

AB 1358 (Leno)

As amended 04-23-07

The Complete Streets Act

FACT SHEET

PURPOSE

The Complete Streets Act of 2007 will ensure that the transportation plans of California communities meet the needs of all users of the roadway including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled.

By encouraging good planning for all modes of travel, the AB 1358 will make our roads safer and more convenient places for Californians who choose to walk, ride a bike, or take transit. Safer roads enable more people to gain the health benefits of choosing an active form of transportation, and benefit everyone by reducing traffic congestion, auto-related air pollution, and the production of climate-changing greenhouse gases.

SUMMARY

AB 1358 requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with

disabilities, seniors, and users of public transportation.

The bill also directs the Office of Planning and Research to amend guidelines for the development of general plan circulation elements so that the building and operation of local transportation facilities safely and conveniently accommodate everyone, regardless of their mode of travel.

The Act would take effect beginning on January 1, 2009.

COMMENTS

The Complete Streets Movement

There is a growing "Complete Streets" coalition of advocates for motorists, bicyclists, children, seniors, and the disabled who understand that accommodating various modes of travel will ease transportation congestion.

Streets that provide travel choices give people the option to avoid traffic jams and increase the overall capacity of the transportation network. In Portland, Oregon, a complete streets approach has

resulted in a 74 percent increase in bicycle commuting in the 1990's.

For more information online:
www.completestreets.org

Encourage Healthy Physical Activity

Complete streets encourage physical activity. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Complete streets can help. One study found that 43 percent of people with safe place to walk within 10 minutes of home met recommended physical activity levels. Residents are 65% more likely to walk in a neighborhood with sidewalks.

Key Strategy in the Reduction of Greenhouse Gases Emissions

It has never been more important to improve our air quality and complete streets are a key strategy for doing that. Our communities are facing asthma epidemics as well as other related illnesses. The evidence that climate change is happening is now undeniable.

Enacting AB 32 in 2006 can make California a world leader in the reduction of greenhouse gases emissions. Complete streets offer communities a tool to meet the standards set in this landmark law. If each resident of a community of 100,000 replaced one car trip with one bike just once a month, it would cut carbon dioxide (CO₂) emission by 3, 764 tons per year.

Short Trips are a Major Source of Fuel Consumption and Pollution

More than half of commute trips, and three out of four shopping trips are less than five miles in length. These short trips are the most polluting and least efficient in terms of fuel consumption, but many could be

made by bicycling and walking. Complete streets allow this to happen.

Planning Cuts Costs

Building complete streets makes fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than making costly retrofits later.

According to former Caltrans Director Jeff Morales, "By fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."

Communities Leading the Way

State, regional, and local agencies across California are adopting complete streets ordinances, policies, and design guidelines. Some examples include:

- Caltrans Deputy Directive 64
- Metropolitan Transportation Commission Resolution 3765
- San Francisco Transit First city ordinance
- Sacramento Transportation Authority local sales tax ordinance
- San Diego Association of Governments local transportation sales tax ordinance
- Santa Barbara General Plan Circulation Element
- City of San Diego Street Design Manual

More examples of complete streets policies, from completestreets.org:
<http://tinyurl.com/3342h5> (.pdf)

Compete Streets = Common Sense

Providing community residents with options that get them out of their cars is a proven strategy for improving communities, reducing air pollution, and

generating local business. Livable cities and complete streets don't happen by accident – they must be planned and implemented. AB 1358 will help local governments give their residents better and healthier lives by talking about accommodating all users of the roadway before it is built.

STATUS

Pending Assembly Floor vote.

SUPPORT

California Bicycle Coalition - co-sponsor
American Assn of Retired Persons (AARP)
– co-sponsor

American Lung Assn of California
Bay Area Bicycle Coalition
Bicycle Kitchen
Bike Sonoma
Bikestation
California Center for Public Health
Advocacy
CA League of Conservation Voters
CA Public Interest Research Group
California Walks
Chico Velo Cycling Club
City of Sacramento
City of Ventura
Coalition for Clean Air
CRSP at Los Angeles Eco-Village
East Bay Bicycle Coalition
Fresno County Bicycle Coalition
Fresno Cycling Club
Green Wheels
Jax Bicycle Center
Linda Hudson Writing
Livable Places
Los Angeles County Bicycle Coalition
Marin County Bicycle Coalition
Mogavero Notestine Associates
Planning & Conservation League
Sacramento Area Bicycle Advocates

Sacramento Metropolitan Air Quality
Management District
San Diego Bicycle Coalition
San Francisco Bicycle Coalition
San Francisco Board of Supervisors
San Francisco Planning & Urban Research
Association
Santa Barbara Bicycle Coalition
Sierra Club California
Silicon Valley Bicycle Coalition
Transportation And Land Use Coalition
Walk Sacramento
Walk San Diego

220 Individuals

OPPOSITION

County of San Diego

VOTES

Introduced 2-23-07

4-18-07 Assembly Local Government
Committee passed in a vote of 5 to 2.

5-31-07 Assembly Appropriations
Committee passed in a vote of 12 to 5.

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