STREET AND HOOD AVENUE

Figure 57 shows proposed placemaking and safety improvements at State Street and Hood Avenue. This location has experienced vehicle and pedestrian collisions, as illustrated in the collision maps presented earlier in the plan. Currently, the configuration of the intersection allows for drivers traveling north on State Street to merge onto Hood Avenue, or south on Hood Avenue to merge onto State Street, without slowing down or yielding to pedestrians who may be crossing Hood Avenue. Additionally, the crossing is very wide as a result of the angle at which the streets intersect.

By squaring off the intersection between Hood Avenue and State Street and constructing public space that is adequately buffered from the State Street vehicles, a new public green space is created, speeding along State Street will likely be reduced, crossing distance for pedestrians will be shortened, and vehicle access to Hood Avenue and the residences immediately adjacent to the intersection will be maintained.

FIGURE 55: STATE STREET AND MISSION PL CONCEPT PLAN

FIGURE 56: SATURN AVENUE AND BISSELL STREET CONCEPT PLAN

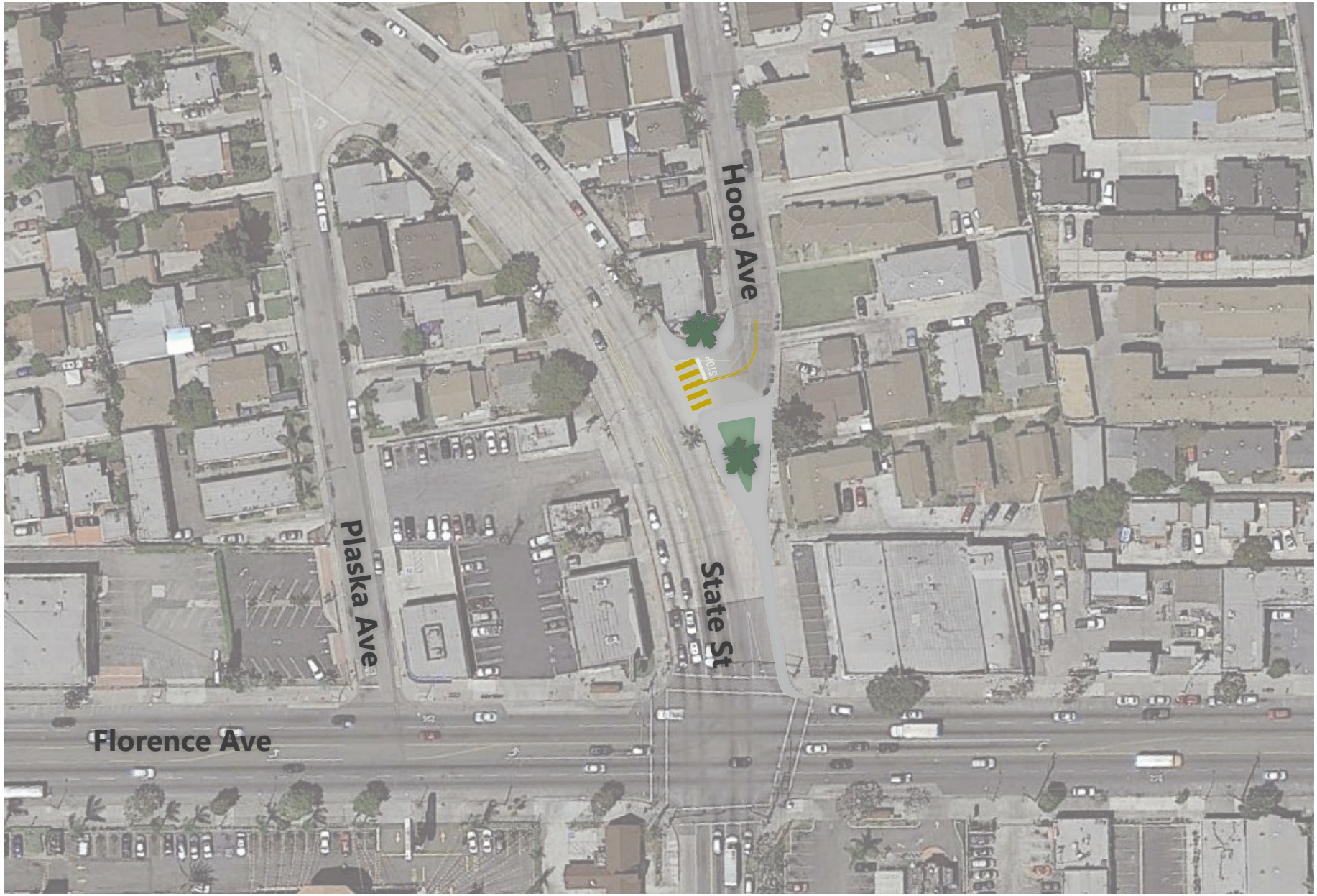


FIGURE 57: STATE STREET AND HOOD AVENUE CONCEPT PLAN

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5. POLICIES AND PROGRAMS

POLICIES AND PROGRAMS

This chapter discusses the range of options for future policies that would support Complete Streets efforts in Huntington Park, including:

- Crosswalk Policy
- Bike Parking Policy
- Pedestrian First Policy
- Vision Zero Policy
- Safe Routes to School / School Siting Policy
- Transit Shelter Design Guidelines
- First-Last Mile Policy
- Green Streets and Tree Canopy Policy

Following a discussion of these policies, this chapter includes a brief discussion of the elements of a Complete Streets Plan which do not rely on changes to the built environment, and include education, encouragement, enforcement and evaluation programs. While engineering and infrastructure enhancements are critical elements for improving pedestrian, bicyclist, and transit rider safety, these non-infrastructure efforts are essential components of a city's fully-developed Complete Streets strategy, complementing infrastructure investment and increasing the safety, utility, and viability of infrastructure projects.

The development and implementation of both overall policies and non-infrastructure programming often includes a combination of municipal support and volunteer engagement, which can have an exponential effect on the extent to which a community embraces a city's Complete Streets efforts. Because of this community-supported model, policies and programming can have very large effects while relying on small budgets.

CROSSWALK POLICY

A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and adopts best practices in pedestrian safety and accommodation. The city could adopt a formal crosswalk policy, using research to inform the decisions to provide marked crossings at uncontrolled locations. Once the decision to provide a marked crossing has been made, a decision on the type of crossing would be based on Table 12. This table provides guidance on the type of appropriate crossing and enhancement treatments that are appropriate based on that location's number of lanes, average daily traffic, posted speed limit, and presence of a raised median. These samples may be studied further before application to local conditions.

The crosswalk policy should reflect best practices and recent research with respect to the installation, removal, and enhancement of crosswalks. This policy may consider adopting the "ladder" crosswalk striping treatment as used in other jurisdictions in California. Additionally, the policy should include criteria for installing crosswalk enhancements, such as flashing beacons, or pedestrian signs. Such a policy would also useful for determining when the removal of crosswalks is appropriate. The City of Huntington Park may review the removal or installation of midblock crossings based on collision history, sight distance, levels of activity, and physical or operational characteristics, where practicable at the recommendation and concurrence of the City Engineer.

TABLE 12: SAMPLE SUMMARY OF CROSSING TREATMENTS FOR STREETS OF VARYING LANES, POSTED SPEED LIMITS, AND AVERAGE DAILY TRAFFIC

LEVEL ONE: TWO LANE STREETS			
NUMBER OF CARS (ADT)	**30 MPH OR LESS**	**35 MPH**	**40 MPH OR HIGHER**
Up to 15,000 cars per day	Ladder Crosswalk	Ladder Crosswalk	Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices
15,000 cars or more per day		Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices	Pedestrian signal or bridge

LEVEL TWO: THREE LANE STREETS			
NUMBER OF CARS (ADT)	**30 MPH OR LESS**	**35 MPH**	**40 MPH OR HIGHER**
9,000 cars or fewer per day	Ladder Crosswalk	Ladder Crosswalk	Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices
9,000-12,000 cars per day		Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices	
12,000-15,000 cars per day	Triple-four plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices		Pedestrian signal or bridge
15,000 cars or more per day		Pedestrian signal or bridge	

LEVEL THREE: FOUR OR MORE LANES WITH A RAISED MEDIAN			
NUMBER OF CARS (ADT)	**30 MPH OR LESS**	**35 MPH**	**40 MPH OR HIGHER**
9,000 cars or fewer per day	Ladder Crosswalk	Ladder Crosswalk	Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices
9,000-12,000 cars per day		Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices	
12,000-15,000 cars per day	Triple-four plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices		Pedestrian signal or bridge
15,000 cars or more per day	Pedestrian signal or bridge	Pedestrian signal or bridge	

LEVEL FOUR: FOUR OR MORE LANES WITHOUT A RAISED MEDIAN			
NUMBER OF CARS (ADT)	**30 MPH OR LESS**	**35 MPH**	**40 MPH OR HIGHER**
9,000 cars or fewer per day	Ladder Crosswalk	Ladder Crosswalk	Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices
9,000-12,000 cars per day	Triple-four plus a pedestrian refuge, or other Level 1 device	Ladder Crosswalk plus a pedestrian refuge, or other Level 1 device	
12,000-15,000 cars per day	Triple-four plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices	Ladder Crosswalk plus a pedestrian refuge, overhead flashing beacons, or other Level 1 and 2 devices	Pedestrian signal or bridge
15,000 cars or more per day	Pedestrian signal or bridge	Pedestrian signal or bridge	

Note: The specific treatments applied may be further studied and refined by City Staff
All uncontrolled crosswalk installations should include MUTCD compliant crossing signs, including fluorescent yellow-green double sided pedestrian signs with downward facing arrows at the crosswalk, advanced pedestrian signs, and advanced yield lines, along with the striping of the crosswalk (ladder or other pattern).

Additional crosswalk policy resources include:

- Sacramento Crosswalk Policy
  (www.cityofsacramento.org/transportation/dot_media/engineer_media/pdf/PedSafety.pdf)
- Stockton Crosswalk Policy
  (www.stocktongov.com/publicworks/publications/PedGuidelines.pdf)
- Federal Highway Administration Study on Marked versus Unmarked Crosswalks
  (http://safety.fhwa.dot.gov/ped_bike/docs/cros.pdf)
- National Cooperative Highway Research Program Report on Crosswalks at Uncontrolled Locations
  (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf)
- Caltrans/UC Berkeley Study on Pedestrian/Driver Behavior at Marked versus Unmarked Crosswalks
  (http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-4)

Standard Crosswalk Marking Patterns
Image source: FHWA, Planning and Designing for Pedestrian Safety Course, 2008

FIGURE 59: CROSSWALK TYPES

BIKE PARKING POLICY

A Bike Parking Policy includes detailed design standards and siting requirements for bicycle parking. This will ensure that installed bicycle parking is accessible and functional. Both the City of Los Angeles Ordinance and the Model California Bicycle Parking Ordinance have good design and siting language. The Association of Pedestrian and Bicycle Professionals' (APBP) Bicycle Parking Design Guidelines also provide good siting language along with accompanying photos and graphics. The APBP guide can be provided as a companion reference to developers and City design review staff. Guidelines should be developed for the amount of bicycle parking to be required by land use, the design of the racks, and placement in the public right of way.

PEDESTRIAN-FIRST POLICY

A Pedestrian-First Policy recognizes the vulnerability of those who walk relative to all other modes, given the current way that streets, sidewalks, and crossings are constructed. This policy places the needs of the pedestrian as the primary consideration for all future development and infrastructure projects, going further than a Complete Streets Policy which simply ensures consideration of the needs of all road users including pedestrians, bicyclists, and transit riders. This policy has been adopted in Chicago and Vancouver, B.C., which set a default "modal hierarchy," with pedestrians first, for all work that occurs on streets, from electrical work to major redesigns. A growing number of cities are recognizing that in their downtown and neighborhood centers, pedestrians need to be the primary focus in order to support economic activity and vibrant public spaces.

VISION ZERO POLICY

A Vision Zero policy views traffic crashes as preventable incidents that can be systematically addressed. A growing number of cities – including New York, Chicago, Boston, and Portland – are declaring that "no level of fatality on city streets is inevitable or acceptable." Though it is ambitious, it clearly articulates the idea that even one traffic-related fatality is unacceptable, and that the city is actively working to improve safety conditions for all road users – including vulnerable users like pedestrians and cyclists – throughout the city.

SAFE ROUTES TO SCHOOL / SCHOOL SITING POLICY

A school siting policy can address both location and size of new schools within the City of Huntington Park. Neighborhood-sized schools, as opposed to mega schools on the periphery, are a key ingredient for encouraging walking and bicycling to school. In addition, pedestrian and ADA improvements should be prioritized near schools. Though the Los Angeles Unified School District controls decisions relating to schools in the City of Huntington Park, the City could adopt a formal policy to encourage neighborhood-sized schools, and proactively work with LAUSD to implement school decisions that are in keeping with the City's vision.

TRANSIT SHELTER DESIGN GUIDELINES

Transit Shelter Design Guidelines articulate the minimum standards and recommended siting elements for transit stops, such as minimum landing area, curb ramps, signage, safety and security, pedestrian connections, benches, trash receptacles, lighting, and streetscape features. Guidelines can serve as a resource for the City in conversations with transit providers that serve Huntington Park, and can create opportunities for public space improvements, safety improvements, and accessibility improvements. By enhancing transit stops, people are more inclined to ride transit services and existing transit riders are accommodated in a comfortable, customer-service-oriented environment.

FIRST-LAST MILE POLICY

A First-Last Mile Policy establishes a priority for implementation of pedestrian and bicycle facilities that will assist transit riders in accessing stops and stations. By prioritizing implementation of active transportation facilities around transit stops, investments can reap exponential benefits because they help to create a seamless, comfortable transportation network for several types of transportation. This policy recognizes that most transit users arrive at the stop or station by foot or by bike; therefore bicycle and pedestrian facilities are a critical component of the transit system. Similarly, many bicyclists and pedestrians use transit to complete a part of their trip, and this policy recognizes that the transit system, therefore, is a critical component of the pedestrian and bicycle network.

GREEN STREETS AND TREE CANOPY POLICY

Green streets are defined as public right-of-way areas that allow for infiltration, biofiltration, and/or water storage and use best management practices (BMPs) to collect, retain, or detain stormwater runoff. This includes a strong design element that creates attractive streetscapes. Green streets are an amenity that provides many benefits including water quality improvement, groundwater replenishment, creation of attractive streetscapes, creation of parks, and pedestrian and bicycle accessibility. A citywide policy could require any new development or redevelopment of streetscape or roadway projects to incorporate green street BMPs.

Other green streets-associated policies could relate to the urban tree canopy. In particular, they could include elements such as: the preservation of protected tree species, heritage, or other dedicated trees along key routes or citywide; the formation of a tree-advisory committee; the design and technical guidance for tree planting and tree removal; etc. A well-maintained urban tree canopy is a benefit to the health, sustainability, and overall beauty of a city.

EDUCATION PROGRAMS

Education programs help to inform residents – both those who primarily walk or bike and those who do not often walk or bike – about the rights, responsibilities, and resources available for pedestrians and bicyclists. Education programs can be ongoing, in partnership with schools or the police department, or they can be one-time events in advance of pedestrian infrastructure installation.

Education campaigns should include residents of all ages, especially emphasizing school-aged children where safe walking and biking habits can be instilled as a life-long lesson. These types of support programs also ensure compliance with the criteria required by the Active Transportation Program (ATP) for an active transportation plan, which can increase the competitiveness of a city's future grant applications to this program.

Staff / Agency Training

Provide city staff and enforcement staff with training on new pedestrian and bicycle design treatments in the right of way. This also includes working with City maintenance and utility crews to ensure they understand the needs of pedestrians and follow standard procedures when working on or adjacent to roadways and walkways. Establishing internal understanding of the issues facing pedestrians in the city is a critical step to developing effective, implementable policies and infrastructure. Training for city staff should occur whenever a new policy is adopted or new set of guidelines is developed.

Safe Routes to School (SRTS) Programs

This category refers to a variety of children's programs aimed at promoting both walking and bicycling to school and improving traffic safety around schools. The program takes a comprehensive "5 E" approach with specific engineering, education, encouragement, enforcement, and evaluation. The programs involve partnerships

among school staff, parents, students, city staff, school districts, neighbors, and law enforcement. The National Center for Safe Routes to School has in-depth programming information. Integrating educational messages into a comprehensive SRTS program can be a very effective way to kick-start a citywide program. Specific education tools include:

- Pedestrian skills training for 1st and 3rd graders
- Bicycle skills training for 3rd and 5th graders
- Messaging to parents about safe driving, walking and bicycling habits
- Creating drop-off and pick-up procedures
- Incorporating information about walking and bicycling into classroom subjects such as math or science (e.g., calculate average walking speeds or distances)
- Assemblies or classroom sessions about walking and biking safety

Teen Transportation Safety Education

Teens benefit from different educational messages than adults or children. Many teens also already take drivers' education, health education, or other courses where walking, biking and transit curricula could be easily integrated. The City should work with local teen-organizations or schools to facilitate a participatory process whereby teens create educational messages. Youth Participatory Action Research (YPAR) is an effective way to assist youth to create visuals, videos, or campaigns for pedestrian safety among their peers. The California Department of Public Health has guides on YPAR and youth-led projects.

Safe Routes Ambassadors / Safety Education Team

A team of Safe Routes Ambassadors or Safety Educators can help implement direct Safe Routes to School programming, teen safety education, and outreach to the community, parents, and school officials. They can act as the public face of pedestrian and bicycle safety efforts for the city. A successful example of this program is from Chicago, Illinois, where Safe Routes Ambassadors and Bicycle Ambassadors promote, educate, and inform students and the general public about pedestrian and bicycle safety issues.

Pedestrian and Bicycle Scale Signage and Wayfinding

Pedestrian and bicycle scale signage can help people who are walking or biking understand where they are, what is within walking or cycling distance, and what the best path is to get there. For example, simple street signs are often installed so that drivers can see them from far away, at a driving speed. This placement is too high for pedestrians and bicyclists traveling at much lower speeds, and could be duplicated at a more human scale to help pedestrians and bicyclists navigate throughout the City of Huntington Park. More expansive wayfinding efforts could include maps with key destinations and a 5-10 minute walking or cycling distance highlighted. These wayfinding efforts should be effectively branded and tied into any existing signage efforts in the Downtown Huntington Park.

Citywide Walking and Cycling Maps

Attractive maps with walking and bicycling routes, both in print and on city websites, can serve as an educational tool. These maps should highlight convenient routes for walking and biking in Huntington Park and include tips on safe walking and bicycling practices. Maps should be distributed at public facilities throughout the City and at businesses that express interest in participating.

Web Presence

Via a website dedicated to pedestrian and bicycle projects in Huntington Park, city staff can provide overviews and updates on implementation of major projects and their related goals, design features, schedule of approval, design and construction, impacts to neighborhood, etc. The website should be hosted within the City's

web domain. One example is the City of Los Angeles Pedestrian Safety Program (http://ladot.lacity.org/WhatWeDo/Safety/PedestrianSafety/index.htm). In addition to maintaining a website, city staff can increase presence on Twitter, Facebook, Instagram, Flickr, and other social media platforms as a way of communicating news, educating residents, and soliciting feedback and public input about future projects.

Billboards/Electronic Message Boards

Billboards and electronic message boards promote safety in the community, inform the public about pedestrian and bicycle safety programs, and provide feedback on the program's effects. Messages can focus on safety and / or explain new design treatments in the public right-of-way. They can be changed regularly and the boards can be moved to maximize their impact. Signs can also be displayed on bus shelters.

Public Service Announcements

Radio and television public service announcements (PSAs) can provide accurate and current information to the public. PSAs are valuable as they are versatile and can reach a large audience about walking and bicycling safety issues, education, and announcements. One challenge is that PSAs can be costly and may not reach the intended audience. A lower-cost alternative is to air PSAs only on public access channels; however, this low-cost approach may not be as effective as using a public relations firm and purchasing advertising time targeted to a specific audience.

Videos

Videos can be shown before Council Meetings, uploaded to YouTube, and embedded on the City's website to promote pedestrian and bicycle safety projects and explain new design concepts for Huntington Park's streets.

Flyers, Postcards, Brochures and Pamphlets

These print materials can be distributed to residents and businesses along the major streets affected by new pedestrian and bicycle infrastructure projects, and made available at public buildings, public meetings, and other major activity centers. They can also be printed as an on-going effort to disseminate pedestrian and bicycle safety messaging, including topics such as safe street crossing at various types of intersections, pedestrians' rights and responsibilities when crossing the street, and motorists' rights and responsibilities related to pedestrians and cyclists. These materials should be provided in multiple languages, and can target specific populations such as children or older adults. Examples are available through the Federal Highway Administration (http://safety.fhwa.dot.gov/ped_bike/ped_bike_order), AAA (http://www.aaafoundation.org/products), and the National Highway Traffic Safety Administration (http://www.nhtsa.gov/Pedestrians).

Partnership with Local Bicycle Shops

Local bicycle shops are often happy to partner with cities for events like bicycling training and bicycle repair classes. These are excellent tools to increase community knowledge of bicycle maintenance issues and street riding skills. Youth training classes can include a "build-a-bike" program, in which youth learn how to rebuild a used bicycle that they may keep at the end of the program. Such classes are most helpful for beginner to intermediate bicyclists who would like to improve their understanding of bicycle maintenance and street riding skills. Bicycle shops are also a natural outlet for distributing walking and cycling pamphlets, maps, and other informational materials to the community. These stores are ideal locations to post notices about bicycle/pedestrian meetings, safety workshops, and events. Bicycle shops also offer knowledgeable personnel and/or sponsorship for future cycling events and workshops.

Pedestrian and Alcohol Awareness Campaign

According to the Centers for Disease Control and Prevention, alcohol involvement for the driver or the pedestrian was reported in 48% of the traffic crashes that resulted in pedestrian death. This safety risk can be addressed through a targeted campaign to increase awareness of the problem, both for pedestrians and drivers. This campaign can be implemented in partnership with businesses, restaurants, bars, and local colleges to obtain a wide reach while retaining a targeted approach.

Safety Device Giveaway

At special events, the City of Huntington Park can provide community members with pedestrian equipment such as walking/jogging lights and reflectors, bicycle lights, pedometers, or water bottles. These giveaways help draw attention to safe walking and bicycling throughout the city.

Targeted Education Events in High-Need Areas

In general, education events and programs should be targeted in high-need areas first, if resources are limited and a city-wide program is not possible. The challenge is determining what constitutes "high need." Several metrics are available to set a threshold for need, including but not limited to income, health disparity, pollution exposure, injury risk, and age-related vulnerability (older adults or children). This education strategy works well in conjunction with several of the evaluation strategies discussed below, which involve data collection, analysis, and performance evaluation.

ENCOURAGEMENT PROGRAMS

Encouragement programs are similar to education programs, but focus more on addressing individual barriers to walking and bicycling and encouraging people to try walking and bicycling as a modes of transportation or recreation.

Pedestrian and Bicycle Advisory Committee

Establish a standing Huntington Park Pedestrian and Bicycle Advisory Committee (PBAC) that meets regularly with City staff to discuss walking and pedestrian safety issues. The role of the PBAC includes identifying key problems, crafting public outreach campaigns, promoting pedestrian programs, and serving as an interface between the City and community members/advocacy organizations. PBAC members may include:

- Huntington Park Schools' students, parents, and staff
- City Public Works Department staff
- City Community Development Department staff
- City Parks and Recreation Department staff
- Law enforcement and fire department officers
- Neighborhood business owners
- Hospital and public health staff

Open Streets Events

Explore opportunities to host an open streets event, such as CicLAvia in Los Angeles. These events are good opportunities not only to encourage walking and biking, but to distribute educational materials, and to engage with the public about future pedestrian facilities.

Bike-Friendly Business Districts

Establish a Bike-Friendly Business District (BFBD) in Downtown Huntington Park. Long Beach began the first BFBD program in 2010. The program encourages merchants and their customers to replace cars with bicycles. The City works with local business owners in certain retail districts, such as Downtown Huntington Park, to offer incentives

including discounts for bicyclists, free bike valet, free bike tune-ups, bicycle parking, and special stickers. This creates an incentive to travel by bicycle and benefits merchants, who often see an increase in customers.

Design Policies and Development Standards

Design policies and development standards can improve the walking and bicycling experience, encourage walking and biking, enhance economic vitality, and offer funding opportunities for pedestrian and bicycling improvements. The city can develop guidelines for façade design, urban art, open space, sidewalks, and gateways. City staff can also encourage pedestrian- and bicycling-oriented development through internal review of projects on a case-by-case basis. The City of Huntington Park General Plan includes some recommendations that new development site design be oriented to pedestrian access.

Specific types of design policies and development standards that have an effect on the pedestrian and bicycling environment include:

- Adoption of Street Tree Requirements: Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public utilities and sidewalks.
- Adoption of Open Space Requirements: Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips. Landscaping requirements and lot coverage limits result in open space provisions for residential and non-residential land uses.
- Adoption of Newspaper Rack Ordinance: Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones. A Newspaper Rack Ordinance details size, location, and maintenance requirements.
- Adoption of Street Furniture Requirements: Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.
- Adoption of Public Art Program: Public art enhances public space that is experienced by pedestrians. This could include public art in active pedestrian areas, like the Central Business District, or in places that otherwise feel uninviting to pedestrians, such as freeway underpasses.
- Adoption of a Temporary Use Program for Vacant Space in Business District: Temporary uses for vacant space in the business district can avoid the uninviting, unsafe, or unpleasant effects of business closures on a block-face, causing voids in activity level and eyes on the streets. Utilizing the space more creatively between tenants or uses can help bridge these gaps, and can provide ideal opportunities for temporary art installations or pop-up shops.
- Adoption of Construction Access Standards: Construction access standards ensure pedestrians have an alternate path during construction projects that obstruct the sidewalk or shoulder. The most pedestrian-friendly option is to construct a temporary walkway protected from traffic with temporary ADA-compliant ramps where necessary. Establishing and enforcing these standards can allow a city to maintain a pedestrian-oriented environment even in periods of heavy development.

General Plan Updates

Planning principles contained in a city's General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas. The city

can enhance pedestrian-friendly goals, policies, and actions defined in the City's General Plan, possibly through the development of a Pedestrian Master Plan and establishing transit and auto vehicle policies that support a balanced multi-modal transportation network.

Additionally, the Circulation Element of the Plan assigns roadway typologies, which could include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel. Future updates to the General Plan could include pedestrian nodes, pedestrian-oriented guidelines, and sidewalk networks as part of the Circulation Element.

Pedestrian Master Plan Development and Updates

Like a Bicycle Master Plan, this type of plan augments the Circulation Element in the General Plan, and typically includes a large menu of policy, program, and practice suggestions, as well as site-specific (and prototypical) engineering treatment suggestions. A Pedestrian Master Plan documents a jurisdiction's vision for improving walkability and pedestrian safety; establishes policies, programs, and practices; and outlines the prioritization and budgeting process for project implementation.

Preparation of a Cultural or Historical Preservation Plan

A cultural or historical preservation plan can help identify some of the most valuable assets in a community, and can work to promote pedestrian access to these sites. Establishing goals and setting policies and programs to retain cultural and historical assets with attention to pedestrian access can increase economic vitality, tourism, and community engagement.

Bike to Work Day / Month

The City should continue to promote and participate in Bike to Work Day/ Month, a regional event sponsored by Metro during the month of May. This is a good opportunity to give away safety equipment, raise the visibility of cycling in the City, and partner with local community groups and businesses to create a bike advocacy community.

Bike Valet

Huntington Park should work with the LA County Bicycle Coalition to sponsor bike valet at community events with high visibility in the City. This encourages people to ride a bicycle to an event they might have otherwise driven to, without concern about finding secure parking for their bicycle.

Walk to Work Day

Host and promote Walk to Work Day, an event often hosted by various cities around the country annually in April. This is a good opportunity to give away safety equipment, raise the visibility of walking and pedestrian safety in the City, and partner with local community groups and businesses to create a pedestrian advocacy community.

Pop-up Neighborhood Event

During the design development phase of pedestrian and bicycle infrastructure, Huntington Park can host a "pop-up" event with temporary in-street installations at the site of approved facilities. These events allow community members to try out, touch, and see the potential improvements in their future location. The event helps residents understand the benefits of sometimes unusual or non-traditional neighborhood greenway treatments, such as traffic diverters, parklets, pavement markings and signage.

Rideshare Week

The City should promote and participate in Rideshare Week, a regional event sponsored by Metro in the month of October. It is also a good opportunity to distribute pedestrian education materials and work with local businesses to sponsor future pedestrian events.

Repair, Air, and Bike Maintenance Sites

These sites can be located at high volume end-of-trip locations, built into a bicycle corral, or sponsored by bike shops or other local businesses. They allow individuals to refill tires, tighten components, and make adjustments on the go.

Bike-Buddy Program

Establish a "bike-buddy" program in conjunction with the LA County Bicycle Coalition and employers. This program would pair experienced cyclists with new cyclists to bicycle to work together. The City could hold skills training workshops prior to the program's kick-off to teach bicycling safety skills to all participants.

Walking School Buses and Bicycle Trains

Establish Walking School Buses and Bicycle Trains to and from schools in Huntington Park. Walking School Buses and Bicycle Trains are organized walking and biking groups where adults "pick up" kids along a specific routes to school at specific locations. This way, children are supervised during their travel to school. These programs can be organized on a weekly or daily basis, or for special events like Walk and Bike to School Day.

Walking Mascot

A walking mascot helps generate excitement around walking to school, and can be used in conjunction with a Walk to School Day celebration, walking school buses, or Safe Routes to School programs. In Bellevue, WA, a walking mascot campaign at their elementary school was used in conjunction with roadway improvements. The mascot, called PedBee, is also featured on school safety signs and makes personal appearances at school safety days. Safety days include local staff from the City's Transportation and Police Departments. Children are taught walking and traffic safety basics, such as crossing the street safely. Children are also given traffic safety workbooks that provide guidance with hands-on activities such as coloring and safety procedure quizzes.

Corner Captains / Safe Passages Program

The Corner Captain program is effective in neighborhoods where lack of adult supervision is a barrier for children to walk to school. Neighbors or parents agree to stand at a corner of a route to school during the start or end of the school day to supervise kids as they walk to or from school. With clear sight lines, students will be seen the entire length of the block. Corner captains should wear reflective vests for safety and to demonstrate their official participation in the program. In Chicago, a similar program was implemented in partnership between Chicago Public Schools and the Chicago Police Department called Safe Passages, using paid community-hired staff to ensure students had adult supervision and a rapid connection to police, if necessary, on their walking commute to and from school.

Individualized Marketing

Individualized marketing programs encourage walking, carpooling, bicycling and transit use through information packets with personalized route selections and suggested organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. A successful example of an individualized marketing program is SmartTrips, developed in Portland, Oregon, which provides print and online materials to help individuals make the switch to other modes of transportation for some trips.

Transportation Demand Management Programs

Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized,

and strengthened. As part of a comprehensive TDM program, the City of Huntington Park can hire or identify a part-time TDM Coordinator, create a TDM program and accompanying website with separate pages for employees, residents, and visitors, and develop a TDM policy which does the following:

- Incentives non-auto travel options (e.g., commuter checks, parking cash-out programs, transit passes, etc.)
- Creates support for major employers to implement a TDM program (e.g., emergency ride home programs)
- Involves the local transit provider(s) in major decisions

National Night Out

The city can distribute pedestrian and bicycle safety education materials and/or equipment at neighborhood block parties or local police department events during National Night Out, typically held annually in August.

Neighborhood Pace Car

Residents can set the pace on streets in their neighborhood by driving no faster than the posted speed limit. On streets with only one lane in each direction, this will effectively force other motorists to drive slower. Many communities distribute stickers that say "Neighborhood Pace Car - Drive the Speed Limit," which residents can place on their rear windshield. Speeding can increase the risk of collisions, as well as the severity of collisions that involve pedestrians and bicyclists.

Develop Communications Strategy for Emergency Responders

Emergency responders can be vital partners in a city's effort to improve pedestrian and bicyclist safety. In particular, they can become compelling advocates for changes to infrastructure that improves safety, but appears to interfere with emergency response time or maneuverability. Establishing early partnerships with emergency responders can avoid these perceived conflicts, and can offer insight and differing perspective into public safety.

ENFORCEMENT EFFORTS

Enforcement tools involve efforts by the police department, and have been demonstrated to be very effective in improving safety for road users. However, some programs can require a significant investment of staff time from local police departments or city agencies.

Pedestrian Training for Officers / Pedestrian Liaison Officer

Law enforcement officers should receive training specifically focused on pedestrian and bicycle safety and enforcement principles. As a cost-saving measure, the City of Huntington Park may collaborate with surrounding jurisdictions and share resources as practical. Additionally, the Huntington Park Police Department should consider appointing a pedestrian and bicycle liaison officer who is a single point of contact for all matters concerning pedestrian and bicycle safety.

Traffic Safety Grants

Several grant sources exist specifically for traffic safety related efforts. Huntington Park Police Department or the City of Huntington Park can pursue California Office of Traffic Safety grants for outreach campaigns to support the normal time budgeted for police officer duties. More information is available on the OTS website (http://www.ots.ca.gov/Grants/).

Increased Fines

An increase in traffic fines for infractions that have particular safety implications for pedestrians bicyclists, such as red-light running, speeding, passing too closely, and running stop signs, has been shown to discourage driver violations and improve safety. Variations on this include double fines in school zones and construction zones.

Police Bicycle Patrol

A police patrol conducted by bicycle helps to bring awareness and attention to the safety issues related to walking and bicycling within Huntington Park. It also can improve the relationship between police officers and community members, pedestrians and bicyclists. Areas with high pedestrian and bicycle activity should be considered first for police bicycle patrols, such as Downtown Huntington Park.

Speed Enforcement in School Zones

Strict enforcement of speed laws in school zones can improve the safety for children walking and biking to school. A 'zero tolerance' policy for speeders in school zones, and an increase in fines for drivers who violate the posted school zone speed limit, are both potential approaches.

Speed Trailers and Active Speed Monitors

Speed trailers and active speed monitors display the speed of oncoming vehicles. Speed trailers are portable, whereas speed monitors are installed at permanent locations. Both devices help officers track motorist speed, display current speed to motorists, and create awareness of the posted speed limit. Devices should be placed at known locations with reported speeding, and should be used in conjunction with random ticketing operations.

Neighborhood Speed Watch/Radar Lending Program

If speeding is a problem, law enforcement officers can lend speed radar guns to students or residents to check speeds of passing vehicles. The student or resident records the license plate number of any speeding vehicles, and law enforcement will send a speeding notice warning to the motorist. A group of organized neighbors can also commit to periodically monitoring streets for speeding vehicles.

Bicycle Traffic School / Citation Diversion Program

With this program, bicyclists or motorists who are ticketed for unsafe bicycling or unsafe driving around bicyclists, respectively, attend a class about safe and lawful behavior while riding a bicycle or sharing the road as a motorist with bicyclists. The class is offered in lieu of

paying a fine or appearing in court. Bicycle traffic school is often accompanied by a media campaign informing road users of the program. Citations can be focused on common or uniquely hazardous behaviors such as unsafe passing of bicyclists by motorists or wrong way riding by bicyclists.

Wrong Way Riding Signs

Signs can inform bicyclists they are riding in the wrong direction for each side of the street. The California MUTCD provides guidance on wrong way signs that can be mounted on the back side of existing sign posts on streets with bike lanes to maximize their visibility to bicyclists traveling in the wrong direction. Local law enforcement should also provide enforcement by educating and/or citing cyclists who are riding in the opposite direction of traffic, as this is a common cause of collisions.

Tattletale Lights

To help law enforcement officers catch red-light runners safely and more effectively, a "rat box" is wired into the backside of a traffic signal controller and allows enforcement officers stationed downstream to identify, pursue, and cite red-light runners. Warning signs may be set up along with the box to warn drivers about the fine for red-light violations. Rat boxes are a low-cost initiative (approximately $100 to install the box), but do require police officers for enforcement.

Traffic Complaint Hotline

Huntington Park residents can report non-emergency traffic violations to law enforcement through an established traffic complaint hotline. Officers can target problem areas more effectively with records of traffic complaints. This also allows the community to engage efficiently with officers.

Targeted Enforcement Efforts

Targeted enforcement efforts draw attention to specific issues, such as crosswalk violations, speeding, or driving under the influence, which can endanger pedestrians and bicyclists. These efforts often include both citations and educational materials that focus on safe and lawful behavior for all road users. Enforcement can be targeted at areas such as schools, public facilities, and locations with demonstrated collision history.

Sidewalk Riding Prohibition

Sidewalk bicycle riding can be dangerous for pedestrians and bicyclists alike, particularly in areas of high activity such as Downtown Huntington Park. In areas where on-street bicycle lanes are available, consider prohibiting sidewalk bicycle riding, particularly in high pedestrian areas. Include educational signage on the sidewalk to inform bicycle riders and pedestrians that riding in the bike lane is safer for everyone.

EVALUATION

Evaluation efforts can demonstrate the value of investing in pedestrian and bicycle infrastructure and programming. These efforts can also help guide data collection, even if not to immediately work towards evaluation of particular projects or initiatives.

Data Collection and Monitoring

Partner with local schools and colleges to conduct annual pedestrian and bicycle counts and an annual monitoring program that reviews and compares these counts. Additionally, the City of Huntington Park can require that all traffic study counts include bicycles and pedestrians to estimate activity levels and changes over time.

Collision Data and Monitoring

The Statewide Integrated Traffic Records System and the Transportation Injury Mapping System are two state-wide resources that make it relatively easy to monitor collision data. However, the data can lag up to two years behind, which makes it challenging to evaluate improvements in a time-efficient manner along collision-related parameters. The City of Huntington Park can work with the Huntington Park Police Department, emergency responders, and health professionals to develop a more timely collision reporting and analysis practice.

Pedestrian-Oriented Speed Limits and Speed Surveys

Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety. A recent policy directive from the California Department of Transportation, pursuant to the California Vehicle Codes (CVC) and resulting in changes to the California Manual on Uniform Traffic Control Devices (MUTCD), provides state and local municipalities with the authority to reduce the posted speed limit if an engineering and traffic study demonstrates that a different (lower) speed limit may be a better fit based on local conditions. The allowable reduction is five miles per hour from what the posted speed limit needs to be based on the 85th percentile speed of free-flowing traffic. The city could explore the use of reduced speed limits in school zones or heavy pedestrian areas, and could consider pedestrian volumes when setting speed limits.

Pedestrian-Oriented Traffic Signal and Stop Sign Warrants

Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs. The City may choose to define relaxed pedestrian criteria to encourage pedestrian safety. Best practices for stop-sign warrant application include:

- Requiring a collision history of three instead of five years based on routine underreporting
- Reducing traffic volume thresholds based on latent demand
- Providing consideration for school children, pedestrians and traffic speeds

Pedestrian- and Bicycle-Friendly Traffic Signals

Pedestrian-friendly traffic signals can include Leading Pedestrian Intervals (LPIs), lagging left turn phases, and pedestrian scrambles. Bicycle-friendly traffic signals can include bicycle signal heads, bicycle detectors at intersections, and longer minimum-green times than for motor vehicles. These treatments for both pedestrians and bicyclists can be installed where traffic signals or hybrid beacons are already present.

Performance Measurement and Metrics

Develop metrics to measure the impact of walking and biking on public health, resident and merchant perceptions, environmental impact, amount of walking and biking activity, and safety (note: it may not be possible to measure the exact impact attributable to

walking and biking on these variables). Some examples are provided below:

- Public Health – Partner with local schools to measure distance walked and biked, or calories burned during Walk and Bike to School Day/Month/Week.
- Resident and Merchant Perceptions – Survey questions such as "how frequently do you walk or bike around town?" "What prevents you from walking or biking?" and "What mode of travel do you use for short trips?" aim to understand attitudes and common concerns about walking and biking. These surveys, which should be available in English and Spanish, can be conducted citywide or as part of a SRTS program for parents.
- Environmental Impact – Measure reductions in vehicle miles traveled or vehicle emissions through surveys.
- Amount of Walking or Biking – Partner with local schools to conduct counts, and/or require pedestrian and bicycle counts with traffic studies so that changes in levels of walking and biking can be measured over time.
- Safety – Review the number of pedestrian- and bicycle-involved collisions on a regular basis and develop collision rates as data on the number of pedestrians and bicyclists is collected over time.

Inventory of Bike Facilities, Sidewalks, Informal Pathways, and Key Opportunity Areas

A GIS-based inventory of bicycle facilities, sidewalks, informal paths, and key opportunity areas enables the City to be opportunistic in developing new pedestrian and bicycle projects in coordination with other development that may be occurring throughout Huntington Park. An inventory allows for easy project identification, prioritization, and coordination with new development, roadway resurfacing, and other city infrastructure projects.

Inventory of Pedestrian Traffic Control Devices

The 2009 federal Manual of Uniform Traffic Control Devices (MUTCD) requires the installation of countdown pedestrian signals for all new signals. Replacing traffic signal bulbs with LED bulbs is also suggested to increase visibility and improve efficiency. In order to assist this process, and to prioritize future retrofits and infrastructure projects, the City of Huntington Park should maintain an inventory of pedestrian signs, markings, and traffic control devices.

Coordination with Health Agencies

Involving non-traditional partners such as Emergency Medical Service (EMS) personnel, public health agencies, pediatricians, etc., in the planning or design of pedestrian and bicycle facilities may create opportunities to be more proactive with pedestrian and bicycle safety, identify safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian/bicycle collisions with vehicles could be a problem that may be partially mitigated by involving the medical community in pedestrian and bicycle safety planning.[1] The City of Huntington Park could seek opportunities for technical collaboration and funding with first responders, public health and health care professionals.

Health Impact Assessments

Health Impact Assessments (HIA) are a tool borrowed from the field of Public Health to assess how health a community is, related to community design and public space. An HIA can help a city identify public health-related areas of improvement, utilize new data sources and analytic methods, and develop action items to improve the health of the community overall and mitigate disproportionate distribution of negative health effects across a population. This evaluation effort can be undertaken in conjunction with health professionals, as described above.

Bicycling and Walking Audits

Conduct bicycling and walking audits as part of outreach strategies for new development projects or as a comprehensive SRTS program. A bicycling and walking audit leads stakeholders on a set course to discuss pedestrian and bicycle safety concerns and strategies to improve safety.

END NOTES

1. Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping,

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6. IMPLEMENTATION GUIDE

The Implementation Guide includes a project list, a summary of funding options, and milestones for implementation of the Complete Streets Plan.

Funding Sources

This section will describe the funding sources available to implement the projects recommended in the Complete Streets Plan.

Implementation Milestones

This section will present implementation milestones for the Complete Streets Plan, separated into short term (0-6 months), mid-term (6 months – 2 years) and long-term (2+ years).

PROJECT IMPLEMENTATION MATRIX

To assist and guide Huntington Park's efforts to implement the Complete Streets Plan, Table 13 lists all corridors and corresponding treatments, including potential timeframes for implementation, planning-level cost estimates, and potential funding sources based on the scope and type of the project. Most grant funding sources are competitive and may require additional support and resources to assemble competitive grant applications. Much of the information, particularly in this chapter and prior sections, relating to demographics, safety, improvement benefits, and the involvement of residents and stakeholders will be useful for assembling grant applications. It is recommended that the City review the potential options on each corridor and pursue grant funding in the suggested timeframe. Strategies that Huntington Park may pursue during the funding and implementation process include:

- Combining bicycle, pedestrian, transit, and placemaking strategies on a single corridor within Huntington Park
- Combining multiple corridors and strategies to package projects that address mobility challenges associated with a particular land use or geography such as schools, downtown, or transit hubs within Huntington Park
- Coordinating with adjacent jurisdictions to seek funding for projects with regional significance that span multiple jurisdictions, provide access to regional transit, or overcome regional barriers such as waterways and freeways throughout the area

TABLE 13: PROJECT IMPLEMENTATION MATRIX

Corridor	Treatment	Unit Type	Units	Cost			Funding Sources	Timing
				Low	Medium	High		
ARTERIALS							**Metro Call for Projects**	**2017**
Pacific Boulevard								
Option 1	Class III Bicycle Route (Sharrows)	Per Mile	1.5	$33,800	$45,000	$56,300	Not eligible for grant funding	
Option 2	Class II Bicycle Lane	Per Mile	1.5	$67,500	$90,000	$112,500		
Option 3 (3a, 3b or 3c)	Class IV Cycletrack	Per Mile	1.5	$1,687,500	$2,250,000	$2,812,500		
Additional Options	Parklet	Per Unit	3	$105,000	$148,500	$192,000		
	Pedestrian Scramble Phase	Per Intersection	2	$10,000	$10,000	$10,000		
Florence Avenue								
Enhanced Transit Facilities	Pedestrian Scramble Phase	Per Intersection	0	-	-	-		
	Pedestrian Scale Lighting	Per Block	25	$1,000,000	$1,500,000	$1,700,000		
	Wayfinding Signage	Per Unit	5	$3,800	$4,500	$5,000		
	Street Trees	Per Unit	50	$16,100	$21,500	$26,900		
	Public Art	Per Unit	1	$3,000	$5,000	$10,000		
	Bench	Per Unit	5	$3,800	$5,000	$6,300		
	Trash Receptacle	Per Unit	5	$1,500	$2,000	$2,500		
	Street Trees	Per Unit	10	$3,200	$4,300	$5,400		
	Transit Shelter	Per Unit	5	$112,500	$150,000	$187,500		
Slauson Avenue								
TBD with future study of Rail to River Active Transportation Plan								
Santa Fe Avenue								
Enhanced Transit Facilities	Pedestrian Scale Lighting	Per Block	10	$400,000	$600,000	$680,000		
	Public Art	Per Unit	1	$3,000	$5,000	$10,000		
	Bench	Per Unit	4	$3,000	$4,000	$5,000		
	Trash Receptacle	Per Unit	4	$1,200	$1,600	$2,000		
	Street Trees	Per Unit	8	$2,600	$3,400	$4,300		
	Transit Shelter	Per Unit	4	$90,000	$120,000	$150,000		

TABLE 13: PROJECT IMPLEMENTATION MATRIX (CONTINUED)

Corridor	Treatment	Unit Type	Units	Cost			Funding Sources	Timing
				Low	Medium	High		
MAJOR NEIGHBORHOOD STREETS							Caltrans ATP Metro Call for Projects	2016 - 2017
Gage Avenue								
Option 1	Class IV Cycletrack	Per Mile	2	$2,250,000	$3,000,000	$3,750,000		
Option 2	Class II Bicycle Lane	Per Mile	2	$90,000	$120,000	$150,000		
Option 3	Class III Bicycle Route (Sharrows)	Per Mile	2	$45,000	$60,000	$75,000	Not eligible for grant funding	
	Bicycle Route Signage	Per Unit	112	$16,800	$30,200	$50,400		
Miles Avenue								
Option 1	Class IV Cycletrack	Per Mile	1.25	$1,406,300	$1,875,000	$2,343,800		
Option 2a	Buffered Bicycle Lane	Per Mile	1.25	$75,000	$100,000	$125,000		
Option 2b	Class II Bicycle Lane	Per Mile	1.25	$56,300	$75,000	$93,800		
Option 3	Class III Bicycle Route (Sharrows)	Per Mile	1.25	$28,100	$37,500	$46,900	Not eligible for grant funding	
	Bicycle Route Signage	Per Unit	48	$7,200	$13,000	$21,600		
State Street								
Option 1	Class II Bicycle Lane	Per Mile	2	$90,000	$120,000	$150,000		
Option 2	Class III Bicycle Route (Sharrows)	Per Mile	2	$45,000	$60,000	$75,000		
	Bicycle Route Signage	Per Unit	96	$14,400	$25,900	$43,200	Not eligible for grant funding	
LOCAL STREETS							Caltrans ATP Metro Call for Projects	2017 - 2019
Rita Avenue and Rugby Avenue								
Option 1a	Buffered Bicycle Lane	Per Mile	1.5	$90,000	$120,000	$150,000		
	Bollards	Per Unit	225	$126,600	$168,800	$210,900		
Option 1b	Class II Bicycle Lane	Per Mile	1.5	$67,500	$90,000	$112,500		
Option 2	Class III Bicycle Route (Sharrows)	Per Mile	1.5	$33,800	$45,000	$56,300	Not eligible for grant funding	
	Bicycle Route Signage	Per Unit	40	$6,000	$10,800	$18,000		

TABLE 13: PROJECT IMPLEMENTATION MATRIX (CONTINUED)

Corridor	Treatment	Unit Type	Units	Cost			Funding Sources	Timing
				Low	Medium	High		
LOCAL STREETS							**Caltrans ATP Metro Call for Projects**	**2017 - 2019**
Zoe Avenue								
Option 1 (Bicycle Boulevard)	Class III Bicycle Route (Sharrows)	Per Mile	1.5	$33,800	$45,000	$56,300	Not eligible for grant funding	
	Bicycle Route Signage	Per Unit	96	$14,400	$25,900	$43,200		
	Curb Extension	Per Unit	96	$720,000	$902,400	$1,084,800		
	Chicanes	Per Unit	6	$44,800	$59,800	$74,700		
	Bicycle Signal	Per Intersection	2	$100,000	$150,000	$200,000		
	Diverters	Per Unit	6	$21,600	$30,000	$36,000		
Clarendon Avenue, Saturn Avenue, Middleton Street, Arbutus Avenue								
Option 1 (Bicycle Boulevard)	Class III Bicycle Route (Sharrows)	Per Mile	4.6	$103,500	$138,000	$172,500	Not eligible for grant funding	
	Bicycle Route Signage	Per Unit	232	$34,800	$62,600	$104,400		
	Curb Extension	Per Unit	232	$1,740,000	$2,180,800	$2,621,600		
	Chicanes	Per Unit	15	$112,100	$149,400	$186,800		
	Bicycle Signal	Per Intersection	4	$200,000	$300,000	$400,000		
	Diverters	Per Unit	15	$54,000	$75,000	$90,000		
MULTI-USE PATH OPPORTUNITIES							**Metro Call for Projects**	**2017**
Randolph Street								
Option 1	Class I Path + Intersection Improvements	Per Mile	2.85	$3,918,800	$5,700,000	$7,481,300		
Option 2a and 2b	Class IV Cycletrack	Per Mile	2.85	$3,206,300	$4,275,000	$5,343,800		
Option 2c	Class IV Cycletrack	Per Mile	2.85	$3,206,300	$4,275,000	$5,343,800		
	Parking Relocation	Per Space	680	$1,020,000	$1,360,000	$1,700,000		
Salt Lake Avenue								
	Class I Bike/Ped Path	Per Mile	1.2	$1,350,000	$1,800,000	$2,250,000		

TABLE 13: PROJECT IMPLEMENTATION MATRIX (CONTINUED)

Corridor	Treatment	Unit Type	Units	Cost			Funding Sources	Timing
				Low	Medium	High		
PLACEMAKING OPPORTUNITIES							**Local or other funding sources: Public-Private Partnerships, Development Agreements, Southwest Airlines, Heart of the Community Grant**	**TBD**
State Street and Mission Place								
	Curb Extension	Per Unit	2.5	$18,800	$23,500	$28,300		
	Street Trees	Per Unit	3	$1,000	$1,300	$1,600		
	Street Furniture	Per Unit	2	$1,500	$2,000	$2,500		
	Landscaping	Per Square Foot	1400	$8,400	$11,200	$14,000		
	High Visibility Crosswalk	Per Unit	1	$600	$800	$1,000		
	Stop Line	Per Unit	1	$100	$100	$100		
Saturn Avenue and Bissell Street								
	Curb Extension	Per Unit	4.5	$33,800	$42,300	$50,900		
	Street Trees	Per Unit	3	$1,000	$1,300	$1,600		
	Street Furniture	Per Unit	2	$1,500	$2,000	$2,500		
	Landscaping	Per Square Foot	1600	$9,600	$12,800	$16,000		
	High Visibility Crosswalk	Per Unit	4	$2,400	$3,200	$4,000		
	Stop Line	Per Unit	4	$400	$400	$400		
State Street and Hood Avenue								
	Curb Extension	Per Unit	2.5	$18,800	$23,500	$28,300		
	Street Trees	Per Unit	2	$600	$900	$1,100		
	Landscaping	Per Square Foot	400	$2,400	$3,200	$4,000		
	High Visibility Crosswalk	Per Unit	1	$600	$800	$1,000		
	Stop Line	Per Unit	1	$100	$100	$100		
CITYWIDE								
Curb Extension Treatments								
	Curb Extension	Per Unit	1	$7,500	$9,400	$11,300		
	Bulb-out	Per Unit	1	$5,600	$7,500	$9,400		
	Temporary Curb Extension	Per Unit	1	$1,900	$2,500	$3,100		

TABLE 13: PROJECT IMPLEMENTATION MATRIX (CONTINUED)

Corridor	Treatment	Unit Type	Units	Cost			Funding Sources	Timing
				Low	Medium	High		
CITYWIDE								
Signal Treatments								
	Leading Pedestrian Interval	Per Intersection	1	$2,000	$2,500	$3,000		
	Pedestrian Scramble Phase	Per Intersection	1	$5,000	$5,000	$5,000		
Crosswalks								
	Controlled Marked Crossing	Per Unit	1	$2,900	$3,300	$3,900		
	Uncontrolled Marked Crossing	Per Unit	1	$1,000	$1,400	$2,000		
Other Treatments								
	Bicycle Rack	Per Unit	1	$800	$1,000	$1,300		
	Bicycle Corral	Per Unit	1	$2,300	$3,000	$3,800		
	Parklet	Per Unit	1	$35,000	$49,500	$64,000		
	Wayfinding Signage	Per Unit	1	$800	$900	$1,000		
	Traffic Circle	Per Unit	1	$7,100	$13,000	$18,200		
	Diverters	Per Unit	1	$3,600	$5,000	$6,000		
	Chicanes	Per Unit	1	$7,500	$10,000	$12,500		
TOTAL				**14,393,800**	**$19,786,700**	**$24,779,400**		

LOCAL FUNDING OPTIONS

Local City Funds

For some projects or programs, the use of general fund monies may be an appropriate funding strategy. Projects can also be implemented along the normal schedule of roadway maintenance, taking advantage of resurfacing projects to restripe roads to include bicycle facilities or enhanced pedestrian crossings.

Project example: City of Los Angeles Great Streets Program – Protected Bicycle Lane on Reseda Boulevard. The City of LA expedited the implementation of a protected bicycle lane to align with the existing resurfacing schedule, significantly reducing construction costs. The LADOT estimates this project cost $235,000 to implement one mile of a protected bicycle lane – considerably lower than the cost of other comparable facilities.

Development Fees

Some agencies have implemented development fees that can then be used to fund various types of infrastructure. For example, a fee may be adopted for each PM peak hour trip that is generated by a project. This funding is combined with funds from other projects to establish a source of funds to construct the improvements that are on an adopted project list, which can include a variety of projects that serve several travel modes.

Public Private Partnership

Increasingly, innovative bicycle projects are being implemented with the assistance and funding from private entities. These types of projects typically do not occur in the public right-of-way, but support the investments made by a city to encourage more use of the facilities. These projects may include the provision of shared bicycles at hotels, the funding of city bike share programs, the construction of shower and changing facilities in office buildings, and the development of bicycle storage rooms at new residential development sites.

Project example: Santa Monica's Breeze bicycle sharing program is sponsored by Hulu at the level of $675,000 per year for five years in exchange for logo placement on the bicycles.

REGIONAL FUNDING OPTIONS

Metro Call for Projects

The biannual Metro Call for Projects is the largest local source of transportation funding. The Call for Projects program is a competitive process that distributes capital transportation funds to regionally significant projects on a discretional basis. Funding for the Call for Projects comes from a variety of local, state, and federal sources (including Congestion Mitigation and Air Quality [CMAQ] funds and Regional Surface Transportation Program [RSTP] funds). Funding levels for each mode are announced during the initial stages of each Call for Projects cycle, and are based on the available funds from the component funding sources. A total of 84 projects were recommended for funding in the 2015 cycle, totaling nearly $193 million.

In 2015, applicants submitted proposals to receive funding in one of seven modal categories, including bicycle improvements and pedestrian improvements. In addition, the 2015 cycle had a focus on Complete Streets; projects submitted in the other five categories also were encouraged to include bicycle and pedestrian components.
Program Requirements: Program requirements shift from cycle to cycle. In 2015, the following requirements applied:

- Applications due in mid-January
- 20% local match
- Class III bicycle facilities were not eligible
- Capital expenses only were eligible
- Before and after pedestrian and bicycle counts must be collected by applicant following SCAG/Metro guidelines
- Project funds must be expended, allocated, or obligated in the year of programming, identified by Metro in the Funding Agreement or Letter of Agreement

Project example: City of Downey Bicycle Master Plan Phase I – Downtown/Transit: Class II Implementation. This project implements 17 miles of bike lanes on eight roadways providing enhanced access to activity centers and multi-modal assets such as the Green Line and bike paths. Metro is providing nearly $2.3 million with a local match of about $570,000.

Metro ExpressLanes Net Toll Revenue Re-Investment Grant Program

Metro (Other)

Other funding is disbursed on a per-capita basis by Metro that can be used for related bicycle or pedestrian projects, or may become available in the future, including:

- Proposition A, Proposition C, and Measure R Local Return programs (per capita)
- Transportation Development Act funds (per capita)
- FTA Section 5310 Program (competitive application administered by Metro, for accessible pedestrian upgrade projects at transit stops or stations)

SCAG Sustainability Planning Grant

Formerly the Compass Blueprint Program, the Southern California Association of Governments (SCAG) Sustainability Planning Grant was established in 2005 to test innovative local planning tools. Grants are available in three categories, including Active Transportation. The 2013-2014 call for proposals cycle was the most recent application period, and funded planning efforts including corridor studies, feasibility studies, and visioning processes, among others. Future project cycles will be announced on the SCAG website (http://sustain.scag.ca.gov/pages/default.aspx).

STATE FUNDING OPTIONS

California Active Transportation Program (ATP)

The California Transportation Commission developed program guidelines and project selection criteria for the first call for projects for the statewide Active Transportation Program (ATP) in March 2014. The Active Transportation Program consolidated and replaced the former Transportation Alternatives Program, Safe Routes to School Program, and Bicycle Transportation Account. The ATP provides funding for infrastructure improvements and non-infrastructure programs. The first cycle of the ATP funded 265 projects with over $350,000,000 in ATP funds. The second cycle of the ATP was held in Spring, 2015, and a third cycle of the ATP is anticipated in 2016.

Program Requirements: Program requirements shift from cycle to cycle. In 2015, the following requirements applied:

- Applications due on June 1, 2015
- Local match not required, but strongly encouraged
- Both infrastructure and non-infrastructure projects are eligible
- Projects must demonstrate potential for increased walking and bicycling and potential for reduced collisions/improved safety
- Minimum ATP amount of $250,000 per application (non-infrastructure exempt)

Project example: City of Pico Rivera – Regional Bikeway Project ($3.9 million from ATP; total project cost of $4.9 million); Los Angeles County – Hawthorne/Lennox Green Line Station Community Linkages ($2.4 million from ATP; total project cost of $3.1 million) and Aviation/LAX Green Line Station Community Linkages ($1.9 million from ATP; total project cost of $2.5 million).

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project's improvement to safety are most competitive for funding. Caltrans administers the program in California and received over $160 million for the 2015/2016 Federal Fiscal Year. HSIP Call-for-Projects are expected every one to two years.

Program Requirements: Program requirements shift from cycle to cycle. In 2015, the following requirements applied:

- Applications due on July 31, 2015
- Maximum HSIP funding ratio is 90%
- Maximum HSIP amount of $10 million per project and per agency
- Both infrastructure and non-infrastructure projects are eligible, provided non-infrastructure elements support an infrastructure project
- Applications must demonstrate a minimum B/C ratio of 5.0 to be considered (defined based on specific guidelines for the grant program)
- Request for authorization to proceed with project engineering is required within 6 months; request for authorization to proceed with construction is required within 30 months

Project example: City of Compton – Install raised median and Class II bicycle lanes on Compton Boulevard. The HSIP will fund nearly $1.7 million for a total project cost of about $1.9 million.

Caltrans Sustainable Transportation Planning Grant

Caltrans provides Transportation Planning Grants on an annual basis. These grants are available to jurisdictions focusing on improving mobility by innovatively addressing problems or deficiencies in the transportation system. Community outreach is a key component of successful grant applications. Funds can be used for planning or

feasibility studies. Fiscal year 2015/2016 grants were awarded to over 50 projects advancing the goals of sustainability, preservation, mobility, safety, innovation, economy, health and equity. A total of $9.8 million is available in the 2016/2017 grant cycle in two categories: Strategic Partnerships and Sustainable Communities

Program Requirements: Program requirements shift from cycle to cycle. In 2015 (fiscal year 2016/2017), the following requirements apply:

- Fiscal year 2016/2017 applications are due December 31, 2015
- Cities are eligible to apply directly for Sustainable Communities category; must apply with SCAG as primary applicant for Strategic Partnerships category
- For Strategic Partnerships category:
    - 20% minimum local match
    - Grant minimum of $100,000 and maximum of $500,000
- For Sustainable Communities category:
    - 11.47% minimum local match
    - Grant minimum of $50,000 and maximum of $500,000

Project example: City of Vernon – Los Angeles River Bikeway Feasibility Study: Evaluate a range of alternatives and challenges, and develop recommendations for installing a regionally connected bikeway within the City of Vernon's portion of the Los Angeles River.

Affordable Housing and Sustainable Communities (AHSC) Program

The Strategic Growth Council's Affordable Housing and Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas emissions. Over $140 million in projects were funded in fiscal year 2014/2015, from the state Greenhouse Gas Reduction Fund (GGRF). Beginning in fiscal year 2015/2016, 20% of GGRF funds will be apportioned to the AHSC annually. Developers, cities and public agencies are eligible to apply, and applications that include changes to the public right-of-way must include the relevant public agency as a co-applicant. Eligible transportation components can include active transportation planning, construction, transit-related infrastructure, or programs that shift trips from single occupant vehicles to other modes such as walking, biking, or transit.

Program Requirements: Program requirements shift from cycle to cycle. In 2015 (fiscal year 2016/2017), the following requirements apply:

- Fiscal year 2016/2017 application draft guidelines are available for public review at https://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Susatainable_Communities_Program_Guidelines.pdf
- Application review process will happen in two stages – Concept Proposal review followed by Full Application Review by invitation
- Concept applications anticipated to be due in February 2016
- Cities are eligible to apply independently or as co-applicants with developers
- Grant minimum of $1 million and maximum of $20 million

Project example: Crenshaw Villas in the City of Los Angeles – included funding for walkways, crossings and traffic calming, bike racks, storage, and repair kiosks. The AHSC will provide about $83,000 for these transportation improvements, which represents 3.8% of the total amount requested from the AHSC for the housing development project.

Environmental Enhancement and Mitigation Program (EEMP)

The Environmental Enhancement and Mitigation Program (EEMP) was established in 1989 and is administered by the California Natural Resources Agency and Caltrans. The program offers a total of $7 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations. EEMP Funds are allocated to projects that either directly or indirectly offset environmental impacts of modified or new public transportation facilities including the acquisition, restoration, or enhancement of resource lands to mitigate the loss of or detriment to such lands within or near transportation right-of-way, and the planting of trees and other plants to offset vehicular emissions.

Program Requirements: Program requirements shift from cycle to cycle. In 2015, the following requirements applied:
Applications due on July 13, 2015
Local match not required, but additional points are given to applications that include other sources of funds for the proposed project
Grants are generally limited to $500,000 each (except acquisitions, which may be funded up to $1 million)
Projects must be specifically related to a transportation project that has an adverse environmental impact, which is addressed by the environmental enhancement and mitigation project

Project example: Los Angeles River Greenway Tree-Planting Project, by non-profit Community Conservation Solutions ($339,000); City of South Gate Urban Greening Project ($296,700).

TIGER

The US DOT's Transportation Investment Generating Economic Recovery (TIGER) competitive grant program is intended to fund capital investments in surface transportation infrastructure that will have a significant impact on the US, region, or metropolitan area. Established in 2009, TIGER has provided over $4.5 billion to 381 projects across the country. Capital bicycle and pedestrian projects are eligible for TIGER grants.

Program Requirements: Program requirements shift from cycle to cycle. In 2015, the following requirements applied:

- Required pre-application due May 4, 2015; final application due on June 5, 2015
- Minimum grant award is for $10 million
- Maximum grant award is for $200 million; no more than $125 million can be allocated to projects in a single state
- Funds must be obligated by September 30, 2017 and expended by September 30, 2022

Project example: Los Angeles County Metropolitan Transportation Authority – Rail to Rail Active Transportation Corridor Connection Project: repurposes dormant rail corridor and underused right-of-way as a pedestrian and bicycle route that will span 6.4 miles through South Los Angeles communities, linking the Blue Line, the Silver Line, and the Crenshaw/LAX Line. TIGER is providing $15 million, with a total project cost of $34 million.

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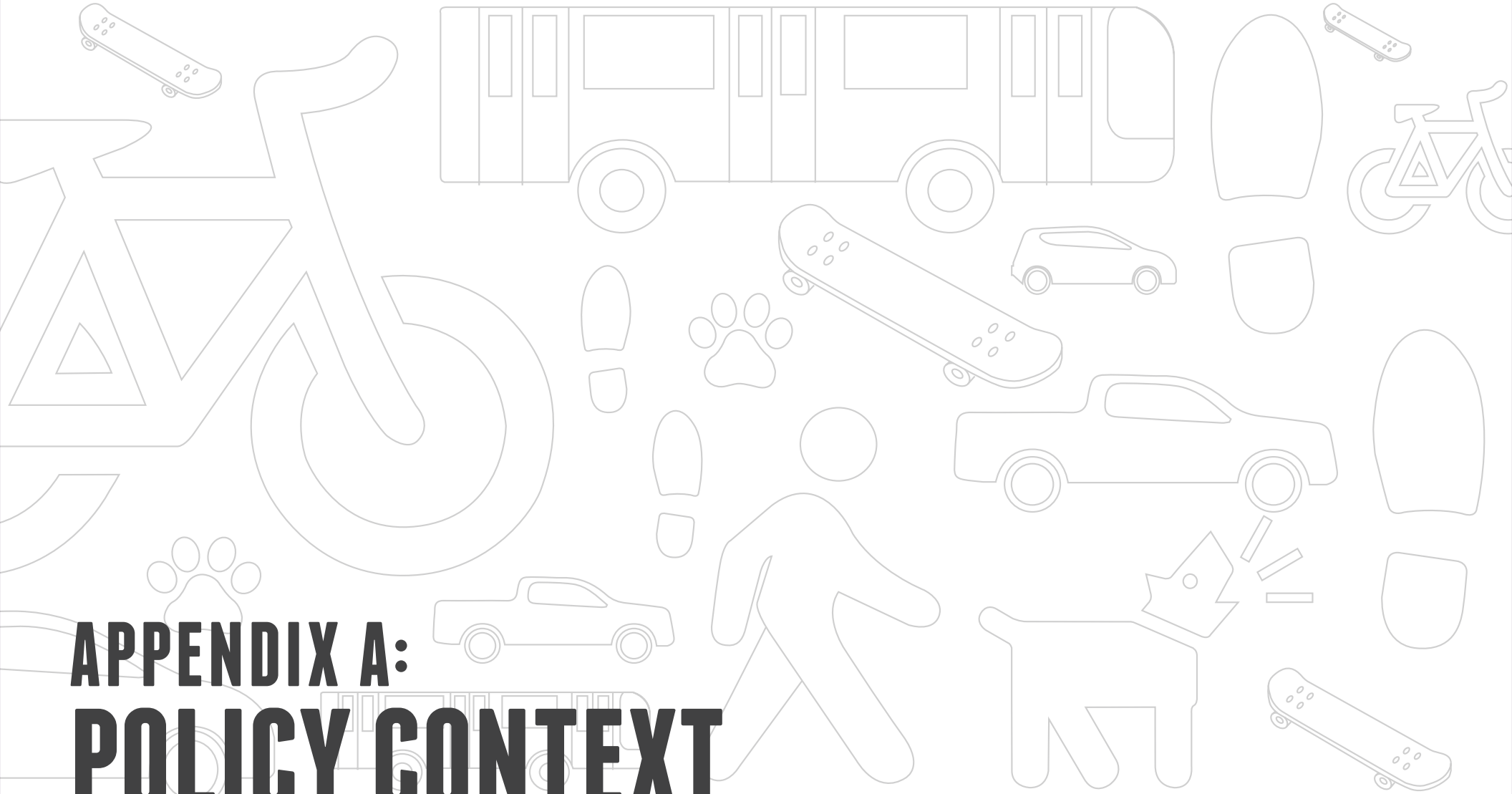

APPENDIX A:
POLICY CONTEXT

APPENDIX: POLICY CONTEXT

The Policy Context appendix describes the national, state, regional, and local direction related to Complete Streets. It also includes a section on Best Practices, which describes the gold standard of Complete Streets design and implementation.

FEDERAL INITIATIVES

US DOT Policy Statement on Bicycle and Pedestrian Accommodation

In addition to local, regional, and state planning initiatives, the United States Department of Transportation issued a Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations in 2010. This policy directive demonstrates the DOT's support of fully integrated active transportation networks by incorporating walking and bicycling facilities into transportation projects. The statement encourages transportation agencies to go beyond minimum standards in the provision of the facilities. The DOT further encourages agencies to adopt policy statements that would affect bicycling and walking, such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycle and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and biking trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

STATE POLICIES

AB 32 (2006)/SB 375 (2008)

Senate Bill (SB) 375 (2008) is the implementation legislation for Assembly Bill (AB) 32. AB 32 (2006) requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. GHGs are emissions – carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest source of these emissions related to human activity is generated by combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional planning agencies with achieving GHG reductions through their Regional or Metropolitan Transportation Plans. The reduction of the use the automobile for trip making is one method for reducing GHG emissions. This can be achieved through the use of modes other than the automobile, such as walking, bicycling, or using transit. The Huntington Park Complete Streets Plan supports the goals of AB32/SB375 by promoting bicycling throughout the city, a zero-emissions mode of transportation.

California Vehicle Code

The California Vehicle Code establishes rules and regulations for operating a bicycle on the street in the state of California, which the Huntington Park Police Department is responsible for enforcing. Close adherence and strict enforcement of the Vehicle Code for both motorists and bicyclists would have safety benefits for everyone in Huntington Park. The following is a non-exhaustive list of regulations related to pedestrians or bicycle operation, by Vehicle Code Section:

- 21200 – A person riding a bicycle has all the rights and is subject to all the provisions applicable to the driver of a vehicle.
- 21200.5 – It is unlawful to ride a bicycle under the influence of alcohol or drugs.
- 21201 – Establishes equipment requirements for bicycles, including lights, brakes, and handlebar configurations.
- 21202 – A person riding a bicycle at a speed less than the normal speed of traffic shall ride as close as practicable to the right-hand curb or edge of the roadway except when overtaking another bicycle or vehicle, when preparing for a left turn, when necessary to avoid unsafe conditions, or when approaching a right-turn lane.
- 21206 – Local jurisdictions may adopt bicycle regulations provided they do not conflict with the CVC.
- 21209 – No person shall drive a motor vehicle in the bicycle lane except to park in a curb lane where parking is permitted, to enter or leave the roadway, or to prepare for a turn within 200 feet from the intersection.
- 21210 – Bicycle parking must not conflict with the path for pedestrian traffic.
- 21212 – Bicycle riders under the age of 18 must wear a helmet.
- 21368 – Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building, it shall be painted or marked in yellow.
- 21451 (a) – Any driver, including one turning, shall yield the right-of-way to other traffic and to pedestrians lawfully within the intersection or an adjacent crosswalk.
- 21456.2 – Bicycle riders must follow official traffic control signals, except where bicycle traffic signals direct bicycles otherwise, in conjunction with Section 21456.3.
- 21650.1 – Bicycles operated on the streets or shoulder shall be operated in the same direction as vehicles.
- 21760 – "Three Feet for Safety Act" requires drivers of a motor vehicle to pass a bicycle with at least three feet of space (effective September 16, 2014.)
- 21949 (a) – It is a policy of the State of California that safe and convenient pedestrian travel and access, whether by foot, wheelchair, walker, or stroller, be provided to the residents of the state.
- 21950 (b) – No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle.

- 21950 (d) – Subdivision (b) does not relieve a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within any marked crosswalk or within any unmarked crosswalk at an intersection.
- 21952 – The driver of any motor vehicle, prior to driving over or upon any sidewalk, shall yield the right-of-way to any pedestrian approaching thereon.
- 21954 (a) – Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.
- 21954 (b) – The provisions of this section shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of any pedestrian upon a roadway.
- 39001 – California Department of Motor Vehicles designs and distributes the licenses and registration forms to any city that adopts a bicycle license ordinance.

Caltrans' Complete Streets Policy

In 2001, Caltrans adopted a routine accommodation policy for the state in the form of Deputy Directive 64, "Accommodating Nonmotorized Travel." The directive was updated in 2008 as "Complete Streets—Integrating the Transportation System." The new policy reads, in part: "The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations…."

The directive establishes Caltrans' own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

California Complete Streets Act (2008)

Assembly Bill 1358, the "California Complete Streets Act of 2008," requires "that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation…." This provision of the law went into effect on January 1, 2011. The law also directs the Governor's Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the above requirement.

AB 1581 (2007) and Caltrans' Policy Directive 09-06 (2009)

Assembly Bill (AB) 1581 (2007) provides direction that new actuated

traffic signal construction and modifications to existing traffic signals include the ability to detect bicycles and motorcycles. It also calls for the timing of actuated traffic signals to account for bicycles. In response to AB 1581, Caltrans has issues Traffic Operations Policy Directive 09-06 (2009), which has proposed modifications to Table 4D-105(D) of the California Manual on Uniform Traffic Control Devices. The California Traffic Control Devices Committee is considering the proposed modifications.

LOS ANGELES COUNTY METRO AND OTHER COUNTY PLANS AND POLICIES

LA County Metro Bicycle Transportation Strategic Plan

In 2006, the Los Angeles County Metropolitan Transportation Authority (Metro) released two documents relating to bicycle planning in the region: the Metro Bicycle Transportation Strategic Plan (BTSP) and Bicycle Transportation Account (BTA) Compliance Document. Both of these documents supplant prior countywide bicycle planning documents dating back to 1996. The Strategic Plan is intended to be used by local cities and Los Angeles County Transit agencies in setting bicycle-related priorities that lead to regional improvements. The document discusses the significance of bicycle usage with transit as a way of expanding mobility options within the region. The BTA document inventories and maps existing and planned facilities, and provides information regarding past expenditures by the 89 local jurisdictions within the county. The plan also includes: a listing of 167 "bike-transit hubs" in the county, procedures for evaluating access to transit, best-practices in a tool box of design measures, gaps in the regional bikeway network, and 12 prototypical "bike-transit hub" access plans in different areas of the county, including a sample bicycle access plan for Metrolink Stations. The Huntington Park Complete Streets Plan supports the goals of the BTSP and BTA by recommending bicycle access improvements to transit throughout Huntington Park, and by improving bicycle access within LA County generally and the Gateway Cities region specifically.

LA County Bicycle Master Plan

The Los Angeles County Bicycle Master Plan was adopted by the Los Angeles County Board of Supervisors. The Plan was developed by the Los Angeles County Public Works Department and an appointed Bicycle Task Force. The Countywide Bicycle Plan identifies opportunities for off-street bicycle facilities, on-street bicycle facilities, and shared-use pathways in unincorporated areas of Los Angeles County, including those adjacent to the City of Huntington Park, including Class II

bike lanes on Florence Avenue and Slauson Avenue in the Florence-Firestone community west of Huntington Park.

LA County Metro Countywide Sustainability Planning Policy and Implementation Plan / Sustainable Communities Strategies

In 2012, the Los Angeles County Metropolitan Transportation Authority (Metro) released their Countywide Sustainability Planning Policy & Implementation Plan as a complement to their previous efforts to improve air quality and increase the range of transportation choices available to residents in Los Angeles. The Policy aims to better integrate land-use and transportation planning in order to provide more mobility options and better access, as well as promote "green modes" of transportation including active transportation modes such as walking and bicycling. Metro's Policy is superseded by the GCCOG's sub-regional SCS, discussed below, but is relevant in understanding county-wide goals in order to align the proposed Complete Streets network in Huntington Park with the rest of Los Angeles County.

LA County Metro First Last Mile Strategic Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) released a draft of their First Last Mile Strategic Plan in late 2013. The goal of this document is to provide guidelines to improve access to transit across the county, and in doing so, maximize multi-modal benefits. The guidance in this document aligns with the GCCOG SCS, the SCAG RTP/SCS and the Metro Countywide Sustainability Planning Policy, described above. The First Last Mile Strategic Plan cites the existing conditions, both in terms of design and safety statistics, and introduces the concept of The Path, a proposed countywide transit access network, comprised of a series of active transportation improvements that extend to and from Metro Rail and Bus Rapid Transit (BRT) stations. The document also includes a step-by-step process for identifying a Path network for any given station area and a toolbox of improvements that would help establish a Path network around the station. The Huntington Park Complete Streets Plan supports the goals of the First Last Mile Strategic Plan by recommending access improvements to transit throughout Huntington Park.

LA County Metro Congestion Management Program

The LA County Metropolitan Transportation Authority (Metro) adopted the 2010 Congestion Management Program as the eighth update to a history of congestion management programs dating back to 1992. The 2010 CMP is a multimodal program, including strategies related to the freeways and streets, the transit network, transportation demand management, and land use. Jurisdictions are required to conform to the CMP in order to receive funding from the state gas tax, as allocated by Section 2105 of the California Streets and Highways Code.

REGIONAL PLANS AND POLICIES

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

In 2012, SCAG adopted the 2012 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), which integrates the region's transportation and land use planning. The non-motorized transportation section provides information regarding existing mode split, bicyclist types, bicycle safety, the California Strategic Highway Safety Plan for bicyclists, and identifies implementation priorities for local jurisdictions. Of the $524.7 billion transportation expenditures in the RTP, $6.9 billion are allocated for non-motorized projects. Like the LA County Metro SCS discussed above, the SCAG SCS is superseded by the GCCOG sub-regional SCS but is relevant in understanding regional goals in order to align the proposed Complete Streets network in Huntington Park with the rest of the Southern California region.

LA River Ecosystem Restoration Integrated Feasibility Report

The United States Army Corps of Engineers, in partnership with the City of Los Angeles, completed the Los Angeles River Ecosystem Restoration Integrated Feasibility Report in September 2013. The main objective of the Tentatively Selected Plan (TSP) and plan alternatives is restore approximately 11 miles of the Los Angeles River with a more natural habitat, reconnect existing tributaries and habitats, reestablishing the historic flood plain, and preserving existing levels of flood risk management. The document focuses on four action alternatives that have undergone detailed analysis and represent the options available for selection. The options vary in terms of investment and final implementation components. With portions of the LA River in the area having a designated bicycle path north and south of downtown Los Angeles, the selected alternative will help close the facility gap and improve bicycle accessibility and connectivity throughout the region.

GATEWAY CITIES PLANS AND POLICIES

Gateway Cities Active Transportation Plan

The Gateway Cities Council of Governments is developing an Active Transportation Plan (ATP). This Plan proposes an active transportation network connecting the cities that are part of the Gateway Cities Council of Governments, including the City of Huntington Park. For example, the Slauson Avenue, Gage Avenue, State Street, and Pacific Boulevard are all identified in the Gateway Cities ATP as regional bicycle facility ideas that go through Huntington Park, and some of these corridors have treatments proposed in the Huntington Park Complete Streets Plan. The Gateway Cities ATP also includes a discussion of support programs, pedestrian facilities, transit station area improvements (at selected stations), and funding for the proposed improvements.

Gateway Cities Sustainable Communities Strategy

The Gateway Cities Council of Governments has chosen to develop a Sustainable Communities Strategy (SCS) rather than rely on a regional SCS developed by SCAG. Only one other SCAG subregion has decided to do this, out of 14 total subregions. SCAG's SCS (discussed below) is superseded by the GCCOG SCS. The GCCOG SCS is composed of five bundles of GHG reduction strategies, including:

- Transportation Strategies
- Transportation Demand Management Strategies
- Land Use Strategies
- Regional Transportation Projects, including Measure R-funded projects
- Interactive Effects Between Land Use and Regional Transit Projects

Some strategies have already been employed over the last decade; all will be implemented in the future to reduce subregional emissions from a 2005 benchmark to target levels by 2020 and 2035. GCCOG SCS strategies have been integrated with regional transportation projects included in the 2012 SCAG RTP for the GCCOG area. The

tailored, local nature of the Gateway Cities' SCS is projected to result in GHG reductions of 8.4 percent per capita by 2020 and 15 percent per capita by 2035, exceeding regional targets set by the California Air Resources Board. The Huntington Park Complete Streets Plan aligns with the goals of the Gateway Cities SCS by promoting zero-emissions transportation strategies, connecting to regional transportation projects included in the Gateway Cities ATP, and proposing policy changes which strengthen the City of Huntington Park's approach to transportation demand management.

Bicycle Plans from Adjacent Cities

Several cities near Huntington Park have advanced active transportation planning by adopting plans that focus on the development of bicycle and pedestrian infrastructure, support facilities, public involvement, programs and practices, and potential funding sources. These cities include:

- City of South Gate Bicycle Transportation Plan
- Lynwood Bicycle and Pedestrian Transportation Plan
- City of Downey Bicycle Master Plan – in progress
- Paramount – in progress
- Bellflower – in progress

BEST PRACTICES

This section identifies best practices from other agencies on policy, technical support project development, checklist examples, and funding. Each agency described has developed programs with attributes worth emulating that include developing additional technical resources, consolidating existing policies, or creating funding strategies that encourage Complete Streets policies. These practices provide a menu of options to evaluate when developing a local policy.

Policy

The National Complete Streets Coalition, in collaboration with the American Planning Association, developed "Complete Streets: Best Policy and Implementation Practices." This publication provides case study examples of the best policy and implementation guidelines. It draws from 30 communities nationwide and provides a framework to build support, adopt a policy, and integrate Complete Streets concepts into plans, processes, and standards.

The Metropolitan Washington Council of Governments (MWCOG) developed the "Complete Streets Policy for the National Capital Region."[1] At the time of development, some MWCOG member agencies had existing Complete Streets policies and others did not, similar to the current state of the Los Angeles region. Thus, they prepared a consensus policy to have some common policy background between member agencies in MWCOG. In developing the Consensus Policy, they drew from highlights of existing policies. The MWCOG policy provides guidance and a template for member agencies to adopt their own Complete Streets policies.

Arlington County, Virginia developed a Form-Based Code to improve the quality of development along Columbia Pike, an historic thoroughfare connecting Washington, D.C. to the Arlington/Fairfax County line. Form-Based Zoning is developed such that planning controls are on building form, with broad parameters and flexibility

on specific building use. In doing so, the public space can be better shaped to meet the community's design principles and Complete Streets objectives, and as a result the "life" of a building can be extended and repurposed over and over. Since implementation, there have been several mixed-use redevelopment projects, including both improvements made by existing property owners and new developments by new owners. The County has also seen an uptick in development in the periphery of the Columbia Pike district due to support in the area for the form-based code. This uptick has improved the livelihood of the streets and the activity along the corridor.

The City of Redwood City, CA included Complete Streets section and a series of supporting policies within its 2010 General Plan. Instead of differentiating different roadways as arterials or collector streets, the City opted to develop a new set of street typologies based on the function and purpose of roadways, such as a transit street or bicycle boulevard. Additionally, the policies and implementation programs in the Circulation Element were updated to support Complete Streets values. The Redwood City Circulation Element also identifies several implementation actions regarding Complete Streets. These include hiring a Complete Streets Coordinator, implementing the new street standards, re-evaluating the existing Level of Service Policy and developing and adopting multi-modal LOS standards.

The City of Fort Collins, CO has been a frontrunner in implementing Multi-Modal Level of Service (MMLOS) standards. The City created MMLOS standards for its streets in the late 1990s and has continued to refine them since then. The standards consider both route characteristics and land use characteristics – high-priority land uses, such as schools, require higher pedestrian and bicycle LOS. MMLOS analysis is required in the City's transportation impact study guidelines for arterial improvements and all public and private development in the City, connecting Complete Streets goals directly to development and infrastructure.

Several Minnesota cities have adopted Complete Streets policies or legislation surrounding livable streets. Furthermore, the State of Minnesota enacted a statewide Complete Streets policy, joining 13 other states with Complete Streets laws in place. The legislation defines livable streets, requires Minnesota Department of Transportation (Mn/DOT) to implement a statewide Complete Streets policy on state-aid streets, establishes stakeholder consultation proceedings, encourages local governments to adopt their own policies, and ensures that any local government seeking to implement a Complete Streets project may request a variance for this purpose. As part of the legislation, Mn/DOT has to report every one to two years on the implementation status of the Complete Streets policy, including identification of barriers and changes to the variance process, development of performance indicators, and identification of statutory recommendations.

Technical Support

Broward County, Florida, developed the "Complete Streets Guidelines," which provides design guidance for Broward County.[2] This process was led by the Broward Regional Health Planning Council (BRHPC) as part of an award to help create healthier communities in Broward County. The County held several local outreach efforts, including Complete Streets workshops throughout the county, charrettes, and surveys, and have ongoing outreach efforts by email and phone. The resulting guidelines include an extensive chapter with prescriptive ways for agencies to reach out to public.

The Maricopa Association of Governments (MAG) developed the Complete Streets Guide in 2011 that provides its own design guidelines for member jurisdictions.[3] The guide features a unique

chapter on Design Techniques and Sample Outcomes that identifies how projects can be developed with regard to the existing land use context and character. Outcomes for different types of land use contexts are also provided to help right-size projects. Although MAG does not develop their own complete streets, they have a process for member jurisdictions to apply to MAG to obtain design assistance for complete streets projects.

The Regional Transportation Commission of Southern Nevada (RTCSNV) developed the "Complete Streets Design Guidelines for Livable Communities," published in March 2013.[4] RTCSNV also held Complete Streets workshop for member agencies to attend.[5] The guidelines have a focus on public outreach, and provide sections for each mode of transportation. This document provides design guidance for the region, which includes Las Vegas, Boulder City, and other cities in Clark County. RTCSNV acknowledged that most local jurisdictions' design guidelines and policies are geared toward motor vehicle travel. The document focuses on how to implement Complete Streets at a local level, by providing a template and model manual that can be adopted to replace existing design manuals. It focuses on designing streets for health, safety, livability, and sustainability, and provides policies for Southern Nevada that align with the ten elements for Complete Streets, noted earlier. The document provides benchmarks and performance measures. The guidelines include traveled way design, intersection design, pedestrian access and crossings, bikeway design, transit accommodations, traffic calming, and streetscape ecosystem. The publication also includes information on land use and transportation integration, livable streets in suburban environments, and community engagement.

The Association of Monterey Bay Area Governments developed the Complete Streets Guidebook in August 2013, which also functions as a design guide.[6] The guidebook provides guidance on how communities can meet requirements of the Complete Streets Act (AB 1358) by incorporating complete streets policies into their general plans. It contains a unique Complete Streets action plan for coordinating intra-agency tasks and context-sensitive Complete Streets types.

Project Development

The Washoe County Regional Transportation Commission established the Pavement Preservation Program in 2004.[7] This was conducted in conjunction with member agencies, such as the public works departments of Reno, Sparks, and Washoe County. They also partnered with a local university to do in-depth studies of road conversion projects in conjunction with this project. The purpose of the program is to maintain roads in good condition and minimize long term costs, which can be done by applying the most cost effective treatments to the right pavements at the right times. RTC funds tactical roadway preservation programs while the local governments provide preservation services for non-regional roadways; they maintain data on index ratings for each regional road to assist in project selection. The program strategy relies on preventative and corrective maintenance methods to maintain roadways in good condition. Through the program, RTC has narrowed travel lanes, added bicycle lanes, and – in some cases – eliminated travel lanes. The desired effects of the program are to slow traffic to designated posted speed, reduce vehicular collisions, and provided space for non-auto users. The RTC has found that crash reductions have ranged between 25 to 45 percent.

Checklists

The Mid-Ohio Regional Planning Commission, which serves the Columbus, Ohio region, developed a Regional Complete Streets policy for its member agencies. One feature of the policy is that it

is accompanied by a checklist, which was developed to assist project sponsors in defining and designing their projects in adherence to the policy. [8] The checklist includes explaining existing conditions, such as routine accommodations, and how a project will improve pedestrian and bicycle safety. The checklist is a combination of narrative and "check off" items, with the applicant providing information including whether design guidance and interjurisdictional consultation has been completed. The checklist also provides information on how to conduct public outreach.[9]

The San Francisco Bay Area's Metropolitan Transportation Commission (MTC) provides a checklist for livable streets projects. The checklist includes policies for routine accommodation, and provides those applying for regional funding for transportation projects the opportunity to identify trip generators near the project site for attracting bicyclists and pedestrians. The checklist also asks the applicant to supply collision information, identify local plans and policies, and note whether there are additional alternative mode accommodations.[10]

Funding and Project Selection

The MTC OneBayArea grant program provides funding to local agencies to support the region's Sustainable Communities Strategy.[11] To be eligible for funds, jurisdictions need to address complete streets policies by either adopting a Complete Streets resolution or having a General Plan that is compliant with the California Complete Streets Act. This funding requirement is one of the more aggressive approaches to encourage member jurisdictions to develop and adopt policies.[12]

The Nashville Area MPO and the Mid-American Regional Council (MARC) have similar mechanisms for project selection and funding. The Nashville Area MPO adopted its 2035 Regional Transportation Plan in 2010.[13] The guiding principles for the plan include: livability, prosperity, sustainability, and diversity with an emphasis on public health and equity. The scoring system used to prioritize projects in the plan dedicates 50 percent of the available points to quality of life, accessibility, health, and safety.[14] The plan has also incorporated regional health impact assessments on transportation as part of the project selection process and criteria.

MARC is the regional planning organization for the bi-state Kansas City region. Like the Nashville area, MARC drew heavily on its member agencies' comprehensive and adopted plans in developing project selection criteria, and developed a focus on healthy living and economic activity. Similar to the Nashville Area MPO, MARC developed a 100-point scoring system to prioritize projects.[15] The result of the prioritization process was to refocus 75 percent of its financially constrained projects to support higher-intensity lane use in regional activity centers.

Boulder, CO allocates most of its Capital Improvement Program budget for transportation towards alternative transportation modes – 63% of investment is allocated for bicycle and pedestrian improvements, and 11% is allocated for transit improvements. The City is a leader among cities dedicated to open government and transparency around city expenditures. Specifically for transportation funding, they developed a reporting approach based on direct input from stakeholder groups including bicycle activists, the University of Colorado, and environmental groups, in addition to an advisory board and city staff. The 2008 Transportation Master Plan included three future networks, based on current funding availability, the action plan, and the vision plan for the area. The 2008 plan included a plan for Complete Streets investments that totaled $115.8 million.

In Washington, D.C., the Great Streets Initiative is a multi-agency effort between the Deputy Mayor for Planning & Economic Development, the Department of Transportation, and the Office of Planning, and is strongly geared towards economic development. The District identified nine underdeveloped corridors for the Great Streets Initiative, which includes improvements similar to Complete Streets improvements. In each corridor, the District is using tax increment financing to support grants for small businesses. The grant funding will provide storefront improvements and help to redevelop underutilized corridors into thriving environments.

The City of Austin, TX has been funding part of its Great Streets Initiative through a public/private partnership. Their Great Streets Development Program includes a mechanism for financial assistance to private developers to implement streetscape standards that go beyond the City's minimum requirements, through reimbursement. The funding for the reimbursement program comes from the Great Streets Parking Meter fund, which sets aside 30% of parking revenues collected within the program's boundaries to implement these standards.

Reporting and Monitoring

The Seattle Department of Transportation provides a progress report of its work over a two-year period, called the "Transportation Action Agenda." Within this report, the agency identifies new projects, recent accomplishments, and project highlights. They also present a summary of transportation work, such as the number of miles of new bicycle lanes, number of potholes filled, and bridge repairs completed. They identify the projects that were funded using the "Bridging the Gap" levy revenues, a program designed to provide the capital necessary for ongoing operations and maintenance for the department. The entire report is written for the average resident, with accessible language, concise tables, and a depth of information that informs users without overburdening them with data.[16]

The City of Billings, Montana prepared a Complete Streets Benchmark Report in 2013 to address Complete Streets performance measures and benchmarking for the city. The report is designed attractively with infographics and charts to display information, such as changes in pedestrian counts, the addition of bicycle lane miles, and major roadway projects completed. One highlight of the Billings report is that they provide charts illustrating year over year changes, and summarize the projects' compliance with Complete Streets.[17]

New York City maintains a website, sustainablestreets.info, which maps sustainable streets projects in an interactive manner. By visiting the site, users can view Complete Streets projects by year and type, as well as streetscape and safety improvements.[18] The City has also prepared a summary document presenting accomplishments and benchmarks for sustainable streets projects.

Design Innovation

Charlotte, NC developed a new street classification system, as an overlay to federal classifications as part of its 2006 Transportation Action Plan (TAP). This work was predominantly developed by the Charlotte Department of Transportation (CDOT) as a change in its approach to streets, to create a street network designed for people using various modes of transportation. The Urban Street Design Guidelines (USDG), an outcome of the TAP, was developed through stakeholder outreach with city staff taking primary ownership of the project. CDOT classified a network of streets in the urban core under five typologies: main streets, avenues, boulevard, parkways, and local streets. The new street types fall along a continuum, with some being more oriented towards pedestrians and others to vehicles. Sample

cross-sections for each type are illustrated in the design guidelines. Rather than showing right-of-way widths or standard drawings, the cross-sections display different public realms: pedestrian zones, green zones, motorist zones and the like.

New York City has adopted an innovative program with the City's Plaza Program, which converts underutilized rights-of-way into thriving public space. This includes expanding a median refuge island to accommodate street furniture or a pocket park, reducing a lane of traffic, or removing a cut-through turn lane to develop more public space. The Plaza Program seeks to develop open space for all residents within a 10-minute walking radius. Priority areas include neighborhoods lacking open space and lower income areas. Plazas are developed through public-private partnerships between the City's Department of Transportation and local non-profit organizations, Business Improvement Districts, or community redevelopment organizations. The DOT uses designers to create the plaza concept, which is then discussed at community outreach meetings. In many cases, the initial plaza is temporary, consisting of paint on the pavement, bollards, and street furniture. The use of the plaza and the effects on traffic are then monitored, with new traffic and pedestrian counts collected, to determine whether it should be considered for permanent installation. This is an example of a public-private partnership that is relatively quick and inexpensive to implement, but improves the space for all modes of transportation users.

Maintenance and Operations

Beginning in 2006, Seattle, WA has been leveraging a $365 million, nine-year, transportation levy (Bridging the Gap) to implement Complete Streets. The tax levy was approved to reduce the backlog of transportation projects. With the program, all CIP projects have to undergo Complete Streets review including review by bicycle and pedestrian program staff, to see if there is right-of-way available for non-motorized transportation improvements. With this program in place, planning for projects begins nine years before implementation, which allows SDOT staff to prioritize the projects being planned and allowing adjacent projects to be grouped together to decrease cost and increase efficiency. In the 2010 annual report, the City included accomplishments such as installing pedestrian countdown signals, building new sidewalk block faces, remarking crosswalks, striping and restriping bicycle lanes and sharrows, and building and improving bicycle trails.

Denver, CO has a comprehensive approach to Livable Streets that considers input from all City departments in roadway changes. Denver's effort established a framework to include department heads from the Office of Economic Development, Parks and Recreation, Public Works, Development Services, and Community Planning & Development. The project also considered the multiple interests and departmental responsibilities for the various elements of the street, with special focus on the maintenance and operations process responsibilities and needs. The City established a new process to include review by staff in the Public Works Planning group for all repaving and restriping projects. This coordinated interdepartmental approach ensures that an opportunity for a multi-modal facility is not overlooked during roadway reconstruction. In addition, the Livable Streets process has resulted in a comprehensive Complete Streets policy.

In San Francisco, CA, the Better Streets Plan provides design guidance and outlines both challenges and solutions. Beyond standard components of a complete streets document, the City provides an organization matrix of what department is responsible for a given element of the complete streets work and the design process. In their Better Streets Plan, the City addresses the challenge to efficient

design, including financing and shared responsibilities for a single streetscape project across several departments. The Plan addresses how to coordinate securing full funding for a project and identifies a framework and process for implementing complete streets. By explicitly stating the responsibilities of each department in the process, while also coordinating the implementation, the Plan provides a more streamlined and efficient means to develop and maintain complete streets.

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