



# COMPLETE STREETS

ACTION PLAN 2024-25

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# FROM THE DIRECTOR

I am pleased to announce the release of the Complete Streets Action Plan (CSAP) for the 2024-25 calendar years, which tracks the highest-priority actions over the next two years for implementing our Departmental goals related to complete streets and active transportation across the State.

Caltrans' top priority is safety, which includes people walking, biking, driving, and taking public transit. This commitment aligns with our mission to provide a safer and more reliable transportation system for all users regardless of age or ability. In 2021, we solidified this commitment through a new Director's Policy on Complete Streets ([DP-37<sup>1</sup>](#)). This policy requires all Caltrans projects to provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit. As a part of the rollout of DP-37, Caltrans committed to creating a new, standalone biennial Complete Streets Action Plan with Headquarters Divisions and Districts to identify and track implementation of key high-priority actions needed to implement the policy over a two-year period.

The first iteration of the plan was developed shortly following the release of DP-37. That plan identified 51 policy-related actions across the State to be implemented over the course of a 2-year period to show progress toward the implementation of our then, brand new, policy.

Now, two years following the release of the first plan, the 2024-25 CSAP is just as vital to capturing the highest-priority actions across the State related to complete streets and

communicating them externally to provide accountability and transparency to our partners on what the Department's immediate priorities are in our continued implementation of DP-37. The CSAP also serves as an important tool to help guide our work over the course of a 2-year timeframe and ensures we are following through on our commitments to remove policy and procedural barriers to providing comfortable, convenient, and connected complete streets facilities on the State highway system.

We would like to acknowledge the important contributions of our Divisions and Districts as well as our external partners in the development of this document, and all the effort these teams will contribute over the next two years towards making our transportation system less vehicle-focused and more people-centric. This document will continue to be updated in the future as new priorities are identified, but in the meantime, please enjoy this iteration of the CSAP for the 2024-2025 calendar years.

Sincerely,



A handwritten signature in black ink, appearing to read 'Tony Tavares'.

**Tony Tavares,**  
Director,  
California Department  
of Transportation

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1 <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/dp-37-complete-streets-all.pdf>

# INTRODUCTION

The Complete Streets Action Plan is a coordinated effort led by the Director's Office of Sustainability, in partnership with Caltrans Headquarters (HQ) Divisions and Districts. The purpose of the CSAP is to identify the highest-priority efforts across the Department needed to implement the Director's Policy for Complete Streets ([DP-37](#)) over the next two calendar years.

The first iteration of the plan was developed shortly following the release of DP-37 in late 2021. At the time, an implementation memo accompanying DP-37 required the development of a standalone action plan to identify the highest-priority actions related to complete streets needed to implement the policy. That plan identified a package of 51 policy-related actions across the State to be implemented over the course of a 2-year period to show progress toward the implementation of DP-37.

Now, two years following the release of the first plan, the CSAP continues to be an important tool to capture the highest-priority actions across the State related to complete streets and communicate them both internally and externally. The CSAP also helps guide Caltrans' work in the short-term and ensures they are consistent with the Department's policies and commitments.

This second iteration of the CSAP will track actions that fall within the January 2024 to December 2025 timeframe and will continue to be updated on a biennial basis. Unlike the previous iteration of the plan, this version tracks both policy-related actions at the HQ level, and highlights a small sample of on-the-ground complete streets projects that are being developed at the District level.

**The HQ actions are divided into the following 6 categories, for a total of 41 actions across program areas:**

- Policy & Procedures
- Standards & Guidance
- Funding & Projects
- Data Collection & Evaluation
- Training, Communication & Promotion
- Planning & Research

As in the last plan, the tables in the Headquarters Actions section outline each category of actions and contain tasks, descriptions, deliverables, completion dates; and lead and supporting divisions, Districts, and stakeholders.

The District Projects section provides a sample of some key complete streets projects Caltrans regions will be working on over the course of this 2-year action plan. This list is not exhaustive, but instead highlights the type of on-the-ground infrastructure work Districts are doing to further implement DP-37.

The Director's Office of Sustainability collaborated closely with the following divisions during the development of the CSAP:

- Division of Design
- Division of Local Assistance
- Division of Maintenance
- Division of Transportation Planning

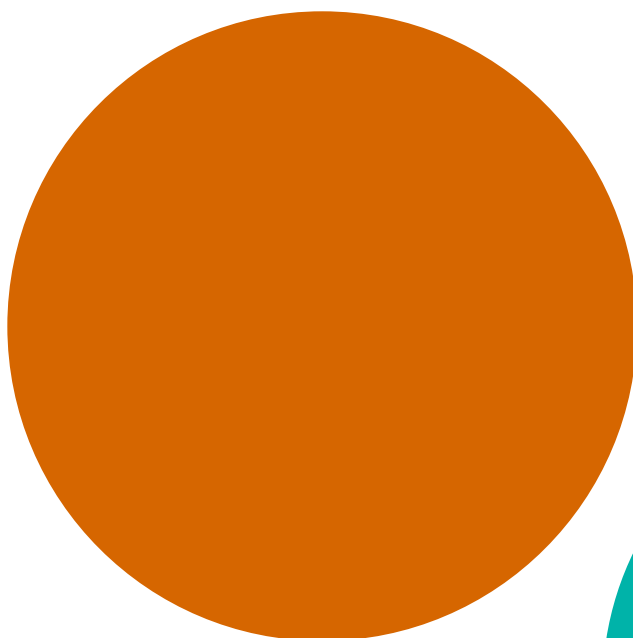


- Division of Traffic Operations
- Division of Safety Programs
- California Integrated Travel Project

The District projects were identified through consultation with all 12 Caltrans Districts across the State.

**The actions in the CSAP were identified, approved, and monitored through the following process:**

1. Subject-matter experts (SMEs) from all participating Divisions were identified to serve as main points-of-contact for this effort.
2. Sustainability staff held one-on-one meetings with all SMEs, made targeted presentations to key committees, and circulated a survey to external stakeholders to identify actions for inclusion within the plan.
3. Sustainability staff worked with Districts to identify 1-2 of their top projects to highlight in the plan and identify key deliverables that could be tracked to show progress of these projects over the 2-year plan timeframe.
4. Actions were refined by Sustainability staff to be sure they captured the highest-priority actions across the Department for implementing DP-37.
5. The draft action plan was reviewed and approved by Caltrans management, including Division Chiefs, Deputy District Directors, and others who are responsible for oversight of the plan, such as directing staff to implement actions, reporting progress to executive management, and approving significant new actions and updates to actions.
6. Sustainability staff will track progress of actions in the plan through a dashboard and quarterly reports, which will be made available on the external Complete Streets website.



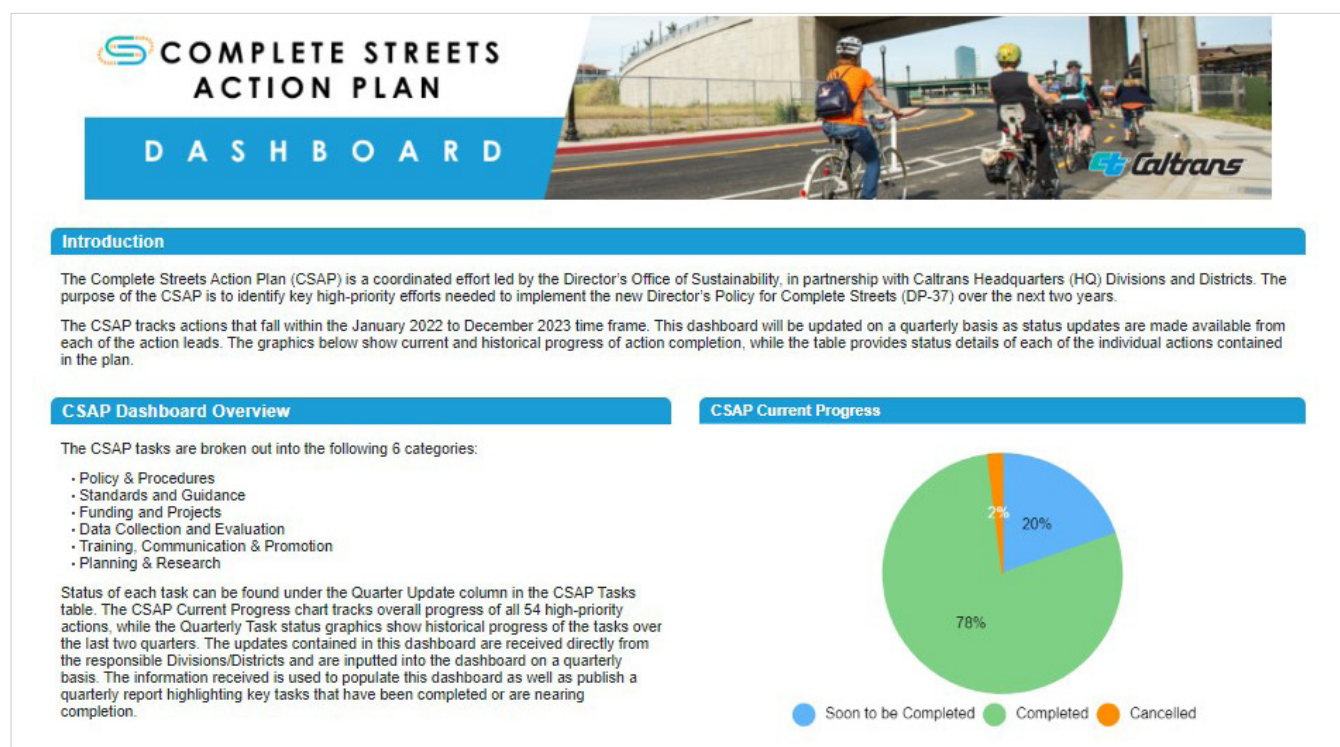


Figure 1 - Screenshot of 2022-2023 CSAP Public-facing Dashboard

## Tracking:

In 2022, Sustainability staff developed an online dashboard to track status of each task in the CSAP on a quarterly basis. The dashboard includes detailed information on each of the individual tasks, while additional infographics show historical progress of tasks over previous quarters.

The updates contained in this dashboard are received directly from the responsible Divisions/Districts and are inputted into the dashboard on a quarterly basis.

In addition to populating and updating the dashboard, Sustainability staff will be publishing regular newsletters highlighting key tasks that have been completed or are nearing completion.

Both the dashboard and progress reports are available [here](https://dot.ca.gov/programs/esta/complete-streets/csap)<sup>2</sup>.

### Director's Office of Sustainability CSAP Contacts:

- **Eric Sundquist**  
Deputy Director of Sustainability
- **Anika Jesi**  
Senior Transportation Planner
- **Benjamin Garcia**  
Associate Transportation Planner

<sup>2</sup> <https://dot.ca.gov/programs/esta/complete-streets/csap>

# HEADQUARTERS ACTIONS

The Headquarters (HQ) actions identified within this section are a compilation of policy and procedural actions that will be implemented over the 2024-25 calendar years and will impact the work being done on active transportation projects across the State. The selection of actions contained in this section identify the highest priority work being developed at the HQ level over the next two years to address gaps in policy, standards, funding, research and other areas as well as to guide the work of the Department over the span of this plan.

The HQ actions are organized into the following categories:

- Policy & Procedures
- Standards & Guidance
- Funding & Projects
- Data Collection & Evaluation
- Training, Communication & Promotion
- Planning & Research

The Headquarters Actions section includes the following subsections:

- Summary of Actions
- Action Timeline Overview
- Headquarters Actions Tables



## Summary of Actions

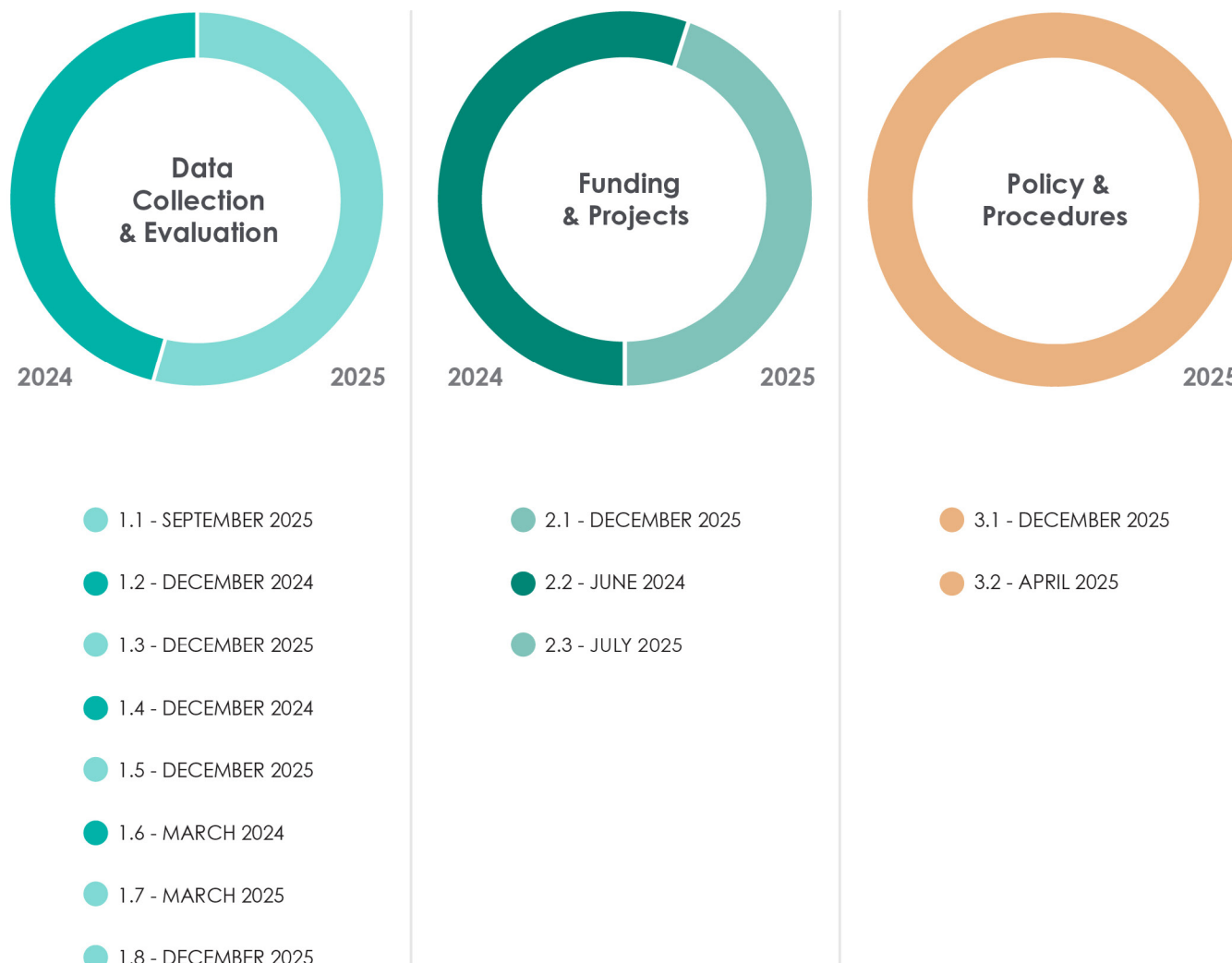
<b>DATA COLLECTION &amp; EVALUATION</b>	1.1	Update California Active Transportation Benefit-Cost Tool
	1.2	Develop a comprehensive project status tool for ATP projects
	1.3	Develop a Statewide Caltrans active transportation census program
	1.4	Develop Statewide Active Transportation Count Database (Phase II)
	1.5	Develop a California Transit Stop Register
	1.6	Develop Transit Speed Maps
	1.7	Complete Streets Risk Assessment
	1.8	Routable Pedestrian and Bicycle Network Development and Scoping
<b>FUNDING &amp; PROJECTS</b>	2.1	Initiate, design, and construct pedestrian and bicyclist safety enhancements through HM-4 Safety Program
	2.2	Update Active Transportation Database to identify on-system projects
	2.3	Identify procurement (funding need) for the maintenance of Complete Streets facilities
<b>POLICY &amp; PROCEDURES</b>	3.1	Director's Policy on Transit
	3.2	CS Maintenance Agreement Template
<b>STANDARDS &amp; GUIDANCE</b>	4.1	Transportation Projects Encroachment Permit Application Guide for Active Transportation
	4.2	Develop pedestrian safety countermeasure guidance
	4.3	Develop guidance for mobility hub design and operations
	4.4	Full update of the Caltrans Complete Intersections Guide
	4.5	Develop Quick-Build Guidance
	4.6	Adopt National MUTCD 11th Edition for California
	4.7	Develop California Statewide active transportation count guidance
	4.8	Update Complete Streets Tracking Form (CSTF) and Guidance
	4.9	Develop Highway Maintenance (HM1 & HM3) Complete Streets Guidance for Planners
	4.10	Update to Bikeway Selection Guidance & Chart



## Summary of Actions

TRAINING, COMMUNICATION & PROMOTION	5.1	Encroachment Permit Training for Bicycle & Pedestrian Coordinators
	5.2	District Bicyclist and Pedestrian Advisory Committee Support
	5.3	Transit Academy
	5.4	Develop external-facing Complete Streets Hub
	5.5	Develop California Safe Speeds Decision Maker and Community Stakeholder Education Toolkit
	5.6	Roll out the Caltrans Engagement Portal (CEP)
	5.7	Quick-Build Guidance Training
	5.8	Launch ATP Tribal Technical Assistance
	5.9	CSTF Training
	5.10	DIB 94 Training
	5.11	Traffic Calming Guide Training
	5.12	Design Standard Decision Document (DSDD) Training
	5.13	HSM Application for DIB 94 Projects Training
PLANNING & RESEARCH	6.1	Statewide Bicycle and Pedestrian Plan Update: CEP Pilot
	6.2	Annual Report on Partnerships and Local Active Transportation Connections
	6.3	California Intercity Bus Study (CIBS) Phase 2
	6.4	Statewide Transit Plan
	6.5	District Transit Plans

## Actions Timeline Overview



## Actions Timeline Overview



- 4.1 - FEBRUARY 2025
- 4.2 - DECEMBER 2024
- 4.3 - SEPTEMBER 2024
- 4.4 - December 2025
- 4.5 - June 2024
- 4.6 - MAY 2025
- 4.7 - MARCH 2025
- 4.8 - SEPTEMBER 2024
- 4.9 - JUNE 2024
- 4.10 - DECEMBER 2025



- 5.1 - FEBRUARY 2025
- 5.2 - JUNE 2025
- 5.3 - DECEMBER 2025
- 5.4 - FEBRUARY 2025
- 5.5 - FEBRUARY 2024
- 5.6 - DECEMBER 2025
- 5.7 - OCTOBER 2024
- 5.8 - MARCH 2025
- 5.9 - JUNE 2025
- 5.10 - JUNE 2024
- 5.11 - JUNE 2024
- 5.12 - DECEMBER 2024
- 5.13 - DECEMBER 2024



- 6.1 - JUNE 2025
- 6.2 - JUNE 2024
- 6.3 - DECEMBER 2025
- 6.4 - DECEMBER 2025
- 6.5 - AUGUST 2024

DATA COLLECTION & EVALUATION					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>1.1</b> Update California Active Transportation Benefit-Cost Tool	Update the current ATP benefit-cost (B/C) tool to improve accuracy and usability. The tool was built for the purpose of ATP project comparison and program evaluation but also serves as a tool for local agencies to compare projects within their jurisdiction. This update will test the validity of the tool, improve calculations and provide increased functionality.	Updated B/C tool	September 2025	HQ Division of Local Assistance	UC Davis Institute of Transportation Studies (ITS-Davis)
<b>1.2</b> Develop a comprehensive project status tool for ATP projects	Develop a comprehensive status tool for Caltrans districts and local agencies to use in assessing the status of ATP projects and inform them about upcoming deadlines. This will reduce the number of extensions and promote early coordination and resolution when issues arise.	Project Status Tool	December 2024	HQ Division of Local Assistance	—
<b>1.3</b> Develop a Statewide Caltrans active transportation census program	<p>Develop a statewide Caltrans active transportation census program to gather bicycle and pedestrian count and volume data on the SHS for project scoping and performance monitoring purposes.</p> <p>While this is a multi-year effort, tasks in the 2024/2025 calendar years include reviewing and updating Transportation System Network Replacement Project (TSNR), development efforts to address bicycle and pedestrian census data, standards and guidance, formats, quality control, validation and publications; facilitating data exchange with the Statewide Active Transportation Database (SATDB); continuing to explore opportunities to validate big data to develop selection process in statewide big data to ensure the adequacy of active transportation census network, preliminary standards for active transportation counting equipment.</p>	<p>Development plan for an internal database to store active transportation census data;</p> <p>Preliminary equipment standards.</p>	December 2025	HQ Traffic Operations	HQ Local Assistance



## DATA COLLECTION & EVALUATION

TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>1.4</b> Develop Statewide Active Transportation Count Database (Phase II)	This is Phase II of a larger effort focused on development of a count database, to serve as a storing site for all active transportation counts conducted Statewide. This effort will build upon the Southern California Association of Governments (SCAG) Active Transportation Database and modify it as necessary to meet the needs of Caltrans, Metropolitan Planning Organizations, and local agencies to collect, store & report pedestrian and bicycle data statewide.	Database/website to store active transportation counts	December 2024	HQ Division of Local Assistance	UCB SafeTREC
<b>1.5</b> Develop a California Transit Stop Register	Create a canonical stop ID for every transit stop in California and map that to General Transit Feed Specification (GTFS) and other transit stop artifacts (shelters, bikeshare, other amenities as determined).	Complete functional testing of transit stop register for Caltrans planning	December 2025	HQ Data and Digital Services	–
<b>1.6</b> Develop Transit Speed Maps	Create maps of where public transit vehicles are stuck in traffic, where buses are not given priority at traffic signals, and other indicators of where public transit could benefit from increased priority. Recommend intervention where supported by data.	Transit speed maps on SHS by District	March 2024	HQ Data and Digital Services	–
<b>1.7</b> Complete Streets Policy and Guidance Alignment	Assess complete streets policies, processes and guidance to identify contradicting guidance and/or non-adherence with the Director's Policy for Complete Streets (DP-37).	Completed conflict analysis and recommended next steps	March 2025	HQ Division of Design	HQ's Divisions of Traffic Ops, Safety, Planning, Maintenance, Sustainability, etc.

## DATA COLLECTION & EVALUATION

TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>1.8</b> Rutable Pedestrian and Bicycle Network Development and Scoping	This action is to understand how people can reach destinations (including transit stops) by walking and biking. Spatial analyses will be conducted to include information on facility locations, types of assets, asset specifications, and to calculate level of traffic stress (LTS). During the lifespan of the Action Plan, groundwork will be performed to understand how such data can be collected and calculated. Other work includes informational interviews with agencies, academics, and consultants who have conducted similar staff work. The final deliverable will be a scoping report outlining findings, recommendations, and a draft Request for Proposals (RFP) to obtain and compile applicable data if necessary.	Scoping Report, Draft Request for Proposals (RFP)	December 2025	HQ, Director's Office of Sustainability	-

FUNDING & PROJECTS					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>2.1</b> Initiate, design and construct pedestrian and bicyclist safety enhancements through HM-4 Safety Program	Implement pedestrian safety enhancements across the State. Improvements will include enhanced crosswalks at signalized, stop-controlled, or uncontrolled intersection, midblock crosswalks, slip ramps, roundabouts, and upgrading or installing pedestrian warning signs as needed. This is a continuation of the existing pilot first identified in the 22-23 CSAP.	623 pedestrian and bicyclist safety enhancement locations.	December 2025	HQ Division of Safety Programs	–
<b>2.2</b> Update Caltrans Active Transportation Database to identify on-system projects	The Caltrans Active Transportation Database identifies on-system projects that are competitive for federal and State discretionary funding programs. Update the AT database to identify projects that are competitive for the Active Transportation Infrastructure Investment Program (ATIIP).	Updated Caltrans AT database with ATIIP-eligible projects	June 2024	HQ Division of Transportation Planning	–
<b>2.3</b> Identify procurement (funding need) for the maintenance of Complete Streets facilities	Review Complete Streets facilities inventory, identify staffing needs, equipment and materials for the maintenance of Complete Streets facilities.	Funding Request	July 2025	HQ Division of Maintenance	–

## POLICY & PROCEDURES

TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>3.1</b> Director's Policy on Transit	Develop a new Caltrans Director's Policy on Transit to enhance transit on State highways and elevate transit in Statewide planning and coordination. As the first departmental policy of its kind, this new Director's Policy will direct Caltrans to integrate and expand California's transit network, provide more equitable public transit access and mobility to the public, and help the State mitigate and adapt to climate change impacts.	Completed Director's Policy	December 2025	HQ Division of Transportation Planning	Office of Transit Planning
<b>3.2</b> CS Maintenance Agreement Template	Develop a maintenance agreement template specifically for complete streets to streamline the process of developing maintenance agreements for projects containing active transportation elements.	Maintenance agreement template	April 2025	HQ Division of Maintenance	HQ Legal

## STANDARDS & GUIDANCE

TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>4.1</b> Transportation Projects Encroachment Permit Application Guide for Active Transportation	Develop an Active Transportation Projects Encroachment Permit Application Guide to serve as a resource for local partners applying for encroachment permits for active transportation projects.  Encroachments Permits Office will provide links that can be hosted on CSAP website for "Bicycle & Pedestrian coordinators to better understand the process" e.g. Encroachment Permit Application Process, Application, Instructions and Design Guidance.	Permit Application Guide	February 2025	HQ Division of Traffic Operations	Office of Encroachment and Outdoor Advertising Permits (EOAP), Division of Transportation Planning



STANDARDS & GUIDANCE					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>4.2</b> Develop pedestrian safety countermeasure guidance	Establish a policy and guidance for the use of proven safety countermeasures relating to pedestrians walkways and crosswalks.	Implementation Plan for two traffic safety bulletins for pedestrian safety countermeasures	December 2024	HQ Division of Safety Programs	–
<b>4.3</b> Develop guidance for mobility hub design and operations	Develop guidance to facilitate the design and operation of mobility hub facilities. Guidance will be based on the mobility hub definition: facilities that support and encourage modal shifts and equitable access to reduce auto dependency and greenhouse gas emissions. The guidance will include direction on the transition of park and ride facilities to mobility hubs as well as a methodology for identifying locations for new mobility hubs. It will also include sections on site planning, geometric design, systems/electrical design, traffic controls/wayfinding/safety design and facility operations.	Develop and release the Mobility Hubs Design and Operation Guide	September 2024	HQ Division of Traffic Operations	Office of Mobility Programs
<b>4.4</b> Full update of the Caltrans Complete Intersections Guide	Develop an updated version of the 2010 California guidance for intersections and interchanges titled "Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians."	Completed guidance document	December 2025	HQ Division of Safety Programs	–
<b>4.5</b> Develop Quick-Build Guidance	Develop pilot guidance document for active transportation quick-build projects via a State Transportation Innovation Council (STIC) grant. The pilot guidance document will be developed by District 8 and will serve as a foundation for any future statewide guidance around the development of biking and walking quick-build projects.	Quick-build guidance for active transportation projects	June 2024	District 8	HQ Division of Safety Programs

STANDARDS & GUIDANCE					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>4.6</b> Adopt National MUTCD 11th Edition for California	Adopt the National MUTCD 11th Edition for California. This will entail a multifunctional team of internal and external partners to ensure the California MUTCD is compliant with the latest edition of the National MUTCD. This action will pertain specifically to Part 7 - School Areas and Part 9 - Bicycle Facilities.	Part 7 - School Areas and Part 9 - Bicycle Facilities updated to reflect the National MUTCD 11th Edition.	May 2025	HQ Division of Safety Programs	—
<b>4.7</b> Develop California Statewide active transportation count guidance	Update and finalize the Interim Count Methodology Guidance, last revised in 2019, intended to be used by ATP Awardees for the purpose of conducting bicycle and pedestrian counts for ATP Projects.	Delivery of California Statewide Active Transportation Count Guidance	March 2025	HQ Division of Local Assistance	UCB SafeTREC, UC Davis ITS
<b>4.8</b> Update Complete Streets Tracking Form (CSTF) and Guidance	Update the CSTF and accompanying guidance following two years of ongoing evaluation on the process. The CSTF was developed in 2022 to track inclusion of complete streets elements in Highway Maintenance (HM) pavement and bridge projects.	New CSTF and Guidance	September 2024	HQ Division of Maintenance	DOT
<b>4.9</b> Develop Highway Maintenance (HM1 & HM3) Complete Streets Guidance for Planners	Develop guidance for Caltrans Bicycle & Pedestrian Coordinators to understand the HM1 and HM3 project process and the type of complete streets enhancements that can be recommended in HM projects. This guidance will assist with proactive coordination for future Complete Streets recommendation submittals with Planners and District Maintenance Engineers.	Published guidance document	June 2024	HQ Division of Transportation Planning	HQ Division of Maintenance
<b>4.10</b> Update to Bikeway Selection Guidance & Chart	Update Caltrans Bikeway Facility Selection Guidance and Caltrans Contextual Guidance for Preferred Bikeway Facilities chart outlining which facilities are appropriate on which roadway contexts.	Updated memo and accompanying chart	December 2025	HQ Division of Design	HQ Division of Transportation Planning, HQ Division of Safety Programs, and HQ Division of Traffic Operations

TRAINING, COMMUNICATION & PROMOTION					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>5.1</b> Encroachment Permit Training for Bicycle & Pedestrian Coordinators	Develop a training for District Bicycle & Pedestrian coordinators to educate them on the process of submitting encroachment permits for projects that contain complete streets infrastructure, in an effort to help them support local partners who may be applying for encroachment permits for active transportation projects.	Minimum of one training for District Bicycle & Pedestrian Coordinators	February 2025	Division of Traffic Operations	Office of Encroachment and Outdoor Advertising Permits (EOAP) Districts
<b>5.2</b> District Bicyclist and Pedestrian Advisory Committee Support	Support Districts' Bicyclist and Pedestrian Advisory Committee (BPAC) by providing recommended agenda items, State policy content for discussion, and identifying action-based approaches to meet external partners' needs.	Technical support to Districts in the form of documentation such as sample agendas, ideas for discussion, suggested presenters, videos, guidance, etc.	June 2025	HQ Division of Transportation Planning	Districts
<b>5.3</b> Transit Academy	Provide a Transit Academy for HQ and District Planning staff as well as regional/local partners. The academy will be modeled off the popular Planning Academy with topics that are transit-focused, such as an introduction to transit planning and funding, current efforts, coordination between operators/regional agencies and more.	Development of transit academy materials and delivery of at least one training	December 2025	HQ Division of Transportation Planning	Office of Transit Planning
<b>5.4</b> Develop external-facing Complete Streets Hub	Develop a singular external-facing website to serve as a central repository for all resources related to active transportation and complete streets at Caltrans HQ. The hub will consolidate information from all Divisions doing work related to complete streets into one unified website, which will allow for more effective communication and collaboration between Caltrans, external partners and the general public to increase engagement and knowledge around the Department's active transportation and complete streets efforts.	Complete Streets Hub launched on Caltrans website	February 2025	HQ Director's Office of Equity, Sustainability & Tribal Affairs	DEA

TRAINING, COMMUNICATION & PROMOTION					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>5.5</b> Develop California Safe Speeds Decision Maker and Community Stakeholder Education Toolkit	Provide an evidence-based, online educational resource to support safe speeds decision-making in California. The project will also facilitate trainings for safer local roadway speed setting in two communities and will document findings to enhance vulnerable road user safety and mobility.	Toolkit	February 2024	HQ Division of Local Assistance	UCB SafeTREC
<b>5.6</b> Roll out the Caltrans Engagement Portal (CEP)	Launch the CEP to enhance public engagement through the use of an online public engagement software platform. As Caltrans manages many projects concurrently, CEP will make the public engagement process more continuous and transparent, as well as provide better efficiency and consistency in data management and the ability to report and measure the input received from the community. While the portal will help to track public engagement across all project types, it will have implications for bicycle and pedestrian projects which generally require extensive community input.	Pilot the system to 18 plans/projects (April 2025)  Roll out the system for Statewide use (December 2025)	December 2025	HQ Division of Transportation Planning	Office of Transportation Equity and Community Engagement DEA
<b>5.7</b> Quick-Build Guidance Training	Develop informational training to accompany active transportation quick-build pilot guidance document and deliver to Caltrans functional units who would have a role in implementing quick-build projects for the Department (i.e. Planning, Project Delivery, Encroachment Permits, etc.).	Delivery of at least one quick-build guidance training to appropriate Caltrans functional units	October 2024	District 8	HQ Director's Office of Sustainability  Division of Safety Programs
<b>5.8</b> Launch ATP Tribal Technical Assistance	As a brand new effort providing ATP technical assistance to California tribal governments, assist tribes in preparing competitive, community-driven active transportation projects to apply for funding in ATP Cycle 8.	Final report summarizing technical assistance provided to each tribe	March 2025	HQ Division of Local Assistance	—



TRAINING, COMMUNICATION & PROMOTION					
TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>5.9</b> CSTF Training	Develop and deliver training for District Maintenance Engineers and District Complete Streets Coordinators on the CSTF process, including identification of complete streets elements in HM projects, coordination among functional units, and updated form submittal process.	Statewide CSTF training	June 2025	HQ Division of Maintenance	–
<b>5.10</b> DIB 94 Training	Provide training on newly published complete streets guidance (DIB 94) to District Project Delivery and Design staff as well as local partners on how to apply new standards from an engineering perspective. Collect feedback from internal/external stakeholders to be used for future revisions to DIB 94.	At least 1 Training per District (24 Total). Update Completion Date to: 2024	June 2024	HQ Division of Design	–
<b>5.11</b> Traffic Calming Guide Training	Provide training on newly published Traffic Calming Guide. This training will focus on the importance of providing safe speeds, which is one of the key aspects of the Safe Systems approach, as well as the various types of traffic calming measures that can be applied in different contexts to reduce speeds.	1 training per District (12 total)	June 2024	HQ Division of Design	HQ Division of Traffic Operations HQ Division of Safety Programs
<b>5.12</b> Design Standard Decision Document (DSDD) Training	Provide training on DSDD to Districts and local partners. Projects with nonstandard active transportation features are required to prepare DSDDs, and this training will provide further education on this process and how to collaborate with the reviewers in the District. This will be conducted by Project Delivery Coordinators and District Design Liaisons in each District.	1 training per District (12 total)	December 2024	HQ Division of Design	–
<b>5.13</b> Highway Safety Manual (HSM) Application for DIB 94 Projects Training	This training will provide guidance on using the HSM analysis method for DIB 94 Eligible Projects. The training video will be posted on Caltrans external website.	Posted Training Video	December 2024	HQ Division of Design	–

## PLANNING & RESEARCH

TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>6.1</b> Statewide Bicycle and Pedestrian Plan Update: CEP Pilot	Outreach to external partners for the update to the State Bicycle and Pedestrian Plan through a pilot of the new Caltrans Engagement Portal (CEP). The tool will be used to engage with cities, counties, regional agencies, federal agencies, tribes, advocates and others and receive input related to the update of the statewide plan.	CEP Pilot for State Bike and Pedestrian Plan update	June 2025	HQ Division of Transportation Planning	Office of Transportation Equity and Community Engagement
<b>6.2</b> Annual Report on Partnerships and Local Active Transportation Connections	Develop Annual Report on Partnerships and Local Active Transportation Connections as part of performance measure tracking for Caltrans Strategic Plan Goal MT.SA.02.01 (2.30): "Partner with local agencies to extend and connect local bike and ped facilities to state facilities".	Annual Report	June 2024	HQ Division of Transportation Planning	—
<b>6.3</b> California Intercity Bus Study (CIBS) Phase 2	Develop the CIBS to identify how to improve the intercity bus network. The CIBS team is working on finalizing Phase 1 of the study, in which the goal is to identify an integrated network of bus routes, inclusive of existing services that, in coordination with the State Rail Network, provide intercity mobility to all Californians. As the team is completing Phase 1, Phase 2 of CIBS will look at market sounding and partnership model development to determine the best way to deliver the network with our partners.	CIBS Phase 2	December 2025	HQ Division of Transportation Planning	Office of Transit Planning

## PLANNING & RESEARCH

TASK	DESCRIPTION	DELIVERABLE(S)	COMPLETION DATE	DIVISION/DISTRICT	SUPPORTING DIVISIONS/OFFICES/DISTRICTS/AGENCIES
<b>6.4</b> Statewide Transit Plan	Re-initiate development of the statewide transit plan to advance the goals and policies articulated in the California Transportation Plan. The plan will provide a unified vision for improving public transportation infrastructure and promoting a safe, equitable and integrated transit system for California.	Formation of Policy (PAC) and Technical Advisory (TAC) committees.  Hold at least 2 PAC/TAC Meetings.  Develop initial framework (methodology, outreach groups, detailed work plans, etc.)	December 2025	HQ Division of Transportation Planning	Office of Transit Planning, Office of Complete Streets, Office of State Planning, Office of Corridor and System Planning, Division of Rail (Office of Rail Planning), Division of Local Assistance (Office of Transit Grants and Contracts), Caltrans Districts, CalSTA
<b>6.5</b> District Transit Plans	Develop transit plans for each of the 12 Caltrans Districts. District Transit Plans will help define the vision of transit in each District, including identifying on-system transit needs, data, prioritization and methodology. Districts will use these plans to determine individual needs for improving transit in their region, making stronger partner connections, and setting a direction for transit investment in the future. As this effort will span beyond the timeframe of the CSAP, this action tracks progress of the development of a methodology for identifying and prioritizing transit improvement locations, which will form the basis of the recommendations within the transit plans.	District Transit Plans Methodology	August 2024	HQ Division of Transportation Planning	–

# DISTRICT PROJECTS

This section highlights select complete streets projects that are being implemented on the State Highway System over the 2-year length of this action plan. Districts were asked to identify 1-2 projects that were meaningful to their region in terms of providing increased walking, biking and transit facilities to local communities. This section is meant to provide a sample of some of the on-the-ground improvements that are being implemented across the State related to active transportation and is in no way an exhaustive list of all projects being developed during this timeframe that include complete streets infrastructure. For a full list of projects, please see the [SHOPP 10-year Project Book](#).

This section includes the following information:

- **District** - Caltrans district in which each project is located. Number prefix specifies which district the project takes place in.
- **EA #** - A unique 7-digit number associated with each Caltrans project for associated information.
- **Project Elements** - The specific bicycle, pedestrian and/or transit infrastructure elements proposed in the project and the quantification of each (e.g. number of elements, lane miles, linear feet, etc.).
- **Activity Summary** - Summary of project as a whole, including information on the purpose and need, community input and district reason for highlighting project.
- **Deliverables** - Key deliverables that the district intends to meet within the 2-year timeframe of this plan. Not all projects are on the same schedule, so while some districts have identified construction as the major milestone to be completed within this timeframe, others have identified alternative key deliverables that are in line with where their project is at currently in the delivery process.





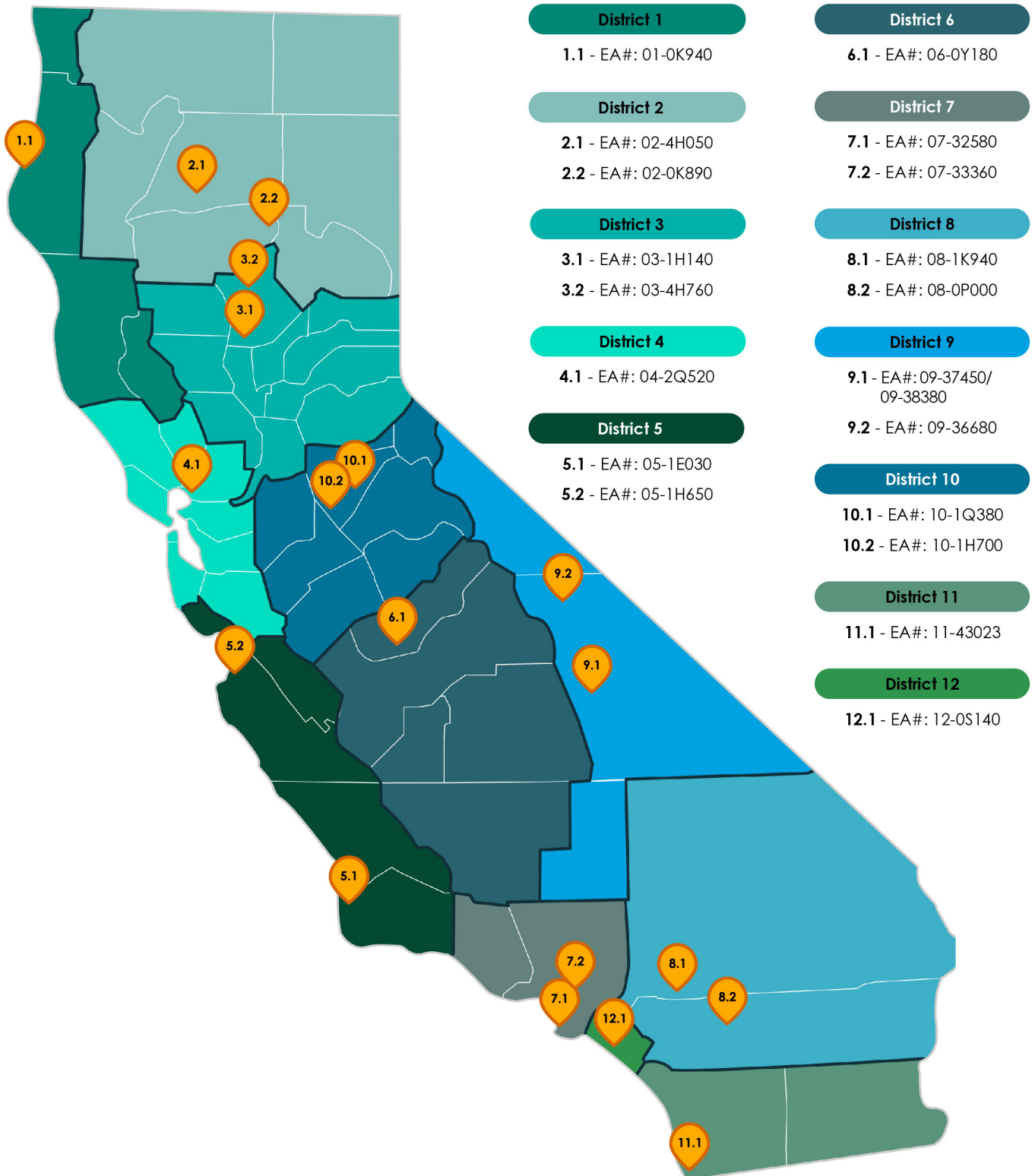
## Summary of District Projects

<b>DISTRICT 1</b>	EA #: 01-0K940	Class IV separated bikeways (14,000 LF), crosswalks (x7), bike and pedestrian lighting (x29), new transit stops (x2), bicycle detection loops (x5)
<b>DISTRICT 2</b>	EA #: 02-4H050	Class I bike path poor to good condition (3,273.6 LF), class I bike path new build (1,056 LF)
	EA #: 02-0K890	Class I bike path new build (5,280 LF), RFB (x1), Flashing Beacons (x2), Crosswalk new build (30 LF).
<b>DISTRICT 3</b>	EA #: 03-1H140	Class IV bikeway (5,280 LF), class II bike lane buffered (5,280 LF), build new sidewalk (3,151 LF), fix existing sidewalk (5,381 LF), high-visibility crosswalks (150 LF).
	EA #: 03-4H760	Pavement rehab, ADA improvements/repairs, lighting installation, new/replaced traffic signals, Class II bikeway (9662 LF), conflict zone green paint, transit stops (x4), high visibility crosswalks, new signage installations.
<b>DISTRICT 4</b>	EA #: 04-2Q520	Class II bike lanes (8,700 LF), Class IV bikeways (17,050 LF), conflict zone green paint (x53), crosswalk enhancements (4,200 LF), curb extensions (x48), road diet (2.8 LMs).
<b>DISTRICT 5</b>	EA #: 05-1E030	Bicycle and pedestrian signage, bike parking, class II buffered bike lane (6,336 LF), curb extensions/bulb-outs (x3), enhanced crosswalk visibility (x12), RFBs (x2), transit stop improvements (x3), vegetative buffer between bike/peds/transit.
	EA #: 05-1H650	Pavement rehab, bridge repair, drainage system improvements, TMS installations, class II bike lane (17,125 LF), conflict zone green paint, enhanced crosswalk (x10), new crosswalks (x3), bulb-outs, new sidewalk (10,670 LF), Rectangular Rapid Flashing Beacons (RRFB) (x8), and transit stop improvements.
<b>DISTRICT 6</b>	EA #: 06-0Y180	Road diet (0.9 LM), sidewalks (4,800 LF), class II buffered bike lane (9,400 LF), bike parking (x2), crosswalks (2,688 LF), bulbouts (x22), transit stop improvements (x7).
<b>DISTRICT 7</b>	EA #: 07-32580	Shared bus-bike lane (2.2 LMs), pedestrian hybrid beacons (x5), fix existing crosswalks (18,426 LF), build new crosswalks (192 LF), crosswalk enhancements (x267), repair existing class II bike lane (3,700 LF), transit stop improvements (x50).
	EA #: 07-33360	Transit and bike only lane (2.8 LMs), pedestrian hybrid beacons (x6), bike box (x2), transit stop improvements (x60), bike racks (x2), RFBs (x12), fix existing crosswalks (9,947 LF), build new crosswalks (11,084 LF).
<b>DISTRICT 8</b>	EA #: 08-1K940	Class IV raised cycle track (950 LF), Class II bike lanes (6,850 LF), sidewalk (725 LF), new curbramps (x26), updating existing curbramps (x71), concrete bus landing pads (x9), video detection system for bicycle detection (x25), accessible pedestrian signals (x16), enhancing existing crosswalks to be high visibility (x45), bicycle signage (x82).
	EA #: 08-0P000	Class I shared-use path (42,504 LF), Class II buffered or Class II bike lane (10,560 LF), sidewalk or pedestrian path (9,614 LF), RFB (x1), curb-extension/bulb-out (x2), high visibility crosswalks (x14), new curbramps.
<b>DISTRICT 9</b>	EA #: 09-37450/ 09-38380	New sidewalk (6,835 LF), curb ramps (x12), reconstructed driveway ramps (x28), bulb-outs (x2), pedestrian hybrid beacon (x1).
	EA #: 09-36680	Sidewalk build new (3,900 LF), sidewalk repair existing (1,160 LF), bus bay/turnout (x1), new ADA curb ramps (x8), upgrade existing ADA curb ramps (x7), pedestrian activated beacon (x1).

<b>DISTRICT 10</b>	EA #: 10-1Q380	New sidewalk/crosswalk (1,152 LF) and repair existing poor condition sidewalk/crosswalk (68 LF), install/upgrade ADA curb ramps, install Detectable Warning Surfaces (DWS), landscape buffers between sidewalk and road, pedestrian hybrid beacon (x1), pedestrian refuge island (x1).
	EA #: 10-1H700	Bus bay/turnout/pullout (x1), class II bike lane (5,600 LF), pedestrian refuge island (x1), enhanced crosswalk visibility (x4), curb extensions/bulb-outs (x4), road diet (1.06 LMs), pedestrian lighting (x8), bicycle detection loops (x2), RFB (x1), streetscape planting.
<b>DISTRICT 11</b>	EA #: 11-43023	Class I bike path (3,960 LF), class II bike lanes (14,345 LF), class IV bikeways (4,395 LF), conflict zone green markings (x100), bicycle detection loops (x58), crosswalk upgrades/re-striping (1,050 LF).
<b>DISTRICT 12</b>	EA #: 12-0S140	Fix existing class II bike lane (5,852 LF), build new class II bike lane (15,216 LF), build new class II buffered bike lane (53,137 LF), crosswalks refurbishment (480 LF), bicycle-tolerable drainage grates (x50), bicycle and pedestrian signage.



## Locations of District Projects



## District Projects

DISTRICT 1				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
South Broadway Complete Streets	<b>EA#:</b> 01-0K940  <b>Route:</b> 101  <b>City:</b> Eureka  <b>County:</b> Humboldt	Class IV separated bikeways (14,000 LF), Crosswalks (x7), bike and pedestrian lighting (x29), new transit stops (x2), bicycle detection loops (x5)	This segment of highway is a Tier 1 priority in the Caltrans Active Transportation Plan and is identified by the Humboldt County Association of Governments (HCAOG) as one of the region's highest safety priorities. HCAOG, the City of Eureka and Caltrans collaborated on the Eureka Broadway Multimodal Plan in 2021. This is the first project to implement a portion of that plan, and it includes the first separated (Class IV) bikeways on the highway system in District 1. It was funded through the 2020 SHOPP Complete Streets Reservation as one of Caltrans' first standalone complete streets projects. The project development team has collaborated with stakeholders and advocates throughout the project development process.	RTL June 2024

DISTRICT 2				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Lake Boulevard Pavement	<b>EA#:</b> 02-4H050  <b>Route:</b> 299  <b>City:</b> Redding  <b>County:</b> Shasta	Class I bike path poor to good condition (3,273.6 LF), class I bike path new build (1,056 LF)	This location, on SR 299 in Redding, was identified as a major east-west active transportation corridor and main street lacking adequate complete streets facilities. The focus of this project is to improve multimodal mobility and address deficiencies in the existing infrastructure by enhancing conditions for bicyclists and pedestrians in the Downtown Redding, Bethel Church, and Shasta and Simpson College areas. This will be achieved by repairing the existing Class I bike path from the SB I-5 on-ramp to College View Drive and extending the Class I facility to Black Marble Way. The proposed facilities are expected to significantly improve the location by providing safer and more reliable travel to jobs, educational opportunities and services for students, commuters, and general public. The disadvantaged communities of Northpoint, North Hilltop, Boulder Creek, and Midway will also benefit from the project improvements. The project's engagement with various stakeholders, local agencies, advocacy groups and businesses demonstrates a collaborative effort to address the mobility needs of the community.	Begin Construction December 2024



## DISTRICT 2

PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Mineral Multi-use Path	<b>EA#:</b> 02-0K890  <b>Route:</b> 36  <b>City:</b> Mineral  <b>County:</b> Tehama	Class I bike path new build (5,280 LF), RFB (x1), flashing beacons (x2), crosswalk new build (30 LF).	The purpose of this project is to provide improved and safe connectivity for non-motorized users traveling between Battle Creek's campgrounds, businesses, residences, and lodging to other outdoor recreational facilities throughout the community of Mineral. Currently, those walking and biking have a low level of comfort due to the lack of smooth travel surface, proximity to high-speed traffic and high-speed turning movements onto State Route (SR) 172, and a lack of facilities to cross SR 36. The programmed improvements include the construction of a Class I multi-use path and pedestrian crossing infrastructure on State Route 36 in Mineral. This will involve the construction of a separate paved multi-use path adjacent to SR 36 on the south side, widening the shoulder on the north side, re-configuring the intersection of SR 36 and SR 172, and implementing crossing infrastructure with an RRFB and flashing beacons.	Begin Construction October 2025

## DISTRICT 3

PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
SR99 Gridley Complete Streets	<b>EA#:</b> 03-1H140  <b>Route:</b> 99  <b>City:</b> Gridley  <b>County:</b> Butte	Class IV bikeway (5,280 LF), class II bike lane buffered (5,280 LF), sidewalk new build (3,151 LF), fix existing sidewalk (5,381 LF), high-visibility crosswalks (150 LF).	This project is located on State Route 99 in the City of Gridley in Butte County. The highway serves as a major north-south arterial road in the eastern part of the city and the corridor experiences high volumes of traffic at high vehicle speeds, and active transportation facilities are either absent or in poor condition. To resolve this, District 3 is proposing to construct new class IV bikeways, class II buffered bike lanes and new sidewalk facilities to expand multimodal transportation opportunities, increase safety and close gaps in the existing system. These facilities will largely improve comfortability and enhance sight distance for multimodal users while also benefiting the inhabitants of Gridley, which is an underserved community identified in the District 3 Active Transportation Plan. Coordination with the City of Gridley occurred in the form of multiple workshops and is consistent the City's vision of the corridor.	Begin Construction December 2024

DISTRICT 3				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
BUT-32 Chico Rehab	<b>EA#:</b> 03-4H760  <b>Route:</b> 32  <b>City:</b> Chico  <b>County:</b> Butte	<p>Class II bike path (9,662 LF), new or upgraded ADA ramps (61 locations), new or upgraded bus stop facilities (4 location, 70 LF), new sidewalk and driveways (5,000 LF), replacing or repairing existing sidewalks (2,400 LF), installing pedestrian crossing signal with RRFB and controller cabinet, green conflict zone bike boxes (10), Installing bike loop detection at intersections where traffic signals are being installed or replaced (12).</p> <p>This includes minor projects: 03-0J910 and 03-0J920.</p>	<p>The purpose of the project(s) is to improve mobility for all road users, as well as improve bicycle and pedestrian safety in the city of Chico. This segment of the SHS has been identified as having both a high- and medium-density of bike- and pedestrian-involved collisions, a high density of publicly identified pedestrian and cyclist needs, and is a Tier 1 Priority in the D3 CAT plan. The installation of intersection control devices where warranted will reduce delays and improve traffic operation, while the closure of major sidewalk gaps, the installation of contiguous bikeways, ADA-compliant curbs and curb ramps, extending raised island at on ramp and countdown pedestrian heads, increased lighting, and enhancing crosswalk visibility, installing RRFB, will offer increased safety and accessibility to pedestrians, people using mobility aides, and cyclists alike. The installation of 4 new bus stops along the segment will increase the likelihood of mode shift in the region, and thereby reduce the average Vehicle Miles Traveled (VMT) in Butte County.</p>	<p>Begin Construction July 2024</p>



## DISTRICT 4

PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Sonoma Boulevard Pavement Rehabilitation / Complete Streets	<b>EA#:</b> 04-2Q520  <b>Route:</b> 29  <b>City:</b> Vallejo  <b>County:</b> Solano	Class II bike lanes (8,793 LF), Class IV bikeways (18,365 LF), conflict zone green paint (x104), crosswalk enhancements (8,590 LF), curb extensions (56 EA), road diet (2.48 Miles).	This project is a top priority for implementing complete streets improvements identified by local partners, while addressing issues around multimodal connectivity and equity. Sonoma Boulevard serves as the principle north-south corridor, serving as a main street through Vallejo, connecting the Carquinez Bridge to the south and Napa County to the north, as well as providing direct access to shopping, health care, trails, schools and other community institutions. A significant proportion of the roadway is dedicated to motor traffic, contributing to an uncomfortable environment for people walking. A lack of on-street bikeways makes biking through this key north-south corridor unattractive. The corridor, including the downtown area, has been historically neglected and has a significant share of low-income residents and disadvantaged communities. Incorporation of complete streets improvements in this project will help implement the City's vision of improving access for people walking and biking and will connect these communities with the regional active transportation network.	RTL December 2024

## DISTRICT 5

PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Guadalupe ADA	<b>EA#:</b> 05-1E030  <b>Route:</b> 1  <b>City:</b> Guadalupe  <b>County:</b> Santa Barbara	Bicycle and pedestrian signage, bike parking, class II buffered bike lane (6,336 LF), curb extensions/bulb-outs (x3), enhanced crosswalk visibility (x12), RFBs (x2), transit stop improvements (x3), vegetative buffer between bike/peds/transit.	This project corridor on SR 1 serves as a rural main street for the town of Guadalupe in Santa Barbara County. The purpose of this project is to provide transformative complete streets elements to the underserved community of Guadalupe, encourage active transportation, accommodate existing and future growth, and assist the town in its revitalization efforts. Currently the town's main street has sparse, and low visibility facilities resulting in a high level of traffic stress for cyclists and pedestrians. The proposed enhancements will address Tier 1 needs identified in the District 5 Active Transportation Plan which are consistent with the Guadalupe Mobility and Revitalization Plan (2020) and City of Guadalupe Bicycle and Pedestrian Master Plan (2014). The city strongly supports the proposed facilities and engagement/partnership between Caltrans and the City will continue throughout project development.	RTL May 2025

DISTRICT 5				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Merritt Street Improvement	<b>EA#:</b> 05-1H650  <b>Route:</b> 183  <b>City:</b> Castroville  <b>County:</b> Monterey	Pavement rehab, bridge repair, drainage system improvements, TMS installations, class II bike lane (17,125 LF), conflict zone green paint, enhanced crosswalk (x10), new crosswalks (x3), bulb-outs, new sidewalk (10,670 LF), RRFB (x8), and transit stop improvements.	This project corridor on SR 183 serves as a rural main street for the town of Castroville in Monterey County. The project area connects residential, businesses, schools, and government buildings and provides access to local jobs and amenities. Current conditions include outdated bicycle and pedestrian facilities that are low visibility. As such, this project aims to improve bicycle and pedestrian access and increase transit reliability through the construction of dedicated bike lanes, bike racks, benches, crosswalk enhancements, sidewalk, bulb-outs, curb ramps, flashing beacons, and transit improvements. District 5 hopes this project will serve as a precedent for future District projects by producing supporting data from bike/ped counters along the corridor to showcase improvements after construction. The final project designs were created with input and coordination with Monterey County, Monterey-Salinas Transit (MST), the Castroville Community Service District, North Country Recreation & Park Department, and the Transportation Agency of Monterey County (TAMC).	RTL January 2024

DISTRICT 6				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Downtown Madera Improvement	<b>EA#:</b> 06-0Y180  <b>Route:</b> 145  <b>City:</b> Madera  <b>County:</b> Madera	Road diet (0.9 LM), sidewalks (4,800 LF), class II buffered bike lane (9,400 LF), bike parking (x2), crosswalks (2,688 LF), bulbouts (x22), transit stop improvements (x7).	The Madera SR 145 project is incorporating complete streets elements to benefit the local underserved community where the highway functions as a main street. The project will reduce four lanes to two lanes in Downtown Madera to create space for bicycle and pedestrian facilities while improving transit elements. The complete streets elements and the concept for the downtown transformation were planned in coordination and partnership with the City of Madera and the locally elected officials. The complete street concepts were captured in the City of Madera SR 145 Yosemite Avenue as Main Street Downtown Report prepared by the city and funded by Caltrans.	RTL December 2024

DISTRICT 7				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Pacific Coast Highway CAPM	<b>EA#:</b> 07-32580  <b>Route:</b> 1  <b>City:</b> Redondo Beach to Santa Monica  <b>County:</b> Los Angeles	Shared bus/bike-only lane (2.2 LMs), pedestrian hybrid beacons (x5), fix existing crosswalks (18,426 LF), build new crosswalks (192 LF), crosswalk enhancements (x267), repair existing class II bike lane (3,700 LF), transit stop improvements (x50).	The project's purpose is to increase transit reliability and provide dynamic lane management through shared bus/bike-only lanes and enhance pedestrian safety between the Cities of Redondo Beach and Santa Monica on SR 1. The project corridor currently experiences high level of traffic stress and existing pedestrian crossings are either absent or outdated. To address these deficiencies, the project will construct 2.2 miles of combined transit/bike-only lanes, pedestrian hybrid beacons, transit stop improvements and high visibility crosswalks. Facilities were proposed as a result of coordination with Los Angeles Department of Transportation (LADOT) as part of LADOT's Vision Zero Priority Corridors. The proposed improvements will address identified Tier 1 and 2 needs in the District 7 Active Transportation Plan (CAT Plan) while also increasing mobility for disadvantaged communities along this corridor.	Begin Construction June 2024
SR2 Pedestrian Safety	<b>EA#:</b> 07-33360  <b>Route:</b> 2  <b>City:</b> Los Angeles  <b>County:</b> Los Angeles	Bus/bike-only lane (2.8 LMs), pedestrian hybrid beacons (x6), bike box (x1), transit stop improvements (x39), bike racks (x2), RFBs (x12), fix existing crosswalks (9,947 LF), build new crosswalks (11,084 LF).	The project's purpose is to increase transit reliability, provide dynamic lane management for transit and bicyclists, and enhance pedestrian safety in Los Angeles on SR 2. The project area currently experiences high level of traffic stress and lacks adequate pedestrian crossing enhancements. This project will construct 2.8 miles of combined transit/bike-only lanes, pedestrian hybrid beacons, bike boxes, transit stop improvements, bike racks, and high-visibility crossings with flashing beacons. Facilities were proposed as a result of coordination with LA Metro, LADOT and Santa Monica Big Blue Bus as part of LADOT's Vision Zero Priority Corridors. The proposed improvement will address identified Tier 1 and 2 needs in the District 7 Active Transportation Plan while also increasing mobility for disadvantaged communities along Santa Monica Boulevard as a whole.	Begin Construction July 2024

DISTRICT 8				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
State Route (SR) 38 / Lugonia Ave	<b>EA#:</b> 08-1K940  <b>Route:</b> 38  <b>City:</b> Redlands  <b>County:</b> San Bernardino	Class IV raised cycle track (950 LF), Class II bike lanes (6,850 LF), sidewalk (725 LF), new curbramps (x26), updating existing curbramps (x71), concrete bus landing pads (x9), video detection system for bicycle detection (x25), accessible pedestrian signals (x16), enhancing existing crosswalks to be high visibility (x45), bicycle signage (x82).	This is a pavement rehabilitation project on SR-38 in the City of Redlands from I-10 to E Lugonia Ave. along Orange St., to E. Lugonia Ave and Occidental Dr. This project segment, is also identified as a Tier 1 priority in the District Active Transportation Plan, lacking dedicated bicycle facilities and pedestrian infrastructure needs. In addition to providing pavement improvements, this project aims to improve bicycle and pedestrian connections by closing gaps in the local network through the implementation of new dedicated bicycle facilities, sidewalks, crosswalk enhancements, bicycle detection systems, and updated pedestrian signals. These improvements are intended to enhance the overall livability of the community by providing more multimodal transportation options that encourage walking, biking, and taking public transit. The City of Redlands has been involved in project proposals and further community engagement is expected to continue through the design and construction phases of the project.	RTL March 2025
State Route (SR) -371 Cahuilla Road Bicycle and Pedestrian Infrastructure / Complete Streets	<b>EA#:</b> 08-0P000  <b>Route:</b> 371  <b>City:</b> Anza  <b>County:</b> Riverside	Class I shared-use path (42,504 LF), Class II buffered or Class II bike lane (10,560 LF), sidewalk or pedestrian path (9,614 LF), RFB (x1), curb-extension/bulb-out (x2), high visibility crosswalks (x14), upgraded curbramps.	SR-371/Cahuilla Road is a conventional highway connecting to SR-79 and SR-74, in Riverside County, servicing the communities of Aguanga, Lake Riverside, Anza, Cahuilla Band of Indians Reservation, Ramona Band of Cahuilla Reservation and Santa Rosa Band of Cahuilla Indians Reservation. Currently, this route lacks dedicated bicycle facilities, sidewalks or pedestrian paths, and transit service. This project study is being conducted to understand how to better serve the communities along this route by providing multimodal transportation opportunities, within the state right of way, to reach key local destinations along SR-371, as well as providing access to transit to reach farther destinations. Proposed improvements under discussion with partners may include a class I shared-use use pedestrian and bicycle path (separated sidepath), class II bike lanes, sidewalks or pedestrian paths, bicycle and pedestrian crossing improvements, traffic calming strategies, and transit connections. This project aims to align with the Cahuilla Band of Indians Long Range Transportation Plan (LRTP Feb. 2023) by adding multimodal connections to the existing and planned transportation network. Interaction and feedback from all the communities along SR-371 will help shape the project during the planning phase and continuous engagement will inform the future stages of the project beyond the study report.	Project Study Report (planning document) June 2024

DISTRICT 9				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
Lone Pine Pedestrian  Lone Pine Sidewalk (EA 9-37450)  Lone Pine Bulbouts (EA 9-39020)	<b>EA#:</b> 09-37450/ 09-39020  <b>Route:</b> 395  <b>City:</b> Lone Pine  <b>County:</b> Inyo	New sidewalk (6,835 LF), curb ramps (x12), reconstructed driveway ramps (x28), bulb-outs (x2), pedestrian activated Rapid Rectangular Flashing Beacon (x1).	This project will create a complete sidewalk network on US 395 by constructing new sidewalk, upgrading non-compliant ADA facilities using a suite of traffic calming counter measures in the community of Lone Pine and the Lone Pine Paiute Shoshone Reservation. Currently, the existing US 395 serves as a rural main street, and the improvements will help create more direct and safer pedestrian connections from tribal lands and other Lone Pine residences to the commercial heart of Lone Pine, including its schools. There were no public workshops. The public outreach was done via an online story map. All Lone Pine projects are built, no build so there was no selection of a preferred alternative.	Begin Construction May 2025
Meadow Farms ADA	<b>EA#:</b> 09-36680  <b>Route:</b> 395  <b>City:</b> Bishop  <b>County:</b> Inyo	New sidewalk (3,900 LF), sidewalk repair existing (1,160 LF), bus bay/turnout (x1), new ADA curb ramps (x8), upgrade existing ADA curb ramps (x7), pedestrian activated Rapid Rectangular Flashing Beacon (x1).	This is in a Tier 1 priority area identified in the District 9 Active Transportation Plan, extending between North See Vee Lane and North Barlow Lane in the City of Bishop. It will provide walking amenities on both sides of US 395 suitable for both residents of Bishop and the tribal lands to the south through the addition of a wide sidewalk and pedestrian crossing amenities near north Tu-Su Lane. There have been numerous discussions between Caltrans, the Local Transportation Commission (LTC), Inyo County, the City of Bishop, Bishop Paiute Tribe, Eastern Sierra Transit Authority and the local community regarding potential safety and operational improvements for motorized and non-motorized users, ultimately settling on these improvements as the preferred alternative for the community.	Begin Construction July 2025

DISTRICT 10				
PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
SR4 Safety	<b>EA#:</b> 10-1Q380  <b>Route:</b> 4  <b>City:</b> Murphys  <b>County:</b> Calaveras	New sidewalk/ crosswalk (1,152 LF) and repair existing poor condition sidewalk/ crosswalk (68 LF), install/upgrade ADA curb ramps, install Detectable Warning Surfaces (DWS), landscape buffers between sidewalk and road, pedestrian hybrid beacon (x1), pedestrian refuge island (x1).	The community of Murphys has expressed urgency and advocacy for the improvement of a marked crosswalk at the intersection of State Route (SR) 4 and Pennsylvania Gulch Rd. in Calaveras County. This project was discussed at the District 10 Bicycle and Pedestrian Advisory Committee meeting, which included State elected officials. Excessive vehicle speeds have been documented at the intersection, which is adjacent to an elementary school. An enhanced crosswalk with pedestrian safety countermeasures will address safety, pedestrian level of traffic stress, and connectivity. In addition to the crossing, the project will also install sidewalks with landscape buffers, pedestrian hybrid beacon, pedestrian refuge island and ADA elements.	RTL July 2025
Angel Camp Pedestrian Improvements	<b>EA#:</b> 10-1H700  <b>Route:</b> 49  <b>City:</b> Angel Camp  <b>County:</b> Calaveras	Bus bay/turnout/ pullout (x1), class II bike lane (5,600 LF), pedestrian refuge island (x1), enhanced crosswalk visibility (x4), curb extensions/bulb-outs (x4), road diet (1.06 LMs), pedestrian lighting (x8), bicycle detection loops (x2), RFB (x1), streetscape planting.	This project is located on SR49 between Pine Street and Brunner Hill Road in the City of Angels Camp. There are currently gaps in the existing pedestrian infrastructure within the project limits. To address this, the project proposes to close sidewalk gaps, improve crossing facilities and upgrade pedestrian features. The project will also narrow the road through a 1.06-mile road diet as a traffic calming measure and provide a class II bike lane between Dogtown Road and Sam's Way. Engagement with the City of Angels Camp and the Calaveras County Council of Governments (CCCCG) resulted in the proposal of the Class II bike lane for the project to be consistent with the City's Main Street Plan of SR49 and CCCC's Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan.	RTL May 2024



## DISTRICT 11

PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
I-805 South Corridor Improvements	<b>EA#:</b> 11-43023  <b>Route:</b> 805  <b>City:</b> Chula Vista  <b>County:</b> San Diego	Class I bike path (3,960 LF), class II bike lanes (14,345 LF), class IV bikeways (4,395 LF), conflict zone green markings (x100), bicycle detection loops (x58), crosswalk upgrades/re-striping (1,050 LF).	This project spans 14.5 miles on I-805 including a Class I bike trail spanning between Palm Avenue in the City of San Diego and Main Street in the City of Chula Vista. This segment of I-805 currently allows bikes on the shoulders, as the out-of-direction travel on alternate routes would be excessive. This project will provide a separate bicycle/pedestrian facility to serve in-lieu of travel on the freeway shoulders. In addition to the Class I trail, the project will also install complete streets elements at 16 other interchange/overcrossing/undercrossing locations, such as Class II, Class III, and Class IV bikeways, conflict zone green markings, bicycle detection/signals and enhanced visibility crosswalks. The proposed facility will primarily serve the disadvantaged communities adjacent to the U.S./Mexico border, National City, and the Mountain View and Lincoln Park neighborhoods of San Diego.	RTL November 2024

## DISTRICT 12

PROJECT TITLE	EA #/ PROJECT LOCATION	PROJECT ELEMENTS	REASON FOR CHOOSING PROJECT	PROPOSED DELIVERABLE(S)
SR 1 Class II Bikeway Improvements	<b>EA#:</b> 12-0S140  <b>Route:</b> 1  <b>City:</b> Between Seal Beach and Newport Beach  <b>County:</b> Orange	Fix existing class II bike lane (5,852 LF), build new class II bike lane (15,216 LF), build new class II buffered bike lane (53,137 LF), crosswalks refurbishment (480 LF), bicycle-tolerable drainage grates (x50), bicycle and pedestrian signage.	As a result of the 2018 Bicyclists Safety Improvement Monitoring Program, Caltrans Headquarters initiated a Traffic Safety investigation and was able to identify ten locations along State Route (SR) 1 within Orange County that had higher than average collisions, injuries and fatalities involving bicycles. These ten locations are a combination of spot locations and corridors on SR 1 throughout the Cities of Newport Beach, Huntington Beach and Seal Beach. District 12's Traffic Operations Northwest Branch initiated a Project Initiation Package, proposing to install a comprehensive Class II and Class II buffered bike lanes in both directions from the Santa Ana River Bridge to Anderson Street to address the safety concerns.	Approve Contract January 2025

# ACRONYMS

<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>AB</b>	Assembly Bill
<b>AM</b>	Asset Management
<b>AT</b>	Active Transportation
<b>ATAIP</b>	Active Transportation Asset Inventory Pilot
<b>ATP</b>	Active Transportation Program
<b>BCP</b>	Budget Change Proposal
<b>BPAC</b>	Bicyclist and Pedestrian Advisory Committee
<b>CA MUTCD</b>	California Manual on Uniform Traffic Control Devices
<b>CAT PLANS</b>	Caltrans Active Transportation Plans
<b>CS</b>	Complete Streets
<b>CSDD</b>	Complete Streets Decision Document
<b>CSTF</b>	Complete Streets Tracking Form
<b>CY</b>	Calendar Year
<b>D</b>	District
<b>DIB</b>	Design Information Bulletin
<b>DOS</b>	Director's Office of Sustainability
<b>DOTP</b>	Division of Transportation Planning
<b>DP-37</b>	Director's Policy on Complete Streets
<b>DRMT</b>	Division of Rail and Mass Transit
<b>DSDD</b>	Design Standard Decision Document
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>GIS</b>	Geographic Information Systems
<b>GTFS</b>	General Transit Feed Specification
<b>GTFS-RT</b>	General Transit Feed Specification-Real Time
<b>HM</b>	Highway Maintenance
<b>HSM</b>	Highway Safety Manual

<b>HQ</b>	Headquarters
<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>INFRA</b>	Infrastructure for Rebuilding America Program
<b>ITIP</b>	Interregional Transportation Improvement Program
<b>LF</b>	Linear Feet
<b>LM</b>	Linear Mile
<b>LBN</b>	Location Based Needs
<b>LCTOP</b>	Low Carbon Transit Operations Program
<b>MPO</b>	Metropolitan Planning Organization
<b>NCHRP</b>	National Cooperative Highway Research Program
<b>PID</b>	Project Initiation Document
<b>PM</b>	Project Management
<b>PPM</b>	Program and Project Management
<b>RAISE</b>	Rebuilding America Infrastructure with Sustainability and Equity Program
<b>RFB</b>	Rapid Flashing Beacons
<b>RTL</b>	Ready to List
<b>SATDB</b>	Statewide Active Transportation Database
<b>SB</b>	Senate Bill
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SHS</b>	State Highway System
<b>SR</b>	State Route
<b>STIC</b>	State Transportation Innovation Council
<b>TAC</b>	Technical Advisory Committee
<b>TODP</b>	Traffic Operations Policy Directive
<b>TSNR</b>	Transportation System Network Replacement Project
<b>VMT</b>	Vehicle Miles Traveled



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**Additional Questions?**

Reach out to the Complete Streets team at [complete.streets@dot.ca.gov](mailto:complete.streets@dot.ca.gov)

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