



## Complete Streets Forum Series

To view recording: <https://youtu.be/yA9cWEyFFKc>

### Week Two: How is Caltrans Implementing Complete Streets?

April 14, 2021 (3:00 – 4:30 p.m.)

Subject	Speaker
Intro/Welcome	Alexis Kelso
Changes and Current Activities in the District	Alexis Kelso
Complete Streets Program Changes	Susan Lindsay
Safety Program Changes	Jessi Downing
Planning Program Changes	Kevin Tucker/Staff
Conclusion/Questions	Alexis Kelso/All



# Housekeeping

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We will be recording today's presentations.



<https://www.sli.do/>  
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#CSFSW2



Materials will be posted on [www.catplan.org/district-1](http://www.catplan.org/district-1)



# Today's Meeting

How is Caltrans Implementing Complete Streets?



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**Changes and Current Activities in the District**

Alexis Kelso

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**Complete Streets Program Changes**

Susan Lindsay

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**Safety Program Changes**

Jessi Downing

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**Planning Program Changes**

Kevin Tucker

Ch-ch-ch-ch-  
changes

# Accommodating Bicycles and Pedestrians in Temporary Traffic Control Zones

## District 1 Policy Memo

- Accommodation of bicyclists and pedestrians in Temporary Traffic Control zones must be considered through all phases of the project development process and during encroachment permit reviews.
- Identifies actions by phase.
- Assigns responsibilities to the project manager, project engineer, complete streets coordinator, bike/ped coordinator, traffic operations, resident engineer, and permit inspectors.
- Identify issues during environmental phase. Engage the internal complete streets team and conduct public outreach if issues are significant.
- Provides guidance for a variety of closure types and highway context.



# Active Transportation Census Network

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- Need pedestrian and bicycle volume data for informing strategic investments, project design, and performance tracking.
- District 1 currently collects short-duration counts on a three-year cycle at 72 locations.
- Permanent, continuous counters will be able to provide annual volume estimates, quantify temporal trends, calibrate travel demand models, and calibrate big data.
- Paired with big data, permanent continuous counters can be extrapolated across the highway network.



# Active Transportation Census Network

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- Currently have a contract with StreetLight Data.
- In early fall, we will begin working with UC Berkeley to identify locations for a network of permanent counters that will be statistically valid for use across the highway network and to pair with big data.



# Complete Streets Program Update

Susan Lindsay  
Complete Streets Program Manager



# CS Program What's Happening?

- Ideology Alignment and Money – Federal – State – Caltrans
- Formalized the CS Program – Division of Design
- \$100 Million CS Reservation in the 2020 SHOPP:
  - 3 Projects in District I
- New Complete Streets Decision Document - CSDD
- Complete Streets Performance Targets – 2021 SHSMP and 2023 SHSMP



# CS Program Activities

## New Complete Streets Office in Design – focused on Project Delivery

- 1) Engagement: With Locals, Districts, Project Teams, CAT Plans, Bike and Ped TACs
- 2) Asset Management: Develop a CS Asset Database and manage and track CS Assets. Define CS Assets and set Targets for each District. CS PCR Review for projects with CS Performance Targets.
- 3) Support Pilots: Support Pilot efforts to speed up or improve CS Project Delivery
- 4) Communication: Update the internal and external CS websites
- 5) Training: Update and Provide training to Designers and Project Managers

# 2020 CS Program \$100M CS Reservation

## District 1 Projects:

- 1) SR 162 Covelo Project
- 2) US 101 Eureka Broadway Project
- 3) SR 1 Mendocino Fort Bragg ADA

# CS ProgramCS Decision Document

District - County - Route - Begin Post Mile/End Post Mile  
Expenditure Authorization (EA) - Project Number or Permit Number

## Complete Streets Decision Document (CSDD)

- 1) Is the project located entirely on a facility where bicyclists and pedestrians are legally prohibited and the project does not involve a shared use path, pedestrian/bicycle structure or work impacting a local road crossing or interchange? (For example, a project including freeway mainline and ramp work where the project freeway segment legally prohibits bicyclists and pedestrians per the MUTCD.)

NO - Proceed to Question 2

YES – Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

- 2) Is the primary project purpose to address assets that are outside of the roadbed where pedestrian and bicycle travel is not affected and construction will not affect future pedestrian and bicycle facilities? Examples may include culvert outfalls, storm water treatment facilities, bridge substructure or scour mitigation, planting or vegetation removal, retaining walls, etc.

NO – Continue to Question 3

YES – Stop here. The project is exempt from further complete streets evaluation. Sign and attach to PID.

- 3) Has a Transportation Planning Scoping Information Sheet (TPSIS) been completed for this project?

NO – Proceed to Question 4

YES – Skip to Question 5 and attach TPSIS to this document

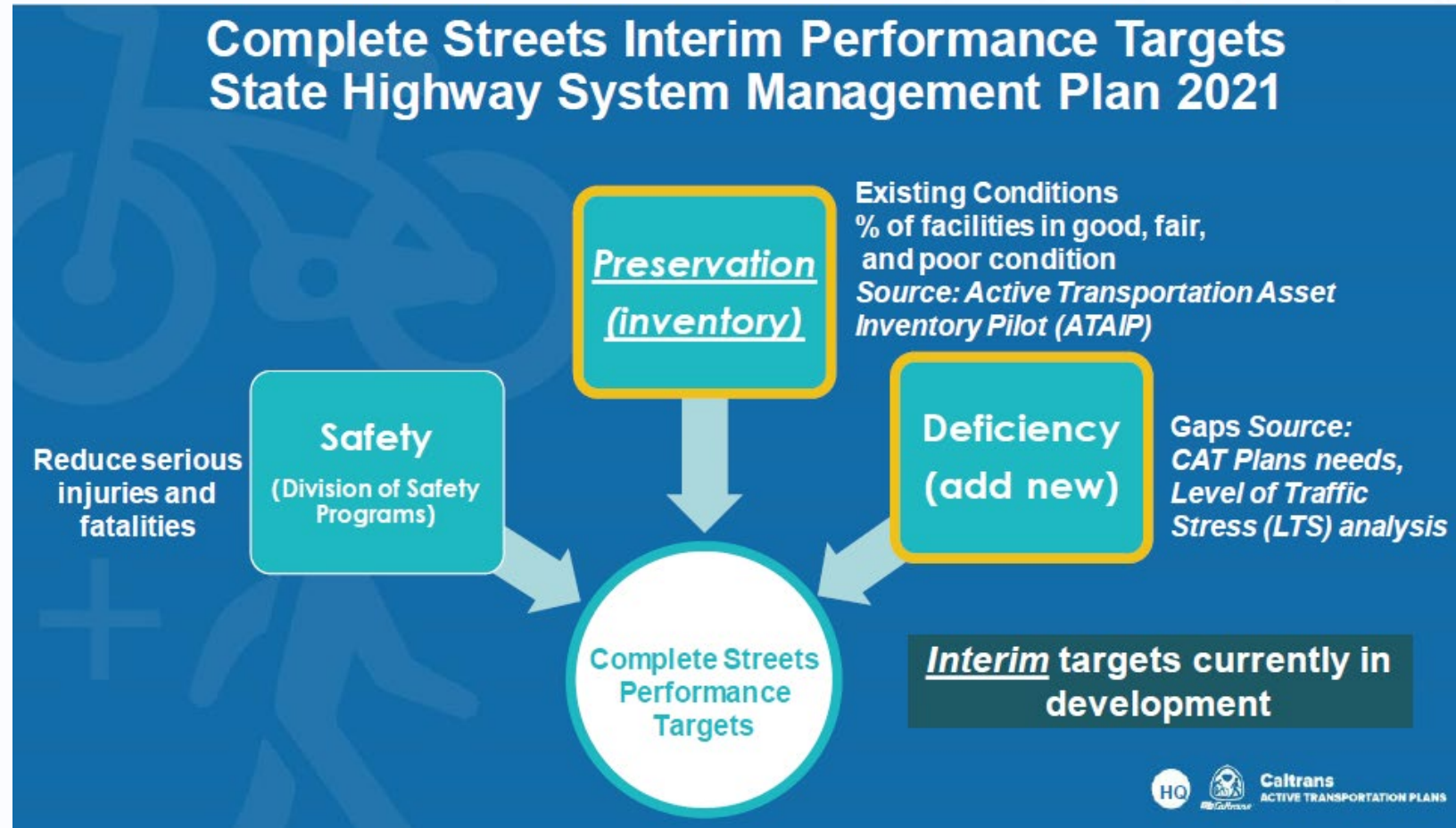
- 4) Which of the following planning documents were consulted to determine bicycle, pedestrian or transit needs?

- Documents key CS decisions.
- Works hand in hand with the updated TPSIS to identify CS needs early on.
- Acts as a CS Waiver
- Required at each phase
- Tracks CS elements being added or removed from projects throughout the project lifespan
- Not required on Locally Funded Projects
- PDPM Appendix FF

# CS Program CS Performance Targets

- CS is part of the 2021 State Highway System Management Plan (SHSMP)
- Has Two Main Parts
  - Existing CS Inventory – Good/Fair/Poor
  - New CS Facilities (New Elements, Gap Closures, etc.)
- Needs for new facilities will be based on District specific Active Transportation Plans (CAT Plans). Should be complete within 2 years.
- 2021 CS Targets will be considered interim and will be finalized this summer.
- 2023 CS Targets will be based on final CAT Plans and will have a more detailed estimate of the need for new CS facilities.

# CS Performance Targets 21 SHSMP



## 2022 SHOPP

- Complete Inventory and Condition data collection
- Develop Interim Performance targets for AT for inclusion into the 2021 SHSMP

# CS Performance Targets 23 SHSMP

## Prioritizing Needs



Goal Weighting for District 10

### Approach

1. Select Prioritization Metrics
2. Calculate Goal Scores
3. Weight District Goals
4. Identify Prioritized List of Location-Based Needs

### 2024 SHOPP

- Complete Caltrans Active Transportation (CAT) Plans
- Refine Performance Targets based on needs identified in District CAT Plan; include in the 2023 SHSMP

# Susan Lindsay

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