

# Complete Streets 101

## Integrating the Transportation System

Transportation Planning Academy  
San Luis Obispo, CA  
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# Complete Streets Defined

## Safe Mobility

- **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 riders, truckers, and motorists appropriate to the function and context of the facility.

# The Look of Complete Streets

Complete streets include a variety of concepts and features

- “Road diets” or “Rightsizing”
- Rural highways
- Main streets
- Bikeways
- Livable communities
- Urban transit ways

# Road Diet - Typical case

before



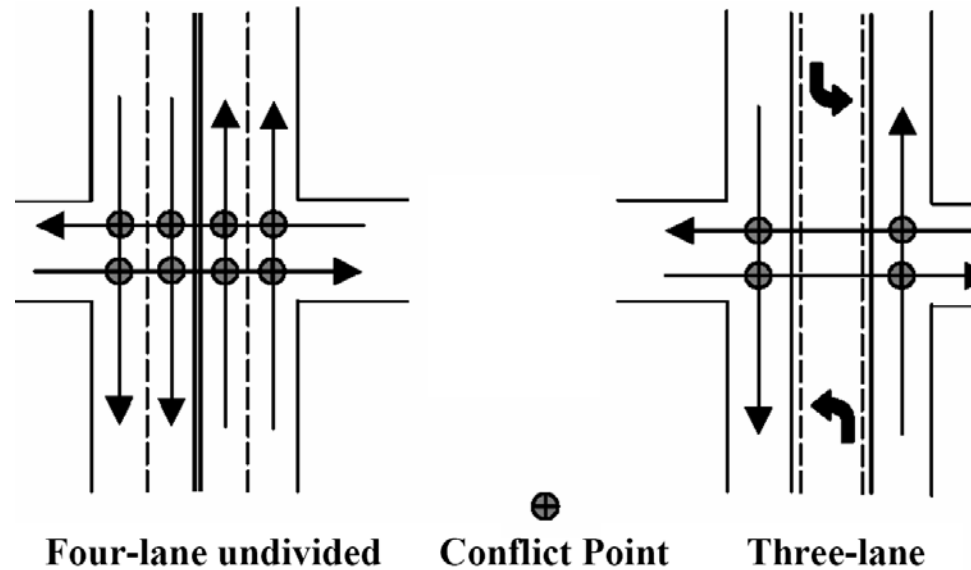
after



Source: PBIC, 2011

# Benefits: Safety

- Fewer lanes means fewer conflicts



Source: Michael Ronkin, ODOT

# SR 35- Sloat Blvd, San Francisco

**BEFORE**



# SR 35 Sloat Blvd, San Francisco



Advanced Stop  
Sidewalk Bulb Outs  
HAWK beacon



Buffered Bike Lane





Photo: Sergio Ruiz, Caltrans



# Main Streets

- Addresses livability, sustainability, aesthetic context, public space, and landscaping
- Along with access for all modes

# US 395- Bridgeport

**BEFORE**



**AFTER**



# US 395- Bridgeport, CA



# Caltrans Strategic Management Plan



A roadmap of Caltrans' role, expectations, and operations to meet the challenges of modernizing into a world-class Department of Transportation

# Complete Streets and Caltrans Strategic Management Plan 2015



## Mission:

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

## Goals:

- Safety and Health
- Stewardship and Efficiency
- Sustainability, Livability and Economy
- System Performance
- Organizational Excellence





# CalSTA and Management Message

## Meet Transportation Challenges

- Improve communication
- Build stronger partnerships
- Foster a culture of performance and innovation



## Strategic Management Plan

- Provides direction
- Performance measures

## Tools

- Performance Management
- Transparency
- Accountability
- Sustainability
- Innovation



# Complete Streets – Big Role

## **Safety and Health**

- ☐ Safe Transportation System
- ☐ Promote Health

## **Stewardship and Efficiency**

- ☐ Money Counts
- ☐ Efficient use of Every Transportation Dollar

## **Sustainability, Livability and Economy**

- ☐ Elements incorporated into all Caltrans programs policies, projects, plans, and procedures

## **System Performance**

- ☐ Work with Partners
- ☐ System contributes to efficient and interconnected network

## **Organizational Excellence**

- ☐ Educated, well-trained, and motivated workforce
- ☐ Equipped with right tools and resources

# Implementation – Steps for Success

1. New Policy
2. Planning for Implementation
3. Guidance & Procedures
4. Training
5. Monitoring

# Caltrans Complete Streets Policy

- **Complete Streets** – Integrating the Transportation System
- “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

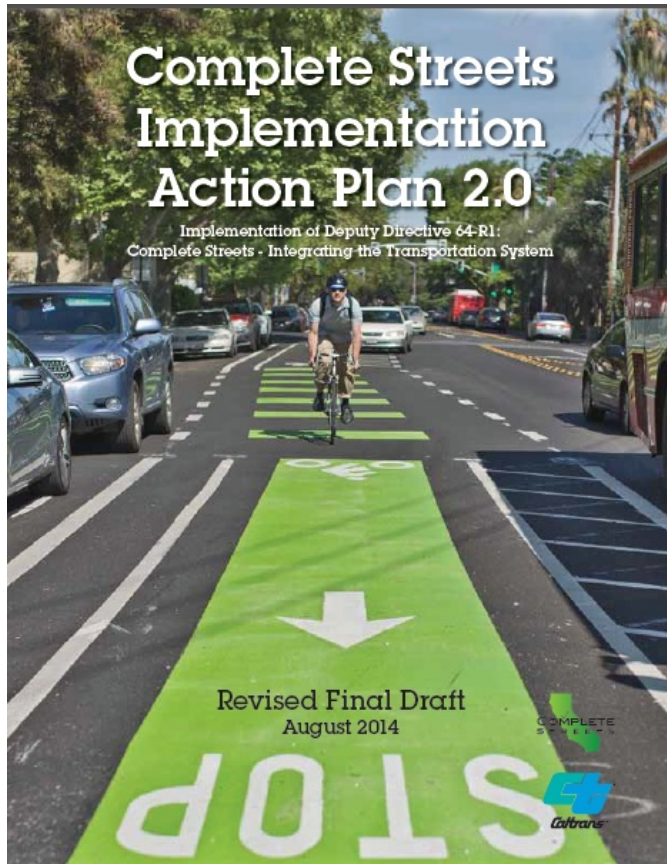


SR 299- Willow Creek





# Complete Streets Implementation



## Version 1 - 2010 – 73 Actions Completed

- Highway Design Manual complete streets update
- 3rd edition of Main Street, California
- Complete Intersections Guide
- System Planning Guidance to include multimodal elements in Transportation Concept Reports

## Version 2 - 2014 – 109 Actions In Progress

- Complete Streets Overview Training
- State Bicycle and Pedestrian Plan
- Collect complete streets data and performance measures
- Support Districts' complete street plans and partnerships

# Highway Design Manual & Flexibility in Design



## Guidance and Procedures



*“This guidance allows for **flexibility in applying design standards and approving design exceptions** that take the context of the project location into consideration; which **enables the designer to tailor the design**, as appropriate, for the specific circumstances **while maintaining safety**.”*

*— Highway Design Manual, Ch 80*





# CA Highway Design Manual (HDM) Update for Complete Streets (2012)



- Increased minimum sidewalk width (previously 5' min in all cases)
- 8' min for urban & rural main streets
- Elsewhere: 6' min contiguous to curb, 5' min next to planting strip



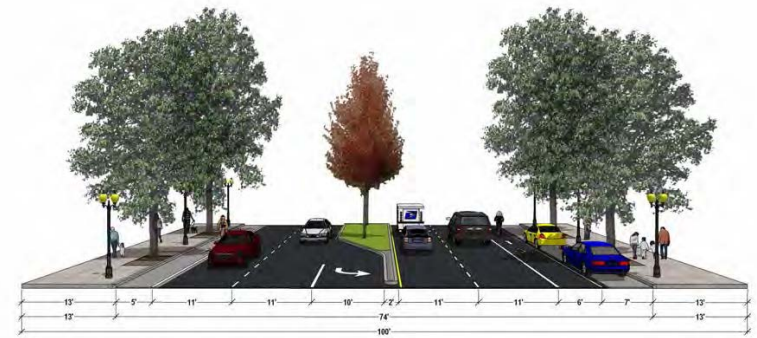
Source: NACTO



# CA HDM Update for Complete Streets (2012)



- Conventional highways
  - Decreased min lane width from 12' to 11' surface routes in urban and suburban areas.



From Albany Complete Streets Plan for San Pablo Ave (SR 123)

- Pedestrian refuge islands



## Corner Radius / Sizing



[www.walkinginfo.org](http://www.walkinginfo.org)



# NACTO\* Design Guides

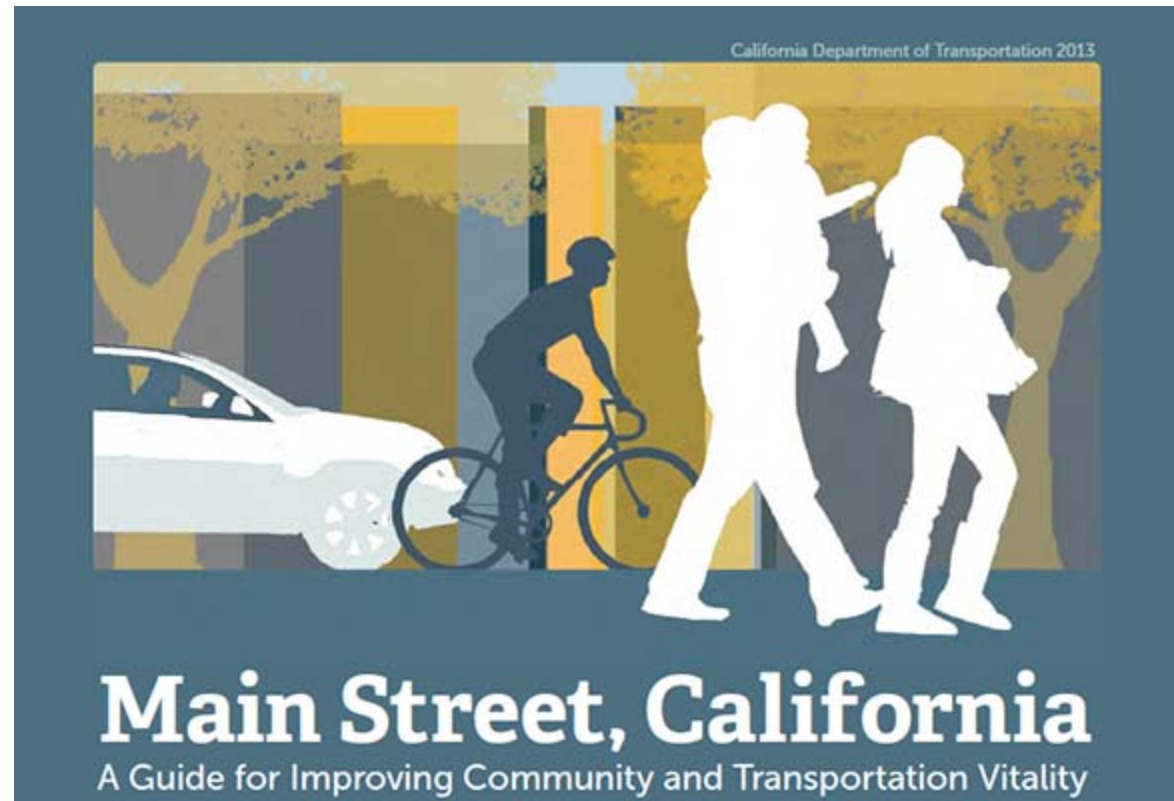


- Designs were **developed by cities for cities**, since **unique urban streets** require **innovative solutions**.
- Principles cities are using to make streets **safe** and **inviting** for people **walking, biking, and driving** in urban contexts.
- Creating real **spaces for people on city streets**.
- **Economic development** is integrally tied into this transformation.
- **Paramount to all of this is the safety of people** on city streets.
- ***SAFE, SUSTAINABLE, INTEGRATED, EFFICIENT SYSTEM to ENHANCE ECONOMY AND LIVABILITY***

\* National Association of City Transportation Officials

# Main Streets - Guide

The Guide helps our local partners and Caltrans staff develop a shared vision



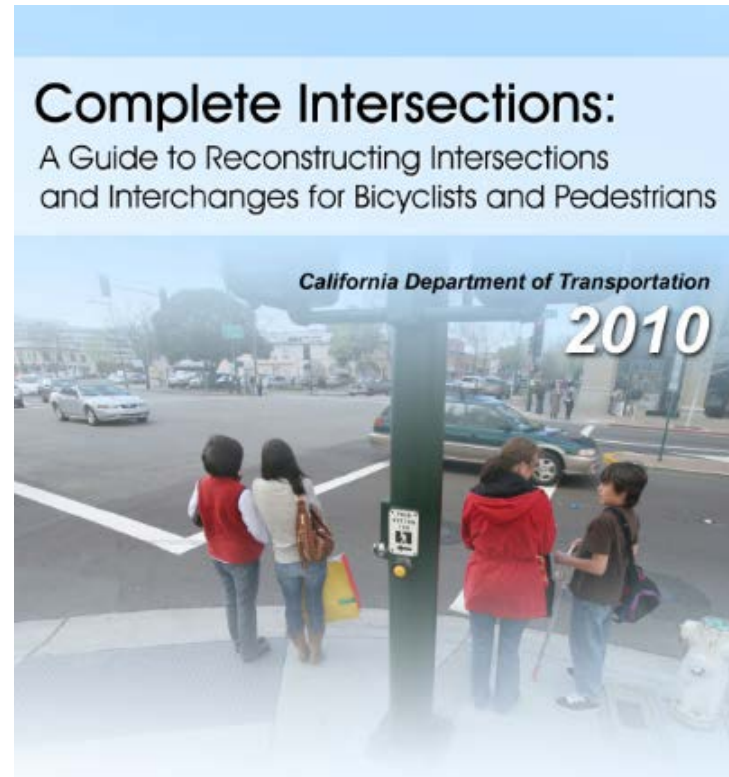
Caltrans Division of Design, Landscape Architecture

<http://www.dot.ca.gov/hq/LandArch/mainstreet/>

# Caltrans Complete Intersections Guide

## Principles

- ❑ Shorten crossings
- ❑ Improve visibility
- ❑ Clarify the right-of-way
- ❑ Keep it direct
- ❑ Light at night
- ❑ Access for all





# Complete Streets Overview

## Training and Education

### *COMPLETE STREETS OVERVIEW FOR CALTRANS*

#### **Upcoming Course Dates:**

January 22-23, 2014 in D4

April 8-9, 2014 in D11

September 16-17, 2014 in D6

October 15-16, 2014 in D2

November 18-19, 2014 in D7

February 2015 in HQ

Additional Courses will be  
scheduled for Fiscal Year 14/15  
Details to follow in a few  
months

If you have any questions,  
please contact:





# Caltrans Goals and Objectives

- Five Goals
- Objectives support Complete Streets
- Performance Measures

# Complete Streets Objectives

## Goal 1: Safety and Health – Provide a safe transportation system

Objective	Performance Meas.	Target	Data
Toward Zero Deaths	<ul style="list-style-type: none"> <li>Fatalities and injuries for <b>bike, pedestrian, and transit modes</b></li> </ul>	<ul style="list-style-type: none"> <li>10% reduction in calendar year of each mode</li> </ul>	
Promote community health through active transportation	Increase and improvement in opportunities for safe and accessible <b>active transportation</b>	<ul style="list-style-type: none"> <li>100% of funds allocated vs. programmed.</li> <li>100% of projects being allocated or construction awarded within six months</li> </ul>	

# Complete Streets Objectives

## Goal 2: Stewardship and Efficiency – Money Counts

Objective	Performance Meas.	Target	Data
Effectively manage transportation assets – implement the asset management plan	Percentage of projects including a life cycle cost analysis in project selection	By 2020, 100% of SHOPP projects to include a life cycle cost analysis methodology	

# Complete Streets Objectives

## Goal 3: Sustainability, Livability and Economy – Make long-lasting, smart mobility decisions

Objective	Performance Meas.	Target	Data
<p>Improve the quality of life for all Californians</p> <ul style="list-style-type: none"> <li>• Provide <b>mobility choice</b></li> <li>• Increase <b>accessibility</b></li> <li>• Create transportation corridors including <b>livable public spaces</b></li> </ul>	<p>Percentage increase of <b>non-auto modes</b> for bike, ped., and transit</p> <p>Accessibility Score</p> <p>Livability Score</p>	<p>By 2020, increase non-auto modes</p> <ul style="list-style-type: none"> <li>• <b>Triple bicycle</b></li> <li>• <b>Double pedestrian</b></li> <li>• <b>Double transit</b></li> </ul> <p>By 2016, Develop and adopt Caltrans Accessibility Score</p> <p>By 2016, Develop and adopt Caltrans Livability Score</p>	<p>Baseline: 2010-12 California Household Travel Survey</p>
<p>Improve economic prosperity</p>	<p>Prosperity Score</p>	<p>By 2016, develop and adopt Caltrans Prosperity Score</p>	

# Complete Streets Objectives

## Goal 4: System Performance - ...develop an integrated transportation system

Objective	Performance Meas.	Target	Data
<b>Increase number of Complete Streets features on State highways</b>	<ul style="list-style-type: none"> <li>Percentage of projects that include CS features</li> <li>Number of CS features on SHS</li> <li>Percentage of high-focus actions fully implemented from the CSIAP 2.0</li> </ul>	<ul style="list-style-type: none"> <li>By 2016, establish baseline and by 2020, increase annual number of CS projects by 20%</li> <li>By 2016, establish baseline and by 2020, increase annual number of CS features by 5%</li> <li>By 2016, 80%</li> <li>By 2018, 100%</li> </ul>	

# Complete Streets Objectives

## Goal 5: Organizational Excellence - Be a national leader in delivering quality service

Objective	Performance Meas.	Target	Data
Improve <b>collaborative partnerships</b> with agencies, industries, municipalities, and tribal governments...	Percent increase in the number of partners who agree that Caltrans is a collaborative partner.	Increase to 75%  Maintain or increase percentage every year.	



# Costs of Complete Streets

- We cannot afford to build Complete Streets.
- Where will the money come from for all these extras?
- How much more will it cost to build Complete Streets?

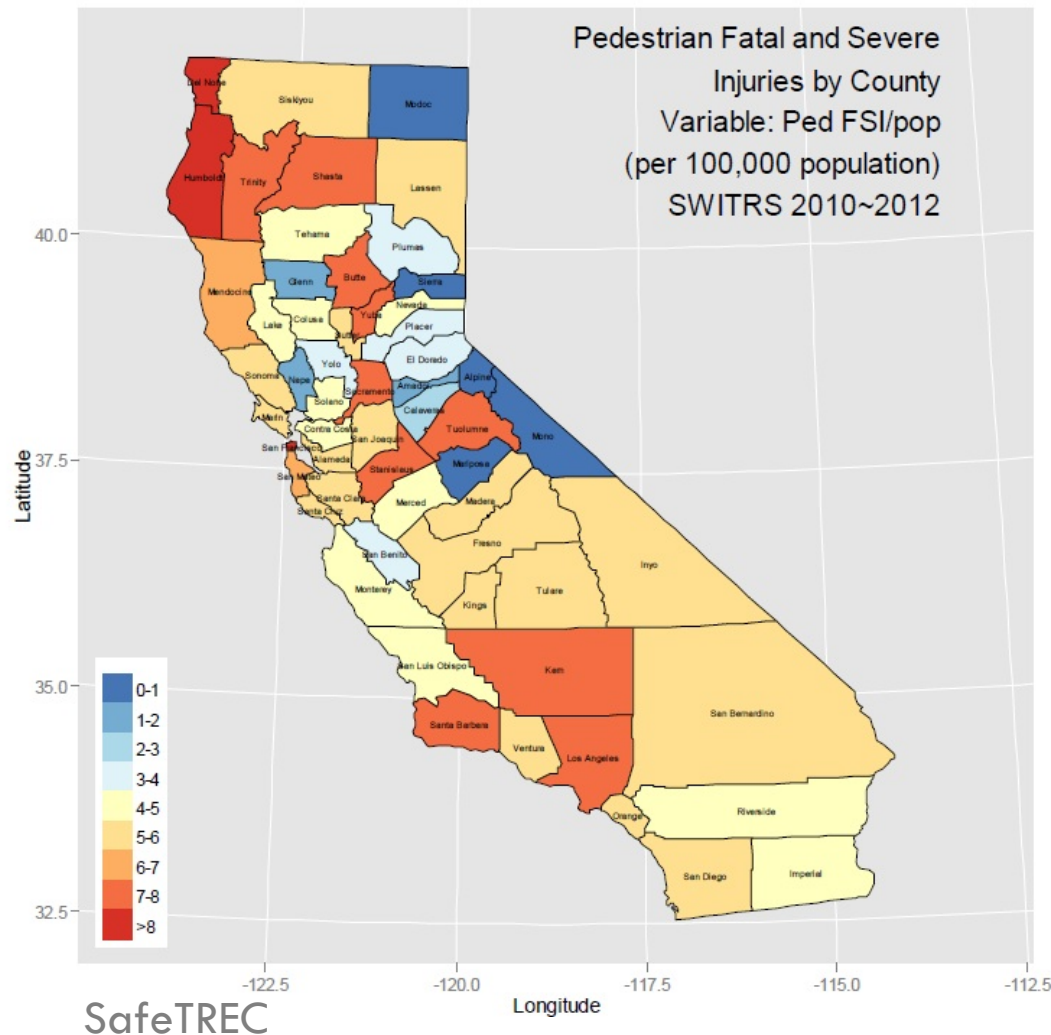
# Answers are Difficult

- Costs vary by location, topography, and geography
- Costs vary by year and season
- Assumptions can vary or be incorrect
  - ▣ Safe facilities for non-motorized users can be perceived as a luxury or special project

# Establish Credibility

- Draw on examples of real world experiences
- Address concerns of transportation professionals
- Respected professional associations
  - ▣ American Planning Association
  - ▣ American Public Works Association
  - ▣ American Society of Civil Engineers
  - ▣ Institute of Transportation Engineers

# Overriding Purpose: Safety



# Achieved within Budget

- Small and routine tasks provide opportunities
  - ▣ Restriping to narrow travel lanes
  - ▣ Changing signal timing
  - ▣ Installing refuge islands, medians, curb extensions
  - ▣ Restriping crosswalks to be more visible
  - ▣ Installing temporary curbside plazas
  - ▣ Adding pedestrian countdown signals
  - ▣ Using on-street head-out angled parking

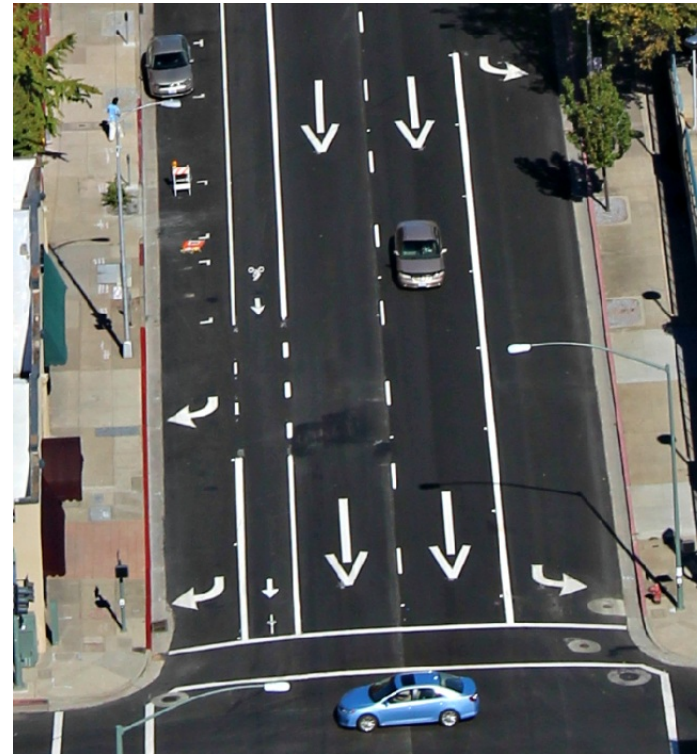
# District 2 – Downtown Redding - Rightsizing



Before

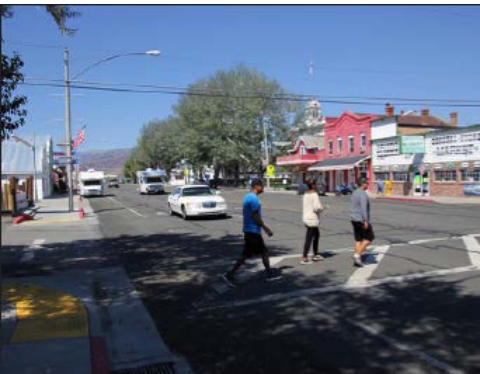


After





# US 395- Bridgeport, CA



# Funding for Complete Streets

- Sustainable Transportation Planning Grant Program
  - Strategic Partnerships
  - Sustainable Communities
  - [www.dot.ca.gov/hq/tpp/grants.html](http://www.dot.ca.gov/hq/tpp/grants.html)
- Active Transportation Program
  - Bicycle, Pedestrian, Rec Trails, Safe Routes to School
  - Cycle 2 March 2015
  - [www.dot.ca.gov/hq/LocalPrograms/atp/](http://www.dot.ca.gov/hq/LocalPrograms/atp/)
- Affordable Housing and Sustainable Communities Program
  - land-use, housing, transportation, and land preservation projects
  - support infill and compact development
  - reduce greenhouse gas emissions
  - [www.sgc.ca.gov/s\\_ahscprogram.php](http://www.sgc.ca.gov/s_ahscprogram.php)

# Resources

## Division of Transportation Planning

- **List of Offices**

<http://www.dot.ca.gov/hq/tpp/offices/>

- **Complete Streets Program**

[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html)

- **Active Transportation and Livable Communities:**

<http://www.dot.ca.gov/hq/tpp/offices/ocp/atlc.html>

- **Smart Mobility Framework**

<http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

- **Land Use Transportation Data and Tools**

<http://www.dot.ca.gov/hq/tpp/offices/ocp/projects.html>

- **California Transportation Plan**

<http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/index.shtml>

# Resources

## Caltrans

### Division of Local Assistance

- **Active Transportation Program (ATP):**  
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
- **Bike Program:** <http://www.dot.ca.gov/hq/LocalPrograms/bike/homepage.htm>

### Division of Design/Landscape Architecture

- **Context Sensitive Solutions:**  
[http://www.dot.ca.gov/hq/LandArch/cs\\_solutions/index.htm](http://www.dot.ca.gov/hq/LandArch/cs_solutions/index.htm)
- ***Main Street, California - A Guide for Improving Community and Transportation Vitality***  
Collaborative Effort between Project Delivery functions, Maintenance and Operations, and Planning and Modal Programs to update  
[http://www.dot.ca.gov/hq/LandArch/awards/index.htm#main\\_street](http://www.dot.ca.gov/hq/LandArch/awards/index.htm#main_street)

### Traffic Operations Program

- **Complete Intersections Guide:**  
<http://www.dot.ca.gov/hq/traffops/engineering/investigations/docs/intersection-guide-bicycles-pedestrians.pdf>

# Resources

## National

- National Complete Streets Coalition
  - ▣ <http://www.smartgrowthamerica.org/complete-streets/>

- Smart Growth America
  - ▣ <http://www.smartgrowthamerica.org/complete-streets-2014-analysis>

## Regional

- Local Government Commission
  - ▣ <http://www.lgc.org/>

# Contacts

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# Thank You

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