

Integrating the Transportation System

Implementing Caltrans Deputy Directive 64:

Complete Streets

Chris Ratekin

Transportation Planning Workshop, October 2012



Safe & efficient access for all users

- All ages
- All abilities
- All modes of transportation



Dan Burden, 2008

BEFORE: A typical suburban street - five lanes of traffic, inconsistent and cluttered sidewalk, difficult to cross.



Complete the Streets.org. Photos courtesy of Michael Ronkin

AFTER: A photo illustration from the Oregon DOT shows how to convert this arterial into a complete street.



Complete the Streets.org. Photos courtesy of Michael Ronkin

Deputy Directive 64 (Revision 1, Oct 2008)

Complete Streets: Integrating the Transportation System

- CT provides for the needs of travelers of all ages and abilities
- In all planning, programming, design, construction, operations, and maintenance on the SHS
- Opportunity to improve safety, access, and mobility for all travelers
- Recognizes bicycle, pedestrian, and transit modes as integral elements of system

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.”

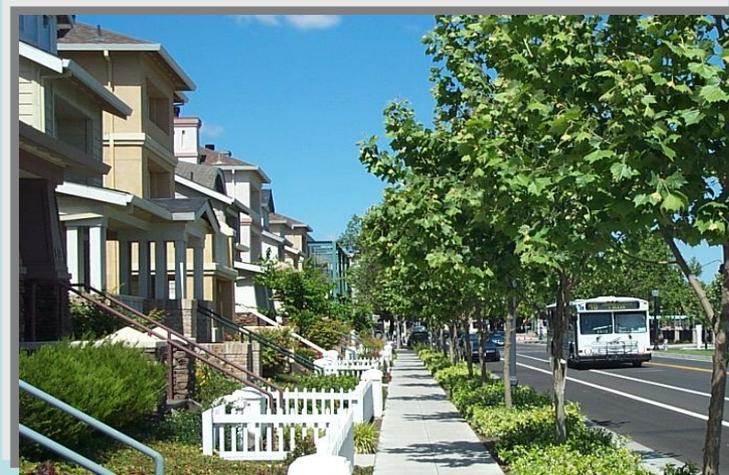


Deputy Directive 64 – Responsibilities

- Identifies responsibilities for nearly all Caltrans functions and all districts
- Requires an implementation plan be prepared
- Must monitor actual implementation progress
- Focus on: internal/external collaboration, training, manuals/guidance/standards, consistency

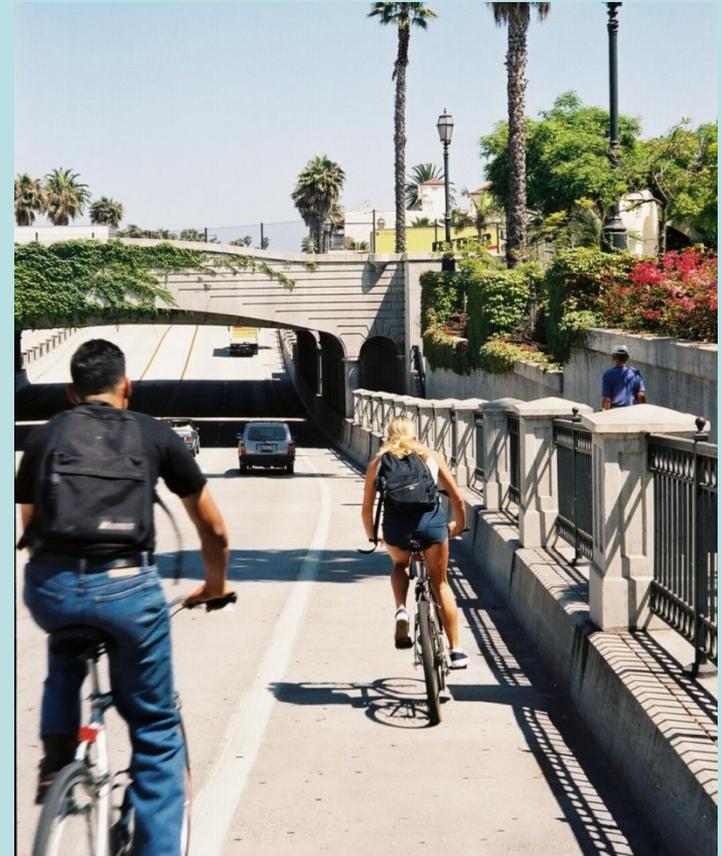
Complete Streets Act of 2008 (AB 1358)

- Directed at Cities and Counties
- Requires Complete Streets Policies in Circulation Elements of General Plans
- Guidelines created by Governor's Office of Planning & Research in January 2011



Bicyclists & Pedestrians have legal access on:

- All conventional highways
- State Highway System expressways
- About 25% of California's freeways



What's adequate?

Determined by:

- **Roadway type**
 - Main Street
 - Urban
 - Rural highway
- **Land uses** (existing & planned)
- **Bike Plans**
- **Pedestrian Plans**
- **Transit service** (existing & planned)

Shoulders improve safety for all users



D3 – SR 16 – Capay BEFORE



D3 – SR 16 – Capay AFTER



At a certain point, sidewalks needed



Sidewalks = 88% Crash Reduction Factor



Median simplifies crossing decisions

Transit: Accessible and Connected



Bucky Hermit

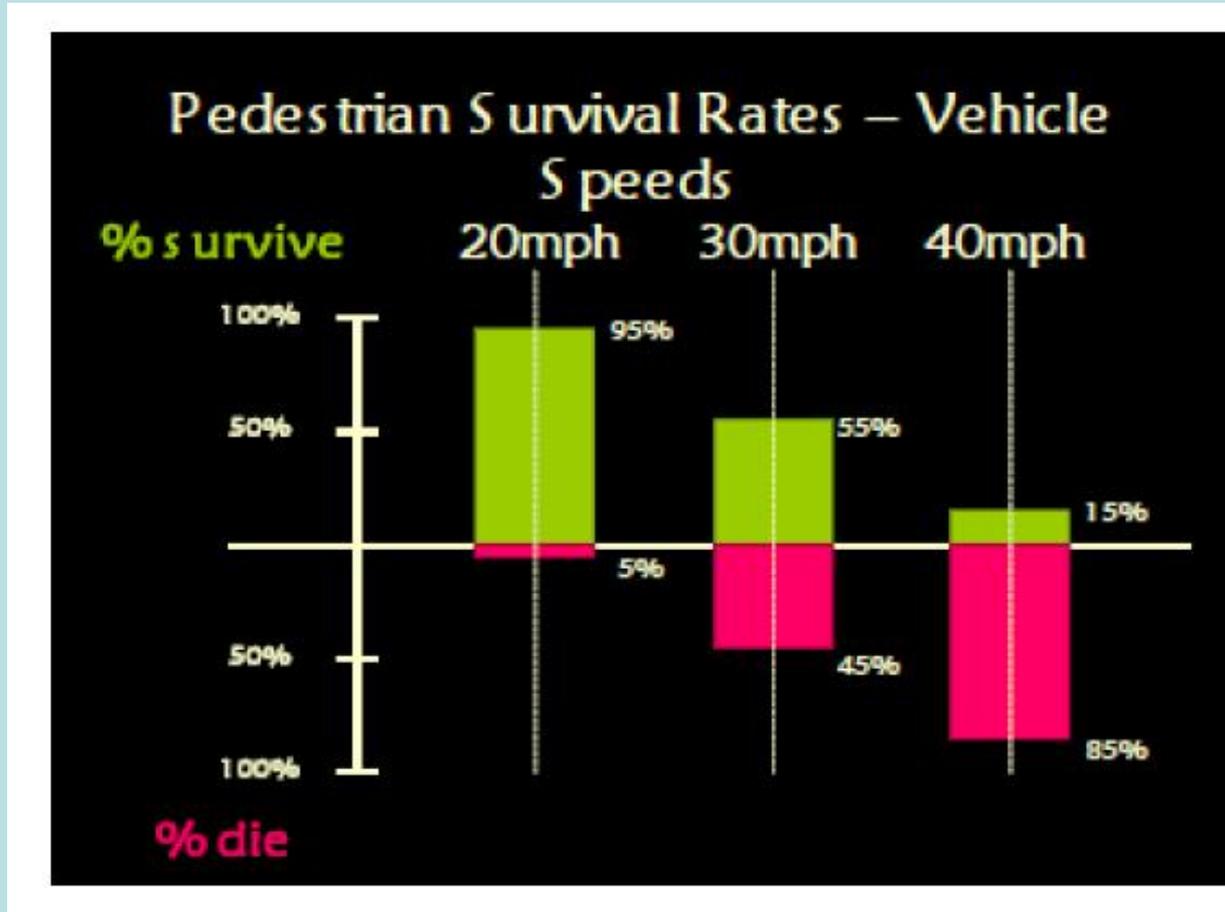


Dan Burden



Work zones should meet needs of pedestrians and bicyclists

Vehicle Speed & Pedestrian Safety



Anderson et al (1997) Vehicle travel speeds and the incidence of fatal pedestrian crashes. Accident Analysis and Prevention

BEFORE Road Diet – Former SR 227 D5 – San Luis Obispo



AFTER Road Diet – Former SR 227 D5 – San Luis Obispo





BEFORE Road Diet – 19th Street – Sacramento



AFTER Road Diet – 19th Street – Sacramento



Bike Box
Former SR 229
D5 - San Luis Obispo



Deputy Directive 64

Approved Implementation Plan, Feb 2010

- 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

Deputy Directive 64

Approved Implementation Plan, Feb 2010

- 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
- Lists related policies and plans
- Identifies training where complete streets should be incorporated
- Describes research needs

Deputy Directive 64

Approved Implementation Plan, Feb 2010

- Incorporates:
 - Strategic Highway Safety Plan (SHSP) (Sep 2006) actions
 - CA Blueprint for Bicycling & Walking (Blueprint) (May 2002) actions
- Each task requires a work plan that will be monitored
- Steering Committee has oversight
- Technical Advisory Committee (TAC) will track details

Contact Information

Chris Ratekin, Project Manager
Complete Streets Policy Implementation
Office of Community Planning
Caltrans Sacramento
Chris.Ratekin@dot.ca.gov
916-653-4615

