

LOCALLY-SPONSORED PID ALIGNMENT GUIDANCE

Appendix A – Project Conceptual Alignment Table

Note: Project proposals are not in any priority or alignment order. This table is subject to update.

Project Proposal/Element (Not all-inclusive)	Alignment Category
<p>Transit/Rail Facilities:</p> <ul style="list-style-type: none"> • New mobility hubs, transit stations, and rail stations • New rail capacity • Transit only lanes that prohibit passenger vehicles, bus-on-shoulder • Traffic signal priority for new or improved transit service <p>Bike & Pedestrian Facilities:</p> <ul style="list-style-type: none"> • Multi-use paths • Protected bikeway/bike facility • Secure bicycle parking • Sidewalks, median islands, pedestrian hybrid beacons, pedestrian bridges • Trails <p>Freight & Passenger Vehicle Facilities:</p> <ul style="list-style-type: none"> • Adaptive ramp metering • Auxiliary lanes (less than one mile), passing lane (less than 2 miles) • Grade separation for rail, transit, bikes and peds • HOV degradation mitigation (Adoption of or increase in tolls) • Integrated corridor management, Incident management enhancements • Managed lanes conversions • Park and Ride facilities • Rehabilitation or maintenance of existing facility/asset that do not increase capacity • Road diets • Roadside safety devices or hardware installation (i.e. median barriers, guardrails) • Roundabouts/traffic circles • Shoulder widening for safety-only purposes & complete streets • Traffic control devices (signs, striping, new/modified traffic signals & timing, temporary traffic control, other technology-based improvements) • Truck size and weight inspection stations • Truck-only lanes that prohibit passenger vehicles • Truck parking – new capacity & system management • Turnouts • Two-Way Left-Turn Lane • Zero emission vehicle goods movement <p>Others</p> <ul style="list-style-type: none"> • Alternative fuel/charging infrastructure (i.e. hydrogen fueling stations) • Broadband • Transportation System Management & Operations (TSMO) strategies <p><i>All improvements must be consistent with relevant Caltrans guidance & policies.</i></p>	<p>Conceptually Aligned</p>
<p>Freight & Passenger Vehicle Facilities:</p> <ul style="list-style-type: none"> • Acceleration/Deceleration Lane • Adding lanes to arterials • Auxiliary lanes greater than one mile or continuous* • General purpose lane additions • Grade separation for auto travel lanes • Interchange improvements/modifications or new construction • Intersection improvements (except roundabout/traffic circles), including through & turn lanes • Managed lanes additions, including HOV, priced, etc. • Passing lanes longer than 2 miles for every 7 miles • Shoulder widening for the potential future lane addition • Traffic control devices that may result in lane addition or restrictions on active transportation modes • Truck-only lane or truck climbing lane that does not prohibit passenger vehicles or provide physical separation <p><i>*Continuous - extension of an existing auxiliary lane to equal more than one mile in length.</i></p>	<p>Need Further Review</p>

This Appendix is part of the Locally Sponsored PID Alignment Guidance available [HERE](#).