

Complete Streets Implementation Action Plan 2.0

June 2014 - June 2017



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



Complete Streets Implementation Action Plan 2.0

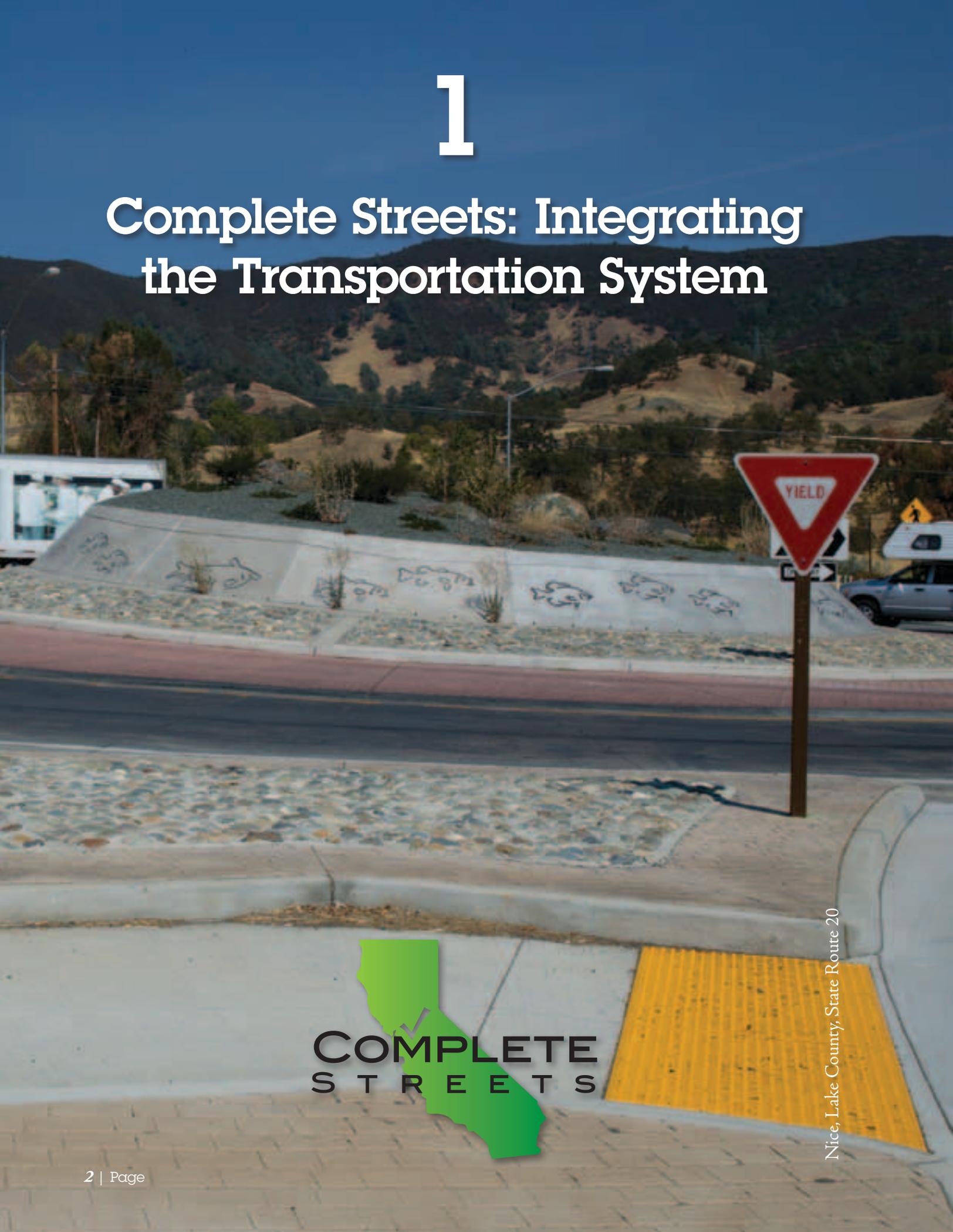
**Meeting the safety and mobility
needs of all users for all modes**

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Complete Streets: Integrating the Transportation System



**COMPLETE
STREETS**

Nice, Lake County, State Route 20

Purpose

The intent of the Complete Streets Implementation Action Plan 2.0 (CSIAP 2.0) is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' continued complete streets efforts. This update of the CSIAP lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Caltrans Mission, Vision, and Goals

Caltrans strives for an interconnected, multimodal transportation system that is consistent with its newly adopted mission statement:

Mission: *Caltrans provides a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

This transportation system must accommodate all modes of travel – highway users, transit users, pedestrians, and bicyclists. We know California's transportation system cannot meet our state's needs with just highways. We can only make a safe, sustainable, effective and efficient transportation system if we work to improve all modes of travel.

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

The mission and vision statements articulate that Caltrans is committed to transportation investments that meet local and statewide livability and sustainability goals. Only through effective partnerships can Caltrans provide efficient and connected multimodal travel options, high quality transportation environments, and promote smart mobility principles that support efficient land-use.

(continued)

(Goals, continued)

Caltrans also set new strategic goals to set the course for how we will accomplish this new mission and vision, each of which will have a set of objectives defining our metrics for success.

Goals: *Safety and Health*

Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

Stewardship and Efficiency

Money counts. Responsibly manage California’s transportation-related assets.

Sustainability, Livability and Economy

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

System Performance

Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

Organizational Excellence

Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

The new Caltrans mission, vision, and goals clearly demonstrate the continued commitment to implement complete streets.

Deputy Directive 64-R2

Deputy Directive-64-Revision 2: Complete Streets- Integrating the Transportation System (DD-64-R2) is an administrative update of the State’s complete streets policy signed in October 2014. The policy content remains the same as DD-64-R1 from 2008 and reaffirms Caltrans commitment. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. Caltrans views all transportation improvements (new, reconstruction, rehabilitation) as opportunities to improve safety, access, and mobility for all travelers recognizing bicycle, pedestrian, motorist, trucker, and transit modes as integral elements to the transportation system.

Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, motorists, and transit users in all projects, regardless of funding, is implicit in these objectives. Motorist, bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery, maintenance, and operations. Developing a network of complete streets requires collaboration among all Caltrans functional units and stakeholders.

DD-64-R2 requires a *Complete Streets Implementation Action Plan (CSIAP)* be developed and implemented. The full text of DD-64-R2 is contained in Chapter 5: Appendix I.

Complete Streets Defined

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. Complete street concepts apply to all roadways in all contexts including local roads and state highways in rural, suburban, and urban areas.

Benefits of Complete Streets

- ♦ **Increased Transportation Choices:** Streets that provide travel choices can give people the option to avoid traffic congestion, and increase the overall capacity of the transportation network by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.
- ♦ **Economic Revitalization:** Complete streets can reduce transportation costs and travel time while increasing property values, supporting local businesses, and encouraging job growth in communities.
- ♦ **Improved Return on Infrastructure Investments:** Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- ♦ **Livable Communities:** Holistic consideration of how the transportation facility is contributing to multimodal travel options, local visual character, vibrant civic space, social interaction, public health, and the local economy is essential to fostering livable communities.
- ♦ **Improved Safety:** Design and accommodation for bicyclists, pedestrians, and transit users reduces the incidence of crashes and/or severity of crashes.
- ♦ **More Walking and Bicycling:** Public health experts are encouraging walking and bicycling as a response to the obesity and chronic disease epidemics. Streets that provide room for bicycling and walking help children and adults get physical activity.
- ♦ **Greenhouse Gas Reduction and Improved Air Quality:** Greenhouse gas emissions link to global warming, and poor air quality links to increases in asthma and other illnesses. Complete streets help reduce greenhouse gas emissions and air pollutants by encouraging vehicular trips to be replaced with non-motorized or public transit trips.

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Caltrans Complete Streets Implementation



**COMPLETE
STREETS**

Menlo Park, Santa Clara County, State Route 280

Complete Streets within Caltrans

Understanding the community or local context is imperative in order to successfully implement DD-64-R2. Planning, designing, constructing, and maintaining complete streets must consider the local context and the particular needs and opportunities of each project. Doing so can calm fears that the directive requires inappropriately wide roads where a state highway acts as a pedestrian-friendly main street or miles of little-used sidewalks in rural areas.

Caltrans manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel. In many instances, roads designed to Caltrans standards provide basic access for bicycling and walking. DD-64-R2 does not supersede existing laws. The directive ensures updates to manuals and guidance are accomplished, and that trainings are developed.

For many years throughout the country, multimodal streets have been treated as “special projects” or “alternative” modes to motorized travel and may be perceived to require extra planning, funding, and time to implement. The complete streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users and doesn't have to cost more money or increase time to develop projects. In fact, incorporating complete streets in the early phases of planning and project development can save money by avoiding expensive and time-consuming rework that often happens if all modes aren't successfully integrated when technical decisions are initially made. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, shifting an edge stripe can create more room for bicyclists. In routine work on traffic lights, changing signal timing can better accommodate pedestrians walking at a slower speed. Again, complete streets planning and design must be performed early in the project before alternatives are developed and selected.

Providing complete streets increases travel options which, in-turn, reduces congestion, increases system efficiency, and enables environmentally sustainable alternatives to single driver automotive trips. Implementing complete streets and other multimodal concepts supports the California Complete Streets Act of 2008 (AB 1358), as well as the California Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375), which outline the state's goals of reducing greenhouse gas emissions. With AB 1358 and DD-64-R2, both Caltrans and local agencies are working to complete and address common goals.

Complete Streets Implementation Action Plan Successes

The original *Complete Streets Implementation Action Plan* (CSIAP) was released in March 2010 and determined complete in June 2013. The CSIAP listed 73 action items. More than three-quarters of those action items were completed and the majority of other items had made substantial progress. The CSIAP final status report on the original action items can be found in Chapter 7: Appendix III.

Some significant successes of the original CSIAP include the following:

- The comprehensive update to the *Highway Design Manual* was completed in 2012 to facilitate the design of complete streets.
- The 3rd edition of *Main Street, California—A Guide for Improving Community and Transportation Vitality* was released in November 2013.
- *Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians* was released.
- *System Planning Transportation Concept Report Guidelines* were updated to include multimodal elements.
- The “Planning Scoping Checklist” was developed and incorporated into the *Project Development Procedures Manual* for PSR-PDS Project Initiation Documents.
- Complete street components were successfully incorporated into the Project Delivery Assets (PDA) data collection and a web-based PDA Tool was rolled out to increase data collection and reporting process efficiency.
- Chapters in the *Standard Environmental Reference* were updated to include complete streets and an annotated outline was completed.
- The *California Interregional Blueprint*, the interim report for the *California Transportation Plan 2040* was completed.
- The *2013 California State Rail Plan* was completed.
- The *Smart Mobility Framework, Smart Mobility 2010: A Call to Action for the New Decade* was released.
- Four phases of the research project titled “The Effects of Transportation Corridor Design Features on Driver and Pedestrian Behavior & on Community Vitality” were completed.

Additional Caltrans Complete Streets Efforts

In addition to the 73 action items that were listed in the original CSIAP, Caltrans has been involved in many other efforts that support complete streets implementation.

Bicycle Friendly State Survey

In May 2014, the League of American Bicyclists released their “2014 Bicycle Friendly State Ranking.” For 2014, California ranked ninth overall, which is an increase from 19th place in 2013. This is a direct result of a heightened focus in Caltrans toward improving bicycling to not only better our bicycle friendliness score, but also to improve bicycle transportation in California. Efforts to enhance bicycling in California continue with the Planning Bicycle Task Force. The Task Force aims to identify actions to enhance bicycling throughout Caltrans culture and advance Caltrans’ active support for bicycling on and off the state highway system.

NACTO Endorsement

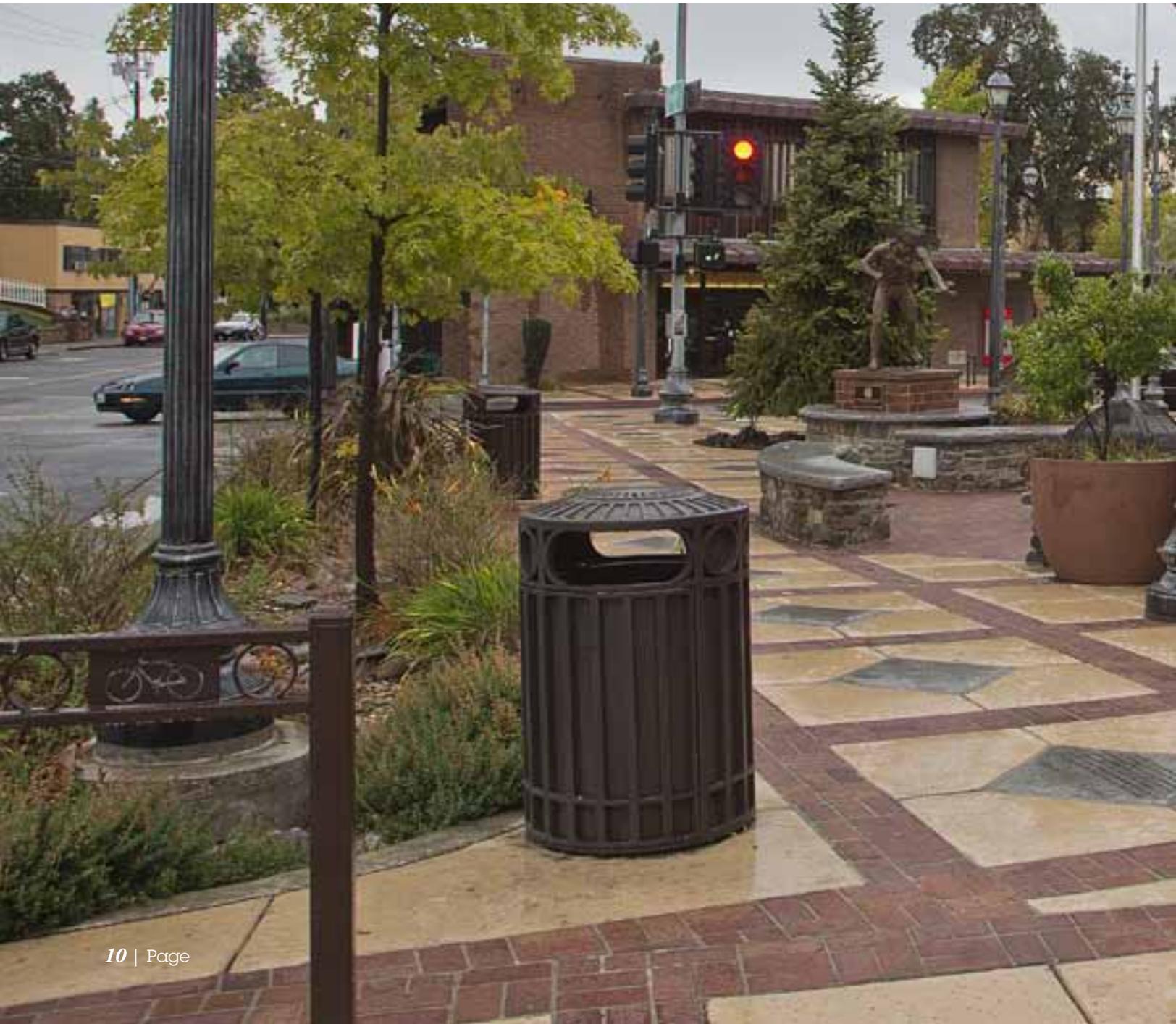
In April of 2014, Caltrans was the third state to endorse the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and *Urban Bikeway Design Guide*. These guides provide innovative street design options and become an important part of modernizing Caltrans’ approach to improving transportation for all Californians. This endorsement puts Caltrans forward as a national leader on designing streets to accommodate all users. Caltrans’ endorsement of the NACTO guides is part of ongoing efforts to integrate a multimodal and flexible approach to transportation planning and design.

Complete Streets Overview Training for Caltrans

In 2013, Caltrans Transportation Planning contracted with UC Berkeley Tech Transfer to develop and deliver a complete streets overview training course specifically for Caltrans employees. Caltrans Transportation Planning, along with a cross-functional steering committee, helped give feedback on the development of the course material. A pilot delivery of the course was given to the Complete Streets Technical Advisory Committee (TAC) members who provided additional feedback to improve the curriculum. The first course began in January 2014. Students taking this course gain an understanding of the complete streets approach and its application to all facets of Caltrans work. There are six course deliveries scheduled throughout the state in 2014 and the continuation of the course through 2015 is underway.

Active Transportation Program

Formed in 2012, the Active Transportation Program (ATP) consolidated existing federal and state programs including the Bicycle Transportation Account and Safe Routes to School into a single program with a focus to make California a national leader in active transportation. The ATP's purpose is to fund infrastructure and non-infrastructure projects that encourage increased use of active modes of transportation. The program will help increase biking and walking trips, increase safety and mobility for non-motorized users, reduce greenhouse gas emissions, enhance public health, and ensure disadvantaged communities fully share the benefits.



Best Foot Forward Lifetime Achievement Award

At the 2012 PedsCount! Conference, California WALKS presented the award for “Best Foot Forward Lifetime Achievement – Agency” to Caltrans. The award recognizes an agency that has achieved significant accomplishments over a number of years to improve walkability, foster pedestrian safety, and establish policies, programs, and funding for pedestrian infrastructure improvements.

California Traffic Control Devices Committee

In 2011, Caltrans added two non-motorized transportation representatives to serve on the California Traffic Control Devices Committee (CTCDC), an advisory body to Caltrans that sets uniform standards for all roadways signs, signals, pavement markings, and other traffic devices.



3

Implementation Action Plan 2.0



**COMPLETE
STREETS**



Daly City, San Mateo County, State Route 82

Overview

The CSIAP 2.0 contains action items to support the continuation of complete streets implementation. This plan is expected to span from June 2014 to the end of 2017. The CSIAP 2.0 sets forth updated action items and establishes a responsible unit to complete each action item by a deadline.

A list of updated action items was provided by a cross section of Caltrans functional units and districts. It began with a series of complete streets focused meetings with each functional unit to discuss the action items listed in the first CSIAP, consider next steps, and determine new areas to target implementation efforts. The action items listed in this plan are a result of these focused meetings.

A public comment component with our complete streets partners was conducted in April 2014 when the draft CSIAP 2.0 was sent out for comment and input by members of the California Pedestrian Advisory Committee (CalPED), the California Bicycle Advisory Committee (CBAC), and Caltrans Active Transportation and Livable Communities (ATLC) group. All feedback from our external partners was considered. It resulted in follow-up with functional units, creation of new action items, and a matrix detailing Caltrans' response to each comment.

The CSIAP 2.0 uses a similar organization as the original CSIAP. The action items are organized into categories. There are two new categories for "Data and Performance Measures" and "Partnerships and Coordination" in this update. This Action Plan also identifies High Focus Actions identified in their respective categories. High Focus Actions are priority items recognized by the Complete Streets TAC and the Office of Sustainable Community Planning as having the greatest potential to institutionalize complete streets implementation in Caltrans. Just because some items are identified as high focus actions does not mean they are more important than other action items.

(Overview, continued)

Action Item Categories:

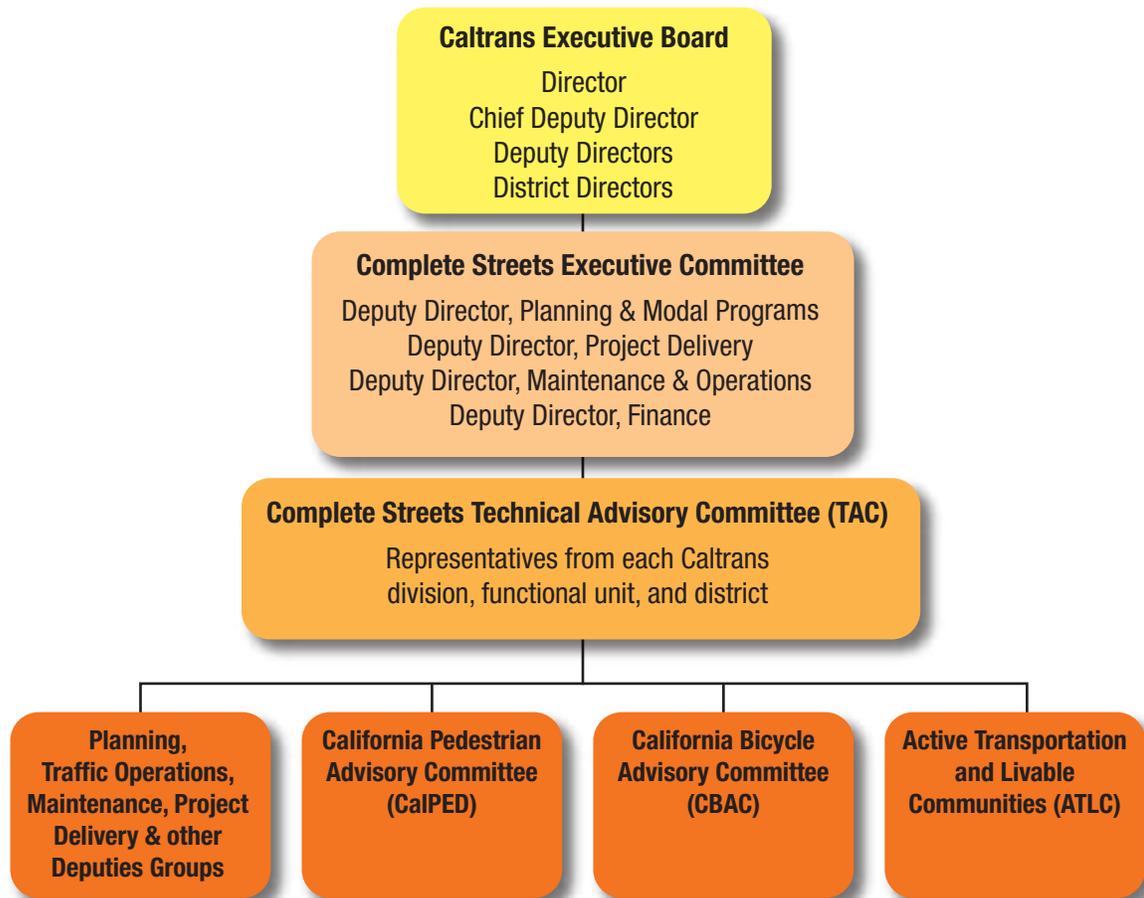
- 1) **Guidance, Manuals, and Handbooks:** Actions that update Caltrans documents to reflect complete streets and DD-64-R2.
- 2) **Policy and Plans:** Actions necessary to incorporate complete streets in a particular division and/or district's efforts.
- 3) **Funding and Project Selection:** Actions that address the mechanism to select the Caltrans projects. These actions can also address how to continue complete streets implementation given limited resources.
- 4) **Awareness and Outreach:** Actions to increase the understanding of complete streets Caltrans-wide and with external partners.
- 5) **Data and Performance Measures:** Actions related to effectively evaluating how complete streets are being implemented.
- 6) **Training:** Actions providing opportunities to incorporate complete streets instruction throughout Caltrans.
- 7) **Research:** Actions to develop more information to gain a better understanding of complete streets.
- 8) **Partnerships and Coordination:** Actions that include committee participation with local partners and focused implementation in project development for complete streets.

Implementation Monitoring and Reporting

DD-64-R2 assigns responsibilities for complete streets implementation throughout Caltrans. The CSIAP 2.0 lists action items under a lead unit responsible for completing the action. Those units assigned are accountable to the Complete Streets TAC for delivery. The TAC receives updates on the development and implementation of the action items in the CSIAP 2.0. The TAC meetings are also venues to discuss issues brought up by CalPED, CBAC, ATLC, and functional units within Caltrans.

Issues relating to complete streets that cannot be resolved at the TAC that may require higher-level decision-making can be elevated to the Complete Streets Executive Committee. The Executive Committee consists of the four sponsoring deputies of the Complete Streets Steering Committee, which disbanded in early 2013 in response to the final evaluation of the first CSIAP. Continuing the need for Caltrans management accountability for complete streets implementation, the Executive Committee meets once a year or on an as needed basis. The Executive Committee raises issues to the Caltrans Executive Board if needed.

The relationships of the committees mentioned are depicted in the following flow chart.



The Complete Streets TAC, a staff working-group, is intended to share information, raise issues, review draft products, and recommend solutions relating to implementing complete streets. The TAC consists of representatives from each Caltrans division, functional unit, and district. The TAC meets every other month and staff from the Division of Transportation Planning, Office of Sustainable Community Planning, arranges, hosts, and facilitates all meetings. For a TAC roster, see Chapter 9: Appendix V.

(Implementation Monitoring and Reporting, continued)

The Complete Streets TAC oversees implementation of the CSIAP 2.0 and the Division of Transportation Planning, Office of Sustainable Community Planning tracks action item deliverables. Those functions that offer to include action items in the CSIAP 2.0 commit to being accountable to the Complete Streets TAC and Executive Committee for delivering them. Each division or district has submitted a one-page work plan to implement each action item in the CSIAP 2.0. Lead units will submit a written status report to the TAC when requested to monitor implementation. Refer to Chapter 10: Appendix VI for a work plan template.

In addition, the Complete Streets TAC will conduct an annual assessment of overall progress in complete streets implementation. A final assessment will consider the following objectives:

- Identify gaps in or need for legislative solutions to implement complete streets.
- Explore new revenue sources and changes in existing funding programs to achieve complete streets.
- Review existing committees to ensure complete streets representation, as appropriate.
- Evaluate improvements in Caltrans guidance and documents to meet complete streets policy.
- Evaluate training needs and update a training plan for complete streets implementation to ensure statewide consistency.
- Facilitate coordination between divisions and districts on complete streets initiatives.
- Develop complete streets implementation information.

Understanding that some of these recommended additional tasks may signify strategic use of TAC members' time and resources, the TAC will be sensitive and deliberate in working with each action item owner on the completion of these tasks. The TAC will be accountable to the Executive Committee in completing and reporting on these recommended tasks as well as overall progress reports on implementation of action items.

Complete Streets Moving Forward

This CSIAP 2.0 is a living document. As new activities of importance to complete streets occur, new action items will be identified and added to the CSIAP 2.0. All information on new action items will be documented and released on the Caltrans Complete Streets website at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.

In January of 2014, a business review of Caltrans was released through the State Smart Transportation Initiative (SSTI). The SSTI report called for a multimodal culture change within Caltrans and proposed next steps to achieve this. Caltrans management initiated the Caltrans Improvement Project which includes multiple work groups to address the recommendations in the report. The CSIAP 2.0 is intended to complement these efforts, be a mechanism to encourage and highlight complete streets activities to cultivate the new Caltrans culture, and capture new complete streets implementation efforts resulting from the Caltrans Improvement Project.

Constraints to Implementation of Complete Streets

The implementation of the CSIAP 2.0 action items may face challenges, including but not limited to, changing corporate culture, limited or reduced resources, changing or shifting priorities, department reorganization, and more.

The Executive Committee will work towards alleviating the challenges and barriers faced by the TAC in their districts and divisions and as such, it is critical that lead units identify problems and issues when they arise and when reporting in order to address them promptly.

4

Implementation Action Plan 2.0 Action Items



**COMPLETE
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Capay, Yolo County, State Route 16

The following list is a summary of the action items Caltrans Districts and Headquarters Divisions will complete from now until 2017. Each function submitted self-identified action items into this list after individual complete streets focused meetings were held. This list of action items was collected in late 2013 and a signed work plan is provided for each item. The complete streets TAC and Executive Committee will monitor the action items in order to implement DD-64-R2 at Caltrans. The CSIAP 2.0 is a living document so for the current status of these action items and any newly added action items, please visit the complete streets website at: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
1: Guidance, Manuals, and Handbooks					
1	Highway Design Manual (HDM) Guidance Review and Update.	Division of Design	Finalize an update to the HDM guidance related to design speed, place type terminology, lane/shoulder widths, and curb extensions (bulb-outs). In addition, hold a meeting to discuss the state-of-the-practice and latest research related to trees in the medians of conventional highways. Provide a recommendation, and as appropriate, a delivery plan for changes to the Chief of the Division of Design.	August 2014	Kevin Herritt
2	PDPM Chapter 5	Division of Design - (Project Development Procedures)	Complete PDPM Chapter 5 revisions from the Division of Transportation System Planning and publish in website.	November 2014	Carmen Shantz
3	Transportation Concept Report Multimodal Complete Streets Integration	System Planning (DOTP)	Evaluate and update the TCR Guidelines to ensure all appropriate multimodal complete streets elements are included.	December 2015	Rob Peters
4	Project Initiation Report (PIR)	Project Scoping Coordination (DOTP)	The PIR streamlines all of the SHOPP PID formats into 1 SHOPP PID format. This effort will incorporate complete streets elements in new PIR guidelines. For SHOPP PIDS, Appendix L will be replaced by a new Appendix Z. Appendix Z will function as the new guidelines for SHOPP projects. Appendix L will be dedicated to non-SHOPP projects. A pilot program will be conducted for the PIR followed by the revision of Chapter 9 of the PDPM.	October 2014	Esmail Hadjihabib
5	Clarify PDPM Revision Process	Division of Design - (Project Development Procedures)	Improve explanation on how to update the PDPM.	June 2014	Carmen Shantz
6	PDPM Revision Priority List	Division of Design - (Project Development Procedures)	Review PDPM revision priority list for complete streets related items and list those anticipated to come up in the next 2-3 years.	June 2014	Carmen Shantz (Pamela Suszko)
7	Clarification of Delegation of Authority	Division of Design	Revise the Highway Design Manual (HDM) and Project Development Procedures Manual (PDPM) guidance, as necessary to coordinate with the guidance in the Local Programs Manual which delegates design standard exception approval authority to the local public works director/engineer for projects on local streets and roads under their jurisdiction.	May 2014	Kevin Herritt
8	American Association of State Highway and Transportation Officials (AASHTO) Subcommittee on Design (SCOD) Support	Division of Design	Assist the AASHTO SCOD ad-hoc group comparing the National Association of City Transportation Officials (NACTO) "Urban Street Design Guide" (2013 Edition) with the AASHTO "A Policy on Geometric Design of Highways and Streets (2011 Edition).	June 2014	Kevin Herritt
9	LD-IGR High Speed Rail Station Connectivity Guidance	LD-IGR (DOTP)	Provide guidance and training on how to comment on HSR intermodal station proposals with regard to complete streets.	June 2016	Terri Pencovic
10	Incorporate Access Management into Caltrans Practices	Traffic Operations	Implementation of TRB Access Management Manual and Guide. Access Management represents the interface between land use and transportation. A successful interface efficiently accommodates all modes of travel, is good for the economy and environment.	June 2016	Mark Birnbaum
11	SHSP Challenge Area 13: Improve Bicycle Safety Guidance	Local Assistance	Challenge Area 13 on "Improving Bicycle Safety currently has one "active" action item and many proposed new action items. The current active action (13.12) item being conducted by the CHP is a law enforcement handbook to serve as a "how to" guide for educational presentations related to bicycle safety. In addition, the CA 13 group provides suggested update language to the Driver Training Handbook used by the DMV.	November 2014	Paul Moore
12	Inclusion of Bicycles in Traffic Management Plans	District 5	District 5 guidance on handling bicycle traffic in work zone areas and informing the public.	October 2014	Adam Fukushima

 - High Focus Actions

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
2: Policy and Plans					
13	Strategic Highway Safety Plan (SHSP) Update	Traffic Operations	Develop a comprehensive, data-driven SHSP Update that defines state safety goals and describes a program of strategies to improve safety on all public roads. All modes of transportation, including pedestrian and bicycle, are to be considered in the development of this plan update.	August 2015	Usula Stuter
14	Develop Statewide Bicycle and Pedestrian Plan	System Planning	Develop a Statewide Bicycle and Pedestrian Plan that is aspirational, visionary, goal and performance driven, realistic, and constitutes a strategic policy framework for bicycle and pedestrian transportation in California.	February 2017	Tracey Frost
15	Complete Streets Consistency with all Modal Plans	Community Planning (DOTP)	Ensure complete streets is included and consistently addressed in all the modal transportation plans as they undergo updates.	January 2017	Emily Mraovich
16	Context Sensitive Solutions (CSS) Workshops Summary Report	Landscape Architecture (Design)	Prepare summary report and assess outcomes to determine relevant CSS barriers and gaps, and next steps for institutionalizing CSS in department's activities.	June 2014	Carolyn Dudley
17	Report to Legislature Required by Assembly Bill 819	Design	Caltrans is required to report to the transportation policy committees of both houses of the Legislature on: the steps taken to implement the requirements of subdivision (b) of Section 891 in the Streets and Highways Code (S&H Code) permitting exceptions to subdivision (a) of Section 891 in the S&H Code for the purpose of allowing research, experimentation, testing, evaluation, or verification; the number of requests received from cities, counties, and Local Agencies between July 1, 2013, and June 30, 2014, inclusive; the number of exceptions granted during that year; and, if any requests were rejected, the reasons why those requests were not approved.	November 2014	Kevin Herritt
18	Complete Streets RTP Inventory	Regional Planning (DOTP)	This work item proposes that a content analysis be performed on each or on a selection of RTPs to assess the degree to which complete streets principles are addressed. This can later be expanded to the long-range plan for each agency. The purpose would be to create a tool that could help to focus research or outreach, and a report or white paper that outlines the state of multi-modal planning in CA according to research	March 2015	Erin Thompson
19	ADA Grievance Process	ADA	Receive and process ADA grievances on Caltrans infrastructure. Transition the handling of the web-based ADA request/grievance process from consultant to Caltrans staff.	June 2015	Alex Morales
20	Caltrans ADA Self Evaluation	ADA	Review Caltrans construction, maintenance and local assistance policies and procedures to ensure they are not discriminatory towards persons with disabilities.	June 2015	Alex Morales
21	Provision of Transit Planning Documents	Division of Rail and Mass Transportation	Open and convenient access to existing transit planning documents will be provided on the Transit Wiki website. This action can benefit complete streets implementation by providing access to source documents that will facilitate future regional scale gap analysis of transit as an alternate mode and will provide a basis for developing a statewide, interregional transit plan.	June 2015	Terry Farris
22	2014 CA SHS Roundabouts Inventory Report	System Planning	The California State Highway System (SHS) Roundabouts Inventory Report has been compiled by Caltrans to provide an inventory of existing, programmed, and planned roundabouts on the SHS.	June 2014	Juven Alvarez
Statewide Modal Plans					
23	California Transportation Plan 2040	State Planning (DOTP)	Continue work on the CTP with complete streets components included throughout the plan and in the analysis.	December 2015	Mark Barry
24	Freight Mobility Plan Complete Streets Integration	Freight Planning (DOTP)	Ensure appropriate complete streets elements are included in the Freight Mobility Plan.	December 2014	Joanne McDermott
25	Interregional Transportation Strategic Plan (ITSP)	System Planning	The ITSP is a long range plan that is being developed in consultation with CalSTA and Caltrans' Division of Programming. It will help to identify and prioritize projects, and incorporate complete street elements where appropriate.	December 2015	Francis Dea-Sanchez
26	California State Rail Plan 2017- Phase 1	Division of Rail and Mass Transportation	A new California State Rail Plan is due March 2017. Network Integration of rail systems with other transportation modes will include Complete Streets concepts.	March 2017	Emily Burstein

 - High Focus Actions

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
District Plans					
<i>It is evident that there is variation among districts' products. Each district submitted self-identified action items that address their specific needs. For example, some districts not listed below may have already completed a bike plan, while others may be planning on developing one in the future. Product consistency will be a topic of discussion at Caltrans. As more districts update and create products, other districts will follow and best practices will be identified.</i>					
27	Pacific Coast Bike Route (PCBR)	District 1	Develop improvement priorities for the PCBR for state highways in District 1.	December 2015	Lisa Hockaday
28	District 2 Bicycle Guide	District 2	Update D2 bicycle guide with new and modified laws, regulations and bicycling information.	June 2015	Aaron Casas
29	District 3 Complete Streets Implementation Plan	District 3	This comprehensive plan identifies a vision and framework for complete street improvements on the state highway system (SHS) and where the SHS is part of a multimodal complete street transportation network. This plan will recommend complete streets on SHS segments based on place types from the Caltrans Smart Mobility Framework. It will also provide guidance to assist regional and local agencies interested in partnering with the District in implementing complete streets in their areas.	July 2014	Stuart Mori
30	National Designated Bike Trail	District 3	Work with Adventure Cycling and AASHTO to determine California's section of the National Designated Bike Trail for interregional and intraregional connection along local and state routes.	June 2016	Alexander Fong
31	District 4 Bicycling Map	District 4	Produce maps of District 4 bicycling opportunities, which will show freeway segments open to bicyclists, alternate routes for freeway segments not open to bicyclists, and the bikeway status of conventional routes (Class II, III, or simply open to bicyclists if not a Bike Route)	July 2014	Beth Thomas
32	Bicycle Needs Evaluation in District 5	District 5	Evaluation of conditions and identification of needs for bicycling in District 5.	December 2015	Melissa Streder
33	District 5 Bike Map Revision	District 5	Publish an updated version of the District 5 bicycle map.	March 2014	Adam Fukushima
34	Adding Complete Streets Elements or Multi-modal Alternatives to the Draft Bicycle Guide for District 6	District 6	Existing Bicycle Guides in Caltrans provide mostly bicycle information but do not contain Complete Streets Elements or other Multi-modal alternative information. Incorporate this information into the Draft Bicycle Guide for District 6, including pedestrian, transit, rail and maybe airport information.	August 2014	Pedro Ramirez
35	Complete Bicycle Guide for District 6	District 6	Currently District 6 does not have a Bicycle Guide. A Bicycle Guide is needed due to the number of calls I receive pertaining to bicycle related data. The Bicycle Guide will include elevation charts, detailed shoulder information, bikes allowed/prohibited, a map, street/postmile data, number of lanes, terrain and alternative route data. A bicycle inventory has been completed but never signed off by our Planning Deputy.	August 2014	Pedro Ramirez
36	Publish an Updated District 8 Bike Map	District 8	This action will provide an updated guide for bicyclists showing where they are allowed to and prohibited from riding bicycles on the state highways within District 8.	June 2014	Richard Dennis
37	District 10 Bike Guide	District 10	Staff will review and update the current District 10 Bike Guide as needed.	June 2014	Tom Dumas
38	District 11 Web-based Bicycle Facility Map for Both San Diego and Imperial Counties	District 11	Utilizing a GIS-driven, web-based platform, D-11 will produce a bicycle map. This map is intended to guide bicyclists through the District and to be used by Caltrans, Regional, and local agency staff in developing projects that are inclusive of the bicycling mode.	October 2014	Seth Cutter
39	District 12 Bicycle Plan	District 12	This planning document will identify existing and proposed bikeways in Orange County. It will also include resources for the development of future bikeways.	June 2014	Romeo Estrella

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
3: Funding and Project Selection					
40	Benefit-Cost Tool Improvements/ Lifecycle Cost Analysis	State Planning (DOTP)	Research methodologies for incorporating complete street investment into benefit-cost analysis.	December 2015	Rose Agacer-Solis
41	"Replace in Kind" Policies	Maintenance	Implement Districts' 2015 Ten Year Pavement Plans (TYPP) to incorporate ADA and complete streets elements.	November 2014	Susan Massey
42	ADA Self Assessment (Phase II)	ADA	Conduct a review of Caltrans Park and Ride lots, safety roadside rest areas, pedestrian over/under crossings, and on/off ramps. Develop a plan to address the needed ADA improvements.	June 2015	Alex Morales
43	Complete Streets Implementation Successes and Opportunities for Tribes	Native American Liaison Branch (DOTP)	Review past tribal projects and identify examples of complete streets projects in Indian country so that they can be documented and shared with others who may be considering implementing complete streets projects in Tribal lands. Document a few key successful complete streets examples in Native American Communities, and develop a best practices guide that shows case studies where integrated multimodal projects were planned, designed, and built in Indian Country. Outline how these projects came to fruition, including creative funding solutions such as grants that may have helped begin the process.	June 2016	Lonora Graves
44	Pilot Interchange Reconfiguration Process with the City of Chula Vista	District 11	Identify 2 interchanges – one in project development and another that is not currently a project (i.e., retrofit) to improve bicycle and pedestrian mobility at both locations.	February 2015	Seth Cutter
45	Freeway Interchange Reconfiguration Working Group with SANDAG Staff	District 11	Identify freeway interchanges in the San Diego Region that are candidates for bicycling and pedestrian improvements at locations that are not included in the Regional Transportation Plan.	October 2014	Seth Cutter
4: Awareness and Outreach					
46	Active Transportation Program (ATP) Outreach Plan	Local Assistance	Prepare and implement rollout of outreach training for the ATP guidelines.	April 2016	Teresa McWilliam
47	Main Streets Guidance	Landscape Architecture (Design)	Print and distribute updated Main Streets Guide; develop a draft proposed Implementation Plan.	June 2015	Lara Justine
48	Update Complete Streets Brochure and Other Marketing Materials	Sustainable Community Planning (DOTP)	Update the Complete Streets Brochure and any other marketing materials that can be displayed and given out at conferences and other exhibits.	December 2014	Emily Mraovich
49	Tailored Complete Streets Outreach Material for the Tribes	Native American Liaison Branch (DOTP)	Create tribally-specific complete streets outreach material that includes examples from Tribal Communities and possibly shares information specific to Tribes on designing transportation facilities that support all users.	December 2015	Lonora Graves
50	Marketing of National Household Travel Survey (NHTS) Data	Travel Forecasting (DOTP)	Travel behavior data profiles that can include data from current bike riders and walkers regarding the lack of complete streets features in their communities.	June 2014	Diana Portillo
51	District 1 Complete Streets Outreach	District 1	Actions designed to raise awareness of complete streets concepts and to collaborate with partner agencies.	December 2015	Lisa Hockaday
52	District 9 Brochure	District 9	Create a brochure that can be downloaded from the District 9 Bike Page and distributed out to bicycle organizations for complete streets outreach in the District.	January 2015	David Chursenoff

- High Focus Actions

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
Bicycle and Pedestrian Websites					
<i>There is variation among the HQ functions and districts regarding website updates. Each HQ function or district submitted self-identified action items that address their specific needs. Website consistency will be a topic of discussion at Caltrans.</i>					
53	Complete Streets Web Page Update	Office of Sustainable Community Planning	Update the internet and intranet Caltrans complete streets websites. This will include updating the layout, including information about the action items in the CSIA 2.0, links to related projects and efforts, links to other related functions websites, links to other complete streets resources. The website will be one stop to access all Caltrans complete streets information.	October 2014	Emily Mraovich
54	Create Active Transportation Program (ATP) Guidelines and ATP Website	Local Assistance	The Active Transportation guidelines (ATP) and ATP website are being created for the ATP. The first ATP call-for-projects will happen in March, 2014. After this round of project reviews is completed in August, 2014, the ATP website will also be completed.	August 2014	Teresa McWilliam
55	Bicycle Facility Layer on CT Earth	Local Assistance	As part of the State Bicycle Plan and Bicycle Map, CT Earth GIS "layers" will be developed that include available information on state route types, areas closed to bicycles, alternative routes, and Class II or III bicycle facilities.	December 2015	Paul Moore
56	Caltrans District 2 Bike Pages	District 2	Update and modify Intranet and Internet Bicycle page to include all relevant guidance and laws to provide a comprehensive page.	June 2014	Aaron Casas
57	District 4 Bicycle Resources Website	District 4	Update and revamp as District 4 Pedestrian and Bicycle Program Website. Add information about the Bay Bridge Bike/Ped Path, contact information for the D4 Pedestrian & Bicycle Branch, additional links, and other information	July 2014	Beth Thomas
58	Update District 5 Bicycle Website	District 5	Update District 5 website.	March 2015	Adam Fukushima
59	Update District 9 Bike Webpage	District 9	Update the District 9 bike page on the internet. The updated elements will include color bike maps and a list of upcoming bicycle events for 2014.	January 2015	David Chursenoff
60	District 11 Bike Resources Web Page Update	District 11	Provide an update to the existing Bicycle Resource page on the District 11 website. This will include bicycling safety information, a link to the new online bicycle mapping tool, and links to other relevant local, regional and state bicycling resources.	December 2014	Seth Cutter
5: Data and Performance Measures					
61	Report Complete Streets Data in the Executive Fact Book	DRISI	Report the complete streets data collected from the Project Delivery Assets (PDA) Web Tool in the Caltrans Executive Fact Book	December 2014	Mandy Chu
62	LD-IGR Geobased Tracking System (GTS)	LD-IGR (DOTP)	Ensure that the system that is developed will allow for and is capable of identifying complete streets projects and mitigation. Perform an electronic search to monitor if any recommended complete streets mitigation was actually done on local development projects.	December 2014	Terri Pencovic
63	Project Delivery Assets (PDA) Web Tool Improvement	DRISI	Integrate the PDA Web Tool and Maintenance's SHOPP Tool to collect data at various project phases to allow evaluation of project change requests and to track the complete streets components at the different stages of the project delivery process.	June 2015	Mandy Chu
64	Add Additional Complete Streets Questions in the 2015 National Household Travel Survey (NHTS)	Travel Forecasting (DOTP)	Questions will ask respondents if the lack of complete streets features like sidewalks, bike lanes, ramps, street markings and other features affect their mode choice. Particular focus will center around rural communities and lack of sidewalks, lighting and other complete streets features.	September 2014	Diana Portillo
65	National Household Travel Survey (NHTS) Performance Measures	Travel Forecasting (DOTP)	When there is comparable data, respondent attitudes towards complete streets features will be analyzed and performance measures developed. Comparable data will not be available until there is data from at least two consecutive NHTS surveys.	December 2017	Diana Portillo
66	Bus Rapid Transit (BRT) Integration	Division of Rail and Mass Transportation	Provision of current Bus Rapid Transit data, including case studies, via published documents and electronic information. BRT is one means of incentivizing the use of alternate modes that complete streets advocates.	Ongoing	Terry Ferris
67	Transportation Planning Bicycle Task Force	Planning and Modal Programs	Recognizing there are numerous efforts and activities underway on the subject of Complete Streets, the Task Force will spur more discussion among leaders in HQ and the Districts. The Task Force is a forum to allow a focus discussion with the intent of identifying actions that can foster cultural shift within Caltrans to support bicycling. The purpose of the Task Force is to advance the mainstreaming of bicycle considerations into Caltrans' regular business practices, advance Caltrans' active support for bicycling on and off the state highway system, identify actions to enhance bicycling and permeate throughout the departments culture.	December 2014	Aileen Loe/ Paul Moore
68	Bike Box Data Summary and Report	District 5	A report will be generated showing the effectiveness of the bike box installed on State Route 227 as a possible design treatment to be used as a tool of expanding complete streets.	December 2014	Adam Fukushima

- High Focus Actions

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
6: Training					
69	Statewide Complete Streets Training Course	Community Planning (DOTP)	Roll out the Caltrans Complete Streets training course consisting of a pilot delivery and six deliveries statewide. This training will be offered to cross-functional staff in districts and will demonstrate how complete streets relate to all Caltrans work. Curriculum will be modified for each district location and updated as new legislation and programs pass. A plan for continuation of the course will be developed to hold 6 additional deliveries.	June 2016	Emily Mraovich
70	Complete Streets Training Courses with Tribes	Native American Liaison Branch (DOTP)	Make sure that the Caltrans DNALs and that Native American Transportation Professionals in CA are aware of the Complete Streets training offered by Caltrans. Share upcoming course information and offer them opportunities to participate in scheduled courses.	June 2015	Lonora Graves
71	Initiate Online Context Sensitive Solutions (CSS) Training Course	Landscape Architecture (Design)	Develop an online training suitable for new hire orientation as well as seasoned staff and local agency partners to understand the role of CSS in project delivery efficiencies.	June 2015	Carolyn Dudley
72	2014 Landscape Architecture Academy, Sessions 1 and 2	Landscape Architecture (Design)	Deliver 2014 Landscape Architecture Academy to 87 Landscape Architecture students statewide that includes CSS and complete streets-related modules.	June 2014	Keith Robinson
73	Project Engineer Academy (PEA)	Division of Design - (Project Development Procedures)	Incorporate Context Sensitive Solutions and Complete Streets components to the PEA curriculum.	July 2014	Carmen Shantz (Mark Robinson)
74	ADA Training	ADA	Develop the curriculum and provide ADA related training to Caltrans construction, maintenance and encroachment permit staff.	June 2015	Alex Morales
75	Integrate Complete Streets Training into Maintenance Leadership Training Programs	Maintenance	Determine where complete streets training can be further integrated into Maintenance Leadership Academy Courses to ensure that complete streets are considered in all maintenance activities. Work with the Office of Sustainable Community Planning (OCP) and other Offices to see what is being trained in general and to verify the content that is added to the Maintenance Academy.	July 2015	Joel Allen
76	LD-IGR Access Management Presentations	LD-IGR (DOTP)	Roll out Transportation Research Board (TRB) guidance as it applies to Caltrans through statewide training and a Planning Horizons webinar.	September 2016	Terri Pencovic
77	Traffic Analysis Knowledge Skills Abilities (TA-KSA) Training, AKA "Boot Camp"	Travel Forecasting (DOTP)	Provide training to staff on the range of techniques of traffic analysis. It will consist of 5 one-week modules with homework in between over a 16-month timeframe. A complete streets data module will be included in this training. Participants will be certified after completion of the coursework.	December 2015	Vahid Nowshiravan
78	District 4 Pedestrian and Bicycle Design Training	District 4	Develop an in-house training course on geometric design and operational treatments for pedestrians and bicyclists.	September 2014	Beth Thomas

 - High Focus Actions

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
7: Research					
79	Economic Impacts of Main Street Improvements on State Highways	State Planning (DOTP)	Research methodologies, and if applicable, develop a methodology to measure the economic impacts of improvements made on main streets.	December 2016	Rose Agacer-Solis
80	Evaluate Multimodal Level of Service (MMLOS)	District 5	Evaluate the use of MMLOS from the Highway Design Manual to determine its effectiveness in assessing impacts and related mitigation in Intergovernmental Review projects.	December 2015	Adam Fukushima
81	Caltrans District Vulnerability Assessments	Regional Planning (DOTP)	Caltrans will be conducting vulnerability assessments in eight Districts to identify infrastructure at risk of impact from climate change and extreme events. Transit and pedestrian routes may be located in areas of vulnerability.	December 2017	Julia Biggar
82	University of California Transportation Center (UCTC) Research Symposium on Complete Streets	Research (DRISI)	Hold a research symposium on complete streets with presentations and dialogue sessions. The topic will be the transition of research to practice on a state level.	(TBD)	Bob Justice/ Nicole Longoria
83	Guidance and Specifications for Chip Seal on Roadways with Bicyclists	Maintenance-Pavement Program	Caltrans has been using chip seal as a pavement preservation strategy since 1970s. Chip seal is most commonly used on highways, including shoulders, to extend the service life of the pavement. Depending on the materials used for chip seal, the surface of the shoulder where bicyclists ride could be rough. This effort investigates potential ways to minimize roughness for bicyclists when chip seal is used as a pavement preservation treatment.	December 2014	Sri Balasubramanian
84	Expand National Household Travel Survey (NHTS) Data	DRISI	Improve and increase reporting on bicycle and pedestrian data. Translate the data into practical, useful information. Interpret and make recommendations on how the data can best be utilized. Ongoing communication and interaction with Transportation Planning and System Information staff to advance expansion of bike/pedestrian data.	Ongoing	Bob Justice
85	Effects of Transportation Corridor Design Features on Driver and Pedestrian Behavior and Community Vitality	DRISI	UCTC Research Paper No. 878 (November 25, 2008). Evaluate literature review and identify next steps to incorporate research and/or propose other required studies.	Ongoing	Bob Justice

 - High Focus Actions

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
8: Partnerships and Coordination					
<i>Each HQ function and district continues to work with our partners regarding complete streets in a variety of ways. This section lists a few of the many efforts that functions and districts are involved in.</i>					
86	HQ Participation at CalPED and CBAC Meetings	Office of Community Planning	Participate in the quarterly CalPED meetings and the bimonthly CBAC Meetings. Provide meeting notes to internal offices and divisions for updated information on pedestrian and bicycle related topics facing the state as a whole.	Ongoing	Emily Mraovich
87	Partnerships and Coordination	District 1	Develop and maintain coordinating relationships with local agencies and community groups.	Ongoing	Lisa Hockaday
88	California Bicycle Advisory Committee (CBAC) Participant	District 2	Participate in the bimonthly CBAC Meeting. Provide meeting notes to internal offices and divisions for updated information on bicycle related topics facing the state as a whole.	Ongoing	Aaron Casas
89	Shasta Cascade Bicycle Coalition Participant	District 2	Participate in the monthly local bicycle coalition Meeting. Shasta Cascade Bicycle Coalition. Provide meeting notes to internal offices and divisions for updated bicycle information within our district and community.	Ongoing	Aaron Casas
90	SACOG Bicycle and Pedestrian Committee	District 3	Participate in the quarterly SACOG Bicycle and Pedestrian Committee which is comprised of advocacy groups as well as local government and nonprofit groups involved in bikeway planning.	Ongoing	Alexander Fong
91	D3 CBAC Participation	District 3	Participate in the bimonthly CBAC Meeting. CBAC members represent various California agencies and organizations that provide guidance to Caltrans on bicycle issues.	Ongoing	Alexander Fong
92	District 4 Pedestrian and Bicycle Advisory Committees	District 4	Staff attends and organizes quarterly District Pedestrian and Bicycle Advisory Committee meetings (2 separate committees), working with the Chair to create agendas and arrange speakers, and helping to coordinate Caltrans response to action items.	Ongoing	Beth Thomas
93	Transit Coordination	District 4	Staff coordinates and collaborates with transit providers to implement strategies, such as Bus Rapid Transit (BRT) and Park & Ride facilities, that encourage alternative modes of transportation to effectively maximize the efficiency of the state highway system.	Ongoing	Wingate Lew
94	Partner Agency Coordination	District 5	Work with partner agencies on complete streets projects.	Ongoing	Adam Fukushima
95	California Bicycle Advisory Committee (CBAC) Participant	District 6	Call in to monthly CBAC Meetings. Provide meeting notes to internal offices and divisions for updated bicycle information within our district and community.	Ongoing	Pedro Ramirez
96	Establish Caltrans-Metro-SCAG Joint Agency Complete Streets Work Program	District 7	Develop a joint agency work program with the Los Angeles County Metropolitan Transportation Agency (Metro) and the Southern California Association of Governments (SCAG) for supporting Complete Streets Initiatives within Los Angeles County. Objectives include: Improved coordination and collaboration among agencies; build synergy by working together on common goals; and potentially helps District 7 obtain support needed for implementing the Complete Streets Program at Caltrans.	December 2015	Linda Taira
97	Ongoing meetings attended/other activities relating to complete streets, bike, pedestrian, and transit (bus and rail).	District 7	Participate in ongoing meetings at SCAG, Metro, and COGs. Conduct bi-monthly District 7 Bicycle Advisory Committee Meetings. Annually participate in Bike to Work Month activities in partnership with Metro and various local agencies. Ongoing participation in Ciclavia. Hold workshops annually to promote, solicit, and help on Caltrans' grant programs. Participate in the Project Development Team meetings for numerous projects.	Ongoing	Linda Taira
98	Complete Streets Implementation	District 8	Through continuing efforts of being involved with transportation improvement projects, grants, development projects, etc. It is expected that transportation systems throughout the District would become more complete over time in terms of serving the needs of all travel modes of users.	Ongoing	Mark Roberts
99	Attend Stakeholder Meetings	District 9	District Planning staff will regularly attend meetings to receive input and share ideas with stakeholders to continue efforts that will benefit complete streets implementation.	Ongoing	Dennee Alcalá

#	Action Title	Lead Division/ District/Office	Action Description	Target Completion Date	Lead Individual
100	California Bicycle Advisory Committee (CBAC) Participation	District 10	Staff attends via teleconference the monthly CBAC meetings at which staff provide input and updates on District and local agency activities as appropriate.	Ongoing	Tom Dumas
101	Local Agency Assistance	District 10	Staff attends monthly meetings at the local Metropolitan Planning Organization/ Rural Transportation Planning Agency (MPO/RTPA) and are asked to assist in various studies or to serve on other committees. In the past staff has assisted with Bike/Pedestrian plans for cities and counties and participated in complete streets workshops in small cities and municipalities and served on consultant selection committees.	Ongoing	Tom Dumas
102	Imperial County Bicycle and Pedestrian Advisory Committee	District 11	Organize and convene bicycling, pedestrian, and transportation professionals to discuss bicycling and pedestrian issues in Imperial County.	Ongoing	Seth Cutter
103	Local Bicycle Working Groups	District 12	This activity will allow Caltrans to interact with our local stakeholders as we meet to discuss bicycle related issues in the region.	Ongoing	Romeo Estrella

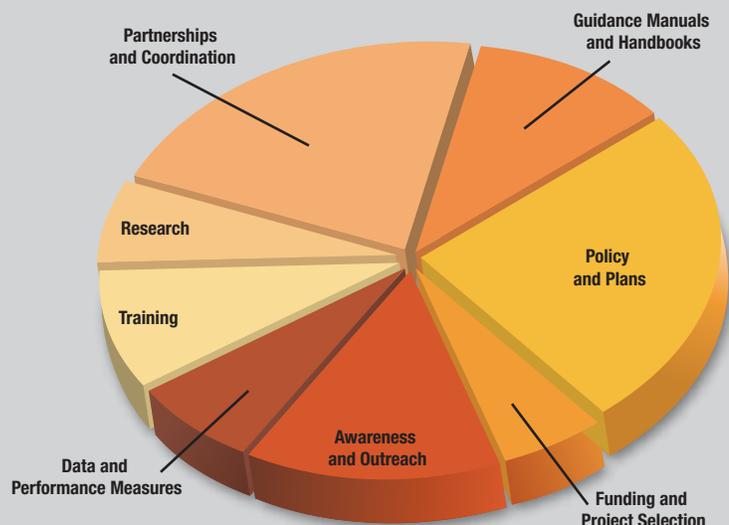
Focused Complete Streets Implementation

Although there is a consistent project delivery process, the action items listed in this section show where districts have chosen to put more focus towards achieving successful complete streets implementation. This section lists a few of the many efforts that districts are involved in.

104	Incorporation of Complete Streets Concepts into Planning Level Projects and Analysis	District 1	Wherever possible, the concepts of complete streets will be incorporated into the planning process. This includes contract management for grants (Transportation Planning grants, DMT Transit grants), pre-development through Intergovernmental Review (IGR), management of the Overall Work Program (OWP), partnering with local agencies for ATP project submittals as well as internal work, such as engineered feasibility studies and project development teams.	Ongoing	Lisa Hockaday
105	Include Complete Streets in PIDs	District 3	This action considers complete street concepts early in the project development process by discussing whether and how complete street concepts will be considered in PIDs.	Ongoing	Stuart Mori
106	Incorporation of Pedestrian and Bicycle Design Features into Project Plans	District 4	Staff reviews system planning documents, project initiation documents, and project plans and designs and provides comments in order to see that elements to meet the needs of pedestrians and bicyclists are incorporated into the plans and projects.	Ongoing	Beth Thomas
107	Early Involvement in the PID Process	District 6	Complete Streets Coordinators will be involved early on in the PID process. The Complete Streets Coordinator will attend 6 to 10 PID meetings in the next three years.	January 2017	Pedro Ramirez
108	Checklist to Review Projects for the District	District 8	Provide a checklist to Project Designers, Project Managers, and Maintenance for reviewing projects for compatibility with Complete Streets.	November 2014	Mark Roberts
109	Consideration of Complete Streets Features in the PID Process	District 10	Staff will discuss with project managers and designers and attend PID meetings and encourage inclusion of Complete Streets features where possible.	Ongoing	Tom Dumas

**Complete Streets Action Items
(as a Percentage)**

1. Guidance Manuals and Handbooks 11%
2. Policy and Plans 24%
3. Funding and Project Selection 6%
4. Awareness and Outreach 14%
5. Data and Performance Measures 7%
6. Training 9%
7. Research 6%
8. Partnerships and Coordination 22%



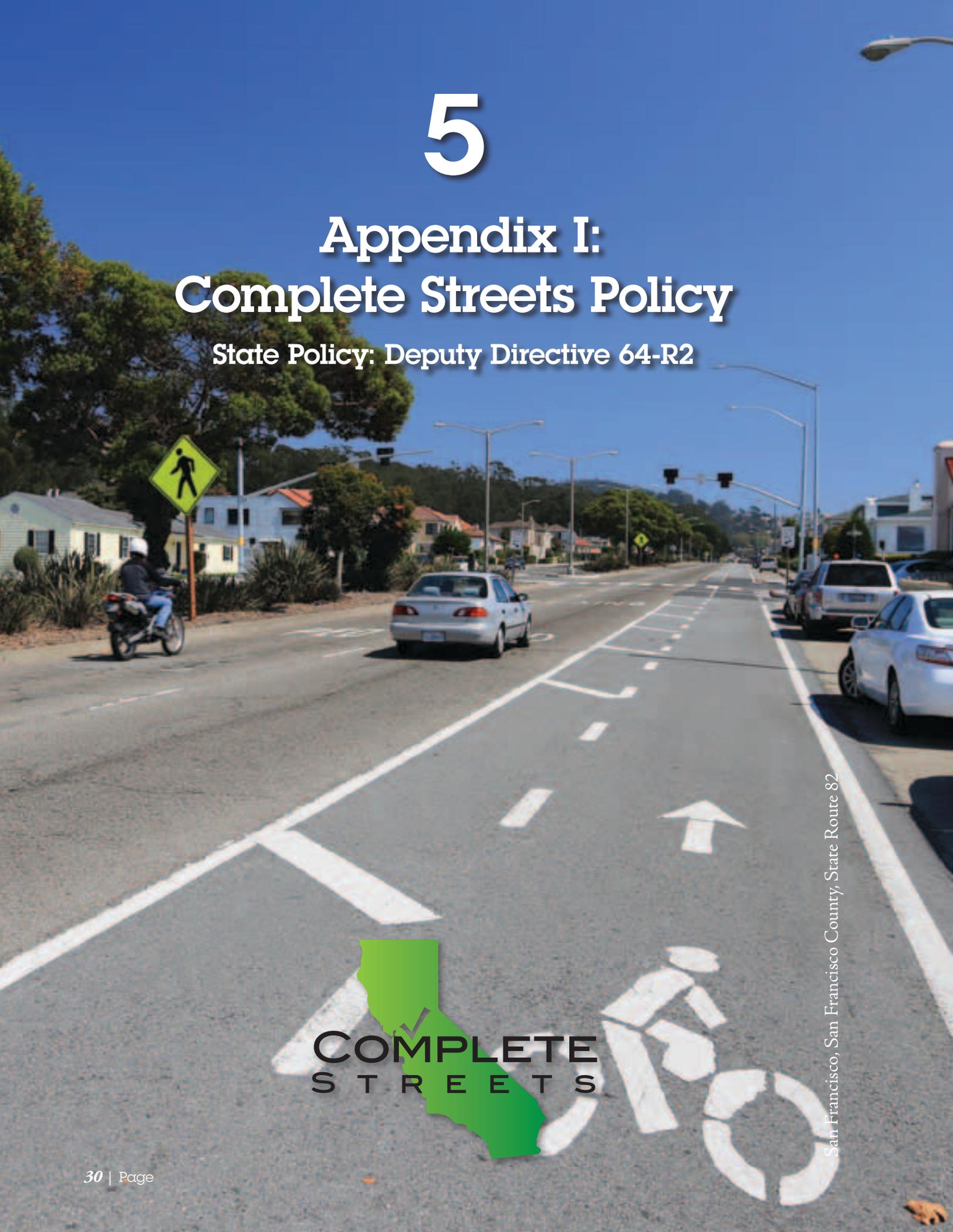




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Appendix I: Complete Streets Policy

State Policy: Deputy Directive 64-R2



**COMPLETE
STREETS**

San Francisco, San Francisco County, State Route 82

Deputy Directive

Number: DD-64-R2

*Refer to
Director's Policy:* DP-22
Context Sensitive Solutions
DP-05
Multimodal Alternatives
DP-06
Caltrans Partnerships
DP-23-R1
Energy Efficiency,
Conservation and Climate
Change

Effective Date: 10/17/14

Supersedes: DD-64-R1 (10/2/2008)

*Responsible
Program:* Planning and
Modal Programs

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Caltrans) 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. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of “complete streets” requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITION/BACKGROUND

Complete Street - A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.”

State and federal laws require Caltrans and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) sections 21200-21212, and Streets and Highways Code (sections 890-894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and non-motorized traffic are permitted on all state facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Caltrans’ standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of “complete streets,” manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with Caltrans’ objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure departmental manuals, guidance, standards, and procedures reflect this directive, and identify and explain Caltrans’ objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures departmental manuals, guidance, standards, and procedures reflect this directive and identifies and explains Caltrans' objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and state agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that state highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Rail and Mass Transportation, Transportation Planning, Research, Innovation and System Information, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Caltrans transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

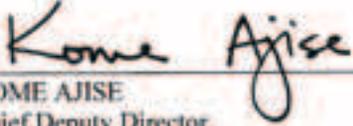
Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

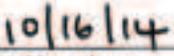
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APPLICABILITY

All Caltrans employees.



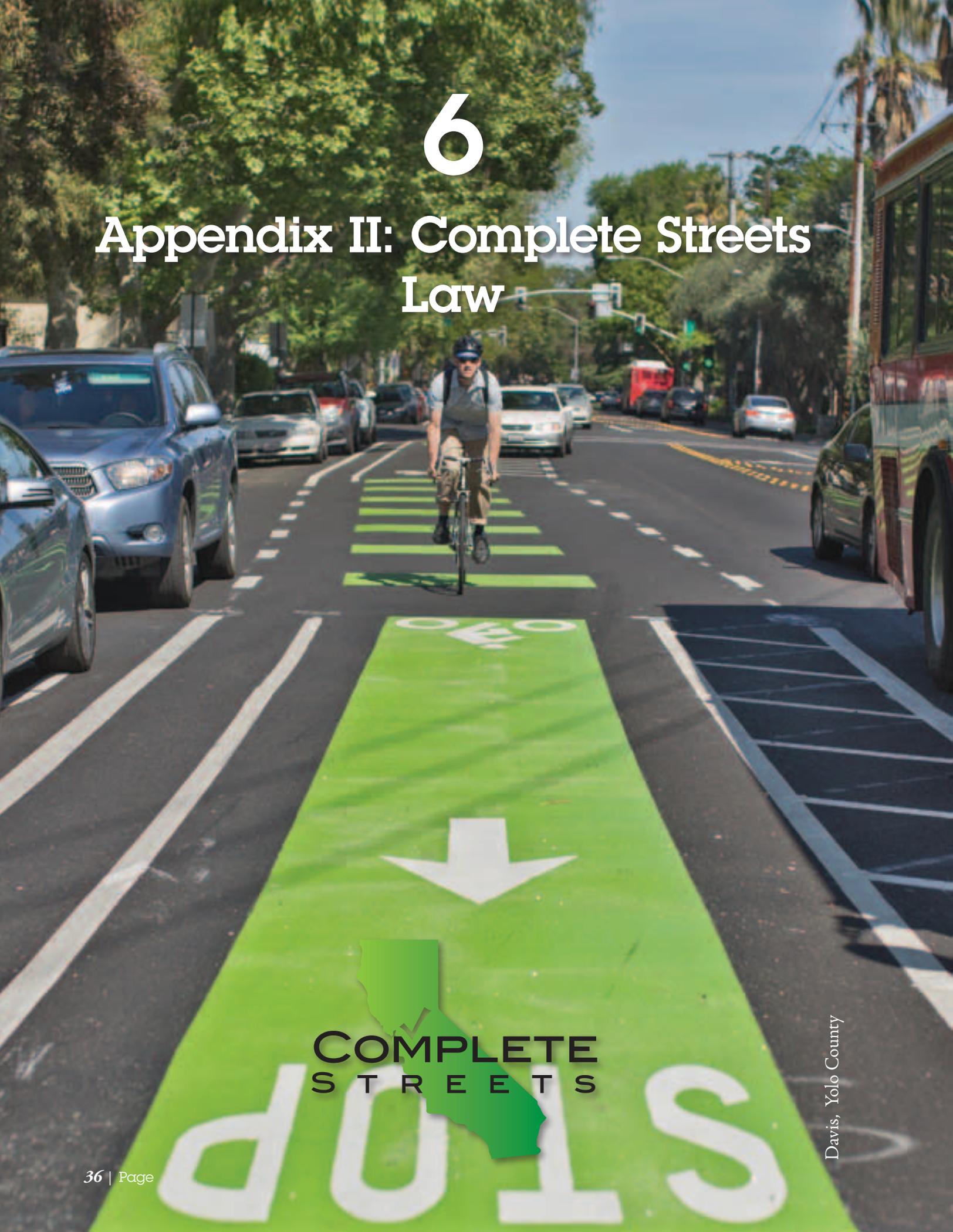
KOME AJISE
Chief Deputy Director



Date Signed

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Appendix II: Complete Streets Law



**COMPLETE
STREETS**

Assembly Bill No. 1358

CHAPTER 657

An act to amend Sections 65040.2 and 65302 of the Government Code, relating to planning.

[Approved by Governor September 30, 2008. Filed with Secretary of State September 30, 2008.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1358, Leno. Planning: circulation element: transportation.

(1) Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

This bill would require, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program.

(2) Existing law establishes in the Office of the Governor the Office of Planning and Research with duties that include developing and adopting guidelines for the preparation of and content of mandatory elements required in city and county general plans.

This bill would require the office, commencing January 1, 2009, and no later than January 1, 2014, upon the next revision of these guidelines, to prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, and in doing so to consider how appropriate accommodation varies depending on its transportation and land use context. It would authorize the office, in developing these guidelines, to consult with leading transportation experts, including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. This act shall be known and may be cited as the California Complete Streets Act of 2008.

SEC. 2. The Legislature finds and declares all of the following:

(a) The California Global Warming Solutions Act of 2006, enacted as Chapter 488 of the Statutes of 2006, sets targets for the reduction of greenhouse gas emissions in California to slow the onset of human-induced climate change.

(b) The State Energy Resources Conservation and Development Commission has determined that transportation represents 41 percent of total greenhouse gas emissions in California.

(c) According to the United States Department of Transportation’s 2001 National Household Travel Survey, 41 percent of trips in urban areas nationwide are two miles or less in length, and 66 percent of urban trips that are one mile or less are made by automobile.

(d) Shifting the transportation mode share from single passenger cars to public transit, bicycling, and walking must be a significant part of short- and long-term planning goals if the state is to achieve the reduction in the number of vehicle miles traveled and in greenhouse gas emissions required by current law.

(e) Walking and bicycling provide the additional benefits of improving public health and reducing treatment costs for conditions associated with reduced physical activity including obesity, heart disease, lung disease, and diabetes. Medical costs associated with physical inactivity were estimated by the State Department of Health Care Services to be \$28 billion in 2005.

(f) The California Blueprint for Bicycling and Walking, prepared pursuant to the Supplemental Report of the Budget Act of 2001, sets the goal of a 50 percent increase in bicycling and walking trips in California by 2010, and states that to achieve this goal, bicycling and walking must be considered in land use and community planning, and in all phases of transportation planning and project design.

(g) In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit.

(h) It is the intent of the Legislature to require in the development of the circulation element of a local government’s general plan that the circulation

of users of streets, roads, and highways be accommodated in a manner suitable for the respective setting in rural, suburban, and urban contexts, and that users of streets, roads, and highways include bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

SEC. 3. Section 65040.2 of the Government Code is amended to read:

65040.2. (a) In connection with its responsibilities under subdivision (l) of Section 65040, the office shall develop and adopt guidelines for the preparation of and the content of the mandatory elements required in city and county general plans by Article 5 (commencing with Section 65300) of Chapter 3. For purposes of this section, the guidelines prepared pursuant to Section 50459 of the Health and Safety Code shall be the guidelines for the housing element required by Section 65302. In the event that additional elements are hereafter required in city and county general plans by Article 5 (commencing with Section 65300) of Chapter 3, the office shall adopt guidelines for those elements within six months of the effective date of the legislation requiring those additional elements.

(b) The office may request from each state department and agency, as it deems appropriate, and the department or agency shall provide, technical assistance in readopting, amending, or repealing the guidelines.

(c) The guidelines shall be advisory to each city and county in order to provide assistance in preparing and maintaining their respective general plans.

(d) The guidelines shall contain the guidelines for addressing environmental justice matters developed pursuant to Section 65040.12.

(e) The guidelines shall contain advice including recommendations for best practices to allow for collaborative land use planning of adjacent civilian and military lands and facilities. The guidelines shall encourage enhanced land use compatibility between civilian lands and any adjacent or nearby military facilities through the examination of potential impacts upon one another.

(f) The guidelines shall contain advice for addressing the effects of civilian development on military readiness activities carried out on all of the following:

- (1) Military installations.
- (2) Military operating areas.
- (3) Military training areas.
- (4) Military training routes.
- (5) Military airspace.
- (6) Other territory adjacent to those installations and areas.

(g) By March 1, 2005, the guidelines shall contain advice, developed in consultation with the Native American Heritage Commission, for consulting with California Native American tribes for all of the following:

(1) The preservation of, or the mitigation of impacts to, places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

(2) Procedures for identifying through the Native American Heritage Commission the appropriate California Native American tribes.

(3) Procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects.

(4) Procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location, character, and use of those places, features, and objects.

(h) Commencing January 1, 2009, but no later than January 1, 2014, upon the next revision of the guidelines pursuant to subdivision (i), the office shall prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, pursuant to subdivision (b) of Section 65302.

(1) In developing guidelines, the office shall consider how appropriate accommodation varies depending on its transportation and land use context, including urban, suburban, or rural environments.

(2) The office may consult with leading transportation experts including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners.

(i) The office shall provide for regular review and revision of the guidelines established pursuant to this section.

SEC. 4. Section 65302 of the Government Code is amended to read:

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 (Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5).

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) “Military readiness activities” mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) “Military installation” means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include

the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

- (A) The reclamation of land and waters.
- (B) Prevention and control of the pollution of streams and other waters.
- (C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (D) Prevention, control, and correction of the erosion of soils, beaches, and shores.
- (E) Protection of watersheds.
- (F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element that shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- (A) Highways and freeways.
- (B) Primary arterials and major local streets.
- (C) Passenger and freight on-line railroad operations and ground rapid transit systems.
- (D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- (E) Local industrial plants, including, but not limited to, railroad classification yards.
- (F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The

adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection

of the community from the unreasonable risks of flooding, including, but not limited to:

- (i) Avoiding or minimizing the risks of flooding to new development.
 - (ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.
 - (iii) Maintaining the structural and operational integrity of essential public facilities during flooding.
 - (iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.
 - (v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.
- (C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).
- (3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.
- (4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.
- (5) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.
- (6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or

school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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Appendix III: Other Related Tasks

Original CSIAP Summary Report
and Highlights Factsheet



**COMPLETE
STREETS**

San Pedro, Los Angeles County, South Harbor Blvd.



Complete Streets

Implementation Action Plan

FY 12-13 Summary Report

Status Summary

Progress on each of the Implementation Action Items is reported in a monitoring chart that tracks status, lead Division(s), Completion Date, and a Comments section for highlights, challenges, and recommendations. The status of the Department's Action Items is as follows:

Status	FY 10-11	FY 11-12	FY 12-13
5. Completed	10	30	37
4. Significant Progress	16	13	10
3. Underway	17	8	7
2. Early Progress	5	3	0
1. Not Started	20	14	14
District Only Items (ongoing)	5	5	5
Total:	73	73	73

FY 12-13 Stats: (excludes ongoing district only items)

- 70% items complete/significant progress (50% items complete)
- 10% items underway
- 20% items early progress/not started (# consistent through FY 11-12 and 12-13)

FY 12-13 Highlights/Milestones:

- Highway Design Manual revision completed and released
- System Planning guidance on Transportation Concept Reports completed
- CAMUTCD finalized and adopted
- Interim Report for California Transportation Plan 2040 completed
- Research: The Effects of Transportation Corridor Design Features on Driver and Pedestrian Behavior & on Community Vitality (DC 603) 4th phase completed
- Two Planning Senior forums were held with Complete Streets discussions
- Main Streets Guide is under final review
- Gap analysis survey was conducted for the Transportation Analysis Report guidance
- California State Rail Plan is drafted and public open houses were held.
- DOTP began development of CS overview training with UC Berkeley

Challenges:

- Consistency across guidance, manuals, and divisions/offices procedures
- Training content is not uniform and can be contradictory- requests for standardized statewide training
- Capacity and staffing for addressing complete streets, given FY 13-14 budget proposal
- Program silos preclude complete streets benefits
- Data and monitoring among action items are inconsistent
- Complete streets performance measures are undecided

Original CSIAP Final Status Report

This chart lists the action items from the original CSIAP by their final status as of May 2013 when the original CSIAP was wrapped up. These action items were not monitored beyond May 2013. Some of the action items may be complete by now, some may be reflected in the CSIAP 2.0 as continued actions, and others may no longer be a focus. In the process of collecting the new action items for the CSIAP 2.0 the final status of these action items were discussed with each function at the individual complete streets focus meetings to determine if any next steps, continued efforts, or new activities were taking place. It was left up to the function to self-identify which actions, if any, would be carried over into the CSIAP 2.0.

Action Item	Title	Division	Final Status as of 2013	Functional Unit Final Comments as of May 2013
1	Highway Design Manual Update	Design	Completed	Final revision released in May 2012.
2	Highway Design Manual - Pavement Design Guidance	Pavement Management	Completed	All changes for chapters 600-670 were reviewed and sent to Division of Design for processing. The updates were finalized and posted in May 2012.
3	System Planning Guidance	Transportation Planning	Completed	The Transportation Concept Report (TCR) Guidelines were completed in September 2012.
5	SHOPP Process	Maintenance	Completed	SHOPP Decision Document completed and signed on 12-1-09.
6	Data Collection and Performance Measures	TSI	Completed	Incorporated complete street components in TSI Project Delivery Assets (PDA) data collection. Rolled out a web-based PDA Web Tool. TSI is currently working with other Divisions to modify the PDA Web Tool to allow additional data collection at PID and Construction Completion phases of project and to interface with the SHOPP Tool.
7	Context Sensitive Solutions Guidance	Design	Completed	Chapter 900 of HDM Chapter 8 of the PDPM reviewed for non-motorized travel.
8	Main Streets Guidance, 3rd Edition	Design	Completed	Main Street, California: A Guide for Improving Community and Transportation Vitality was completed and released in 2013.
9	Capital Preventive Maintenance Guidance / Design Information Bulletin (DIB) 81	Design	Completed	DIB 81 out for review in 11/2010; Completed 3/2011.
10	California Manual on Uniform Traffic Control Devices (CAMUTCD)	Traffic Operations	Completed	California MUTCD 2012 adopted in January 2012 with changes that benefit complete streets.
12	Standard Environmental Reference (SER)	Environmental Analysis	Completed	Annotated outlines and SER chapters completed.
15	Maintenance Manuals	Maintenance	Completed	Identified chapters related to Complete Streets. Determined no changes needed.
16	Short Range and Long Range Transit Plans Guidance	Mass Transportation	Completed	Checklist completed. Determined the checklist was sufficient and no guidance was needed.
17	Bus Rapid Transit Guidance	Mass Transportation	Completed	Completed Caltrans Project Development Process Coordination report.
19	Maintenance Technical Advisory Guide (MTAG) - Volumes 1 & 2	Pavement Management	Completed	Review of the MTAG did not find any references of discussion that needed modification to address complete streets.
20	Pavement Manuals	Pavement Management	Completed	Manuals have been updated or no changes needed. Pavement manuals do not address location of rumble strip. This policy belongs to Traffic Operations.
21	Smart Mobility Framework	Transportation Planning	Completed	Document completed, distributed, and posted. Presentations and outreach conducted.
24	Regional Transportation Plan (RTP) Guidelines	Transportation Planning	Completed	Completed and adopted by the CTC in April 2010.
25	Update guidance on pedestrian and bike design at intersections and interchanges	Traffic Operations	Completed	Guidebook is complete and was released in July 2011.
27	Access Management Primer	Traffic Operations	Completed	Final document completed Oct 2010. Implementation and followup pending management review, presentation, and approval.
28	Guidelines for AB 1581 (2008) Bicycle-actuated detection at signalized intersections	Traffic Operations	Completed	All action items are completed. Staff is continuing to test and evaluate new detection technologies to distinguish bicycles from vehicles.

Action Item	Title	Division	Final Status as of 2013	Functional Unit Final Comments as of May 2013
30	Overall Work Program Guidance	Transportation Planning	Completed	Sent out to regional agencies in mid-December 2010 with incorporated updates
37	Statewide Transit Strategic Plan	Mass Transportation	Completed	All deliverables are completed
39	California Interregional Blueprint	Transportation Planning	Completed	Progress report completed September 2010.
45	Staff resources (PYs) need to be provided to Districts for bike/pedestrian coordinators	Transportation Planning	Completed	All districts received redirection of planning resources to address complete streets activities beginning in FY11-12. Due to DOF redirection of complete streets resources to Native American consultation, there will be no district complete streets resources beginning in FY 13-14.
46	Implement the ADA Curb Ramp and ADA Pedestrian Infrastructure Programs	Traffic Operations	Completed	2010 and 2012 SHOPP fully programmed in compliance with ADA settlement agreement. Programs implemented in July 2010 w/ ongoing development
52	Academy: Landscape Architecture Academy	Design	Completed	Provided in 2012. Additional training needed at staff level and for succession planning. Academy not delivered in FY 11-12, hope to deliver in FY 12-13.
54	ADA (Americans with Disabilities Act) - DIB 82 Training	Design	Completed	Training module completed and now available. Trained 500 department staff in FY 11-12.
55	Understanding Bicycle Transportation	Design	Completed	Since 2011, this training has been delivered in all 12 districts to approximately 490 students. This is an ongoing training.
56	Forums: Senior Forum	Design/Transportation Planning	Completed	Successfully completed March 2011. Included Complete Streets Information.
59	Provide opportunity for training to internal/external customers, including RTPAs	Design/Transportation Planning	Completed	Design sponsored Context Sensitive Solutions workshops that included Complete Streets concepts and Understanding Bicycle Transportation classes. Caltrans Complete Streets Overview Training course development will be delivered statewide in FY 13-14.
61	CTAP (Cooperative Training Assistance Program) - Federal Aid Series, and Open Enrollment Courses	Local Assistance	Completed	CTAP is a contract with Sac State to hold series of classes. Complete Streets is implemented in Federal Aid series. The course content has been reviewed and comments regarding Complete Streets were made. Instructors were asked to include Complete Streets in the appropriate sections.
64	Academy: Transportation Planning Academy	Transportation Planning	Completed	Complete Streets has been incorporated into the agenda and curriculum.
65	Academy: Transportation Planning Field Academy	Transportation Planning	Completed	Complete Streets has been incorporated into the curriculum.
66	Academy: Traffic Operations Academy	Traffic Operations	Completed	This Academy is now the Mobility Workshop, and was delivered in February 2012 and in 2011. Instructors were instructed to be cognizant of the complete street concept in their delivery and in the preparation of materials. Feedback was provided by the Pedestrian Safety Chief and others and will be incorporated in future workshops, which are planned for October FY 12-13.
68	Research Project: The Effects of Transportation Corridor Design Features on Driver and Pedestrian Behavior & on Community Vitality	Research & Innovation, Design	Completed	Research expanded, gathering more data. Phases 1-3 complete. Phase 4 was completed in December 2012. Phase 4 was needed to explain data in first three studies. The phase 4 study is not posted yet. Next steps will be to identify how to implement the findings of the study internally within Caltrans.
70	Develop a Trip-Generation Rates Method for Traffic Impact Analyses of Smart Growth Land Use Projects in CA	Research & Innovation	Completed	Research Agreement cost and time extension amendment has been executed. UCD collected cordon count data at 20 smart growth sites in California. After analyzing this data, UCD will develop a trip-rates adjustment method for smart growth land use projects by Fall 2012. Project complete February 2013.
71	Research Task Order 6222: "Identifying Factors that Determine Bicyclist and Pedestrian-Involved Collision Rates and Bicyclist and Pedestrian Demand at Multi-Lane Roundabouts"	Research & Innovation, Design	Completed	Research report prepared by UC Berkeley SafeTREC was completed in May 2010 and is available through DRI.
72	Designing Highway Facilities to Encourage Walking, Biking and Transit - Preliminary Investigation (P.I.)	Research & Innovation	Completed	P.I. completed in March 2009.

Action Item	Title	Division	Final Status as of 2013	Functional Unit Final Comments as of May 2013
4	Project Development Procedures Manual	Planning & Design	Substantial Progress	Planning Scoping Checklist along with Ch 3, 8, and 9 completed and incorporated in PSR/PDS. Ch 5 and Safety Analysis, Ch 31, and Appendix L not yet completed and is pending technical expert input.
13	Transportation Analysis Report Guidance (for internal use on CT PIDs)	Environmental Analysis	Substantial Progress	Survey results are anticipated to be complete in August 2013. Next steps will be identified by the Office of Traffic in the Division of Traffic Operations and Office of Travel Forecasting in the Division of Transportation Planning.
18	Pervious Pavement Usage Guide	Design	Substantial Progress	Per agreement with HQ Design Storm Water Office, HQ Design has assumed responsibility for developing the usage guide. Final will be complete and posted by June 30, 2013.
23	Local Development/IGR Guidelines	Transportation Planning	Substantial Progress	Additional guidance written and posted, including the relevance to SB 375 and SB 226 streamlining and CEQA exemptions as a result of RTP/SCS approvals (Feb 2013). Program Overview for training in progress. Future Transportation Mitigation Agreements Guide will address the incorporation of Complete Streets Measures as a viable option for reducing trip generation on the state highway system (12/2014).
42	ADA Transition Plan	Traffic Operations	Substantial Progress	Surface street/state highway assessment completed June 2011. On/Off ramps, structures, park and rides, Pedestrian Overcrossings, rest areas, etc. scheduled for FY12-13 and FY13-14. Transition Plan available to public via CT ADA website in the form of a searchable database. Districts will update on an ongoing basis.
44	All grant program and transportation planning study criteria consistent with DD64	Transportation Planning, Local Assistance	Substantial Progress	Planning grants added complete streets to grant handbook. SRTS and BTA Local Assistance grants already included complete streets. Looking to identify other grant programs.
48	Share complete streets policy, encourage regional and local agencies to include in their plans	District, Aero, Local Asst, Mass Trans, Rail, Tr. Planning, Tr System Info, Research and Innovation, Tr. Programming	Substantial Progress	
67	Traffic Safety Workshop (previously Traffic Safety Academy)	Traffic Operations	Substantial Progress	In FY10/11 the workshop was cancelled per Governor's Executive Order on travel restrictions. It was held in FY 11/12, and did include complete streets elements, including a bicycle safety exercise. Traffic's Pedestrian Safety representative attended the Traffic Safety Workshop in March 2012 to evaluate the training and identify any potential gaps.
73	Analysis of the National Household Travel Survey (NHTS) California Add-on Data	Research & Innovation	Substantial Progress	Research Agreement with UC Davis executed August 2, 2011. UC Davis Researcher is Susan Handy. The contract was given a no cost time extension and now expires Dec 2013. Tasks are ongoing and on schedule.
14	Local Assistance Procedures Manual, and Local Assistance Program Guidelines	Local Assistance	Underway	Identified chapters relevant. Bicycle Coordinator's office will be updating. Action put on hold due to MAP-21 program consolidation and DOF redirection of activities.
29	Encroachment Permit Manual	Traffic Operations	Underway	Still under development. Requiring DIB 82-04 be followed in all design construction. Anticipated completion date in June 2013.
38	California Transportation Plan 2040	Transportation Planning	Underway	Complete Streets is mentioned as a program MPO's are supporting and funding. The report also mentions Caltrans role with Complete Streets, the completion of the implementation plan, and the revised highway design manual. Target completion date is December 2015.
41	California State Rail Plan	Rail	Underway	State Rail Plan contract underway June 24, 2011. February 2013- draft State Rail Plan out for comment. Public workshops and webinars held statewide to solicit comments from the public and stakeholders. Anticipated completion June 2013 and adoption in October 2013.
49	Increase awareness of transportation funding opportunities	Local Assistance, Districts	Underway	
57	Project Study Report/Project Report team learns to check for Complete Streets compatibility	District	Underway	
69	Ensure research proposals related to complete streets which could logically be evaluated by more than one Technical Advisory Panel (TAP) receive special attention	Research & Innovation	Underway	There are 4 PI's completed related to complete streets. Research proposals with complete street elements are continuously being considered.

Action Item	Title	Division	Final Status as of 2013	Functional Unit Final Comments as of May 2013
11	Standard Plans and Specifications	Traffic Operations/ Construction	Not Started	Project leads still TBD.
22	Project Management Guidance	Project Management	Not Started	Many of project management policies, handbooks, etc are in various stages of revisions and no specific Complete Street need has been identified to be included in these documents. CS documentation are already included in Planning and Design manuals and guidance. No action will be taken at this time to include any specific language in Project Management guidance.
26	Transportation Impact Studies Guidance - Caltrans Best Practice (for external use)	Traffic Operations	Not Started	TIS will be updated once the TAR guidance materials are completed. The contract for the TAR guidance is not currently active.
31	Tribal Transportation Handbook	Transportation Planning	Not Started	Update to the handbook was postponed pending Reauthorization. Now that Reauthorization has passed, complete streets will be included in the update. Target date not yet set.
36	Transportation Development Act (TDA) Working Group	Mass Transportation	Not Started	This group is not acting as a complete streets implementation group.
40	Study to Identify Bicycle/ Pedestrian Access Issues on state highways	Transportation Planning	Not Started	No study has been identified as underway in DOTP . This item may have been proposed as a follow on to #72, a Preliminary Investigation completed in 2009, but was not pursued.
43	STIP guidance ensures flexibility to fund complete streets elements	CTC/ Programming	Not Started	
50	Academy: Construction Academy	Construction	Not Started	Per Construction staff, this academy does not exist
51	Academy: Resident Engineer Academy	Construction	Not Started	Construction suggests removing the RE Academy implementation project. It may be replaced by an orientation video or course to quickly communicate the intent of the Complete Streets process. If done, this should be done after Design has completed work on the Highway Design Manual and other design guidance.
53	Academy: Project Engineer Academy	Design	Not Started	PEA being completely revised FY 12-13. Next delivery anticipated July/August 2013.
58	Smart Growth and Sustainable Communities Training	Districts	Not Started	
60	Academy: Local Assistance Academy	Local Assistance	Not Started	Last academy held was held in 2011, but in a reduced format, mostly via webinars. CS was not implemented at the time. Another Academy will be held in early 2014 and complete streets will be covered.
62	ADA compliance training for Maintenance workers	ADA/Maintenance	Not Started	This training was originally planned to be performed by contract under the ADA program. The contract is scheduled to begin early FY13-14.
63	Academy: Project Management Academy	Project Management	Not Started	The current long term plan is for the PM Certificate program to be discontinued in FY 13/14, redesigned as the in-house PM Academy, and offered to employees in late FY13/14 and FY14/15. This program would incorporate information related to DD 64R1.
32	Participation with local, regional, state agencies, and tribal governments to plan and fund effective bicycle, pedestrian and transit networks	District Director, Deputy District Directors	Not Monitored	
33	California Coastal Trail	Districts	Not Monitored	
34	District Bicycle Advisory Committees and Pedestrian Advisory Committees	Districts	Not Monitored	D4, D5, and D11 have bicycle committees.
35	Bicycle Guide and District Bicycle Plan	Districts	Not Monitored	
47	Disseminate complete streets policy and guidance within District	District Deputies	Not Monitored	

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Appendix IV: District Boundaries Map



**COMPLETE
STREETS**

Fort Bragg, Mendocino County, State Route 1



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Appendix V: TAC Roster



**COMPLETE
STREETS**



Laytonville, Mendocino County, US Route 101

Complete Streets Technical Advisory Committee (TAC) Roster

Planning and Modal Programs (HQ):	
Division of Transportation Planning (DOTP)	
Alyssa Begley	Sustainable Community Planning (OSCP)
Ann Mahaney	OSCP/ Smart Mobility Branch
Emily Mraovich	OSCP/ Smart Mobility Branch
Darwin Moosavi	OSCP/ Smart Mobility Branch
Mark Barry	State Planning
Scott Sauer	Multimodal System Planning
Tracey Frost	Multimodal System Planning
Leonard Seitz	Multimodal System Planning/ Statistical Support
Lisa Franco	Workforce Development
Tyler Monson	Regional Planning
Annette Clark	Program and Project Planning
Division of Local Assistance (DLA)	
David Saia	Local Assistance Manuals
Paul Moore	Bicycle Facilities Unit
Teresa McWilliam	Active Transportation Program
Kevin Atkinson	Safe Routes to School Program
Mohsen Sultan	
Division of Rail and Mass Transportation (DRMT)	
TBD	Transit Programs
Steve Zimrick	Rail Planning
Lauren Clauson	Railroad Crossing Safety
Division of Research, Innovation, and System Information (DRISI)	
Mandy Chu	Highway System Information and Performance
Bob Justice	Research and Innovation

* Roster current as of November 2014

Project Delivery (HQ):	
Division of Design	
Carmen Shantz	Project Development Procedures Manual
Antonette Clark	Highway Design Manual
Maggie O'Mara	Bicycle/Pedestrian Reviewer
Carolyn Dudley	Landscape Architecture-Context Sensitive Solutions
Lara Justine	Landscape Architecture-Main Streets
Division of Project Management	
Hossein Rostam	
Division of Construction	
Rebecca Mowry	Office of Contract Administration
Division of Environmental Analysis	
Gregoria Ponce	Environmental Management Office

Maintenance and Operations (HQ):	
Division of Traffic Operations	
Chris Engelmann	Traffic Engineering/Pedestrian Safety
Antonio Cano	Strategic Development
Murray Mullen	ADA
Division of Maintenance	
Patti-Jo Dickinson	Budgets, Planning and Monitoring/District Liaison
Kuo-Wei Lee	Maintenance Landscape and Litter Abatement
Linus Motumah	Pavement Program

Finance (HQ):	
Division of Transportation Programming	
Kurt Scherzinger	Capital Improvement Programming

* Roster current as of November 2014

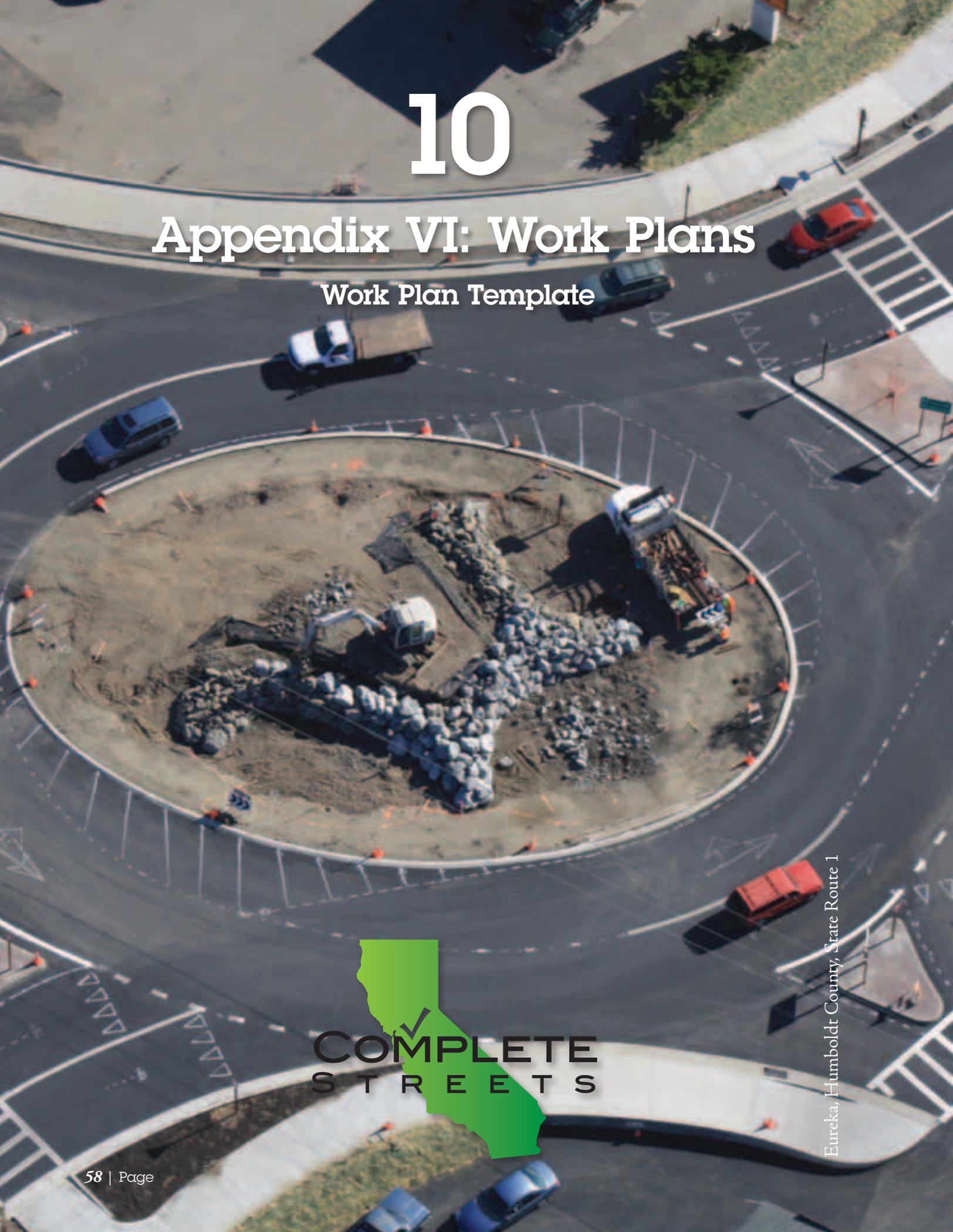
Districts:	
District 1	
Rex Jackman	Transportation Planning (Branch Chief)
Tasha Ahlstrand	Regional/Community Planning
District 2	
Aaron Casas	Community and Regional Planning
Michelle Millette	Community and Regional Planning (Chief)
District 3	
Gary Arnold	Planning and Modal Programs
District 4	
Beth Thomas	Pedestrian and Bicycle Planning/Coordination Branch
District 5	
Adam Fukushima	Transportation Planning
District 6	
Pedro Ramirez	Transportation Planning North
District 7	
Dale Benson	Office of Local Assistance, Division of Planning
Linda Taira	Sustainable Planning and Special Studies
District 8	
Rebecca Forbes	Community and Regional Planning
Austin Sos	Multimodal System Planning
District 9	
Bob Rubinstein	Planning Technical Support
District 10	
Tom Dumas	Metropolitan Planning
John Gedney	Planning
District 11	
Seth Cutter	Multimodal Programs Branch
District 12	
Marlon Regisford	System Planning
Yatman Kwan	System Planning

* Roster current as of November 2014

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Appendix VI: Work Plans

Work Plan Template



**COMPLETE
STREETS**

Eureka, Humboldt County, State Route 1

Complete Streets Implementation Action Plan 2.0

Action Item Work Plan

Action Title: [Type Action Title]

Description:

[Describe the action that will be completed in a few sentences. Include how it will incorporate and/or benefit complete streets implementation]

Completion Date: [When is this effort anticipated to be completed?]

Final Deliverable: [List the outcome of this effort- something concrete]

Performance Measures:

[How will this action item be evaluated? How will the success of this item be measured?]

	Lead	Completion Date	Deliverable (if applicable)
Task #1: [Task Title]			
Subtask 1.1: [Subtask Description]	[Division/District, Office, and lead individual]	[Month/Year]	
Subtask 1.2: [Subtask Description]	[Division/District, Office, and lead individual]	[Month/Year]	
Subtask 1.3: [Subtask Description]	Division/District, Office, and lead individual]	[Month/Year]	
Task #2: [Task Title]			
Subtask 2.1: [Subtask Description]	Division/District, Office, and lead individual]	[Month/Year]	
Subtask 2.2: [Subtask Description]	Division/District, Office, and lead individual]	[Month/Year]	[last task should indicate final deliverable]

Work Plan Written by: [type your name]

Date: [enter today's date]

Lead Individual Signature

Print Name

Date

Supervisor Signature

Print Name

Date

The detailed signed work plans for CSIAP 2.0 action items can be found at the Complete Streets website: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

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Appendix VII: Website Resources



**COMPLETE
STREETS**

Fort Bragg, Mendocino County, State Route 1

Complete Street Website Resources

Caltrans Websites:

Caltrans Complete Streets:

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

Caltrans Bicycle Program:

<http://www.dot.ca.gov/hq/LocalPrograms/bike/homepage.htm>

Caltrans Pedestrian Safety:

<http://www.dot.ca.gov/hq/traffops/engineering/investigations/ped.htm>

California Strategic Highway Safety Plan:

<http://www.dot.ca.gov/SHSP/>

Context Sensitive Solutions:

http://www.dot.ca.gov/hq/LandArch/cs_solutions/index.htm

Active Transportation Program:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

Caltrans Smart Mobility Framework:

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

Caltrans Design:

<http://www.dot.ca.gov/hq/oppd/index.htm>

Caltrans Traffic Operations:

<http://www.dot.ca.gov/hq/traffops/>

Statewide & National Complete Streets Websites:

National Complete Streets Coalition:

<http://www.smartgrowthamerica.org/complete-streets>

California Bicycle Coalition:

<http://www.calbike.org/>

California Walks:

<http://californiawalks.org/>

National Center for Safe Routes to School:

<http://www.saferoutesinfo.org/>

Safe Routes to School National Partnership:

<http://www.saferoutespartnership.org/>

Complete Streets Resource Toolkit:

<http://www.sacog.org/complete-streets/toolkit/START.html>

Caltrans Manuals, Guides, and Handbooks:

Highway Design Manual (HDM):

<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>

Project Development Procedures Manual (PDPM):

<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm>

Design Information Bulletins (DIBs):

<http://www.dot.ca.gov/hq/oppd/dib/dibprg.htm>

AB 819- Bikeway Research, Experimentation, Testing, Evaluation, or Verification Related to Design Criteria:

<http://www.dot.ca.gov/hq/oppd/ab819/index.htm>

Traffic Operations Policies & Directives (TOPD):

<http://www.dot.ca.gov/hq/traffops/engineering/control-devices/policy.htm>

California Manual on Uniform Traffic Control Devices (MUTCD):

<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/>

California Traffic Control Devices Committee (CTCDC):

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/>

Complete Intersections:

<http://www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-A-Guide-to-Reconstructing-Intersections-and-Interchanges-for-Bicyclists-and-Pedestrians.pdf>

Complete Intersections Brochure:

<http://www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-Brochure.pdf>

Intersection Control Evaluation Policy:

<http://www.dot.ca.gov/hq/traffops/liaisons/ice.html>

Complete Streets Brochure:

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CS_Brochure_6_pages_1.pdf

Main Street, California:

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

Other Resources:

American Association of State Highway and Transportation Officials (AASHTO):

<http://www.transportation.org/Pages/Default.aspx>

National Association of City Transportation Officials (NACTO):

<http://nacto.org/>

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



Document compiled by:

Division of Transportation Planning, Office of Sustainable Community Planning, Smart Mobility Branch