



Metro Complete Streets Policy Development Workshop

February 12, 2014

State of California: Caltrans' Complete Streets Policy & Related Programs



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Presentation Overview

- Federal Context
- State DOTs
- Caltrans Complete Streets Policy and Related Programs
- Implementation Action Plan
- Questions/Comments



Federal Legislation

In the Beginning

Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; ISTEA

- Major change to transportation planning/policy
- First U.S. federal legislation fully addressing multi-modal issues in post-Interstate Highway System era.
- Overall intermodal approach to highway and transit funding with collaborative planning requirements, giving significant additional powers to metropolitan planning organizations; provided funds for non-motorized transportation.



Federal Legislation (con't.)

- ISTEA expired in 1997 and was followed by:
 - Transportation Equity Act for the 21st Century (TEA-21, 1998)
 - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005)
 - Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012)

Each continued/strengthened Complete Streets Concepts: Multi-modal (e.g., bus, rail, bike, ped), Context Sensitive Solutions, Sustainability, Livability, etc.



http://en.wikipedia.org/wiki/Intermodal_Surface_Transportation_Efficiency_Act



Federal Partnership for Sustainable Communities

- In 2009, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) joined together to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment.
- Coordinates federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution.



Partnership for Sustainable Communities: Leveraging Partnership Programs



A guide to federal programs intended to help communities identify resources available to support their efforts to promote livable and sustainable communities.

http://www.fhwa.dot.gov/livability/partnership/leveraging_the_partnership/index.cfm

The cover of the guide features a blue background with the title 'partnership for Sustainable Communities' in white and green text. Below the title, it says 'an interagency partnership HUD • DOT • EPA'. The cover includes three photographs: a sidewalk with a green bench and orange trash can, a green hillside with a paved path, and a red bus at a stop. At the bottom, it reads 'THE PARTNERSHIP FOR SUSTAINABLE COMMUNITIES Leveraging the Partnership' and 'This guide to federal programs is intended to help communities identify resources available to support their efforts to promote livable and sustainable communities.' The logos of HUD, DOT, and EPA are at the bottom right, along with the date 'July 2013'.



Grants, Programs, Technical Assistance

The Partnership agencies administer grants, programs, and technical assistance available to communities to implement the principles of the Partnership for Sustainable Communities. When these grants are offered, they will be announced here and on www.grants.gov. In addition, each agency maintains websites to track their own grant announcements. The grants announced on these sites will also be on www.grants.gov.

- [HUD](#) offers funding opportunities to help communities realize their own visions for building more livable, walkable, and environmentally sustainable regions.
- [DOT](#) offers funding opportunities to support more livable walkable communities.
- [EPA](#) offers grants to support activities that improve the quality of development and protect human health and the environment.

While the following funding and technical assistance programs are not a complete list of DOT, HUD, and EPA grant and technical assistance programs, communities, stakeholders, and the public can use this guide to identify opportunities to seek federal funding.



US DOT on Active Transportation

- 2010 US DOT Policy Statement on Bicycle and Pedestrian Accommodation, Regulations and Recommendations States,

“Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.” Furthermore, this policy states that, “Transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible and convenient bicycling and walking networks.”

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

State DOTs and Livability

State DOTs are advancing livability and supporting local livability initiatives

State DOTs play a vital role in advancing livability and supporting local community livability initiatives. Through planning, policy and guideline development, project support, and funding, state DOTs are helping local communities to identify and achieve broader goals, and to implement an integrated, multimodal transportation network.

While all States administer livability-related Federal funding programs, such as Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancements, or Safe Routes to School programs (see *Factsheet on FHWA programs*), some have developed integrated initiatives that combine multiple livability-related issues. These initiatives incorporate livability principles into statewide planning, scenario and corridor planning, context-sensitive solutions, complete street policies, policy and design guidebooks, small town and rural planning, project prioritization criteria, performance measures, and many more tools and strategies.

Although there is significant flexibility in many of the FHWA and FTA programs related to livability, some major programs are especially flexible. Within the Federal-Aid Highway Program, the CMAQ, Surface Transportation (STP) and National Highway System (NHS) programs can all be used for a broad range of livability-related projects.¹

Success Stories: How State DOTs are advancing livability

Statewide Transportation Plans. Florida DOT's 2060 Florida Transportation Plan focuses on long-term objectives that will foster livable communities throughout the state. One such goal, "Make transportation decisions to support and enhance livable communities" seeks to support regional and community visions and plans, and coordinate transportation investments with land use and other public and private decisions.²

Regional Scenario Plans. California DOT (Caltrans) developed the California Regional Blueprint Planning Program to help MPOs and rural Regional Transportation Planning Agencies (RTPAs) conduct scenario planning, which models alternative future growth and investment strategies. The voluntary, competitive grant program has used almost \$22 million in Federal transportation funds to assist 17 MPOs and 15 RTPAs since 2005. The grants are intended to help regional leaders, local governments and stakeholders to reach consensus on a preferred 20-year growth scenario. The goals for the blueprint plans include identifying more efficient land use patterns and transportation investments that would improve mobility, increase transportation and housing choice, reduce greenhouse gases, protect natural resources, and increase economic competitiveness and quality of life.³

Washington State DOT Initiatives:

Washington State DOT (WSDOT) has implemented several programs that support livability and sustainability at the local level. Many of these are implemented by the Community Design Assistance Program, which incorporates bicycle and pedestrian needs, Safe Routes to School, and local planning. Related initiatives include:

- Livable Communities Policy and Complete Streets legislation.
- 'Green Streets' design practices to prevent and treat stormwater runoff.
- Programs to make communities more walkable and bikeable.
- Parking management strategies.
- Initiatives to improve, connect, or re-connect street grid systems to reduce emissions and traffic congestion, and improve walkability.
- Facilitation and mediation assistance, including transportation design charrettes (community planning workshops).

www.wsdot.wa.gov/Local/Programs/Planning/

Context Sensitive Solutions (CSS) Approach. The CSS approach considers a range of factors to develop mobility solutions, within the context of broader community goals. Utah DOT's South Design-Build project addressed capacity and safety concerns by reconstructing a six-mile section of urban arterial. The project will also serve as a stimulus for the local economy. Community involvement included residents, business owners, and city officials, who helped to preserve historic and environmental characteristics of the area throughout the project.⁴



South Design-Build project Utah DOT

Policy and Design Guidelines. Several state DOTs have developed guidelines for roadway design, pedestrian and bicycle travel, and transit. The Massachusetts DOT *Project Development and Design Guide* encourages design flexibility, community context, an integrated multimodal approach, and clear project development guidelines. It includes reduced lane widths, new intersection design options, balanced multimodal Level of Service (LOS), and a range of urban-suburban-rural area types to frame design context.⁵ Pennsylvania DOT's *Smart Transportation Guidebook* (developed with New Jersey DOT) is intended to integrate transportation system planning and design to foster development of sustainable and livable communities, in rural, suburban and urban areas. The Smart Transportation goal is to plan, program, design, and construct transportation projects that are affordable, able to be implemented, acceptable to the community, and supportive of economic development. The Guidebook is being used to update PennDOT's design manuals.

Project prioritization. Incorporating project prioritization and evaluation criteria into funding decisions is one way that State DOTs can help advance livable projects. The NY State DOT Green Leadership In Transportation Environmental Sustainability (GreenLITES) Program is a self-certification program for transportation projects and operations that incorporate sustainable choices. Projects are self-scored based on how well they protect the environment; conserve energy and resources; preserve historic, scenic, and aesthetic characteristics; encourage public involvement; integrate smart growth land use practices; and encourage innovative sustainable design, operations, and maintenance approaches.⁶



Performance measures and scorecards. The California DOT (Caltrans) developed a Smart Mobility Framework and Scorecard to evaluate the transportation options available to urban, suburban, and rural residents. The guidebook provides a planning framework to help guide and assess how well projects and programs meet the definition of "smart mobility," which includes six principles: location efficiency, reliable mobility, health and safety, environmental stewardship, social equity, and robust economy. The principles are applied to specific place-types, each with its own set of performance measures. Initial funding was provided by EPA's Smart Growth Implementation Assistance program; many of the projects screened and moved forward are intended to be eligible for Federal funding.⁷

Available Resources

Pedestrian and Bicycle Information Center: www.pedbikeinfo.org
Context Sensitive Solutions: <http://contextsensitivesolutions.org/>
Caltrans Smart Mobility Framework: www.dot.ca.gov/hq/tpp/offices/ocp/smf.html
Massachusetts DOT Project Development and Design Guide: www.mhd.state.ma.us/default.asp?pgid=content/designGuide&sid=about

¹ FHWA Livability Initiative. Leveraging the Partnership. <http://www.fhwa.dot.gov/livability/scp.cfm>

² Florida Department of Transportation. "2060 Florida Transportation Plan." <http://www.2060ftp.org/>

³ Caltrans, California Regional Blueprints Program. <http://calblueprint.dot.ca.gov/overview.html>

⁴ Utah DOT, South Design-Build project. http://contextsensitivesolutions.org/content/case_studies/12300_south_design_build_project/

⁵ Massachusetts DOT. "Project Development and Design Guide." www.mhd.state.ma.us/default.asp?pgid=content/designGuide&sid=about

⁶ New York State DOT. Green Leadership In Transportation Environmental Sustainability (GreenLITES) Program.

www.nysdot.gov/programs/greenlites/. Couldn't get this link to work.

⁷ Caltrans Smart Mobility Framework. <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

Federal Highway Administration: www.fhwa.dot.gov/livability
Partnership for Sustainable Communities: www.sustainablecommunities.gov/

Creating more livable communities through transportation choices





State DOTs Advancing Livability Initiatives

- State DOTs play a vital role in advancing livability and supporting local community livability initiatives.
- Through planning, policy and guideline development, project support, and funding, state DOTs are helping local communities to identify and achieve broader goals, and to implement an integrated, multimodal transportation network.
- While ALL States administer livability-related Federal funding programs, such as Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancements, or Safe Routes to School programs, *some have developed integrated initiatives that combine multiple livability-related issues.*
- *These initiatives incorporate livability principles into statewide planning, scenario and corridor planning, context-sensitive solutions, complete street policies, policy and design guidebooks, small town and rural planning, project prioritization criteria, performance measures, and many more tools and strategies.*



State DOT Best Practices

- **Statewide Transportation Plans.** Florida DOT's *2060 Florida Transportation Plan* focuses on long-term objectives that will foster livable communities throughout the state.
- **Regional Scenario Plans.** Caltrans developed the California Regional Blueprint Planning Program to help MPOs and rural Regional Transportation Planning Agencies (RTPAs) conduct scenario planning, which models alternative future growth and investment strategies.
 - Grant program has used almost \$22 million in Federal transportation funds to assist 17 MPOs and 15 RTPAs since 2005.
 - Help agency stakeholders to reach consensus on a preferred 20-year growth scenario.
 - Blueprint plans include: Identifying more efficient land use patterns and transportation investments to improve mobility, increase transportation and housing choice, reduce greenhouse gases, protect natural resources, and increase economic competitiveness and quality of life.



State DOT Best Practices

Washington State DOT Initiatives:

Several programs supporting livability and sustainability at the local level.

Many of these are implemented by the Community Design Assistance Program, which incorporates bicycle and pedestrian needs, Safe Routes to School, and local planning. Related initiatives include:

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www.wsdot.wa.gov/LocalPrograms/Planning/



California Legislation

(Supporting Complete Streets Policy)

- **AB 32 (2006)** - California was the first state to enact a statewide plan to mandate reductions in greenhouse gas (GHG) emissions
- **Executive Order (EO) S-20-06 (2006)** - Directed State agencies to implement the California Global Warming Solutions Act of 2006
- **SB 375 (2008)** - Only state at the time with a law requiring metropolitan regions to reduce GHG emissions through their planning process
- **Caltrans DP-30 (2012)/Other Policies** - In response to California legislation, Caltrans instituted internal policies to incorporate climate change into all Caltrans projects



State of California AB 1358 (2008)

Circulation element of local government general plan:

Accommodate all users “...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.**”

<http://www.completestreets.org/webdocs/policy/cs-ca-legislation.pdf>



Caltrans Policy

Complete Streets Definition

A "Complete Street" is:

"A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists - appropriate to the function and context of the facility." (DD 64-R1)



Caltrans Policy

Role in Complete Streets

- Deputy Directive 64-R1 “Complete Streets”
revised October 2008

“The Department provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system.”

There is no one model of a “complete street” – context, community, and road user needs are key



Caltrans Complete Streets Implementation

To implement DD-64-R1, managers and staff from across the Department participated in contributing ideas and projects that became the 73 action items in the Complete Streets Implementation Action Plan (CSIAP), completed in 2010



Caltrans Complete Streets Implementation

- The Action plan contains the following key categories of actions:
 - Highest Focus Areas in the State,
 - Guidance, Manuals, and Handbooks,
 - Policy and Plans,
 - Funding and Project Selection,
 - Raise Awareness,
 - Data and Performance Measures, and
 - Training



CSIAP - Highlights

- The CSIAP is now wrapping up as most initial action items have been completed.
- Highlights of Action items include:
 - Highway Design Manual - Updated
 - System Planning Guidelines - Updated
 - Main Streets, California: A Guide for Improving Community and Transportation Vitality - Updated
 - Complete Intersections - New Guidelines
 - Smart Mobility Framework - Updated
 - California Interregional Blueprint - Updated
 - California State Rail Plan - Updated



CSIAP – Action Plans

- During 2013, Caltrans' Complete Streets Technical Advisory Committee have been evaluating and updating the plan – identifying barriers and successes, where we go next
- In early 2014, each Division and District has been refining upon and developing more specific “Action Plans”; with tangible tasks to be implemented within the next year



Why Complete Streets?

- Benefits of Complete Streets
 - Increase physical activity, improve public health and safety
 - Provide options and access for non-drivers
 - Decrease vehicle trips, air pollutants and greenhouse gas emissions
 - Improve livability, revitalize communities, and decrease transportation costs



Why Complete Streets Matter to Caltrans

- SAFETY and risk management
- Commitment to the Three E's: Environment, Economy, and Equity (AB 857, 2002)
- Help meet our GHG reduction targets (AB 32, 2006)
- Help partners meet local complete streets requirements (AB 1358, 2008)
- Manage capacity, deal with growth, and expand options for travel on the State Highway System
- Be proactive, avoid legislative mandates
- Support State policy to improve public health outcomes
- Support Department Goals



Caltrans: Incorporating Complete Streets in Our Work

- Within Caltrans, our duty is to be responsive to **all users**
- Every program and project is an opportunity to make improvements
- We are to step into the perspective of each type of user and ensure the safety of all users



Maintain Ongoing Dialogue with Our Partners

We're here to help with transportation issues, so let's stay in touch!



July 2012 outreach event in South Pasadena



Caltrans Resources

(some key programs)

Division of Transportation Planning

- **Complete Streets Program:**
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html
- **Active Transportation and Livable Communities:**
<http://www.dot.ca.gov/hq/tpp/offices/ocp/atlc.html>
- **Smart Mobility Framework:**
<http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>
- **California Transportation Plan:**
<http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/index.shtml>
- **Interregional Blueprint:**
<http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/index.shtml>
- **Climate Change:**
http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/index.shtml



Caltrans Resources

Division of Local Assistance

- **Active Transportation Program (ATP):**

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

- **Bike Program:**

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

Division of Design/Landscape Architecture

- **Context Sensitive Solutions:**

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

HQ Landscape Architecture Program partnered with other Project Delivery functions, Maintenance and Operations, and Planning and Modal Programs to update Main Street, California - A Guide for Improving Community and Transportation Vitality:

http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf



Division of Traffic Operations/Office of Safety Program, Pedestrian Safety Branch

- **Caltrans Pedestrian Safety Resources:**

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

- **Complete Streets Intersections Guidelines (2010):**

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

- **Pedestrian and Bicycle Facilities in California: A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers (2005):**

http://www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf

- **California Blueprint for Bicycling and Walking Report**

(2002): <http://www.dot.ca.gov/hq/traffops/survey/pedestrian/California-Blueprint-for-Bicycling-and-Walking-Report.pdf>

- **Intersection Control Evaluation (ICE):**

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



Questions?

For further information, please contact:

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***Thinking
BIG***