



ACTIVE TRANSPORTATION PLAN 2022



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WHAT'S INSIDE THE SUMMARY REPORT?

The Caltrans District 6 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 6 SHS.

WALKING AND BICYCLING ON THE STATE HIGHWAY SYSTEM

What it is like to walk or bicycle along the SHS in District 6 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 6 SHS pedestrian and bicycle network.

NEXT STEPS FOR IMPLEMENTATION

Coordination, facilitation, and project development steps for Caltrans District 6.

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, maps, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

KEY TERMS

The list below defines key terms used throughout the Caltrans District 6 Active Transportation 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: 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 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 rural connector: A conventional highway that is the only viable walking and bicycling connection between small and rural places, or from those places to larger or more urban places.

Main street: A conventional highway that serves as a community street. Main streets typically have posted speed limits of less than 40 mph and serve 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.

Complete street: A transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility for people of all ages, abilities, and modes. Complete streets are particularly attuned to the needs of people walking, using assisted mobility devices, biking, and using transit.

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 6, locations with equity priority communities were identified based on income-based measures and staff local knowledge.

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

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

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

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

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

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



Diana Gomez
District 6 Director

MESSAGE FROM THE DISTRICT DIRECTOR

I am pleased to present the Caltrans District 6 Active Transportation Plan (Plan) for the counties of Madera, Fresno, Kings, Tulare, and Kern. This Plan furthers the 2017 statewide 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 6 Plan guides our various functional units to create a multimodal network consisting of bicycle and pedestrian facilities with connections to transit. The incorporation of active transportation elements into our projects is Caltrans' latest initiative to embrace a holistic Complete Streets approach to our planning, project development, operation, and maintenance activities.

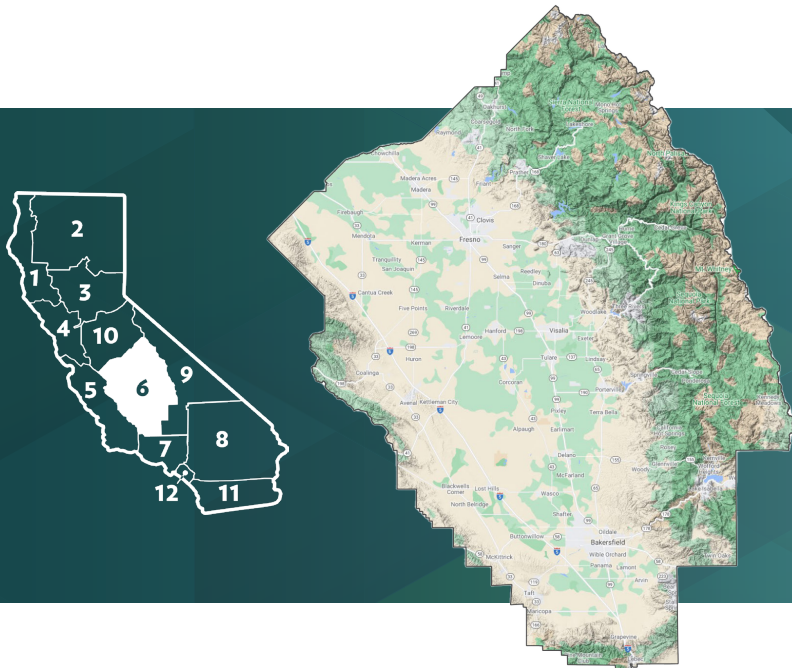
This Plan includes an inventory of our existing bicycle and pedestrian facilities. A comprehensive gaps and barriers analysis identified needs on and across the State Highway System (SHS). This plan provides valuable guidance

by identifying and prioritizing needs informed by our department and local and regional plans.

Caltrans supports investments for walking and biking and connecting people with jobs, recreation, and services, while seeking to reconnect communities where the SHS has created a barrier. Ongoing active transportation efforts with our local and regional partners, community organizations, and advocacy groups has played a role to the development of the Plan.

I want to acknowledge and thank all who participated in this process. We look forward to continued work with our regional and local partners as well as the surrounding communities to implement the District 6 Active Transportation Plan.

Diana Gomez
District 6 Director



A scramble pedestrian crossing in downtown Fresno.

PURPOSE AND OVERVIEW OF THE PLAN

The Caltrans Active Transportation Plan for District 6 (“Plan”) is part of a comprehensive effort to identify locations with bicycle and pedestrian needs in each Caltrans district across California. It is a critical step in implementing *Toward an Active California*. Caltrans and its agency partners will use the Plan to address active transportation needs along and across the SHS in future planning, construction, and maintenance projects. Data and analysis developed in this plan will be used in asset management, as a basis for setting Complete Streets targets, and as a starting point during project development.

The Plan identifies conditions that challenge people’s ability to walk, bicycle, and reach transit on the SHS, which provides critical transportation routes in towns and cities across California. State highways serve as main streets, provide access to destinations people visit every day, and are often the primary routes connecting communities. When these communities are walkable, bikeable, and transit-rich, people benefit from improved air quality, health, social equity, quality of life, and economic opportunity. The Plan identifies gaps and barriers on the SHS and recommends priorities among need locations. This represents a crucial step in making walking and bicycling safer, more comfortable, and more convenient.

The Plan consists of two elements:

- ▶ This Summary Report provides an overview of walking and bicycling conditions on the SHS today, identifies locations where needs exist, recommends priorities, and describes next steps in the implementation process. The methodology for the planning analysis can be found on the District 6 page of the [Caltrans Active Transportation Plan website](#).
- ▶ A companion online [Story Map](#) provides an opportunity to view and interact with a series of District 6 maps that highlight the pedestrian and bicycling issues, needs, and opportunities described in this report.

RIGHT: A high-visibility crossing for a Class I bike path in Clovis.

BELOW: A pedestrian crossing along SR 43, a main street in walkable downtown Wasco.



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 in the Caltrans statewide active transportation plan, *Toward an Active California*, this plan establishes methods for identifying and evaluating pedestrian and bicycle needs on and across 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 District 6 Active Transportation Plan:



► MOBILITY

Increase walking and bicycling in California.



► SAFETY

Reduce the number, rate, and severity of bicycle and pedestrian involved collisions.



► EQUITY

Invest resources in communities that are most dependent on active transportation and transit.



► PRESERVATION

Maintain a high-quality active transportation system.

The District 6 Active Transportation Plan contains the second of five steps for delivering active transportation infrastructure in California, as shown in the graphic at right. The work will continue as Caltrans collaborates with local partners to identify, fund, construct, and maintain pedestrian and bicycle projects.

STEP 1

Toward an Active California sets statewide active transportation vision, goals, and policy.

STEP 2

District 6 Active Transportation Plan locates needs on the State Highway System and establishes a baseline for assessing future progress.

STEP 3

Projects that address those needs are identified by Caltrans and its partners in local agencies, community-based organizations, and the public.

STEP 4

Projects are funded through state funding and grant programs or via local funding sources.

STEP 5

Projects are constructed and maintained by Caltrans or local agencies.

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 and regardless of their race, socioeconomic status, identity, or where and how they travel. Although the goal of a modern transportation network should be to connect communities to jobs and other destinations, historically, the California SHS has often done the opposite. Freeways, expressways, and high-speed arterials act as barriers, often disconnecting people from the services and locations they need to access and dividing previously established communities.

Today, many communities continue to be at a disadvantage due to unequal access to government services and opportunities. Historically, racially restrictive zoning and discriminatory lending contributed to racial segregation and wealth inequities between white and non-white populations, leaving a disproportionate share of the latter exposed to unhealthy environmental conditions and lacking convenient access to fresh and healthy food choices. Depressed land values in those disadvantaged communities attracted highway and urban renewal projects that perpetuated poverty.

The ultimate disadvantaged community are the homeless—a transient community with origins in the migration to California during the Great Depression. Homelessness has been fueled by government action to reduce services that addressed mental health and drug dependency, unequal access to affordable transportation and the opportunities it affords, and a housing affordability crisis impacting much of the coastal West.

Due to all these factors, Caltrans has an obligation to not only seek equal treatment in its projects and other works, but also to actively correct the ways in which SHS construction has divided communities. This plan, alongside *Toward an Active California* and all the Caltrans Active Transportation Plans, positions equity as one of its main goals as a step toward meeting the agency's equity obligations.

As part of that goal, the Plan's uses several socioeconomic measures to locate *equity priority communities* that are most likely to have experienced the disadvantages described above. Needs within equity priority communities are prioritized higher in this plan.

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, nearly 3,200 crashes that involved pedestrians or bicyclists occurred on local roads and the SHS in District 6, killing 348 people and severely injuring 493.

Source: Statewide Integrated Traffic Records System

PUBLIC ENGAGEMENT

The public understands the transportation systems they use every day; therefore, their input is important to meeting the objectives of this plan. Engagement efforts for this Plan focused on the following objectives:

- ▶ Seek input from the public, especially from equity priority communities, through targeted outreach efforts.
- ▶ Deepen understanding of local contexts and needs within Caltrans District 6.

With these objectives in mind, District 6 collaborated with partner agencies, local organizations, and the public to solicit input.

HOW DISTRICT 6 CONNECTED WITH THE PUBLIC

The Covid-19 pandemic required adaptations to District 6's usual engagement methods. With many community events and meetings transitioning from in-person to online collaboration, Caltrans utilized an online engagement platform that included a survey and map where the public could provide input about needs and concerns for walking and bicycling in their respective communities.

The goal was to capture the ideas, needs, and concerns of people from a wide demographic, especially equity priority communities. The feedback was used to inform the project development process in the future. Moving forward, Caltrans will continue to collect additional survey data beyond the publication of the Plan since needs and priorities will shift over time.

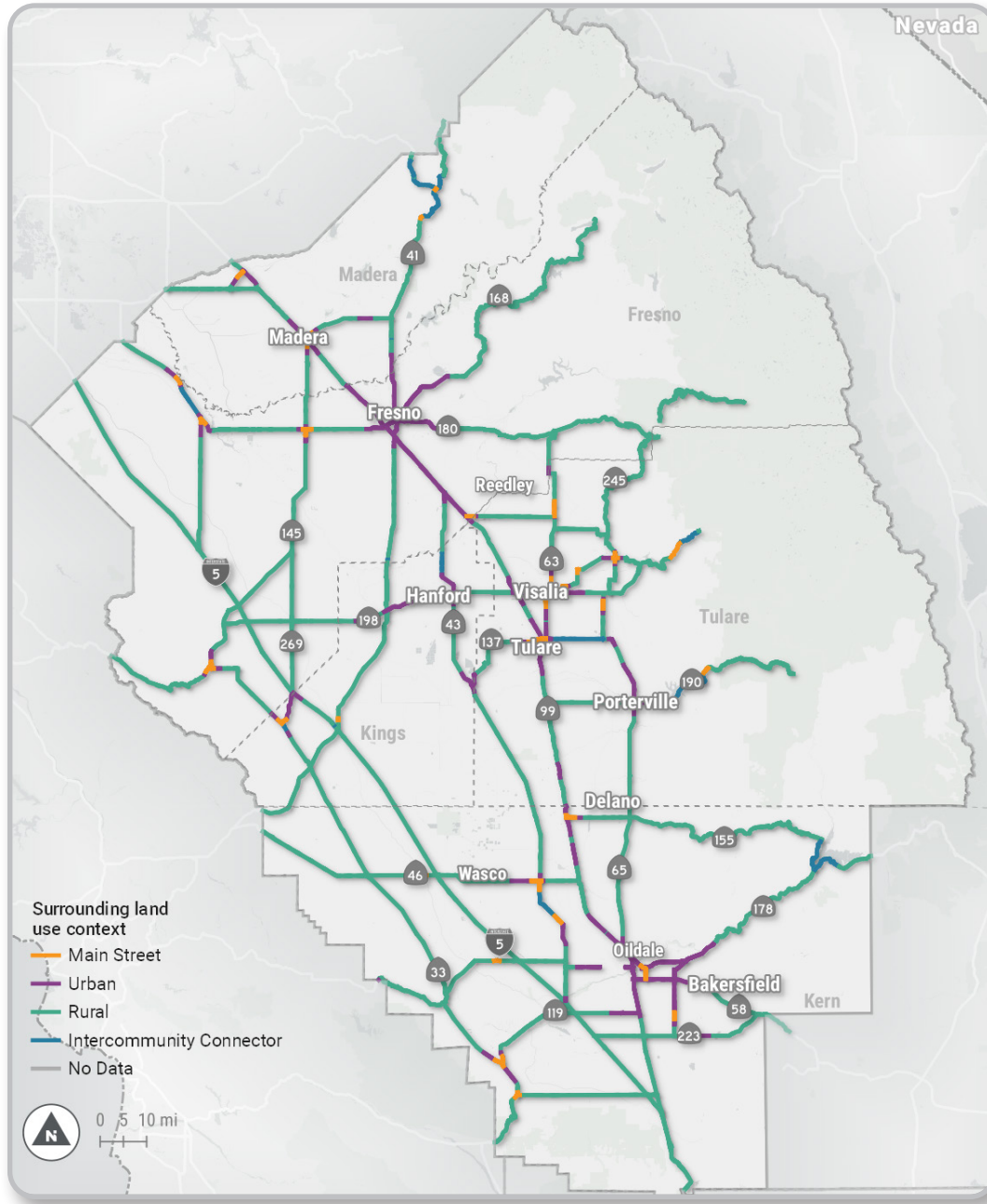
WALKING AND BIKING IN DISTRICT 6 TODAY

People walk and bicycle on the State Highway System (SHS) for a wide range of reasons, including for daily needs like getting to work or school, completing errands, or recreational activities. The diverse needs and travel purposes of District 6 require active transportation solutions tailored to local contexts. People walking or bicycling on the SHS in urban areas may be making short trips for work, school, or shopping, whereas those in rural areas might more often use the SHS for recreational and commuting purposes. Caltrans staff should discuss these local contexts with its agency partners and stakeholders to inform appropriate design treatments during the project development stage.

To better understand the walking and bicycling conditions and experience along the State Highway System (SHS), the project team performed a detailed analysis that is visualized on the project interactive maps and summarized here.



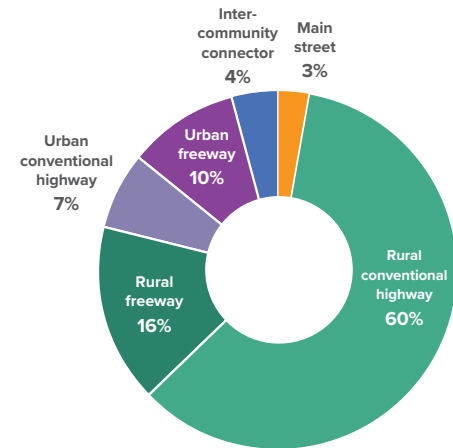
SR 63 at Lincoln Oval Park in Visalia features bicycle lanes and a pedestrian-activated crossing beacon.



LAND USE AND TRANSPORTATION CONTEXT

There are over 1,800 centerline miles of roadway along the SHS in District 6 that serve diverse landscapes and community contexts.³ The needs for pedestrian and bicycle accommodations will vary based on these land use contexts. For example, the types of issues experienced by people walking along and crossing a busy highway in a main street context may differ from those on the same highway in rural areas. Highways in cities or towns may see significant foot traffic, whereas rural roads may have few walking trips but an increased number of bicyclists for whom state highways provide critical connections between communities.

This Plan identifies needs to serve all these contexts. Its key focus is identifying gaps in the active transportation network where improvements can address user safety, access, connectivity, demand, and equity.



Percentage distribution of District 6 SHS centerline miles by land use context

Source: Caltrans Transportation System Network

Please see [Story Map](#) for more detailed mapping of this variable.

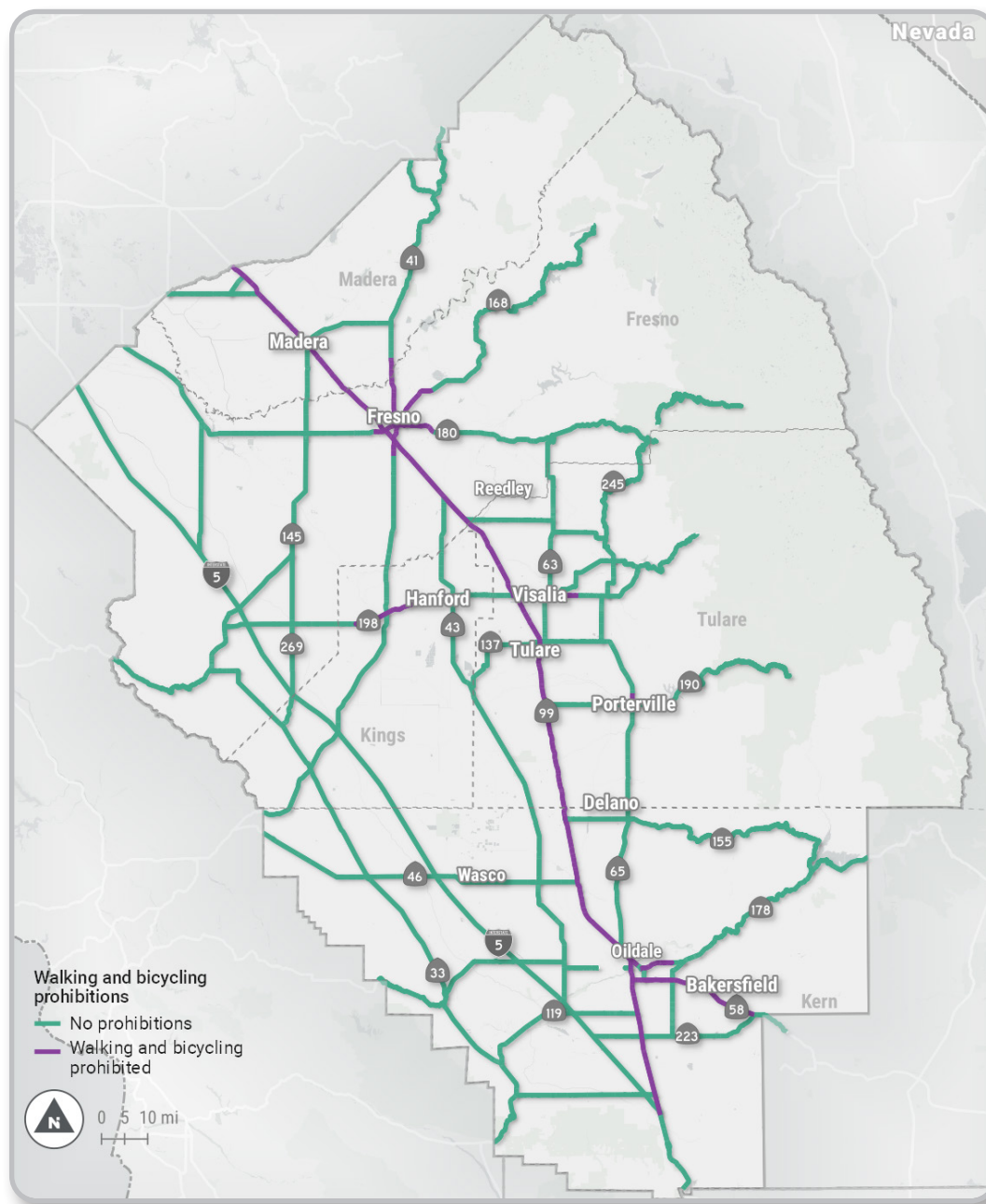
³ Information about land uses along the SHS was gathered from analysis of consolidated Caltrans Transportation System Network roads datasets. Main streets were identified by District 6 staff, and rural and urban designations were derived from data supplied by Caltrans headquarters.

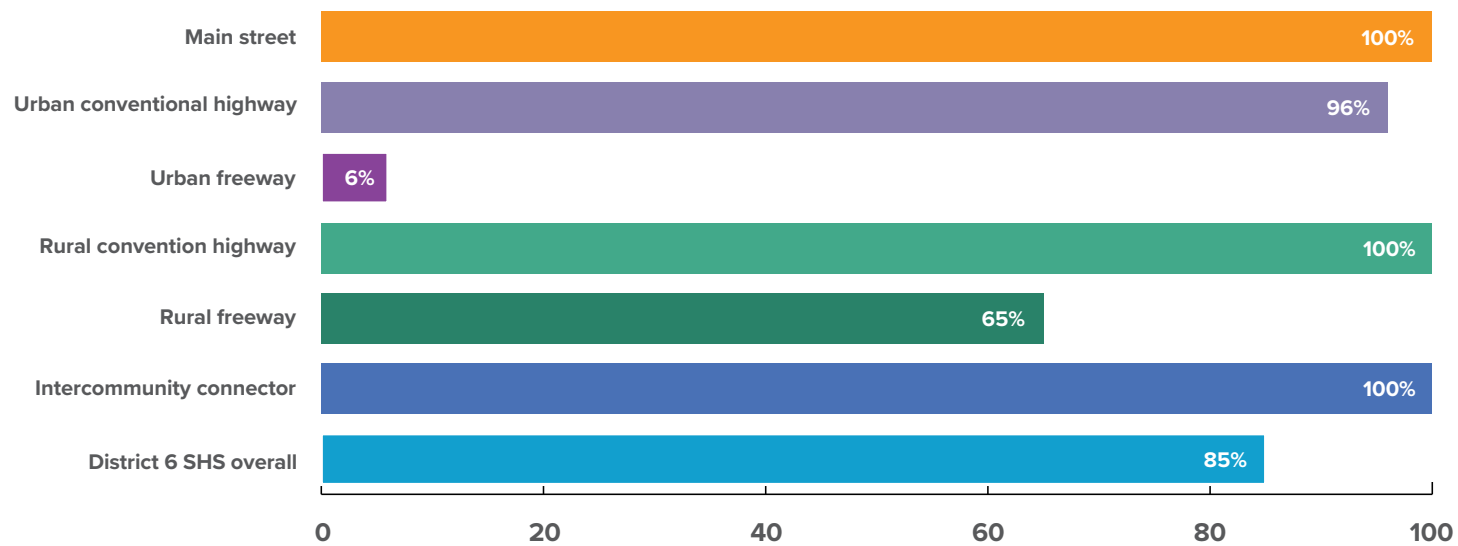
WALKING AND BICYCLING PROHIBITIONS

Not all segments of the SHS are legally open for use by people walking or bicycling. Facilities that carry fast-moving and high-volume vehicle traffic, or are access-controlled (like freeways), are most likely to prohibit walking and bicycling. Many of the SHS segments in District 6 that prohibit walking and bicycling are in larger communities, such as Fresno, Bakersfield, and Visalia, where SHS segments are often limited-access freeways. People are permitted to walk and bicycle along 85% of the SHS centerline miles in District 6. As data collection about pedestrian prohibitions is ongoing, this Plan assumes that prohibitions in specific places on the SHS are the same for pedestrians as for bicyclists.

People may still need or choose to walk or bicycle for transportation and recreation, even if their preferred SHS route does not permit it. It is vital that Caltrans and its partners understand which routes people are most likely to use for active transportation near SHS segments that prohibit that use and develop safe and comfortable alternatives. Additionally, creating safe and comfortable opportunities to cross under or over freeways on foot or by bicycle will be key to supporting direct and convenient active transportation trips. Providing connectivity for walking and biking in urban/suburban and main street areas, where destinations are most concentrated, is key to supporting active travel. Improvement opportunities may include shoulder widening, dedicated walkways, bikeways, and crossing enhancements.

Because so much of the SHS is accessible to walking and biking, there are many opportunities to improve the quality of that access throughout District 6. Caltrans and local agency partners will need to collaborate to provide for continuous pedestrian and bicycle networks in places where SHS segments either prohibit walking and bicycling or do not support low-stress walking and bicycling. Analysis will be needed to determine if continuous access can be provided on SHS segments or on local networks. These efforts should consider whether the local transportation network already offers convenient alternative routes and whether local plans have prioritized improvements to nearby walking and bicycling facilities.





Percent of D6 SHS centerline miles by land use where walking and bicycling are not prohibited

Source: Caltrans Transportation System Network

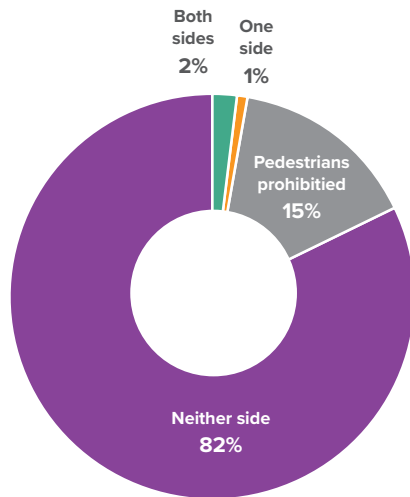
Please see [Story Map](#) for more detailed mapping of this variable.



A wide sidewalk, driver-oriented signage, and a wide bicycle lane along SR 216 in Visalia help improve safety for children walking and bicycling to nearby schools.

SIDEWALKS

Sidewalks are fundamental elements of most pedestrian networks. Sidewalks may be present along both sides of the SHS, along one side only, or entirely absent. Only 3% of the SHS centerline miles in District 6 where pedestrians aren't prohibited have sidewalks on at least one side of the highway. Nearly all of the SHS sidewalk miles in District 6 are on main streets (like SR 204 in Bakersfield) or on urban conventional highways (like SR 63 in Visalia). Even where sidewalks are present, crossing distances and traffic volumes may make getting across such highways inconvenient. Sidewalks are less often present in rural environments and are rarely located along freeways, which often prohibit pedestrian access. Where sidewalks create connected pedestrian networks, are accessible to people of all ages and abilities, and are maintained in good condition they can support increased walking along the SHS.



Percentage of SHS centerline miles by presence of sidewalks on both, one, and neither side

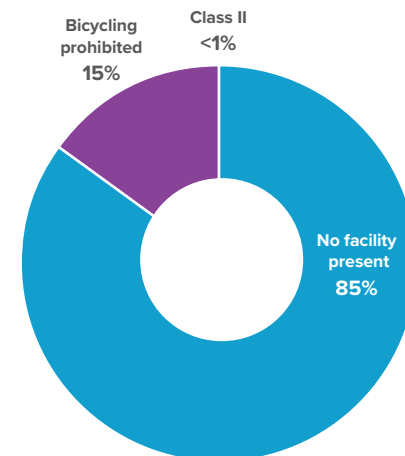
Source: Caltrans Active Transportation Inventory; District facility inventory
Please see [Story Map](#) for more detailed mapping of this variable.





BICYCLE FACILITY TYPES

District 6 has 10 miles of designated bikeways on the SHS, all of which are Class II bike lanes. At the time of this Plan's development there are no Class I shared use paths or Class IV separated bikeways on the SHS in District 6. Class III shared roadways are present in a small portion of District 6 but are not included in this statewide planning process because methods for defining and identifying such routes have not yet been standardized across Caltrans districts.



Percentage of SHS miles by bicycle facility type (including where no bikeways are present) for locations where bicycling is not prohibited

Note: These data do not reflect the presence of Class III bicycle routes, which were not included during data consolidation of the District 6 facility inventory.

Source: Active Transportation Asset Inventory; District Facility Inventory. Please see [Story Map](#) for more detailed mapping of this variable.

BICYCLE FACILITY TYPES (CONTINUED)

About a third of the Class II bike lane miles are along designated main streets and the remainder are along urban conventional highways. Bicycle facilities along main streets and in urban and suburban settings provide access to places people frequently visit, such as work, school, and grocery stores; expanded dedicated bicycle facility access can help support those visits. The map on the previous page shows Class II bike lanes using an example from Visalia. Data about bike facilities in other places in District 6 is available on the Story Map.

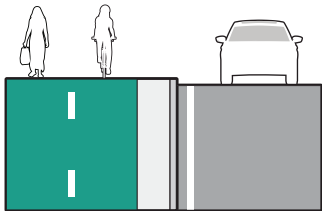
Bicycle infrastructure is most useful when it forms a complete network and offers a convenient and inviting user experience. People can bike in all places on the SHS where they are not expressly prohibited from doing so, but designated bicycle facilities help people feel more safe, comfortable, and visible while they do so. California Street and Highway Code 890.4 organizes bicycle facilities by four functional classifications:



MOST SEPARATED

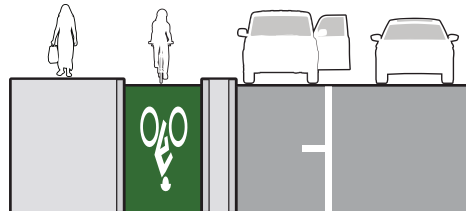
LEAST SEPARATED

Bike Path / Shared Use Path



Class I bike paths, or shared use paths, are located off vehicular roadways.

Separated Bikeway



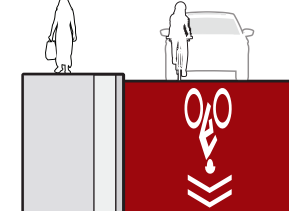
Class IV separated bikeways include elements such as a raised curb or vertical posts that protect bicyclists from vehicles within the roadway.

Bike Lane



Class II bicycle lanes provide dedicated space adjacent to vehicle travel lanes, either with or without painted buffers.

Shared Roadway



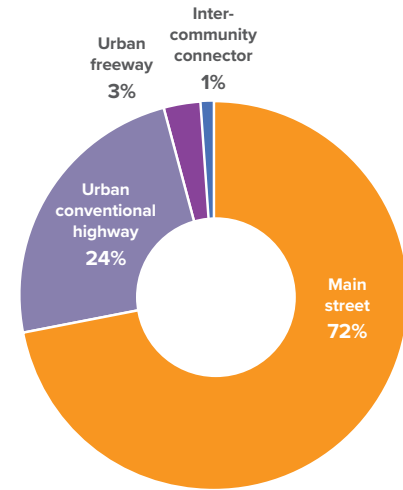
Class III bike routes designate a preferred route for bicyclists on streets shared with motor traffic but not served by a dedicated Class I, II, or IV facility to provide continuity to the bikeway network.



WALKING AND BICYCLING TRIP POTENTIAL

Land use patterns, demographics, and characteristics of the built environment influence the extent to which a person can or will choose to walk or bicycle for daily needs or recreation. Several factors can determine the likely demand for future walking or biking trips 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 one mile on foot or less than two and one-half 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 proximity are most convenient for people to walk and bike, provided that safe and comfortable walkways and bikeways are available.



Distribution by land use of SHS centerline miles with high pedestrian short trip potential (1 mile or less) where walking is not prohibited:

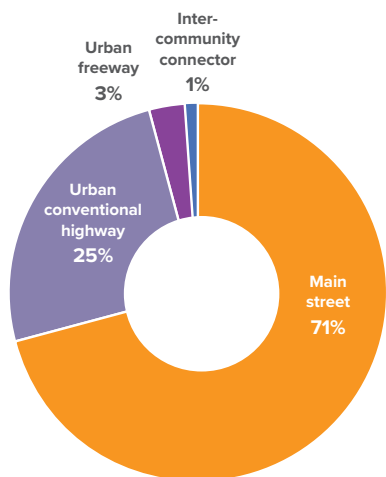
Source: LOCUS

Please see [Story Map](#) for more detailed mapping of this variable.

WALKING AND BICYCLING TRIP POTENTIAL (CONTINUED)

This plan analyzed data that show where and how commonly people make short trips 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 one mile represent areas with high potential to encourage walking by improving the pedestrian environment (and to encourage bicycling by improving bikeways). SHS segments with high numbers of trips under 2.5 miles represent areas with high potential to shift trips to bicycling by making bikeway improvements. This analysis excludes SHS segments that prohibit walking and biking.

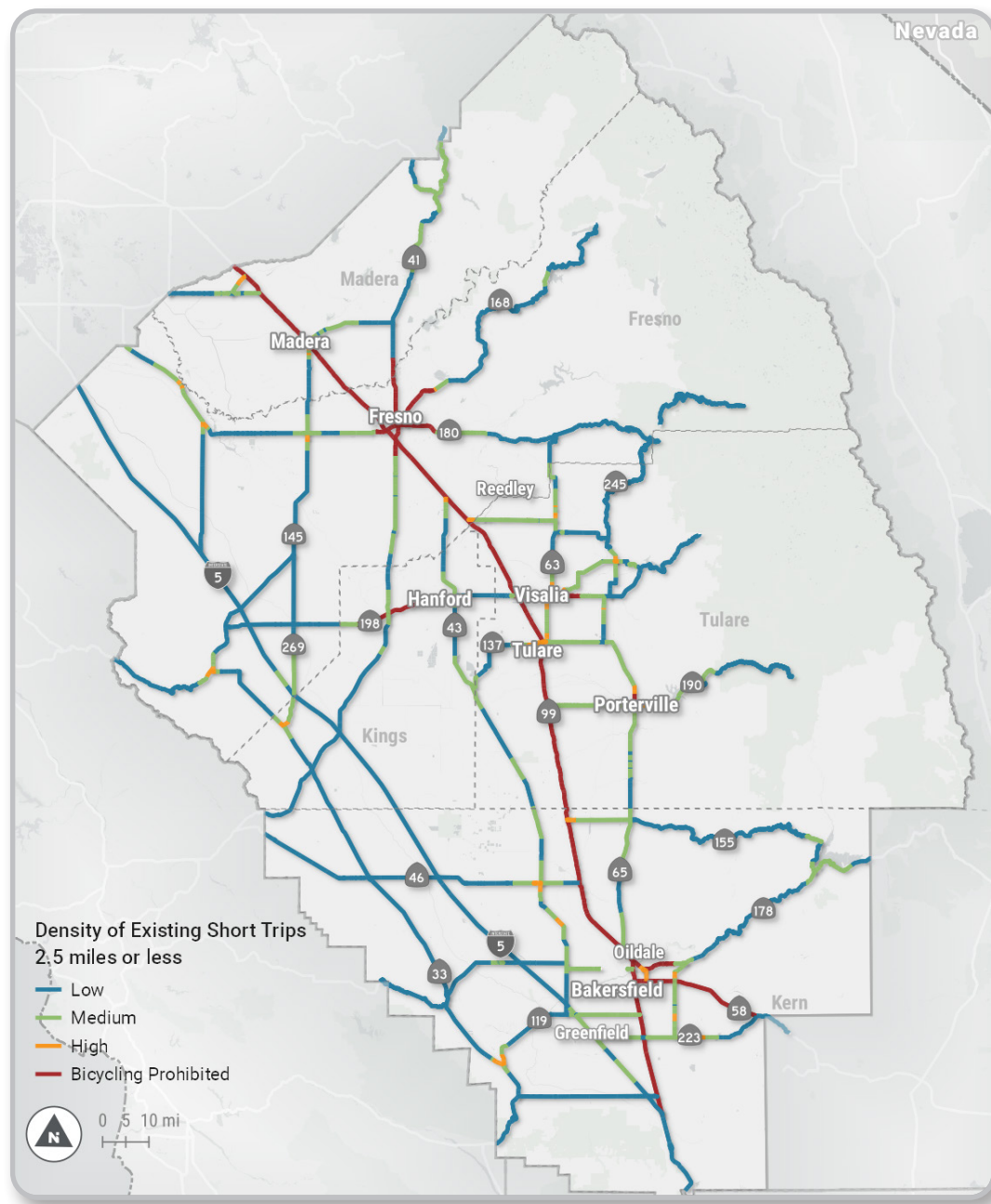
Most areas in District 6 with high densities of short trips are in or near population centers like Madera, Fresno, Visalia, and Bakersfield. Prioritizing pedestrian and bicycle infrastructure investments in these areas will likely benefit the greatest number of people and has the greatest potential to encourage more walking and bicycling trips.

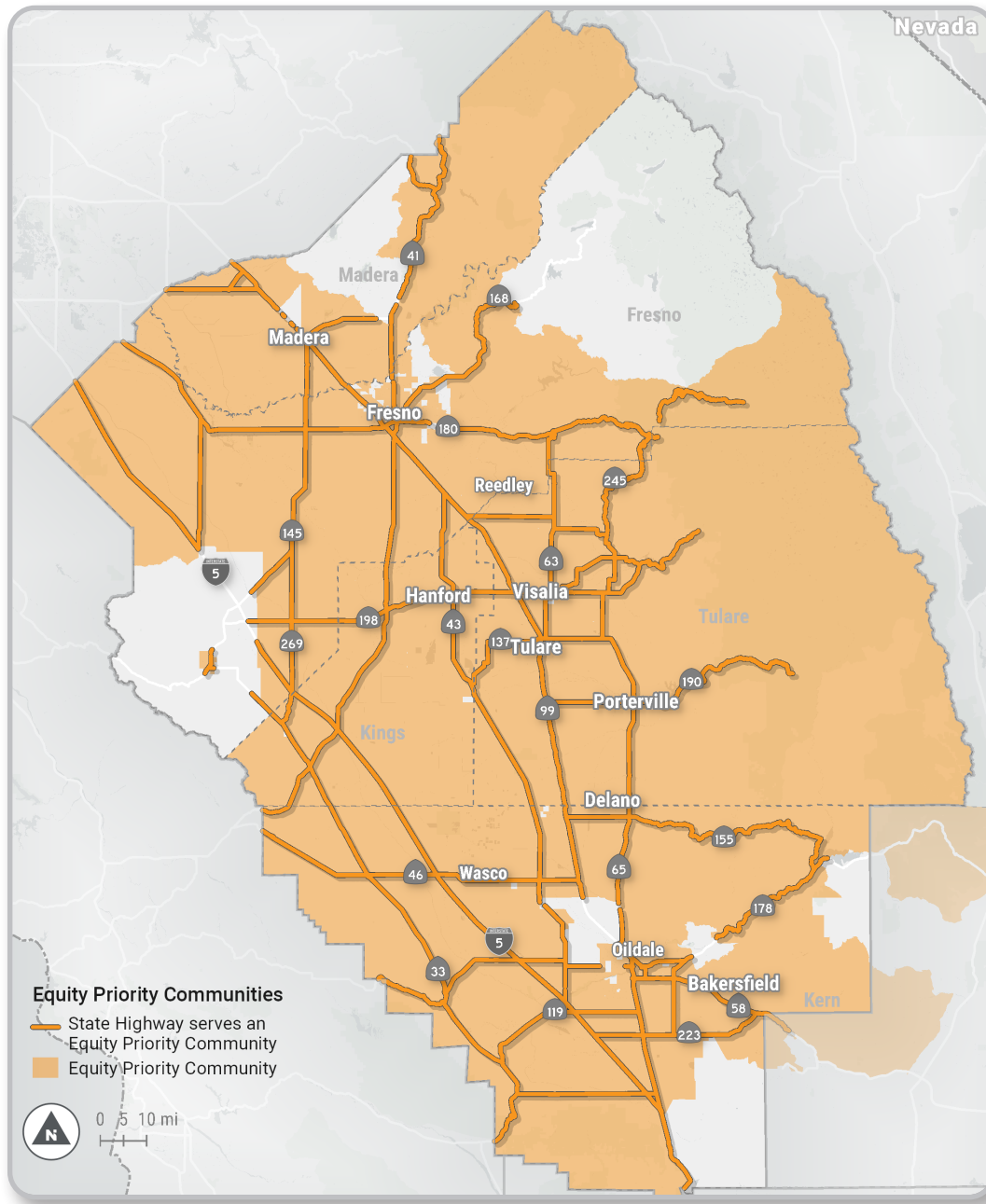


Distribution by land use of SHS centerline miles with high bicycle short trip potential (2.5 miles or less) where bicycling is not prohibited

Source: LOCUS

Please see [Story Map](#) for more detailed mapping of this variable.

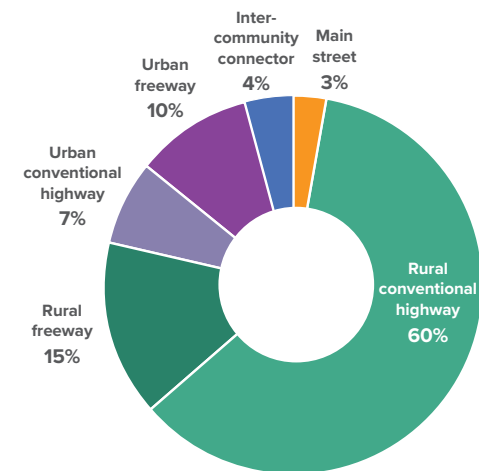




EQUITY PRIORITY COMMUNITIES

In addition to the surrounding land use context of the SHS, understanding the community who may benefit from improved pedestrian facilities plays a key role in prioritizing improvements. Nearly all (92%) of the SHS centerline miles in District 6 pass through equity priority communities. Such communities are defined in three ways:

- ▶ **Median household income:** Census tracts where median household income is below 80% of the 2017 statewide median of \$67,169 are equity priority communities.
- ▶ **Free and reduced-price meals:** Census tracts with at least 75% of students enrolled in the Free and Reduced Priced Meal program are equity priority communities.
- ▶ **Communities of color:** Census blocks among the 75th percentile (within District 6) of density of people who identified as nonwhite or Hispanic are equity priority communities.



Distribution by land use of SHS centerline miles that pass through equity priority communities

Source: US Census Bureau (Median household income and communities of color) and California Department of Education (free and reduced-price meals)

Please see [Story Map](#) for more detailed mapping of this variable.

EQUITY PRIORITY COMMUNITIES (CONTINUED)

The map on the previous page shows the places in District 6 that meet one or more criteria. The prevalence of equity priority communities in District 6 reflects both the region's broader socioeconomic and environmental challenges as well as California's history of locating polluting transportation infrastructure disproportionately within and near low-income communities and communities of color.

Active transportation improvements can bring significant benefits to equity priority communities. The SHS can act as a critical connector for communities in District 6 where it today divides neighborhoods and reduces mobility. Low-income people often have limited access to personal vehicles or may need transit access, and improved connections can help them access work, education, and well-being services more conveniently and without the financial burden of vehicle ownership.



TOP: School children participate in a bike safety demonstration presented by the Tulare County Association of Governments and the California Highway Patrol. Image used with permission of the Tulare County Association of Governments.



LEFT: A person bicycles in the sunshine along the wide shoulder of SR 43 near Hanford.

NEEDS FOR PEOPLE WALKING AND BIKING 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 analyzed data to identify gaps and barriers on the SHS that affect walking and bicycling. Additional needs identified by agency partners or documented in previously completed plans and studies were also included. Location-based needs are available for review on the online Story Map.

IDENTIFYING NEEDS

NEEDS IDENTIFIED BY AGENCY PARTNERS

Caltrans and its local and regional partners have documented the need for pedestrian and bicycle infrastructure along the SHS over time in various adopted plans and needs inventories. GIS data from those plans and inventories were incorporated into this project’s base datasets. Where GIS for local and regional plans was available, needs were incorporated into the data analysis described below. For areas without GIS data, the District 6 project team encouraged partners to complete the partner 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. These need locations were not assessed in this plan’s data-driven process, but public input received by Caltrans informed prioritization of needs. Public comments have been preserved as part of this plan’s final data package to inform future project development efforts.

NEEDS IDENTIFIED BY DATA ANALYSIS

The project team conducted detailed automated and manual analyses of SHS data to identify needs of the types shown below and on the following page.

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.

TYPES OF ACTIVE TRANSPORTATION NEEDS



SIDEWALKS ALONG HIGH-SPEED HIGHWAYS

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



STRESSFUL PEDESTRIAN CROSSINGS

Intersections on conventional highways (that is, those that aren't freeways) that are stressful for people to walk across. 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 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. *Image used with permission of Serena Grace Photography.*



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 sidewalks, a lack of sidewalks, uncontrolled or unmarked crossings at highway on- or off-ramps, or poor crosswalk visibility.

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 6 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 crossing need was scored based on measures aligning with the Walking and Bicycling in District 6 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 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 6 project team. These weights refer only to the data-driven prioritization in the Plan and do not mean that Caltrans District 6 assigns these weights to safety, mobility, equity, and preservation in all 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 6.

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

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

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

GOAL	WEIGHT	MEASURE(S)
Mobility	25%	1- and 2.5-mile short trip potential; 1- and 2.5-mile short trip potential near low-income communities; main street; job density; proximity to major transit station
Safety	30%	Pedestrian crash density (total and severity-weighted); bicycle crash density (total and severity-weighted); proximity to schools; speed
Equity	30%	CalEnviroScreen ; median household income; free or reduced-price school meal program participation rates; communities of color; tribal boundary
Preservation	15%	Improvement to existing bicycle facility sidewalk, or crosswalk
Total	100%	

STORY MAP

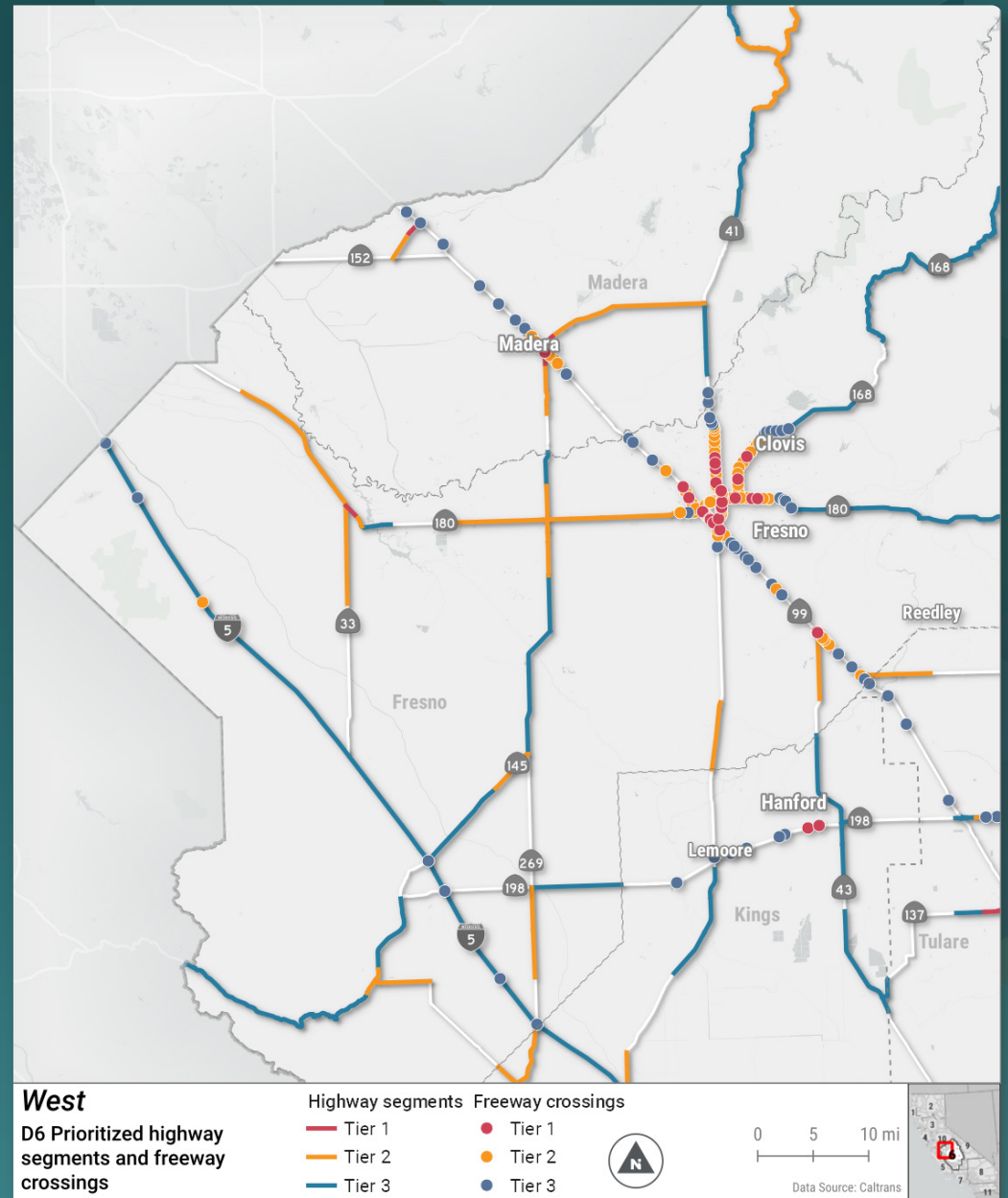
This Summary Report has a companion [Story Map](#). This interactive tool uses maps to provide a visual companion to this Summary Report. Its “Explore” section is a full-scale interactive map that provides even greater detail on a range of existing conditions measures and that illustrates the location-based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



Bicycle lanes and sidewalks help provide critical connections to transit facilities like the Manchester Transit Center in Fresno.





East
D6 Prioritized highway segments and freeway crossings

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

0 5 10 mi
 Data Source: Caltrans



South
D6 Prioritized highway segments and freeway crossings

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

0 5 10 mi
 Data Source: Caltrans

NEXT STEPS FOR IMPLEMENTATION

This plan serves as a critical step in implementing the Caltrans vision for improving the walking and bicycling experience along the SHS in District 6. Caltrans and 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 for Caltrans to take to address location-based needs are described below.

CONTINUE TO ENGAGE THE PUBLIC AND PARTNERS

Public engagement will continue to shape this plan even after its initial publication. District 6 staff plan to coordinate in-person outreach at community events when pandemic-related restrictions are lifted. Staff are currently exploring ways to incorporate into public-facing maps the partner agency data that document needs and proposed projects identified in local planning efforts. Moving forward, Caltrans will use survey data to validate its understanding of needs at specific locations and to inform project development. Since needs and priorities will shift over time, Caltrans will continue to collect input from the public and partner organizations beyond the publication of this plan.

INTEGRATE PLAN DATA INTO STATEWIDE DATABASES AND PROCESSES

District 6 will retain the data and analysis developed for this plan, including existing conditions, public and partner input, individual data-driven needs, and prioritized segments. This data package will support a range of future Caltrans activities, such as the management of statewide active transportation initiatives, setting Complete Streets targets, and tracking progress toward statewide goals and performance metrics.

CONTINUE TO EVALUATE NEEDS

This plan will be used to help scope planning efforts and projects located on or near the SHS. While the data-driven planning process provides information about the general location and nature of each need, this information is approximate and must be refined before solutions can be developed. The District 6 project team will continue to seek community input on needs through the map-based survey or Street Story. In-person outreach in equity priority communities will be a priority if and when COVID-19 guidelines permit. The District 6 project team will also pursue GIS data from plans produced by regional and local partners.

IDENTIFY AND INITIATE PROJECTS

District 6 staff will use data from the plan to inform project nomination for the 2024 State Highway Operations and Protection Program. The District 6 project team will work with regional partners to use the Plan-identified needs and priorities in scoping candidate planning projects and applications that are competitive for funding under Senate Bill 1 requirements.

CONTACTING CALTRANS

Additional information about this planning effort can be found on the [Caltrans Active Transportation Plans website](#).

Caltrans District 6 staff can provide additional information about upcoming projects in your community, provide input, and coordinate on project identification, development, and implementation. District 6 staff contacts for the Active Transportation Plan are:

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ACKNOWLEDGEMENTS

This plan was developed through the combined commitment, energy, and guidance of current and past District 6 and Caltrans Headquarters team members, the District 6 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

- ▶ Madera County Transportation Commission
- ▶ Fresno Council of Governments
- ▶ Tulare County Association of Governments
- ▶ Kings County Association of Governments
- ▶ Kern Council of Governments

CALTRANS PROJECT TEAM

- ▶ Caltrans District 6, Traffic Operations Branch
- ▶ Caltrans District 6, Sustainability & Complete Streets Branch

CONSULTANT TEAM

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





ACTIVE TRANSPORTATION 2022 PLAN

SUMMARY REPORT

