



2020 - 2024 REPORT

Partnerships and Local Active Transportation Connections

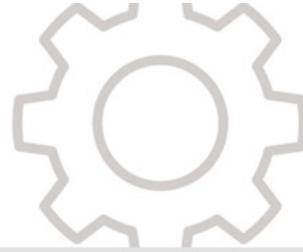
January 2025

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Introduction

CALTRANS 2020-24 STRATEGIC PLAN



VISION	A brighter future for all through a world-class transportation network				
MISSION	Provide a safe and reliable transportation network that serves all people and respects the environment				
CORE VALUES	ENGAGEMENT	EQUITY	INNOVATION	INTEGRITY	PRIDE
	We inspire and motivate one another through effective communication, collaboration, teamwork, and partnership.	We strive to eliminate disparities, while improving outcomes for all.	We are empowered to seek creative solutions and take informed risks.	We promote trust and accountability through our consistent and ethical actions.	As one Caltrans family, we are proud of our work and strive for excellence in public service.
STRATEGIC IMPERATIVES	STRATEGIC IMPERATIVE 1		STRATEGIC IMPERATIVE 2		STRATEGIC IMPERATIVE 3
	Improve and expand community partnerships, especially in underserved communities.		To the maximum extent feasible, align financial investments to deliver on State goals and Caltrans' strategic outcomes while maintaining a fix-it-first approach and staying within existing funding frameworks.		Commit to equity-focused actions that make advancements in the areas of People, Planet, Programs and Projects, and Partnerships.
GOALS	Safety first		Cultivate excellence		Enhance and connect the multimodal transportation network
	Strengthen stewardship and drive efficiency		Lead climate action		Advance equity and livability in all communities

Caltrans 2020-2024 Strategic Plan Overview

INTRODUCTION

The 2020-2024 Report on Partnerships and Local Active Transportation Connections documents a series of Caltrans' efforts related to partnering with our local communities and agencies. Many of these partnerships have led to or will lead to successful connections between the State Highway System to the local roadway networks through active transportation investments and improvements.

The Caltrans 2020-2024 Strategic Plan outlines our vision to create a safe, sustainable, and integrated transportation system for California. It focuses on enhancing mobility, promoting innovation, and fostering equity across communities. The plan prioritizes improving infrastructure resilience, reducing greenhouse gas emissions, and advancing transportation technology. It emphasizes collaboration with stakeholders, leveraging data-driven decision-making, and optimizing resources to deliver efficient and effective transportation solutions.



Introduction

Through a comprehensive approach, Caltrans aims to address current challenges while preparing for future needs, ensuring the state's transportation network remains resilient, equitable, and responsive to the evolving demands of its residents and businesses.

This Report effectively serves as the tracking mechanism for the following performance measure under the “enhance and connect the multimodal transportation network” goal.

Partner with local agencies to extend and connect local bike and pedestrian facilities to State facilities.

We are committed to ensuring these partnerships and local connections continue to improve the multimodal network for our communities in California for years to come. This report does not capture every partnership that has occurred, but rather highlights successful and innovative examples from all twelve Caltrans Districts and Caltrans Headquarters. These project examples will serve as inspiration with a goal of helping Caltrans and local agencies standardize these innovative approaches moving forward.

DEFINING PARTNERSHIPS

For this Report, partnerships have been defined within four separate categories:

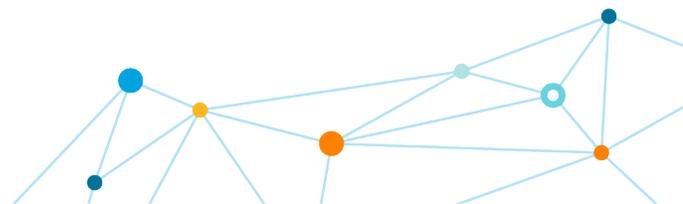
- Financial Partnerships
- Public Engagement Support
- Grant Assistance
- Local Plan Development Coordination

FINANCIAL PARTNERSHIPS

Financial partnerships involve collaboration between entities to pool resources or funding for transportation projects or initiatives. They enable the state, regional, and local level agencies to combine funds for transportation infrastructure projects.

PUBLIC ENGAGEMENT SUPPORT

Public engagement support refers to collaborations with organizations or entities that assist in engaging and involving the public in transportation planning processes. These partners may provide expertise in community outreach, communication strategies, and facilitating public participation.



GRANT ASSISTANCE

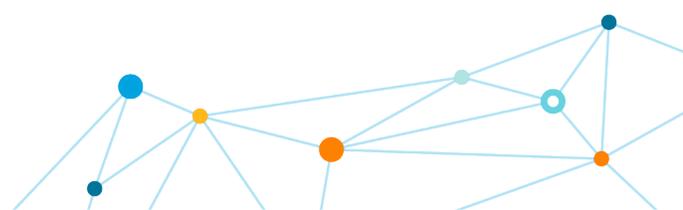
Grant assistance involves partnerships with organizations, agencies, or governments that provide financial assistance through grants or funding programs specifically designated for transportation projects. These grants may come from federal, state, or local government agencies, as well as from private foundations or philanthropic organizations.

LOCAL PLAN DEVELOPMENT COORDINATION

Local plan development coordination involves partnerships between the State and local governments, municipalities, or regional planning agencies to align transportation plans with broader land use and development strategies at the local level. These partnerships aim to integrate transportation planning with urban or regional planning efforts to promote sustainable, efficient, and equitable transportation systems.

DEFINING LOCAL CONNECTIONS

A local active transportation connection for Caltrans refers to the development and maintenance of pathways, sidewalks, bike lanes, and other infrastructure that facilitate non-motorized modes of travel, such as walking, cycling, and scootering within local communities across California. These connections are designed to enhance safety, accessibility, and convenience for pedestrians and cyclists, promoting healthier lifestyles, reducing traffic congestion, and mitigating environmental impacts. By collaborating with local governments, agencies, and stakeholders, Caltrans aims to establish interconnected networks of active transportation facilities that provide safe and efficient routes for people to travel within and between urban, suburban, and rural areas. These efforts align with broader goals of promoting sustainable transportation options, enhancing mobility, and fostering vibrant, livable communities throughout the state.

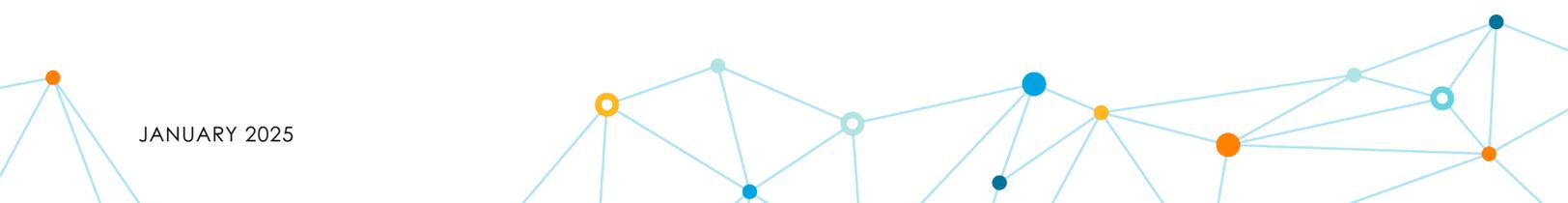


District Examples

DISTRICT EXAMPLES



Map of Caltrans Districts



DISTRICT 1

PROJECT NAME: BROADWAY MULTI-MODAL CORRIDOR IMPROVEMENT

KOSTER COUPLET

The most transformative of the series of Broadway projects, the Koster Couplet shifts southbound US-101 traffic from Broadway onto Koster St. There is overwhelming support from partners and stakeholders for the realignment and addition of multimodal features—bike lanes, transit, etc



Workshop - Engaging local residents on the needs and potential solutions for Broadway (US-101).

BROADWAY MIDDLE COUPLET

Bilingual pop-up events, public workshops and online surveys were utilized to determine the needs of the community and local businesses. The implementation of temporary quick-builds demonstrate future infrastructure. Future improvements include connections to recreational trails, Class IV Separated Bike Lanes, widened sidewalks, new crossing locations with enhanced crossing features, curb radius reduction to slow turning vehicles and improve sight lines, vegetative landscaping to provide better drainage as well as shade for pedestrians, and enhancements to transit stops to improve connectivity and on-time performance.



PARTNERSHIPS:

- City of Eureka
- Humboldt County Association of Governments
- Humboldt Transit Authority



BIKE FACILITIES:

- Class IV Bike Lanes



PEDESTRIAN FACILITIES:

- New Crossings with Rapid Rectangular Flashing Beacons (RRFB)



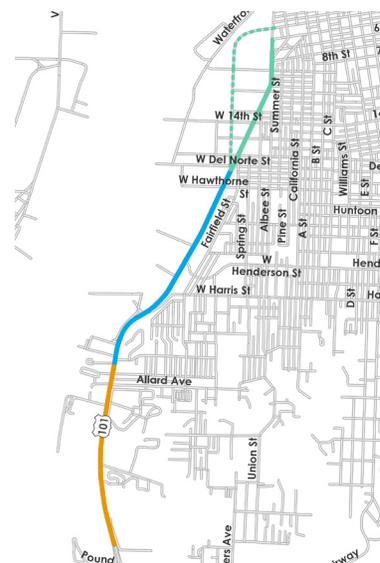
ROADWAY IMPROVEMENTS:

- Curb Radius Reduction



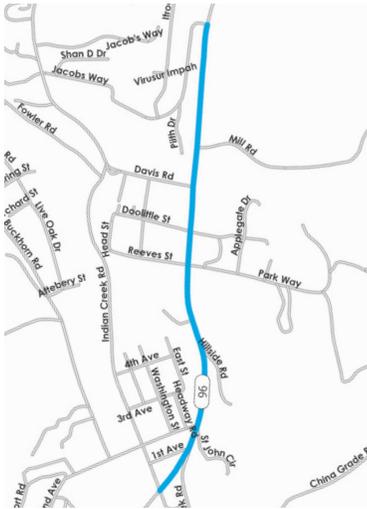
FUNDING:

- Currently seeking funding



DISTRICT 2

PROJECT NAME: HAPPY CAMP COMPLETE STREETS



PARTNERSHIPS:

Karuk Tribe
Siskiyou County



BIKE FACILITIES:

1/4 Mile Class II ea. way



PEDESTRIAN FACILITIES:

.8 miles of 6-ft sidewalks
21 street lights



ROADWAY IMPROVEMENTS:

Install two-way left turn lane
Install 4 ft shoulders



FUNDING:

\$9.9M, ATP program
\$1.25M, District 2
\$200K, Karuk Tribe



TIMELINE:

Construction begins 2025

PERSISTENCE WITH ASSISTANCE

In November 2011, District 2 conducted outreach to identify deficiencies on the SR-96 corridor through Happy Camp. Between 2011 and 2018, Caltrans and the Karuk Tribe conducted community outreach and engagement through pop-up and open house events, public meetings, presentations, and online and in-person surveys.

In December 2018, Caltrans District 2 submitted application but was not awarded project for Active Transportation Program (ATP) Cycle 4. To strengthen the application for the following ATP Cycle (5), the Karuk Tribe lead the application process assisted by Caltrans, updated information, and conducted further outreach. In December 2020, the Karuk Tribe was awarded the project via jointpowers agreement allowing the tribe to maintain sovereignty.

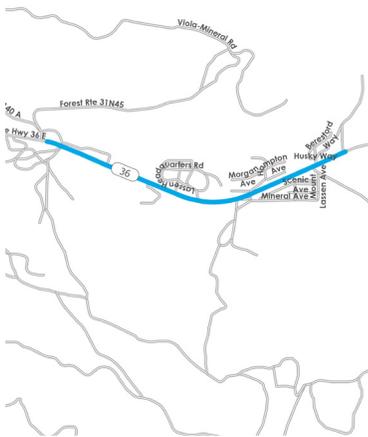
Project improvements include 6-foot sidewalks, ADA curb ramps, Class II bike lanes, and crossing enhancements.



Public engagement efforts done in coordination with District 2 and the Karuk Tribe

DISTRICT 2

PROJECT NAME: MINERAL MULTI-USE PATH



PARTNERSHIPS:
 Mineral Community Group
 Tehama County Transportation Commission
 Tehama County RTPA

BIKE FACILITIES:
 1.5 miles of Class I Shared-use Path

PEDESTRIAN FACILITIES:
 1 new crosswalk

ROADWAY:
 Curb radius reduction
 8 foot paved shoulder

FUNDING:
 \$3.09M SHOPP (2022)

TIMELINE:
 Construction begins 2027

LOCALLY ENGAGED

Beginning in 2012, community outreach revealed that many retired residents in Mineral, living on fixed incomes and with limited mobility, expressed enthusiasm for a proposed separated pathway, believing it would enhance their safety and encourage outdoor activity. The existing dirt path, utilized by over 700 people for accessing amenities, is inadequate for individuals with mobility issues or those pushing strollers.

The project underwent extensive development over several years, incorporating feedback and refining its scope to address transportation challenges effectively. Field reviews and stakeholder meetings informed the design process leading to the inclusion of features like an Enhanced Crosswalk. Ongoing community engagement have garnered significant support and commitment for the project's realization, reflecting a collaborative effort to meet the needs of Mineral's residents and visitors.



Local residents, forest rangers, and Caltrans staff walk the proposed project area.



Christina Prosperi provides project information to local residents.

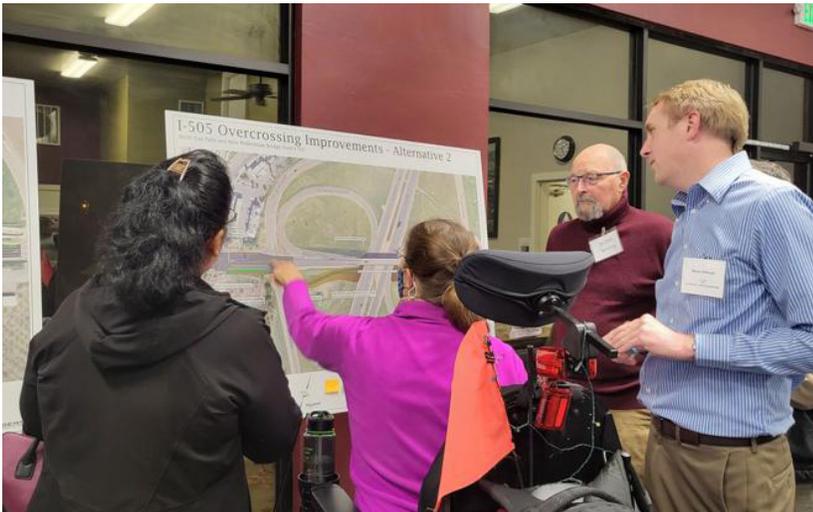
DISTRICT 3

PROJECT NAME: WINTERS/EL RIO VILLA ACTIVE TRANSPORTATION CONNECTION

MAKING CONNECTIONS

In 2020, a survey conducted by the City of Winters revealed that a significant portion of El Rio Villa residents prefer walking or biking to Winters but are hindered by safety concerns, poor road quality, and insufficient infrastructure like sidewalks and bike lanes. Yolo County, in collaboration with El Rio Villa residents, applied for funding to improve pedestrian and bicycle infrastructure, emphasizing the need for safety and accessibility.

The proposed solutions include widening the overpass to accommodate bike lanes and wider sidewalks or constructing a separate multi-use path alongside the existing overpass. Recently, \$2 million in federal funding was secured for the I-505/SR-128 project, furthering the efforts to enhance pedestrian and bicycle connectivity in the area, which complements recent improvements in Rio Villa's infrastructure.



Discuss - Wood Rodgers staff engage local residents providing insight and expressing concerns. Photo credit: Crystal Alipado / Winters Express



PARTNERSHIPS:

- City of Winters
- Yolo County
- Sacramento Council of Governments (SACOG)



BIKE FACILITIES:

- 1.3 miles of Class I shared-use path



PEDESTRIAN FACILITIES:

- 1.3 miles of 6-ft wide sidewalks
- Lighting improvements



CROSSING FACILITIES:

- Rapid Rectangular Flashing Beacons (RRFB)



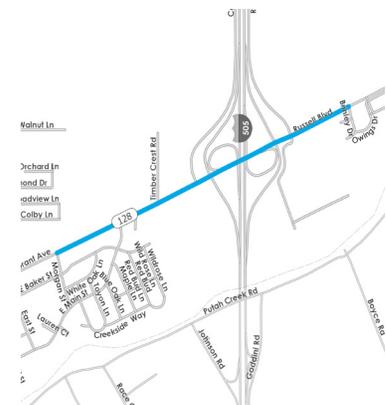
FUNDING:

- \$16.5M total
- \$13.7M, ATP Program
- \$2M, Federal Earmark
- \$414K SACOG
- \$250K, CPFCDs
- \$136K, City of Winters



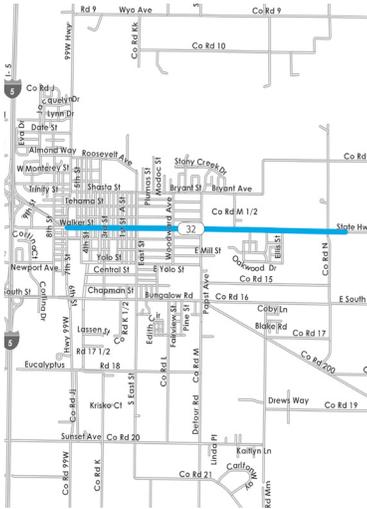
TIMELINE:

- Construction begins 2027



DISTRICT 3

PROJECT NAME: WALKER STREET PEDESTRIAN IMPROVEMENT PROJECT



Driven by safety concerns for the approximately 2,200 elementary and high school students and a desperate need for ADA-compliant infrastructure, the City of Orland, using Caltrans' Sustainable Communities Grant funding awarded in FY 15-16, began developing their plan to transform Walker Street.

The City engaged consultants to propose and draft options, then engaged the community in a series of town hall-type discussions to identify preferences. The results of those efforts culminated in the Council-adopted Walker Streetscapes Master Plan in 2018, which calls for improvements to pedestrian and bicycle infrastructure, but Orland residents sought a more pedestrian-friendly and business-friendly downtown calling for traffic calming measures, widened sidewalks that meet ADA standards, enhanced crosswalks with bulb-outs to reduce crossing distances, increased shade, pedestrian-scale lighting, and Class IV bike lanes.



PARTNERSHIPS:
City of Orland



BIKE FACILITIES:
Class IV separated bike lanes



PEDESTRIAN FACILITIES:
Widened sidewalks
Enhanced crossings with bulb-outs
Pedestrian-scale lighting
Shade for pedestrian areas



ROADWAY IMPROVEMENTS:
Curb radius reduction



FUNDING:
TBD



TIMELINE:
TBD



Engage - Community members receiving a presentation of potential improvements from City of Orland staff.

DISTRICT 4

PROJECT NAME: SONOMA BOULEVARD PAVEMENT REHABILITATION/ COMPLETE STREETS



This project implements complete streets improvements identified by the City of Vallejo while addressing issues around multimodal network connectivity and equity. Sonoma Boulevard serves as the principle north-south corridor, serving as a main street through Vallejo, connecting the Carquinez Bridge to the south and Napa County to the north, as well as providing direct access to shopping, health care, trails, schools, and other community institutions. A significant proportion of the roadway is dedicated to motor traffic, contributing to an uncomfortable environment for people walking. A lack of on-street bikeways makes biking through this key north-south corridor stressful. Incorporation of complete streets improvements in this project implements the City's vision of improving access for people walking and biking while connecting these communities to the regional active transportation network, including the San Francisco Bay Trail, the Carquinez Bridge path, and the Napa Valley Vine Trail.



PARTNERSHIPS:

City of Vallejo
Solano Transportation Authority



BIKE FACILITIES:

1.7 miles of Class II bike lanes
3.5 miles of Class IV bikeways



PEDESTRIAN FACILITIES:

56 Curb Extensions



ROADWAY:

2.5 miles of Road Diet
Conflict Zone green striping



FUNDING:

\$3.8M, 2020 SHOPP
Complete Streets
Reservation



TIMELINE:

Construction begins 2027

DISTRICT 4

PROJECT NAME: US 101 TAMALPAIS DRIVE OVERCROSSING PROJECT

The US 101/Tamalpais Interchange Project addresses seismic deficiencies and upgrades facilities to complete streets standards. The project includes a new, separated Class I pedestrian and bicycle path across the interchange to improve safety and multi-model connectivity by providing users with a low-stress option to travel between commercial and residential areas on both sides of US 101. The project also includes a new sidewalk at the southwest intersection on Tamalpais Drive to Casa Buena Drive, the relocation of a bus stop and new bus pullout at the southbound US 101 off-ramp intersection to improve the safety of transit users, and the reconfiguration of the northbound and southbound 101 on-ramps, and northbound and southbound 101 loop- ramps to signalized intersections. Operational elements such as lane reconfiguration and transit signal priority are included to minimize delays to transit vehicles.

This is a Caltrans SHOPP project for complete streets and safety elements to fund the locally preferred alternative. With additional funding from Caltrans and local partners, this project goes beyond the baseline SHOPP deficiencies originally identified (seismic and ADA) to improve connections with the local active transportation network and improve safety for transit riders. Transit elements were added into final design in coordination with transit agencies.



PARTNERSHIPS:

Town of Corte Madera



BIKE FACILITIES:

780 feet of Class I shared-use path

.35 miles of Class II bike lanes



PEDESTRIAN FACILITIES:

.37 miles of new sidewalks



ROADWAY IMPROVEMENTS:

Transit signal priority

2 transit stop improvements



FUNDING:

\$55.97M Total

- \$38.67M, SHOPP

- \$12M, IJJA

- \$5.3M, Town of Corte Madera, and Transportation Authority of Marin



TIMELINE:

Construction begins 2028



DISTRICT 5

PROJECT NAME: LOMPOC STREETScape MULTI-MODAL IMPROVEMENT PLAN AND PROJECT



PARTNERSHIPS:
City of Lompoc



BIKE FACILITIES:
2.3 miles of Class I or Class IV bikeways
.6 miles of Class II buffered bikeways



PEDESTRIAN FACILITIES:
5 hybrid beacons
2 pedestrian refuge islands
22 curb extensions
.25 miles of <8ft wide sidewalks
18 crosswalk enhancements



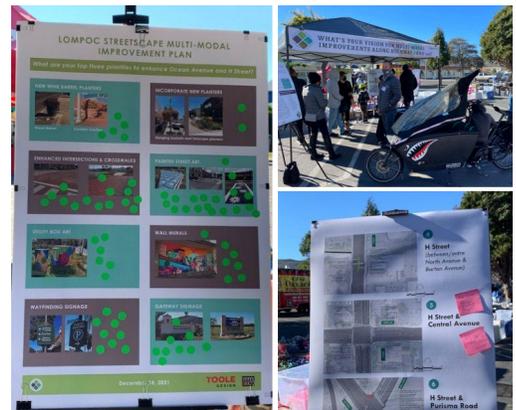
FUNDING:
\$8.75M, 2026 SHOPP
\$258,508, Caltrans STPG



TIMELINE:
Grant awarded 2019
Project kickoff November 2022

This project has two components. The first component is the Sustainable Transportation Grant funded Lompoc Streetscape Multi-Modal Improvement Plan. The second component is the standalone complete streets project which Caltrans Planning nominated for the 2026 SHOPP. The Plan is a collaborative effort between Caltrans and the City of Lompoc to recommend improvements along the H Street (Highway 1) and Ocean Avenue. The objectives of the Plan include (1) Apply a Complete Streets approach when identifying corridor enhancements and opportunities to improve multimodal access and connectivity, (2) Improve the safety and comfort of walking and bicycling along H Street and Ocean Avenue for people of all ages, abilities, socioeconomic status, and background, (3) Identify sidewalk and crosswalk improvements to increase walkability, and bicycle improvements to enhance the City's existing bicycle network, and (4) Identify opportunities for gateways, landscaping improvements, and beautification along both corridors to encourage infill development and revitalization (Highway 246) corridors.

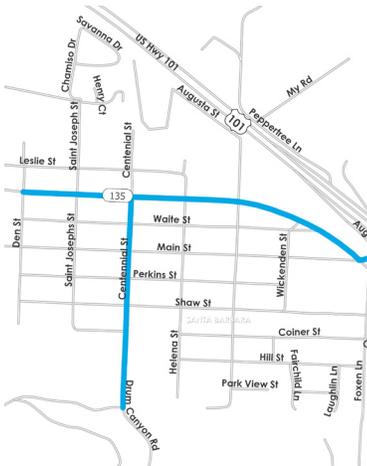
Since the adoption of this Planning document, Caltrans has programmed and began work on implementing complete streets facilities through the SHOPP. Caltrans and the City of Lompoc have had consistent communication during the project development phases. The Plan scoped complete streets and active transportation features throughout the community.



Community engagement efforts in the City of Lompoc

DISTRICT 5

PROJECT NAME: LOS ALAMOS CONNECTED COMMUNITY PROJECT



PARTNERSHIPS:

County of Santa Barbara
 Santa Barbara Bike Coalition



BIKE FACILITIES:

1.2 miles of Class II buffered bike lanes
 8 bike racks



PEDESTRIAN FACILITIES:

.9 miles of new sidewalk
 575 feet of sidewalk rehab
 17 curb extensions
 23 crosswalks
 Lighting
 10 benches
 7 trash cans



FUNDING:

\$8.525M, ATP Cycle 6
 • \$450k, SB County



TIMELINE:

Construction begins Summer 2027

This project is a successful story of Caltrans District 5 securing funding from ATP Cycle 6 to complete the bicycle and pedestrian network on State Route 135, the local main street for the small community of Los Alamos. Broad engagement occurred both in person and online (during the pandemic) with a primary focus on reaching seniors, businesses, and elementary school students through a walk audit, tabling, online survey, and pop-up events by the Olga Reed Elementary school and the senior center. This project helped build relationships with respected community organizations, representatives, and local businesses and partnered with the non-profit Santa Barbara Bike Coalition for non-infrastructure components in the ATP application (Bike helmets, bike education). Santa Barbara County also partnered financially on this project, providing crucial leverage funds to ensure this project application's success.

Project improvements include constructing and rehabilitating sidewalks, adding Class II buffered bike lanes, ADA ramps, curb extensions, crosswalk enhancements, bike racks, street lighting, benches, and trash cans. The non-infrastructure components will provide bike helmets and bike education/ maintenance classes for the community.



Engage – Caltrans District 5 pop up event at Olga Reed Elementary School.

DISTRICT 6

PROJECT NAME: CITY OF EXETER FEASIBILITY STUDY

District 6 nominated the community of Exeter for a feasibility study after meeting with the City to discuss community concerns and given the existing conditions of SR 65. The City of Exeter was selected, and the feasibility study took place in Fiscal Year (FY) 2023-24. The study evaluated potential enhancements to multimodal opportunities on SR 65 including walking, bicycling, transit, traffic calming, and accessibility for people with mobility issues.

Initially, Caltrans utilized a variety of community outreach and engagement strategies to publicize the process of the study, gather input, and begin conceptual development. The engagement efforts were done in both English and in Spanish. In partnership with the Exeter City staff, Exeter Unified School District (EUSD), Tulare County Association of Governments (TCAG), and Berkeley Safe TREC, Caltrans utilized Street Story as a tool for community engagement. Street Story allowed the community to identify information pertaining to transportation crashes, near-misses, general hazards, and safe locations to travel. Using Street Story at two back-to-school events in the Fall of 2023, over 200 responses were gathered from the community. In addition to the back-to-school events, Caltrans, in partnership with Exeter staff and EUSD, held two community meetings to gather community feedback for strategies and potential solutions to the corridor.

The overall concerns along SR 65 were traffic speeds, walkability issues, and a lack of bikeways. The results led to project recommendations including bikeways, new sidewalks, enhanced crosswalks, and narrowing travel lanes to reduce traffic speed.



PARTNERSHIPS:

- City of Exeter
- Exeter Unified School District
- TCAG
- Berkeley Safe TREC



BIKE FACILITIES:

- 2.4 miles of Class II bikeways (or Class IV depending on feasibility)



PEDESTRIAN FACILITIES:

- 830 feet of sidewalk gap completion
- 450 feet of new sidewalk



CROSSING FACILITIES:

- 1 enhanced crosswalk



ROADWAY IMPROVEMENTS:

- Narrowing traffic lanes



TIMELINE:

- Fiscal year 2023-2024

DISTRICT 6

PROJECT NAME: MADERA DOWNTOWN COMPLETE STREETS TRANSFORMATION



The Madera SHOPP project works to incorporate complete streets elements to State Route (SR) 145 to provide a downtown transformation as SR 145 serves as a main street to the local underserved community. Through coordination with the City of Madera and the local elected officials, the concept for the downtown transformation and complete street element plans were developed. The complete streets concepts were captured in the City of Madera State Route 145 Yosemite Avenue, Main Street Downtown Report which was prepared by the City and funded by Caltrans through a Sustainable Transportation Planning Grant.

The funding for the complete streets elements comes from the 2020 SHOPP Complete Streets Reservation effort. The Madera Downtown Association Board of Directors submitted a letter of support for the proposed project recommendations, expressing that improvements for the downtown area are much needed. The Madera 145 SHOPP project will preserve the pavement and reduce the roadway from four lanes to two lanes along SR 145 to allow space for bicycle lanes and pedestrian facilities. The following improvements are also proposed for the project: wider sidewalks, rectangular flashing beacons at A and B Streets, decorative street lighting, high visibility crosswalks, landscape and irrigation, and street furniture.



PARTNERSHIPS:

City of Madera



BIKE FACILITIES:

1.8 miles of Class II buffered bikeways
Bike parking



PEDESTRIAN FACILITIES:

.9 miles of new sidewalk
Bulb outs
Enhance all crosswalks



ROADWAY:

Curb radius reduction
8 foot paved shoulder



FUNDING:

2020 SHOPP Reservation



TIMELINE:

Construction begins Fall 2024

DISTRICT 7

PROJECT NAME: GO-OJAI DEMO PROJECT



PARTNERSHIPS:
City of Ojai



BIKE FACILITIES:
1 mile of Class I multi-use path
3 miles of Class II bikeways
1.6 miles of Class II buffered bikeways
.4 miles of Class IV bikeways



PEDESTRIAN FACILITIES:
RRFB's
Bulb outs
Enhance all crosswalks



ROADWAY:
Lane reduction



FUNDING:
\$3.69M ATP



TIMELINE:
Phase 1 Demo 2020
Construction begins Spring 2027

Caltrans is partnering with the City of Ojai on pedestrian and bicycle improvements to SR-33 (Maricopa Highway) and SR-150 (Ojai Avenue). In 2017, the City of Ojai recommended improvements along Ojai Avenue and Maricopa Highway within its Complete Streets Master Plan. Since 2018, the City of Ojai has actively involved the community in discussions regarding safety improvements proposed along these corridors.

A pivotal step was the implementation of a 6-month demonstration project, showcasing the safety enhancements anticipated from an Active Transportation Program (ATP) grant using “quick build” materials. The demonstration project provided an opportunity to engage and educate residents on active transportation. Throughout the demonstration, project staff solicited community feedback through a Community Advisory Committee, Technical Advisory Committee, and messaging through project emails and the Ojai Valley Newspaper. In total, 870 surveys were collected from these efforts.

With funding from the statewide ATP Grant, Caltrans and the City of Ojai are working to increase safety and mobility of non-motorized users along SR-33 (Maricopa Highway) and SR-150 (Ojai Avenue). Initial improvements include safer crossings through curb ramp upgrades and Rectangular Rapid Flashing Beacons, as well as new Class I bike paths and Class II bike lanes. Construction is anticipated to begin in summer 2024.



Class IV bikeway in Ojai

DISTRICT 7

PROJECT NAME: PACIFIC COAST HIGHWAY BIKE LANES

Caltrans is partnering with the City of Long Beach on bicycle safety improvements to SR-1, also known as the Pacific Coast Highway.

In 2016, the City of Long Beach identified Pacific Coast Highway in its Bicycle Master Plan as a priority corridor for future bicycle improvements. Informed by this effort, in 2022, Caltrans confirmed SR-1 as a “Tier 1” location-based need for walking/biking investments in the District 7 Active Transportation Plan. Caltrans is collaborating with the City of Long Beach to construct Class IV bike lanes along SR-1 from the Long Beach Traffic Circle to the Los Angeles River. The proposed project limits will close a 3.5 mile gap in the bicycle network and connect to existing Class II bicycle lanes southeast of the Long Beach Traffic Circle.

Project staff began coordination with the City of Long Beach in 2022 and are now undergoing extensive community engagement on project elements. This includes quarterly coordination with an external Pacific Coast Highway Task Force as well as coordination with state and local officials. Two public outreach events also occurred: one at CicLAvia Wilmington, an open streets active transportation event, and the second, an open house in June of 2024. District 7 is planning on including this project as part of Caltrans Engagement Portal Pilot as well.



District 7 staff at CicLAvia conducting outreach on this project.



PARTNERSHIPS:

City of Long Beach



BIKE FACILITIES:

7 miles of Class IV bikeways



FUNDING:

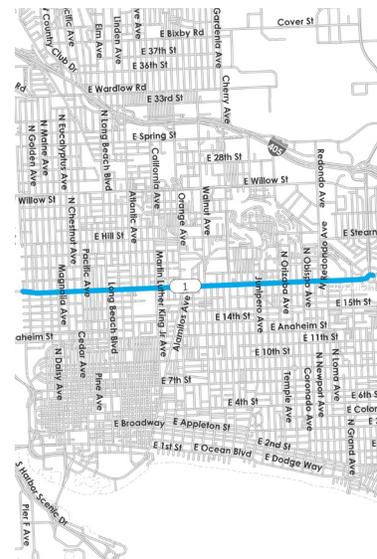
\$TBD



TIMELINE:

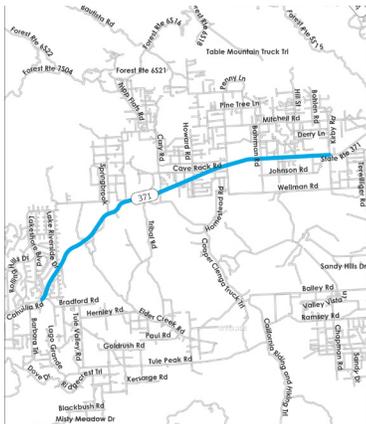
Environmental review begins 2026

Construction begins as early as Spring of 2027



DISTRICT 8

PROJECT NAME: CAHUILLA ROAD BIKE AND PEDESTRIAN IMPROVEMENT STUDY



SR-371/Cahuilla Road is a conventional highway connecting to SR-79 and SR-74, in Riverside County, servicing the communities of Aguanga, Lake Riverside, Anza, Cahuilla Band of Indians Reservation, Ramona Band of Cahuilla Reservation, and Santa Rosa Band of Cahuilla Indians Reservation. Currently, this route lacks dedicated bicycle facilities, sidewalks or pedestrian paths, and transit service.

In 2023, the Cahuilla Band of Indians (Tribe) published a Long Range Transportation Plan (LRTP), defining a vision for future mobility needs on a growing reservation. This plan identified a public trail that would follow SR-371 through the reservation. The proposed path overlaps with a similar Class I bicycle path in Southern California Association of Governments' (SCAG) Active Transportation Database.

District 8 is studying a variety of multimodal options along the state highway that will allow connections to key local destinations. The district aims to align improvements to SR-371 with the Tribe's LRTP, and began collaborating with tribal representatives in preparation of a project study report in the Summer of 2024. Interaction and feedback from all the communities along SR-371 will help shape the project during the planning phase and continuous engagement will inform the future stages of the project beyond the study report.



PARTNERSHIPS:

Cahuilla Band of Indians



BIKE FACILITIES:

Class I path (potentially)



PEDESTRIAN FACILITIES:

Crossing improvements (potentially)



ROADWAY:

Transit connections (potentially)



FUNDING:

TBD

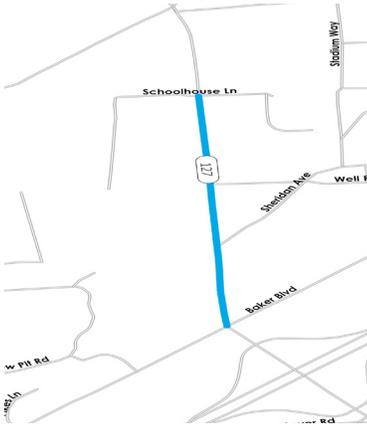


TIMELINE:

PSR beginning in Summer of 2024

DISTRICT 8

PROJECT NAME: SR-127 COMPLETE STREETS



PARTNERSHIPS:

Baker Valley Unified School District



BIKE FACILITIES:

1.3 miles of Class II bike lanes



PEDESTRIAN FACILITIES:

1.25 mile long pedestrian pathway
Pedestrian level lighting



FUNDING:

\$1.785M (SHOPP)



TIMELINE:

Construction begins 2026

Caltrans is partnering with the Baker Valley Unified School District on bicycle and pedestrian safety improvements to SR-127 (Death Valley Road).

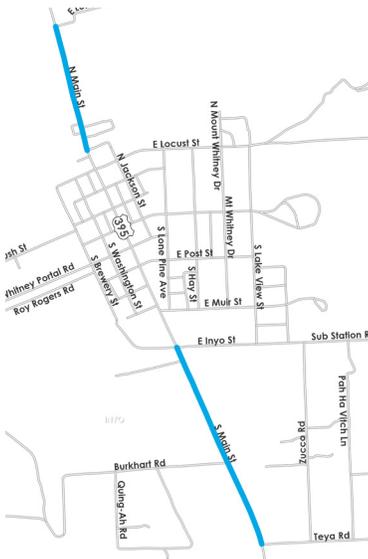
Beginning in 2019 Caltrans reached out to Baker Valley Unified School District in advance of a pavement rehabilitation project along SR-127. Project staff had already identified significant need for complete streets facilities along the corridor, noting missing sidewalks and shoulders along Death Valley Road in the community of Baker.

Caltrans staff presented to school administrators a plan to engage the members of the rural desert community and trained staff to conduct a Safe Routes to School walk assessment. While the walk assessment for the two schools did not occur due to the public health event of 2020, Caltrans utilized virtual engagement tools to gather feedback on local walking and biking needs.

Informed by public feedback, the project's complete streets elements will provide critical pedestrian-level lighting along the only paved road in the Baker community leading to the district's two schools. Project construction is anticipated to begin in summer 2026.

DISTRICT 9

PROJECT NAME: LONE PINE MAIN STREET COMPLETE STREET ENHANCEMENTS



PARTNERSHIPS:

- Inyo County
- Lone Pine Chamber of Commerce
- Lone Pine Paiute Shoshone Tribe
- Lone Pine High School
- California Highway Patrol



PEDESTRIAN FACILITIES:

- 3 crosswalk enhancements
- 1.3 miles of new sidewalk
- 1 RRFB
- Bulbouts



FUNDING:

- Bulbout Project: \$900k through Minor A
- Sidewalk project: \$6.6M through SHOPP



TIMELINE:

- Visioning 2019

The Lone Pine Main Street Complete Street Enhancements project consists of two separate projects on the same corridor: Lone Pine Sidewalks project and Lone Pine Bulbouts project. The two projects will create a complete sidewalk network using traffic calming counter measures and updated crosswalks to help create direct and safe walking connections throughout the Lone Pine community and Lone Pine Shoshone Reservation and will include a Safe Route to School.

The complete street enhancements were heavily influenced by the input and concerns of the Lone Pine community. Engagement and outreach included participation from Inyo County, Chamber of Commerce, Lone Pine Paiute Shoshone Tribe, Lone Pine Chamber of commerce, Lone Pine High School, and the California Highway Patrol. The engagement process took place in the early stages of identifying complete street needs in the community through the Main Street Lone Pine Visioning effort. This included meetings, workshops, site reviews, online surveys, virtual workshops and meetings once COVID-19 restrictions began, and Community Advisory Committee meetings.

Through polls, the community was able to help influence the locations, design elements, and enhanced visual elements. The project will install bulbouts at the community identified intersections of US 395 at Muir Street and Mountainview Street as well as a Pedestrian Hybrid Beacon (PHB) signal adjacent to the Lone Pine High School. Etched Crosswalks with a faux brick design were of interest to the community for installation at Mountain View St., Locust St., and Muir St. intersections with US 395.



Conceptual design of the crosswalk enhancements, bulbouts, and RRFB

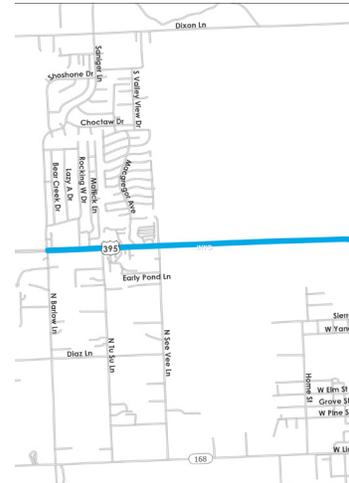
DISTRICT 9

PROJECT NAME: MEADOW FARMS ADA AND BISHOP PAVEMENT PROJECTS

The Meadow Farms ADA project and the Bishop Pavement project work to make lower traffic stress bike and pedestrian connections between local low-stress neighborhood streets in their corresponding project limits. In 2016 Inyo County received a Sustainable Communities Grant award and finalized the North Sierra Highway Corridor Plan (NSHCP) in 2017. The development of this plan included collaboration from Inyo County, City of Bishop Planning Commission, Caltrans, Bishop Paiute Tribe, Los Angeles Dept. of Water and Power (LADWP), Tribe County Fairgrounds, Eastern Sierra Transit Authority, Eastern Sierra Community Services District, and Bishop Rural Fire Protection District. The NSHCP laid the foundation for both of these projects.

There were four different alternatives presented for the Meadow Farms project and Caltrans partnered with Inyo County and the Bishop Paiute Tribe to select the preferred alternative, 4A. Alternative 4A for the Meadow Farms ADA project includes two lanes in each direction, a center two-way turn lane, 15 curb ramps, 10-foot-wide multiuse path on both sides of US 395 that spans about a quarter mile, a northbound bikeable shoulder for advanced riders, a RRFB pedestrian crossing, and an additional crosswalk. This project will create low-stress neighborhood streets for the community north of US 395 and the Bishop Paiute Reservation.

The Bishop Pavement project will extend the multi-use path being built as part of the Meadow Farms ADA project to the southside of US 395. This extension will also connect to the current sidewalk that ends near the Inyo County Fairgrounds. In addition, the Class II bike lanes on SH 168 will be extended east to the intersection of US 395. The Bishop Pavement project and the Meadow Farms ADA project will work together to provide the Bishop community a more pedestrian and bicycle connected Main Street on US 395.



PARTNERSHIPS:

Inyo County,
City of Bishop,
Bishop Paiute Tribe,
Inyo County,
Bishop Paiute Tribe



BIKE FACILITIES:

Class II bikeways



PEDESTRIAN FACILITIES:

1/2 mile of 10 ft wide multi-use path on both sides of the roadway
Sidewalk gap infill



FUNDING:

Meadow Farms ADA: \$29M
Bishop Pavement: \$15.5M

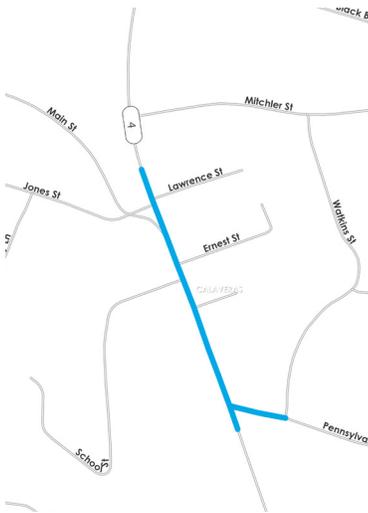


TIMELINE:

Meadow Farms ADA is in RTL
Bishop Pavement is in

DISTRICT 10

PROJECT NAME: COMMUNITY OF MURPHYS SR4 INTERSECTION IMPROVEMENTS



PARTNERSHIPS:

Calaveras Council of Governments
 Calaveras County
 Motherlode Bicycle Coalition
 Community of Murphys residents



PEDESTRIAN FACILITIES:

100-110 feet of new sidewalk
 1 high visibility crosswalk
 1 pedestrian refuge islands
 10 curb ramps



ROADWAY:

Narrower lane widths



FUNDING:

\$566K - Caltrans ADA



TIMELINE:

Construction in 2027

Through collaboration with The Calaveras Council of Governments (COG), Calaveras County, the Motherlode Bicycle Coalition, and residents in the Community of Murphys, this project will meet a community need for a more visible, protected, and separated pedestrian crossing on SR 4 and Pennsylvania Gulch Rd. As part of this project, the team is proposing the installation of a HAWK (High-intensity Activated crossWalk). The proposed complete streets improvements are in accordance with solutions identified in the 2019 Community of Murphys SR 4 Complete Streets Plan. This Minor A project includes a high visibility crosswalk, a pedestrian refuge island, narrower lane widths on SR 4, 10 curb ramps, and will extend between approximately 100ft. to 110ft. of new sidewalk along Pennsylvania Gulch Rd.

During the January 2024 D10 BPAC meeting, the elementary school community was given the opportunity to express their interests in the installation of a HAWK. The parents of the students advocated for the installation to help address safety concerns when students cross SR 4. Caltrans has coordinated efforts with the COG to enable the Calaveras County to apply for HSIP funding for the installation of a HAWK at the SR 4 and Pennsylvania Gulch Rd. intersection. This installation will complement the complete streets improvements of the Minor A project at the same intersection. Calaveras County is currently receiving letters of support from various organizations including the Feeney Park Foundation and the Motherlode Bicycle Coalition.



Intersection where the proposed HAWK may be installed.

DISTRICT 10

PROJECT NAME: SR 108/49 GOLD RUSH SHARED USE PATH



PARTNERSHIPS:

Chicken Ranch Rancheria of Me-Wuk Indians of California, City of Sonora, Tuolumne County Transportation Commission



BIKE FACILITIES:

14 miles of Class I multi-use pathway



FUNDING:

\$69.69M, ATP, CMAQ Local Match, SHOPP, STPG and Local Match



TIMELINE:

Phases 1-5 are fully or partially funded.

The SR 108/49 Gold Rush Shared Use Path is a 6-phase collaborative effort that will address the community's need for a continuous active transportation facility by installing a separated and protected Class I facility in Tuolumne County. This project will address the community's need for a continuous active transportation facility in Tuolumne County. This project involves collaboration from the Chicken Ranch Rancheria of Me-Wuk Indians of California, the City of Sonora, Caltrans, and the Tuolumne County Transportation Commission (TCTC). Both the TCTC's 2016 RTP and Caltrans D10 2023 108/49 Multimodal Congestion Corridor Plan (MCCP) advocate for a separated and protected paved pathway. Multimodal video counts and field reviews included in the MCCP have documented pedestrians and bicyclists frequently using the shoulders of SR 108/49. Crash and collision history in Transportation Injury Mapping System (TIMs) and Statewide Integrated Traffic Record System (SWITRS) indicate a concentration of crashes involving pedestrians and bicyclists in the Jamestown and Sonora area.

The shared use path will be on SR 108/49 from the Chicken Ranch Rancheria of Me-wuk Indians of California Tribal Lands, through Jamestown and Sonora, to Columbia State Historic Park and Columbia College. The Class I multi-use pathway will stretch approximately 14 miles and will help the community connect to different destinations such as the upcoming multi-story casino/hotel/resort, K-12 schools, two historic downtowns, medical facilities, retail, residential areas, green space, county fairgrounds, and a community college.

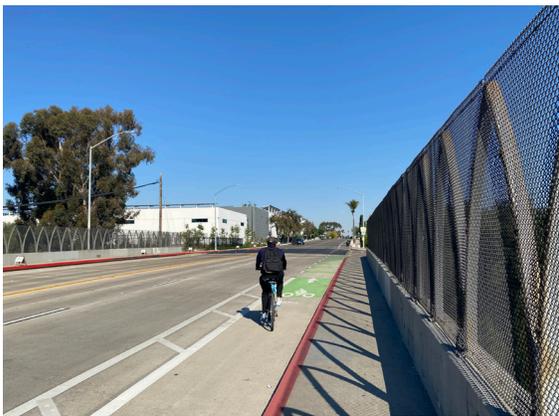
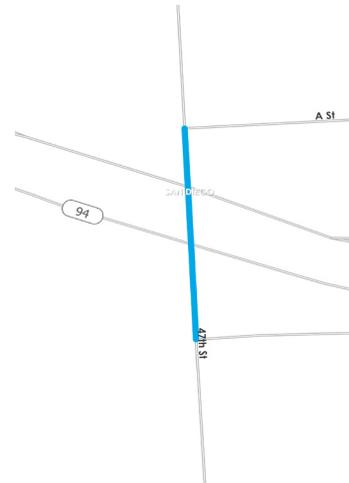


Existing conditions of an intersection on this project corridor and the proposed path concept design.

DISTRICT 11

PROJECT NAME: 47TH STREET AT SR-94 COMPLETE STREETS MINOR B PROJECT

The 47th Street at SR-94 Complete Streets Minor B project improved bicycle and pedestrian facilities at the 47th Street and SR-94 interchange. These improvements connect to a recently completed City of San Diego class IV bikeway south of the interchange are adjacent to Gompers Preparatory Academy. Caltrans District 11 worked with the City of San Diego and the school community in the development of the project. Project improvements include Approximately 600 feet of class II buffered bike lanes with green conflict zone striping that connects to the recently installed class IV bikeway south of the interchange.



Buffered class II bike lane installed through this Minor B project



PARTNERSHIPS:

City of San Diego
Gompers Preparatory Academy



BIKE FACILITIES:

600 ft Class II buffered bikeways
Green conflict zone striping



FUNDING:

\$130K, Minor B



TIMELINE:

Completed in Summer 2023

DISTRICT 11

PROJECT NAME: PARK BLVD./I-5 BIKEWAY/BUS LANE PERMIT PROJECT



PARTNERSHIPS:
 City of San Diego
 District 11 Bike and Ped
 Advisory Committee



BIKE FACILITIES:
 .38 miles of Class II and
 Class IV mixed bikeways
 Green conflict zone
 striping



ROADWAY:
 .38 miles of lane reduction
 for a dedicated bus only
 lane



FUNDING:
 \$70K



TIMELINE:
 Fall 2023

This project was a City of San Diego Lane Reduction project that originally was scoped on Park Blvd., only in City Right of Way (ROW) and not through Caltrans ROW at I-5. This issue was brought up at the D-11 BPAC meeting and the two agencies set about to make the improvements happen within Caltrans ROW (through the interchange).

Project improvements include dedicated Bus Lanes and mixed Class II and Class IV bikeways. Dedicated bus lanes and a class IV bikeway were installed as a lane reduction/active transportation/transit improvement. The restriping activity includes a vehicle lane, a dedicated bus lane and a Class IV/ Class II buffered bike lane to improve safety for all road users. High-visibility crosswalks and pedestrian improvements are also included.

In April 2023, minor updates were made to the originally proposed striping plan. A planned future project will upgrade traffic signals to provide a contiguous Class IV bike lane through the intersections and extend the lanes south to provide a complete link from the Downtown to Uptown neighborhoods.

In August 2023, the project scope was extended to include the paving and striping of Park Boulevard from Presidents Way to the Interstate 5 (I-5) South on/State Route 163 (SR-163) South off-ramp. This work is being coordinated with



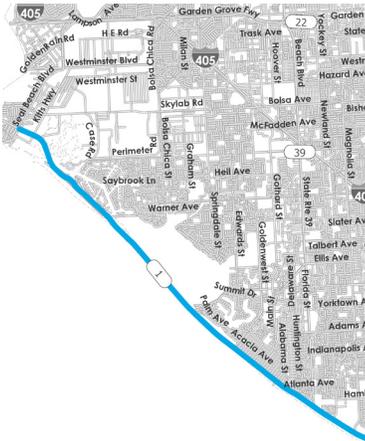
Class IV bikeway and bus only lane

Caltrans as it crosses over I-5, which is Caltrans' right of way. This paving and striping took place overnight in the fall of 2023.

District Examples

DISTRICT 12

PROJECT NAME: SR 1 CLASS II BIKEWAY IMPROVEMENTS IN HUNTINGTON BEACH



In 2018, Caltrans identified locations with high concentration of collisions involving cyclists in the Bicyclist Safety Improvement Monitoring Program. This effort highlighted SR-1 (Pacific Coast Highway) in Huntington Beach as an area of significant incidents, posing it for future improvements towards safety and sustainable transportation. These proposals connected with local planning efforts, where the City of Huntington Beach proposed Class II bike lanes along PCH in their 2013 Bicycle Master Plan.

District 12 is proposing the addition of a comprehensive, bi-directional Class II bike facility along SR-1 alongside new sensors at signalized intersections. This project will improve the safety of bicyclists, enhance the continuity and accessibility of the bikeway, and provide improved connections to local and regional active transportation facilities.

The project also improves part of a regionally significant bikeway, the 66-mile OC Loop. District 12 is coordinating with the City of Huntington Beach and the California Coastal Commission to refine the proposed improvements. Construction of improvements is anticipated to begin in Winter 2025.



PARTNERSHIPS:

City of Huntington Beach
California Coastal Commission



BIKE FACILITIES:

4 miles of Class II bikeways
10 miles of Class II buffered bikeways
50 bike-friendly drainage grates



PEDESTRIAN FACILITIES:

39 crosswalk improvements



FUNDING:

\$11.5M, SHOPP



TIMELINE:

Construction Winter 2025

DISTRICT 12

PROJECT NAME: FREEWAY RAMP ACTIVE MOBILITY ENHANCEMENT STUDY (FRAMES)

The Freeway Ramp Active Mobility Enhancement Study (FRAMES) Project explored opportunities to enhance the safe and continuous travel of bicyclists and pedestrians at locations where Orange County's bicycle and pedestrian network intersect with Caltrans' freeway on- and off-ramps. This effort developed near-term and long-term conceptual solutions that improve overall comfort, safety, access, and mobility for Orange County's top 10 location-based needs as identified by the Caltrans District 12 Active Transportation Plan (D12 CAT Plan).

The project team worked with the Cities of Anaheim, Fullerton, Garden Grove, Santa Ana, Stanton, and Westminster; the County of Orange; and the Orange County Transportation Authority for their input and to refine the conceptual plans. The project also had a comprehensive community engagement process to understand challenges and opportunities at these 10 locations and solicit ideas for potential improvements. Input for the project was garnered from both a technical working group of local agency representatives and several community meetings in 2023. Feedback from over 600 stakeholders stressed themes of inadequate pedestrian and bicycle infrastructure and excessive vehicle speeds, which refined conceptual plans for safe and accessible active transportation connections across freeway ramps.

The project develops conceptual solutions for people walking and bicycling across 10 of the highest-need freeway ramps in District 12, as identified by the D12 CAT Plan. Proposed improvements in the conceptual plans include elements such as Class I, II, and IV bikeways; leading pedestrian intervals; leading bicycle intervals; green conflict zone striping; accessible pedestrian signals; pedestrian-level lighting under freeway overcrossings; high-visibility crosswalks; truck aprons; pedestrian refuge islands; and landscaping.



PARTNERSHIPS:

- City of Anaheim
- City of Fullerton
- City of Garden Grove
- City of Santa Ana
- City of Stanton
- City of Westminster
- Orange County
- OCTA



BIKE FACILITIES:

- (Project Dependent)
- Class I, II and IV bikeways
- Improved cyclist crossings



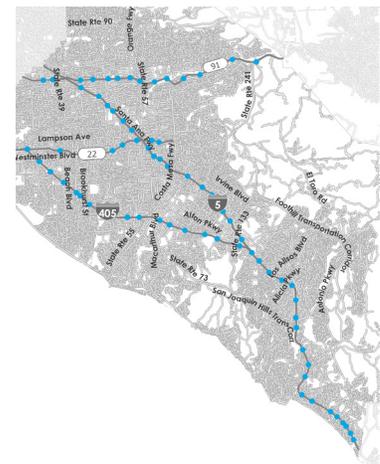
PEDESTRIAN FACILITIES:

- 78 new/improved crosswalks
- Improved lighting and landscaping



FUNDING

- \$71.1M across 10 projects



STATEWIDE

PROJECT NAME: USBR 85 AND 95 BIKE ROUTE DESIGNATION

In coordination with Adventure Cycling Association, Caltrans Headquarters, various Caltrans Districts, and many local jurisdictions, Caltrans was successful in submitting two bike route designations— USBR 85 and USBR 95, to the American Association of State Highway and Transportation Officials (AASHTO). The designation effort required letters of support and involvement from all local jurisdictions in which the route was proposed. Local agencies were able to identify where they specifically wanted the route to pass through in their communities. These letters of support, route logs, and the official AASHTO application package was submitted and approved in the Spring of 2024.

USBR 85 traverses eastern California in the Sierras for 788.5 miles, beginning in Hornbrook in Siskiyou County at the Oregon border and ending in Lenwood in San Bernardino County. USBR 85 routes through 14 jurisdictions: Siskiyou County, Shasta County, Truckee, Placer County, El Dorado County, Mariposa County, Madera County, Fresno County, Tulare County, Kern County, Kern, Lancaster, Los Angeles County, and San Bernardino County.

USBR 95 is an expanded route that traverses through western California along the Pacific Coast for 1,070 miles, beginning at US 101 near Pelican State Beach at the Oregon border and ending at Monument Road near the California-Mexico border. USBR 95 routes through 14 jurisdictions: Del Norte County, Humboldt County, Mendocino County, Sonoma County, Marin County, San Francisco County, San Mateo County, Santa Cruz County, Monterey County, San Luis Obispo County, Santa Barbara County, Ventura County, Los Angeles County, Orange County, and San Diego County. USBR 95 now covers 1,070 miles along the California coast.



PARTNERSHIPS:

Adventure Cycling Association
 Caltrans Headquarters
 Caltrans Districts 2, 3, 4, 5, 6, 7, 8 9, 10 11, 12
 70+ local agencies



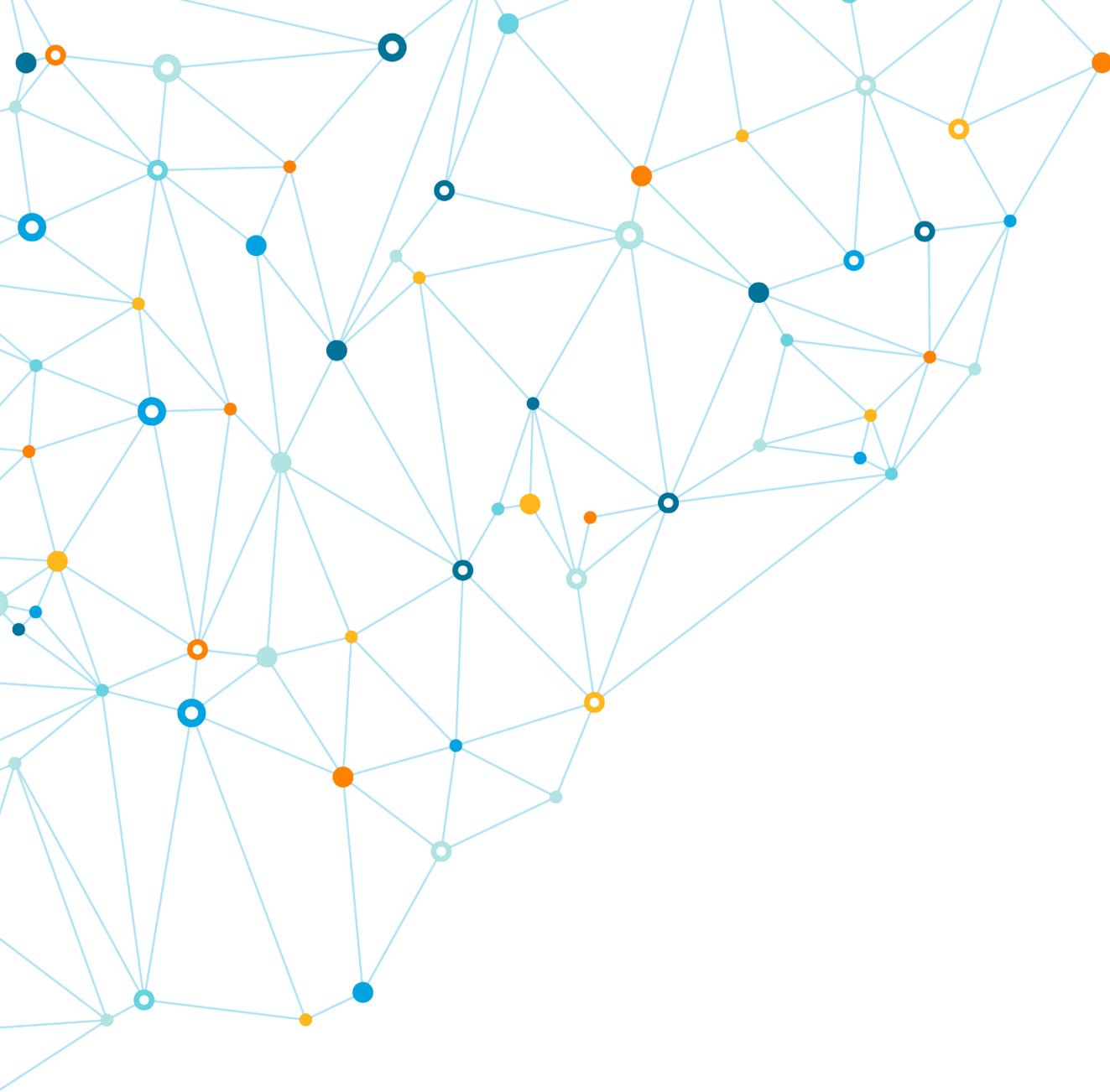
BIKE FACILITIES:

2 new regional bike routes



TIMELINE:

2018-2024



2020-2024 REPORT ON PARTNERSHIPS AND LOCAL ACTIVE TRANSPORTATION CONNECTIONS
CALIFORNIA DEPARTMENT OF TRANSPORTATION

JANUARY 2025

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