

**COUNTY OF SAN DIEGO, CALIFORNIA  
BOARD OF SUPERVISORS POLICY**

**Subject**

Complete Streets Policy

**Policy  
Number**

J-38

**Page**

1 of 2

**Purpose**

To provide a policy and procedures for the development and implementation of Complete Streets.

**Background**

The County General Plan establishes the goals and policies for the development of safe, active and thriving communities. The General Plan includes a Mobility Element that sets forth goals and policies for the County transportation network. The Department of Planning & Development Services is responsible for helping develop the General Plan. The Department of Public Works (DPW) maintains public roads throughout unincorporated San Diego County. DPW also publishes the Public Road Standards, which govern items in the public right-of-way including the width of the roads, bikeways, sidewalks, landscaping, street lights, curbs, gutters, storm drains, swales, signing and markings, medians and driveway, and other elements of street design.

The design of public roads includes many factors and potential considerations for inclusion or omission. When streets are ‘complete’ they are safe, reliable, comfortable, and convenient for people walking, bicycling, riding public transportation, and operating motor vehicles. Complete Streets allow people of all ages and abilities opportunities to be active and safe when they travel or move about their community.

**Policy**

It is the policy of the Board of Supervisors that the Complete Streets Policy will conform to the following procedure.

**Procedure**

When planning, designing and constructing all new and retrofit transportation projects within the public road right-of-way, the County will consider providing appropriate accommodation for persons of all abilities, and using all modes of transportation allowed within the public road right-of-way including, without limitation, people walking, people on bikes, users of transit, and drivers of motor vehicles. This procedure shall be hereinafter referred to as “Complete Streets”.

**Design Practice and Context Sensitivity**

County transportation infrastructure projects within the public road right-of-way at all phases of development, including scoping, planning, design, implementation, and performance monitoring will implement Complete Streets.

While every street should be planned, designed, built, operated, and maintained for all foreseeable users, there is no single design standard for Complete Streets. However this policy encourages best practices that maximize space and separation between vulnerable users and motor vehicle traffic.

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Number**

J-38

**Page**

2 of 2

This policy also recognizes the diversity of the County road network and various built environment contexts; from urban, and suburban, to rural communities. Projects should be planned and designed to consider current and future planned adjacent land uses, local transportation needs, and to incorporate the latest and best practice design guidance. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for all foreseeable users.

**Exceptions**

All transportation projects constructed or reconstructed should be planned, designed and constructed for all foreseeable users. For some projects, however, an exception to this policy may be warranted. Exception requests shall document attempts at facility incorporation and flexibility to the extent reasonably feasible before following the exception procedures set forth in the Public Road Standards.

**Implementation**

Compliance with this Complete Streets Policy will follow from implementation of the Mobility Element, Active Transportation Plan, Public Road Standards, Flexibility in County Road Design, and Green Streets Guidelines.

**Responsible Departments**

1. Department of Public Works
2. Department of Planning & Development Services

**Sunset Date**

This policy will be reviewed for continuance by 12-31-2022.

**References**

Board Action

10-31-2018 (01)