Integrating the Transportation System

Implementing
Caltrans Deputy Directive 64:

Complete Streets

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Keith Robinson
Principal Landscape Architect
Advocating for Complete Streets
21st Century Trends

- Fundamental Shift in **Power**
- Fundamental Shift in **Relationships**
CSS - a process and an outcome.

Every project has a context.

Issues identified early.

Efficient.
Guiding Principles

- **Balance** transportation needs and community desires.
- **Community asset.**
- **Compatible** with the natural and built environments.
Community demands & expectations

- Public expectations are changing
- Communities are demanding action
- Legislation is the predominant response
What are ‘complete’ streets
Safe & efficient access for all users

- All ages
- All abilities
- All transportation modes
Federal Complete Streets Act of 2009

- **Flexible** policies.
- **Requires** State DOTs and MPOs to adopt Complete Streets Policies.
- US DOT to ensure **compliance**.
- Research & assistance.
California Complete Streets Act of 2008

- Directed at **Cities and Counties**
- Requires Complete Streets Policies and Actions in **General Plans**
California law – bike access

- All conventional highways
- State Highway System expressways
- About 25% of California’s freeways
BEFORE: A typical suburban street - five lanes of traffic, inconsistent and cluttered sidewalk, difficult to cross.

Complete the Streets.org.
AFTER: A photo illustration from the Oregon DOT shows how to convert this arterial into a complete street.
What are ‘complete’ streets
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Deputy Directive 64 – Intent

“…is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets.”
Caltrans Deputy Directive 64
“Complete Streets: Integrating the Transportation System”

- Provide for the needs of travelers of all ages and abilities.
- Includes all planning, programming, design, construction, operations, and maintenance on the State Highway System.
- Improve safety, access, and mobility.
- Bicycle, pedestrian, and transit modes are integral elements of system.
Deputy Directive 64
– Responsibilities

- Identifies responsibilities.
- Requires an implementation plan.
- Requires monitoring.
- Focuses on collaboration, training, manuals/guidance/standards, consistency.
“Accommodation”

Determined by:

- **Roadway type**
  - Main Street
  - Urban
  - Rural highway

- **Land uses** (existing & planned)

- Bike Plans

- Pedestrian Plans

- **Transit service** (existing & planned)
Sidewalks

Sidewalks = 88% Crash Reduction Factor
Crossing decisions
Pedestrian Activated Signals
Transit - Accessible and Connected
What is Caltrans Complete Streets Action Plan

- **Department-wide** Plan tracks all - ‘who does what, by when’.
- **Implementation** activities support complete streets concepts.
- **Streamlined** implementation.
Caltrans 
Complete Streets Implementation Plan

- Provides completion timeline for each item
- Identifies lead division or district
- Draws attention to highest focus areas:
  - Highway Design Manual
  - System Planning Guidance
  - Project Development Procedures Manual
  - State Highway Operation Protection Program (SHOPP) Process
  - Data collection and performance measures
Identifies 25 other types of guidance, manuals and handbooks, including:

- CA Manual on Uniform Traffic Control Devices
- Caltrans Standard Plans and Specifications
- Transportation Analysis Report Guidance

Related policies and plans

Identifies training where complete streets should be incorporated

Describes research needs
Incorporates:
- Strategic Highway Safety Plan actions
- CA Blueprint for Bicycling & Walking actions

Each task includes a monitored work plan.

CS Steering Committee oversight.

CS Technical Advisory Committee will track details.
Benefits of Complete Streets

- Public health.
- Transportation system efficiency.
- Improve air quality.
- Transportation system cost savings.
Contact Information

Keith Robinson, Principal Landscape Architect
Caltrans Division of Design
Landscape Architecture Program

Keith.Robinson@dot.ca.gov
916-4-6200

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html