

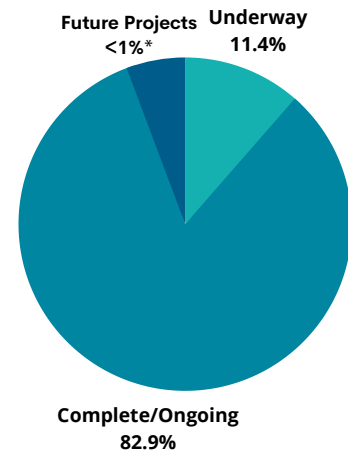
COMPLETE STREETS

UPDATE ON THE 2020-21 COMPLETE STREETS ACTION PLAN

Introduction

The Mode Share Action Plan 2.0 was updated in June 2020 to include a new set of high-priority actions for 2020-21. Quarterly updates throughout 2021, prepared by Sustainability in coordination with Design, Planning, Traffic, Safety, Maintenance, and others, showcased the status and continued progress of these high-priority actions. This final update concludes our tracking of the 2020-21 Complete Streets Priority Actions. Future updates will track progress of DP-37 implementation through a biennial Complete Streets Action Plan, detailed below.

Implementation Tracker



*planned for 2023

% of High Priority Actions Completed (35 total)

NEW Director's Policy on Complete Streets (DP-37)

In December 2021, Caltrans announced its new Director's Policy on Complete Streets. The policy directs all transportation projects funded or overseen by Caltrans to provide comfortable, convenient, and connected facilities for people walking, biking, and taking transit. This policy is a key step in expanding the availability of sustainable transportation options for Californians, in order to meet our state's climate, health, and equity goals. Read the policy in full [here](#).

Additionally, the Department has committed to a series of high-priority actions it will take to immediately implement the goals of DP-37. These actions include the creation of a new, standalone biennial Complete Streets Action Plan, in partnership with Headquarters Divisions and Districts, by Spring 2022. This plan will identify additional actions needed to fully implement DP-37.

Key Changes

- Elevated to Director's Policy
- Requires District Director approval on any non-exempt capital or maintenance projects that do not include complete streets
- Increased commitment to transit and rail
- Expanded roles and responsibilities for implementation of the policy

Traffic Calming

The Divisions of Traffic Operations, Safety, and Design are jointly developing in-depth traffic calming guidance. However, because the final guidance is not anticipated until early 2023, Caltrans released an interim memorandum that discusses the benefits of implementing traffic calming measures and details specific techniques that exist in Caltrans guidance and can be used with the intent to slow speeding vehicles.

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Update to Maintenance Manual to add active transportation elements

For the first time, the Caltrans Maintenance Manual now has a dedicated chapter on pedestrian and bicycle facilities (Chapter P), which provides field staff with direction on the maintenance of complete streets facilities on the state highway system (SHS). An online version of Chapter P will be available shortly.

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Caltrans Active Transportation Plans

The Caltrans Active Transportation (CAT) Plans will identify pedestrian and bicycling needs on, across, or parallel to the state highway system (SHS) and establish a baseline for assessing future progress.

Each of the 12 Districts are currently in the process of establishing their CAT Plans in coordination with local partners. All District plans will be completed by July 2022 (see adjacent schedule). Districts 1, 4, 5, 9, and 10 have completed their plans.

UNDERWAY

CAT Plan Delivery Schedule*

**Subject to change*

	2021						2022					
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
D2												
D7												
D12												
D6												
D3												
D8												
D11												

Service Request/Kick-off

Existing Conditions

Needs Analysis/Prioritization

Draft/Final Plan

Completed CAT Plans Highlight

District 1

District 1, located in northwestern California, comprises the Counties of Del Norte, Humboldt, Lake, and Mendocino.

As a part of the development of the District 1 CAT Plan, District 1 staff hosted a four-week Complete Streets Forum series with local partners in April 2021 to discuss how Caltrans funds, implements, and collaborates with partners on complete streets. The series established a shared understanding of Caltrans' complete streets activities and supported transition of the District 1 CAT Plan Technical Advisory Group to a standing Pedestrian and Bicycle Advisory Committee.

District 10

District 10 serves the northern portion of the San Joaquin Valley and includes the Counties of Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne.

In District 10, large and smaller urbanized communities line the Highway 99 Corridor – including Stockton, Lodi, Turlock, Modesto, and Merced. The public shared their experience with a number of locations throughout District 10. Public input along with the needs identified by local and regional planning agencies informed the location-based needs identified in this Plan. To see how these locations identified by stakeholders and the public align with location-based needs, visit the project [Story Map](#).

