



ACTIVE TRANSPORTATION 2022 PLAN



CONTENTS

KEY TERMS	3
MESSAGE FROM THE DISTRICT DIRECTOR	4
PURPOSE AND OVERVIEW OF PLAN	5
STATEWIDE CONTEXT	6
PUBLIC ENGAGEMENT	7
WALKING AND BICYCLING IN DISTRICT 2 TODAY	8
NEEDS FOR PEOPLE WALKING AND BICYCLING ON CALTRANS HIGHWAYS	18
NEXT STEPS	24
CONTACTING CALTRANS	24
ACKNOWLEDGEMENTS	25



Young people walking on a sidewalk along State Route 70 in Greenville

WHAT'S INSIDE THE SUMMARY REPORT?

This plan identifies pedestrian and bicycle needs on and across the State Highway System (SHS) and prioritizes highway segments and crossings to inform future investments. The Plan's main outputs are lists and maps of location-based needs, prioritized highway segments, and prioritized highway crossings.

The following sections present key information about the planning process and identify next steps to support implementation.

STATEWIDE CONTEXT

How the goals of the Caltrans statewide bicycle and pedestrian plan, *Toward an Active California*, guided the development of this plan, and how this plan fulfills the next step in the process of addressing active transportation needs along the SHS.

PUBLIC ENGAGEMENT

Stakeholder and public engagement efforts Caltrans undertook to learn directly from people who walk and bicycle along and across the District 2 SHS.

WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

What it is like to walk or bicycle along the SHS in District 2 today, and where there are opportunity areas to replace driving trips with walking and bicycling trips.

NEEDS FOR PEOPLE WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

Location-based needs identification and prioritization process to address existing barriers and gaps in the District 2 SHS pedestrian and bicycle network.

NEXT STEPS FOR IMPLEMENTATION

Coordination, facilitation, and project development steps for Caltrans District 2.

KEY TERMS

The list below defines key terms used throughout the Caltrans District 2 Active Transportation Plan.

ROADWAY NETWORK

State Highway System (SHS): Legislatively designated highway network that supports the movement of people and goods across California. The California SHS includes a variety of highway infrastructure assets, including but not limited to pavement lane miles, bridges, tunnels, and culverts.

Conventional highway: At-grade highways with intersections rather than interchanges, allowing direct private property access, and with one or more motor vehicle lanes in each direction.

Freeway: Highways with full access control, interchanges providing connections to other routes, and two or more motor vehicle lanes in each direction.¹

Highway: A SHS route, which may be comprised of roads, streets, parkways, and connected infrastructure elements such as on- and off-ramps, bridges, and tunnels. This plan often discusses highways in their land use contexts, as in rural or urban conventional highways and rural or urban freeways.

Main Street: A community street on the SHS that typically has speeds of less than 40 mph and serves pedestrians, bicyclists, transit users, and drivers

ANALYSIS

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

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

Equity priority communities: Communities that face disproportionate environmental, public health, and economic disadvantages. These communities often experience fewer benefits and a greater share of negative impacts associated with California's transportation system. In District 2, locations with equity priority communities were identified using income-based measures and through proximity to Tribal Main Streets.

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

Land use context: The built and natural environment surrounding the SHS, which shapes travel needs and influences user expectations.

Location-based need: A specific location on the SHS where infrastructure changes would most benefit people walking and biking, helping to achieve the State's active transportation goals from *Toward an Active California*.

Pedestrian: In this document, the terms pedestrian and walking are applied broadly to all users of sidewalks, including people walking, rolling, and using mobility assistance devices such as walkers, strollers, or wheelchairs.

¹ Federal Highway Administration, "Highway Performance Monitoring System Field Manual."
https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf



Dave Moore,
District 2 Director

MESSAGE FROM THE DISTRICT DIRECTOR

I am pleased to present the Caltrans District 2 Active Transportation Plan (“Plan”) for the counties of Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity. This plan furthers statewide policies, strategies, and actions established in *Toward an Active California*, the 2017 State Bicycle and Pedestrian Plan focusing on active transportation and transit safety, mobility, preservation, and equity.

The Caltrans District 2 team is already working to incorporate active transportation elements into our projects and embracing a Complete Streets approach to our planning, project development, operation, and maintenance activities. This plan provides valuable guidance by identifying and prioritizing needs established by our Department, our public agencies, and local community partners.

The Plan will guide Caltrans investments to support walking and biking and connect people with jobs, services, and recreation where highways serve as a community’s main street or use of the State Highway

serves as a connector to a local network, while seeking to reconnect communities where the State Highway System has created a barrier. Collaborating with our transportation partners from local and regional agencies, businesses, community organizations, and advocacy groups has been key to the development of this plan.

I want to acknowledge and thank all who participated in this process, with special recognition to the Advisory Committee in guiding the development of the Plan. We look forward to working with our local and regional partners and communities on implementing the District 2 Active Transportation Plan.

Dave Moore
District 2 Director



Cyclists with Shasta Wheelment Cycling Club ride near Mt. Shasta

PURPOSE AND OVERVIEW OF PLAN

The Caltrans Active Transportation Plan for District 2 (“the Plan”) is part of a comprehensive effort to identify locations with bicycle and pedestrian needs in each Caltrans district across California, a critical step in implementing [Toward an Active California](#). Caltrans and its agency partners will use the Plan to address active transportation needs along and across the SHS in future planning, construction, and maintenance projects. Data and analysis developed in this plan will be used in asset management, as a basis for setting complete streets targets, and as a starting point during project development.

The Plan identifies challenges to people’s ability to walk, bicycle, and reach transit on the SHS, which provides critical transportation routes in towns and cities across California. State highways serve as main streets, provide access to destinations people visit every day, and are often the primary routes connecting communities. When these communities are walkable, bikeable, and transit-rich, people benefit from improved air quality, health, social equity, quality of life, and economic opportunity.

The Plan identifies gaps, barriers, and needs. This represents a crucial step in making walking and bicycling safer, more comfortable, and more convenient.

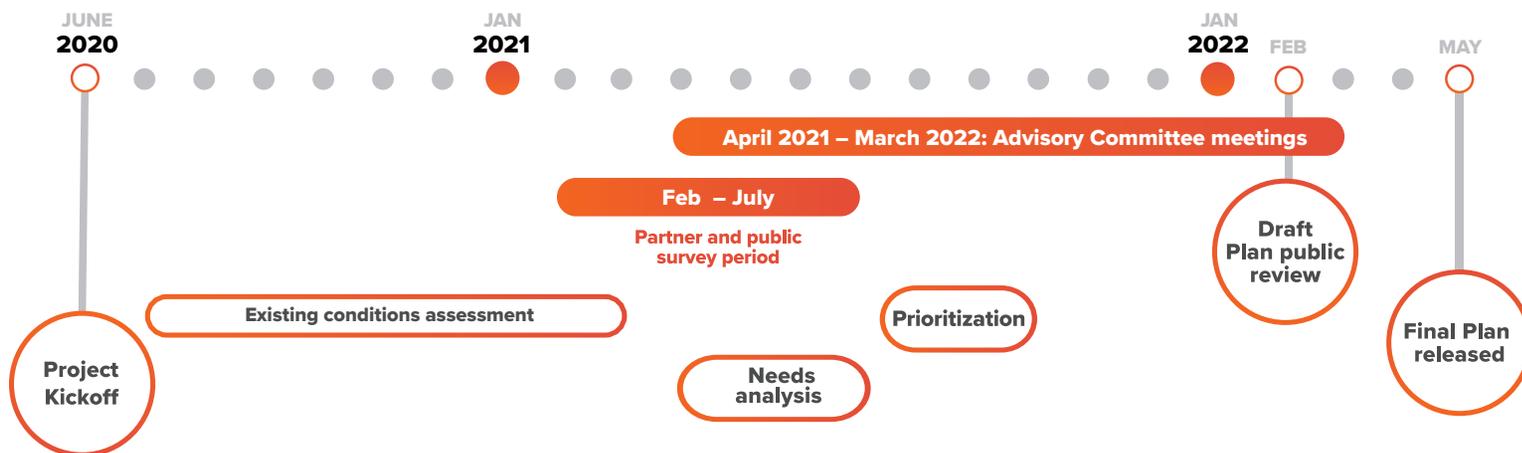
The Plan consists of two elements:

- ▶ This Summary Report provides an overview of walking and bicycling conditions on the SHS today, identifies locations where needs exist, recommends priorities, and describes next steps in the implementation process. The methodology for the planning analysis can be found on the District 2 page of the [Caltrans Active Transportation Plan website](#).
- ▶ A companion online Story Map provides an opportunity to view and interact with a series of District 2 maps that highlight the pedestrian and bicycling issues, needs, and opportunities described in this report. The [Story Map](#) is available at the District 2 Plan website.



People bicycling along State Route 44, crossing State Route 273 during an open streets event organized by Shasta Living Streets

District 2 Active Transportation Plan Process Timeline



STATEWIDE CONTEXT

Caltrans' statewide plan, *Toward an Active California*, established the vision and goals that guided the development of this plan:

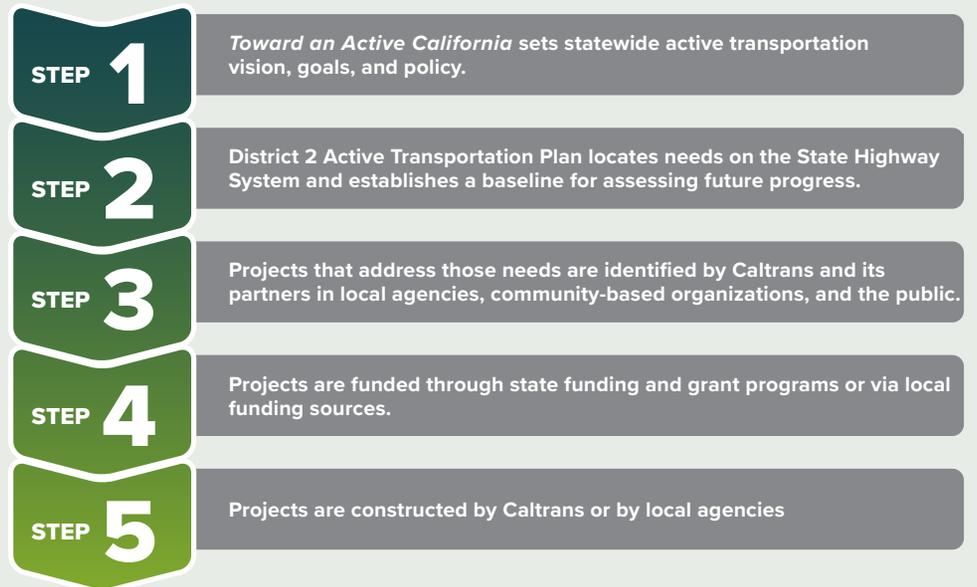
- ▶ **MOBILITY:** Increase walking and bicycling in California.
- ▶ **SAFETY:** Reduce the number, rate, and severity of bicycle and pedestrian involved collisions.
- ▶ **EQUITY:** Invest resources in communities that are most dependent on active transportation and transit.
- ▶ **PRESERVATION:** Maintain a high-quality active transportation system.

As shown in the graphic to the right, district active transportation plans represent an important next step in delivering active transportation infrastructure across California. A statewide effort has established common data and methods for identifying and evaluating pedestrian and bicycle needs along, across, and parallel to the State Highway System (SHS). Each Caltrans district will complete its active transportation plan using statewide methods and data while also tailoring data, analysis, and priorities to reflect its unique context and values. For each of these plans, district staff will chart a public process that focuses on increasing equity, strengthening community partnerships, and improving state and local networks. After their completion, these plans will provide Caltrans with tools to connect with our transportation partners to better identify and develop active transportation projects.

TOWARD AN ACTIVE CALIFORNIA VISION STATEMENT

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

HOW CALTRANS MEETS ACTIVE TRANSPORTATION NEEDS



PUBLIC ENGAGEMENT

People who travel through a community every day have valuable first-hand knowledge about the challenges they face when walking and biking. Caltrans carried out public and stakeholder outreach to deepen its understanding of local context and priorities, invite broad public input, and foster relationships with local agencies and community groups.

The COVID-19 pandemic required adaptations to District 2's usual outreach methods. With many community events and meetings transitioning from in-person to online collaboration, the project team reached out to community-based organizations and stakeholders to engage equity priority community members.

District 2 relied on online and remote outreach strategies to raise awareness about the Plan and inform community members of input opportunities. These included online map-based surveys, press releases, social media posts, communication to tribal partners, stakeholder email lists, and content hosted on the [District 2 Active Transportation Plan website](#).

The following goals guided District 2's outreach efforts:

- ▶ Provide information to the public and stakeholders regarding the Plan.
- ▶ Seek participation from the people who reflect the diversity of communities throughout District 2, focusing on equity priority communities and those who have not previously engaged in a Caltrans planning process.
- ▶ Collect public and stakeholder location-based input regarding the location and type of bicycle and pedestrian improvements to make people feel more comfortable bicycling and walking.
- ▶ Understand factors – such as level of traffic stress, distance, and non-traffic-related concerns – which influence District 2 residents' willingness to bike or walk in their communities.
- ▶ Develop a complete understanding of bicycle and pedestrian safety-related concerns on the SHS in District 2.
- ▶ Solicit stakeholder input on how the District 2 Plan can support regional and local bicycle and pedestrian planning and implementation efforts.

COORDINATION WITH PARTNERS

The District 2 project team collaborated with local and regional agencies, tribal governments, community-based organizations, and advocates in various ways. The team convened the Advisory Committee, combining a wide range of partner representatives. Many Advisory Committee participants were involved in other recent or ongoing planning processes throughout the District, and they helped the project team build on these related efforts.

The purpose of the Advisory Committee was to guide the development of the Plan. Members were responsible for “ground-truthing” draft documents, providing input on linkages to local planning efforts, advising on engaging equity priority communities, sharing knowledge of locally effective outreach strategies, and promoting public participation opportunities. They met regularly throughout the development of the Plan providing public engagement methods, information on existing conditions, and links to other plans and related efforts.

In addition to working with the Advisory Committee, the project team held online workshops with agency partners to solicit input; reviewed existing plans developed by local, regional, and tribal partners; and consulted prior Caltrans planning efforts.

MAP-BASED SURVEYS

A public online survey and interactive map provided an opportunity for members of the public to submit comments and identify locations in need of improvement for active transportation users walking and biking on, across, and along the SHS. A similar interactive mapping tool was directed to regional and local agency partners and organizations. The public survey and maps featured demographic questions for participants to answer after entering comments on the map. The purpose of the demographics questions was to gauge the extent to which this survey could reach members of equity priority communities. Over 1,250 comments were received on the public map, and more than 80 comments were received from agency partners. One out of five respondents stated an annual household income of less than \$50,000, and one in eight respondents identified as Black, Indigenous, Hispanic, Asian, or a person of color.

WEBSITE

The District 2 project team maintained and regularly updated a [project webpage](#). Information on the website includes Advisory Committee meeting dates, the District 2 Public Engagement Plan, and other important links.

COMMENT THEMES FROM PUBLIC SURVEY

WHAT WE HEARD

Input received from stakeholders and members of the public ranged from more general statements about the state of active transportation in the District to specific location-based needs. There were over 750 comments related to biking and over 400 comments related to walking.

THEMES RELATED TO WALKING:

- ▶ Uncomfortable to walk because of heavy traffic or high vehicle speeds (246 comments)
- ▶ No sidewalk (226)
- ▶ Difficult to cross/no crossing (216)
- ▶ No signage present (110)
- ▶ Other walking needs and concerns (163)

THEMES RELATED TO BIKING:

- ▶ No bike lane (605 comments)
- ▶ Uncomfortable to bike because of heavy traffic or high vehicle speeds (466)
- ▶ Difficult to cross/no crossing opportunities (204)
- ▶ No signage present (185)
- ▶ Other biking needs and concerns (131)

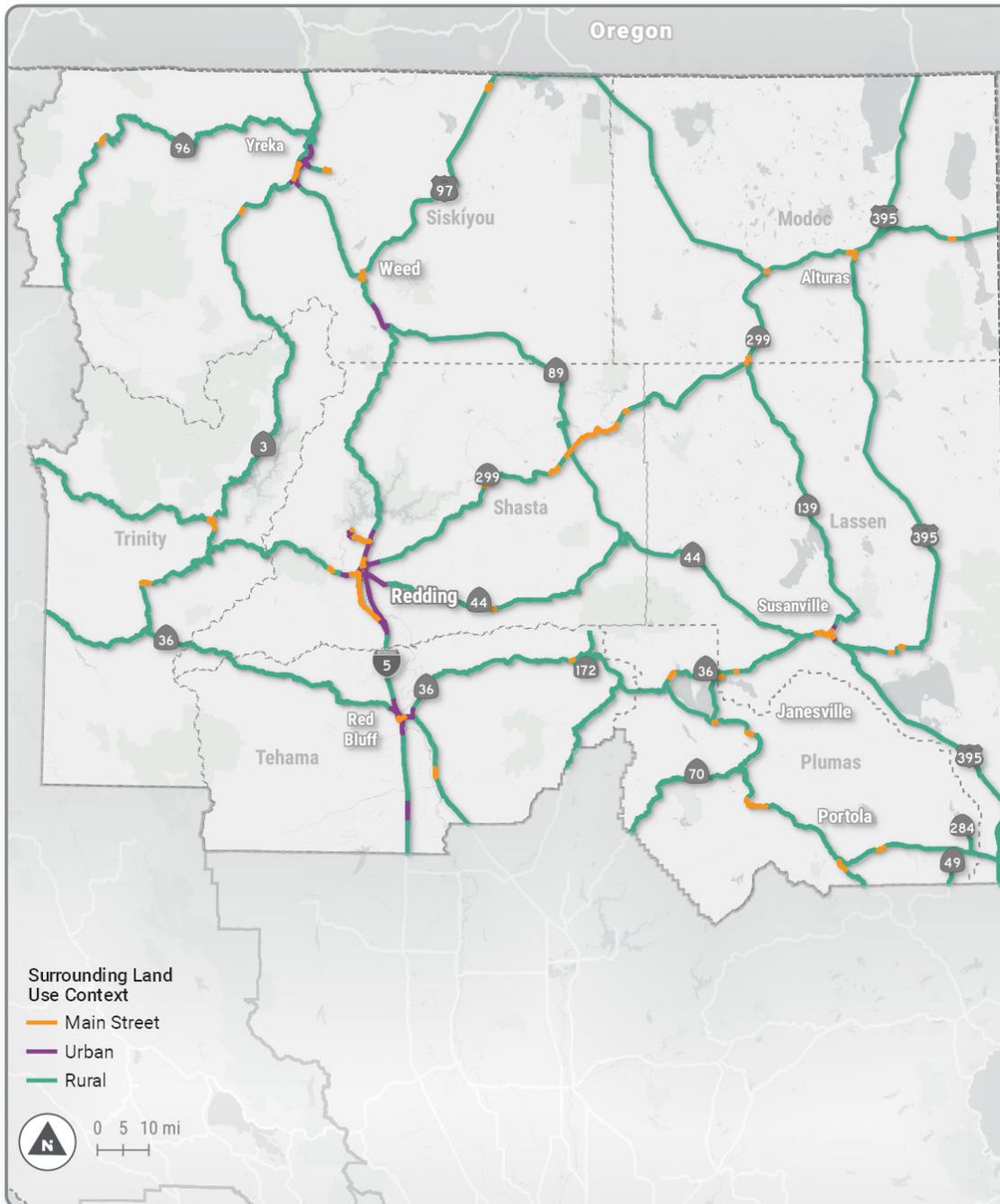


Bike to School Day at the Sundial Bridge, Redding, CA

WALKING AND BICYCLING IN DISTRICT 2 TODAY

The District 2 project team conducted a detailed analysis to better understand existing walking and bicycling conditions and experiences along the SHS. The analysis examined many kinds of data about the SHS within District 2, which are shown in full on the project [Story Map](#). This section summarizes the key findings from that analysis.

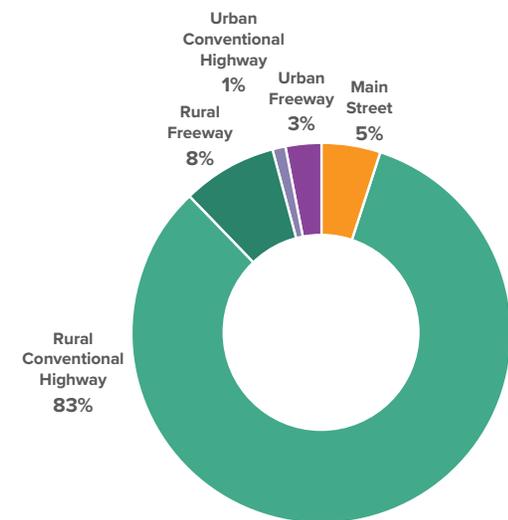
District 2 SHS land use context



TRANSPORTATION AND LAND USE CONTEXT

The SHS in District 2 includes over 1,700 miles of roadway that travels through diverse landscapes and community contexts. While rural highways are most prevalent by length, the greatest population centers exist along the more than 45 main streets throughout the district.

The diversity of land use contexts within District 2 means that the needs of people walking and bicycling differ depending on how the SHS relates to the places it serves. For example, users on a two-lane rural highway may be comfortable walking or biking on a wide and well-swept shoulder. However, users may prefer more separation and protection from traffic when in an urban area or using a busy multi-lane highway as their route. This section sorts the land use and transportation context into five categories.



Percentage of the District 2 SHS by land use context

Source: Caltrans Transportation System Network



State Route 97 (Weed Boulevard)

MAIN STREETS in District 2 are areas where conventional highways pass through community centers and provide access to destinations such as work, shopping, parks, and schools. They typically have lower speeds than other highways and serve everyday needs in communities across all seven District 2 counties. In some communities, the state highway is the only through-road in town and it contributes to the community's unique identity. Examples include State Route (SR) 36 in Plumas County, which runs through the community of Chester, or SR 3 in Siskiyou County, which runs through the city of Fort Jones. Five percent of the District's SHS are main streets. These routes define the experience of walking and bicycling on the District 2 SHS, representing locations with the most significant potential to encourage walking or biking due to the proximity of housing, jobs, and community destinations. Main streets must provide designated spaces for comfortable travel by any mode.

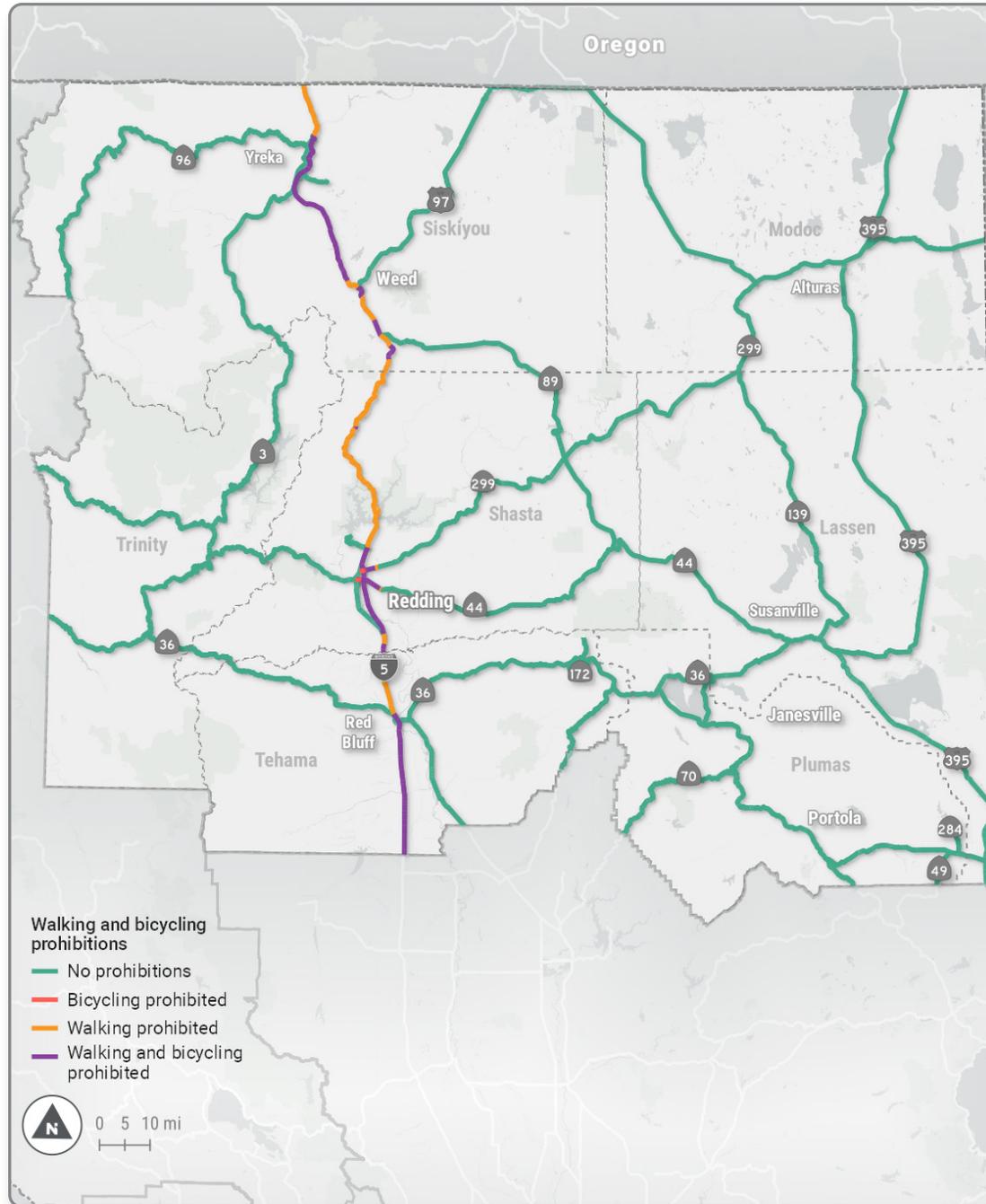
URBAN CONVENTIONAL HIGHWAYS are at-grade routes passing through urban areas that have not been categorized as main streets. They make up less than one percent of the District 2 SHS, and they are typically short segments in between designated main street segments or where main streets transition toward rural areas. Examples include short segments of SR 151 west of the city of Shasta Lake and segments of SR 273 in the cities of Redding and Anderson.

URBAN FREEWAYS are access-controlled highways that pass through communities, often interrupting the local street grid and providing limited opportunities to reach the other side. People are generally prohibited from walking along District 2 freeways, though bicyclists may use them. Interchanges are critical links for people making walking and bicycling trips, but they can be challenging to walk or bike on where high-volume and high-speed traffic transitions between the freeway and local streets. Urban freeways (such as SR 44 to the east of I-5 in Redding) represent less than three percent of the SHS miles in District 2.

RURAL CONVENTIONAL HIGHWAYS are at-grade routes that pass through undeveloped or sparsely settled areas such as farm and range land, forest and park lands, mountain ranges, and river canyons. These highways make up the majority of the SHS miles in District 2. Examples of rural conventional highways are SR 36 between Red Bluff and Chester and SR 299 between Burney and Alturas.

RURAL FREEWAYS traverse similar settings to rural conventional highways but are access-controlled and typically have multiple lanes in each direction, higher speeds, wider right-of-way, and fewer crossing opportunities. Rural freeways in District 2 are predominantly Interstate 5 in Tehama, Shasta, and Siskiyou counties. Rural freeways represent less than eight percent of the SHS miles in District 2.

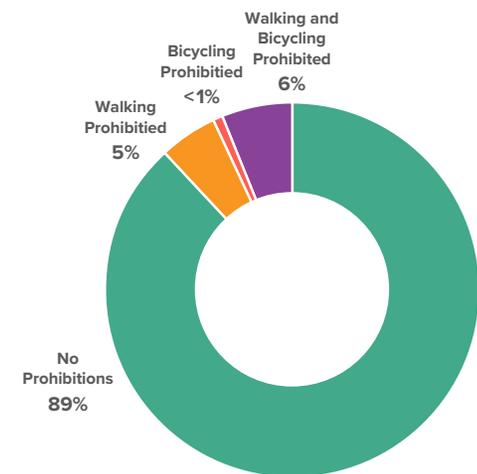
District 2 SHS segments where walking and bicycling are prohibited



WALKING AND BICYCLING PROHIBITIONS

People can walk and bicycle on most SHS routes in District 2. All main streets and other conventional highways – which together represent 89% of the District 2 SHS centerline mileage – allow walking and bicycling. Pedestrians are prohibited on nearly all freeways. Bicycling is prohibited on most urban freeways but less than half of rural freeways. Local roads, trails, and paths can provide alternative routes in locations where walking or bicycling are prohibited.

It is a goal of District 2 to provide a continuous walking and bicycling network. Caltrans will explore partnership efforts that enable the local system to support walking and bicycling trips in locations where the SHS prohibits these modes. District 2 will continue collaborating with its partners and communities to identify and prioritize walking and bicycling needs along the SHS.



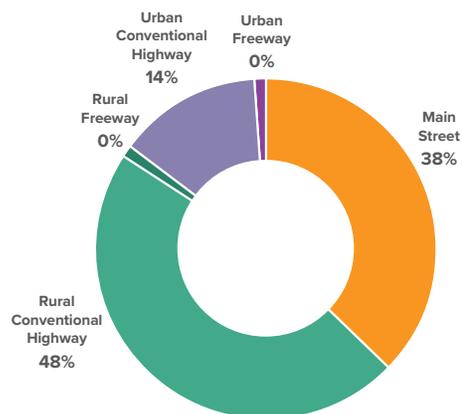
Proportion of SHS centerline miles where walking and bicycling are prohibited

Source: Caltrans Transportation System Network

WALKING AND BICYCLING TRIP POTENTIAL

Land use, demographics, and built environment characteristics can influence whether a person can or will choose to walk or bicycle for daily needs or recreation. Distance is also a determining factor for whether someone will decide to make a trip by walking or bicycling. Many able-bodied adults can make trips of less than one mile by walking or less than two and one-half miles by bicycling. The greatest potential for mode shift from vehicle to pedestrian or bicycle trips exists in areas where many people make short vehicle trips. Infrastructure investments that cause these areas to be safer and more comfortable for people walking and bicycling can help support shifts towards active travel.

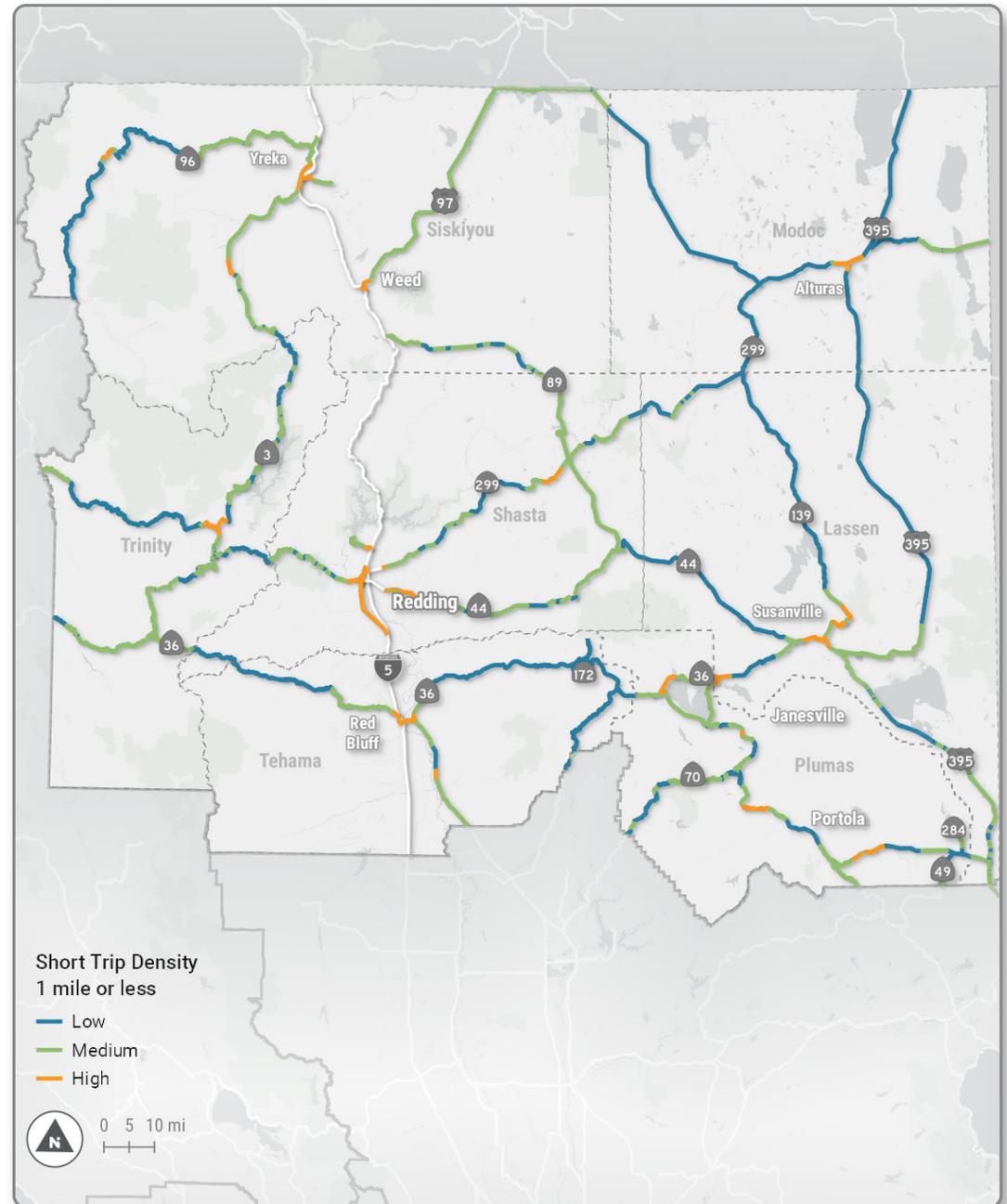
In District 2, seven percent of SHS centerline miles pass through locations with a high density of trips of one mile or less in length.² These segments concentrate in or near population centers like Redding (Shasta County) and Red Bluff (Tehama County). Strong potential to convert short driving trips to walking trips also exists in smaller communities and rural areas such as Alturas (Modoc County) and Susanville (Lassen County). These places suggest a significant opportunity for improved pedestrian infrastructure to support mode shift toward walking and bicycling.



SHS segments with high densities of trips of 1 mile or less, by land use context

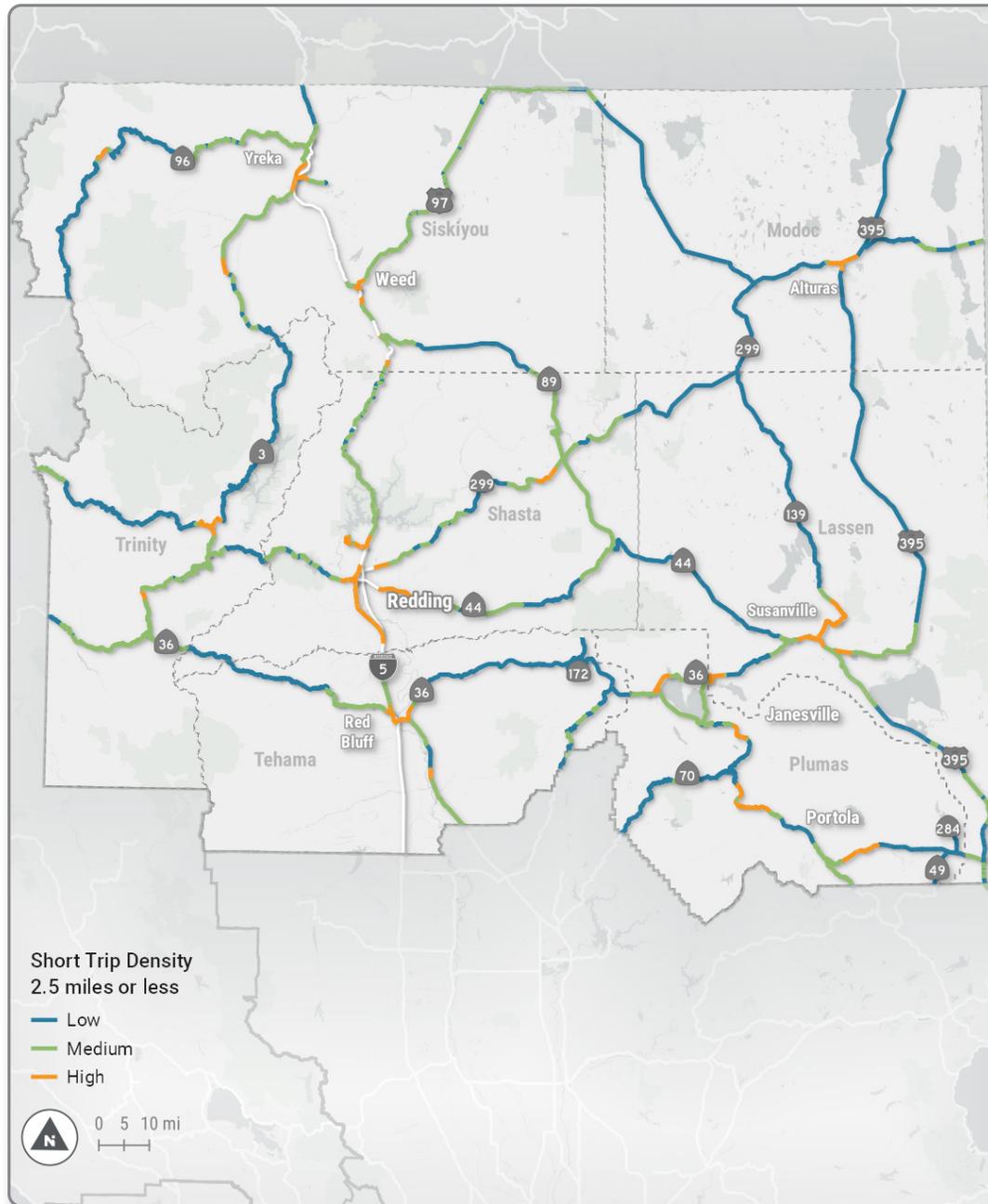
LOCUS, 2019

Density of trips of 1 mile or less near the District 2 SHS



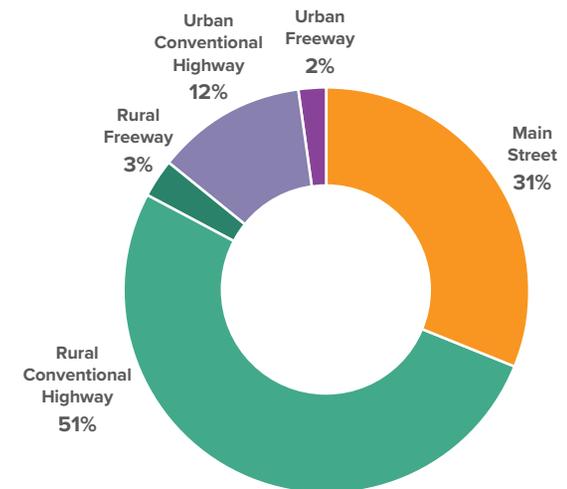
² LOCUS data, which provides the information used in this section, assembles digital data about trips people are making today by any mode. This section examines which segments of the SHS are in proximity to low, medium, or high densities of short trips that currently occur within ¼ of the SHS. Trip densities are not mapped for SHS segments where walking or bicycling are prohibited.

Density of trips of 2.5 miles or less near the District 2 SHS



Nine percent of District 2 SHS centerline miles pass through places with high densities of trips of two and one-half miles or less – a distance many able-bodied adults can easily cover by bicycle. These areas are also found in population centers and along main streets in smaller communities. The highest densities of short trips occur in or near Redding (Shasta County) and Red Bluff (Tehama County). Short trips are also concentrated in smaller communities such as Portola (Plumas County) and Weaverville (Trinity County).

The greatest potential to create a shift in mode choice from vehicle trips to walking and bicycling trips exists in main street areas found in large and small communities across District 2.



SHS segments with high densities of trips of 2.5 miles or less, by land use context

Source: LOCUS, 2019

Northern California is home to many Native American tribes today. In District 2 we are very fortunate to work with the tribes listed below:

- ▶ Alturas Rancheria of Pit River Indians
- ▶ Fort Bidwell Indian Community of Paiute
- ▶ Cedarville Rancheria of Northern Paiute Indians
- ▶ Greenville Rancheria
- ▶ Karuk Tribe
- ▶ Modoc Tribe
- ▶ Paskenta Band of Nomlaki Indians
- ▶ Pit River Tribe of California
- ▶ Quartz Valley Indian Community
- ▶ Redding Rancheria
- ▶ Susanville Indian Rancheria
- ▶ Washoe Tribe of California and Nevada
- ▶ Honey Lake Maidu
- ▶ Maidu Summit Consortium
- ▶ Nor Rel Muk Wintu
- ▶ Plumas County Indians
- ▶ Shasta Indian Nation
- ▶ Shasta Nation
- ▶ Tsnungwe Tribe
- ▶ United Tribes of Northern California
- ▶ Wadatkcut Band of Honey Lake Paiutes
- ▶ Winnemem Wintu
- ▶ Wintu Tribe of Northern California

TRIBAL COMMUNITIES

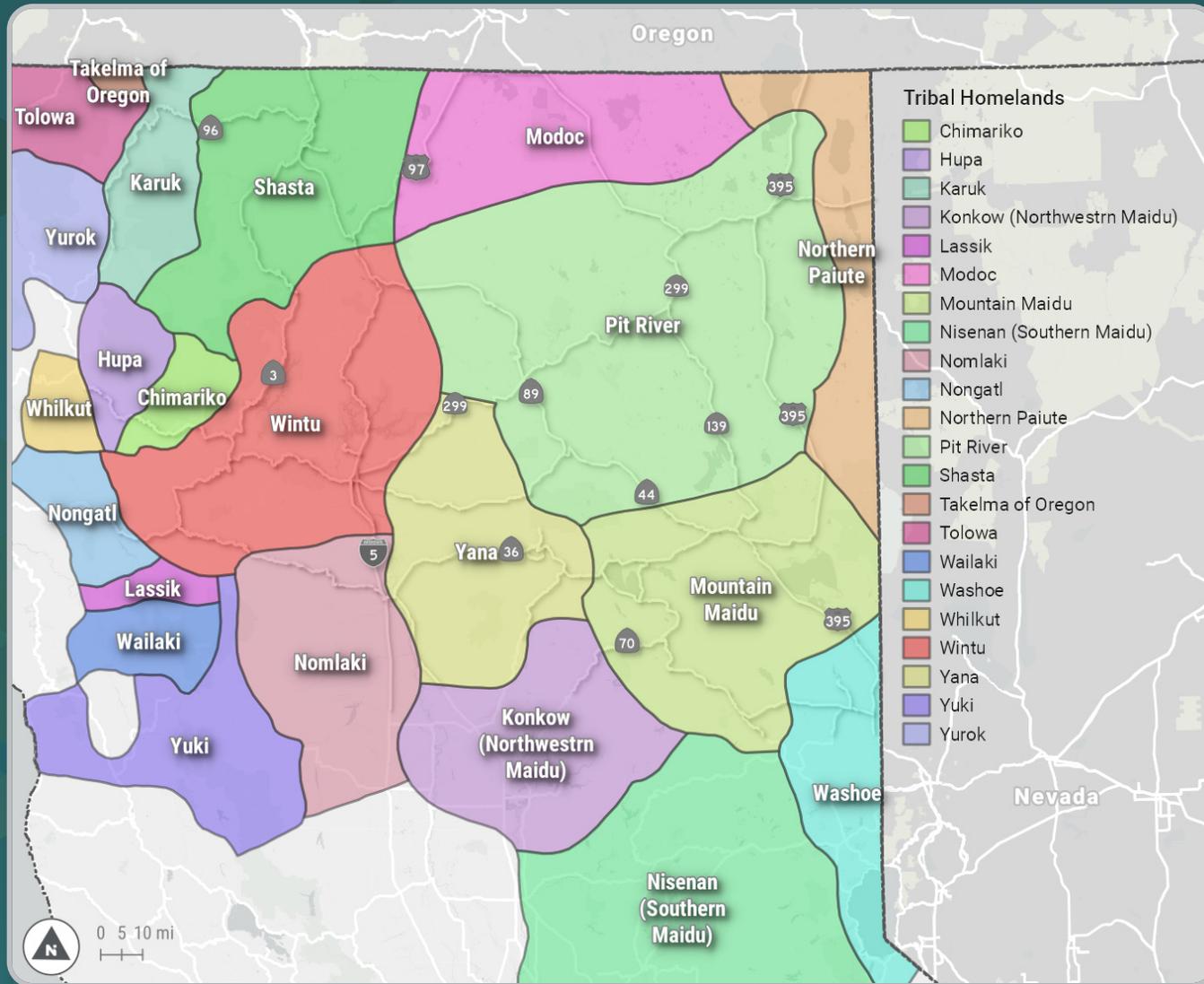
The history and influence of Native Americans is seen and felt in every corner of District 2. In addition to their deep and rich cultural presence, tribes today are building and creating stronger and more resilient communities by investing in transportation infrastructure that serves not just tribal communities, but also the entire public. These investments often include planning, collaborating on, and implementing active transportation projects. Meaningful partnerships between District 2 and the tribes are essential to the advancement and improvement of opportunities for our rural and tribal populations.

Like other rural communities, tribal communities often live in isolated locations and so face distinct challenges for walking and biking. These include inadequate infrastructure, inclement weather, and limited access to transit and other modes of transportation. Safety data is often limited in these communities, creating challenges for targeting investments in active transportation infrastructure that improve the mobility. There are many places in District 2 where the SHS serves as a community's main street. Investments to date have largely prioritized motor vehicle travel on these routes and disfavored the needs of people walking and biking. Working collaboratively with tribes is essential to identifying mobility needs and formulating solutions that will directly benefit the lives and health of tribal populations.

Safe, equitable, and reliable transportation for people of all ages and abilities, and the opportunity to travel by all modes, is essential to ensuring access to and the success of tribal businesses, institutions, and services. District 2 engages with tribal governments and communities to identify unmet active transportation needs and prioritizes the improvement of main street locations within tribal boundaries. Such improvements can improve economic opportunity, public health, and safety of native communities in District 2.

While our government-to-government work is the tribes listed to the left, many Native peoples have lived and still live in this region, with deep-rooted ties to the land and to many cultural heritage sites. The following page maps the Tribal Homelands that extend over District 2.

Tribal Homelands within District 2

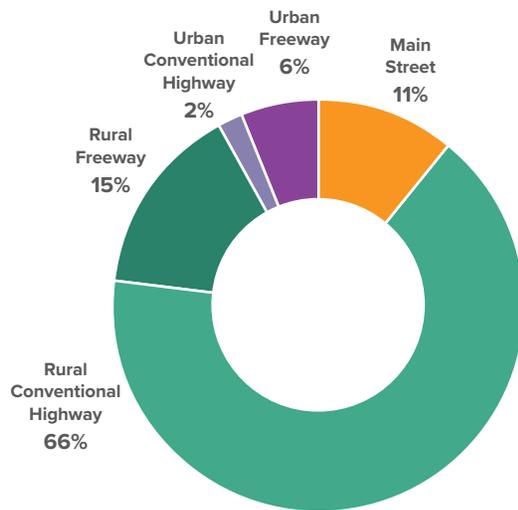


This map represents the general distribution and location of Tribal Homelands. The Tribal area data has been hand digitized from a georeferenced copy of a Bureau of Indian Affairs map named “California Indian Tribal Homelands and Trust Land Map” (7/19/2011). The following is a disclaimer regarding the original data from the BIA.
Disclaimer: This constitutes a representation of the general distribution and location of Indian Land in the State. It does not purport to address questions of boundary or area. It is to be used on an “as-is” basis as no liability for damages arising from errors or omissions is assumed. This map of Tribal Homelands is based on available ethnographic and historical data, and the tribal or cultural areas shown are comprised of multiple, independent social and political groups. This map is a work in progress that consists of the identification of boundaries, cultural areas, tribal identities, and tribal lands.

District 2 median household income and SHS segments within equity priority communities

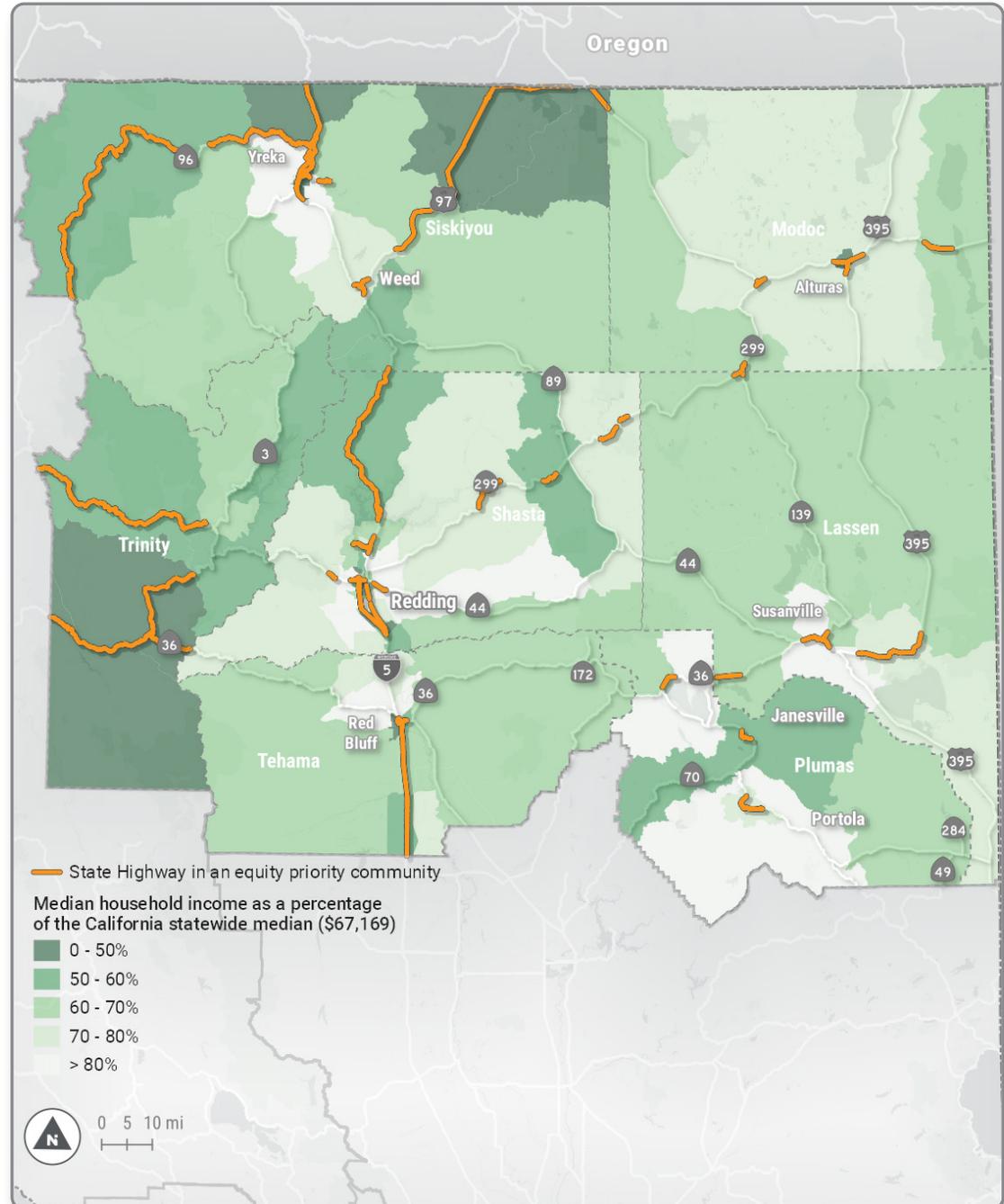
EQUITY PRIORITY COMMUNITIES

Caltrans has an important role to play in ensuring that everyone in California can thrive. Although a modern transportation network should connect people to jobs and other destinations, the California SHS has, at times, divided communities. Freeways, expressways, and high-speed arterials can be barriers, disconnecting people from the services and locations they need to access. Such barriers, and the negative health and environmental quality impacts they create, have been a burden disproportionately borne by communities of color and low-income communities in California.



Proportion of SHS miles by context that pass through communities where one or more equity priority indicators is present

Source: 2018 American Community Survey, Department of Education, District 2 Staff



Caltrans District 2 remains committed to planning for and building infrastructure that addresses mobility barriers and that reconnects people to the communities and services that help them flourish. The Plan places a high priority on meeting active transportation needs for people in communities that face disproportionate environmental, public health, and economic disadvantages. The SHS may provide critical connections in remote communities and in locations where transit service is limited or absent. Access to convenient and safe walking and biking infrastructure is especially critical for people who do not have access to vehicles.

While California's statewide median household income is \$67,169, the household median income for District 2 is \$31,603. Median household income is a qualifier used to identify and evaluate equity priority communities.

For the purposes of this plan, the District 2 project team selected three indicators to locate equity priority communities:

- ▶ Median household income
- ▶ Free and reduced price school meal program eligibility (2019)
- ▶ Main streets that pass within tribal boundaries and through other tribal community locations

Improving walking and bicycling access along and across the SHS in equity priority communities can help people access economic and social opportunities without a requirement of vehicle ownership and driving.



The community of Mineral explores the location of a future multi-use path adjacent to State Route 36



Biking along State Route 299 west of Redding, toward Old Shasta

NEEDS FOR PEOPLE WALKING AND BICYCLING ON CALTRANS HIGHWAYS

The primary purpose of this planning effort was to identify and prioritize “location-based needs,” or specific locations on the SHS where infrastructure modifications would most benefit people walking and bicycling, achieving the goals in *Toward an Active California*. To identify and address the priority areas identified by the district partner agencies and the public, the project team conducted a data-driven assessment of gaps and barriers on the system that impacts walking and bicycling. Transportation and community stakeholders, as well as various transportation plans and studies, were resources used to identify barriers and needs. This information is available for review on the online [Story Map](#).

IDENTIFYING NEEDS

NEEDS IDENTIFIED BY AGENCY PARTNERS

Caltrans and its local and regional transportation partners have documented the need for pedestrian and bicycle infrastructure along the SHS over time in various adopted plans and needs inventories. Where GIS for these plans was available, needs were incorporated into the data analysis described below. If plans were not available in GIS, the District 2 project team encouraged partners to use the map-based survey to identify needs or barriers.

The project team and planning staff reviewed existing plans for key takeaways for pedestrian and bicycling needs. The team then added these key takeaways to the partner survey.

NEEDS IDENTIFIED BY THE PUBLIC

As described in the Public Engagement section, the public identified needs using the Caltrans map-based survey. This plan’s data-driven process did not assess the needs, but public input informed the needs prioritization process.

Public comments have been preserved as part of this plan’s final data package to inform future project development efforts.

NEEDS IDENTIFIED BY DATA ANALYSIS

The project team conducted detailed automated and manual analyses of SHS data to identify needs shown on the following pages. The results of this data-driven process were closely reviewed by District staff, who identified additional locations with known bicycle or pedestrian needs to add to the final data set.



The community of Redding, CA supporting better bikeways and walkable cities during an Open Streets Event hosted by Shasta Living Streets

TYPES OF ACTIVE TRANSPORTATION NEEDS



MAIN STREET SIDEWALK GAPS.

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



SIDEWALKS IN FAIR OR POOR CONDITION.

SHS segments with sidewalks in fair or poor condition, as determined by Caltrans staff.



SIDEWALKS ALONG HIGHER-SPEED HIGHWAYS.

SHS segments with sidewalks along highways with a posted speed limit of 35 mph or higher.



STRESSFUL PEDESTRIAN CROSSINGS.

Intersections that are stressful for people to cross by walking, located on at-grade highways that are not access-controlled. This analysis accounts for characteristics like the presence or absence of median islands and marked crossings, posted speed limits, distance from low-stress crossing opportunities, and other factors.



STRESSFUL BICYCLE CROSSINGS.

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



FREEWAY CROSSING NEEDS.

Locations where freeway over-crossings, under-crossings, or interchanges exist but present challenging conditions for walking and bicycling. Crossing needs include narrow sidewalks, a lack of sidewalks, uncontrolled or unmarked crossings at highway on- or off-ramps, or poor crosswalk visibility.



FREEWAY BARRIER LOCATIONS.

Segments of the freeway where someone must make a long detour on the local network to reach the nearest place where they can cross to the other side of the freeway. These analyses resulted in maps and lists of individual location-based needs, where gaps and barriers may exist for people walking and bicycling along or across the highway.

PRIORITIZING NEEDS

Need locations on the SHS were evaluated and prioritized according to the goals of *Toward an Active California*: mobility, safety, equity, and preservation, and priorities set forth by the Advisory Committee and District. Prioritization can be one tool used to inform future Caltrans funding allocations or decisions to seek competitive project funds.

The first step in the prioritization process was to break the SHS within District 2 into smaller segments, such as areas around freeway crossings, between major intersections, at jurisdictional boundaries, and where the transportation and land use context changes. Segments roughly align with segments Caltrans uses to develop improvement projects on the SHS, allowing individual needs to be grouped together with other projects on the system.

As a second step, each highway segment and freeway crossing need was analyzed based on measures aligning with the Walking and Bicycling in District 2 Today section of this report. These include the potential to shift short trips from driving to walking or bicycling; the history of pedestrian and bicyclist collisions; the presence of equity priority communities; and the condition of sidewalks, crosswalks, and bikeways along the facility. Each segment and freeway crossing received a score based on these and other factors, which was subsequently used to assign that location to a tier reflecting intensity of need.

The scoring approach summarized in the following table reflects local vision and priorities communicated by District 2’s public and partners. The scoring calculations incorporated weights and measures assigned to each goal from *Toward an Active California* from the Advisory Committee, the Caltrans Internal Working Group, and the District 2 project team. These weights refer only to the data-driven prioritization in the Plan. They do not mean that Caltrans District 2 assigns these weights to safety, mobility, equity, and preservation in all its work. Safety remains the highest priority for Caltrans, consistent with the state’s efforts to eliminate fatalities and serious injuries due to traffic collisions.

GOAL	WEIGHT	MEASURE(S)
Safety	30%	Pedestrian crash density, bicycle crash density, public/stakeholder input
Mobility	25%	1- and 2.5-mile short trip potential, main street designation, public/stakeholder input
Equity	25%	Tribal main streets, median household income, free or reduced-price school meals
Preservation	20%	Improvement to and maintenance of existing bicycle facility, sidewalk, or crosswalk
Total	100%	

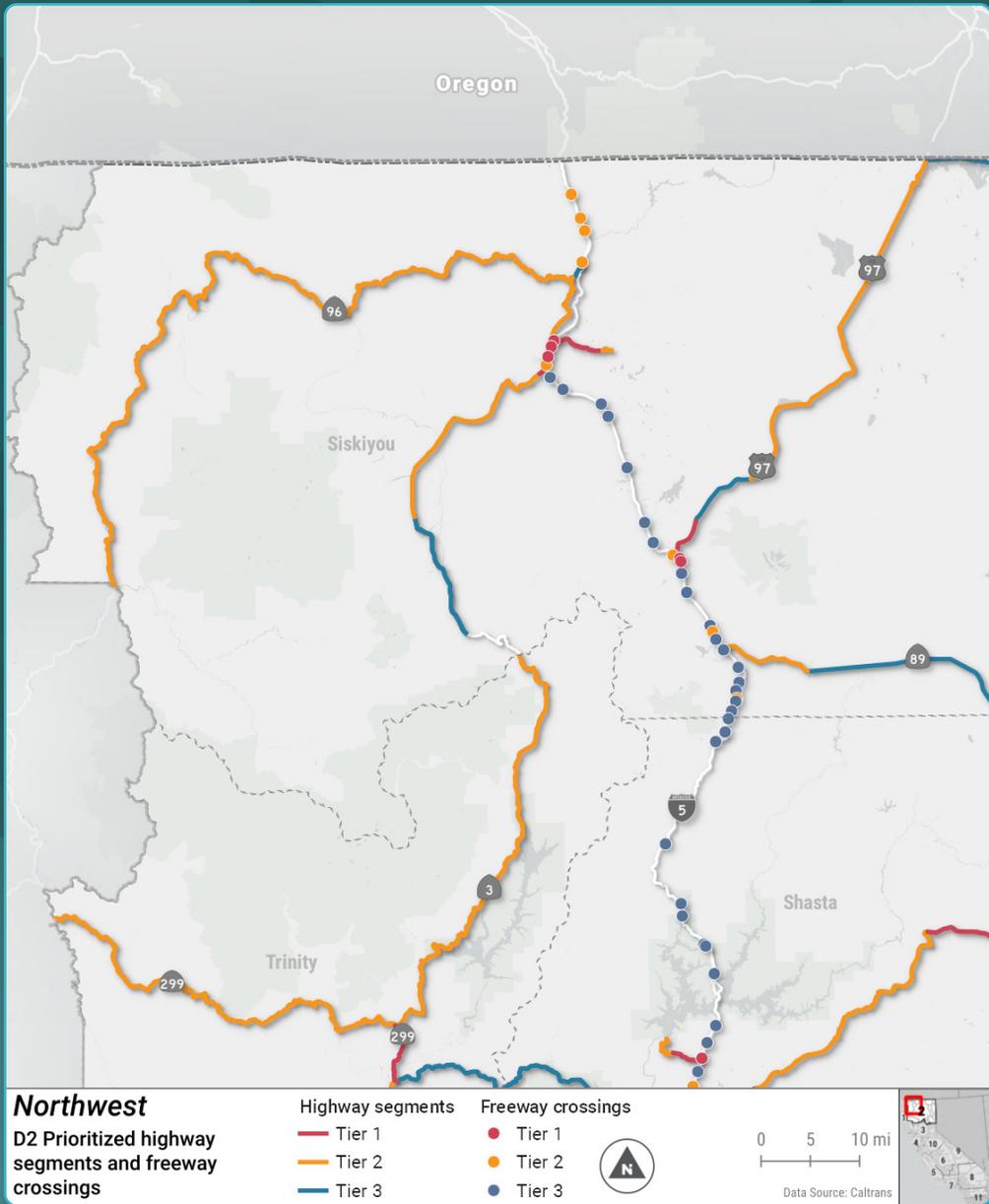
Finally, scored segments and freeway crossings were ranked and sorted into three tiers based on their relative urgency, with Tier 1 representing the highest intensity. The maps following this section show tiered highway segments and freeway crossings in District 2.

This process provides a comparative indication of need. Regardless of assigned tier, needs should always be considered when developing projects on the SHS. Caltrans will continue use available data to provide the necessary and relevant information in order to address asset condition and needs on the SHS. These details are intended to be used to support the planning and project development process. The needs in the Plan will also be used to allocate Complete Streets performance targets in the State Highway Operation and Protection Program (SHOPP), Transportation Asset Management Plan, and other relevant programs.

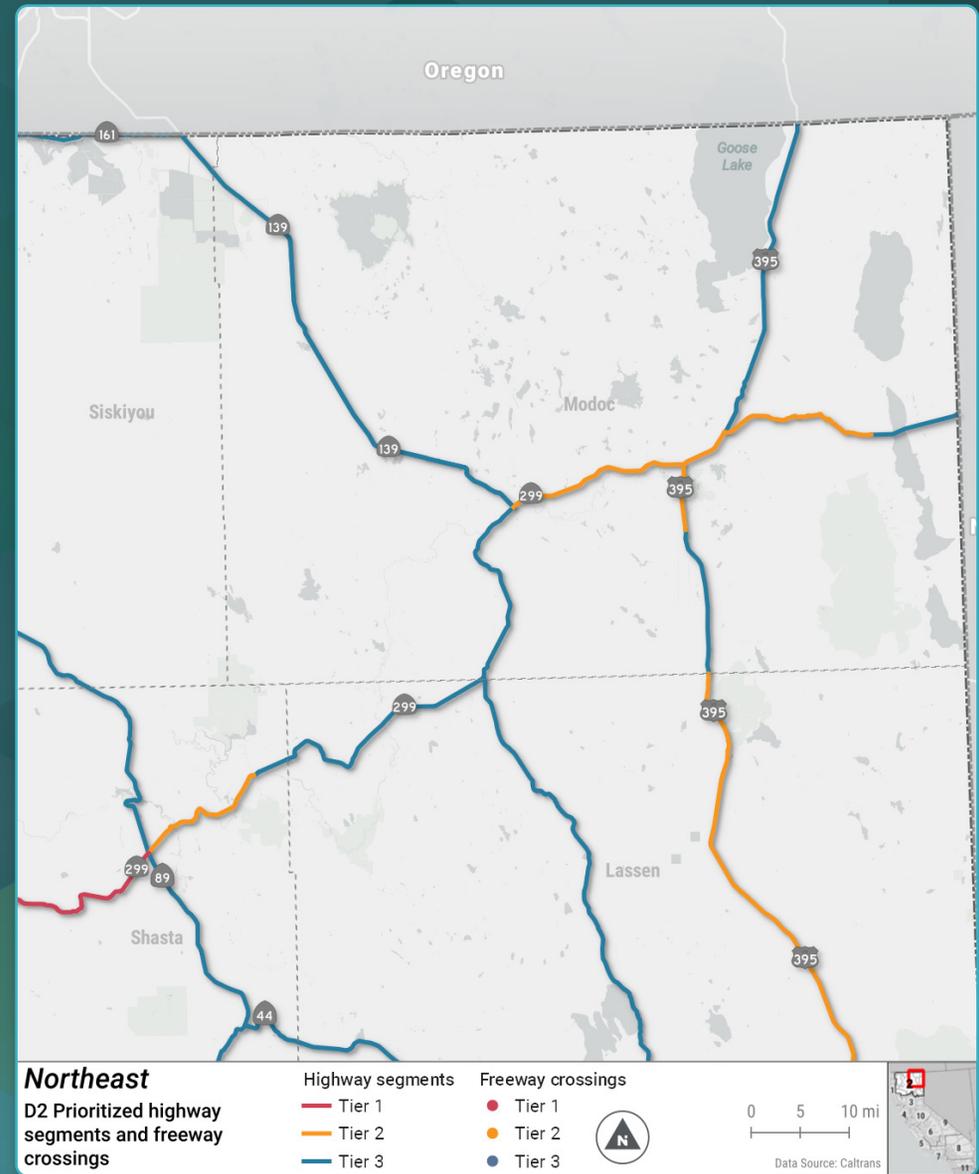
VISION ZERO INITIATIVES AND THE CALTRANS TOWARD ZERO DEATHS GOAL

Vision Zero is an organizing framework for eliminating fatalities and serious injuries caused by traffic crashes. Agencies and jurisdictions around the world have adopted Vision Zero goals to reduce the loss of life on local roadways and work towards safer roadways through engineering and programming changes. Caltrans developed its Toward Zero Deaths goal as its expression of the Vision Zero approach. The need for the initiative is critical. Among the 344 crashes that involved bicyclists or pedestrians on District 2 roads between 2015 and 2019, 37 crashes resulted in a fatality and 74 resulted in a severe injury.

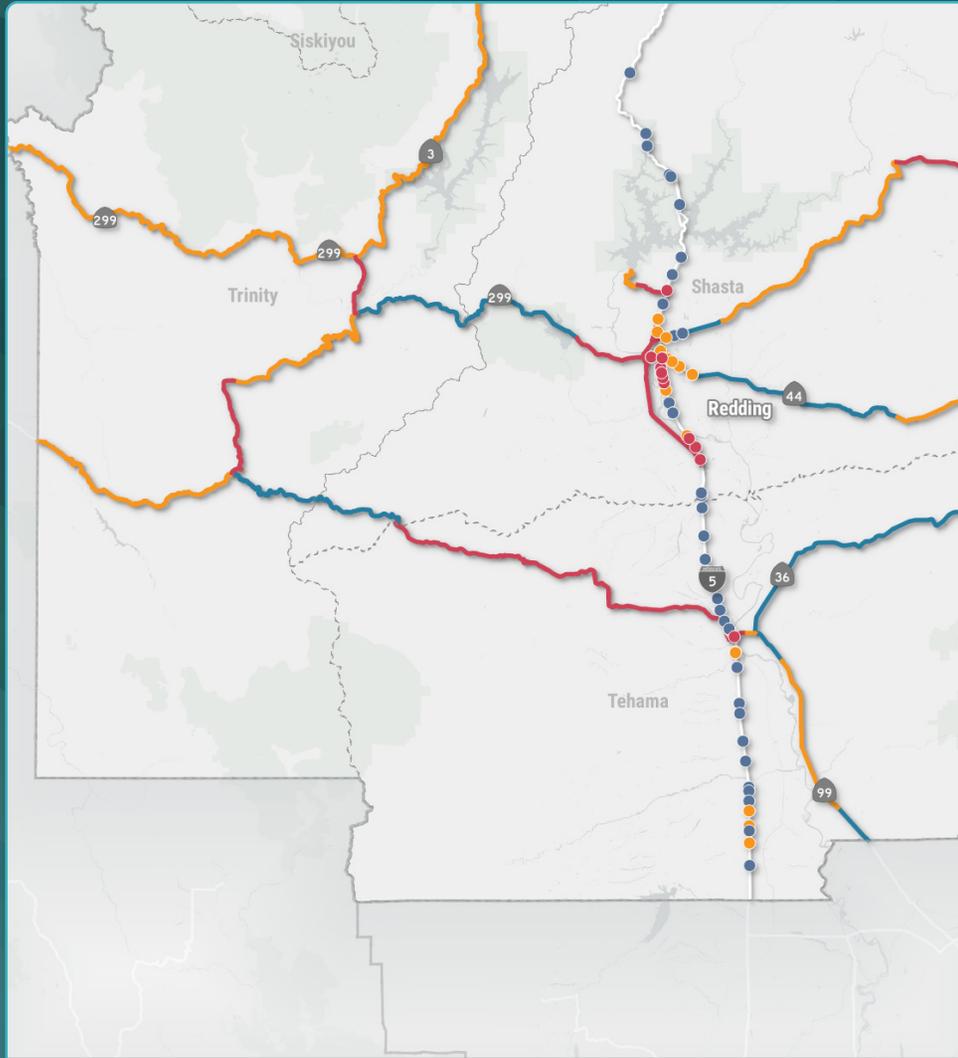
Northwest District 2 SHS walking and biking needs by priority tier



Northeast District 2 SHS walking and biking needs by priority tier



Southwest District 2 SHS walking and biking needs by priority tier



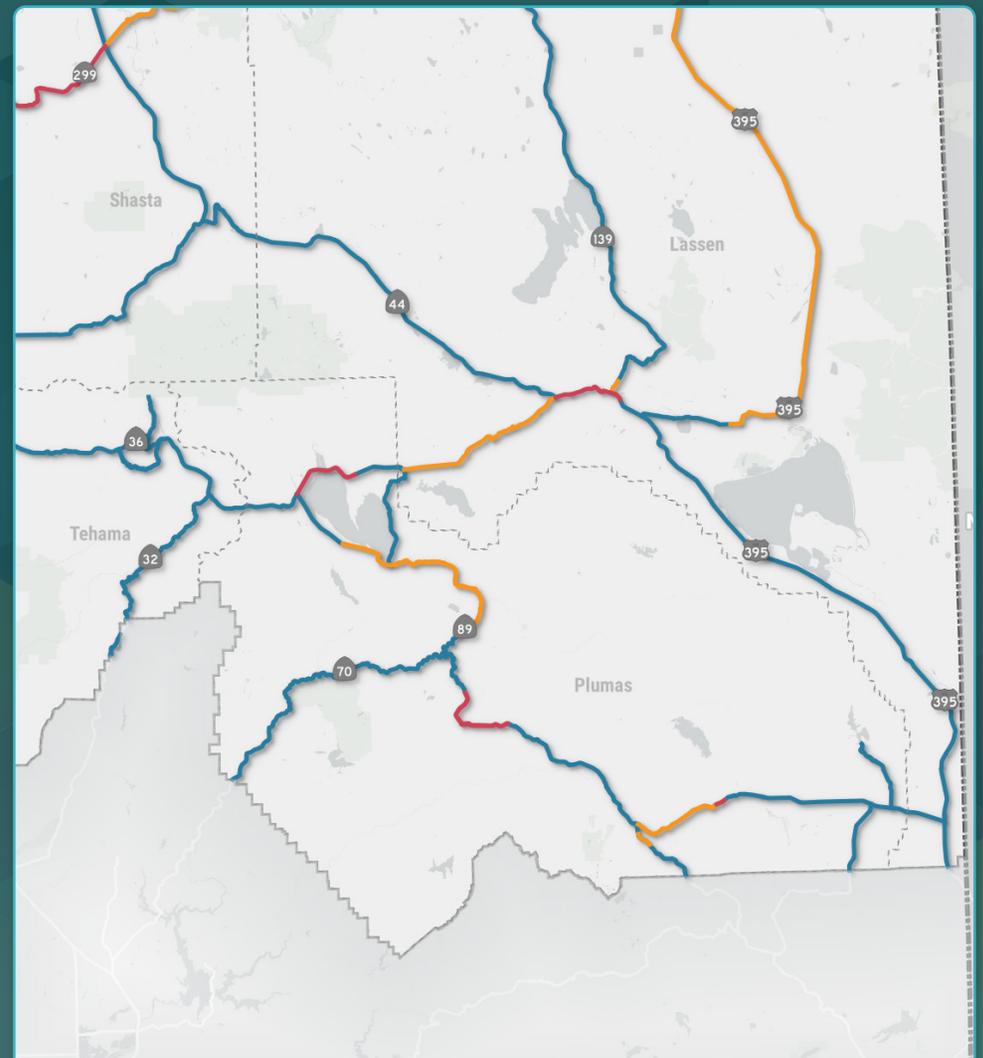
Southwest
D2 Prioritized highway segments and freeway crossings

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

0 5 10 mi

Data Source: Caltrans

Southeast District 2 SHS walking and biking needs by priority tier



Southeast
D2 Prioritized highway segments and freeway crossings

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

0 5 10 mi

Data Source: Caltrans

HOW TO USE THIS PLAN'S DATA AND ANALYSIS

This plan provides a strong foundation for understanding walking and bicycling needs on the SHS in District 2. However, data-driven processes cannot fully capture all needs that exist on the state's highways. The absence of a need from the Plan's datasets does not mean the need does not exist or is not important. Similarly, the prioritization criteria provide a sense of how areas of need align with the statewide goals, but the analytic process may not always reflect the local significance of any particular walking or bicycling need. Needs that were not captured by this plan or that were not assigned to the top priority tier will still be considered for project development and funding.

Collaboration between Caltrans, its agencies and transportation partners, and the public will be essential to all future planning and project development. While this plan identifies general need locations and the type of challenge to walking and bicycling conditions that are present, these must be validated and refined by gathering local knowledge, reviewing partner agency plans, collecting field data, and considering how that location on the SHS fits into the land use and transportation context.

When addressing walking and bicycling needs on the SHS, Caltrans and its partners may consider solutions both on and off the highways themselves. Where new linear walkways or bikeways are needed, there may be situations where an alignment away from the highway can provide the safest, most comfortable, or most direct route. For needs that relate directly to access issues on the SHS – such as crossing a highway or reaching a destination adjacent to a highway – improvements to the SHS will be most appropriate. Caltrans and its partners will work with local communities to understand their specific walking and bicycling needs and explore a range of possible solutions.

STORY MAP

This Summary Report has a companion [Story Map](#). This interactive tool uses maps to provide a visual companion to this Summary Report. Its “Explore” section is a full-scale interactive map that provides even greater detail on a full range of existing conditions measures and illustrates the individual and prioritized location-based needs. The map also includes additional information about highway segments with needs on them:

- ▶ Whether the need location is along or across the highway
- ▶ Whether the need is for bicyclists or pedestrians
- ▶ Relative priority (Tier 1, Tier 2, or Tier 3)
- ▶ Prioritization goal scores

The Story Map and Explore Map can help stakeholders and the public understand where needs and opportunities exist in their communities, the nature of those needs, and how they relate to the full picture of active transportation conditions and needs across the District.

NEXT STEPS

The District 2 Active Transportation Plan is a critical step in implementing Caltrans' statewide vision for improving the walking and biking experience while traveling along or crossing the SHS in Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity Counties. Caltrans, along with tribal partners, local agencies, and community-based organizations, all have essential roles in supporting highway improvement projects that meet the needs of people walking and biking, including the needs identified in this plan. The next steps for Caltrans to take are described below.

CONTINUE TO ENGAGE THE PUBLIC AND PARTNERS

Public engagement will continue to shape this plan even after its initial publication. While District 2 staff are committed to virtual engagement and outreach as needed or desired by our transportation partners and communities, in-person events will continue as pandemic related restrictions lift. Moving forward, Caltrans will use survey data to validate its understanding of needs at particular locations and to inform project development. Since needs and priorities will shift over time, Caltrans will continue to collect input from the public and transportation partners beyond the publication of this plan.

INTEGRATE PLAN DATA INTO STATEWIDE DATABASES AND PROCESSES

District 2 will retain the data and analysis developed for this plan, including existing conditions, public and partner input, individual data-driven needs, and prioritized segments. This data package will support a range of future Caltrans activities, such as managing statewide active transportation initiatives, setting Complete Streets targets, and tracking progress toward statewide goals and performance metrics.

ESTABLISH DISTRICT 2 PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE

District 2 will continue the relationship established with the Advisory Committee during this process. Staff intend to build a pedestrian and bicycle advisory committee in the future.

CONTINUE TO EVALUATE NEEDS

This plan will be used to help scope planning efforts and projects located on or near the SHS. While the data-driven planning process provides information about each need's general location and nature, this information is approximate and must be refined before solutions are developed. The District 2 project team will seek community input on needs through map-based online tools and other outreach methods. In-person outreach in equity priority communities is a priority and will foster this work in person or virtually as warranted. The District 2 project team will also pursue GIS data from plans produced by regional and local partners.

IDENTIFY AND INITIATE PROJECTS

District 2 staff has already begun using data from the Plan to inform project nomination by allocating Complete Street targets for the 2024 State Highway Operations and Protection Program (SHOPP). The District 2 project team will work with the Pedestrian and Bicycle Advisory Committee and regional partners to use the Plan-identified needs and priorities in scoping candidate planning projects and other state and federal funding options.

CONTACTING CALTRANS

Additional information about this planning effort can be found on the [District 2 Active Transportation Plan](#) webpage or by contacting the staff below. Caltrans District 2 staff can provide information about upcoming projects in your community, accept input, and coordinate on project identification, development, and implementation.

Office of Complete Streets and Livable Communities

d2bike@dot.ca.gov

ACKNOWLEDGEMENTS

Thank you to everyone who completed the public survey and to those who shared it with people they know.

This plan was developed through the combined commitment, energy, and guidance of current and past District 2 and Caltrans Headquarters team members, the District 2 Active Transportation Plan Core Team, partner organization representatives, advocacy group members, and community members. In particular, the following organizations and individuals contributed significantly to the Plan's development and were instrumental in its completion.

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- ▶ Shelby Nadin

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Trinity County

Trinity Regional Conservation District

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- ▶ WSP
- ▶ Cambridge Systematics
- ▶ MIG
- ▶ Tierra Plan



People of different ages on their way to Bike to School Day

ACTIVE TRANSPORTATION 2022 PLAN

SUMMARY REPORT

