

Complete Streets

Implementation of Deputy Directive 64-R2:
Complete Streets—Integrating the Transportation System



COMPLETE
STREETS



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People of all ages and abilities want to go places safely and conveniently. Whether they drive, walk, bike, or ride a bus or train, Caltrans' complete streets policy leads to more choices for getting around.

Did you know? Bicyclists and pedestrians are legal users of all conventional highways and most expressways. Bicyclists are also allowed to travel on about 1,000 miles or 25 percent of California's freeway miles.

What is a Complete Street?

A complete street is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

Every complete street looks different depending upon local context, community preferences, the types of road users and their needs.

Complete streets policy leads to a seamless, interconnected transportation system. Continuity in each mode and attention to places where modes connect allows people to take 'complete' trips, such as driving from home to a park-and-ride lot or transit station, catching an express bus or train to downtown, then walking to work. The system meets the varied modal needs of a traveler.

What to Consider in



Accessibility - To transit, local businesses, and services, for all ages and abilities and for goods movement and emergency vehicles

Safety - Including visibility, crossings, intersections and interchanges, conflicts between modes, vehicle speeds, and hazards

Mobility - Getting people and goods where they need to go reliably and efficiently

Providing Complete Streets is Caltrans Policy

Caltrans established a non-motorized transportation policy in 2001. This policy evolved into a complete streets policy in 2008, and was renewed in 2014. The policy, Deputy Directive-64-R2, provides guidance for a state highway system that is sustainable, integrated, livable, and inviting to pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Caltrans continues to work towards integrating complete streets throughout all departmental work.

"The Department provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System." - Deputy Directive-64-R2

α Complete Street

Land Use - Identifying and supporting surrounding land uses with appropriate connectivity, accessibility, and infrastructure

Community Needs - How does the community use the transportation system, and how could it better serve their needs and support livability, physical activity, and economic vitality?



Why Complete the Streets?

Streets that allow for safe travel by any mode benefit communities, regions, and the state by:

- Supporting increased physical activity and improving public health and safety
- Providing mobility options and access for non-drivers
- Decreasing vehicle trips and associated air pollutants and greenhouse gas emissions
- Improving livability, revitalizing communities, and decreasing transportation costs

Implementing Complete Streets at Caltrans

Implementation of DD-64-R2 is monitored by the Complete Streets Implementation Action Plan. The original action plan consisted of 73 action items from 2010-2013. More than three-quarters of the actions were completed or made substantial progress.

Some highlights include:

- The "Highway Design Manual" complete streets update
- Release of the 3rd edition of "Main Street, California"
- Release of "Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians"
- Update of System Planning Guidelines to include multimodal elements in Transportation Concept Reports
- Development of the "Planning Scoping Checklist" for Project Study Report-Project Development Support Project Initiation Documents
- Development of complete streets components in Project Delivery Assets data collection and web-based Tool

Caltrans released the Complete Streets Implementation Action Plan 2.0 in late 2014. This update includes 109 additional action items to further integrate complete streets into all Caltrans functions and processes. It includes action items such as:

- Complete Streets Overview Training Course open to Caltrans staff in all departmental functions
- The development of a State Bicycle and Pedestrian Plan
- Collecting complete streets data and performance measures
- Continuing to revise Caltrans' manuals to be consistent with and supportive of complete streets
- Supporting district complete street plans and partnerships

Complete Streets Projects

To make complete streets a reality, many projects have successfully been completed around the state. These projects require early collaboration with local transportation agencies to identify options for funding sources, project features, and ultimate responsibility for maintenance activities.

Examples of projects include:



A green bike lane at the on and off ramp of State Route 280 in Menlo Park.



State Route 227 road diet in San Luis Obispo pared down a four-lane segment to two lanes and bike lanes with medians and center turn lanes.



State Route 16 in Esparto includes infrastructure such as colored crosswalks, bike lanes, and transit stops.



State Route 255 serves as a main street and gateway for the City of Arcata. It won the Caltrans 2014 Excellence in Transportation Award for the category "Highway as a Main Street".

Moving Forward

Caltrans monitors the items in the Action Plan 2.0 and reports on the progress. The Action Plan 2.0 is a living document. As new activities related to complete streets occur they are documented and added to the plan on the Caltrans complete streets website.

Caltrans' new mission, vision, and goals, the Action Plan 2.0, the endorsement of the NACTO guides, and the Active Transportation Program demonstrate that Caltrans is dedicated to promoting complete streets throughout the state of California.



Mission

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Vision

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Caltrans Complete Streets Contact

Ann Mahaney,
Chief, Smart Mobility Branch
Office of Sustainable Community Planning
Division of Transportation Planning
(916) 653-4097, Ann.Mahaney@dot.ca.gov

Complete Streets Program website:
www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html