

Active Transportation Emphasis Area Guidance for Corridor Planning

2025

Active Transportation Emphasis Area Guidance

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Eight-Step Corridor Planning Process

Active Transportation is one of several distinct emphasis areas which are to be considered in corridor plans. This Active Transportation Guidance has one goal – provide corridor planners with a framework to assess and analyze the variety of active transportation issues and improvements that can be addressed in Corridor Plans. As the “Eight Step” process will be required in the development of Corridor Plans, this Active Transportation Emphasis Area (EA) Guidance is based upon those eight steps. The Active Transportation EA Guidance provides consistency within the framework, helps with the information/analysis that can be integrated into each step, and indicates where to find it. This will ultimately enable more direct Active Transportation considerations. A more detailed description of the Eight Step Process is found in the [Corridor Planning Process Guide](#) (February 2020) pages 14 through 54.

This Active Transportation EA Guidance acknowledges that “not one size fits all” in how corridor plans are developed, either in format or content. It also acknowledges that not all Active Transportation elements or analyses within the Corridor Plan may fit under each element of the eight-step process, as this guidance document would indicate. Ultimately, the eight-step process, in whatever form the District determines to be the most effective way of developing their corridor plans, will be the basis for the entire corridor plan. The examples of plans and tools, as well as other information sources within this EA Guidance, are for information only and should not be considered as required usage for each Corridor Plan. It is expected that Districts can and should utilize their active transportation multimodal evaluation resources to better meet specific corridor goals.

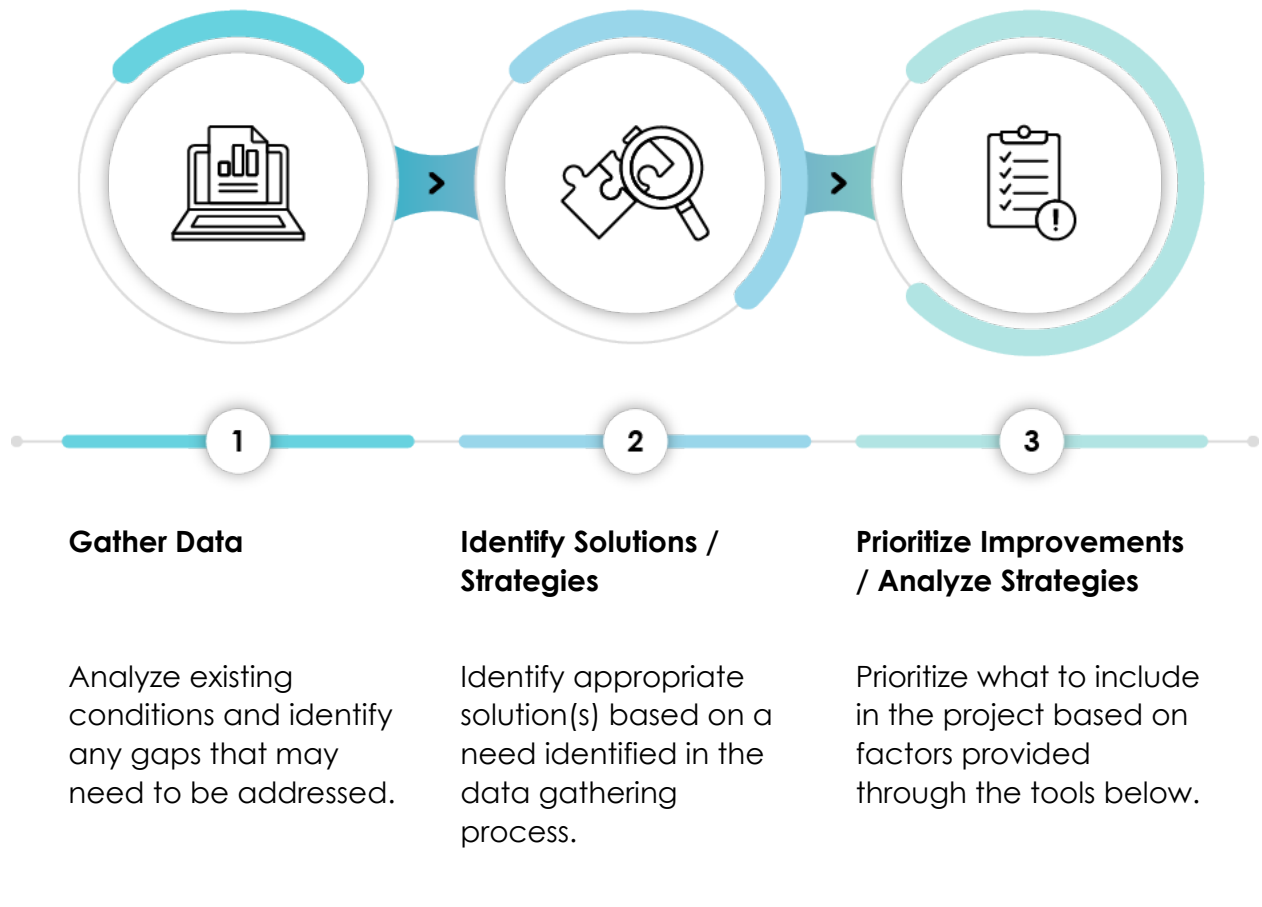
An extra level of safety and precaution should be considered for pedestrians and bicyclists during the development of corridor plans. [Director's Policy on Road Safety \(DP-36\)](#), adopted in February 2022, commits Caltrans to eliminating fatalities and serious injuries on California Roadways by 2050 through implementation of Safe System Approach. To achieve the goal identified in DP-36, The Safe System Approach should be integrated in the eight-step corridor planning process. Caltrans Safe System Approach (SSA) is based on six principals that include: Eliminate death and serious injury; Humans make mistakes; Humans are vulnerable; Responsibility is shared; Redundancy is crucial; and Safety is proactive and reactive.

Additionally, while not all corridors will have bicycle or pedestrian facilities (for example, corridors may only include freeway segments where bicycles and pedestrians are prohibited), an analysis should be conducted that includes local bike/pedestrian facilities in the corridor study area (which the corridor team determines). The analysis should consider parallel facilities, facilities that cross under or over freeway corridors and the consideration of nearby land uses which could attract, or inhibit, increased bicycle and pedestrian mobility.

Corridor plans should identify active transportation infrastructure and usage and the connection to transit services in a corridor. The analysis for potential improvements

should BE BOLD in identifying active transportation solutions to move people within the corridor and, when possible, quantify the expected increase of bicycle and pedestrian mode share.

Office of Complete Streets Data Matrix



TOOL	PURPOSE / USE
<p>Active Transportation Travel Demand (Bike Trip Count Data)</p>	<p>Trip data can be collected via manual/automated counts and counts can help validate big data platforms. Travel Demand Data can also be obtained from Regional Transportation Planning Agencies, Metropolitan Planning Organizations, Regional Bicycle Coalitions, and Local Agencies. Examples:</p> <p>Metropolitan Planning Organizations</p> <p>SCAG's Active Transportation Database (ATDB)</p> <p>Metropolitan Transportation Commission bridge count database</p> <p>District deployment of count technology.</p>
<p>Active Transportation Asset Inventory Pilot (ATAIP)</p>	<p>Data for location and condition of existing sidewalks, crosswalks, and bicycle facilities on the STN are available through the Active Transportation Asset Inventory Pilot (ATAIP) in the Transportation Asset Management (TAM) Map Portal Use the Active Transportation tab, top right and turn on the Statewide Active Transportation Inventory layer.</p>

<p>California Active Transportation (CAT) Plans</p>	<p>The purpose of the District-Level Caltrans Active Transportation (CAT) Plans is to identify active transportation asset needs on, or across, the State Transportation Network (STN) that will create multimodal networks. Data sources found in CAT Plans include: public map-based needs, partner map-based needs, Active Transportation Asset Inventory Pilot (ATAIP), Level of Traffic Stress, location-based needs (LBNs), partner/stakeholder data, Main Streets, short trip density and/or trip potential, posted speeds, shoulder width, Disadvantaged Community data (CalEnviroScreen, Reduced-price school lunch, and MHI data), and pedestrian/bicycle prohibitions on the State Transportation Network.</p>
<p>California School Campus Database</p>	<p>Use the California School Campus Database to identify school boundaries in relation to the State Transportation Network.</p>
<p>Complete Streets Elements Toolbox</p>	<p>The Complete Streets Elements Toolbox is an educational tool to assist in the integration of Complete Streets Elements in Caltrans projects.</p>
<p>Vision Zero</p>	<p>You can use the VISION ZERO COMMUNITIES MAP, and other resources for Vision Zero Strategies and Funding. Vision Zero focuses on safe mobility for all to help prevent traffic deaths and severe injuries.</p>

<p>Local Coastal Programs</p>	<p>Identify public access requirements, as dictated by Local Coastal Programs and the California Coastal Act.</p>
<p>Livability Calculator</p>	<p>Use the Livability Calculator tool to understand project impacts. The tool calculates the corridor's mean value for the livability metrics that are based on six livability principles. The tool allows for comparison of the selected corridor to the three main corridor typology categories (Emerging, Transitioning, and Integrated Corridors). It also creates a list of policies, programs, and strategies intended to enhance the livability of the corridor.</p>
<p>Main Streets</p>	<p>Use the Main Street, California: A Guide for Improving Community and Transportation Vitality resource to identify State Highway segments that function as a "Main Street."</p>
<p>District Safe System Leads</p>	<p>The District Safe System Lead should be contacted to find out if any active transportation related safety countermeasures are recommended for consideration within the corridor. Safety Programs can be reached for further questions at safety.programs@dot.ca.gov.</p>

<p>Pedestrian and Bicycle Environmental Quality Index</p>	<p>The PEQI is a quantitative observational tool used to assess the quality and safety of the physical pedestrian environment and inform pedestrian planning needs. The PEQI is used to measure the impacts of built environment factors on bicycle environmental quality, bicycle activity, and bicycle safety.</p>
<p>Pedestrian Safety Countermeasure Toolbox</p>	<p>The Pedestrian Safety Countermeasure Toolbox provides a set of tools for improving pedestrian safety on the State Transportation Network. Use this toolbox to identify feasible pedestrian safety enhancements within the corridor.</p>
<p>Planning Complete Street Cost Estimating Tool</p>	<p>The purpose of the Planning Complete Street Cost Estimating Tool is to provide quick and intuitive cost estimations that can be used in the planning of new active transportation (bicycle and pedestrian) facilities.</p>
<p>Proven Safety Countermeasures</p>	<p>Corridor plans may include recommendations for pedestrian and bicyclist Proven Safety Countermeasures to enhance safety. Proven Safety Countermeasures are the Federal Highway Administration's (FHWA) data-driven strategies (countermeasures) which are supported by studies undertaken across the United States and have been proven to provide significant and measurable safety benefits.</p>

<p>Regional/Local Bicycle and Pedestrian Plans</p>	<p>Identify existing conditions and needs using this data source. It contains an inventory of Pedestrian Plans, Bicycle Plans, and Active Transportation Plans found on the California Active Transportation Safety Information Pages (CATSIP): Local Pedestrian Plans, Bicycle Plans, and Active Transportations.</p>
<p>Smart Mobility Calculator</p>	<p>The Smart Mobility Calculator is a transportation, housing, and climate action coordination tool. Use this tool to understand area metrics such as Vehicle Miles Traveled.</p>
<p>Smart Mobility Framework (SMF) Mapping Application</p>	<p>The Smart Mobility Framework (SMF) Mapping Application is currently undergoing changes and may be back up and running by Feb 2025.</p>
<p>Strategic Highway Safety Plan Crash Date Dashboard</p>	<p>This dashboard provides direct access to statewide crash data to support the data-driven implementation of the SHSP and coordinated safety programs. The dashboard currently uses finalized crash data from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS) and can be filtered for pedestrian and bicyclist crash data to identify additional opportunities for safety enhancements.</p>
<p>Crash Data on State Highway System Request Form</p>	<p>A data request can be created by filling out this form. It allows for the request of crash data on the State Highway System.</p>

US Bicycle Routes and Coastal Trails	<p>For coastal Districts, identify existing and planned California Coastal Trail segments and public access locations. These can be found on the DEA GIS Library (under General/Coastal), as well as in Local Coastal Program plans and regional transportation plans. The DEA GIS Library also contains the Pacific Coast Bike Route (PCBR). US Bicycle Routes USBR 50, 66, and 95 are other notable bicycle routes.</p>
Caltrans Transportation Equity Index 1.0	<p>Developed in collaboration with internal and external partners, the Caltrans Transportation Equity Index (EQI) is a spatial screening tool designed to identify transportation-based priority populations. This innovative tool integrates transportation and socioeconomic indicators into three screens. All screens reflect low-income and Tribal land status.</p>
Safe System Approach	<p>Information on the Safe System Approach can be found here. The FHWA's Primer on Safe System Approach for Pedestrian and Bicyclists provides a baseline understanding of the Safe System Approach and how it relates to bicycle and pedestrian safety. The Primer on Safe System Approach can be found here.</p>

1. SCOPE EFFORT

The Corridor Plan's scope frames the overall corridor planning effort, defines the corridor partnership, identifies corridor planning horizons (short-, medium-, and long-term), develops data collection, engagement, and communication plans, and identifies what defines the "corridor" in addition to determining appropriate analysis tools. This step will result in a defined corridor team (including Caltrans, partner agencies, and stakeholders with interests in the corridor), agreement on the issues and potential opportunities that will be considered, and a comprehensive set of goals, objectives, and performance measures for the corridor.

Assembling the corridor team marks the beginning of stakeholder engagement, which should remain an on-going effort during the study. The main objective for this step is for the lead agency to determine who should be involved with a potential study, who will be involved as partners and stakeholders, and discuss the resources and expertise that team members could devote to a corridor planning effort.

- Consider all relevant active transportation partnerships, stakeholders, plans, Caltrans functional units, and existing guidance.
- Answer questions below to complete this step.

Questions to consider in this phase for Active Transportation are:

- How is Active Transportation going to be represented on a corridor team?
- Who would that person (or persons) be? District Caltrans Active Transportation (CAT) Plan representatives? District Active Transportation or Complete Streets Coordinator(s)? District Bicycle/Pedestrian Coordinator?
- What are the Corridor Plan's goals/concerns regarding Active Transportation?
- Who are the local Bike/Ped advocates in the corridor study area?
- Who are regional and local agencies' Bike/Ped contacts (key stakeholders)?
- How will Active Transportation interface with other multimodal options such as transit or micro-mobility?
- What are existing and planned active transportation facilities in the corridor, on and off the State Transportation Network?
- What active transportation data are available?
- Are there any non-motorized recreational routes (e.g., California Coastal Trail, Pacific Coast Bicycle Route, U.S. Bicycle Route 95, Great Redwood Trail) existing or planned within the project area?

2. GATHER INFORMATION

In this step, corridor information is collected and organized to inform an understanding of the corridor context, identification of different operational conditions in the corridor, current and future conditions, and the defining factors that can influence alternative investment scenarios. This information outlines the corridor description, basic system characteristics and its unique elements within a larger national, state, and regional context. Districts are encouraged to create datasets to supplement those identified below.

- Review resources listed in the data matrix to identify active transportation needs and understand existing conditions. For more information on resources listed in the data matrix, see Appendix A.

District Safe System Leads

The District Safe System Leads should be engaged to gather the relevant safety information for the corridor. More information can be requested from Safety Programs at safety.programs@dot.ca.gov.

Office of Complete Streets

The [Office of Complete Streets Planning \(OCSP\)](#) leads active transportation and complete streets planning and policy. OCSP engages partners, advocates, and communities to ensure their needs are acknowledged and documented. The work improves linkages between land use planning, community values, transportation planning, decision-making, and transportation project delivery to achieve a more sustainable transportation system. Here is the link to the [Office of Complete Streets Planning](#) intranet web page which has relevant active transportation plans, policy, data, and contact information.

3. CONDUCT BASELINE PERFORMANCE ASSESSMENT

In this step, corridor performance issues are identified, and their causes are diagnosed. This task also includes performance assessment for the future baseline (do nothing or no build). Review the entire corridor for potential needs/priorities.

- ☑ Develop corridor profiles for active transportation mode share, mobility, safety, travel time, etc. using resources listed below.
- ☑ Use available resources to examine on-system (State Transportation Network/Caltrans) and off-system facilities (not maintained by Caltrans) to identify potential needs/priorities.

Performance Measures

The State Bicycle and Pedestrian Plan: Toward an Active California calls for increasing walking and bicycling in California. A corridor plan process can establish active transportation performance measures to measure biking and walking improvement. Performance measures are means to determine if active transportation is being improved by the corridor planning process. Districts have flexibility to decide how to use active transportation performance measures in the corridor planning process. Consider use of one or more of the following measures, and the accompanying questions.

- Level of traffic stress based on mobility data
- Potential to reduce fatal and severe injury collisions
- Number of destinations reached by walking and biking
- Mode share of non-single occupancy vehicle
- Number of active transportation assets in good condition
- Route directness or accessibility
- Personal safety/safety from crime

Who is likely to be traveling in the corridor?

Based on demographics and accessibility data/destinations in the area. Mode share for bicycling and walking can be calculated from the National and California Household Travel Surveys for all trips or for commute trips only using the American Community Survey. The all-trips measure is available about once every 10 years, and, especially for walking, follows a much stronger growth trajectory than commute trips. Caltrans is already measuring the percent of projects that include complete streets features as part of the Strategic Plan.

Long-term, additional measures to be tracked could include:

» Pedestrian miles of travel and bicycle miles of travel would provide a more comprehensive evaluation of the level of activity.

» A measure of bicycle level of traffic stress for the portions of the state transportation system that allow bikes will help track improvements in the quality of the system over time.

Do people feel comfortable walking or biking in the corridor?

People's feelings of comfort while walking and biking correlates with how frequently they will choose to walk or bike. There are many data-driven ways to measure the experiences of people walking and biking.

CAT plans contain Bicycle Level of Traffic Stress on the highway system for the whole state. This information is located in the [District level CAT Plans](#).

Caltrans Maintenance [Level of Service \(LOS\)](#) program was developed to evaluate and report how well it is keeping up with highway maintenance needs including, but not limited to, lighting, sweeping, litter/debris removal, and crack sealing.

The Pedestrian Environmental Quality Index (PEQI) is a quantitative observational tool used to assess the quality and safety of the physical pedestrian environment and inform pedestrian planning needs. Links: [Pedestrian Environmental Quality Index](#)

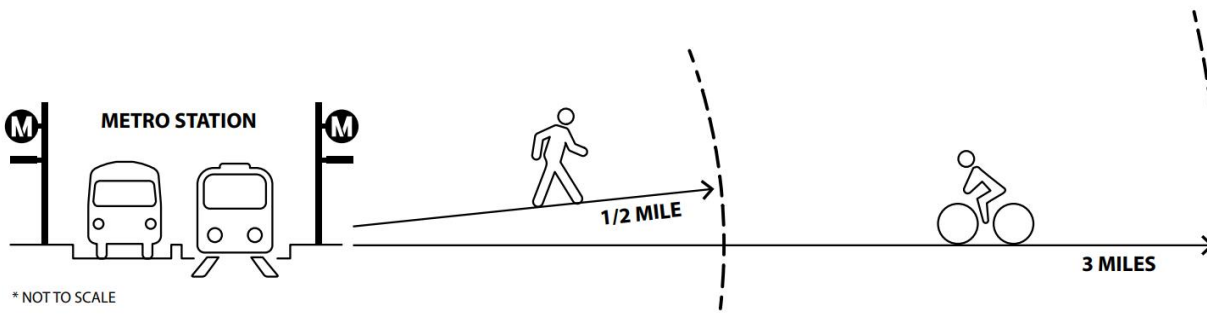
Are there gaps in the active transportation network in the corridor?

On an existing network, gaps can be identified as:

- No pedestrian or bicycle facilities in “main street” or “inter-community rural Tconnectors” in the CAT Plan.
- High-stress segments of the existing active transportation network

How many or what percent of destinations in the corridor can be reached by walking and bicycling?

For pedestrians, the upper boundary is usually understood to be a 15-minute walk, which translates to a half-mile radial distance centered around a transit station or stop. For bicyclists, this travel distance increases to a three-mile radial distance. For example, the figure below illustrates these access sheds, the distances people travel in a set duration of time (15 minutes) using different active transportation modes. See [Metro's First/Last Mile Guidelines](#) for more information.



What safety enhancements do people prefer to feel safe while walking or biking in the corridor?

Public Surveys and Mapping

Summarize public comments regarding safety in the corridor that have been collected through the CAT Plans, Street Story, or other planning efforts conducted by regional or local agencies.

Is the Safe System Approach being applied?

Explore additional redundancies to promote safer users, safer vehicles, safer speeds, safer roads, and post-crash care, and a systemic approach for safer active transportation.

Is the active transportation network clear and well-signed?

Identify connections with the local network, regional trail system, or interregional facilities (e.g., US bike routes, California Coastal Trail) and determine whether there is adequate wayfinding signage for active transportation users.

4. IDENTIFY POTENTIAL PROJECTS AND STRATEGIES

In this step, potential projects and strategies are identified at sufficient levels of detail for analysis and evaluation based on existing plans and studies, the performance

- Identify projects that meet existing and anticipated travel demand.
- Identify what bicycle, pedestrian, and transit facilities are needed within the corridor and its communities to move people safely and efficiently. Consider these facility needs for OFF and ON the State Transportation Network.
- Reflect the first/last mile needs for transit service and any Main Street community considerations.

assessment, gap identification, and identification of the potential causes of congestion, safety, and reliability issues.

Statewide transportation policy such as the Climate Action Plan for Transportation Infrastructure ([CAPTI](#)) and [State Bicycle and Pedestrian Plan](#) direct a focus on transportation projects that reduce greenhouse gas emissions, reduce vehicle miles traveled, and shift travel to transit, bicycle and pedestrian modes, where appropriate and feasible. After assessing corridor and community needs, you are encouraged to **be bold** in how you package scenarios for bike and pedestrian projects and strategies. To be consistent with the DP-36 commitment to the Safe System Approach, explore more forgiving road infrastructure options through increased redundancies in safer users, safer vehicles, safer speeds, safer roads, and post-crash care, and follow a proactive approach to systemically address higher safety risks for active transportation before higher number of fatal and serious injuries occur in the corridor. It is expected engineering judgement will be used.

Identify projects that meet existing and anticipated travel demand using bicycle and pedestrian modes and partner them with transit. Consider what bicycle, pedestrian, and transit facilities or connections are needed within the corridor and its communities to safely and efficiently move trips to bicycle and pedestrian modes. Consider the needs off and on the State Transportation Network and reflect the first/last mile transit needs and any Main Street considerations.

You are encouraged to be context and site specific in your planning scenarios. For example, taking into consideration that rail, bus, and first/last mile improvements have the potential to create a greater mode shift than biking improvements alone. Or packaging active transportation improvements alone for communities along a rural, mountainous conventional highway corridor when interregional transit trips are not available. Following the Safe System Approach in planning scenarios can lead to safety measures including initiatives addressing user behavior, speed management, road reconfiguration, signage and markings, pedestrian signals, lighting, advanced detection and warning systems and technologies, and bicycle lanes.

Existing Plans

Projects and strategies can be found in Regional Plans, General Plans, local bicycle and pedestrian plans, transit plans, and local land use specific plans. Note also that input from local bicycle and pedestrian advocacy groups may be reflected in CAT Plans, or by District bicycle or pedestrian committees.

Bicycle Facilities

The [Contextual Guidance for Bicycle Facilities Memorandum](#) identifies the preferred type of bicycle facility based on place type and surrounding land use. Identify areas in the corridor where the existing conditions do not meet the preferred bicycle facility type. Caltrans has endorsed National Association of City Transportation Officials (NACTO) [guidance](#) on selecting bikeways that meet the All Ages and Abilities criteria.

Pedestrian Facilities

The [Pedestrian Safety Countermeasure Toolbox](#) provides a set of tools for improving pedestrian safety on the State Transportation Network. Use this toolbox to address issues identified during traffic safety investigations conducted while evaluating high collision concentration locations and systemic safety locations. Refer to presentation slides for the [Pedestrian Safety Countermeasures Training](#).

Complete Streets Elements Toolbox

The [Complete Streets Elements Toolbox](#) is an educational tool to assist in the integration of Complete Streets Elements in Caltrans projects. This Toolbox includes complete streets planning concepts, complete streets elements definitions, district and local examples, design guidelines and specifications for individual complete streets elements, and quantification of complete streets in the asset management tool.

Note: The [CS Elements Toolbox 3.0](#) adopted in 2023 is the most current approved application.

5. ANALYZE IMPROVEMENT STRATEGIES

In this step, possible improvement projects and strategies may be grouped into scenarios to be evaluated. An Analysis Plan may also be developed to scope the analysis effort and to identify resources required for the analysis. The Analysis Plan should be consistent with planning horizons, analysis tools, and performance measures previously identified. A corridor analysis is then conducted to evaluate the effect of potential investments on corridor performance. During the analysis, assumptions made in the scoping step maybe reassessed and modified if necessary.

- Identify how strategies will impact mode shift and accessibility and whether the analysis creates improvements.
- Consider state goals, VMT/GHG reduction, and moving people from vehicles to bicycle, pedestrian, and transit modes.

We encourage you to **be bold** in your improvement strategies while also being able to answer how it impacts mode shift and whether the analysis creates improvements. In identifying strategies consider how it affects mode shift and reduction of VMT and greenhouse gas (GHG) emissions. Districts will choose which tools are appropriate for analysis and the type of analysis conducted will determine whether low, medium, or high-detail analysis is required (See [Corridor Planning Process Guide](#) Section 5).

The scenarios should include bicycle, pedestrian, and transit modes. The results should show how these modes are able to move people within a corridor. An Accessibility tool allows an understanding of how scenarios improve bicycle, pedestrian, transit, and driver accessibility to jobs and other destinations (such as education and healthcare).

For a project-level accessibility analyses, please contact the Director's Office of Sustainability Transportation Analysis Branch, contact information can be found [here](#).

Potential safety metrics for evaluating scenarios can include ratings based on kinetic energy modeling of the different scenarios being compared. A kinetic energy modeling tool for evaluating intersections for pedestrian and bicyclist safety is available through HQ Safety Programs. An Analysis Plan may also be developed to scope the analysis effort and to identify resources required for the analysis.

The focus of these improvement strategies and the accompanying analysis is to meet state goals ([California Transportation Plan 2050](#), [CAPTI](#), Executive Orders) to reduce VMT, move people from vehicles to bicycle, pedestrian, and transit modes, and reduce GHG emissions. The scenarios should be able to show whether and how mode shift and accessibility improvements may occur.

6. SELECT AND PRIORITIZE SOLUTIONS

In this step, decisions are made on which corridor projects and strategies most completely address the identified corridor goals, objectives, and performance measures. The outcome is a recommended set of multimodal solutions for the corridor that address the identified issues and opportunities.

- Consider the resources below in recommending a set of multimodal solutions for the corridor.
- Determine the costs and benefits to STN users, communities, and any other stakeholders when prioritizing improvement strategies.

Geospatial Information Analysis Network Tool [GIANT]

GIANT stands for Geospatial Information Analysis Network Tool. HQ Office of Corridor and System Planning is developing the tool. When its available it may hold active transportation data useful to the planning process.

Livability Calculator for Transit Corridors

A spreadsheet-based Transit Corridor Livability Calculator tool and the Transit Cooperative Research Program (TCRP) Research Report 187 "Livable Transit Corridors: Methods, Metrics, and Strategies" are available, [here](#). The tool calculates the corridor's mean value for the livability metrics that are based on six livability principles. It also compares the selected corridor to the three main corridor typology categories (Emerging, Transitioning, and Integrated Corridors). It also offers a list of policies, programs, and strategies intended to enhance the livability of the corridor.

Instructions for using the Calculator tool are embedded within. Additional guidance in the form of a User Manual can be found in Appendix H of TCRP Research Report 187. [In this video](#) (minutes 16:58 to 33:00), you can get more information about the Transit Corridor Livability Calculator and how to use it. You can select the project area in the Smart Mobility Calculator, then download the data in CSV format, open the excel spreadsheet and copy the first column (FIPS) into the Livability Calculator tool (Inputs tab, under the Census Block Group IDs).

Note: To fully enable the Calculator tool, make sure the tool's spreadsheet file and the TCRP Research Report 187 PDF file are both saved to the same directory folder on your computer. This tool can assist when necessary. It is context dependent, for example, if you have heavy transit on a corridor, it may be useful.

Place Type Related Considerations

The Smart Mobility Framework (SMF) Mapping Application is currently undergoing some changes and may be back up and running by Feb 2025.

Planning Complete Streets Cost Estimating Tool

The purpose of [Planning Complete Street Cost Estimating Tool](#) is to provide quick and intuitive cost estimations that can be used in the planning of new active transportation (bicycle and pedestrian) facilities. Planning level cost estimates for the entire project can be broken down by segment, project type, and project elements. The tool calculates cost for segment cross section type (pedestrian/bikeway) using the number of miles and width to calculate cost. The tool uses Basic Engineering Estimating Systems (BEES) items from the Caltrans Cost Database (CCDB) and incorporates bid costs from CCDB to provide estimates that are informed by the most recent costs in Caltrans construction contracts throughout the State.

In the link above, you will find the Planning Complete Street Cost Estimating Tool, Fact Sheet, User Guide, Training Webinar (video and presentation slides). Watch the Webinar first to view the presentation slides, then go through the User Guide for more information. It is important to check the "Tool Limitations and Considerations" on page 19 of the User Guide, before using the tool in a project. The costs are based on the data from the Contract Cost Database (bids from 2017 to 2019).

Note: This tool is particularly beneficial at the project level to address concerns such as how many miles of Class IV bikeway or sidewalks are needed. The CS Cost Estimating Tool is an Excel-based tool for planning-level cost estimations at the Project Initiation Documents stage for Complete Streets Elements.

7. PUBLISH / IMPLEMENT CORRIDOR PLAN

In this step, the corridor planning process is documented with the publication of the Corridor Plan. The adopted corridor plan documents how a corridor is performing today (and estimates for the future), why it is performing that way, and recommended projects and strategies that support the corridor goals and objectives agreed upon by its partners. It may include an implementation schedule.

- Consider the potential users of the corridor plan when communicating information.
- Include helpful images that provide real-world active transportation context to the information being presented in the plan.

Publication of the Corridor Plan does not represent the end of the corridor planning process but is an important milestone that will be revisited by the corridor team in future review cycles. It should be officially adopted by the lead agency and core partners. After its adoption, it can be officially used to identify project candidates for funding programs or planning efforts that identify future investment opportunities.

8. MONITOR AND EVALUATE PROGRESS

In this step, ongoing reporting on corridor performance is conducted. Corridor objectives may be re-assessed and refined by the corridor team. Corridor Plans should be updated every five years or at the discretion of the lead and/or partner agencies.

- Set up mechanisms for ongoing monitoring and evaluation.
- Include a plan for monitoring of corridor performance indicators, regular updates of the corridor performance assessment, and publication of results.

Ongoing reporting on corridor performance is conducted to evaluate the effectiveness of recommended projects and strategies on corridor performance over time. Corridor objectives may also be re-assessed and refined by the corridor team. The Corridor Plan may also identify triggers and events that may necessitate the update of the Plan and a reassessment of strategies. Examples of conditions that may warrant revisiting the Corridor Plan include technological disruptions or advancements; major new economic, population or environmental changes in the corridor; or significant new regional or statewide planning initiatives. The lead agency and corridor team need to put mechanisms in place for ongoing monitoring and evaluation. The mechanisms

should include a plan for monitoring of corridor performance indicators, regular updates of the corridor performance assessment and publication of results.

FUNDING PROGRAMS

Following the Corridor Planning Process, all good planning work then needs to be built. Now we need to work on funding. The objectives of the planning process move forward when we focus on funding and building the infrastructure. Through this information, we want corridor planners to be aware of funding mechanisms and programs that are available to you as you package scenarios.

It is important to consider funding opportunities in corridor plans for active transportation improvements being identified. In addition to traditional STIP funding sources, there is a Complete Streets Program in the SHOPP, and the ability to fund some complete streets elements in Highway Maintenance (HM) 1/Pavement and HM 3/Bridge Program funding.

Below are some funding programs that are typically used for Active Transportation Planning Projects. Refer to the California Transportation Commissions' list of [funding programs](#) for more federal and statewide funding opportunities that may be available to plan, design, or construct improvements to biking and walking facilities on or across the State Transportation Network.

Funding Programs that may include Active Transportation elements:

- [SHOPP/SHSMP](#): Holds complete streets project funding targets and allocations by District.
- [ATP](#): Created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking.
- [Highway Minor Program Funding](#): The maintenance funding program can build low cost (striping) improvements as part of pavement repair projects.
- [INFRA](#): The Infrastructure for Rebuilding America (INFRA) discretionary grant program established under the FAST Act of 2015, helps to rebuild America's aging infrastructure.
- [RAISE](#): The Rebuilding American Infrastructure with Sustainability and Equity funding program selection criteria includes safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnerships with a broad range of stakeholders.
- [Solutions for Congested Corridors Program](#): A statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the State.

- [Trade Corridor Enhancement Program](#): Provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.
- [ITIP](#): Caltrans prepared the first ITSP in 1998 in response to Senate Bill 45 (1997), which dedicates 25% of State Transportation Improvement Program (STIP) funding to interregional highway and passenger rail facilities. The Caltrans controlled portion of the interregional improvement funds is programmed in the Interregional Transportation Improvement Program (ITIP).
- [ATIIP](#): The Active Transportation Infrastructure Investment Program is a part of the 2023 Omnibus appropriations bill, and it provides funding to establish competitive grants that invest in projects that connect active transportation networks and spines and accelerate local and regional plans for a safe and convenient everyday walking and biking routes. It will enable communities to build from existing infrastructure to safely connect people to destinations while also creating opportunities for sustainability.
- [CEQA Mitigation](#): SB 743 was signed in 2013, with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." When implemented, "traffic congestion shall not be considered a significant impact on the environment" within California Environmental Quality Act (CEQA) transportation analysis. Pairing active transportation projects with transit projects in a corridor may help mitigate a roadway capacity increasing project's CEQA transportation impact.

SUPPORT DOCUMENTS

Complete Intersections (2010)

[Complete Intersections](#) - A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians; Provides direction on implementing an important aspect of Caltrans' Complete Street Policy. This is a comprehensive and easy-to-follow guide that identifies actions that will improve safety and mobility for bicyclists and pedestrians at intersections and interchanges. The Complete Intersections Guide provides tools and techniques to improve bicycle and pedestrian transportation using basic guiding principles for common intersection types.

Main Street, California (2013)

The Division of Design, in partnership with Caltrans Maintenance and Operations and Planning and Modal Programs, completed a comprehensive evaluation of main street concepts to assist Caltrans, agency partners, and local stakeholders to improve the

vitality of State highway main streets. Six hundred internal and external stakeholders helped shape the update of the document [Main Street, California: A Guide for Improving Community and Transportation Vitality](#).

Design Flexibility in Multimodal Design Memorandum (2014)

This Caltrans [memo](#) highlights its flexible approach towards designing multimodal transportation projects on the State Transportation Network as reflected in the Caltrans HDM, Chapter 80:

“A ‘one-size-fits-all’ design philosophy is not Departmental policy.”

“This guidance allows for flexibility in applying design standards and approving design exceptions that take the context of the project location into consideration, which enables the designer to tailor the design, as appropriate, for the specific circumstances while maintaining safety.”

The memorandum also mentions other resources: Publications such as the National Association of City Transportation Officials (NACTO) “Urban Street Design Guide” and “Urban Bikeway Design Guide,” and the Institute of Transportation Engineers (ITE) “Designing Urban Walkable Thoroughfares,” are resources that Caltrans and local entities can reference when making planning and design decisions on the State Transportation Network and local streets and roads.

Caltrans endorsement of NACTO’s Urban Street Design Guide (2014)

In addition to the HDM, Caltrans endorsed the National Association of City Transportation Officials’ (NACTO) [Urban Street Design Guide](#) in 2014. Caltrans explained that the “endorsement of the NACTO guidelines is part of an ongoing effort to integrate a multimodal and flexible approach to transportation planning and design.” Design flexibility is particularly important for speed management to allow for context sensitivity.

Small Town and Rural Multimodal Networks (2016)

The [Small Town and Rural Multimodal Networks](#) report is a resource and idea book intended to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides a bridge between existing guidance on bicycle and pedestrian design and rural practice, encourage innovation in the development of safe and appealing networks for bicycling and walking in small towns and rural areas, and show examples of peer communities and project implementation that is appropriate for rural communities.

Toward an Active California (2017)

Caltrans adopted "[Toward an Active California](#)," the State Bicycle and Pedestrian Plan. This document is California's first statewide plan that lays out the policies and actions that Caltrans and its partner agencies will take to achieve the department's ambitious statewide goals to double walking and triple bicycling trips by 2020.

Smart Mobility Framework Guide (2020)

Nearly a decade ago, Caltrans introduced smart mobility as an overall approach to respond to the State's interrelated challenges of mobility and sustainability. [The Smart Mobility Framework](#), formally known as *Smart Mobility 2010: A Call to Action for the New Decade*, was prepared by Caltrans in partnership with the US Environmental Protection Agency, the Governor's Office of Planning & Research, and the California Department of Housing & Community Development to address both long-range challenges and short-term programmatic actions to implement multi-modal and sustainable transportation strategies in California.

Many Caltrans staff have embraced smart mobility principles but have expressed a need for guidance on how the principles can be applied in practice. The [Smart Mobility Framework Guide 2020](#) addresses that need by describing strategies, performance measures, and analysis methods for implementing smart mobility, organized around five themes: network management, multimodal choices, speed suitability, accessibility and connectivity, and equity. The guide also describes the application of place types to identify transportation planning and project development priorities across the state. Case study examples are used to illustrate the application of smart mobility strategies in real-world plans and projects, both within California and elsewhere in the U.S. The SMF related documents are uploaded into [OCSP Intranet](#).

Toward an Active California: 2023 Progress Report (2023)

The State Bicycle and Pedestrian Plan Progress Report highlights California's efforts since the release of the Plan in 2017. There are three areas of the progress report: (1) How California did as a state to implement the 2017 Plan actions; (2) Highlight current active transportation efforts; and (3) Gather input on key topics and concepts to be considered for the future update to the plan.

TPSIS (Transportation Planning Scoping Information Sheet)

The Transportation Planning Scoping Information Sheet (TPSIS) compiles and documents relevant information from current plans, datasets, and stakeholder discussions to make recommendations to Project Nomination Teams and District Asset Managers during the pre-PID scoping of multi-objective transportation projects. The TPSIS documents transportation needs and opportunities identified through the planning process and enhances consistency with planning concepts, statewide goals, and planning decisions. Section 6 (Smart Mobility, Active Transportation and Transit) provides information on the project area, place types, bicycle, pedestrian, rail, and transit condition, needs, and opportunities. For more information see [Project Nomination Process](#). Section 6: *Smart Mobility, Complete Streets, and Equity* will identify place types, trip generators, bicycle and pedestrian safety, and active transportation impediments.

Complete Streets Decision Document (CSDD)

This document will be used by planners and project managers, at the project-level, to verify that complete streets elements are included in Caltrans projects and to justify non-inclusion decisions through a project waiver, and track at each phase.

Completing the California Coastal Trail

As required by the legislature, the California Coastal Conservancy completed this report [Completing the California Coastal Trail](#) in 2003 which articulated a plan—including identification of Caltrans' role—for completion of the CCT.

Primer on Safe System Approach for Pedestrians and Bicyclists

The [Primer on Safe Systems Approach for Pedestrians and Bicyclists](#) - Historically, crashes have been viewed as the result of an error on the part of the individual roadway user - a law or rule was broken, a wrong decision made. The Safe System approach acknowledges that humans make mistakes and, importantly, are vulnerable to the forces that occur during a crash. By focusing on eliminating fatal and serious injuries the Safe System approach inherently places a priority on pedestrians and bicyclists, who are at a higher risk of fatal or serious injury than a person driving or traveling in a motor vehicle. The purpose of this primer is to provide transportation agencies a baseline understanding of the Safe System approach and how it relates to bicycle and pedestrian safety.

Traffic Calming Guide

The focus of this [Traffic Calming Guide](#) is to build self-enforcing roadways that guide road users to travel at a safe speed, especially through conflict points. To this end, the Traffic Calming Guide was developed from recommendations of the [Zero Traffic Fatalities Task Force](#).

GUIDANCE/POLICIES/LEGISLATION

The following are State and Departmental policies and legislation regarding, or including, elements of Active Transportation implementation.

- [SB 960 Transportation: Planning: Complete Streets Facilities: Transit Priority Facilities \(2024\)](#): Mandates that Caltrans incorporate Complete Streets (CS) elements, like pedestrian, bicycle, and transit facilities, into asset management plans, setting specific performance targets for these features. Requires Caltrans to establish policies supporting transit priority infrastructure, streamline project approval processes for local jurisdictions, and prioritize equitable infrastructure investments. Annual transparency reports on Complete Streets progress are to be presented to the California Transportation Commission (CTC) to ensure accountability.

- [SB 1216 Transportation Projects: Class III Bikeways \(2024\)](#): Restricts the use of new Class III bikeways (shared lanes) and sharrows on roads with speed limits over 30 mph, permitting them only in low-speed or low-stress environments. It also updates the Active Transportation Program (ATP) guidelines, disallowing funding for Class III bikeways on faster roads unless safety improvements are made to reduce speeds.
- [DIB-94 Complete Streets: Contextual Design Guidance \(2024\)](#): Provides guidance for the scoping and design of Complete Street projects on the State Highway System. It utilizes space-efficient forms of mobility such as people walking, biking, rolling, or accessing transit to support the design of comfortable and convenient streetscapes by identifying best practices and establishes standards for the development of Complete streets facilities.
- [DIB-89-02 Class IV Bikeway Guidance \(2022\)](#): Provides design criteria and other general guidance on best practices related to separated bikeways to establish uniform guidance for the use of these facilities. Class IV bikeways provide an alternate to other bikeways and may minimize interactions with other modes of travel by introducing a vertical element separation.
- [DP-36 Complete Streets \(2022\)](#): The intent of this policy is to establish a corporate expectation to prioritize safety in order to achieve its goal of zero fatalities and serious injuries by 2050. All Divisions shall align their programs, plans, policies, procedures, and practices with the Safe System approach as appropriate to their division.
- [DP-37 Complete Streets \(2021\)](#): This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.
- [Executive Order \(EO\) N-79-20 \(2020\)](#): Moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero-emission by 2045. EO N-79-20 also reiterates the message of EO N-19-19 and emphasizes the urgency of CalSTA's implementation efforts.
- [Executive Order \(EO\) N-19-19 \(2019\)](#): Directs State government to increase efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable and inclusive economy.
- [SB 400 Reduction of Greenhouse Gases Emissions \(2019\)](#): Adds bikeshare and e-bikes as mobility options in the Clean Cars 4 All Program; proponents expect this will provide a strong incentive for Californians to switch from car to bike travel.

- [AB 1266 Traffic Control Devices: Bicycles \(2019\)](#): Existing law authorizes the Department of Transportation or local authorities to erect official traffic control devices within or adjacent to intersections of highways under their respective jurisdictions to regulate or prohibit turning movements at those intersections. When a turn is required, existing law requires the erection of a sign giving notice of that requirement, except as specified. Existing law prohibits a driver of a vehicle from disobeying the directions of a traffic control device erected pursuant to that provision. This bill would exempt from the prohibition described above operators of bicycles traveling straight through an intersection, if an official traffic control device indicates that the movement is permitted. The bill would require the Department of Transportation to develop standards to implement these provisions.
- [SB 1 Transportation Funding \(2017\)](#): Requires transportation funding be used where feasible to preserve, protect, and reduce environmental impacts using project features that promote adaptation to withstand the negative impacts of climate change.
- [SB 99 Active Transportation Program \(2013\)](#): Encourages increased use of active modes of transportation, such as biking and walking, increase safety and mobility for non-motorized users and advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program.
- [SB 743 VMT \(2013\)](#): Vehicle miles traveled (VMT), not level of service or other vehicle delay metric, is the measure of transportation impacts in California Environmental Quality Act (CEQA) analyses. Caltrans released [additional information on SB 743](#) as it relates to the projects on the State Transportation Network. Strategies that support mode shift such as those identified in Active Transportation Plans, segments to complete the California Coastal Trail, higher vehicle occupancy, shorter average vehicle trips, and transportation demand management can contribute to reduction of VMT. VMT impacts of a transportation project should be mitigated to the maximum extent possible.
- [AB 1358 Circulation Element \(2008\)](#): The legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

- [Section 31408 of the Coastal Act \(2008\)](#): Caltrans has an obligation and a role in completion of the California Coastal Trail. For coastal Districts, the requirement includes coordination with the California Coastal Commission, the Conservancy, and the Department of Parks and Recreation in the development of the California Coastal Trail. To the extent feasible, and consistent with their individual mandates, each agency, board, department, or commission of the state with property interests or regulatory authority in coastal areas shall cooperate with the conservancy with respect to planning and making lands available for completion of the trail, including constructing trail links, placing signs, and managing the trail.
- [SB 375 Travel Demand Models: Sustainable Communities Strategy \(2008\)](#): Builds on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips. Requires the CTC to maintain guidelines for travel demand models used in the development of regional transportation plans that, to the extent practicable, including mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips.
- [Assembly Bill 1396 \(2007\)](#): AB 1396 requires each transportation planning agency whose jurisdiction includes a portion of the California Coastal Trail, or property designated for the trail that is located within the coastal zone, to coordinate with the Coastal Conservancy, the Coastal Commission, and Caltrans regarding development of the CCT. To this end, each transportation planning agency is required to include provisions for the CCT in their RTPs (Government Code [65080.6](#)).
- [AB 32 Global Warming Solutions Act \(2006\)](#): Mandates the reduction of GHG emissions to 1990 levels by the year 2020 and 80% below 1990 levels by 2050.
- [DP-05 Multimodal Alternatives Analysis \(1992\)](#): The intent of this Policy is improved mobility options for the people of California; a new strengthened or expanded relationship with the Department's partners; and early resolution of issues leading to mutually acceptable solutions and a subsequent reduction in project delay and uncertainties. Wiser investments and more cost-effective, viable and achievable options to California's transportation needs are expected.

Appendix A

Mobility Data

Safety

[Safe System Approach](#)

Caltrans Director's Policy on Road Safety commits to eliminating deaths and serious injuries on California's roadways through a Safe System Approach. It reaffirms the vision of reaching zero fatalities and serious injuries on state highways by 2050. The Safe System Approach identifies several interconnected elements which will help achieve the goal of zero deaths and serious injuries. The elements of the Safe System Approach include:

- Safe Road Users
- Safe Roads
- Safe Speeds
- Safe Vehicles
- Post-Crash care

The Safe System approach anticipates human mistakes by designing the roadway to minimize the risk of crashes, and when a crash occurs, the impact on the human body does not result in a fatality or serious injury. A Safe System Approach encompasses the following principles:

- Eliminate death and serious injury: the Safe System Approach prioritizes addressing crashes that result in death and serious injuries.
- Humans make mistakes: The transportation system is designed and operated to accommodate human mistakes and injury tolerances and avoid deaths and serious injuries.
- Humans are vulnerable: Crash forces contribute to death and serious injuries, minimizing speed and impact angles help reduce this.
- Responsibility is shared: It will take the coordinated effort of stakeholders working across a variety of disciplines to improve safety outcomes.
- Safety is proactive and reactive: Through both proactive and reactive safety efforts such as road safety audits, traffic investigations, road monitoring, flexible design, and others help identify potential areas for safety enhancement to reduce fatal and serious injury crashes.
- Redundancy is crucial: all parts of transportation systems should be strengthened in the case that one element fails, there are still multiple layers of protection.

The Safe System Approach was included in the state's 2020-24 Strategic Highway Safety Plan and this approach should be incorporated into all corridor plans, particularly when planning for pedestrians and bicyclists. The District Traffic Safety Engineer should be consulted throughout the development of the corridor plan to ensure that the safety data included is accurate and up to date.

Additional Resources

[Strategic Highway Safety Plan \(SHSP\) Crash Data Dashboard](#): This dashboard provides direct access to statewide crash data to support the data-driven implementation of the SHSP and coordinated safety programs. The dashboard currently uses finalized crash data from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS) and can be filtered for pedestrian and bicyclist crash data.

Vision Zero Resources

Vision Zero is a strategy that seeks to eliminate fatalities and serious injuries. The strategy was first implemented in Sweden in the late 1990s and has since spread throughout the world. Many US cities have adopted Vision Zero goals.

You can use the [Vision Zero Communities Map](#), and other resources for [Vision Zero Strategies and Funding](#).

More information on Vision Zero and High Injury Networks can be found at the websites listed below:

[Vision Zero Network](#)

[Local Road Safety Plan DIY, FHWA](#)

Proven Safety Countermeasure

Corridor plans may include recommendations for pedestrian and bicyclist Proven Safety Countermeasures to increase safety. Proven Safety Countermeasures are the Federal Highway Administration's (FHWA) data-driven strategies (Countermeasures) which are supported by studies undertaken across the United States and have been proven to provide significant and measurable safety benefits. Additionally, Caltrans has issued, and will continue to issue, guidance and standards that support the effective implementation of Proven Safety Countermeasures.

[Division of Safety Programs Proven Safety Countermeasures Intranet Page](#)

Other Measures of Quality

Collect data on the quality and safety of the active transportation network. Things that may affect quality and safety are:

- Sidewalk and bikeway widths – ATAIP for bikeway widths
- Number and width of vehicle lanes – [Transportation System Network](#) (TSN)
- Shoulder and parking lane widths – TSN for shoulder widths
- Speed limits and operating speeds – TSN for Design Speed; CAT Plans for Posted Speed (regulatory speed limits)
- Signage
- Grades/topography
- Landscaping

- Lighting
- Crime
- Noise
- Sidewalk and bikeway pavement conditions - ATAIP
- Visibility at crossings
- Utility poles or other appurtenances reducing the functional widths of sidewalks
- Trash cans, debris, or other curbside uses reducing the functional widths or comfort of bikeways

Field visits and information from local agencies can supplement any data gaps.

Active Transportation Travel Demand (Bike Trip Count Data)

Travel demand for active transportation will include walking trips, bicycling trips, and short-distance automobile trips. Trip data can be collected via manual/automated counts and counts can help validate big data platforms. You may use big data platforms such as [Miovision](#) (bicycle and pedestrian counts) and [StreetLight Data](#) (Statewide data for the period of 2017-2018). Planners can view all active transportation activity within 500 meters of a Caltrans facility anywhere in California including trip origins/destinations, trip length/duration metrics, and demographic information describing travelers. Data can be filtered by district, origin zone, trip mode, and day parts (time of day), etc. Contact staff at headquarters for access to Streetlight data.

Other sources of count data may be available from [Metropolitan Planning Organizations \(MPOs\)](#), Regional Transportation Agencies (RTPAs), local agencies, and/or regional bicycle coalitions. Regional Transportation Plans show existing and planned active transportation needs and bike and pedestrian counts may be available, as in the [SANDAG region](#). Further, count data can be used as a prioritization metric in the planning process.

University of California Los Angeles (UCLA) Institute of Transportation Studies (ITS) also has developed the Bike Count Data Clearinghouse in 2014. UCLA's Bike Count Data Clearinghouse has been transitioned to the [SCAG's Active Transportation Database \(ATDB\)](#) to expand functionality and incorporate pedestrian trips. The Active Transportation Database (ATDB) was developed to collect and store bicycle, pedestrian, wheelchair, and scooter/skateboard volume counts from infrastructure and planning projects across Southern California. The [Metropolitan Transportation Commission](#) maintains an automatic counter system to detect and record the number of [trips](#) on select bicycle/pedestrian paths on Bay Area Toll Authority bridges.

District-level Active Transportation Plans

The purpose of the District-Level [Caltrans Active Transportation \(CAT\) Plans](#) is to identify active transportation asset needs on or across the State Transportation Network (STN) that will create multimodal networks. These plans will identify and prioritize active transportation asset needs that will lead to safer, more comfortable, and connected pedestrian, bicycle, and transit access networks. Final products of these plans include

summary document, story map (includes the maps in the context of the narrative, specific locations used as examples, and a link to the explore map), and explore map (allows all users to view the data and specific areas of interest). Data sources found in CAT Plans include: public map-based needs, partner map-based needs, ATAIP (Active Transportation Asset Inventory Pilot), Level of Traffic Stress, LBNs (location-based needs), partner/stakeholder data, Main Streets, short trip density and/or trip potential, posted speeds, shoulder width, Disadvantaged Community data (CalEnviroScreen, Reduced-price school lunch, and MHI data), and pedestrian/bicycle prohibitions on the State Transportation Network.

The needs identified in these plans were developed through a multi-step analysis process that incorporated a variety of data sources including sidewalk and bicycle lane condition data, CalEnviroScreen scores, crash data, local and county plan data, and data collected from partner agencies and the public. The needs were then sorted into three tiers based on the plan goals of safety, mobility, equity, and preservation. Tier 1 needs scored highest on most or all the plan metrics and should be addressed at the soonest possible opportunity. Tier 2 and 3 needs scored high on some but not all goals. This does not mean they won't be addressed. During project development, needs in the area should be considered, regardless of priority (tier) level. Each of the 12 Caltrans Districts will have their own prioritized needs list.

These needs can help you to prioritize where to start corridor plans and/or change the extent of a project boundary to capture high priority needs. Using these needs to start conversations with local and regional partners about partnership opportunities. It is important to understand that additional work is required to take these needs and build community support for improvements in the corridor. Building on the work that has already been done to prioritize using safety, mobility, equity, and preservation in your CAT Plan is also essential. Leverage the data from the plans to implement comprehensive projects in high priority areas. Partnerships will be required to implement raised median, smart lighting, street trees, transit priority, and other elements into a corridor.

Other Existing Plans

Review community plans, road safety audits, and other documents for impediments.

Field Visits

A field visit will be conducted during the Project Initiation Document Phase. Consult with Advance Planning to assess whether a planning level reconnaissance is requested.

Smart Mobility Calculator

[The Smart Mobility Calculator](#) is a transportation, housing, and climate action coordination tool. It includes Caltrans' data for the Daily Vehicle Miles Traveled or VMT (Per Capita, Per Employee, Per Capita for Home Base Work) and by showing how much an area's VMT is above or below the regional average, the tool can be used to apply

SB 743 CEQA project analysis parameters. In addition to VMT, the Tool includes several other urban quality metrics related to environmental impacts, affordability, health, and social equity. Included metrics are housing and transportation affordability, dwelling density, population density, job density, carbon emissions, pedestrian collisions, job accessibility, walkability, walking percent, obesity, and cardiovascular disease. It also shows the location of rail transit stations and the disadvantaged communities (per SB 535). [In this video](#) (minutes 0:00 to 16:57), you can get more information about the Smart Mobility Calculator and how to use it.

Note: The place typology in this tool is based on the old version Smart Mobility Framework (SMF) (2010) and the new document "SMF Guide (2020)" is using a different place typology. Place typology for Caltrans projects would be the one introduced in the SMF Guide 2020. The SMF Mapping Application is currently undergoing changes and may be back up and running by Feb 2025.

Connectivity Data

Describe (with data/map/information) the existing and proposed walkways and bikeway facilities and their classifications in the corridor study area.

Caltrans Facilities: Active Transportation Asset Inventory Pilot (ATAIP)

Data for location and condition of existing sidewalks, crosswalks, and bicycle facilities on the STN are available through the Active Transportation Asset Inventory Pilot (ATAIP) in the [Transportation Asset Management \(TAM\) Map Portal](#) under the Active Transportation tab.

Note: ATAIP is limited to the three main Active Transportation core assets (bikeways, sidewalks, and crosswalks). This data source does not capture other Complete Street Assets (like transit related facilities) and does not capture assets at ramp locations, only on the mainline system. ATAIP data captures only existing assets and their condition; it does not capture proposed facilities. Additionally, ATAIP is not fully accurate or up to date. The link to the ATAIP data will be uploaded into OCSP internal webpage.

Local Facilities: Regional/Local Bicycle and Pedestrian Plans

The following spreadsheet is an inventory of Pedestrian Plans, Bicycle Plans, and Active Transportation Plans for 154 cities throughout California which can be found in California Active Transportation Safety Information Pages (CATSIP).

[Local Pedestrian Plans, Bicycle Plans, and Active Transportations](#)

Note: Any omission of plans from this list does not constitute evidence that a jurisdiction has not completed such a plan. For the most up to date information on these plans, please consult your local transportation agency. The linked list is not comprehensive and city websites should also be checked for more recently updated plans.

Recreational Facilities

Cities, counties, and regional transportation planning agencies may have information on recreational facilities.

California Coastal Trail

Caltrans, the Coastal Conservancy, Coastal Commission, and California Department of Parks and Recreation share various responsibilities for planning and completing the California Coastal Trail (CCT) in partnership with several regional and local agencies and non-governmental organizations. [Section 31408 of Public Resources Code, Division 21](#) obligates Caltrans to “cooperate with the conservancy with respect to planning and making lands available for completion of the trail, including constructing trail links, placing signs, and managing the trails.” For coastal Districts, identify existing and planned California Coastal Trail segments and public access locations. These can be found on the [DEA GIS Library](#) (under General/Coastal), as well as in [Local Coastal Program](#) plans and regional transportation plans. The DEA GIS Library also contains the Pacific Coast Bike Route (PCBR). [USB 50, 66, and 95](#) are other notable bicycle routes.

Bicycle Parking

Bike parking is part of the bicycle network. Bike parking at mass transit nodes is fundamental to providing connectivity to transit.

Transit

- Routes
- Stop locations

Shared Micro-Mobility

- Service areas

Accessibility Data

Origin-Destination

Identify destinations in your corridor where people are likely to travel between. Big data platforms, such as Streetlight, among other sources, can provide origin destination analyses to identify not just bike/ped counts but help determine the viability of proposed improvements at locations based on where bikes/peds travel between.

Main Streets and Schools

Planners need to understand community context whether it's a main street that serves a community or destinations that require crossing the highway. Corridor Planners need to understand and be aware of highway segments and how they serve and affect the local community. As a planner you must understand whether there is a bicyclist, pedestrian, or a vulnerable user who needs to cross or go along the highway to reach local destinations. We are to serve communities through active transportation planning

and understand vulnerable users and what community destinations are around/along the State Highway.

Does the highway segment function as a Main Street? If so, please provide recommendations to address concerns within the corridor plan. Use the [Main Street, California: A Guide for Improving Community and Transportation Vitality](#) resource to identify State Highway segments that function as a Main Street. We also encourage consideration of “inter-community rural connectors” as these corridors have a specific function and needs that will be influential in decision-making. Inter-community rural connectors are State Transportation Network segments that are the only route you can take to get to and from two communities. For example, State Route 166 between the communities of Santa Maria and Guadalupe. This definition was established in [District 5's Active Transportation Plan](#) and we encourage other Districts to identify those locations.

When considering schools, it is important to call them out and improve these areas for walking/biking with vulnerable users (children). Identify schools and crosswalks (crosswalks near schools will always be painted yellow) in your corridor planning process. The [California School Campus Database \(CSCD\)](#) is a GIS database containing campus boundaries of kindergarten through 12th grade schools, colleges, and universities. Identify the campus boundary in relation to the State Transportation Network.

Other tools and resources can be found in the [Safe Routes to School Programs in Rural California: A Guide for Communities and Partners](#) and on the California Bicycle Coalition's [web page](#).

Pedestrian/ Bicyclist/ Transit Trip Generators

A trip generator, here, refers to both origins and destinations for Pedestrian/ Bicyclist/ Transit trips. We need to know if there is any (existing or proposed) Pedestrian/ Bicyclist/ Transit Trip Generators in or adjacent to the corridor area; And if the corridor provides unique or primary access (defined as access which is not otherwise available within approximately one-half mile of the study area) into or out of any of the trip generators or between communities. Trip generators are integral to this guide as they help indicate areas of high bike and pedestrian trip opportunities for improvement and identify mode shift opportunities.

Here is a list of trip generators:

- **Residential Areas:** Indicate any general areas of dense residential housing.
- **Parks:** Include areas that would attract people, whether officially designated as a park or not.
- **Recreational Areas:** Examples include athletic fields, dog parks.
- **Religious Facilities.**
- **Schools** (including public and private schools, colleges, universities, daycare, or other educational institution).

- **Health / Medical Facilities.**
- **Town Centers:** Typically, would include areas where town halls, libraries and other public facilities exist.
- **Shopping Centers:** Especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.).
- **Employment Areas:** Factories, large office buildings, hospitals, government offices. “High density employment centers”- meaning the amount of employment opportunities along the corridor rather than individual businesses with a lot of employees. For example, a main street may have 10 businesses in 1 block all with small number of employees, yet this is influential in reducing VMT and commute patterns if we provide appropriate infrastructure.
- **Transit Stops/Centers.**
- **Public Transit Facilities:** Train/bus stations, airports.
- **Shared-Use Trail Access / Parking.**
- **Mobility Hubs:** Park and ride lots are making a transition into Mobility Hubs. Mobility Hubs are places in a community that bring together public transit, bike share, care share and other ways for people to get where they want to go without a private vehicle.
- **Other:** Other known facilities expected to generate or attract non-motorized users.

Caltrans is beginning research into latent demand methodology for active transportation. That work will help identify areas where the largest increases in bicycling and walking may be seen with increased investment in the active transportation infrastructure.