



ACTIVE TRANSPORTATION 2021 PLAN



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This document and Plan is intended for planning purposes. Information and data should not be used for final design of any project. All results, recommendations, maps, concept drawings, cost opinions, and commentary contained herein are based on limited data and information. Existing conditions are subject to change and have not been field-verified. Images in the report are intended to serve as examples of the range of real-world existing conditions; they are not limited to best practices or approved designs or behaviors and, in some cases, may reflect conditions that are not recommended. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

WHAT'S INSIDE THE SUMMARY REPORT?

District 5's Active Transportation Plan contains two elements: This **Summary Report** and an online **Story Map**. The Plan identifies and prioritizes needs for people walking and bicycling on and across the State Highway System (SHS) to inform future investments. The Plan's main output is a prioritized list and map of location-based needs (LBNs).

The following sections are included in the Summary Report to present key information about the planning process and identify next steps to support implementation:

STATEWIDE CONTEXT

This section describes how the goals of the statewide active transportation plan, *Toward an Active California*, guided the development of this plan, and how it fulfills the next step in the process of addressing active transportation needs along the SHS.

PUBLIC ENGAGEMENT

Stakeholder and public engagement informs the Plan directly from people who walk or bicycle along and across the District 5 SHS.

WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

Maps, text, and charts in this section describe what it is like to walk or bicycle along state highways in District 5 today and where there are opportunity areas to replace driving with walking or bicycling trips.

NEEDS FOR PEOPLE WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

The process for identifying and prioritizing location-based needs to address barriers and gaps for pedestrians on the District 5 SHS is described here.

NEXT STEPS FOR IMPLEMENTATION

The final section describes coordination, facilitation, and project development steps for Caltrans, local partners, and the public to implement the Plan.

Cover photo: Pedestrians and bicyclists are crossing Highway 1 at the intersection of Highway 1 and Highland Drive. This page: State Route 1 at Pitkins Curve with a bike lane.



Tim Gubbins, District 5 Director

MESSAGE FROM THE DISTRICT DIRECTOR

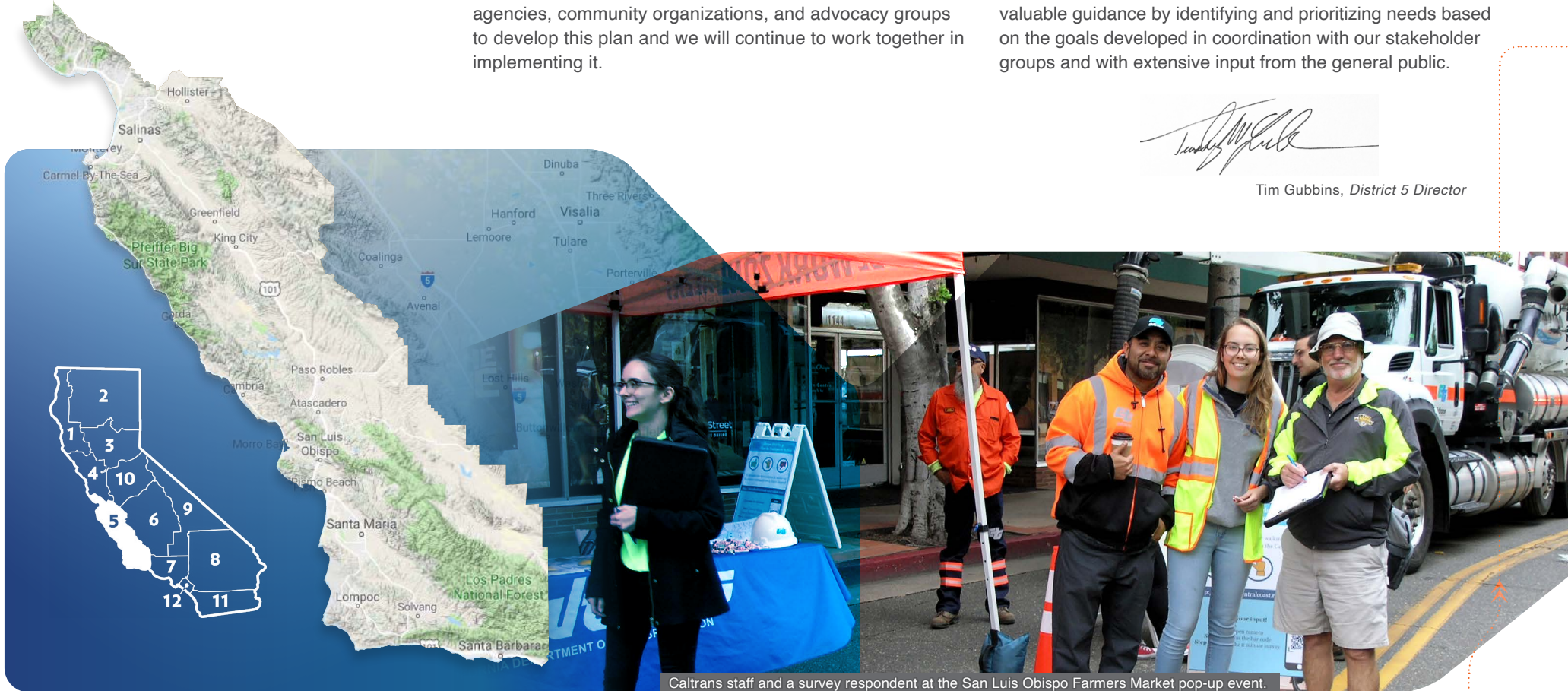
I am pleased to present the Caltrans District 5 Active Transportation Plan (Plan) for the Central Coast counties of Santa Cruz, Monterey, San Benito, San Luis Obispo and Santa Barbara. This Plan aligns with the State Bicycle and Pedestrian Plan, *Toward an Active California* (2017), which established statewide policies, strategies and actions to achieve the goal of doubling walking, tripling bicycling, and doubling transit use in the State of California.

The District 5 Active Transportation Plan guides our Caltrans project teams to create a network of bicycle and pedestrian facilities with connections to transit. Caltrans collaborated with our partners from local and regional agencies, community organizations, and advocacy groups to develop this plan and we will continue to work together in implementing it.

This data-driven plan began with an extensive inventory of our existing bicycle and pedestrian facilities. A comprehensive gaps and barriers analysis identified needs on, across, and parallel to the State Highway System. Data was also incorporated from local and regional plans. Throughout the process, engagement activities with communities, partner organizations, advocacy groups, and the public informed the Plan.

The Caltrans District 5 team is already working to incorporate bicycle, pedestrian, and transit elements into our projects, embracing a Complete Streets approach from the planning stage through design and construction. The Plan provides valuable guidance by identifying and prioritizing needs based on the goals developed in coordination with our stakeholder groups and with extensive input from the general public.

Tim Gubbins, District 5 Director



Caltrans staff and a survey respondent at the San Luis Obispo Farmers Market pop-up event.

KEY TERMS

The list below defines key terms as they are used throughout the District 5 Active Transportation Plan. Other jurisdictions and government agencies may interpret or use these terms differently.

TRANSPORTATION NETWORK

State Highway System (SHS): Legislatively designated highway networks that supports the movement of people and goods across California. The SHS comprises a variety of highway infrastructure assets, including but not limited to pavement lane miles, bridges, tunnels, and culverts. This document uses the terms highways, state highways, and Caltrans highways interchangeably to refer to the SHS.

Highway: State-owned roads, streets, parkways, and connected infrastructure elements such as on- and off-ramps, bridges, and tunnels.

Freeway: A divided highway with full control of access and two or more lanes for the exclusive use of motor vehicle traffic in each direction.¹ Highways that are not freeways are *conventional highways*.

Main Street: A street on the State Highway System that typically has speeds of less than 40 mph and serves pedestrians, bicyclists, transit riders, and drivers within a community.² An example is State Route 1 in Guadalupe.

Intercommunity Rural Connector: State highways that are the only viable walking and biking connection between rural communities or from those places to larger or more urban places.

Complete Streets: A Complete Street is a roadway 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 roadway. Every Complete Street looks different based on its context, community preferences, the types of road users, and their needs.³

Pedestrian: In this document, the terms pedestrian and walk are used broadly to include travel by all users of sidewalks, including people walking or rolling using a mobility assistance device such as a walker, stroller, or wheelchair.

Bicyclist: This document uses the term bicyclist broadly to include traditional bicycles and a wide variety of other human-powered devices that use typical bicycle facilities. This includes electric-assisted bicycles, recumbent bicycles, bicycles or tricycles adapted for use by those with disabilities, and many others.

ANALYSIS

Gap: Specific locations where pedestrian facilities (like sidewalks and crossing treatments) or bicycle facilities (like bicycle lanes) are missing, narrow, or incomplete.

Barrier: A physical element that restricts movement between elements of the pedestrian or bicycle network. Examples include an uncontrolled highway on- or off-ramp crossing, or poor crosswalk visibility.

Location-based need (LBN): A specific location on the State Highway System where infrastructure changes would benefit people walking or bicycling and best achieve the State's active transportation goals from *Toward an Active California*. Examples include needs for people walking or bicycling across or along the highway.

Traffic stress: How comfortable a roadway feels for a person biking or walking, based on interaction with other modes of travel (people biking, walking or driving), traffic controls (stop signs, signals, etc.), and the geographic features of the area.⁴



State Route 135, Los Alamos

1 Federal Highway Administration, "Freeway Management and Operations Handbook." https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter1_02.htm

2 California Department of Transportation, "Main Street, California." <https://dot.ca.gov/-/media/dot-media/programs/design/documents/main-street-3rd-edition-a11y.pdf>.

3 Caltrans Office of Smart Mobility and Climate Change, "Complete Streets Program." <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/smart-mobility-active-transportation/complete-streets>.

4 Bicycle level of traffic stress (LTS) is a grading system to rate a transportation network's bicycling comfort. Developed at the Mineta Transportation Institute, LTS is a simple way to convey how stressful it is to bicycle on a facility using readily available data that characterizes that facility. It can be calculated for segments and intersections.

PURPOSE AND OVERVIEW OF THE PLAN

The District 5 Active Transportation Plan (Plan) advances the Vision Statement and Goals in ***Toward an Active California***, the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with walking and bicycling needs in each Caltrans district across California. Caltrans staff and regional and agency partners will use the Plan to address high priority needs along and across the State Highway System (SHS). Needs identified in the Plan will inform future investments on the SHS by Caltrans and local partners.

State highways play a critical role in towns and cities across California. They serve as main streets, provide access to transit and important destinations people visit every day, and often serve as the primary routes connecting communities. The Plan identifies challenges and potential solutions for walking and bicycling along and across Caltrans roadways. It recognizes that many people rely on Caltrans roadways to walk, bicycle, and connect to transit, and also acknowledges that people of color and people with lower incomes experience disproportionately higher crash risks than other groups do.¹ The Plan seeks to enhance safety and make it more comfortable and convenient for everyone to walk and bicycle more often by identifying needs and priorities for future investments. When more people are able to walk and bike because the roadways near them support those

options, our communities experience improved air quality, health benefits, social equity, and economic vitality.

The District 5 Active Transportation Plan has two elements:

- ▶ This **Summary Report** provides a snapshot of active transportation on Caltrans roadways today, locations where needs exist for people walking and bicycling, a summary of community and partner engagement, and a description of the next steps in the process.
- ▶ A companion online **Story Map** provides an opportunity to view and interact with a series of District 5 maps that highlight the issues and opportunities described in the Summary Report.

The Plan includes a prioritized list of bicycle and pedestrian needs along and across the SHS to help identify opportunities to incorporate bicycle, pedestrian, and transit improvements into projects. The Plan is not a comprehensive list of specific bicycle and pedestrian construction projects and improvements. The needs identified in the Plan will inform the project development process, during which specific improvement concepts and related priorities will be evaluated. This Plan is not static; data and information in the Plan will be periodically updated in coordination with partners and communities.



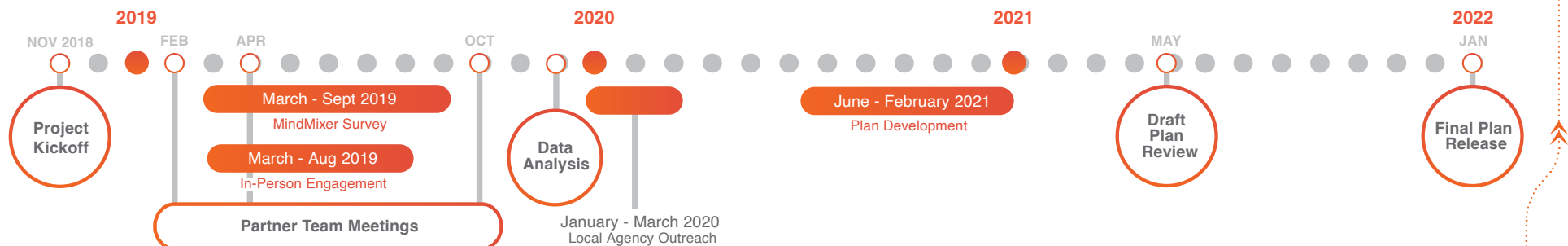
A bicyclist touring the Pacific Coast Bike Route in Monterey County.



A US 101 freeway undercrossing in Atascadero.

¹ Dangerous by Design. Smart Growth America, 2019. <https://smartgrowthamerica.org/wp-content/uploads/2019/01/Dangerous-by-Design-2019-FINAL.pdf>

District 5 Active Transportation Plan Process Timeline



TOWARD AN ACTIVE CALIFORNIA VISION STATEMENT

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.

STATEWIDE CONTEXT

In alignment with the vision in the Caltrans statewide plan, [Toward an Active California](#), this plan establishes methods for identifying and evaluating needs for people walking or bicycling on and across the SHS. It focuses on increasing social equity throughout the planning process, strengthening community partnerships, and improving connections between the state and local active transportation networks.

[Toward an Active California](#) outlines four goals, which guided the development of the District 5 Active Transportation Plan:



► **MOBILITY:** Reduce dependency on single-occupancy vehicle travel through mode shift to bicycling, walking, and transit.



► **SAFETY:** Facilitate safe travel for all users (modes) and abilities, as expressed through [Toward Zero Deaths \(Caltrans\)](#) and [Vision Zero \(local agencies\)](#) initiatives.



► **EQUITY:** Promote active transportation solutions that serve the communities within the district by improving accessibility and healthy transportation options for disadvantaged communities.



► **PRESERVATION:** Ensure District active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the SHS.

District 5 staff, in collaboration with Executive Team staff and the District's Partner Team, identified two additional goals for active transportation planning in District 5:



► **CORRIDOR CONTEXT:** Identify needs unique to rural, main street, and trail corridors in District 5.



► **PARTNERSHIP:** Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the SHS.

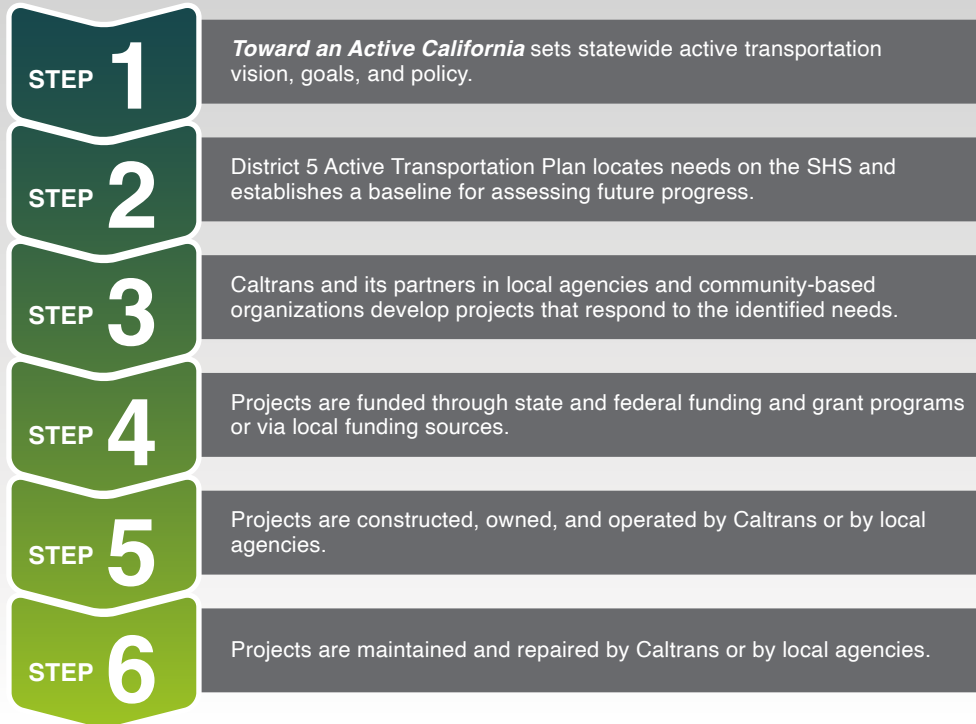
The District 5 Active Transportation Plan is the second in a series of steps that will support the delivery of active transportation infrastructure in California, as shown in the graphic on the next page. The work will continue with Caltrans collaborating with local partners to plan, design, fund, construct, and maintain active transportation projects. The Plan supports the guiding principle of the [Climate Action Plan for Transportation Infrastructure](#) to invest “in networks of safe and accessible bicycle and pedestrian infrastructure.”



A family crosses State Route 58, a designated Main Street in Santa Margarita.

HOW CALTRANS MEETS ACTIVE TRANSPORTATION NEEDS

While Caltrans has addressed active transportation needs throughout the state in the past, this Active Transportation Plan is part of an updated process that aims to better meet those needs in the future. The six steps are described below.



Children cross State Route 9 to reach their school.
(Source: Santa Cruz County Regional Transportation Commission)

VISION ZERO INITIATIVES AND THE CALTRANS TOWARD ZERO DEATHS GOAL

Vision Zero is an organizing framework for eliminating fatalities and serious injuries caused by traffic crashes. Agencies and jurisdictions around the world have adopted Vision Zero goals to reduce the loss of life on local roadways and enhance safety on roadways through engineering and programming changes. A defining feature of Vision Zero Action Plans is their ability to coordinate and focus the ongoing work of agency departments and partner jurisdictions towards this singular goal.

Caltrans developed its Toward Zero Deaths goal as its expression of the Vision Zero approach. The need for the initiative is critical: 115 bicyclists and pedestrians were killed, and an additional 434 were severely injured, on District 5 roadways between 2015 and 2019.¹ Caltrans Director Toks Omishakin frames Toward Zero Deaths as a top priority for the agency:

First, safety must remain our most important priority. "Toward Zero Deaths" is the right goal, and this includes zero deaths for anyone who uses or works on our transportation system. Presently, 10 individuals die every day on our state highways. We can do more, including better protecting our most vulnerable users such as bicyclists, pedestrians, and scooter operators – of whom at least one dies on our state highways each day.

¹ Source: Statewide Integrated Traffic Records System

PUBLIC ENGAGEMENT

The public have a nuanced understanding of the transportation systems they use every day and their input is critical to meeting the plan's objectives. Engagement efforts for the Plan focused on the following objectives:

- ▶ Seek input from the public.
- ▶ Establish new relationships between Caltrans and local community and advocacy groups.
- ▶ Deepen understanding within Caltrans of local contexts and needs.
- ▶ Engage underserved and disadvantaged communities.

With this in mind, District 5 collaborated closely with partner agencies, local organizations, and the public to solicit input on each phase of the planning process. This section provides an overview of these activities and the input received.

COMMUNITY ENGAGEMENT AND OUTREACH

Caltrans engaged the public in-person and online.

In-person engagement:

- ▶ English- and Spanish-speaking Caltrans staff participated in nine community events in disadvantaged communities. The surveys and information provided at these events were available in both languages.

- ▶ Caltrans collected 365 paper surveys at events in Watsonville, Lompoc, King City, Santa Barbara, Santa Maria, Hollister, and San Luis Obispo, and with the Santa Ynez Band of Chumash Indians.

Online engagement:

- ▶ Caltrans used an online engagement platform that included a survey and map where the public could provide input about needs and concerns for walking and bicycling in their communities.
- ▶ A written survey and project fact sheet were included in English and Spanish.

This hybrid approach helped capture the ideas, needs, and concerns of people from a wide demographic, and facilitated participation by people who might not have attended more conventional events like town halls. Respondents expressed concerns about driver awareness and the need for improved infrastructure to enhance safety for people walking and bicycling. Many said safety concerns prevented them from walking and bicycling more. Respondents suggested better street lighting, wider sidewalks, and slower traffic speeds to improve safety. Many also said improved transit connections would facilitate longer active transportation trips for work, school, shopping, and other purposes.

These were some of the top responses to three of the paper survey questions:

Q: Where do you go when you bike or walk?

- Recreation
- Shopping
- Other (Answers included: Sports/park, restaurants, church, to transit stop, medical appointments)
- Work
- School

Q: What prevents you from walking or biking in your community?

- Lack of sidewalks and gaps in the sidewalk network
- Too much car traffic
- Cars traveling at high speeds
- No bicycle lanes
- No lighting at night

Q: What would motivate you to bicycle or walk instead of drive?

- Improved pedestrian and bicycling facilities
- Improved safety
- To get exercise and improve health
- Better maintenance of bicycle and pedestrian facilities



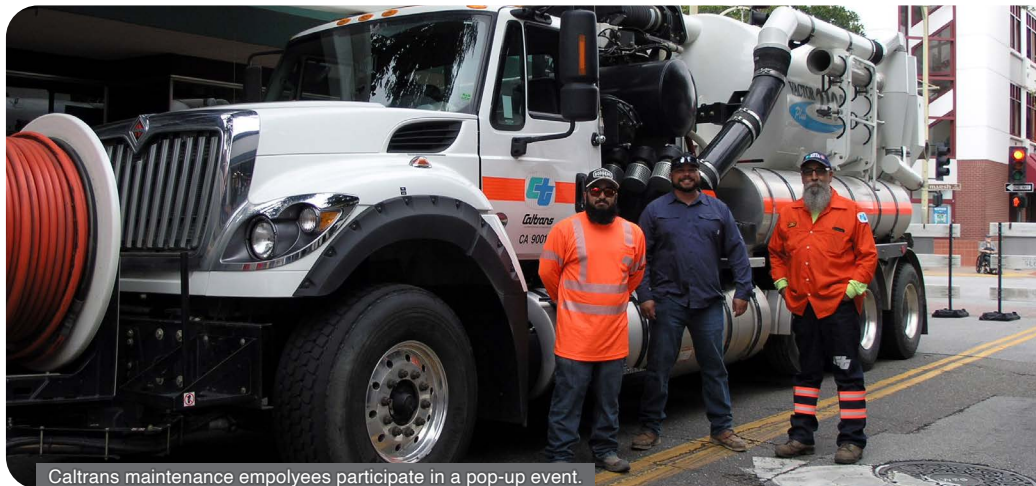
A member of the San Luis Obispo Bicycle Club in Morro Bay. (Source: MindMixer)

COORDINATION WITH PARTNER AGENCIES AND ORGANIZATIONS

District 5 staff convened a Partner Team of regional and local agency and advocacy organization representatives tasked specifically with contributing to the Plan. The Partner Team met several times to provide expertise, participate in in-depth conversations, share information, and build partnerships. Participants provided input on the planning process and identified specific SHS locations with gaps and barriers for people walking and bicycling. In addition, the Partner Team:

- ▶ Met with advisory and technical committees to gather input throughout the planning process.
- ▶ Identified local and regional bicycle and pedestrian plans for the communities in District 5 to include in this analysis, which can be viewed on the District 5 page of the [Caltrans Active Transportation Plans website](#).
- ▶ Identified Main Streets in District 5.
- ▶ Provided geospatial datasets of local and regional active transportation needs, including critical data from the California Coastal Commission and the State Coastal Conservancy on projects like the California Coastal Trail, the Pacific Coast Bike Route, and other coastal and recreational trails.
- ▶ Provided input on the prioritization process.

See the acknowledgements for more information on Caltrans partnerships and a list of Partner Team participants.



Caltrans maintenance employees participate in a pop-up event.

ENGAGING CALTRANS STAFF AND MANAGEMENT

The Caltrans District 5 office manages many functions and responsibilities to optimize the performance of the SHS along the Central Coast. District 5 convened two internal committees to steward this Active Transportation Plan process:

- ▶ A Complete Streets Advisory Committee (CSAC) was established to guide development of the Plan and included a representative from each functional area at the District. This group also focused on growing the organization's knowledge and capacity around advancing active transportation policies, addressing needs, and integrating active transportation into project development processes.
- ▶ An Executive Steering Committee was also established to inform and receive input from District 5 management.

These teams conducted internal presentations and discussions during Plan development, coordinated with other Caltrans offices on data collection and analysis, and provided input to the project consultant team on Plan content.



Caltrans staff and a survey respondent at the San Luis Obispo Farmers Market pop-up event.

WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

All along the Central Coast, walking and bicycling are part of daily life for many people. This section highlights key findings from the detailed analysis that was performed to better understand active transportation conditions and experiences along the SHS.



A pedestrian crossing State Route 183 in Castroville. (Source: Transportation Agency for Monterey County)



State Route 58 becomes an Intercommunity Rural Connector Route outside Santa Margarita.

WHO USES THE STATE HIGHWAY SYSTEM?

People walk and bicycle on the SHS for many reasons, including daily transportation to work or school, completing errands, and as a fun and healthy activity.

Serving such diverse needs and travel purposes requires tailoring solutions to local contexts. People walking or bicycling on the SHS in urban areas may be making short trips for work, school, or shopping. Those in rural areas, on the other hand, might be likelier to use the SHS for recreational purposes. Close engagement with local partners and the public during project development can help confirm how highways are used in each place and which improvements would best meet local needs.

REGIONAL TRAILS AND BICYCLE ROUTES

Local and regional trails provide connectivity within and between communities and at times are located in SHS right-of-way on public and private land, providing an alternate or parallel route to the SHS. In District 5, a number of these trails serve people walking and bicycling, including the California Coastal Trail, the Pacific Coast Bike Route, and portions of the United States Bike Route System. Where these routes run parallel to the SHS, Caltrans coordinates with the California Coastal Commission, the State Coastal Conservancy, the Big Sur Multi-Agency Advisory Council, and other agencies and organizations to facilitate route planning and implementation. As alignments are identified and adopted, they will be added to the Caltrans active transportation database.

MAIN STREETS AND INTERCOMMUNITY RURAL CONNECTORS

The SHS in District 5 includes 1,152 miles of highways that travel through diverse landscapes and community contexts. Some highways pass through fully developed grid networks of local roadways, while others are narrow mountain highways with limited right-of-way. Most SHS segments in District 5 are in rural settings.

People use state highways differently depending on surrounding land uses. Highways in cities or towns may see significant foot traffic, whereas rural roads may have few pedestrians but many recreational bicyclists. This Plan identifies needs to be met in a variety of contexts. Its key focus is on walking and bicycling on and across 35 designated local Main Streets and on 46 Intercommunity Rural Connector Routes.

Main Streets along the SHS serve as the primary corridors for daily activities in many communities. Because Main Streets typically provide access to work, shopping, parks, and schools, it is critical that they are convenient and comfortable for people bicycling, walking, and taking transit. They also strengthen the unique identities of communities. For example, State Route 1 in Guadalupe is a Main Street used to access restaurants, a transit stop, and the local Amtrak station. A list of Main Streets is available on the following pages and as an appendix on the District 5 page of the [Caltrans Active Transportation Plans website](#).

Intercommunity Rural Connectors are highways that provide the only viable walking and bicycling connections linking rural communities to each other and to larger or more urban places. Connectors are often used for recreational bicycling. For example, State Route 1 in San Luis Obispo County is the key connection between Morro Bay, Cayucos, Cambria, and San Simeon, and it also connects to San Luis Obispo. A list of Intercommunity Rural Connectors is available on the following pages and as an appendix on the District 5 page of the [Caltrans Active Transportation Plans website](#).

Main Streets and Intercommunity Rural Connectors are related to the Place Types in the Caltrans Smart Mobility Framework,¹ which are described in the table to the right. Main Streets may be found everywhere except in Agricultural Lands, and Intercommunity Rural Connectors typically connect Suburban Communities, Rural Towns, or Agricultural Lands. Each place type has general transportation priorities to serve its land use context and likely active transportation needs. View the [Smart Mobility Framework](#) for more information.

¹ https://transplanning.onramp.dot.ca.gov/downloads/transplanning/files/suscommplan/SMF_handbook_062210.pdf

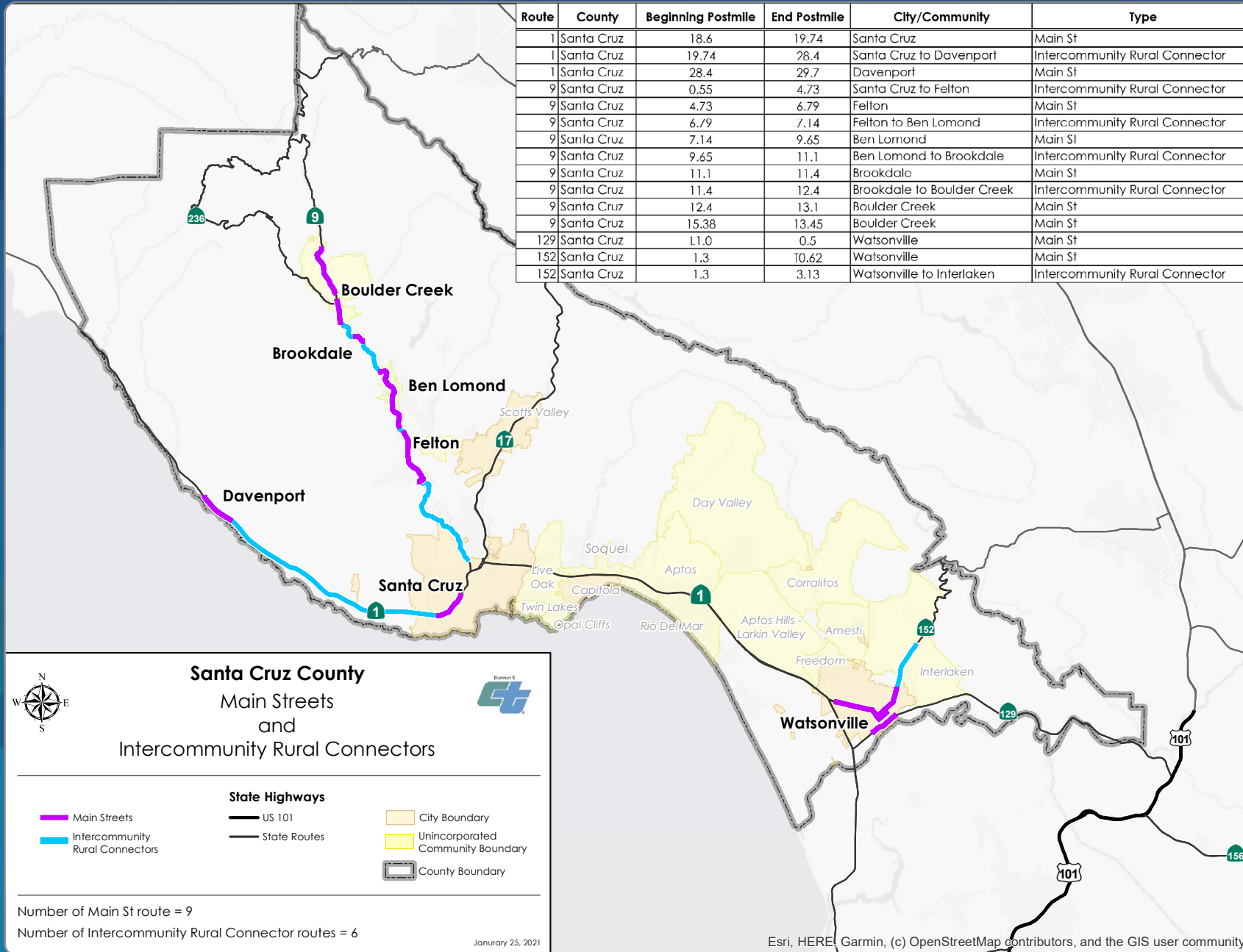


State Route 9 serves as a Main Street in downtown Felton. (Source: Santa Cruz County Regional Transportation Commission)



Cyclists on State Route 246 - an intercommunity Rural Connector. (Source: Santa Barbara County Association of Governments)

PLACE TYPE	EXAMPLE TRANSPORTATION PRIORITY
URBAN CENTER	Convenient opportunities for multimodal and transit transfers for all urban center users
CLOSE-IN COMPACT COMMUNITY	Street network connectivity including an extensive network of bicycle facilities and continuous pedestrian facilities with high amenity level
COMPACT COMMUNITY	Extensive network of bicycle facilities; bicycle sharing programs
SUBURBAN COMMUNITY	Investments in Complete Streets and Safe Routes to Schools measures that improve conditions for walking and bicycling
RURAL TOWN	Maintaining and creating walkable rural towns with streets that are operated and designed for speeds suitable for their context and safety for all users
AGRICULTURAL LAND	Safety for all modes on rural roads



Santa Cruz County
Main Streets
and
Intercommunity Rural Connectors

State Highways

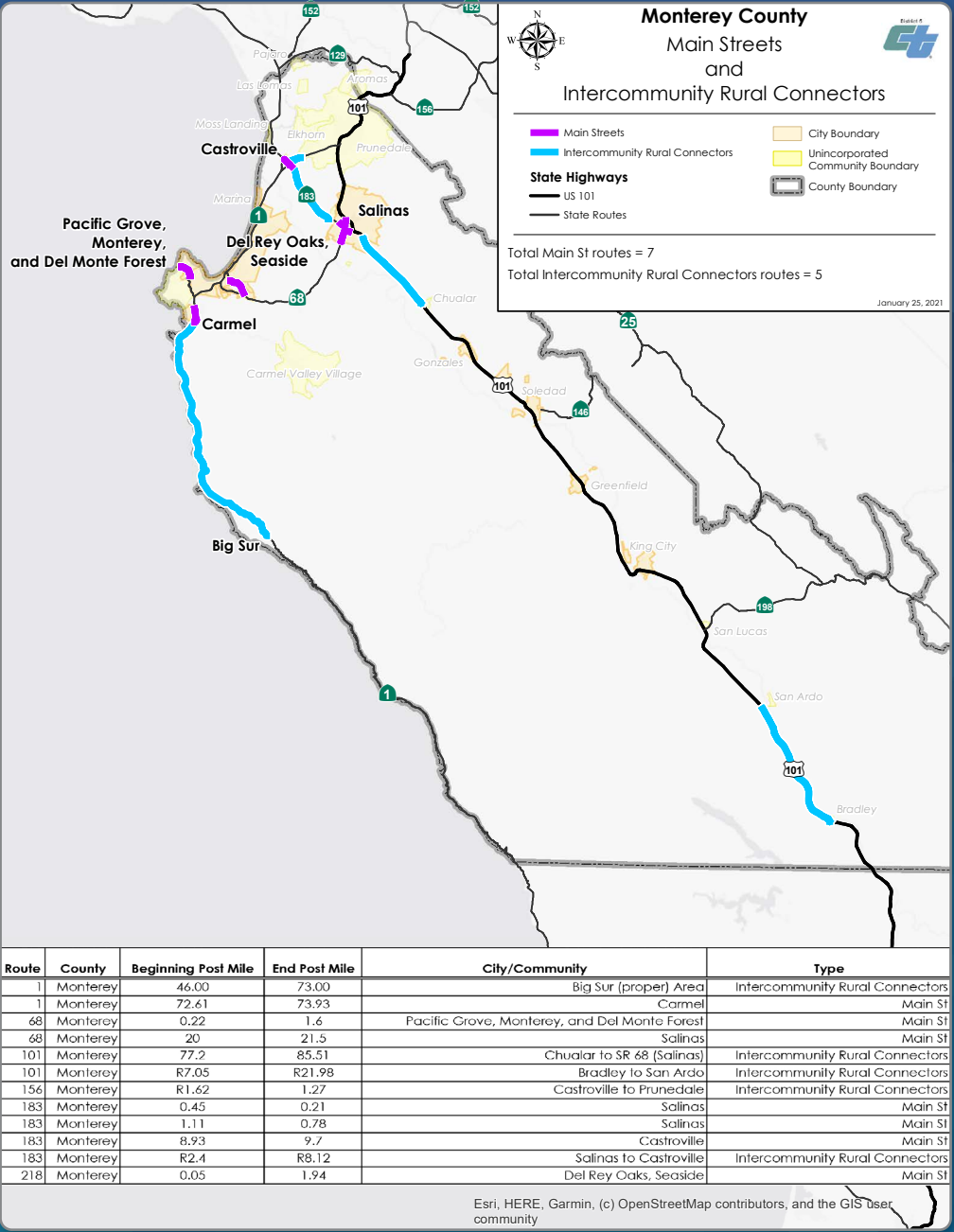
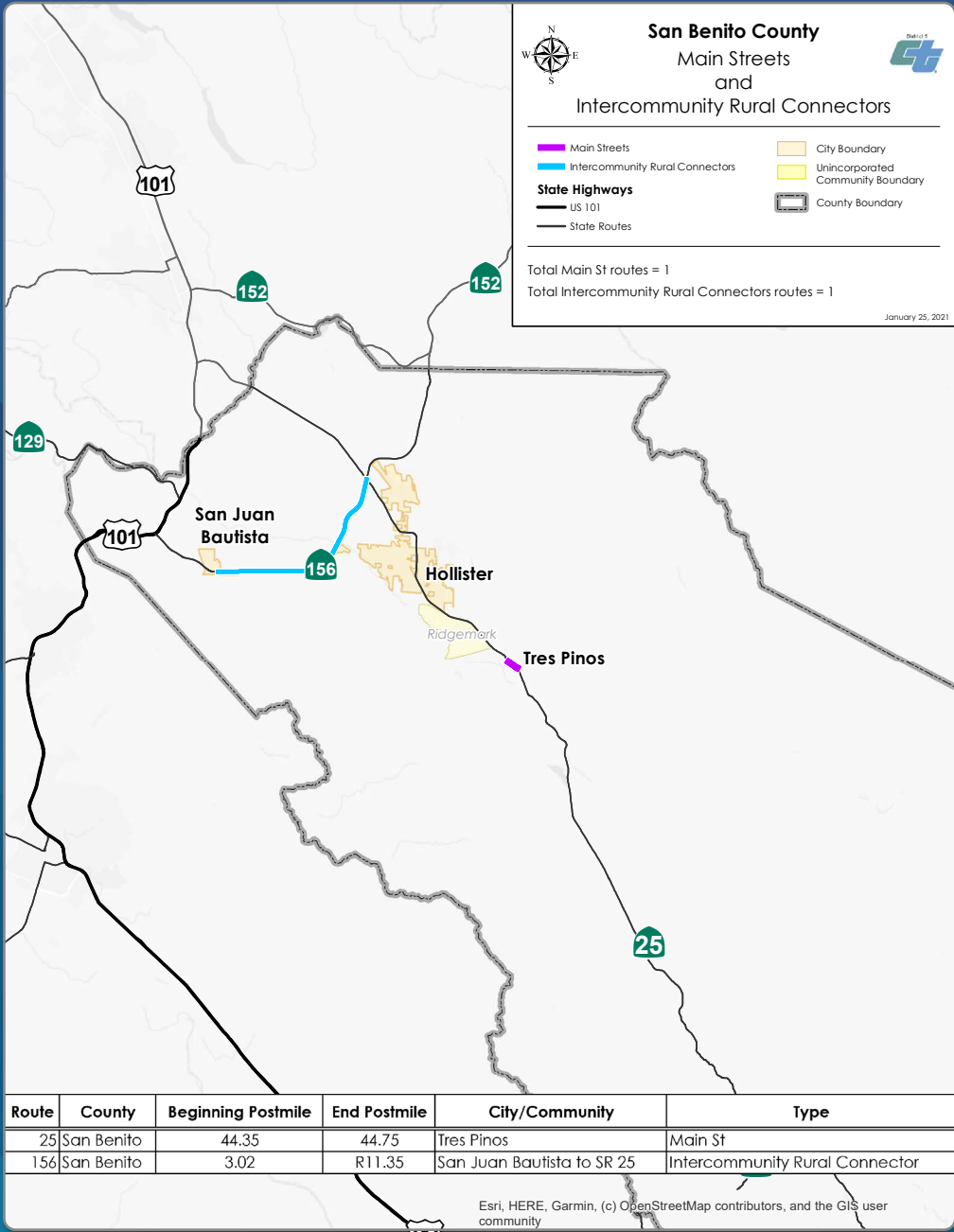
- US 101
- State Routes

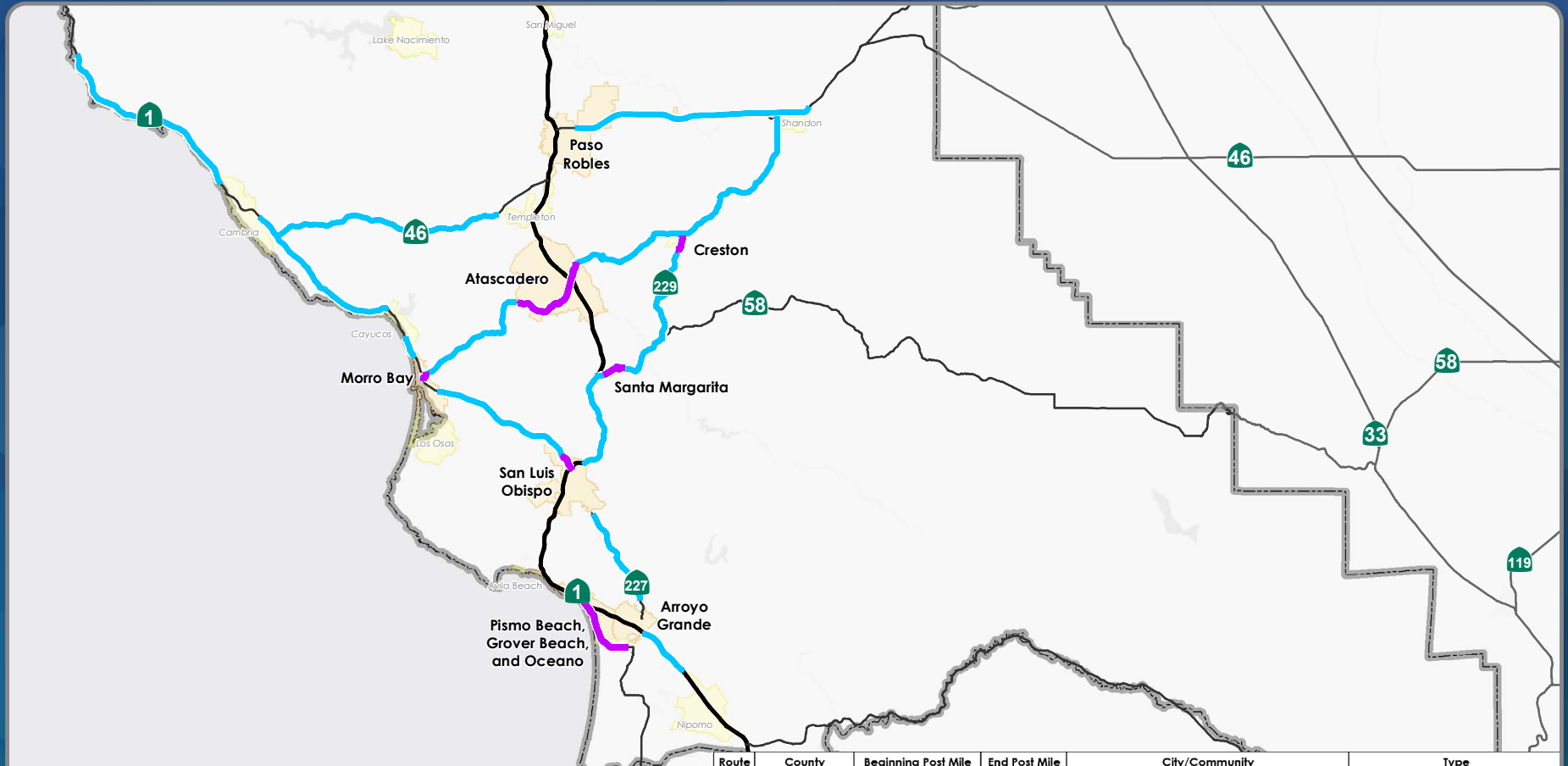
City Boundary

- City Boundary
- Unincorporated Community Boundary
- County Boundary

Number of Main St route = 9
 Number of Intercommunity Rural Connector routes = 6
 January 25, 2021

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





San Luis Obispo County

Main Streets and Intercommunity Rural Connectors

State Highways

- US 101
- State Routes

City Boundary

Unincorporated Community Boundary

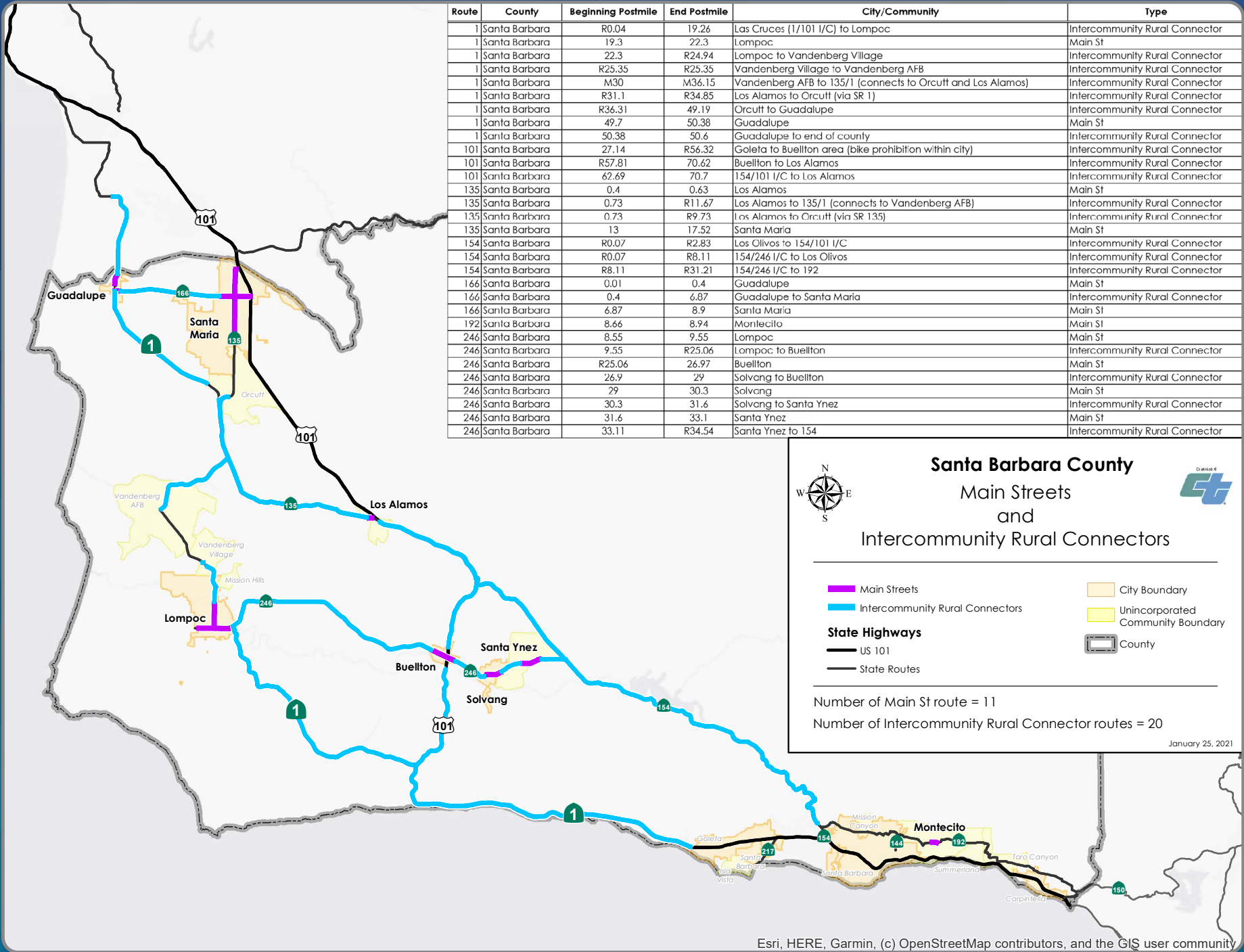
County Boundary

Number of Main St route = 6
 Number of Intercommunity Rural Connector routes = 15

January 25, 2021

Route	County	Beginning Post Mile	End Post Mile	City/Community	Type
1	San Luis Obispo	10.99	16.73	Pismo Beach, Grover Beach, and Oceano	Main St
1	San Luis Obispo	16.78	17.7	San Luis Obispo	Main St
1	San Luis Obispo	17.7	28.42	SLO area to Morro Bay	Intercommunity Rural Connectors
1	San Luis Obispo	31.98	33.28	Morro Bay to Cayucos	Intercommunity Rural Connectors
1	San Luis Obispo	52.13	R67.29	Cambria to Carmel-By-The-Sea(MON)	Intercommunity Rural Connectors
1	San Luis Obispo	R35.97	47.8	Cayucos to Cambria	Intercommunity Rural Connectors
41	San Luis Obispo	0.04	0.37	Morro Bay	Main St
41	San Luis Obispo	0.37	9.99	Morro Bay to Atascadero	Intercommunity Rural Connectors
41	San Luis Obispo	10.528	R16.997	Atascadero	Main St
41	San Luis Obispo	R17.042	R41.16	Atascadero to Shandon	Intercommunity Rural Connectors
46	San Luis Obispo	31.31	48.62	Paso Robles to Shandon	Intercommunity Rural Connectors
46	San Luis Obispo	R0.18	R17.34	US 1 (by Cambria) to Templeton area	Intercommunity Rural Connectors
58	San Luis Obispo	0.03	0.77	US 101 to Santa Margarita	Intercommunity Rural Connectors
58	San Luis Obispo	0.72	2.09	Santa Margarita	Main St
58	San Luis Obispo	1.62	6.91	Santa Margarita to SR 229 (Creston)	Intercommunity Rural Connectors
101	San Luis Obispo	8.22	12.03	Nipomo to Arroyo Grande	Intercommunity Rural Connectors
101	San Luis Obispo	30.23	37.63	SLO to SR 58 (Santa Margarita)	Intercommunity Rural Connectors
227	San Luis Obispo	2.68	R10.26	Arroyo Grande area to San Luis Obispo area	Intercommunity Rural Connectors
229	San Luis Obispo	0	7.87	from SR 58 (Santa Margarita) to Creston	Intercommunity Rural Connectors
229	San Luis Obispo	7.87	8.67	Creston	Main St
229	San Luis Obispo	8.1	9.15	Creston to SR 46	Intercommunity Rural Connectors

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Santa Barbara County
Main Streets
and
Intercommunity Rural Connectors

- █ Main Streets
- █ Intercommunity Rural Connectors
- State Highways**
- US 101
- State Routes

- City Boundary
- Unincorporated Community Boundary
- County

Number of Main St route = 11
Number of Intercommunity Rural Connector routes = 20

January 25, 2021

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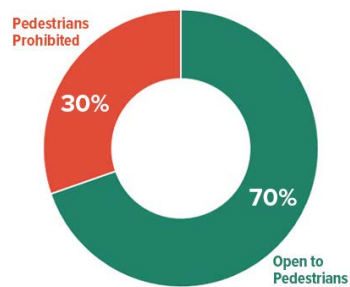
WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

Many Caltrans highways were built specifically to operate as high-speed, controlled-access roads serving motor vehicle trips. As a result, 20% of SHS roadway miles in District 5 prohibit walking and 15% prohibit bicycling. Approximately half of all of the segments of the District 5 SHS that prohibit walking and bicycling are on rural roads. In these locations, people walking or bicycling must travel on parallel facilities like local roads, trails, or paths. People can, however, walk and bicycle on all Main Street and Intercommunity Rural Connector segments in District 5. This leaves many opportunities available to adapt roadways for enhanced safety and comfort for people walking and bicycling, especially in places where active transportation demand is relatively high.

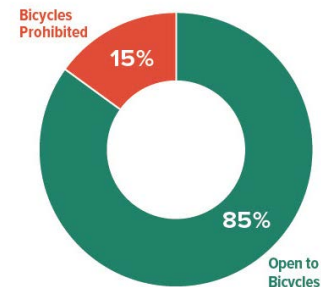
Areas where people can walk or bicycle may need walkways, bikeways, and crossing enhancements to support comfortable trips. In contrast, areas where walking and bicycling are prohibited may require design treatments like overcrossings to provide for continuous travel on foot or by bicycle. In these locations, providing connectivity from the SHS to parallel routes on the local road network is key to supporting continuous travel along a corridor.

For SHS segments where walking and bicycling are prohibited, Caltrans and local transportation partners will need to collaborate to provide for continuous pedestrian and bicycle networks. These efforts should consider whether the SHS segment has been identified as a major priority for improvement in this Active Transportation Plan, whether the local transportation network already offers convenient alternative routes, and whether local plans have prioritized nearby improvements to local walking and bicycling facilities.

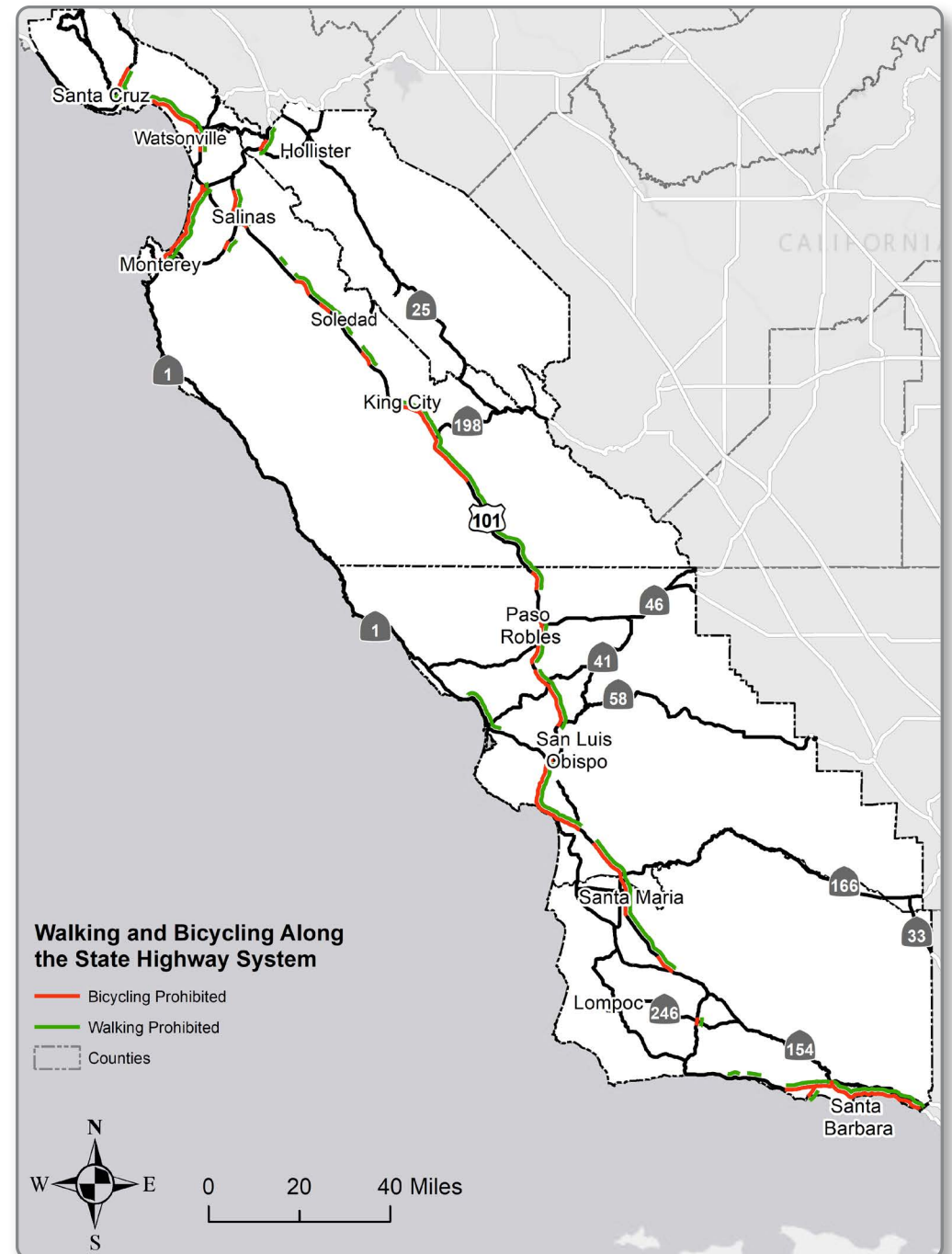
Percentage of District 5 SHS Alignment Miles with Pedestrian Access



Percentage of District 5 SHS Alignment Miles with Bicycle Access



Source: Includes data modified from California Transportation System Network (2019), OpenStreetMap, District 5 Bicycle Access Layer, District 5 Pedestrian Prohibition Layer and Sign Inventory. Dynamic representation of data is for Planning level purposes and not intended for Design level analysis. Pedestrians are assumed to be prohibited from freeways except where a multi-use path parallels the freeway. This version of the TSN may not include recent construction projects which may result in a change to the route designation.



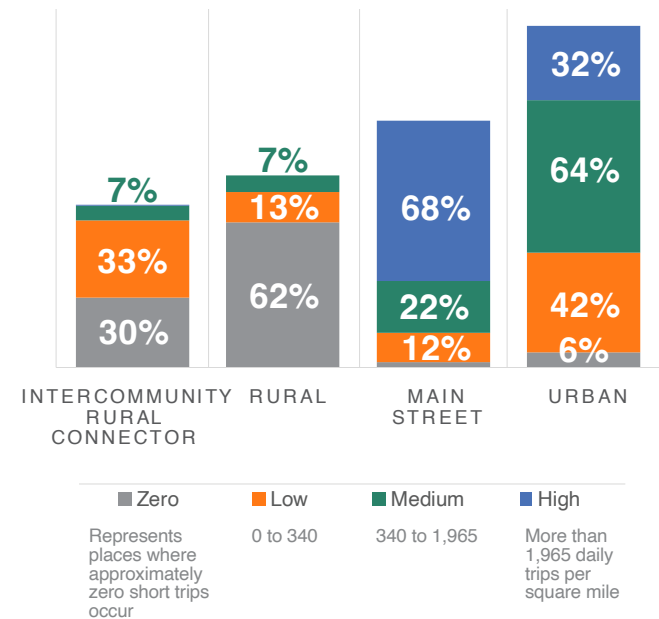


WALKING AND BICYCLING TRIP POTENTIAL

Land use patterns, demographics, and characteristics of the built environment influence the extent to which a person can or will choose to walk or bicycle for daily needs or recreation. A number of factors can help determine the likelihood for people to take future trips on foot or by bicycle at a particular location.

Distance is one of the simplest determinants of bicycle and pedestrian trips. Most able-bodied adults can comfortably make trips of less than 1 mile on foot or less than 3 miles by bicycle. Focusing infrastructure investments in places where such short trips are frequently taken by car is an effective way to encourage walking or bicycle travel instead.

Density of 1 mile short driving trips on the District 5 SHS by land use context (lane miles)



Source: California Statewide Travel Demand Model (CSTDM)

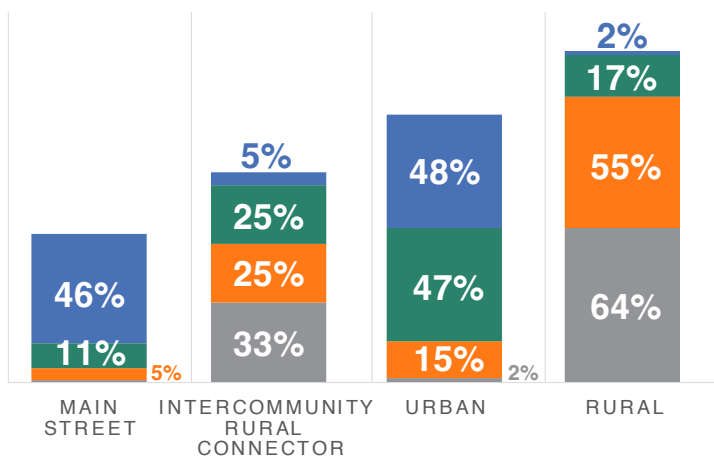
Note: This excludes pedestrian prohibited portions of the SHS.

WALKING AND BICYCLING TRIP POTENTIAL (CONTINUED)

Not surprisingly, very few short trips are made in rural parts of District 5, suggesting limited opportunity to convert vehicle trips to walking or bicycling in those areas. The public has, however, expressed interest in commuter and recreational active travel on roads between towns and cities. In some rural areas, regional and local trails may provide for active transportation connections between communities.

Areas where people travel short distances tend to be concentrated on Urban and Main Street highways. While infrastructure that supports walking and bicycling will continue to be needed, investments in population centers where short trips are concentrated can help meet the State's active transportation goals.

Density of 3 mile short driving trips on the District 5 SHS by land use context (lane miles)



Zero
 Represents places where approximately zero trips occur

Low
 0 to 61

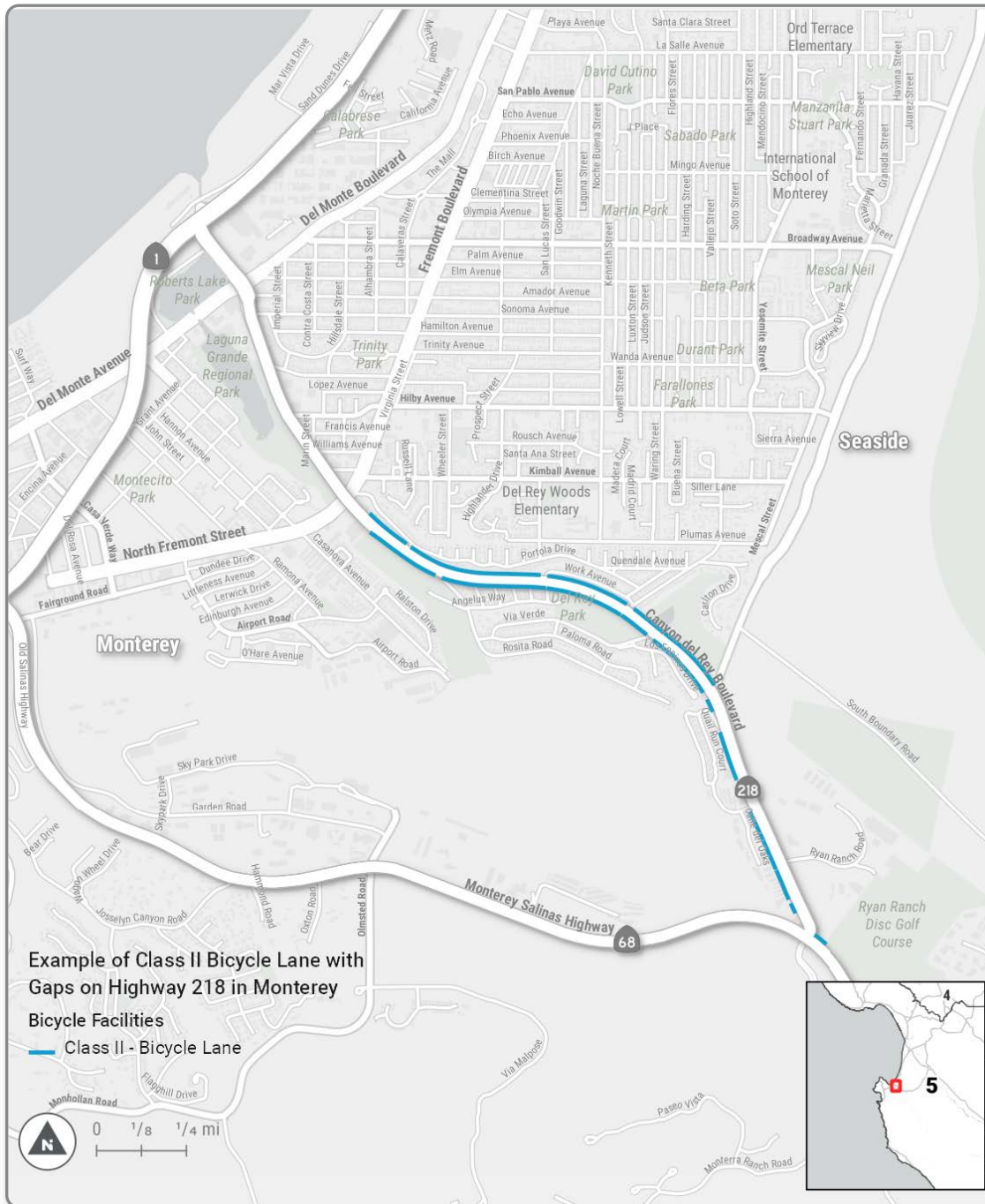
Medium
 61 to 4,039

High
 More than 4,039 daily trips per square mile

Source: California Statewide Travel Demand Model (CSTDm)

Note: This excludes bicycle prohibited portions of the SHS.





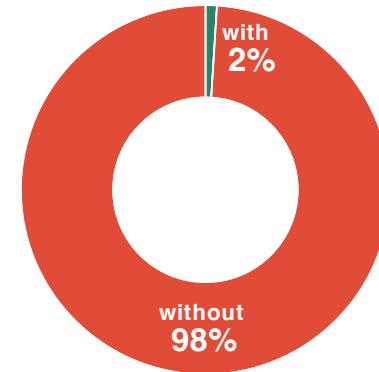
EXISTING BICYCLE FACILITIES

Bicycle infrastructure is most useful when it forms a complete network and offers a comfortable and inviting experience. While people can bicycle on all state highways unless specifically prohibited from doing so, designated bicycle facilities are specifically designed to increase the visibility, comfort, and protection of people bicycling on state highways. Caltrans recognizes four classifications of bicycle facilities:

- ▶ Class I shared use paths are physically separated from the vehicular roadway.
- ▶ Class II bicycle lanes provide a dedicated space adjacent to vehicle travel lanes either with or without a painted buffer.
- ▶ Class III bicycle routes share roadway lane or shoulder space with vehicles. See “Bicycling on Highway Shoulders” on the following page.
- ▶ Class IV separated bicycle lanes include hardened infrastructure such as a raised curb or vertical posts.

The map on this page shows an example of bicycle facilities in Monterey. Data about facilities in other places in District 5 is available on the Story Map, which is discussed on page 24.

Percentage of SHS with Bicycle Facilities Class I and Class II in District 5 (Centerline Miles)



Source: Active Transportation Asset Inventory, District Facility Inventory

BICYCLING ON HIGHWAY SHOULDERS

District 5 has 24 miles of shared use paths and bicycle lanes on its 1,152 highway centerline miles; most of these are along designated Main Streets. Main Street bikeways often provide access to destinations people visit frequently and are therefore important for replacing short vehicle trips with bicycling trips.

The Active Transportation Plan uses information about the presence of bikeways and adequate shoulders (see text box at right) to determine where there are gaps in the low-stress bicycle network that new facilities could help close.

The following section provides more information about low-stress networks and how the Plan identified where they are needed throughout the SHS.

Roadway shoulders play an important role in facilitating bicycling on the SHS. Class III is a “designated bike route” where the shoulders and travel lanes meet the minimum standards defined by the Highway Design Manual. Not all shoulders are Class III bike routes. Class III bike routes are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are facilities shared with motor vehicles on the street, which may be indicated by placing bike route signs along roadways. Additional enhancement of Class III facilities can be provided by adding shared roadway markings along the route.

Bicyclists are able to travel on all shoulders in the State Highway System unless it is a designated freeway or is clearly prohibited by signage. While the preferred alignment for the California Coastal Trail would generally be separated from the highway, some sections will rely on the highway in an interim basis, or on a long-term or permanent basis when no other options are available.

Source: California Highway Design Manual, Chapter 1000.



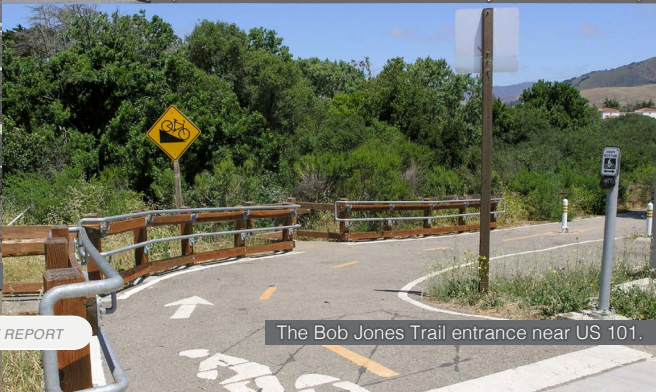
A Class II bicycle lane.



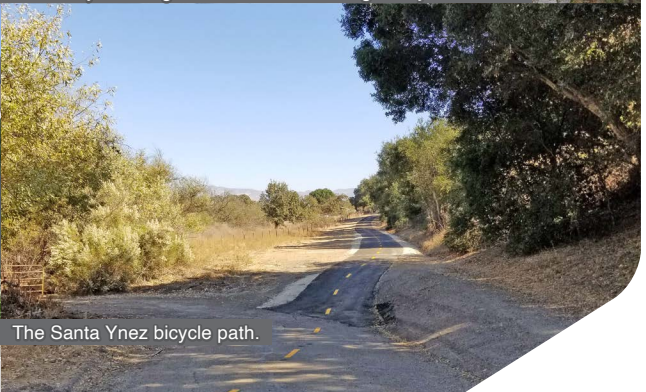
Bicycle use along Maple Street in the City of Hollister (Source: Council of San Benito County of Governments)



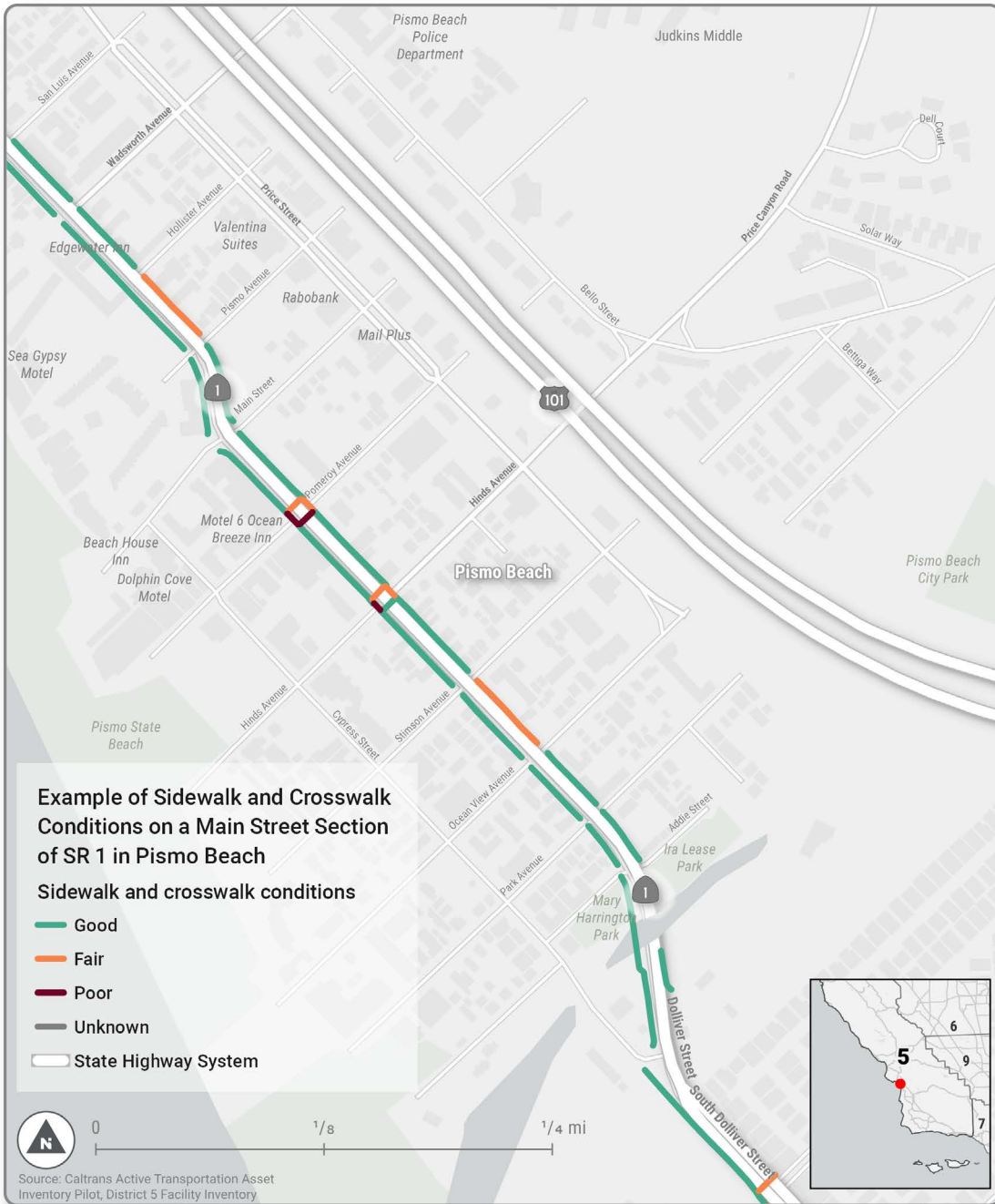
A freeway crossing in San Benito including a bicycle lane.



The Bob Jones Trail entrance near US 101.



The Santa Ynez bicycle path.



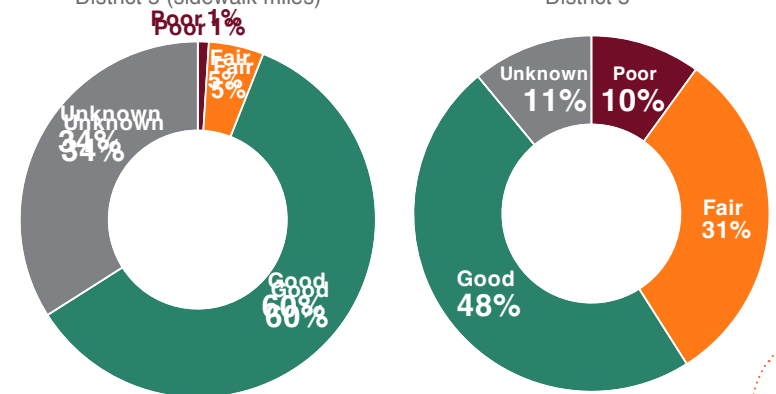
CONDITIONS ON EXISTING SIDEWALKS AND CROSSWALKS

Sidewalks and crosswalks are fundamental elements of most pedestrian networks. Sidewalks may be present along both or one sides of SHS roads, or entirely absent. Sidewalks and crosswalks are most often present in urban or Main Street contexts and are less often present in rural environments. Sidewalks are seldom located along freeways, where pedestrians are often prohibited. In addition to existing conditions, Caltrans considers pedestrian demand, land use, crash history, and connection to local networks when deciding where to add sidewalks and crosswalks.

Sidewalks and crosswalks that are connected, accessible, and in good condition can support increased walking along and across the SHS. For this plan, sidewalk and crosswalk conditions were evaluated using data from the Active Transportation Asset Inventory Pilot, supplemented by the use of Google Streetview images captured in 2018 and 2019. These datasets are not comprehensive and may not reflect current conditions since these facilities are repaired over time.

Sidewalks and crosswalks on the SHS in District 5 are largely in good or fair condition, which helps support safe and increased walking along and across those highways. This plan prioritizes needs in places where sidewalks or crosswalks are in fair or poor condition. The example here shows sidewalk and crosswalk conditions along Highway 1 in Pismo Beach, where sidewalk conditions are mostly good but crosswalk conditions are fair or poor.

Sidewalk conditions along the SHS in District 5 (sidewalk miles) Crosswalk conditions along the SHS in District 5



Source: Active Transportation Asset Inventory, District Facility Inventory

NEEDS FOR PEOPLE WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

The primary purpose of this planning effort was to establish a prioritized list of location-based needs, or specific locations on the SHS where infrastructure investments would most benefit people walking and bicycling and best achieve the goals identified in *Toward an Active California*. To identify location-based needs, Caltrans conducted an assessment of gaps and barriers on the system that affect walking and bicycling. This information is available for review on the online *Story Map*¹, or in table format on the District 5 page of the *Caltrans Active Transportation Plans website*².

1 <https://storymaps.arcgis.com/stories/b36931923e414d6db17a70ff1e55619c>

2, 3, 4 <http://dot.ca.gov/catplans>



A bicyclist on State Route 183 in Castroville. (Source: Transportation Agency for Monterey County)

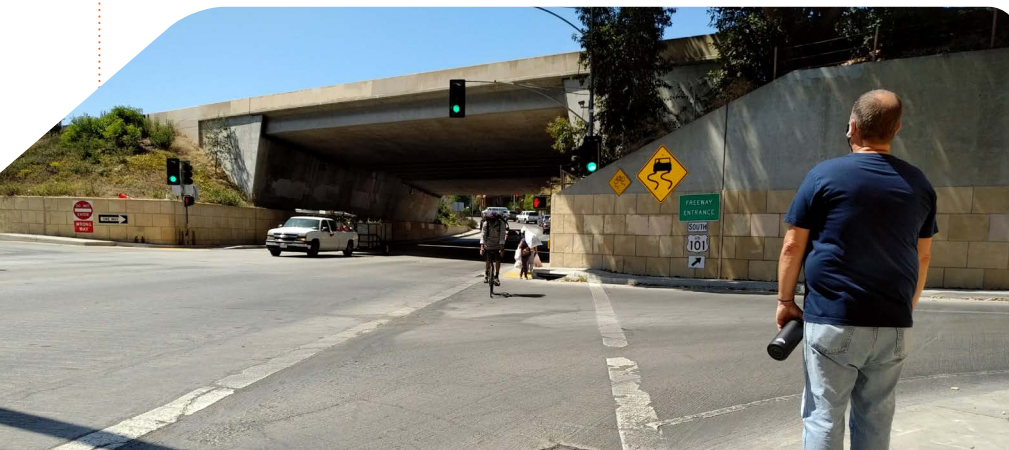
IDENTIFYING NEEDS

The need for walking and bicycling infrastructure along the SHS has been inventoried and documented by multiple sources over time but had not been consolidated into a single dataset. For this effort, pedestrian and bicycle needs were identified from local agency plans, public engagement efforts, and analysis of highway data from Caltrans and other sources, and then organized to provide a more complete picture of conditions along the District 5 SHS. The location-based needs list is available on the District 5 page of the *Caltrans Active Transportation Plans website*³.

As a starting point, planned pedestrian and bicycle facilities along or across the SHS in plans adopted by city, county, or regional agencies were analyzed as potential needs. In some cases, local plans identify the need for pedestrian and bicycle facilities that would cross a Caltrans roadway. In those instances, crossing needs at those locations are included in this plan to support local networks. The District 5 page of the *Caltrans Active Transportation Plans website*⁴ has a list of local plans referred to in this planning process. The list of plans was developed in 2020 and will be periodically updated as new plans are developed.

In addition, Caltrans collected data to identify needs through partner and public surveys and other engagement efforts. The feedback was used to confirm assumptions made about the potential needs identified from the local plans and will be used to inform the project development process in the future. Moving forward, Caltrans will continue to collect additional survey data beyond the publication of the Plan since needs and priorities will shift over time.

As the list of needs was compiled, the project team also conducted a detailed automated and manual analysis of SHS segment data to identify needs on the following page.



The Castillo interchange of US 101 is a barrier for bicycles and pedestrians. (Source: Hillary Blackerby)

A person walks across State Route 135 in Los Alamos.



NEED TYPES*

121
pedestrian crossing needs

86
pedestrian corridor needs

124
bicycle crossing needs

128
bicycle corridor needs

Needs were identified for each of the following eight categories.



MAIN STREET SIDEWALK GAPS

Main street locations lacking sidewalks on one or both sides of the road.

Photo: A Main Street sidewalk gap on State Route 9 in Boulder Creek. (Source: Santa Cruz County Regional Transportation Commission)



STRESSFUL BICYCLE CROSSINGS

This metric uses a similar stress analysis described for pedestrian crossings, but applies it to places where people cross conventional state highways by bicycle.

Photo: A high-stress bicycle crossing near the US 101 overpass in Arroyo Grande.



SIDEWALKS IN FAIR OR POOR CONDITION

SHS segments with sidewalks in fair or poor condition, as determined by Caltrans staff using criteria related to the presence and wear of pavement markings, condition of pavement, and uniformity of pavement edges.

Photo: An incomplete pedestrian network on State Route 9 in Boulder Creek. (Source: Santa Cruz County Regional Transportation Commission)



STRESSFUL BICYCLE SEGMENTS

This metric applies the stress analysis to places where people bicycle along the SHS. It considers factors like the presence of a bicycle facility (such as a bicycle lane) and traffic speed and volume, and applies to all places where bicycling is not prohibited.

Photo: A high-stress bicycle environment on State Route 1 in Monterey County.



SIDEWALKS ALONG HIGHER-SPEED HIGHWAYS

SHS segments with sidewalks along roadways with a posted speed limit of 35 mph or higher, which have been identified as potentially stressful locations that may serve as barriers to walking, and therefore merit additional study. These sidewalks can be addressed in ways that might include reducing traffic speeds, widening sidewalks, or adding a landscape or parking buffer.

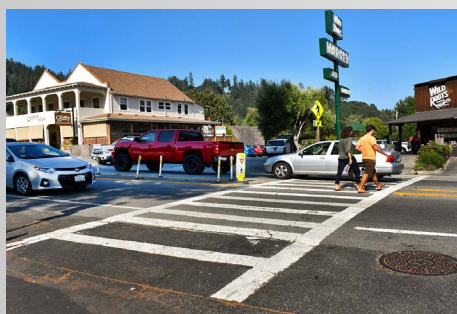
Photo: A child walking on State Route 9 after school. (Source: Santa Cruz County Regional Transportation Commission)



INFREQUENT CROSSINGS

Freeway segments that offer few accessible crossings (like bridges or undercrossings) for people walking and bicycling, limiting their opportunities to cross. This analysis considers the local land use (e.g., the presence of destinations on both sides of the road), but not the quality of the surrounding pedestrian and bicycle network.

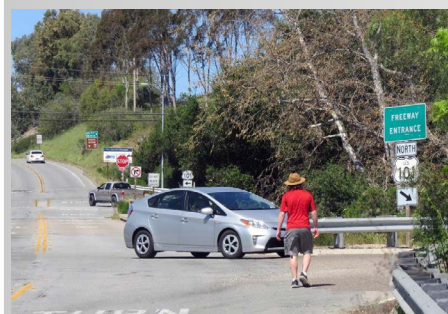
Photo: There are limited opportunities to cross State Route 9 in Santa Cruz County. (Source: Santa Cruz County Regional Transportation Commission)



STRESSFUL PEDESTRIAN CROSSINGS

Intersections on conventional highways (that is, those that aren't freeways or expressways) that are stressful for pedestrians to cross. This analysis accounts for characteristics like the presence or absence of median islands and marked crossings, posted speed limits, and other factors.

Photo: A high-stress crosswalk on State Route 9 in Boulder Creek. (Source: Santa Cruz County Regional Transportation Commission)



FREEWAY INTERCHANGE NEEDS

These needs are at locations that meet various gap criteria, including narrow sidewalks, a lack of sidewalks, an uncontrolled highway on- or off-ramp crossing, unmarked highway ramp crosswalks, or poor crosswalk visibility. Freeway ramp intersections meeting at least one of these criteria is included as a need in this plan.

Photo: A stressful interchange on San Luis Bay Drive near US 101 for pedestrians to navigate. (Source: Helene Finger)

* These counts include 124 known needs that serve both pedestrians and bicycles.

The outputs of this analysis are a map (Story Map) and a list of location-based needs where gaps and barriers may exist for people walking along or across the SHS. These needs can be viewed on the online [Story Map](#), or in table format on the District 5 page of the [Caltrans Active Transportation Plans website](#).

IDENTIFYING PRIORITIES

Locations with needs on the SHS were evaluated and prioritized according to the four goals of [Toward an Active California](#). The purpose of this is to identify locations where needs may be best suited to move into Caltrans project development phases over time. Prioritization may be used as a factor to inform future Caltrans efforts in seeking competitive funds to implement the Plan.

The first step in the prioritization process was to break the SHS in District 5 into smaller segments, such as areas around freeway crossings or 1- to 3-mile segments between major intersections. These segments are scaled to approximate segments Caltrans might use to develop improvement projects on the SHS, which allows individual needs to be grouped with other projects on the system.

As a second step, each highway segment and crossing on the SHS was then scored based on factors including the potential to shift short trips from driving to walking or bicycling, the history of nearby crashes involving people walking or bicycling, the nearby presence of a disadvantaged community, and the condition of sidewalks and crosswalks along the segment. Each segment was assigned a score based on these factors. The scoring calculations incorporated input from District 5 staff on weights and measures assigned to each goal from [Toward an Active California](#), reflecting the localized vision and priorities of partners and the public across the district, as summarized in the following table.

District 5 goals, weights, and measures to prioritize needs.

GOAL	WEIGHT	MEASURE(S)
Safety	35%	Reported crash density
Equity	30%	CalEnviroScreen score; ¹ median income; subsidized school meals; locally identified disadvantaged community ²
Mobility	20%	Short-distance travel demand; access to transit
Preservation	15%	Improvement to existing bicycle lane, crosswalk, or sidewalk

- ¹ [CalEnviroScreen 3.0](#) is a mapping tool developed by the California Office of Environmental Health Hazard Assessment that helps planners and policymakers identify California communities that are most affected by many sources and effects of pollution. A location with a high CalEnviroScreen score experiences much higher such pollution burdens than one with a low score.
- ² Disadvantaged communities use geospatial definitions defined by metropolitan planning organizations in District 5. This measure is included to account for high housing costs in many communities in this part of California.

Finally, scored segments were sorted into three tiers based on their relative intensity of need, with Tier 1 representing the highest intensity. The maps following this section show prioritized highway segments in District 5. All of the location-based needs on each highway segment are assigned the same score and tier as the segment itself.

This process provides a way to compare intensity of need at different locations on the SHS. The prioritized needs can be used to support project development decisions, both on individual projects and by informing Caltrans Complete Streets performance targets. Needs at a given location should always be considered for incorporation into nearby projects on the SHS, regardless of their assigned tier. The prioritized needs list is available on the District 5 page of the [Caltrans Active Transportation Plans website](#).

Highway Segment or Freeway Crossing ID	County	Route	Beginning Postmile	End Postmile	Highway Segment or Freeway Crossing	Final Prioritization Score	Prioritization Tier
7	Monterey County	1	0	46.8	Highway Segment	0.13875	Tier 3
28	Monterey County	1	46.8	61.6	Highway Segment	0.105	Tier 3
34	Monterey County	1	61.5	69.2	Highway Segment	0.1025	Tier 3
37	Monterey County	1	69.2	71.7	Highway Segment	0.155	Tier 3
38	Monterey County	1	71.7	72.9	Highway Segment	0.212125	Tier 3
40	Monterey County	1	72.9	75	Highway Segment	0.399125	Tier 3
cs_needs_1038	Monterey County	1	75.05		Freeway Crossing	0.09	Tier 3
cs_needs_1039	Monterey County	1	75.05	68.2	Highway Segment	0.17125	Tier 3

STORY MAP

This Summary Report has a companion *Story Map*. This interactive, online mapping tool provides greater detail on a full range of existing conditions measures and illustrates the individual and prioritized needs. The map also provides additional information about each need, including:

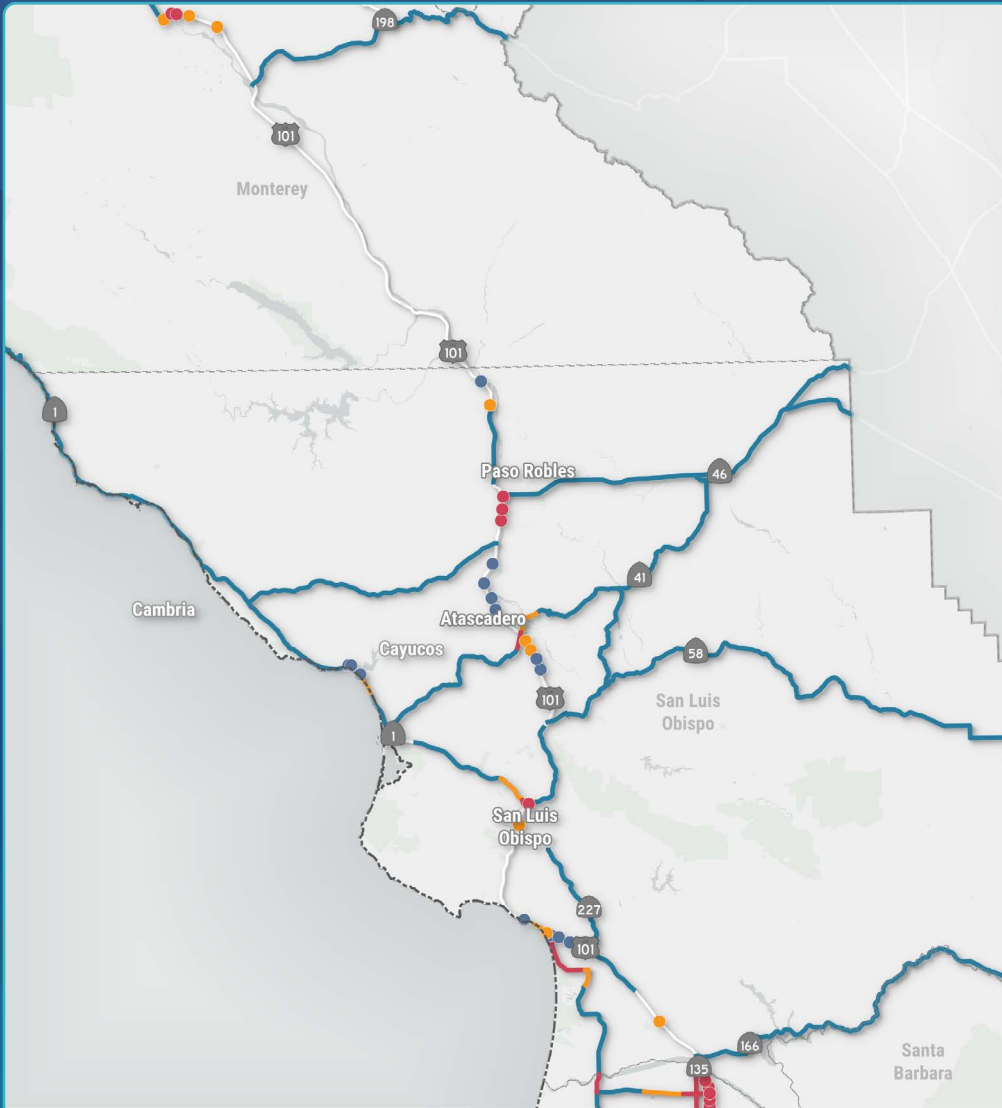
- ▶ Whether the location of a need is along or across the highway
- ▶ Whether the need affects people walking or bicycling
- ▶ Relative priority (Tier 1, Tier 2, or Tier 3)
- ▶ Prioritization goal score

This information can help partners and the public understand where needs and opportunities exist in their local community, the nature of those needs, and how those needs relate to the full picture of active transportation efforts across District 5.



Fremont Boulevard in Monterey is an example of a Complete Street.
(Source: Transportation Agency for Monterey County)

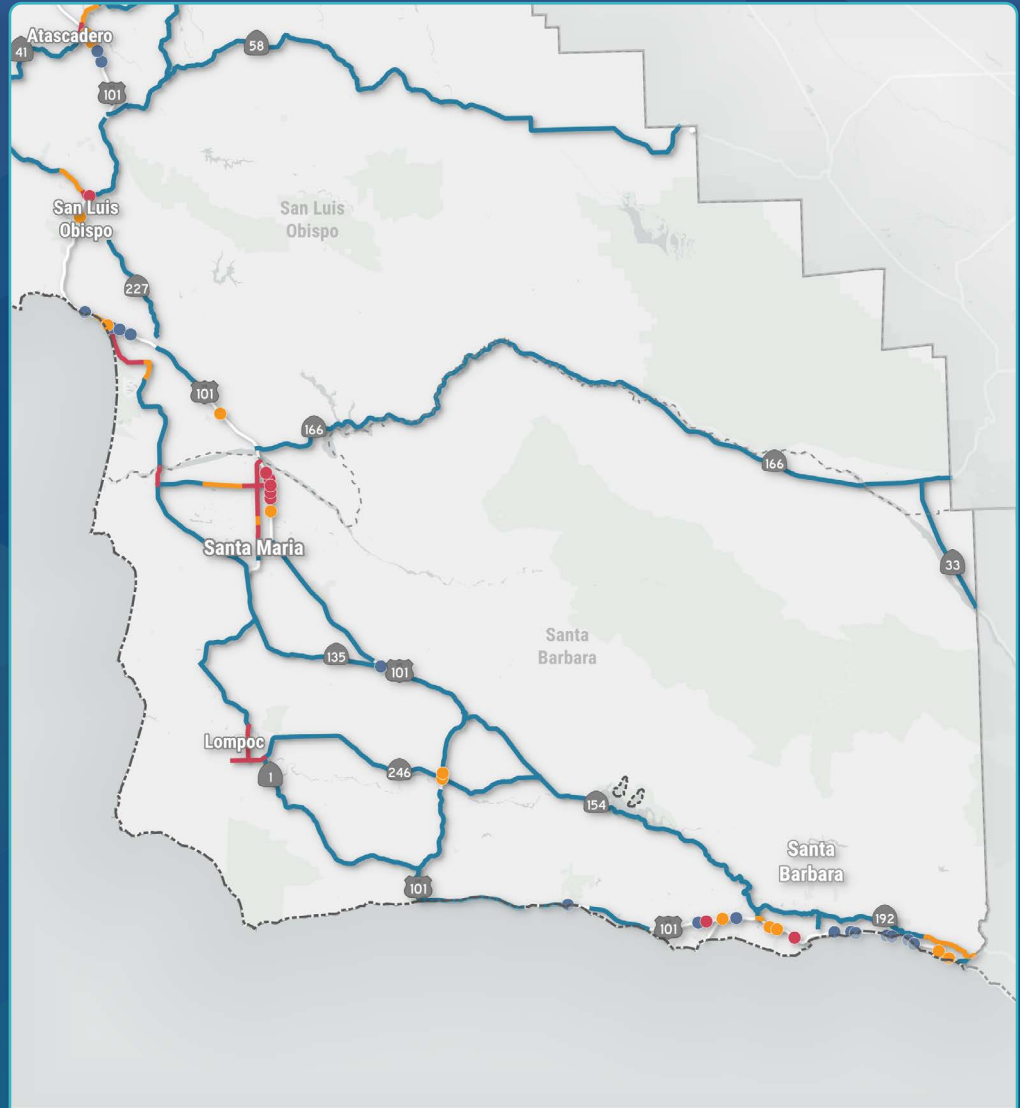




Central
D5 Prioritized highway segments and freeway crossings

Highway segments	Freeway crossings
— Tier 1	● Tier 1
— Tier 2	● Tier 2
— Tier 3	● Tier 3

0 5 10 mi
Data Source: Caltrans



South
D5 Prioritized highway segments and freeway crossings

Highway segments	Freeway crossings
— Tier 1	● Tier 1
— Tier 2	● Tier 2
— Tier 3	● Tier 3

0 5 10 mi
Data Source: Caltrans

IMPLEMENTATION

This District 5 Active Transportation Plan is a critical step in implementing the Caltrans statewide vision for improving the walking and bicycling experience along and across the SHS. Caltrans and partners at local agencies and community-based organizations all have important roles to play in supporting highway improvement projects that meet the needs of people walking and bicycling, including those needs identified in the Plan.

NEXT STEPS FOR CALTRANS

LEVERAGE LOCAL PARTNERSHIPS

The Plan will be used to help identify subsequent planning efforts and development of projects located on or near the SHS. Caltrans and local agency staff will meet early in the project planning and development process to coordinate on project purpose and need, design, and community engagement. This coordination can occur independently or as part of other stakeholder engagement efforts. Site visits with local partners can provide further understanding of the local context and the connectivity needs between local pedestrian and bicycle networks and the SHS.

IDENTIFY AND INITIATE PROJECTS

The pedestrian and bicycling needs in the Plan provide baseline information that Caltrans will use to further understand issues at specific locations and to identify potential improvements. Caltrans has further detail on the location-based needs identified in the Plan, which the public can view on the project [Story Map](#).

The Plan includes a robust set of GIS data that can be accessed via public web applications or GIS applications internal to Caltrans. These applications are interactive platforms that assist Caltrans planners and project teams in identifying project elements that address pedestrian and bicycle travel needs.

Active transportation elements are often integrated into other highway projects. This can be a strategy to leverage existing project resources and funding to implement active transportation improvements. Caltrans is developing interim Complete Streets performance targets, which will inform District-led efforts to measure progress toward addressing the

HOW WILL THIS PLAN IMPROVE OUTCOMES FOR PEOPLE WALKING AND BICYCLING?

The data analysis and findings from this study process will:

- Inform and serve as an input to the Caltrans project identification and development processes
- Foster coordination and alignment between state, regional, and local planning and project development
- Elevate the profile of active transportation in asset management and other data-driven decision-making processes
- Support competitive funding applications
- Help integrate active transportation needs into other types of projects
- Inform planning and project development activities at District 5 and statewide.

active transportation needs identified in this Plan. These performance measures will become part of an asset management strategy to invest in both existing facilities and gaps in the active transportation network.

Maintenance needs should be considered when planning and developing new facilities on the SHS. Caltrans will continue to work with local partners to ensure maintenance needs are addressed with locally-sponsored projects. The need to maintain new facilities, including pedestrian and bicycle facilities, is a continued challenge that will need to be addressed at the district and statewide level.

USE RESOURCES TO SELECT IMPROVEMENTS

Caltrans recently developed a [Complete Streets Elements Toolbox](#), which translates complex statewide policies into easily accessible concepts and practices for Complete Streets implementation. The Toolbox focuses on roadway elements that prioritize multimodal travel and assists project staff in the selection of Complete Streets elements that can help meet relevant policy goals and objectives. The Toolbox aligns with the State Highway Operations Protection Program process and can be used during project development to select appropriate improvements that address the needs in the Plan.

Other resources include the Highway Design Manual, the *California Manual of Uniform Traffic Control Devices*, and the [Federal Highway Administration \(FHWA\) Bikeway Selection Guide](#).

These resources are intended to supplement, but not replace, professional planning and engineering judgment.

OBTAIN PROJECT FUNDING

Caltrans views all transportation projects as opportunities to accommodate the needs of people walking and bicycling on the SHS, and many funding programs require consideration of Complete Streets elements during project development. Funding is often the most challenging part of implementing any kind of project on the SHS. There are three primary funding mechanisms for projects that meet the active transportation needs outlined in this Plan.

- ▶ The **State Highway Operation and Protection Program** (SHOPP) is the Caltrans “fix-it-first” program, which funds repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the SHS. The needs identified in this Plan can be incorporated into the SHOPP to generate additional benefits beyond the primary purpose of the project. The baseline needs from the Plan will directly contribute to establishing performance targets specifically for Complete Streets.
- ▶ The **Active Transportation Program** directs funds to local and regional agencies through a competitive selection process. This Plan helps identify and prioritize locations that might be most competitive for these funds.
- ▶ **Senate Bill 1 (SB 1)** establishes local and state transportation programs and funding to repair and enhance roads, bridges, transit, and other transportation assets.



Complete Streets support first- and last-mile connections to transit.
(Source: Transportation Agency for Monterey County)

There are several other sources of funding for bicycle and pedestrian improvements.

- ▶ Caltrans can coordinate with partner agencies that are eligible to apply for funds through the **Highway Safety Improvement Program** and the **Affordable Housing and Sustainable Communities Program**.
- ▶ **Local and regional jurisdictions** may also contribute project funds to meet the capital needs of projects in the Plan. Funds generated by local sales tax measures, for example, can be used for matching grants or to provide additional financial leverage for projects.
- ▶ Bicycle and pedestrian improvements may be constructed using **development project mitigation funding**. Such projects could provide multimodal access, such as a trail connection, sidewalks, or bicycle facilities, on or parallel to SHS roads.

NEXT STEPS FOR LOCAL AND REGIONAL JURISDICTIONS AND STAKEHOLDERS

COORDINATE AT THE LOCAL LEVEL

Local knowledge and expertise are critical for understanding the needs of people walking and bicycling at specific locations, so that Caltrans and local agencies can identify, fund, and implement projects that successfully address those needs. Communities throughout District 5 can help gather and share knowledge to advance projects. For example, members of the public can advocate for their local or regional government to initiate a study of local needs. Local and regional agencies can likewise lead planning studies that identify relevant funding sources. This step should include community engagement to understand the public's experiences and priorities. Funding for planning efforts is available through Caltrans Sustainable Transportation Planning Grants, Urban Greening Grants, Transformative Climate Communities Program, and other initiatives.

Project needs may also be incorporated into local general plans, specific plans, or other planning documents to address the gaps identified in the District 5 Active Transportation Plan. Consistency across plans is a key factor in making projects attractive for funding.

PARTNER WITH CALTRANS TO DEVELOP PROJECTS

Local agencies are key partners with Caltrans, providing information on local needs and priorities related to the SHS. Coordination can strengthen projects, whether led by Caltrans or by local agencies, so that they better address needs for people walking and bicycling on the SHS as well as on connecting streets and roads. Local partners can provide critical input about how incorporating active transportation elements into projects will provide improved connections to the local road network. The [*State Highway Operation and Protection Program \(SHOPP\) Viewer*](#) is a publicly accessible source for information on planned SHS projects.

A range of projects in District 5 are the result of successful partnership between Caltrans and local agency partners. One example comes from Los Alamos, in Santa Barbara County, where Complete Streets elements were added to a designated Main Street on Route 135. New sidewalks, buffered bicycle lanes, crosswalks, and lighting were incorporated into a 2018 pavement project and a bridge replacement project scheduled for construction from 2021 to 2023. These improvements are consistent with the Los Alamos Pedestrian Circulation and Parking Plan.

SEEK FUNDING TO BUILD PROJECTS

Bicycle and pedestrian projects on and near the SHS may be paid for using a variety of funding sources from local, state, federal and private sources. Increasingly, coordination between local and regional agencies and Caltrans is key to securing funding, and projects may include more than one funding source. Local and regional agencies are eligible to apply for many of these funding programs. Federal funding sources include the Highway Safety Improvement Program, Community Development Block Grants, and the Surface Transportation Block Grant. State sources include the Active Transportation Program, the Affordable Housing Sustainable Communities program, and Transformative Climate Communities grants. Local sources may include city, county, and regional sales tax measures, development impact fees and mitigation measures, and general funds.

DATA SHARING

Good data from across the region—data collected during this planning effort, and data gathered from our partners—is the cornerstone of the District 5 Active Transportation Plan. To improve planning and coordination in District 5 and throughout the state, Caltrans commits to sharing data whenever possible, and encourages other public agencies and organizations in the region to do the same. The District 5 Complete Streets Coordinator is available to coordinate data sharing efforts; see page 31 for Caltrans contact information.



The Bob Jones Trail Class I shared use path. (Source: Helene Finger)



ACKNOWLEDGEMENTS

The following organizations and individuals contributed significantly to the Plan's development and were instrumental in its completion:

DISTRICT 5 PARTNER TEAM

MONTEREY COUNTY

- ▶ Transportation Agency for Monterey County
- ▶ Monterey County Health Department
- ▶ Monterey County Resource Management Agency

SANTA BARBARA COUNTY

- ▶ Santa Barbara Metropolitan Transit District
- ▶ Santa Barbara County Association of Governments
- ▶ Santa Barbara Bike Coalition
- ▶ Santa Ynez Band of Chumash Indians

SAN BENITO COUNTY

- ▶ REACH San Benito Parks Foundation
- ▶ San Benito Council of Governments

SAN LUIS OBISPO COUNTY

- ▶ San Luis Obispo Bicycle Club
- ▶ San Luis Obispo Council of Governments

SANTA CRUZ COUNTY

- ▶ Bike Santa Cruz County
- ▶ City of Watsonville Public Works
- ▶ City of Santa Cruz
- ▶ Santa Cruz County Regional Transportation Commission

MULTI-COUNTY REPRESENTATIVES

- ▶ Association of Monterey Bay Area Governments
- ▶ California Coastal Commission
- ▶ State Coastal Conservancy

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- ▶ Alyssa Begley, Division of Transportation Planning, Headquarters
- ▶ Anika Jesi, Sustainability Program, Headquarters
- ▶ Tim Gubbins, District 5
- ▶ Scott Eades, District 5
- ▶ Brandy Rider, District 5
- ▶ Terri Persons, District 5 (retired)
- ▶ Melissa Streder, District 5
- ▶ Kelly McClendon, District 5
- ▶ Ingrid McRoberts, District 5
- ▶ Dario Moreno, District 5
- ▶ Audrey Ogden, District 5
- ▶ Ayla-Louise Mateo, District 5
- ▶ Aileen Loe, District 5 (retired)
- ▶ District 5 Complete Streets Advisory Committee
- ▶ District 5 Executive Steering Committee
- ▶ District 5 Public Information Office
- ▶ District 5 Planning Staff

CONSULTANT TEAM

- ▶ Toole Design
- ▶ WSP
- ▶ Cambridge Systematics

CONTACTING CALTRANS

Additional information about this planning effort can be found on the District 5 Active Transportation Plan webpage at catplan.org/district-5. The Caltrans District 5 Complete Streets Coordinator can provide additional information about upcoming projects in your community, take your input, and coordinate on project identification, development, and implementation. For additional information or assistance contact the Public Information Office or submit a Customer Service Request.

District 5 Complete Streets Coordinator:
d5bikeped@dot.ca.gov

Public Information Office:
<https://dot.ca.gov/programs/public-affairs>

Customer Service Request: <https://csr.dot.ca.gov/>



ACTIVE TRANSPORTATION 2021 PLAN

Photo: A young bicyclist.



SUMMARY REPORT

