
Implementation of Policy

Complete Streets: Integrating the Transportation System

Deputy Directive 64-R1, signed October 2, 2008

What are 'complete' streets?

Complete streets are **designed and operated to enable safe and efficient access for all legal users**. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to move safely along and across corridors. This applies in rural, suburban, and urban areas.

Bicyclists and pedestrians have legal access on all conventional highways and State Highway System expressways, and about 25 percent of California's freeways.

Strengthening DD-64 ensures that **Caltrans routinely plans, programs, designs, constructs, operates and maintains the entire right-of-way to enable safe access for all users**. Complete streets work for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

What is the Complete Streets Implementation Action Plan?

The Department-wide Action Plan will track all 'who does what, by when' of implementation activities that support complete streets. Transportation Planning has hired an enthusiastic and knowledgeable retired annuitant to manage the Plan. Her work plan includes foundational activities to streamline implementation:

- Establish a clear path for decision-making
- Explore and report on the context for implementation
- Ensure accountability for progress by measuring and monitoring, and
- Set implementation priorities with the Steering Committee.

(More, over...)

What needs to be implemented in the near term?

Caltrans has already started to review and rev up its key documents for compliance with the changes in DD-64. These include updating old and developing new:

- Strategies
- Manuals
- Guidance
- Tools
- Plans
- Training
- Performance measures
- Quality improvement efforts.

Standing committees that make decisions about the State Highway System will need to include complete streets representation.

Complete streets must show up in organizational and system performance measures.

And in the districts, planning and project initiation documents and decisions should meet complete streets policy. Corridor and project teams should include representation from those with complete streets technical expertise.

Who will do the actual implementing?

DD-64 assigns responsibilities for implementation throughout the Department. *Those assigned will be accountable for delivering them.* The Complete Streets Steering Committee (primarily District Directors and Division Chiefs) will oversee development and execution of the Complete Streets Implementation Action Plan to track and report these deliverables.

Why do we need a complete streets policy?

Complete streets improve mobility across California.

Complete streets address congestion, climate change and oil dependence by shifting shorter trips to lower-carbon modes.

Complete streets improve safety. Shoulders, sidewalks, better bus stop placement, traffic speed reduction, and treatments for travelers with disabilities improve pedestrian safety. Some features, such as medians, can improve safety for all users.

Complete streets foster strong, healthy communities. Complete streets play an important role in livable communities, encouraging walking and bicycling for health, and providing a safe walking and bicycling environment is an essential part of improving public transportation.