



ACTIVE TRANSPORTATION PLAN 2022



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Pacific Coast Highway (State Route 1) near Pacific Palisades Bowl Mobile Estates

WHAT'S INSIDE THE SUMMARY REPORT?

The Caltrans District 7 Active Transportation Plan (“the 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 the Plan, and how the 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 7 SHS.

WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

What it is like to walk or bicycle along the SHS in District 7 today, and where there are opportunities 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 7 SHS pedestrian and bicycle network.

NEXT STEPS FOR IMPLEMENTATION

Coordination, facilitation, and project development steps for Caltrans District 7.

KEY TERMS

The list below defines key terms used throughout the Caltrans District 7 Active Transportation Plan (“the Plan”).

ROADWAY NETWORK

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

Highway: A State Highway System (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.

Intercommunity connector: Highways linking small and rural communities to each other and to larger or more urban places. These routes are more likely to be used for bicycle and pedestrian travel than other rural highways.

Main street: A community street on the SHS that typically has posted speed limits of less than 40 mph and serves pedestrians, bicyclists, transit users, and drivers.²

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.

ANALYSIS

Barrier: A physical feature that restricts movement between elements of the pedestrian or bicycle network. Examples include uncontrolled freeway on- or off-ramps, which are challenging to cross.

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. These include 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 7, locations with equity priority communities were identified based on income-based measures, vehicle access, free or reduced-price school meal program participation, and CalEnviroScreen (a composite measure that combines pollution burden with health and vulnerability factors).

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 those who walk, bike and use public transit, helping to achieve the State’s active transportation goals from *Toward an Active California*.

Other modal users: While there is insufficient data to track other active modal users, Caltrans District 7 recognizes the importance of individuals riding electric scooters, skateboards, and roller blades, or using other active modes. The needs of these individuals are unique because they often have flexibility to switch transportation modes during travel and are directed to use bicycle facilities (e.g., bike lanes) in some cases, and pedestrian facilities (e.g., sidewalks) in others.

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.

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

MESSAGE FROM THE DISTRICT DIRECTOR



Tony Tavares,
District 7 Director

I am pleased to present the Caltrans District 7 Active Transportation Plan for Los Angeles and Ventura counties. The Plan furthers the 2017 State Bicycle and Pedestrian Plan, *Toward an Active California*, which established statewide policies, strategies, and actions to advance active transportation and transit safety, mobility, preservation, and equity.

The Caltrans District 7 team is already working to incorporate active transportation elements into our projects and to embrace an equitable Complete Streets approach to our planning, project development, operation, and maintenance activities. The Plan provides valuable guidance by identifying and prioritizing bicycle, pedestrian, and transit user needs informed by our department, our partner agencies, stakeholder organizations, advocacy interests, and members of the diverse communities that we serve.

The Plan will guide Caltrans investments to support walking and biking and connect people with jobs, services, and recreation. It will also seek to reconnect previously divided and disadvantaged communities, creating equitable

outcomes where the State Highway System has created a barrier. The collaboration within our department and with our partner agencies, stakeholder organizations, advocacy interests, and the communities we serve is central to the development of this plan and will be central to its implementation.

I want to acknowledge and thank all who participated in this process, with special recognition of the important role and contribution from our partner agencies, stakeholder organizations, advocacy interests and community members in guiding the development of the Plan.

We look forward to working with our local and regional partners, stakeholders, and communities to implement the District 7 Active Transportation Plan.

A handwritten signature in black ink that reads "Tony Tavares".

Tony Tavares
District 7 Director



Ventura Rincon Bicycle and Pedestrian Path along US 101

PURPOSE AND OVERVIEW OF THE PLAN

The Caltrans Active Transportation Plan for District 7 (“the Plan”) is part of a comprehensive effort to identify locations with bicycle and pedestrian needs in each of the 12 Caltrans districts across California. It is a critical step in implementing the State active transportation plan, [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 daily, and are often the primary routes that connect 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 and barriers on the SHS and recommends priorities among locations of need. This represents a crucial step in making walking and bicycling safer, more comfortable, and more convenient in Los Angeles and Ventura Counties.

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 7 webpage of the [Caltrans Active Transportation Plans website](#).
- ▶ A companion online [Story Map](#) provides an opportunity to view and interact with a series of District 7 maps that highlight the pedestrian and bicycling issues, needs, and opportunities described in this report.



Whittier Greenway Trail crosses over SR 72 in Whittier

District 7 Active Transportation Process Timeline



TOWARD AN ACTIVE CALIFORNIA VISION STATEMENT

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

STATEWIDE CONTEXT

In alignment with the vision outlined in *Toward an Active California*, this plan establishes methods for identifying and evaluating pedestrian and bicycle needs on, across, and parallel to the SHS. It focuses on increasing social equity throughout the planning process, strengthening community partnerships, and improving connections between the State and local networks.

Toward an Active California outlines four goals, which guided the development of the Caltrans District 7 Active Transportation Plan:



► **SAFETY:** Reduce the number, rate, and severity of bicycle and pedestrian involved collisions.



► **MOBILITY:** Increase walking and bicycling in California.

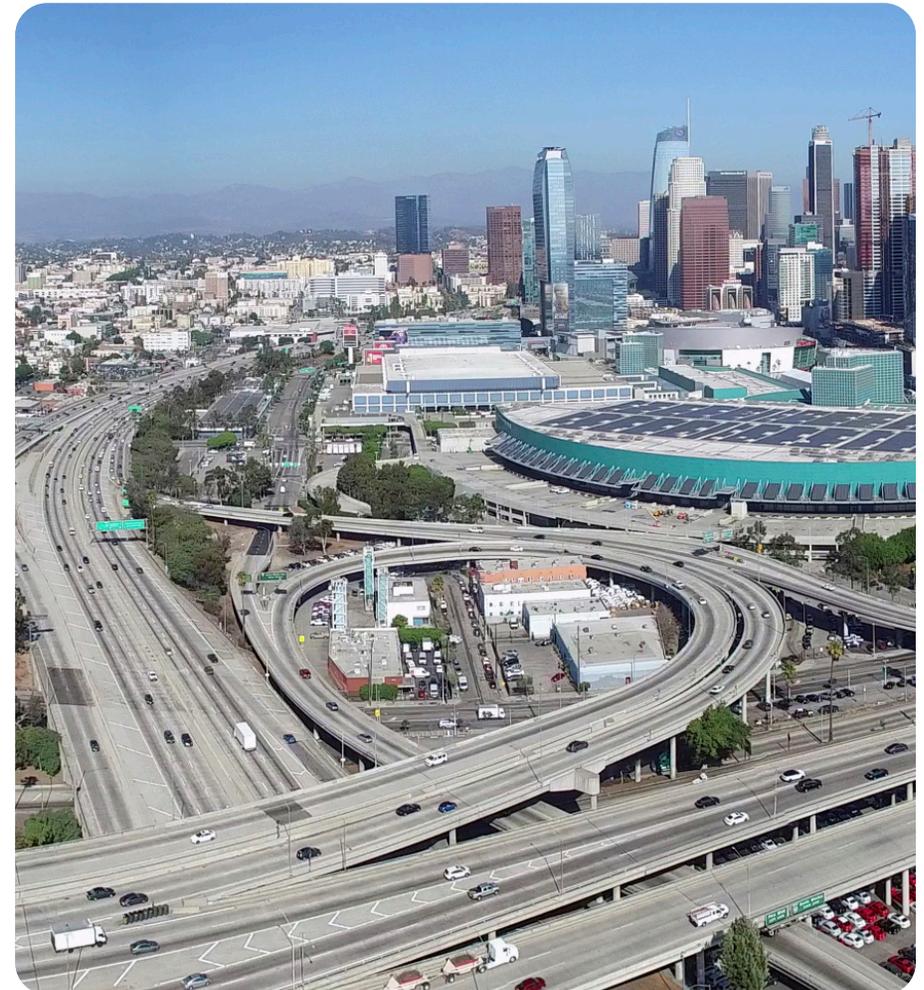


► **PRESERVATION:** Maintain a high-quality active transportation system.



► **EQUITY:** Invest resources in communities that are most dependent on active transportation and transit.

The District 7 Active Transportation Plan contains the second of five steps for delivering active transportation infrastructure in California, as shown in the graphic on page 8. The work will continue as Caltrans collaborates with local partners to identify, fund, construct, and maintain pedestrian and bicycle projects.



I 10 and SR 110 interchange in Downtown Los Angeles

BUILDING A MORE EQUITABLE FUTURE

Caltrans has an important role to play in advancing equity in California so that everyone can thrive, starting with the most vulnerable people, regardless of their race, socioeconomic status, identity, mobility needs, or where and how they travel.

Historically, racially restrictive zoning and discriminatory lending contributed to racial segregation and wealth inequities between white and non-white populations. This left non-white communities disproportionately exposed to unhealthy environmental conditions, food insecurity, and systemic over-policing and underinvesting. Depressed land values in those disadvantaged communities attracted highway and urban renewal projects that perpetuated poverty and displaced or further divided these communities. Such conditions made what was left of impacted communities less desirable and prompted underinvestment in basic transportation facilities, such as sidewalks, curb ramps, and bicycle infrastructure.

With the lack of transportation infrastructure for non-motorized users, members of disadvantaged communities have few options but to occasionally engage in illegal behavior, such as jaywalking because of a lack of safe crossing locations or riding a bicycle on the sidewalk in jurisdictions where sidewalk riding is not permitted. As a result, disadvantaged communities, which contain a higher population of people of color, experience higher occurrences of police stops based solely on their method of transportation, as it is commonly perceived that sidewalk riding is safer than riding on a busy street. Research has shown that in locations where bicycle facilities do not exist, there are greater occurrences of bicyclists being stopped for sidewalk riding.

Although the goal of a modern transportation network should be to connect communities to jobs and other destinations, California has historically perpetuated inequitable outcomes by building the SHS through the state's most vulnerable communities. Today, many communities continue to be at a disadvantage due to the negative environmental impacts brought by the SHS's proximity to these communities, and to unequal access to opportunities and government services. There are a number of by-products of highway construction that impact community health and quality of life, including but not limited to poor air quality, noise pollution, and limited access for recreational opportunities, especially for those who do not have access to a vehicle. Freeways, expressways, and high-speed arterials continue to act as barriers, often dividing the neighborhood fabric and isolating people from the services and locations they need to access. Increasingly, destinations have become exclusively available to people with access to a private automobile, forcing lower income populations to divert money for basic needs to the high cost of vehicle ownership.

The ultimate disadvantaged community is the unhoused population—a transient community with origins in the migration to California during the Great Depression. Homelessness has been fueled by government reductions in services, unequal access to opportunities, transportation cost burdens, and a housing affordability crisis impacting much of the West Coast.

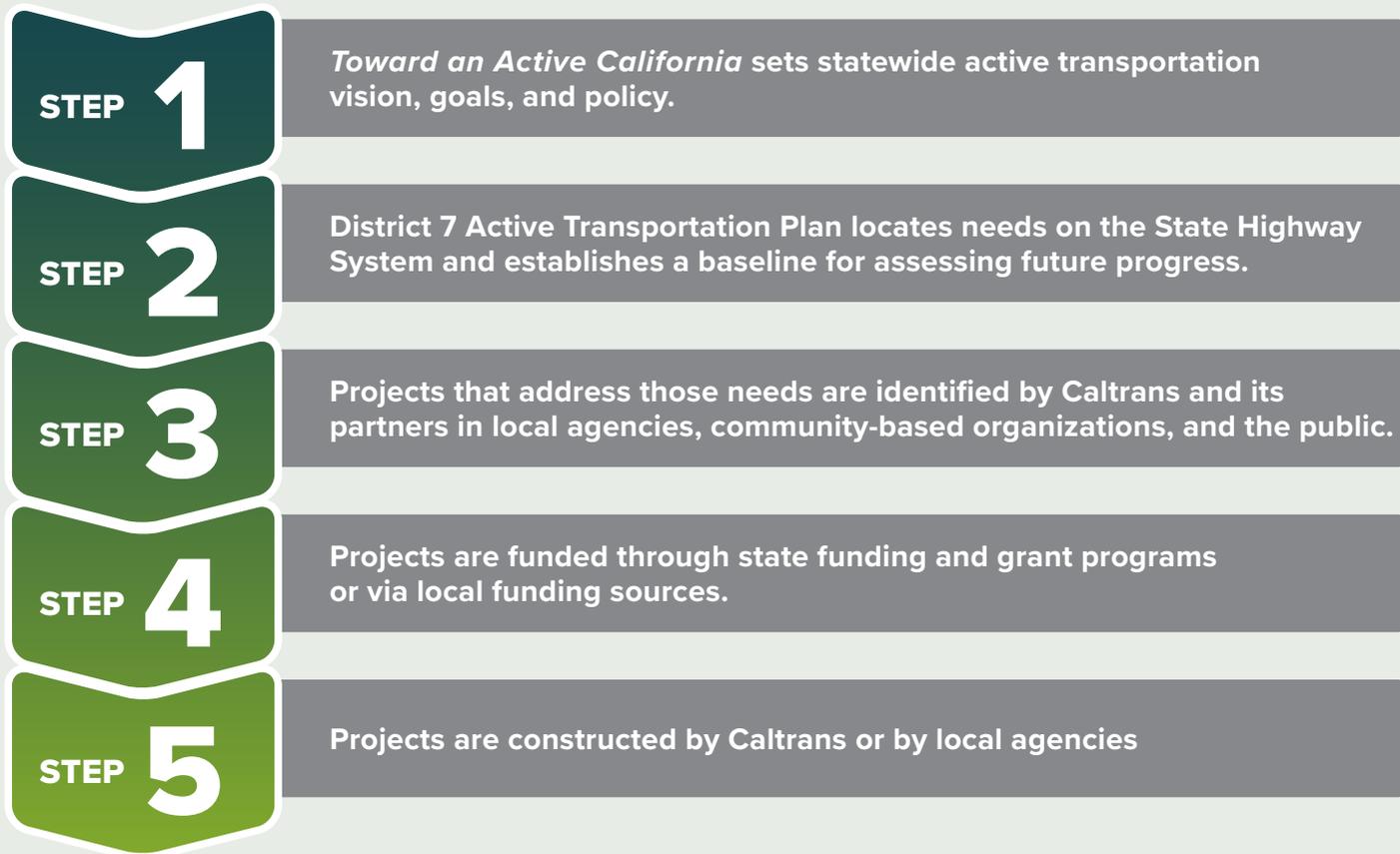
Due to all these factors, Caltrans has an obligation to not only employ an equitable approach in its projects and other works, but also to actively correct the ways in which SHS construction has negatively affected communities. This plan, alongside *Toward an Active California* State and all the Caltrans District-specific Active Transportation Plans, places equity as one of its main goals as a step toward addressing past inequities.

As part of that goal, the Plan uses CalEnviroScreen and socioeconomic data to locate equity priority communities. It also places a high priority on addressing needs for people walking and biking in those communities. Additionally, the in-person public engagement activities were focused on locations near the SHS and within or adjacent to equity priority communities. (For more information on how these communities were defined, see page 20.)

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. A defining feature of Vision Zero Action Plans is their ability to coordinate and focus the ongoing work of agency departments and partner jurisdictions towards this singular goal. Caltrans developed its Toward Zero Deaths goal as its expression of the Vision Zero approach. The need for the initiative is critical: between 2015 and 2019, more than 9,500 crashes that involved pedestrians or bicyclists occurred on roads in District 7, resulting in 1,225 severe injuries and 483 fatalities.

HOW CALTRANS MEETS ACTIVE TRANSPORTATION NEEDS



PUBLIC ENGAGEMENT

People who travel through their community every day have valuable first-hand knowledge about the challenges they face when walking and biking. Engagement efforts for this plan were focused on the following objectives:

- ▶ Seeking input from the public
- ▶ Strengthening relationships between Caltrans and partner agencies and stakeholder groups
- ▶ Deepening Caltrans' understanding of local contexts and needs

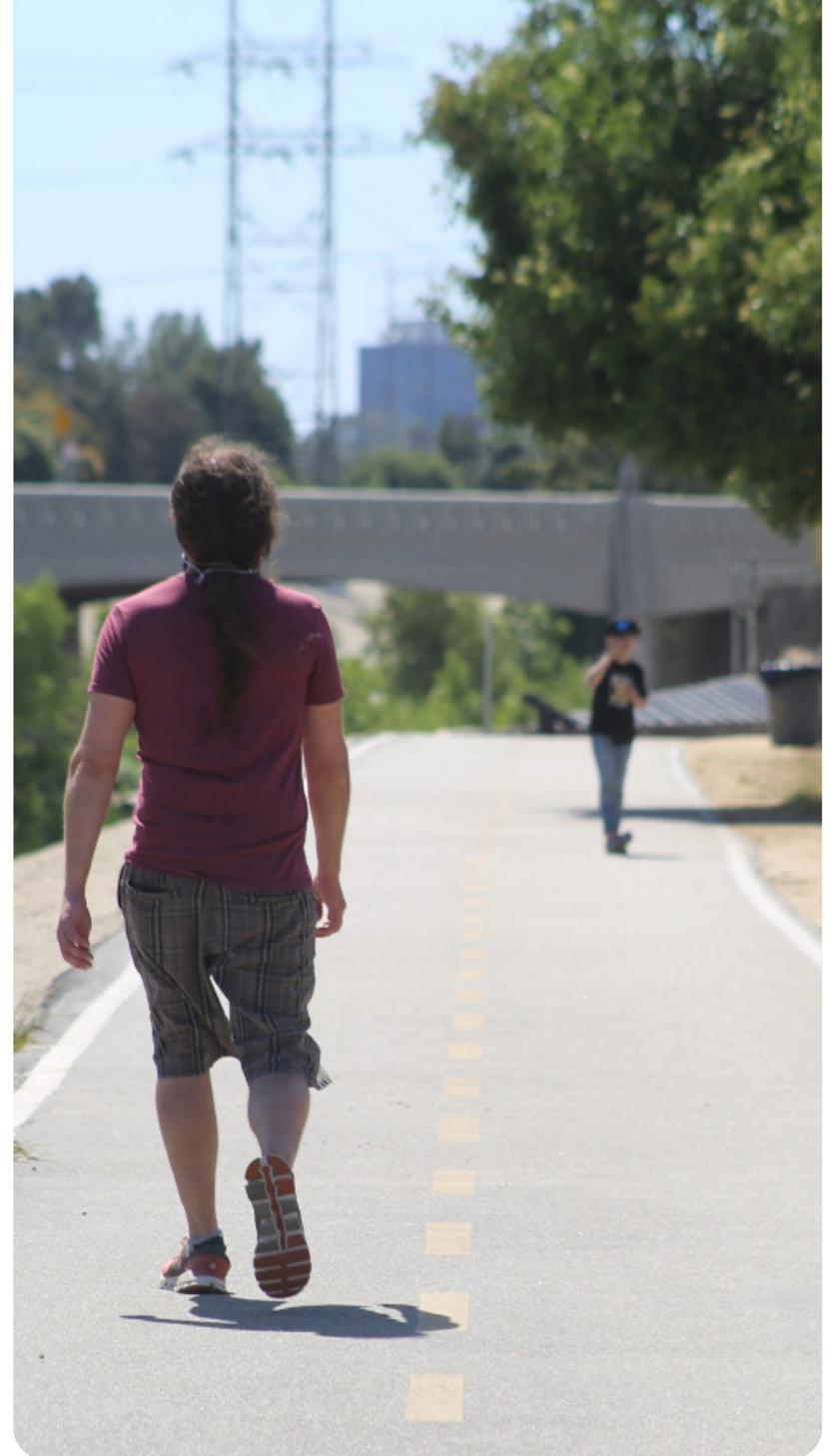
HOW DISTRICT 7 CONNECTED WITH STAKEHOLDERS AND THE PUBLIC

The COVID-19 pandemic required adaptations to District 7'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 stakeholder groups to understand how to successfully engage vulnerable SHS users and equity priority community members while public health restrictions were in place.

COORDINATION WITH PARTNER AGENCIES AND ADVOCATES

With 98 local municipalities, nine subregional council of governments, two county transportation commissions, and one metropolitan planning organization spanning Los Angeles and Ventura counties, the District 7 project team employed various methods to inform and engage our partner agencies using virtual means.

The project team created a public engagement plan, reached out to the most populous cities where the SHS was a significant presence, and employed the help of SCAG and the subregional Council of Governments to inform and engage the remaining jurisdictions. The project team reached out to additional stakeholder organizations to hold listening sessions with advocacy groups, mobility advisory committees, walking/biking activity groups, and public transportation service providers in order to solicit their input and recommendations. In addition, the project team held several workshops with partner agencies and stakeholder organizations to solicit input and rank prioritization measures that helped identify and prioritize location-based needs.



Glendale Narrows Riverwalk near I-5 in Glendale

PUBLIC OUTREACH AND ENGAGEMENT

Due to the COVID-19 pandemic and related restrictions for in-person engagement, the project team set a goal of using virtual engagement strategies to gather inclusive input from the diverse communities across the District. The project team placed special emphasis on engaging the following District 7 communities:

- ▶ Communities most likely to depend on active transportation and public transit for commuting and daily travel, according to recent American Community Survey data
- ▶ Census tracts that fell within the top quartile of environmentally disadvantaged communities, as defined by Senate Bill 535 (<https://oehha.ca.gov/calenviroscreen/sb535>)
- ▶ Census tracts where median household incomes were at 80% or less of statewide median incomes
- ▶ Schools located along the SHS that had applied for or received Safe Routes to School grant funding
- ▶ Community-based organizations and local businesses that have established relationships within their communities
- ▶ Community members who may not have sufficient access to technology, as well as those who have previously not participated or been engaged in prior planning efforts
- ▶ Community members who have been impacted by previous transportation projects

Engagement tactics included online map-based surveys (described in the next section), press releases, interviews with a variety of traditional media (newspapers and radio) and new media (online blogging) organizations, social media posts in English and Spanish, stakeholder email blasts, and content hosted on the District 7 Active Transportation Plan website. District 7 provided partner agencies and stakeholder organizations with a promotional toolkit of bilingual informational flyers, as well as social media platform-ready graphics and messaging, that they could distribute to their networks.

ONLINE SURVEY AND INTERACTIVE MAPS

An 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 partner agencies and stakeholder organizations. Members of the public submitted over 4,500 comments on the online map, and agency partners submitted more than 1,200. The public survey and maps included demographic questions, so that District 7 could assess the extent to which this survey was able to reach members of equity priority communities.



Class IV bicycle facility demonstration pilot on SR 33 in Ojai

HOW PUBLIC ENGAGEMENT INFORMED THIS PLAN

WHAT WE HEARD

Input received from stakeholders and members of the public ranged from general statements about the current state of active transportation conditions in the district to specific location-based needs.

PARTICIPANTS MENTIONED THESE CHALLENGES:

- ▶ Sidewalk gaps or missing pedestrian infrastructure
- ▶ Intersections without marked crosswalks
- ▶ High traffic speeds
- ▶ Lack of bike lanes
- ▶ Lack of signage
- ▶ Difficulty crossing or no crossing opportunities for both bicycling and walking

PARTICIPANTS SHARED THEIR DESIRE FOR:

- ▶ Traffic calming
- ▶ Lighting
- ▶ Complete pedestrian and bicycle facilities

NEXT STEPS FOR PUBLIC ENGAGEMENT

CONTINUING CONVERSATIONS

The level of committed engagement included in the Plan's development doesn't end with its publication. District 7 will continue these conversations as the Plan's recommendations are implemented and projects are developed to ensure they reflect local community needs and priorities. Public engagement within communities will be increasingly focused within the context of each community that projects are located in, including language, demographic, and socio-economic considerations. More concentrated effort is needed to engage schools along state highways, communities that do not have convenient access to the internet, and historically underrepresented and previously divided communities dependent on multimodal transportation for their travel needs. These will be ongoing collaborative efforts that involve Caltrans, partners, stakeholder organizations, and the public.

COORDINATION WITH ACTIVE AND ONGOING LOCAL AND REGIONAL PLANS

Local and regional public agencies provided active transportation infrastructure and planning data from completed and ongoing plans, as well as other input that was used to identify the location-based needs that are included in the Plan. Caltrans continues to collect information from stakeholders and the public about local needs through its online surveys and other efforts. Caltrans continues to partner with agencies and communities to ensure that where possible, projects within the state, local, and regional transportation systems improve connectivity to existing and planned bicycle, pedestrian, and transit facilities.

WALKING AND BICYCLING IN DISTRICT 7 TODAY

The project team performed a detailed analysis to better understand the walking and bicycling experience and conditions along the State Highway System (SHS). This section summarizes the key findings from that analysis; this information is also visualized on the Story Map.

WHO USES THE STATE HIGHWAY SYSTEM?

A wide range of people use the SHS to walk and bicycle to routine destinations, such as work, school, grocery stores, and recreational sites. The diversity in land uses along the SHS within District 7 means that the needs and recommendations that serve pedestrians and bicyclists might vary based on the relationship between the highway and its context. For instance, the experiences that people have walking or bicycling on busy highways in urban areas, like Santa Monica Boulevard (also known as State Route 2 or SR 2) in Hollywood, will be different than those of people walking or bicycling in suburban or rural locations along the same route, like the Angeles Crest Highway (SR 2) in the Angeles National Forest.

The SHS also support trips by people who use skates, rollerblades, skateboards, scooters, and other human-powered or electric personal devices. Depending on the built environment, the speeds they are traveling, personal comfort, and applicable laws, these travelers may use walkways, bikeways, or general travel lanes at different points in their trip. When properly designed, walkways and bikeways will serve such users as well.

This section of the Plan explores some of the contextual factors and travel patterns that are found on the District 7 SHS today. These should be explored further through discussions with local partners and stakeholders and should inform design treatments during the project development stage.

SURROUNDING LAND USE CONTEXT

MAIN STREETS are corridors where at-grade highways pass through community centers with destinations such as work, shopping, parks, and schools. For example, the Pacific Coast Highway (SR 1) between El Segundo and Redondo Beach intersects with many local streets as part of a grid that supports connections to a variety of land uses and destinations. In other places, such as on Ventura Avenue (SR 33) in Oak View, the SHS serves as one of few through-roads in town and provides access to a significant share of destinations. It is important to note that Caltrans does not retain control of all highways statewide. Certain segments of the SHS have been transferred to local and regional jurisdictions for future management and development, such as portions of SR 2, SR 164 and SR 187. However, Caltrans continues to work with these agencies

to ensure continuity and maintenance of the SHS. It is critical that main streets are convenient and comfortable for people bicycling, walking, and taking transit, while also expressing the unique identity of the local community.

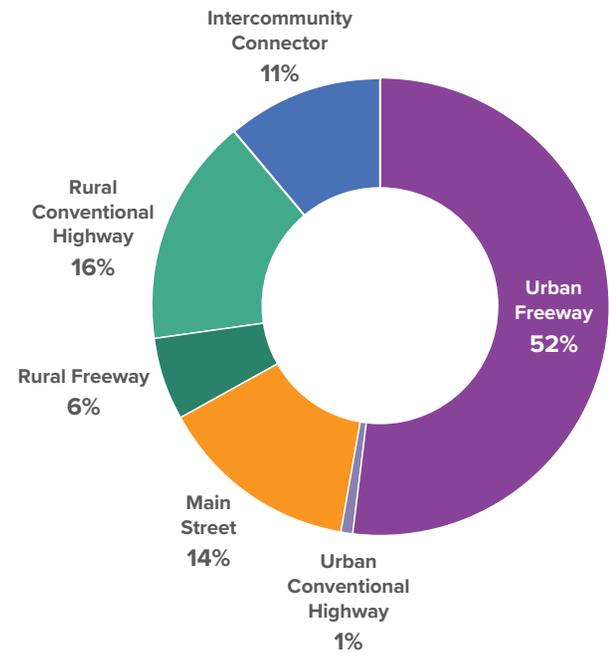
URBAN FREEWAYS are access-controlled highways, such as Interstate 405, that pass through cities and towns. They represent more than half of the total SHS centerline miles in Los Angeles and Ventura counties. People are prohibited from walking on all freeways and from bicycling on most freeways in District 7. Urban freeways can act as significant barriers, disrupting a community's street grid and providing limited crossing opportunities. Over- and under-crossings on local roads are critical connections for people walking and bicycling in surrounding neighborhoods, as are interchanges and junctions. On- and off-ramps are places where drivers accelerate to and decelerate from freeway speeds; they require careful attention to make them safe and comfortable for people walking and bicycling to cross.

INTERCOMMUNITY CONNECTORS are conventional highways that connect small and rural communities in less developed areas to each other and to larger or more urban places. Pedestrians and cyclists may rely on these routes as their only options for making trips in places where a local street grid or other parallel route does not exist. For example, North Ojai Road (SR 150) serves as the sole connection linking Santa Paula, Sulphur Springs, and Ojai.

URBAN CONVENTIONAL HIGHWAYS are at-grade highways in urban areas that have not been designated as main streets or intercommunity connectors. In District 7, these are mostly very short segments between other designations. One example is Rosemead Boulevard (SR 164) through the cities of Rosemead, El Monte, and South El Monte.

RURAL CONVENTIONAL HIGHWAYS are at-grade highways that traverse undeveloped or sparsely settled areas. These highways may be constrained by environmental and topographical features like mountains, rivers, and natural areas. This category includes routes like Lancaster Road/West Avenue D (SR 138) in unincorporated northwest Los Angeles County.

RURAL FREEWAYS are access-controlled highways through undeveloped or sparsely settled areas. They are similar to rural highways, but they typically have higher speeds and wider rights-of-way. Because they are access-controlled, they may have fewer crossing points than rural highways. Examples of rural freeways include Interstate 5 in unincorporated northern Los Angeles County.



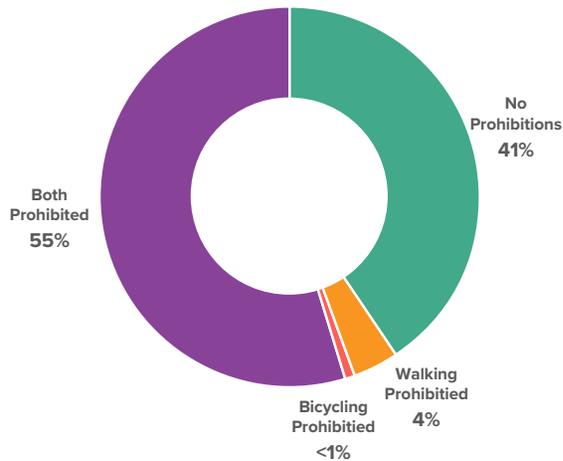
Proportion of the SHS categories by centerline mile in the district
 Source: Caltrans Transportation System Network (2019)

WALKING AND BICYCLING PROHIBITIONS

Not all segments of the SHS are legally permitted for use by people walking or bicycling. Walking and bicycling are most likely to be prohibited on high-speed, high-volume, access-controlled facilities such as freeways.

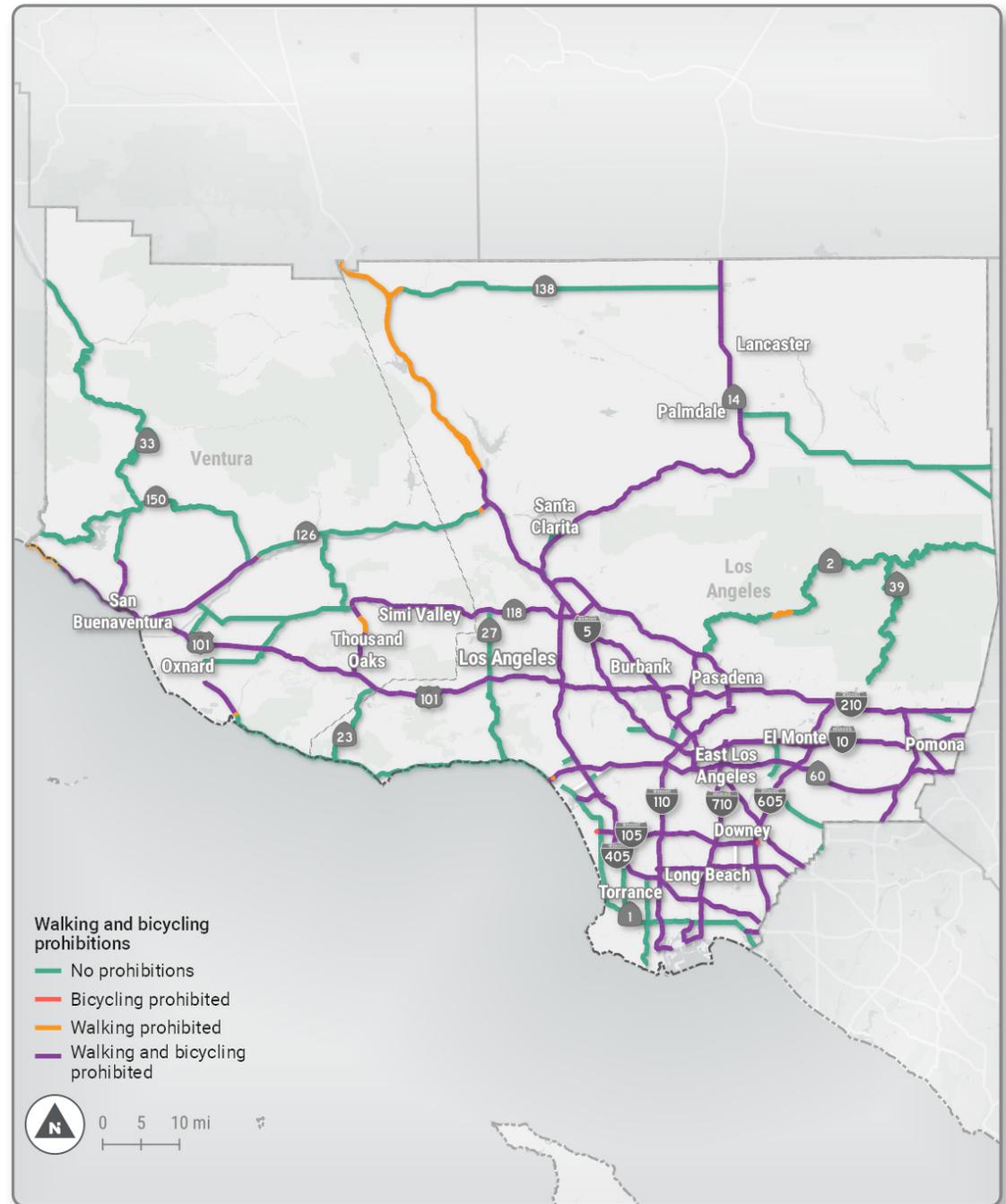
In District 7, walking is prohibited on all freeway segments, whether urban or rural. On all main streets, all rural conventional highways, nearly all intercommunity connectors, and most urban conventional highways, walking is not prohibited. Bicycling is not prohibited on approximately half of the district's rural freeways, typically where no parallel off-freeway alternatives exist, and on all conventional highways (which include main streets, intercommunity connectors, and other urban and rural at-grade highways). This plan focuses on walking and bicycling needs on SHS segments where those modes are not prohibited.

People in communities near District 7 highways that prohibit walking or bicycling may still walk or bicycle for transportation and recreation using other routes on the local transportation network. It is therefore vital that Caltrans and its partners understand which routes people are most likely to use for active transportation and develop safe and comfortable alternatives that bridge gaps and support direct access to transit and local destinations.



Showing prohibitions by mode

Source: California Transportation System Network (2019), OpenStreetMap (2019)





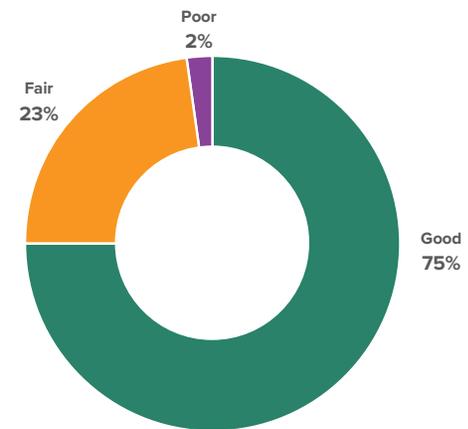
SIDEWALK CONDITIONS

Sidewalks that are connected, accessible, and in good condition can support increased walking along the SHS. Sidewalk conditions were evaluated for this plan using data from the Active Transportation Asset Inventory, which assesses factors that reduce sidewalk usability (such as cracking, faulting, obstructions, surface irregularities, and wear).³

More than 98% of District 7's SHS sidewalk mileage is located on highways designated as main streets, and nearly all SHS sidewalks in District 7 are in good or fair condition. However, as the map shows, conditions along any given main street may vary. For example, the Pacific Coast Highway (SR 1) and East 7th Street (SR 22) in Long Beach show a patchwork of different sidewalk conditions mixed in with sidewalk gaps. Such discontinuities can create challenges for people walking or using mobility devices. This plan prioritizes needs for the 25% of sidewalk miles where conditions are fair or poor.

The walkability of the SHS also depends on the quality of connecting pedestrian infrastructure. For example, the quality of crosswalks on the SHS in District 7 is mixed, with 25% rated as fair and 15% rated as poor. A deteriorating crosswalk may reduce safety and comfort for a person walking, even if the rest of their route along the SHS is supported by sidewalks in good condition.

³ The Active Transportation Asset Inventory is a pilot program to catalogue and evaluate the presence and physical conditions of SHS walkways and bikeways. Data from this program are used in analysis throughout this plan. This data is not comprehensive and may not reflect current conditions as sidewalk conditions deteriorate and are repaired over time.

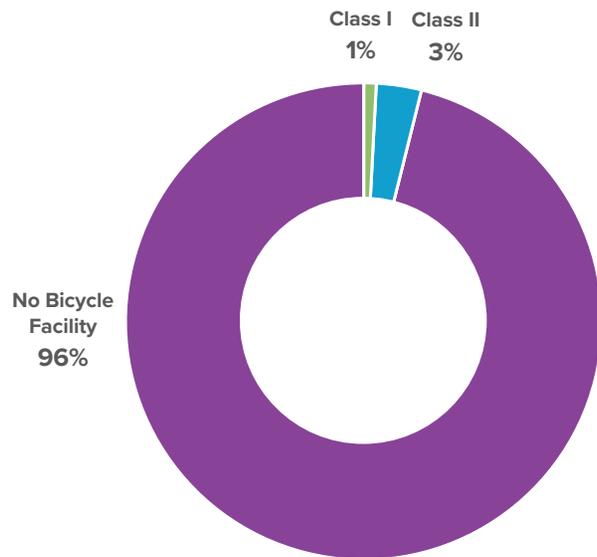


Percentage of existing main street sidewalks in good, fair, or poor condition

Source: Active Transportation Asset Inventory, District Facility Inventory

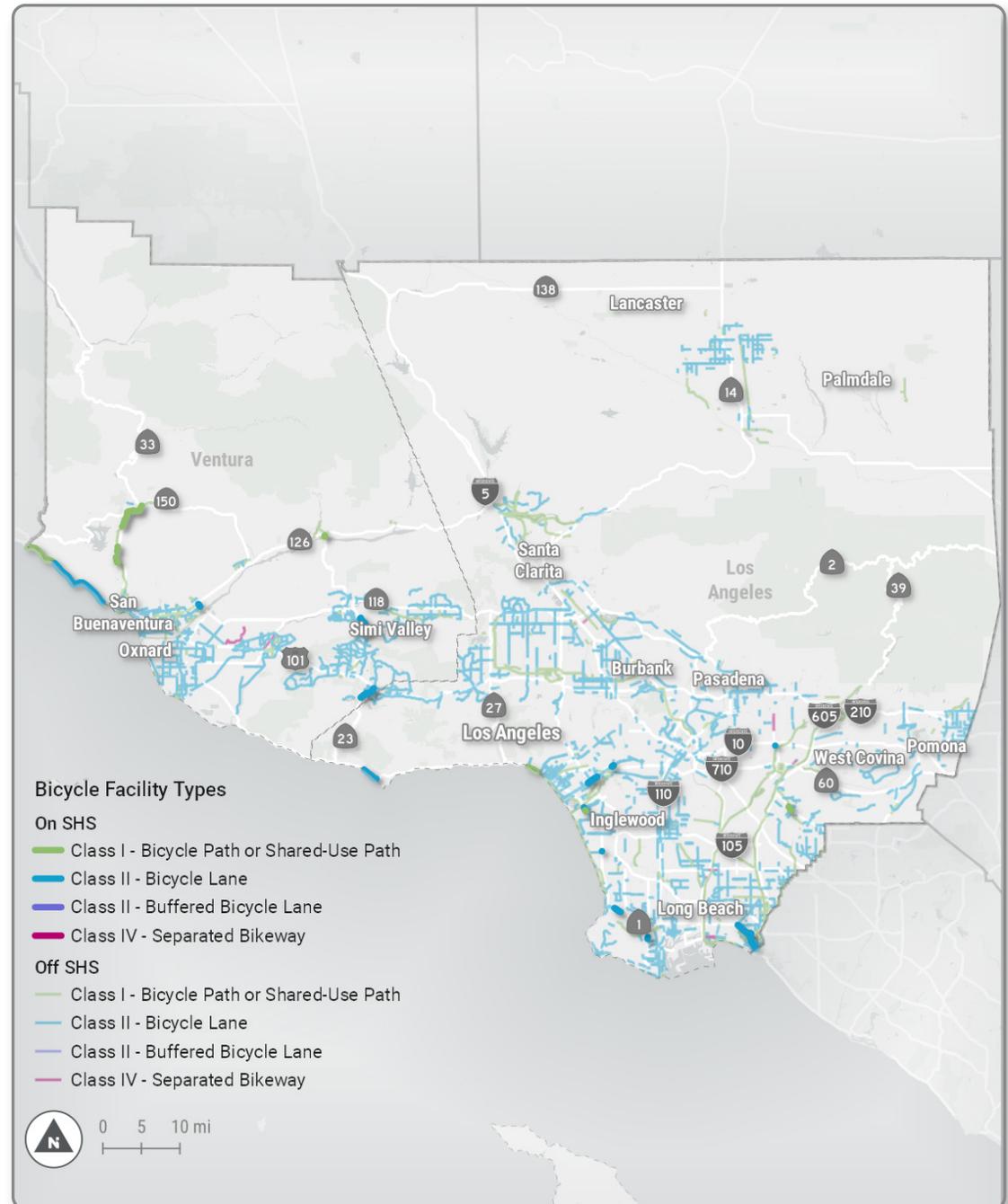
BICYCLE FACILITY TYPES

Of the SHS centerline miles in District 7 where bicycling is not prohibited, approximately 9% include bicycle facilities. Where bikeways are present, they offer a range of designs and user experiences for people bicycling, which are classified to reflect differences in marking, separation, protection, and traffic calming measures. Conditions of bicycle facilities such as pavement quality, road debris, and faded paint can impact the appeal and use of facilities and create stress for people bicycling on these facilities. Bicycle Facility Classification is further illustrated within the Caltrans Bikeway Classification Brochure.



Percent of different types of bike facilities (or no bikeways) on portions of the SHS where bicycling is not prohibited

Source: Active Transportation Asset Inventory, District Facility Inventory





Ventura Rincon Bicycle and Class I Path along US 101 near La Conchita

Class I bicycle facilities are off-street paved bikeways, paths, or trails that separate users from vehicle traffic. These offer the greatest comfort and protection for people bicycling. As an example, the Pacific Coast Highway (SR 1) near Temescal Canyon Road in Pacific Palisades includes a Class I facility along its west side.

Class II bicycle facilities are on-street bike lanes that may be separated from traffic by a single paint stripe or buffered by a double stripe to create greater separation. Class II bicycle facilities can also be designated within highway shoulders. The Pacific Coast Highway (SR 1) near California State University Long Beach includes Class II bicycle lanes.

Class III bicycle facilities are designated on-street bike routes shared with general purpose vehicle travel lanes that focus cyclists onto streets containing low-speed and low-volumes of traffic. These bike routes are typically marked with arrows on the roadway pavement or paired with traffic calming measures.

Class IV bicycle facilities are cycle tracks or protected bikeways typically positioned between vehicle travel lanes and sidewalks. Design elements such as barriers, a parking lane located between the bikeway and the roadway, or a curb offer enhanced safety and comfort for people bicycling by separating them from traffic.

When planning, designing, and constructing bikeways on the SHS, one important factor to consider is how to provide connections to other bikeways that serve District 7. Los Angeles and Ventura counties support a wide range of local and regional trails. Where possible, projects that connect bikeways on the SHS to these trails improve accessibility and route choices for people biking, encouraging more people to choose active transportation when making a trip.

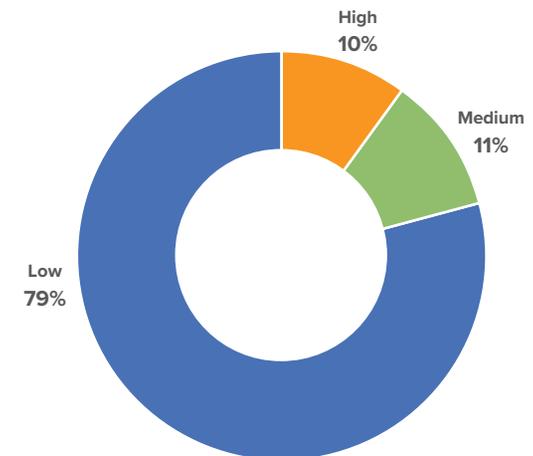
WALKING AND BICYCLING TRIP POTENTIAL

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

Distance is one of the simplest determinants of bicycle and pedestrian trips. Most able-bodied adults can comfortably make trips of less than 1 mile on foot or less than 2.5 miles by bicycle. Electric bicycles can extend these short trip opportunity zones because bicyclists can travel farther in the same amount of time without additional physical effort. Locations where the land use offers a variety of destinations, services, and amenities in close proximity are most convenient for people walking and bicycling, especially where safe and comfortable walkways and bikeways are available.

To understand where people are currently making short trips, this plan analyzed mobile phone data⁴ that shows where and how often people make trips of certain lengths near the SHS, regardless of whether they make those trips by walking, bicycling, taking transit, or driving. SHS segments with high numbers of trips under 1 mile represent areas with high potential to encourage walking by improving the pedestrian environment (or to encourage bicycling by improving bikeways). SHS segments with high

⁴ The mobile phone dataset used to provide the information in this section is called LOCUS. It 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 0.25 miles of the SHS.



Percent of SHS segments with high, medium, and low pedestrian trip potential, excluding the segments where walking is prohibited

Source: LOCUS (2019), Cambridge Systematics

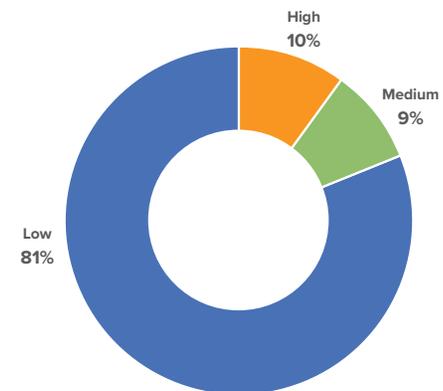


numbers of trips under 2.5 miles represent areas with high potential to shift trips to bicycling by making bikeway improvements. SHS segments that prohibit walking or biking were not included in this analysis.

Most short trips on the SHS occur on highways designated as main streets, as these SHS segments are most likely to connect users to varied and closely spaced destinations. Locations such as Hawthorne Boulevard (SR 107) between Del Amo and Lomita Boulevards in Torrance show high concentrations of trips of both 1 mile or less and of 2.5 miles or less. This route is an example of a location where improvements to walkways and bikeways would enable people to choose active transportation modes more often.

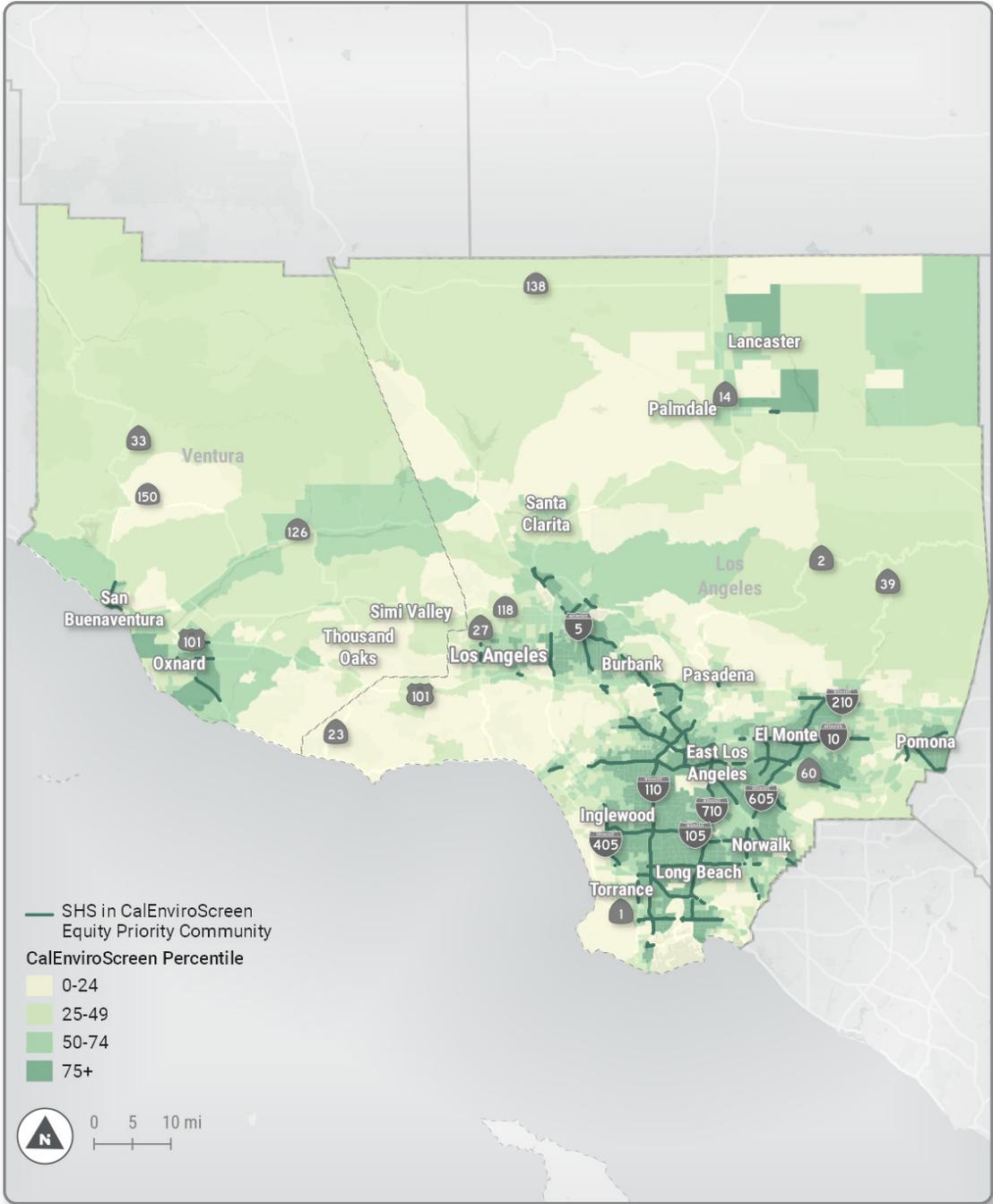
By investing in safe, comfortable, and convenient walking and bicycling infrastructure in places where people frequently make short trips by car, Caltrans and its partners can instead encourage people to choose pedestrian or bicycle travel for those trips. While investments in walkways and bikeways can be useful everywhere, focusing efforts where short trips are concentrated can help meet the State’s goal to convert more vehicle trips to walking and bicycling trips.

Other locations with high walking and bicycling trip potential include significant recreational destinations. For example, the coastline is heavily utilized by local residents, regional visitors, and national and international tourists alike. While many stretches of the Pacific Coast Highway do not show high densities of short trips, the route connects multiple coastal communities and many visitors will choose to walk and bicycle as a part of their visit. Some will choose to make a longer walking or bicycling trip to reach the coast itself. Others may arrive by car or transit, then walk or bicycle along the beach or the California Coastal Trail as part of their visit. Caltrans and the California Coastal Commission will continue to partner to expand safe active travel access to the California Coastal Trail and close gaps between existing trail segments.



Percent of SHS segments with high, medium, and low bicycling trip potential, excluding the segments where bicycling is prohibited

Source: LOCUS (2019), Cambridge Systematics

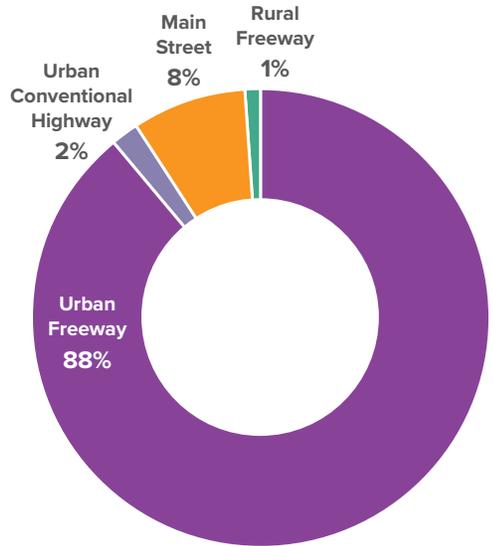


EQUITY PRIORITY COMMUNITIES

The Plan places a high priority on meeting active transportation needs for people in communities that face disproportionate environmental, public health, and economic disadvantages. CalEnviroScreen⁵ is a mapping tool that identifies equity priority communities most likely to be exposed to pollution or to be vulnerable to its negative effects. This analysis examines four different types of factors:

- ▶ Exposure indicators are based on measurements of different types of pollution that people may encounter.
- ▶ Environmental effect indicators are based on the presence of toxic chemicals in or near communities.

⁵ Census tracts that scored in the top 75th percentile of statewide CalEnviroScreen results.



SHS centerline miles in pollution-burdened Equity Priority Communities, by land use context type

Source: CalEnviroScreen 3.0

- ▶ Sensitive population indicators measure the number of people in a community who may feel the effects of pollution more severely due to of their age or health.
- ▶ Socioeconomic factor indicators are population group factors that may increase people’s stress or make healthy living difficult and cause them to be more sensitive to pollution’s effects.

In District 7, many of the communities with the highest levels of pollution exposure and vulnerability⁶ are located along Los Angeles County urban freeways such as Interstates 5, 105, 110, and 710. Past freeway investments have cut through, isolated, or leveled communities which were already marginalized or disadvantaged, such as communities of color and low-income communities. Discriminatory practices and marginalization that affect these communities have socioeconomic and health consequences that in turn increase residents’ vulnerabilities to the negative impacts of pollution.

In addition to the communities with high CalEnviroScreen scores, this plan also located equity priority communities in census tracts with median household incomes below 80% of the District 7 median, high rates of student participation in free or reduced-price school meal programs, higher densities of households without vehicles, and other locally-identified communities of concern.

The SHS can act as a critical connector for communities in District 7 or may create barriers where freeways divide neighborhoods, prohibit walking and bicycling, and offer limited crossing opportunities. People may need to walk and bike along or across the SHS in these places, especially if they have limited access to personal vehicles or need to access transit. The prioritization approach used for the Plan places a higher emphasis on needs in equity priority communities than in other places.

⁶ Census tracts that scored in the 75th percentile or higher of statewide CalEnviroScreen results.



Whittier Greenway Trail Overcrossing in Whittier

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 Caltrans system where infrastructure modifications would most benefit people walking and bicycling and best achieve the goals in *Toward an Active California*. To identify these needs, the project team conducted a data-driven assessment of gaps and barriers on the system that affect walking and bicycling. Planning partners and previous plans and studies also identified needs. This information is available on the online Story Map.

IDENTIFYING NEEDS

NEEDS IDENTIFIED BY AGENCY PARTNERS

Caltrans and its local, regional, and state 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. For areas without GIS data, the District 7 project team encouraged partners to complete the map-based survey.

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 and Street Story. These need locations were not assessed in this plan’s data-driven process, but public input has 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 of the following types.

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.

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. Poor conditions can include obtrusive obstacles, degrading concrete, cracks, sinks, and heaves.



SIDEWALKS ALONG HIGHER-SPEED HIGHWAYS

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

TYPES OF ACTIVE TRANSPORTATION NEEDS



STRESSFUL PEDESTRIAN CROSSINGS

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



STRESSFUL BICYCLE CROSSINGS

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



INFREQUENT CROSSINGS

Freeway sections where pedestrian crossings (like bridges or undercrossings) are infrequent. This analysis considers the local land use (e.g., the presence of destinations on both sides of the road), but it does not consider the quality of the surrounding pedestrian network.



STRESSFUL BICYCLE ROUTES

This need type is identified by conducting a Bicycle Level of Traffic Stress Analysis along the SHS. Locations with higher speeds and higher traffic volumes, and with absent or narrow bicycle facilities, are more stressful for bicyclists.



PEDESTRIAN INTERCOMMUNITY CONNECTOR NEEDS

Locations on the SHS identified as intercommunity connectors where no sidewalk exists along as least one side of the road.



FREEWAY CROSSING NEEDS

Locations where freeway over-crossings, under-crossings, or interchanges exist but present challenging conditions for people walking and bicycling. Crossing needs include narrow sidewalk (or maintenance walkways too narrow to serve as sidewalks), a lack of sidewalks, uncontrolled or unmarked crossings at highway on- or off-ramps, or poor crosswalk visibility.

Source: Infrequent Crossings, Freeway crossings: Google Maps.

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. Prioritization may inform future Caltrans efforts in seeking competitive project funds.

The first step in the prioritization process was to break the SHS within District 7 into smaller segments, such as areas around freeway crossings, between major intersections, at jurisdictional boundaries, and where the transportation and land use context changes. The project team scaled these segments to 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 scored based on measures aligning with the Walking and Bicycling in District 7 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.

The scoring calculations incorporated input on weights and measures assigned to each goal from *Toward an Active California* from the Technical Advisory Group, the Caltrans Internal Working Group, and the District 7 project team. The scoring approach summarized in the following table reflects local vision and priorities communicated by District 7's public and partners. These weights refer only to the data-driven prioritization in the Plan and do not mean that Caltrans District 7 assigns these weights to safety, mobility, equity, and preservation in all of its work. Consistent with the state's efforts to eliminate fatalities and serious injuries due to traffic collisions, safety remains the highest priority for Caltrans.

Finally, scored segments and freeway crossings were ranked and sorted into three tiers based on their relative intensity of need, with Tier 1 representing the highest intensity. The maps following this section show tiered highway segments and freeway crossings in District 7.

This process provides a comparative indication of need, but active transportation needs like these are rarely addressed through independently developed projects. Regardless of their assigned tier, needs should always be considered when developing nearby projects on the SHS. Caltrans has access to datasets with additional details describing the specific infrastructure conditions that resulted in individual needs being identified at specific locations. These details are intended to be used to support the project development process. The needs in the Plan will also be used to build Complete Streets performance targets used in the State Highway Operation and Protection Program (SHOPP) and Transportation Asset Management Plan.

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 7. 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 one walking or bicycling need. Needs that were not captured by this plan or that were not assigned to the top priority tier should still be considered for project development and funding.

Collaboration between Caltrans, its agency partners, and the public will be essential to all future project development activities. While this plan identifies general need locations and the kinds of challenges people walking and biking are likely to encounter, 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. For example, the safest, most comfortable, or most direct new walkway or bikeway may be on an alignment away from rather than on or immediately adjacent to the SHS. 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.

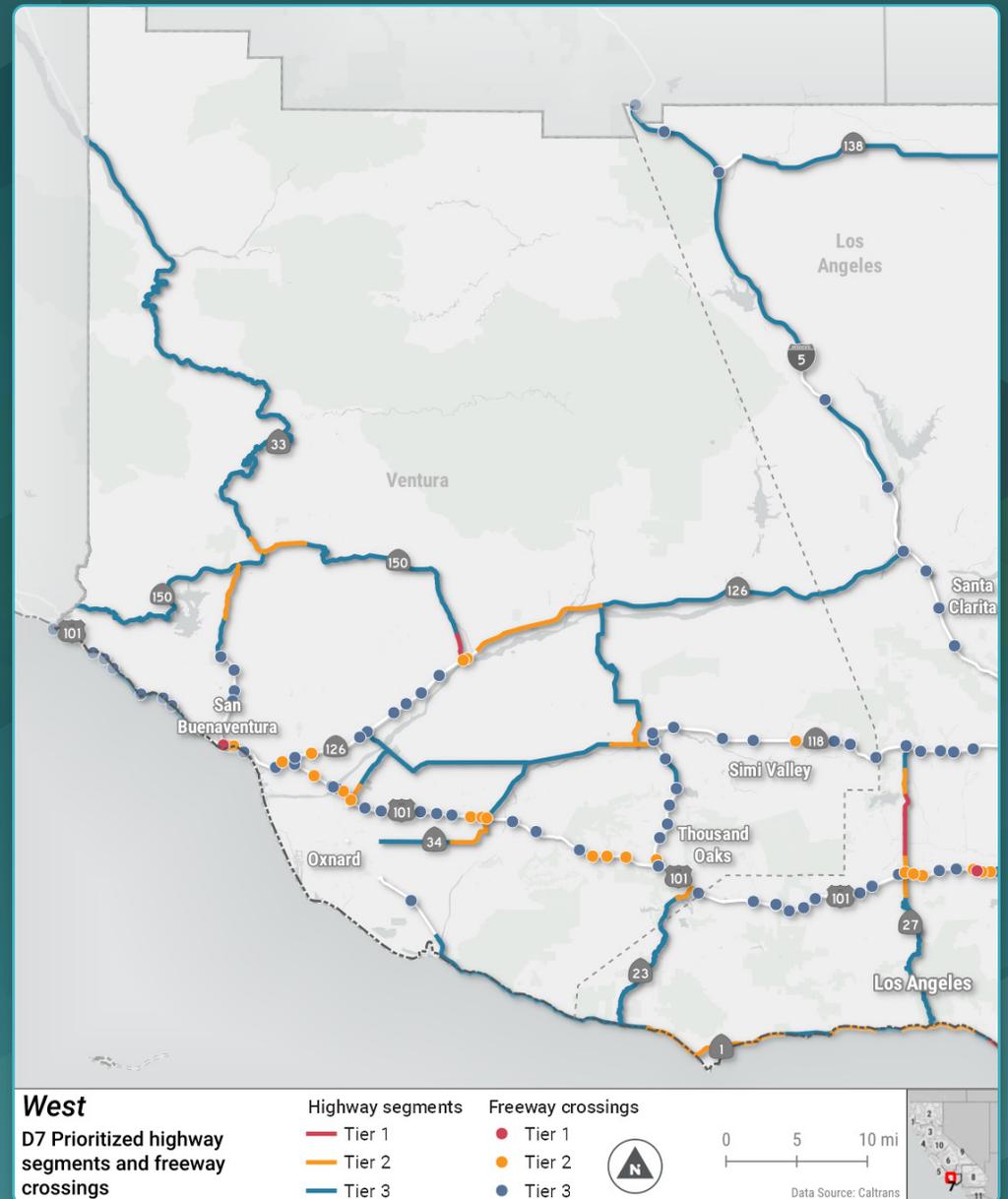
GOAL	WEIGHT	MEASURE(S)
Mobility	30%	1- and 2.5-mile short trip potential, 1- and 2.5- mile short trip potential near low income communities, proximity to major transit station, main street, intercommunity connector, job density, public/stakeholder input
Safety	30%	Pedestrian- and bicyclist-involved crashes (total and weighted by severity), proximity to schools, posted speeds
Equity	30%	CalEnviroScreen, median household income, free or reduced-price school meal program participation, zero-car households
Preservation	10%	Improvement to existing bicycle facility, sidewalk, or crosswalk
Total	100%	

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 that illustrates the individual and prioritized location-based needs. The map also provides 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, as well as the nature of those needs and how those needs relate to the full picture of active transportation conditions and needs across the district.



NEXT STEPS FOR IMPLEMENTATION

The District 7 Active Transportation Plan serves as a critical step in implementing Caltrans' statewide vision for an improved walking and biking experience along the SHS in Los Angeles and Ventura counties. Caltrans and its partners in local agencies and community-based organizations all have important roles to play in supporting highway improvement projects that meet the needs of people walking and bicycling, including the needs identified in this plan. Next steps are described below.

NEXT STEPS FOR CALTRANS

LEVERAGE LOCAL PARTNERSHIPS

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

IDENTIFY AND INITIATE PROJECTS

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

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

USE RESOURCES TO SELECT IMPROVEMENTS

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

Other resources include the *Highway Design Manual*, the *California Manual of Uniform Traffic Control Devices*, National Association of City Transportation Officials *Urban Street Design Guide* and *Urban Bikeway Design Guide*, American Association of State Highway and Transportation Officials *Guide for the Development of Bicycle Facilities* and the Federal Highway Administration *Bikeway Selection Guide*. These resources are intended to supplement, not replace, professional planning and engineering judgment.

FUND PROJECTS

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

- ▶ The *State Highway Operation and Protection Program* is the Caltrans “fix-it-first” program, which funds repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the SHS. The needs identified in the Plan can be incorporated into the program to generate additional benefits beyond the primary purpose of the project. The baseline needs from the Plan will directly contribute to establishing performance targets specific to active transportation.
- ▶ The *Active Transportation Program* directs funds to local, regional, and state agencies through a competitive selection process. The Plan identifies and prioritizes improvements that might be most competitive for these funds.
- ▶ Senate Bill 1 established the following state transportation programs to repair and enhance roads, bridges, and transit, and to encourage multimodal transportation through equitable means: State Highway Maintenance and Rehabilitation; Trade Corridor Enhancement Program (TCEP); Solutions for Congested Corridors Program; and State Transportation Improvement Program (STIP).

Other grant programs provide funding for bicycle and pedestrian improvements.

- ▶ Caltrans can coordinate with partner agencies that are eligible to apply for funds through the *Highway Safety Improvement Program* and the *Affordable Housing and Sustainable Communities Program*.
- ▶ Local and regional jurisdictions may also contribute project funds to meet the capital needs of projects in the Plan. Funds generated by local sales tax measures, for example, can be used for matching grants or to provide additional financial leverage for projects.
- ▶ Bicycle and pedestrian improvements may be constructed using *development project mitigation funding*. Such projects could provide multi-modal access, such as trail connections, sidewalks, or bicycle facilities, on or parallel to SHS roads.
- ▶ The Infrastructure Investment and Jobs Act (IIJA) includes higher active transportation funding and new funding programs, including the Active Transportation Infrastructure Investment Program. This new program will award competitive grants to eligible organizations to construct active transportation facilities for bicyclists and pedestrians.
- ▶ Additional federal funding is available through the Nationally Significant Multimodal Freight & Highway Projects (INFRA) and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding program. RAISE, whose funding was increased by the IIJA bill, allows for further investments in road, rail, transit and port projects to support infrastructure development.

TAKE DISTRICT-LEVEL ACTION

Each district plays a key role in achieving the goals and objectives of *Toward an Active California*. District 7 staff is identifying the following actions to track progress and implement strategies that further those goals and objectives:

- ▶ Track implementation of pedestrian and bicycle improvements along and across the SHS in District 7.
- ▶ Collaborate with partners to identify locations where curb space and travel lanes can be more effectively managed to benefit bicyclists, pedestrians, and transit users.
- ▶ Provide guidance to local agency partners on the Caltrans approval process for Complete Streets improvements on the SHS.

- ▶ Identify and promote best practices from District 7 and local jurisdictions developing pedestrian and bicycle facilities on and along the SHS.
- ▶ Develop recommendations based on best practices for future updates to Caltrans statewide guidance and policies.
- ▶ Explore opportunities to partner with local agencies and organizations on short-term pilot projects and events to promote walking and biking.
- ▶ Identify opportunities to advance bicycle, pedestrian, and transit user improvements using alternative funding streams and Caltrans programs more expeditiously.
- ▶ Strengthen engagement with communities of color and low-income, rural, and tribal communities during planning and project development to understand their mobility and safety needs on the SHS.
- ▶ Collect additional data about the SHS and local networks, including more detailed data in places where potential for improvements is high.
- ▶ Coordinate with the California Coastal Commission to successfully close existing gaps in the California Coast Trail within Caltrans District 7 and as mandated by California law.

PLAN FOR CALIFORNIA'S COAST

The California coast is a valuable part of California's economy and culture, providing opportunities for tourism, recreation, and international commerce. Caltrans District 7 is uniquely positioned as the caretakers of a highway system that not only traverses the second most populated metropolitan area in the United States, but also facilitates the movement of people and goods along the California coast. To ensure the protection, balanced use, and access to California's coast, Caltrans works closely with the California Coastal Commission to ensure a coastline that can be enjoyed by generations to come. Caltrans and the California Coastal Commission will continue to coordinate in efforts to complete statewide projects, such as the California Coastal Trail, and to build coastal resilience to climate change.

NEXT STEPS FOR LOCAL AND REGIONAL JURISDICTIONS AND STAKEHOLDERS

COORDINATE AT THE LOCAL LEVEL

Local knowledge and expertise are critical for understanding the needs of people walking and bicycling at specific locations. Those insights help Caltrans and local agencies identify, fund, and implement projects that successfully address those needs. Communities throughout District 7 can gather and share knowledge to advance projects. For example, members of the public can advocate for their local or regional government to initiate a study of local needs. Local and regional agencies can likewise lead planning studies that identify relevant funding sources. This step should include community engagement to understand the public's experiences and priorities. Funding for planning efforts is available through Caltrans Sustainable Transportation Planning Grants, California Transportation Commission (CTC) Active Transportation Plan (ATP) Cycles, Urban Greening Grants, Transformative Climate Communities Program, and other initiatives.

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

PARTNER WITH CALTRANS TO DEVELOP PROJECTS

Local agencies are key partners with Caltrans, as they provide information on local needs and priorities related to the SHS. Coordination can strengthen projects, whether led by Caltrans or by local agencies, so that they better address needs for people walking and bicycling on the SHS as well as on connecting streets and roads. Local partners can provide critical input about how incorporating active transportation elements into projects will provide improved connections to the local road network. Local partners and jurisdictions can also reach out to Caltrans District 7 regarding any of their own projects that may overlap or be adjacent to Caltrans' right of way to best ensure a continuous and comprehensive transportation system. [*The State Highway Operation and Protection Program \(SHOPP\) Project Book*](#) is a publicly accessible source for information on planned SHS projects statewide.

A range of projects in District 7 are the result of successful partnership between Caltrans and local agency partners. One example is the Go Ojai Demonstration project on State Route 33. The City of Ojai is currently evaluating reallocation of a travel lane to enhance modal options by constructing protected bike lanes with the support of Caltrans. This demonstration project precedes an upcoming Caltrans Capital Preventive Maintenance (CAPM) project, enabling Caltrans to consider community feedback before deciding whether to include the lane reduction into the permanent project. In addition, District 7 is examining additional locations along State Route 1 and State Route 2 in partnership with local jurisdictions where curb space and travel lanes can be more effectively managed to improve movement of people, with changes that may include peak hour bus lane conversions, enhanced bicycle facilities, and pedestrian crossings.

SEEK FUNDING TO BUILD PROJECTS

Projects or plans on the SHS frequently include funds provided directly from Caltrans, such as through its Active Transportation Program or Sustainable Transportation Planning Grant Program. In addition to grant funding, Caltrans is also seeking opportunities to fund active transportation needs by incorporating them into projects funded by the State Highway Operation and Protection Program. Project funding packages sometimes include additional sources, such as local or regional sales tax measures, grants from the California Air Resources Board (e.g., Sustainable Transportation Equity Projects), funds from regional partners, funds from the Transportation Demand Act, other gas tax revenue, or general funds.

DATA SHARING

High-quality data from across the region, including data collected during this planning effort and data gathered from our partners, is the cornerstone of the Plan. The contact information provided below will connect you to District 7 staff who can coordinate data sharing efforts.



ACKNOWLEDGEMENTS

Thank you to all who completed the public and partner surveys or shared it with people they know.

This plan was developed through the combined commitment, energy, and guidance of current and past District 7 and Caltrans Headquarters team members, the District 7 Active Transportation Plan project team, partner agency 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.

COMMUNITY PARTNERS

PARTNER AGENCIES

- ▶ Altadena Town Council
- ▶ Caltrans District 12
- ▶ City of Burbank
- ▶ City of Claremont
- ▶ City of Covina
- ▶ City of Culver City
- ▶ City of Hermosa Beach
- ▶ City of Long Beach
- ▶ City of Los Angeles
 - Los Angeles Department of Neighborhood Empowerment
 - Los Angeles Department of Transportation (LADOT)
 - » LADOT Bicycle Advisory Committee
 - » LADOT Pedestrian Advisory Committee
- ▶ City of Manhattan Beach
- ▶ City of Oxnard
- ▶ City of Pasadena
- ▶ City of Pico Rivera
- ▶ City of Santa Clarita

- ▶ City of Santa Monica
- ▶ City of Thousand Oaks
- ▶ City of Ventura
- ▶ City of Whittier
- ▶ Foothill Transit
- ▶ Gateway Cities Council of Governments
- ▶ Long Beach Transit
- ▶ Los Angeles County Department of Public Works
- ▶ Los Angeles County Metropolitan Transportation Authority (Metro)
- ▶ San Gabriel Valley Council of Governments
- ▶ South Bay Cities Council of Governments
- ▶ Southern California Association of Governments
- ▶ Ventura County Public Works
- ▶ Ventura County Transportation Commission

STAKEHOLDER ORGANIZATIONS

- ▶ Active San Gabriel Valley
- ▶ BikeVC
- ▶ Burbank Transportation Management Organization
- ▶ California Coastal Commission
- ▶ Climate Resolve

- ▶ Communities for a Better Environment
- ▶ Los Angeles County Bicycle Coalition
 - Santa Clarita Valley Bicycle Coalition
 - West Hollywood Bicycle Coalition
- ▶ Move LA
- ▶ Santa Monica Transportation Management Organization
- ▶ South Bay Bicycle Coalition Plus
- ▶ Streets are for Everyone (SAFE)
- ▶ Streets for All
- ▶ Alta Planning and Design
- ▶ KOA Corporation
- ▶ Rock Miller Associates

CALTRANS DISTRICT 7

- ▶ Barbara Marquez, Chief, Office of Complete Streets
- ▶ Cuong Phu Trinh, Plan Project Manager, Office of Complete Streets
- ▶ Mine Struhl, Chief, Office of Regional Planning
- ▶ Paul-Albert Marquez, Deputy District Director, Division of Transportation Planning
- ▶ Ryan Snyder, Senior Sustainability Manager
- ▶ Benjamin Medina, Office of Complete Streets
- ▶ Tina San, Office of Complete Streets

- ▶ Estefanni Meda-Palomo, Division of Transportation Planning
- ▶ Paul Guirguis, Division of Transportation Planning
- ▶ Dale Benson, Division of Local Assistance (Retired)
- ▶ Larissa Lomen, Division of Transportation Planning (Previous)
- ▶ Linda Taira, Office of Complete Streets (Retired)

CALTRANS HQ

- ▶ Jessica Downing, Division of Safety Programs
- ▶ Kevin Tucker, Chief, Smart Mobility and Active Transportation Branch
- ▶ Amanda Baker, Smart Mobility and Active Transportation Branch
- ▶ Mckenzie Metzger, Smart Mobility and Active Transportation Branch
- ▶ Ann Mahaney, Chief, Office of Economics and Data Management (Retired)

CONSULTANT TEAM

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

CONTACTING CALTRANS

Additional information about this planning effort can be found on the [Caltrans Active Transportation Plan webpage](#). Caltrans District 7 staff can provide additional information about upcoming projects in your community, provide input, and coordinate on project identification, development, and implementation.

District 7 staff contact for the Active Transportation Plan is: Cuong Phu Trinh, cuong.trinh@dot.ca.gov



ACTIVE TRANSPORTATION 2022 PLAN

SUMMARY REPORT

