Caltrans District 3

State Highway Bicycle Facility Plan

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Purpose and Need

The California Department of Transportation (Caltrans) District 3 extends from Glenn, Butte and Sierra counties in the north, to Colusa and Yolo counties in the west, to Sacramento and El Dorado counties in the south, and to Placer and Nevada counties in the East, with Sutter and Yuba counties in between. The terrain in District 3 ranges from sea level marsh, to flat valley land, to rolling foothills, and to mountainous regions with grades of 6 percent (%) or more. With such diversity of terrain accompanied by beautiful scenery and amenities, District 3 is a top destination for bicyclists.

The **purpose** of the *District 3 State Highway Bicycle Facility Plan* (D3 Plan) is to create the District's first comprehensive plan that identifies a vision and framework for bicycle facility improvements on the State Highway System (SHS) in District 3. The D3 Plan provides information regarding bicycles on the SHS along with recommended changes to improve connectivity and convenience. Direction is provided for Caltrans, regional, and local agency staff to facilitate the use of the SHS by bicyclists, consistent with the Caltrans mission of "Improving Mobility across California."

This planning effort builds upon previous planning studies and products that identified a **need** to develop a comprehensive system of bicycle transportation on the SHS. One major planning product is the "Golden Pedal Route Study", or the "California Cross State Bicycle Route Study." This study engaged in an intensive stakeholder outreach across jurisdictions to determine a feasible route for bicyclists from the San Francisco Bay to Lake Tahoe. In addition, District 3 has undertaken numerous mapping projects of local and state bicycle facilities in an effort to inform bicyclists and stakeholders of bicycling opportunities. Finally, District 3 has produced the "Caltrans District 3 Bicycling Guide," which provides detailed maps and information on bicycling in the District. The Plan brings these and other bicycle planning efforts together to create a systematic approach toward bicycle planning.

The Plan builds upon local agency plans by considering the desires of our local and regional transportation partners. However, in some cases Caltrans' recommendations differ due to safety issues, environmental conditions, Right-of-Way (ROW) limitations, financial constraints, and other factors.

State Highway Bicycle Facility Plan Vision and Policy Guidance

The Vision Statement for Bicycle Transportation in District 3

The State Highway System provides bicycle transportation that is convenient and continuous along State highways. This system is planned, designed, developed, operated, and maintained through the coordinated and collaborative efforts of Caltrans and our local and regional partners.

Caltrans Policies on Multimodal Transportation

The following policies have set forth Caltrans' commitment to multimodal travel, including bicycling, and have established principles and procedures for implementing multimodal transportation solutions. The complete text of these documents can be found as Appendix B to this document.

Deputy Directive 64-R1 (DD-64-R1) – Complete Streets-Integrating the Transportation System

This Deputy Directive focuses on accommodating non-motorized travel on state facilities, addressing the safety, access, and mobility needs for all travelers, including bicyclists, pedestrians, transit riders, and motorists. The directive focuses on partnerships between Caltrans and other stakeholders to develop a complete streets network. This goal will be accomplished through multi-modal projects that provide a balance of community goals, plans, and values.

Director's Policy 22 – Context Sensitive Solutions (DP-22)

This Director's Policy promotes the integration and balance of transportation needs with the goals of the community. Caltrans will take a collaborative approach with communities and stakeholders in planning, maintaining, and operating the transportation system, including identifying the needs of bicyclists and pedestrians. Caltrans will also consider and examine the feasibility of funding and maintenance, impact of alternate routes and safety, and any relevant laws, rules, and regulations and balance of transportation needs with the goals of the community.

Director's Policy 5-Multimodal Alternatives Analysis (DP-05)

This Director's Policy seeks partnership development with government agencies and public and private organizations to identify and meet mutual goals, minimize jurisdictional issues, build public confidence, and provide the timely use of multiple funding sources, and improve program delivery. It promotes concepts that are compatible with community values and ensure safe, efficient operations for vehicles, pedestrians, bicyclists, and highway workers.

Guidance on Designing and Implementing Bikeways

Guidance for the design and maintenance of shoulders and bikeways can be found in the *Caltrans Highway Design Manual*. Guidance for signs and markings can be found in the California version of the *Manual of Uniform Traffic Control Devices*. Additional guidance on designing and implementing bikeways can found by accessing Caltrans' and other agencies' web pages. These guidance documents include:

- *The Project Development Procedures Manual*, Chapter 31 Non-motorized Transportation Facilities (http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt31.pdf),
- *Main Streets for Travelers and Communities* (Division of Design anticipates final document to be completed early in 2013) *Complete Intersections: The Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians.* (http://www.dot.ca.gov/hq/traffops/survey/pedestrian/Complete-Intersections-A-Guide-to-Reconstructing-Intersections-and-Interchanges-for-Bicyclists-and-Pedestirans.pdf),
- *AASHTO Guide to the Design of Bicycle Facilities* – Available from the AASHTO Bookstore at https://bookstore.transportation.org/item_details.aspx?id=1943,
- V*ehicle Code Section 21960* – This section of the Vehicle Code allows Caltrans to prohibit pedestrian use of freeways and expressways, which prohibition comes into effect when signs are placed on the facility. http://www.dmv.ca.gov/pubs/vctop/d11/vc21960.htm, and
- S*treets and Highways Code 890.4* – This section of the Streets and Highways Code defines bikeway classifications on the SHS. http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=890-894.2.

These documents are continuously updated and available at the links above.

System Planning and Bicycle Facilities

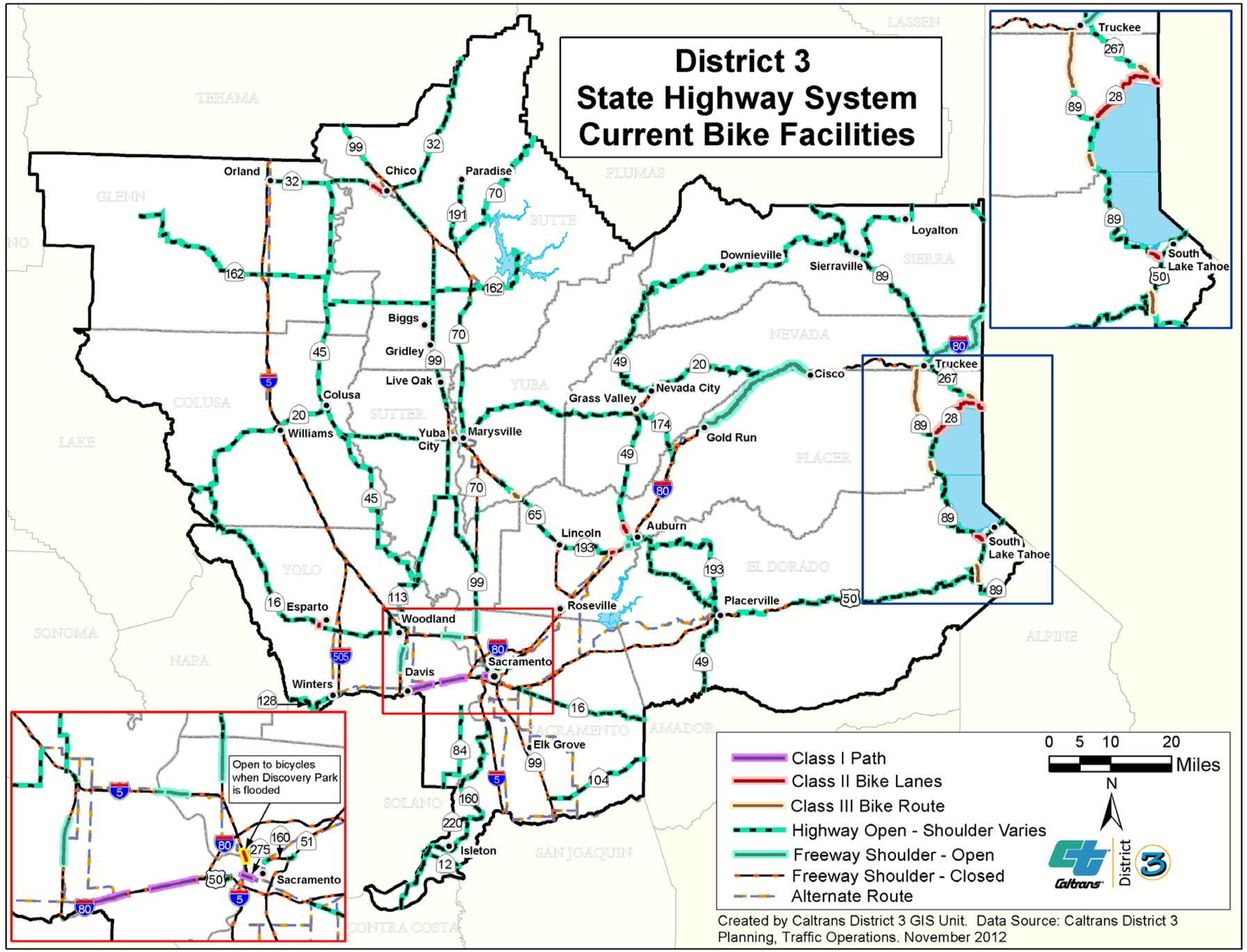
Additional vision and policy guidance is derived from the D3 District System Management and Development Plan (DSMDP), Transportation Concept Reports (TCR), and Corridor System Management Plans (CSMPs). The DSMDP is a compilation of the District System Management Plan and the Transportation System Development Program, which identifies key policies, programs and projects including bicycle facilities that are needed to maintain, manage and, ultimately, enhance overall mobility within D3. The DSMDP also sets forth three basic priorities of SHS maintenance, completion, and congestion relief. TCRs are 20 to 25 year plans that evaluate existing and future operation conditions and deficiencies on the SHS for each route, and recommend solutions to minimize those deficiencies. CSMPs are 10 year comprehensive, integrated management plans for all travel modes including bicycle facilities in a congested SHS corridor that analyze traffic conditions and propose how to maximize the existing infrastructure by coordinating proven Intelligent Transportation System and operational methods and technologies.

Caltrans' transportation planning is constantly evolving. The Division of Transportation Planning has completed a major update to the guidelines for the development of TCRs, including expanding the consideration of bicycle facilities. Specific issues to consider within each TCR include bicycle access (prohibited/allowed), facility type, parallel facility access, and roadway shoulder information.

Existing Bicycle Facilities and Facility Designations on the State Highway

The existing bicycle transportation system in District 3 consists of SHS facilities and alternative local agency facilities roughly parallel to the SHS that support bicycling along the SHS, which are delineated in Figure 1. Three typical bikeway classifications are used frequently in this plan, and identified as Class I, Class II, and Class III. The class designation of bikeways should not be construed that one is better than the other. Each class of bikeway has its appropriate application. The three bikeway designations are described below and shown in Figure 2. In addition to bikeways, there are non-designated bicycle facilities on the SHS that include "Share the Road" designation and freeway shoulders open to non-motorized travel. Along with this, there are several sections of the SHS that are freeways, which are closed to bicycles due to safety, design, or operational concerns. Alternative local agency roadway facilities available for bicycle use have been identified for the freeway sections that are closed to bicycle use.

Figure 1: Existing SHS Bicycle Facilities



Class I Bikeway - Bike Path

As identified in the Streets and Highways Code 890.4 (a), a Class I bike path "provide[s] a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized." The most common applications for Class I bike paths are along rivers, ocean fronts, canals, utility ROW, and abandoned railroad ROW, as well as within school campuses , or within and between parks. There are Class I bike paths parallel to the SHS, but most Class I bike paths are built by local agencies or private organizations, not Caltrans due to the high ROW and capital costs.

Class II Bikeway - Bike Lane

According to Streets and Highways Code 890.4 (b), a Class II bike lane "provide[s] a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted." Class II bike lanes are encouraged in areas where there is sufficient demand to justify the cost of dedicated ROW for bicycles, and where road geometrics and environmental constraints, including drainage allow. These areas are typically urban areas with activity centers. Caltrans District 3 consults and often partners with local agencies to establish Class II bike lanes.

Class III Bikeway - Bike Route

As defined by Streets and Highways Code 890.4 (c), a Class III bike route "provide[s] a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists." Class III bike routes are often shared with motor vehicles and are established by placing signs along roadways, and in some instances, a 4-inch white edge stripe separating the traffic lanes from the shoulder. Class III bike routes are often used to provide continuity between Class II bike lanes or to designate preferred routes through high demand corridors. Section 9C.04 of the CA MUTCD states that Class III bike routes are particularly applicable on rural highways and on major arterials in urban areas where there is no vehicle parking.

Non-Designated Bicycle Facilities

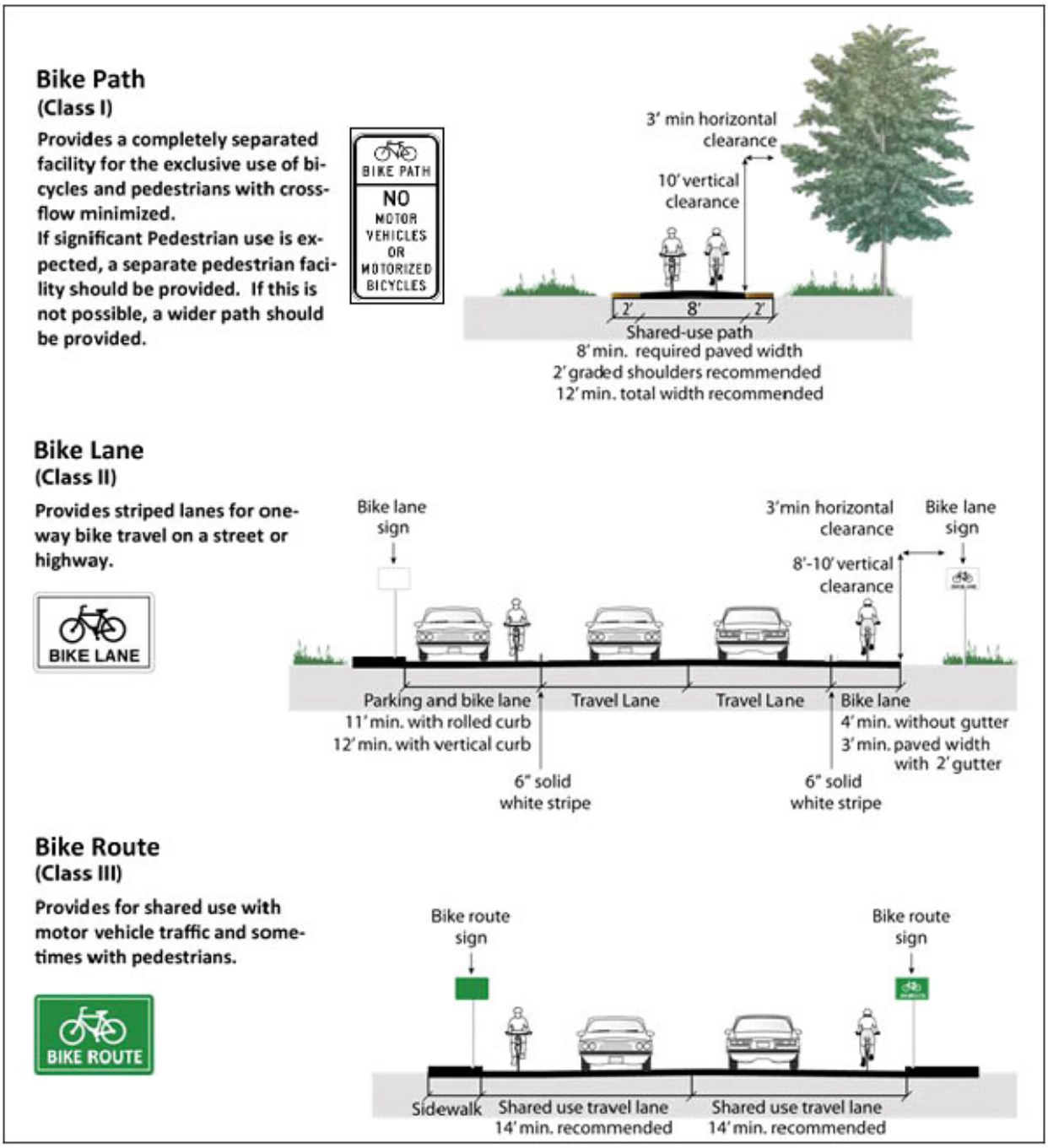
Share The Road Facilities

Share the Road facilities are non-classified SHS segments, which have no bikeway designation and are open to bicyclists unless designated as closed to bicyclists. These facilities range from roadway shoulders of varying widths to full sharing of the mainline traffic lane. Non-classified segments are very common in rural areas. To remind drivers of bicycle presence, many non-classified SHS segments have "Share the Road" signs. A Share-the-Road facility differs from a Class III facility in that the Share-the-Road facility is not officially designated as a bike route, but bicyclists may still use the facility.

Freeway Shoulders Open To Non-motorized Travel

Although not usually open for non-motorized travel, freeway shoulders can be used by bicyclists if certain criteria regarding the safety and convenience of the freeway, as compared with available alternate roadway routes, are met. Only freeway shoulders that are compatible for bicyclists are permitted for such purposes.

Figure 2: Bikeway Designations



Source: Tahoe Regional Planning Agency

Recommended Bicycle Facilities and Methodology

A recommended bicycle facility for each State Highway segment in District 3 has been identified to move forward toward the District vision for bicycling on the SHS based on the following criteria and delineated in Table 1 and the maps identified as Figures 3A through 3L. These recommendations are conceptual projects that are proposed for inclusion in future fiscally constrained planning documents, such as TCRs, CSMPs, and corridor studies. This list of recommendations is not fiscally constrained because they are intended for future prioritization and inclusion in the fiscally constrained planning documents. These documents then form the basis for capital improvements that will be made.

Priority is to be given to ensuring consistency with local bicycle plans, unless the local proposal is inconsistent with allowable use of the SHS due to safety, right-of-way, environmental, financial, maintenance, or other factor(s).

- Bicycle facilities are generally not appropriate in areas with limited access and high vehicular speeds. In particular, urban freeways are not appropriate for bicycle facilities. In these cases, Caltrans consults with local governments to identify alternative routes to segments closed to bicycles. In certain situations, where no alternatives exist, the freeway segment may remain open to bicycles. These segments are clearly marked in the District 3 Bicycling Guide and in Figure 1, the map of existing SHS bicycle facilities in District 3.
- Class II bicycle lanes are appropriate on the SHS passing through town centers and in developed areas where no local routes exist.
- Class III bicycle routes on the SHS may be appropriate for town centers, developed areas, and some rural locations where the paved shoulder width is less than four feet or Class II bicycle lanes are not acceptable for operational, safety, or maintenance reasons.
- If the paved shoulder widths are less than two feet wide and there is demand, installing “Share the Road” signs may be appropriate.
- Links to local bicycle plans can be found Appendix A – Links to Local Bicycle Plans.

Table 1: Recommended State Highway Bicycle Facilities					
County, Route, PM	Location[1]	Caltrans Recommended Facilities[2]	Local Planned Facility[3]	Local Planning Document[4]	Reasons for Differences[5]
BUT, 32, 0/6.436	From Butte/Glenn Co. line to W Lindo/Glenwood	Class III	Class II	2011 Butte County Bike Plan (2011 BCBP)	Cost, Low Ridership
BUT, 32, 6.436/R8.367	From W Lindo/Glenwood to W 1st St.	Class II	Class II	2011 BCBP	---
BUT, 32, R8.367/10.138	From W 1st St. to SR 99	Class II	Class II	2011 BCBP	---
BUT, 32, 10.138/37.74	From SR 99 to Butte/Tehama Co. line	Class III	Class II	2011 BCBP	Cost, Low Ridership
BUT, 70, 21.992/26.99	From Table Mountain Blvd to Cherokee Road	Class III	Class II	2011 BCBP	Cost, Low Ridership
BUT, 99, T37.765/45.975	From Garner Lane to Butte/Tehama Co. line	Class III	Class II	2011 BCBP	Cost, Low Ridership
BUT, 162, R9.73/15.74	From SR 99 to SR 70	Share the Road	Class II	2011 BCBP	Cost, Low Ridership
BUT, 162, 15.74/23.082	From SR 70 to Old Olive Hwy	Class II	Class II	2011 BCBP	---
BUT, 191, 9.49/11.387	From Paradise Town Limits to Pearson Road (End of Route)	Class II	Class II	2011 BCBP	---
COL, 16, 0/7.256	From SR 20/SR 16 Jct. to the Colusa/Yolo Co. line	Share the Road	Class III	2012 Colusa County Bicycle Plan-Draft (2012 CCBP Draft)	Low Ridership
COL, 20, 0/T20.55	From District 1 and Colusa/Lake Co. line to E St. in the City of Williams	Share the Road	Class III	2012 CCBP-Draft	Low Ridership
COL, 20, T20.55/T23.147	From E St. in the City of Williams to CA20 (Husted Rd.)	Class III	Class III	2012 CCBP-Draft	---
COL, 20, T23.147/30.09	From CA20 (Husted Rd) to Will S. Green Rd. in the City of Colusa	Class III	Class II	2012 CCBP-Draft	Cost, Low Ridership
COL, 20, 30.09/33.871	From Will S. Green Rd. in the City of Colusa to Farinon Rd. (Airport)	Class II	Class II	2012 CCBP-Draft	---
COL, 20, 33.871/R39.34	From Farinon Rd. (Airport) to Colusa/Sutter Co. line	Share the Road	Class III	2012 CCBP-Draft	Low Ridership
COL, 45, 0/11.223	From Colusa/Yolo Co. line to Faxon Rd. in the Town of Grimes	Share the Road	Class III	2012 CCBP-Draft	Low Ridership

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COL, 45, 11.223/12.867	From Faxon Rd. in theTown of Grimes to Grimes-Arbuckle Rd.	Class II	Class II	2012 CCBP-Draft	---
COL, 45, 12.867/19.828	From Grimes-Arbuckle Rd. to Junction SR 45	Share the Road	Class III	2012 CCBP-Draft	Low Ridership
COL, 45, 19.828/20.464	From Junction SR 45 to North Ave.	Class II	Class II	2012 CCBP-Draft	---
COL, 45, 20.464/34.176	From North Ave. to Colusa/Glenn Co. line	Share the Road	Class III	2012 CCBP-Draft	Low Ridership
ED, 49, 9.433/11.86	From Union Mine Rd. to Pleasant Valley Rd.	Share the Road	Class II	El Dorado County Bicycle Transportation Plan Update 2010 (EDCBTP 2010)	Cost, Low Ridership
ED, 49, 14.021/19.43	From Southview Ct., in Placerville to Gold Hill Rd.	Class II	Class II	EDCBTP 2010	---
ED, 49, 22.836/34.864	From Cold Springs Rd. to St. Florian Ct. in Cool	Share the Road	Class II	EDCBTP 2010	Cost, Low Ridership
ED, 50, 70.231/80.436	From South Upper Truckee Rd. to Stateline Rd.	Class II	Class II	2010 Lake Tahoe Region Bicycle and Pedestrian Plan (2010 LTRBPP)	---
ED, 89, 8.55/11.80	From Jct. US 50 to Visitor Center Rd.	Class II	Class II	2010 LTRBPP	---
ED, 193, 0/0.879	From Jct. 49 to American River Trail (Auburn Lake Trails)	Share the Road	Class II	EDCBTP 2010	Cost, Low Ridership
ED, 193, 0.879/12.866	From American River Trail (Auburn Lake Trails) to South St. in Georgetown	Share the Road	Class II	EDCBTP 2010	Cost, Low Ridership
GLE, 32, L0.00 /1.404	From Interstate 5/SR 32 IC to Linwood Dr.	Class II	Class II	2009/2010 Glenn County Regional Transportation Plan (GCRTP)	---
GLE, 32, 9.626/10.91	From Canal Rd. (SR 32/SR 45) to Glenn/Butte County line	Class III	Class II	GCRTP	Cost, Low Ridership
GLE, 45, 0/23.23	From Glenn/Colusa County line to SR 32 Jct (End of Route)	Share the Road	Class II	GCRTP	Cost, Low Ridership

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GLE, 162, 37.648/65.5	From County Rd. 307 to I-5	Share the Road	Class II	GCRTP	Cost, Low Ridership
GLE, 162, 65.838/66.639	From N Villa Ave. to N Tehama St.	Class II	Class III	GCRTP	Developed Area
GLE, 162, 66.639/67.107	From N Tehama St. to 1st Ave.	Class II	Class II	GCRTP	---
GLE, 162, 67.107/76.269	From 1st Ave. to SR 45	Share the Road	Class II	GCRTP	Cost, Low Ridership
NEV, 20, R11.817/R12.302	From Brighton Street to Jct. 49	Share the Road	Class II/Class III	2007 Nevada County Bicycle Master Plan (2007 NCBMP)	Cost, Low Ridership
NEV, 20, R12.302 / R15.931	From Jct. 49 to Nevada City limit	Alternative Route (Nevada City Hwy)	Class II/Class III	2007 NCBMP	Closed on Freeway
NEV, 20, R15.931/R17.369	From Nevada City limit to Uren St. coincident Rte 49	Alt. Route (Zion St, Sacramento St)	Class II/Class III	2007 NCBMP	Closed on Freeway
NEV, 20, R17.369 /41.284	From Uren St., coincident Rte 49 to Nevada/Placer Co. line	Share the Road	Class III	2007 NCBMP	Low Ridership
NEV, 20, 43.869/44.958	From Nevada/Placer Co. line to Yuba Gap	Share the Road	Class II	2007 NCBMP	Cost, Low Ridership
NEV, 49, 0/9.236	From Nevada/Placer Co. line to Alta Sierra Dr. in Grass Valley	Share the Road	Class III	2007 NCBMP	Low Ridership
NEV, 49, 9.236/13.231	From Alta Sierra Dr. to E. McKnight in Grass Valley	Share the Road	Class II	2007 NCBMP	Cost, Low Ridership
NEV, 49, 15.851 / R32.635	From West Broad Street in Nevada City to Nevada/Yuba Co. line	Share the Road	Class III	2007 NCBMP	Low Ridership
NEV, 174, 0/6.793	From Nevada/Placer Co. line to Brunswick Road	Share the Road	Class III	2007 NCBMP	Low Ridership
NEV, 174, 6.793/9.789	From Brunswick Road to Colfax Ave.	Share the Road	Class II	2007 NCBMP	Cost, Low Ridership
NEV, 174, 9.789/10.218	From Colfax Ave. to end of SR 174	Class II	Class II	2007 NCBMP	---

Table 1: Recommended State Highway Bicycle Facilities					
County, Route, PM	Location[1]	Caltrans Recommended Facilities[2]	Local Planned Facility[3]	Local Planning Document[4]	Reasons for Differences[5]
PLA, 28, 0.09/9.34	From Jct. SR 89 in Tahoe City to Jct. SR 267 in Kings Beach	Class II	Class II	2010 LTRBPP	---
PLA, 28, 9.34/10.22	From Jct. SR 267 in Kings Beach to Chipmunk St.	Class II	Class II	2010 LTRBPP	---
PLA, 28, 10.22/11.02	From Chipmunk St. to California/Nevada State Line	Class II	Class II	2010 LTRBPP	---
PLA, 49, 3.095/5.21	From Lincoln Way to Luther Rd. in Auburn	Class II	Class II	2002 Placer County Regional Bikeway Plan (2002 PCRBP)	---
PLA, 49, 5.21/6.38	From Luther Rd. to Bell Rd. in Auburn	Class II	Class II	2002 PCRBP	---
PLA, 49, 6.38/7.428	From Bell Rd. in Auburn to Dry Creek Rd. in Auburn	Class II	Class II	2002 PCRBP	---
PLA, 49, 7.428/11.373	From Dry Creek Rd. in Auburn to Nevada/Placer Co. line	Class III	Class II	2002 PCRBP	Cost, Low Ridership
PLA, 65, T12.725/13.508	From Industrial Ave. to 1st St. in Lincoln	Class II	Class II	2002 PCRBP	---
PLA, 65, 13.508/14.028	From 1st St. in Lincoln to 7th St.	Class II	Class II	2002 PCRBP	---
PLA, 89, 2.24/3.15	From Fawn St. to Cherry St.	Class II	Class II	2010 LTRBPP	---
PLA, 89, T8.571/11.5	From Tahoe City "Y" to Basin Boundary	Class II	Class II	2010 LTRBPP	---
PLA, 89, 13.715/14.95	From Squaw Valley to Bridge Five	Class III	Class II	2002 PCRBP	Cost
PLA, 89, 14.95/21.677	From Bridge Five to Placer/Nevada Co. line	Class III	Class II	2002 PCRBP	Cost
PLA, 174, 0.128/1.551	From Central St. to Rollins Lake Rd.	Class II	Class II	2002 PCRBP	---
PLA, 193, 0.66/3.00	From Ferrari Ranch Rd to Sierra College Blvd.	Class II	Class II	2002 PCRBP	---
PLA, 193, 3.00/4.184	From Sierra College Blvd. To Fowler Rd.	Class II	Class II	2002 PCRBP	---
PLA, 193, 9.77/10.1	From Taylor Road to Ophir Road	Class II	Class II	2002 PCRBP	---

Table 1: Recommended State Highway Bicycle Facilities					
County, Route, PM	Location[1]	Caltrans Recommended Facilities[2]	Local Planned Facility[3]	Local Planning Document[4]	Reasons for Differences[5]
PLA, 267, 0/6.708	From Placer/Nevada Co. line to Brockway Summit at Carnelian Woods Ave.	Share the Road	Class II	2002 PCRBP	Cost
PLA, 267, 6.708/9.898	From Brockway Summit at Carnelian Woods Ave. to SR 28 in Kings Beach	Class III	Class II	2010 LTRBPP	Cost
SAC, 5, 32.692/34.652	From Airport Blvd to Sacramento/Yolo Co. line	Share the Road	Alt. Route (Bayou Road)	2011 Sacramento County Bicycle Master Plan (2011 SCBMP)	River Crossing Connectivity
SAC, 16, T1.658/T1.908	From U.S. 50/Howe Avenue North Ramps South to Folsom Blvd.	Class II	Class II	2011 City of Sacramento Bicycle Master Plan (CSBMP)	---
SAC, 16, T1.908/T2.511	From Folsom Blvd East to Jackson Rd.	Class II	Class II	2011 CSBMP	---
SAC 16, T2.511/4.452	From Jackson Rd to Intersection at Thornhill Dr.	Class II	Class II	2011 CSBMP	---
SAC, 16, 4.452/R23.955	From Thornhill Dr. to Sacramento/Amador Co. Line	Share the Road	Class II	2011 SCBMP	Cost, Low Ridership
SAC, 104, 0/17.688	From Intersection of U.S. 99 and Twin Cities Road to Sacramento/Amador Co. Line	Share the Road	Class II	2011 SCBMP	Cost, Low Ridership
SAC, 160, 14.161/26.25	From Walnut Grove to Hood	Share the Road	Class II	2011 SCBMP	Cost, Low Ridership
SAC, 160, R45.0 /46.6	From Del Paso Blvd. to Capital City Freeway Overpass	Alt. Route (Del Paso Blvd)	Class I	2011 SCBMP	Closed on Freeway
SAC, 275, 0/0.05	From Yolo/Sacramento Co Line to end of Tower Bridge	Class I	Class II	2011 SCBMP	High Ridership
SAC, 275, 0.05/0.704	From end of Tower Bridge to entrance to Capitol Mall	Class II	Class II	2011 SCBMP	---
SIE, 49, 16.665/16.93	In Downieville From Nevada St. to Bell St.	Class II	Class II	Sierra County 2012 Bicycle Plan (SC 2012 BP)	---
SIE, 49, 60.35/60.971	From Hill St. in Loyalton to Alleghany St.	Class II	Class II	SC 2012 BP	---

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SUT, 20, 12.675/17.056	From N. Township Rd. to Sutter/Yuba Co. line	Class II	Undesignated	2012 Sutter County Pedestrian and Bicycle Transportation Plan (SCPBTP) and 2011 Yuba City Master Bicycle Plan (YCMBP)	Developed area
SUT, 99, 27.655/T30.629	From Bogue Rd. to Jct. 20	Class II	Undesignated	2011 YCMBP	Developed area
SUT, 99, 39.847/40.813	From Ash St. to Ramsdell Dr.	Class II	Undesignated	2008 Live Oak Master Bicycle Plan	Developed area
SUT, 113, 4.899/R10.853	From Reclamation Rd. to E. Canal	Share the Road	Class III	2012 SCPBTP	Low Ridership
SUT, 113, R10.853/12.81	From E. Canal to Everglade Rd.	Share the Road	Class II	2012 SCPBTP	Cost, Low Ridership
SUT, 113, 12.81/16.374	From Everglade Rd. to SR 99 Jct.	Share the Road	Class III	2012 SCPBTP	Low Ridership
YOL, 5, 0/0.546	From Yolo/Sacramento Co. line over Sacramento River to River Road Off-Ramp	Share the Road	Class II	County of Yolo Bicycle Transportation Plan 2013 (CYBTP 2013)	Cost, Low Ridership
YOL, 16, 0/18.78	From Yolo/Colusa Co. line to County Road 78 in Brooks	Share the Road	Class III	CYBTP 2013	Cost, Low Ridership
YOL, 16, 18.78/27.827	From County Road 78 to County Road 87/Woodland Ave. in Esparto	Share the road	Class II	CYBTP 2013	Cost, Low Ridership
YOL, 16, 27.827/28.1	From County Road 87/Woodland Ave. in Esparto to Plainfield St.	Class II	Class II	CYBTP 2013	---
YOL, 16, 28.1/R40.689	From Plainfield St. in Esparto to West Main Street/County Rd. 98 in Woodland	Share the Road	Class II	CYBTP 2013	Low Ridership
YOL, 45, 0/2.68	In Knights Landing from SR113 Jct. to Rd 108	Class II	Undesignated	CYBTP 2013	Cost, Low Ridership
YOL, 80, 5.822/9.206	From Levee Road to Enterprise Blvd. in West Sacramento	Class I (Yolo Causeway)	Class I	CYBTP 2013	---
YOL, 128, 0.00/7.755	From SOL/YOL County Line to Valley Oak Drive in Winters	Share the Road	Class III	CYBTP 2013	Cost, Low Ridership

Table 1: Recommended State Highway Bicycle Facilities					
County, Route, PM	Location[1]	Caltrans Recommended Facilities[2]	Local Planned Facility[3]	Local Planning Document[4]	Reasons for Differences[5]
YOL, 128, 7.755/9.359	From Valley Oak Drive to E. Main St.	Class II	Class I & II	2002 Winters Bikeway Master Plan (2002 WBMP)	Cost, Developed area
YOL, 128, 9.359/9.835	From E. Main St. to I-505 Intersection	Share the Road	Class II	2002 WBMP	Cost, Low Ridership
YUB, 20, 0/R2.016	From Yuba/Sutter Co. line to Buchanan St.	Class II	Undesignated	2011 SACOG Regional Bicycle, Pedestrian & Trails Master Plan (SRBPTMP)	Developed Area
YUB, 20, R2.016/3.173	From Buchanan St. to eastern Marysville City limits	Class II	Undesignated	2011 SRBPTMP	Developed Area
YUB, 20, 3.173/21.665	From eastern Marysville City limits to Loma Rica Rd.	Class III	Class III	2012 Yuba County Bikeway Master Plan (YCBMP)	---
YUB, 20, R7.759/21.665	From Loma Rica Rd. to Yuba/Nevada Co. line	Share the Road	Class III	2012 YCBMP	Low Ridership
YUB, 49, 3.585/5.264	From Marysville Rd to Cleveland Avenue (Camptonville)	Share the Road	Class III	2012 YCBMP	Low Ridership
YUB, 65, 0.682/1.503	From State St. to Evergreen Dr. (Wheatland)	Class II	Class II	2012 YCBMP	---
YUB, 70, 13.971/14.7	From southern Marysville City limits to 9th Street	Class II	Undesignated	2011 SRBPTMP	Developed Area
YUB, 70, 14.7/14.711	From 9th & B Street to 12th Street (Break in Route)	Class II	Undesignated	2011 SRBPTMP	Developed Area
YUB, 70, 14.711/15.319	From 12th Street to East 24th St.	Class II	Undesignated	2011 SRBPTMP	Developed Area
YUB, 70, 15.319/25.818	From East 24th Street to Yuba/Butte Co. line	Share the Road	Class III	2012 YCBMP	Low Ridership

Footnotes:

1. This category gives a description of the beginning and ending points of the segment.
2. This category shows the bikeway improvements planned for that segment of the SHS.
3. A local concept facility is the facility planned for in the local planning document.
4. Planning document is the local planning document that contains plans for the facility.
5. The explanation provided regarding the differences for those segments for which the recommended bicycle facility differs from the local bike plan is based on Caltrans serving as the project sponsor for the improvement. Where allowable and not constrained by safety or other

factors, the local agency can still sponsor and pursue the improvement included in their own bike plan through encroachment permits, maintenance agreements, and other means to be determined. "Cost" where listed as a reason for differences, means for high maintenance, facility construction, capital support, right-of-way acquisition, or environmental mitigation.

Abbreviations:

2011 BCBP	2011 Butte County Bike Plan
2012 CCBP Draft	2012 Colusa County Bicycle Plan – Draft
EDCBTP 2010	El Dorado County Bicycle Transportation Plan Update 2010
GCRTP	2009/2010 Glenn County Regional Transportation Plan
2007 NCBMP	2007 Nevada County Bicycle Master Plan
2010 LTRBPP	2010 Lake Tahoe Region Bicycle and Pedestrian Plan
2002 PCRBP	2002 Placer County Regional Bikeway Plan (2002 PCRBP)
2011 SCBMP	2011 Sacramento County Bicycle Master Plan
2011 CSBMP	2011 City of Sacramento Bicycle Master Plan
SC 2012 BP	Sierra County 2012 Bicycle Plan
SCPBTP	2012 Sutter County Pedestrian and Bicycle Transportation Plan
YCMBP	2011 Yuba City Master Bicycle Plan
CYBTP 2013	2013 County of Yolo Bicycle Transportation Plan
SRBPTMP	2011 SACOG Regional Bicycle, Pedestrian & Trails Master Plan
2012 YCBMP	2012 Yuba County Bikeway Master Plan

Figure 3A: Recommended Bicycle Facilities, Butte County

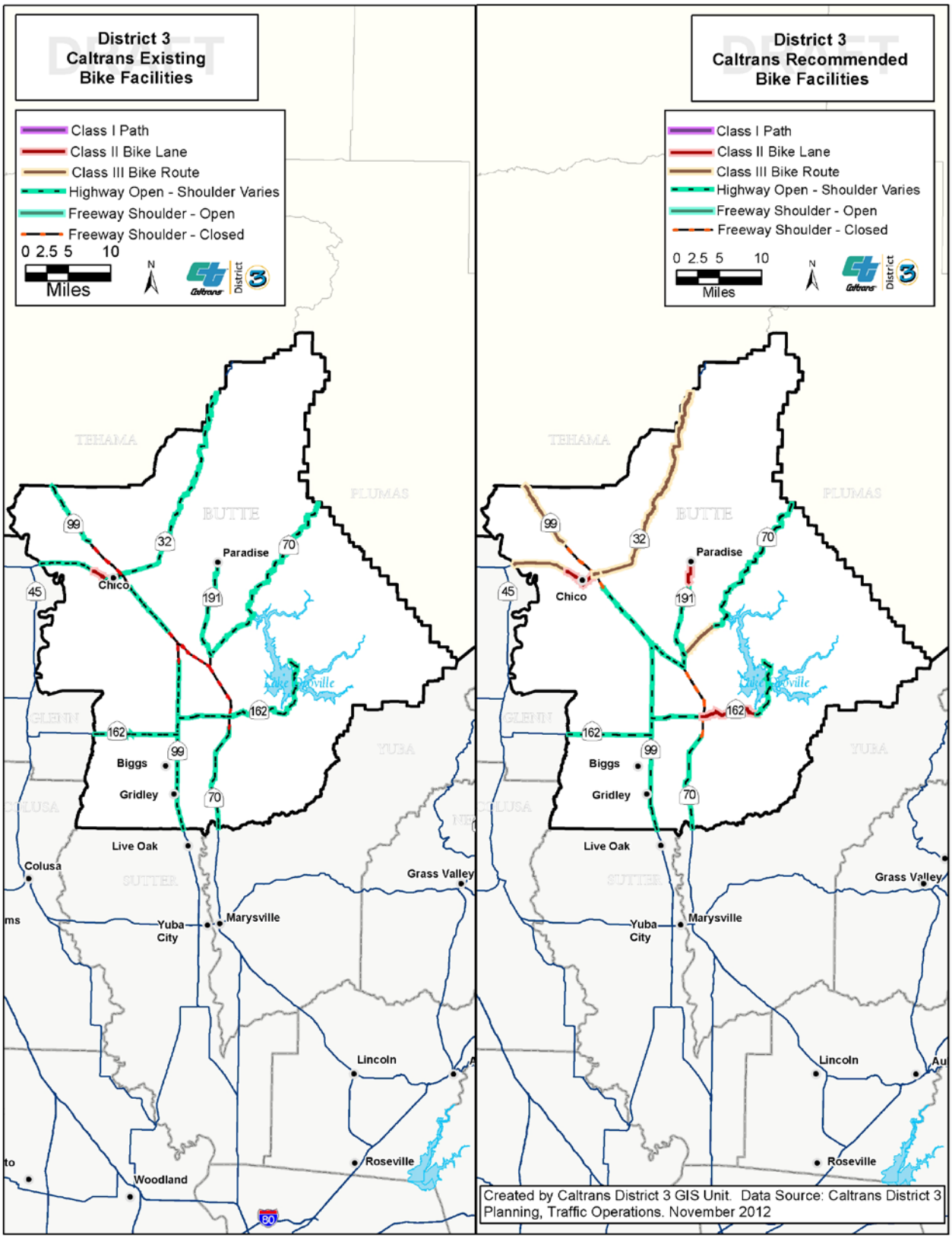


Figure 3B: Recommended Bicycle Facilities, Colusa County

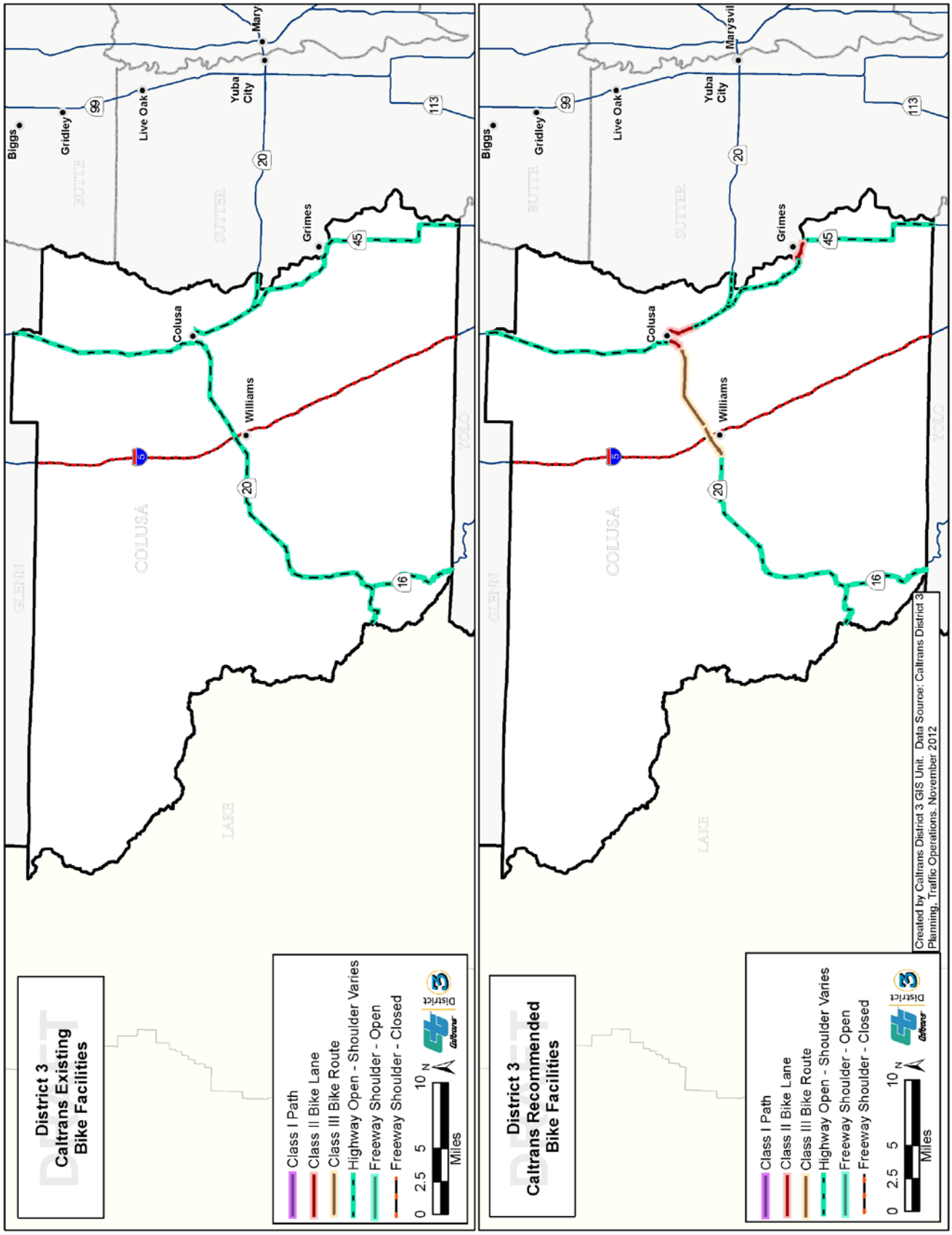


Figure 3C: Recommended Bicycle Facilities, El Dorado County

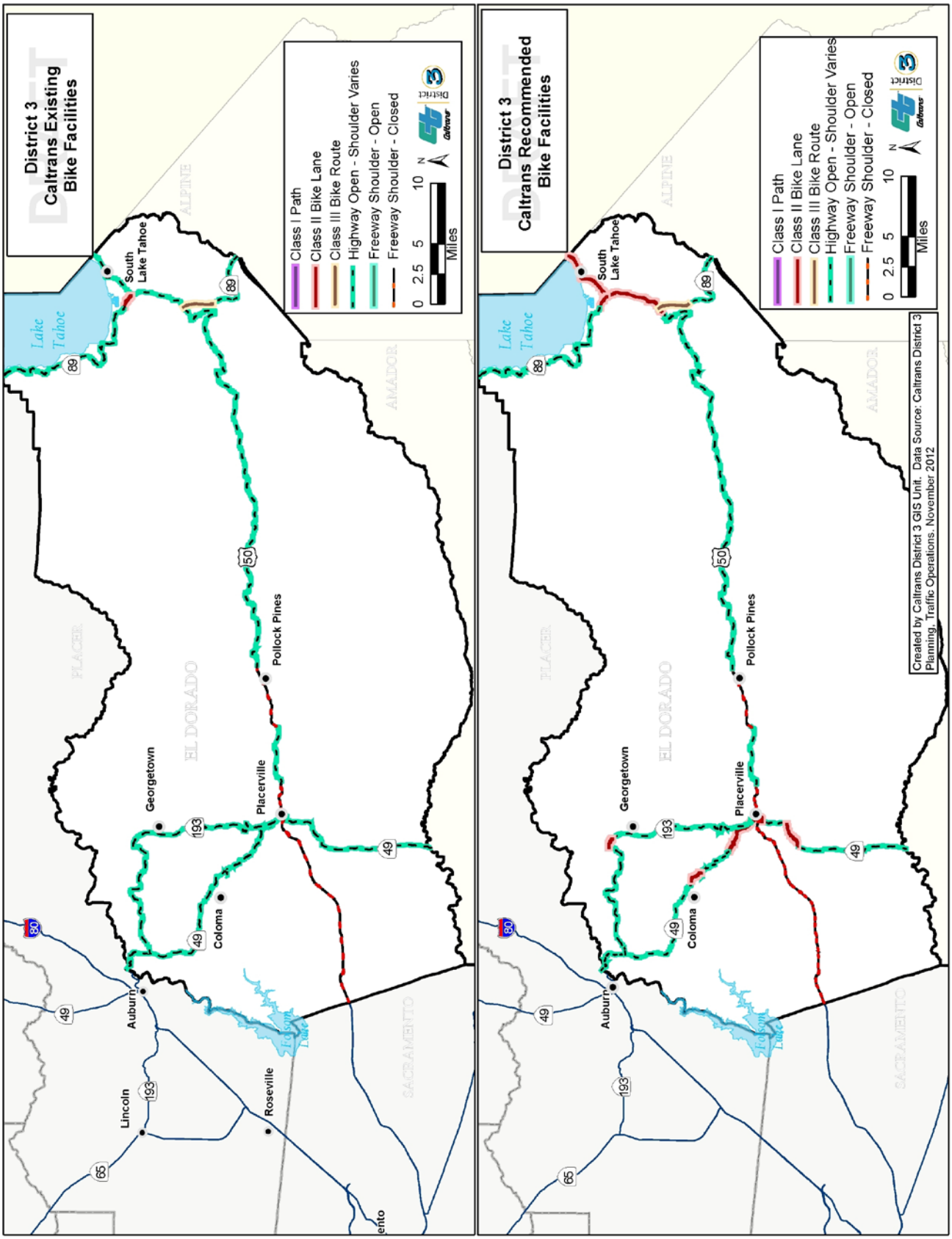


Figure 3D: Recommended Bicycle Facilities, Glenn County

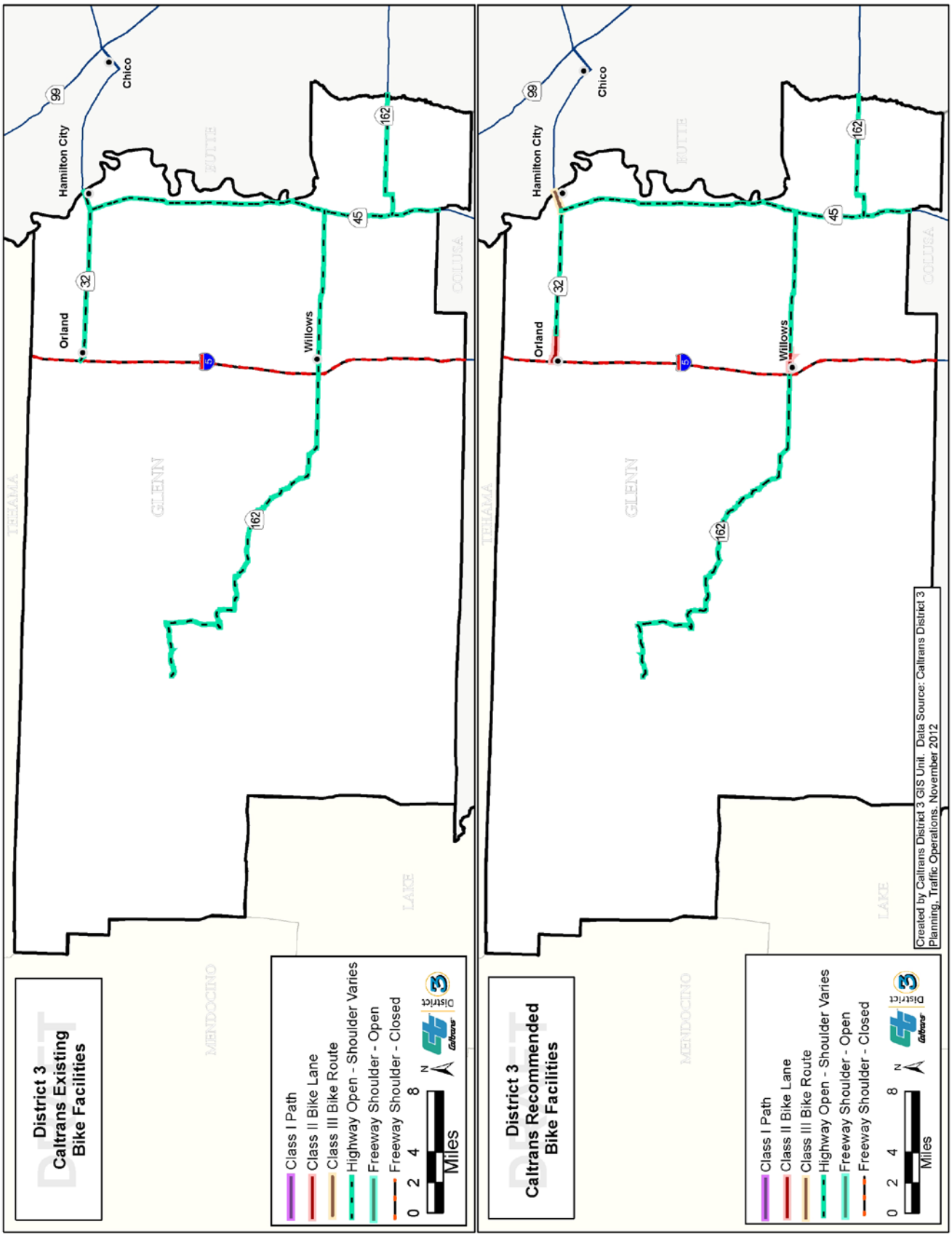


Figure 3E: Recommended Bicycle Facilities, Nevada County

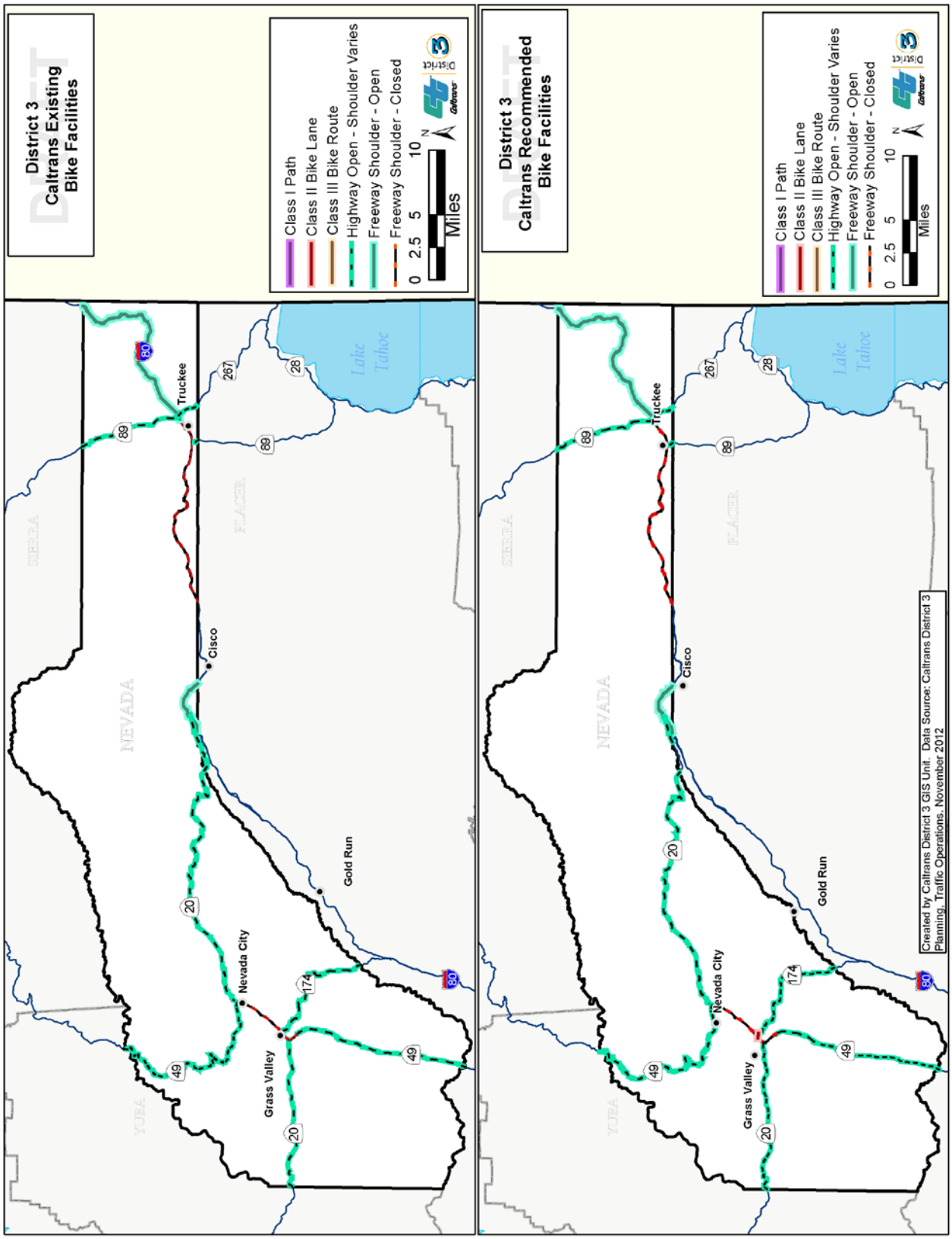


Figure 3F: Recommended Bicycle Facilities, Placer County

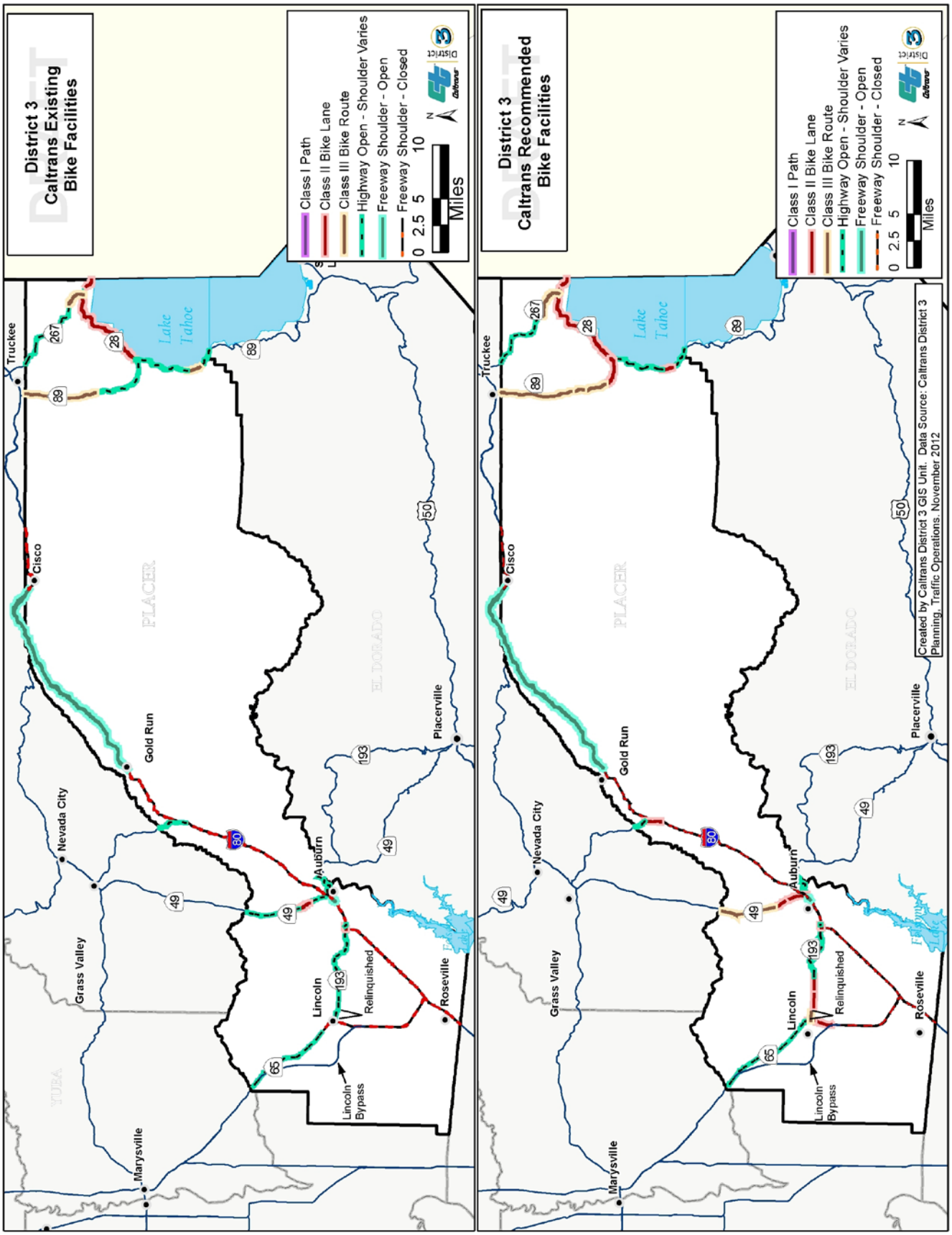


Figure 3G: Recommended Bicycle Facilities, Sacramento County

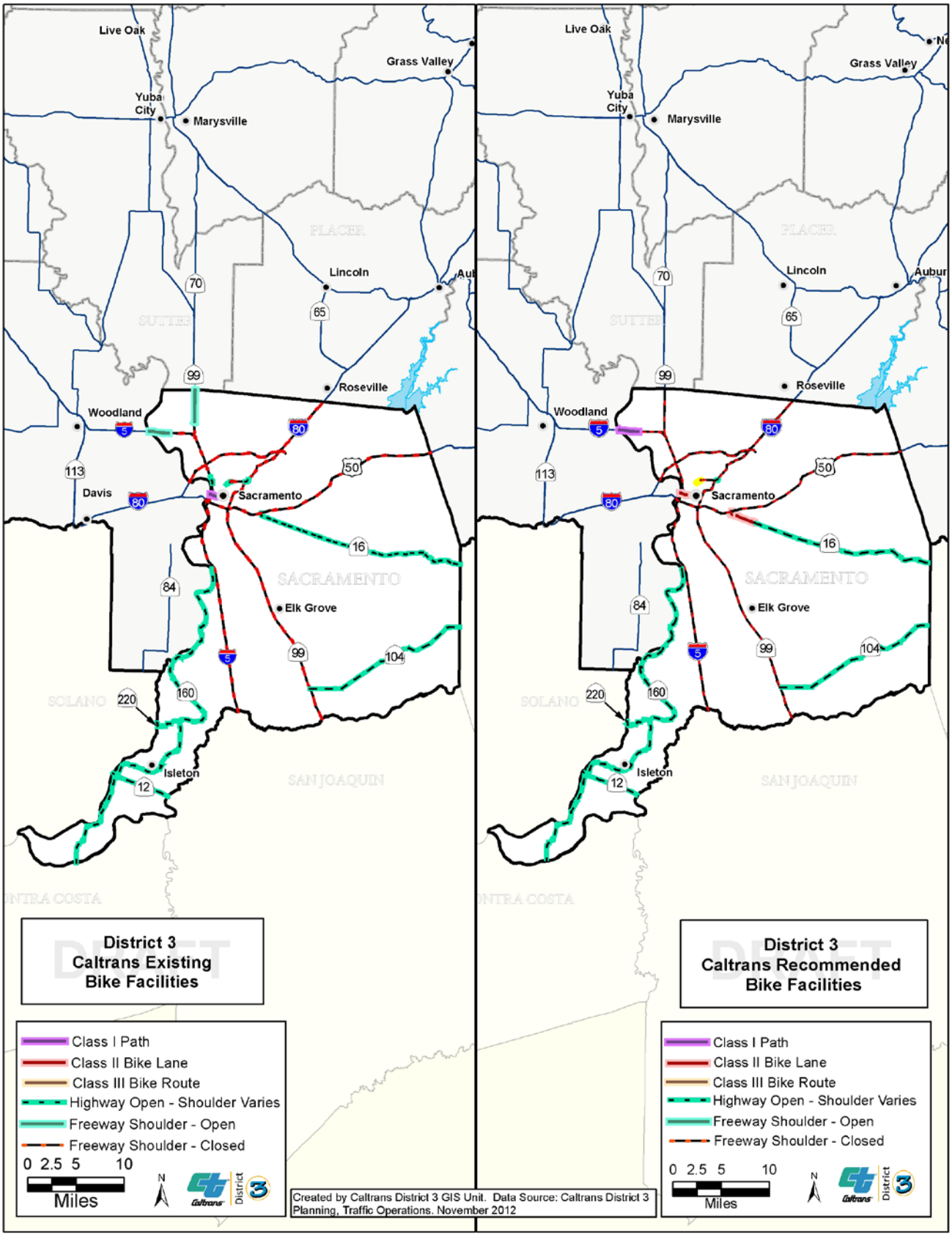


Figure 3H: Recommended Bicycle Facilities, Sierra County

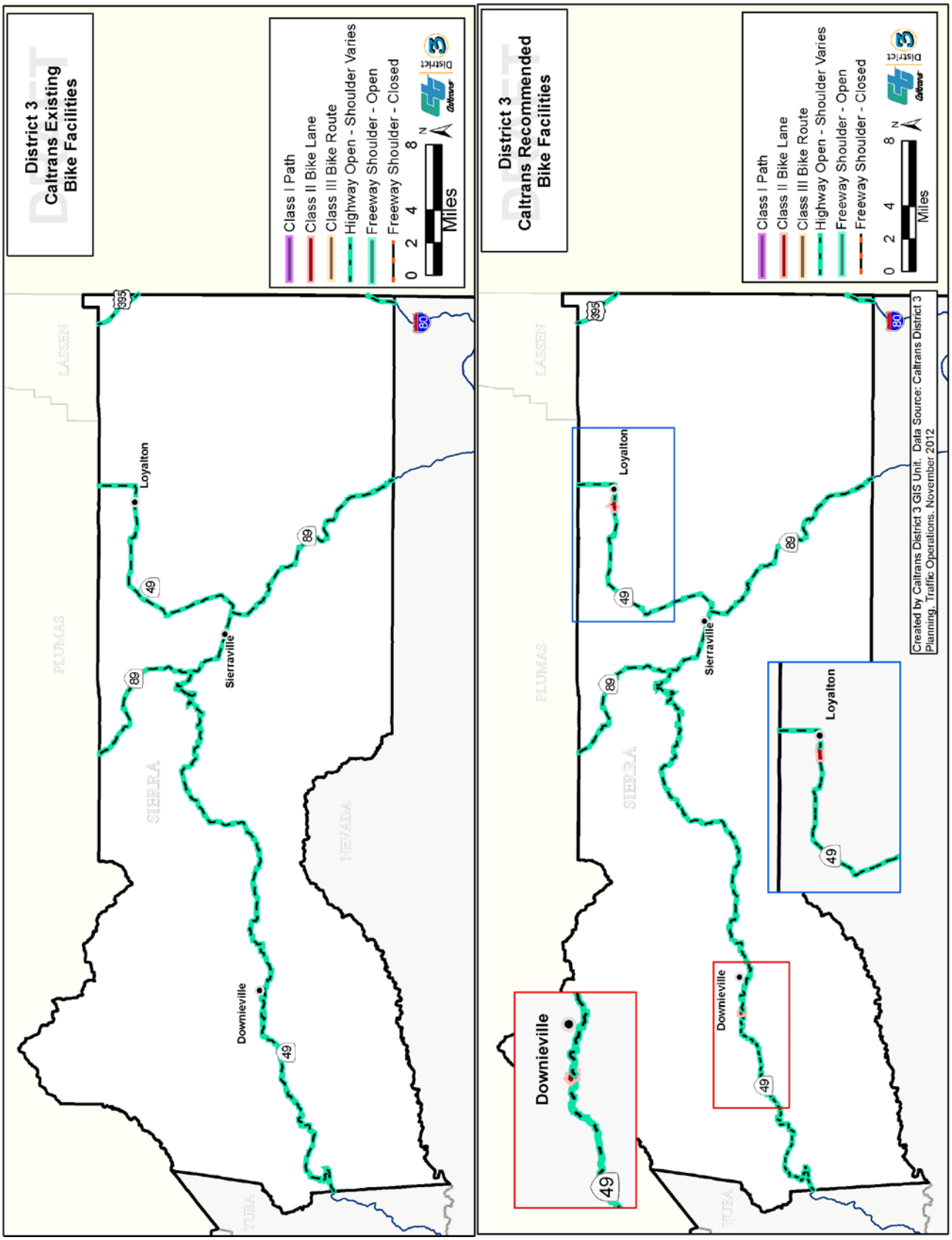


Figure 3I: Recommended Bicycle Facilities, Sutter County

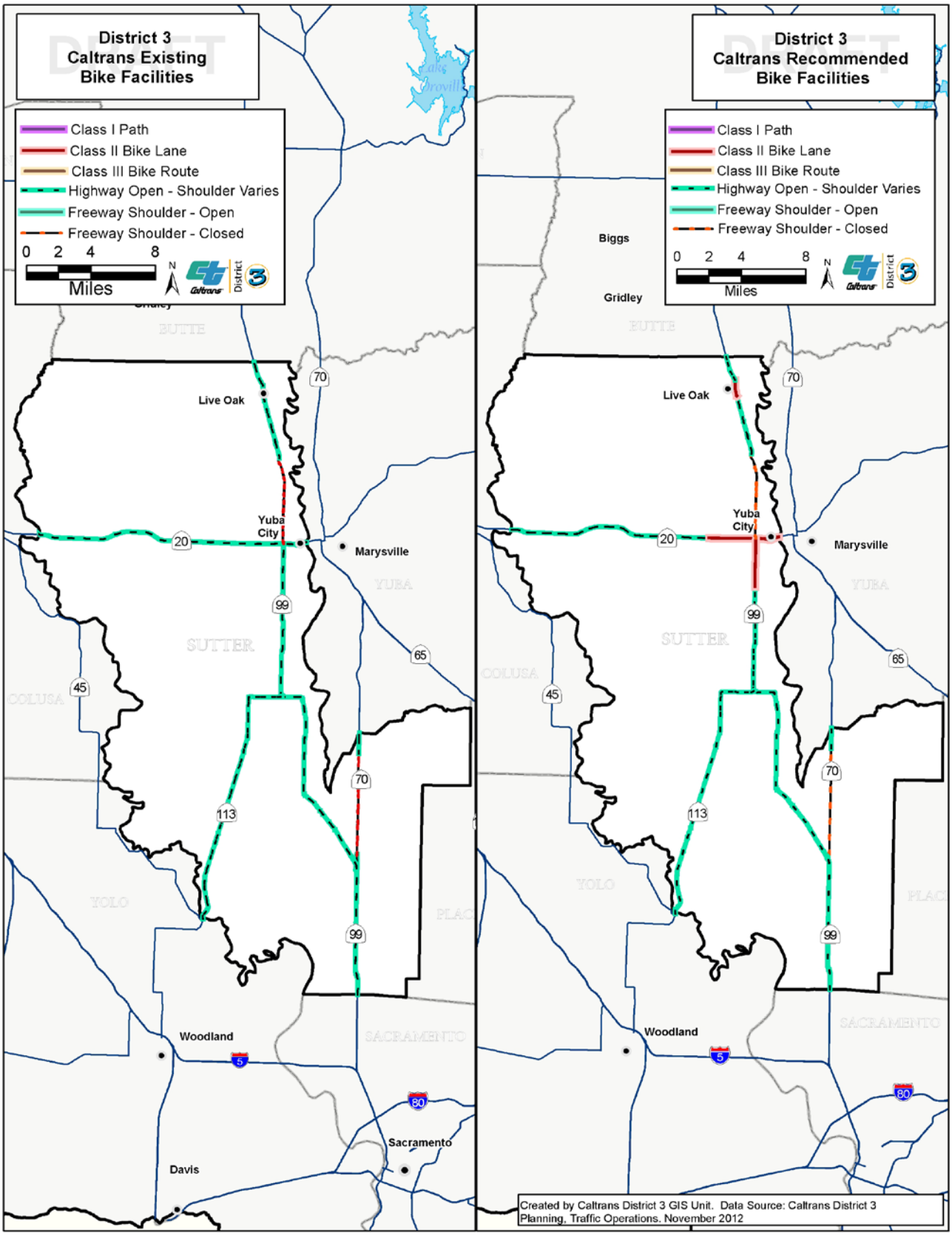


Figure 3J: Recommended Bicycle Facilities, Lake Tahoe Area

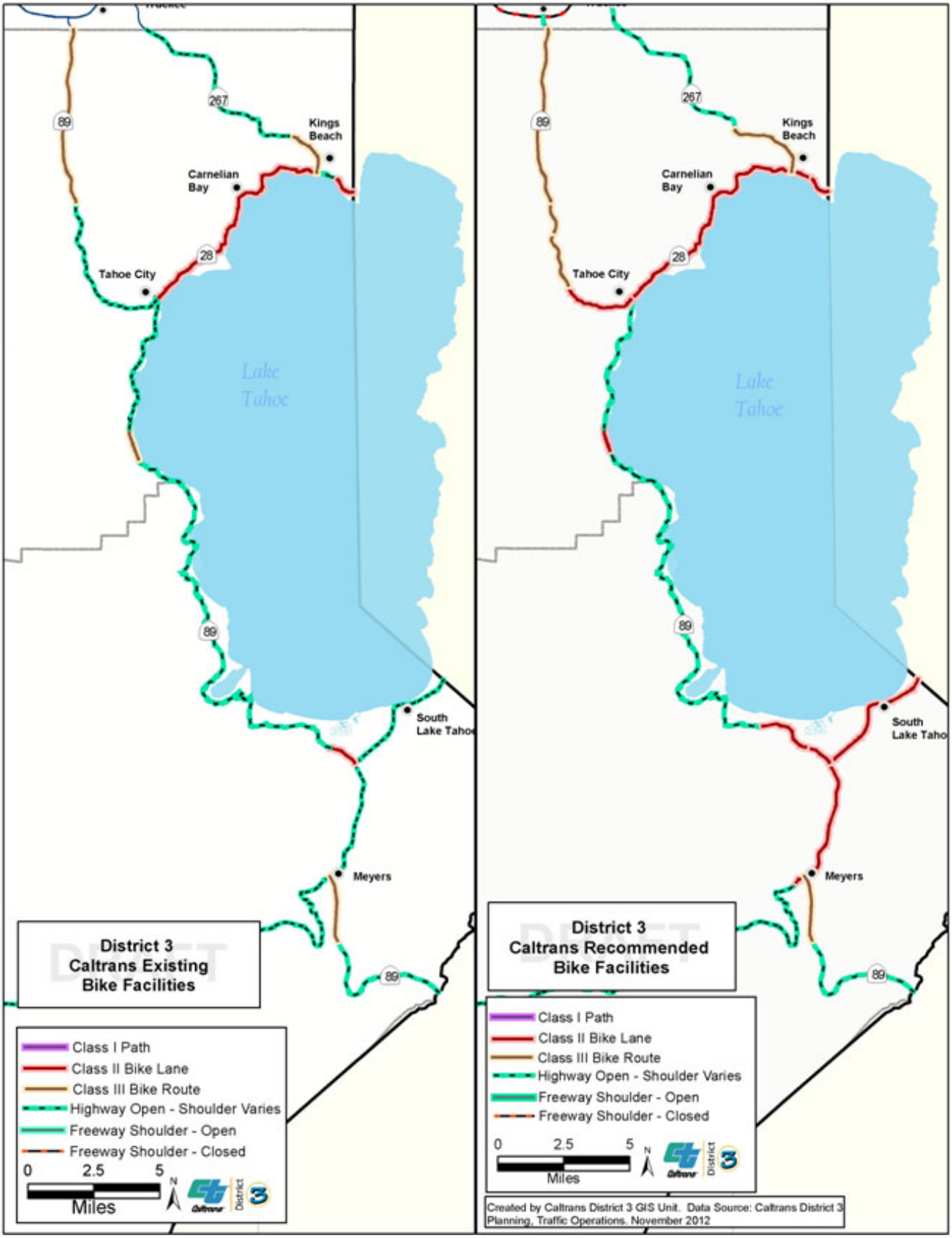


Figure 3K: Recommended Bicycle Facilities, Yolo County

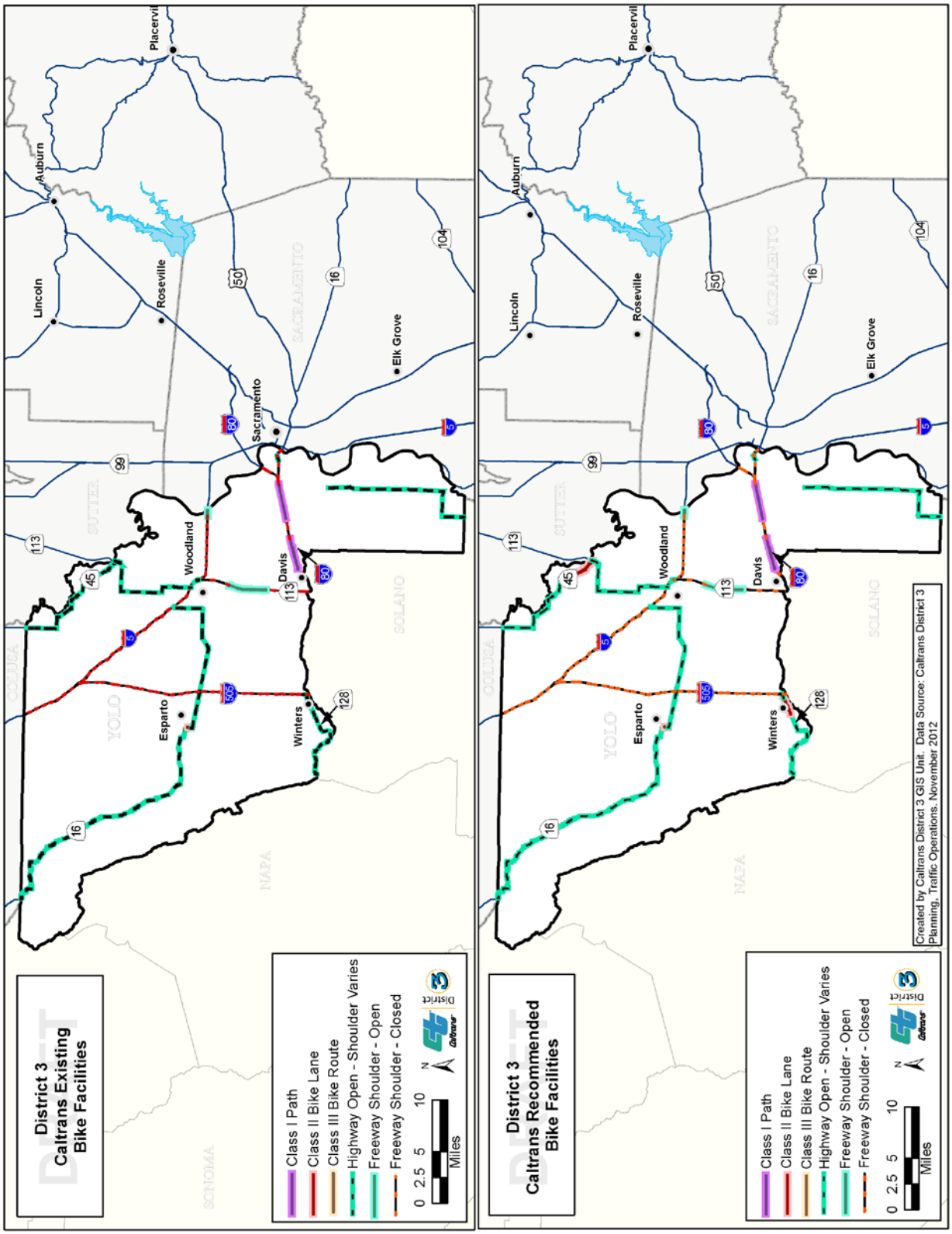
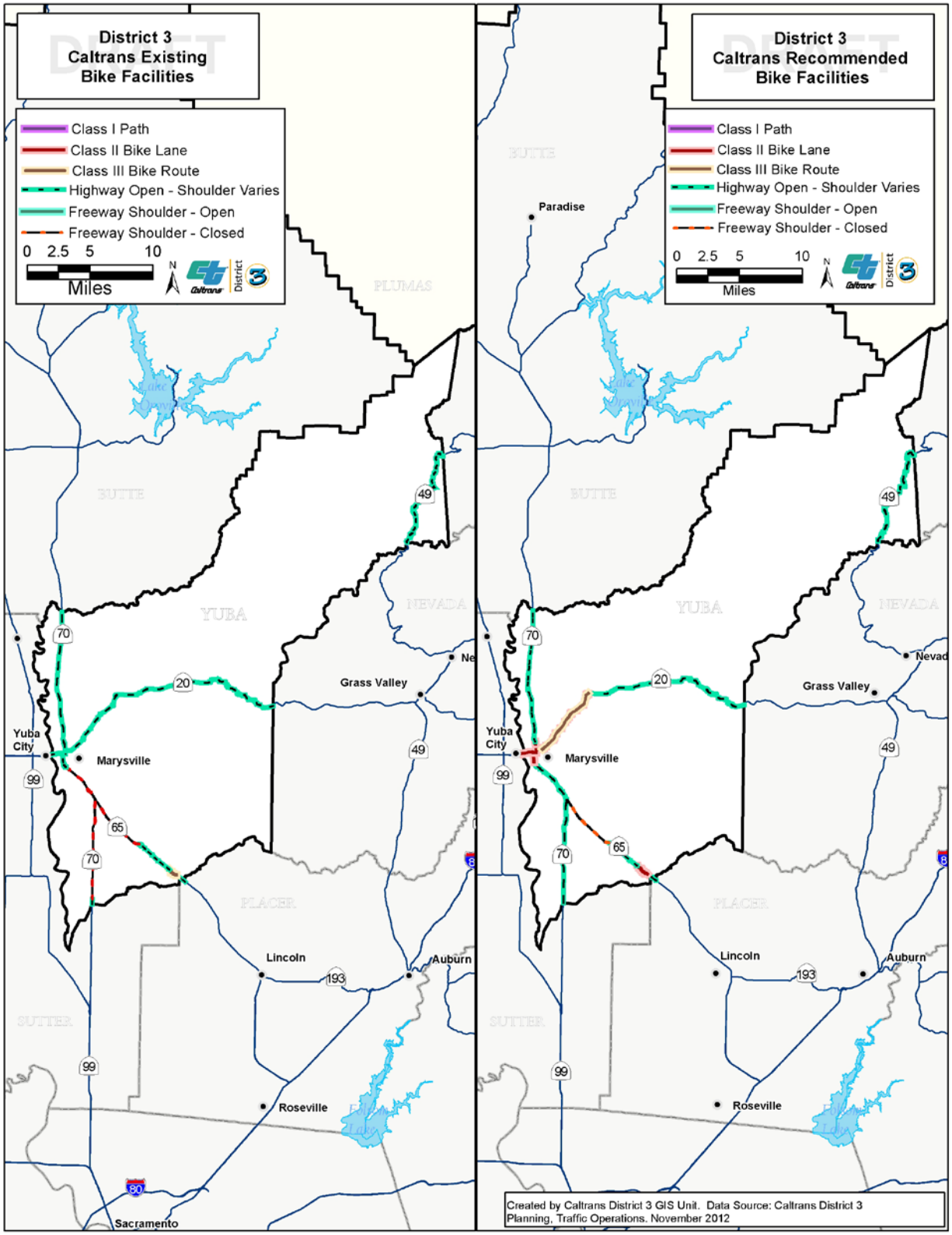


Figure 3L: Recommended Bicycle Facilities, Yuba County



Achieving the Vision - District Actions

Consistent with Caltrans' purpose and need, the District will take the following actions to plan, program, develop, operate, and maintain the recommended bicycle facility improvements:

Planning

- Maintain proactive communication and collaborative bicycle planning between Caltrans and local agencies.
- Consult local planning documents when updating this Plan as a means to achieve consistency and connectivity for bicycle facilities system improvements.
- Identified State Highway bicycle facilities contained on Table 1 may be placed in Transportation Concept Reports, Corridor System Management Plans, and other System Planning documents when updated.
- High priority will be placed on programming recommended bicycle facility projects that contribute to connectivity and gap closure of the bicycle facility network in town centers and other areas where there is high ridership.

Programming

- Include recommended bicycle facility improvements identified in this Plan early in the project development process.
- Project Initiation Documents for major SHS improvements will include, whenever possible, the recommended bicycle facilities improvements contained in this Plan during their development.

Project Development

- The District will give high priority to overlaying the entire traveled way and paved shoulders, where feasible, when implementing new highway construction and major maintenance projects at locations on the SHS where this Plan recommends bicycle facility shoulder improvements.
- Roadway rehabilitation projects will be scoped to take into consideration the recommended bicycle facility improvements contained in this Plan.

Maintenance and Operations

- Maintenance agreements with local government agencies will be executed whenever possible to provide acceptable levels of maintenance for bicycle facilities on State highways.
- Parking restrictions to improve bicycle safety by reducing obstructions and door collisions, and signage to notify drivers of bicyclists and bicycle facilities may be added as part of operational improvements to facilitate safe bicycling.

Future Updates

Because the transportation system is continually changing, occasional updates will be necessary to assess progress and identify new planning opportunities. In order to keep the D3 Plan up to date, it is anticipated that this document will be updated every two years. Figure 1, the "Existing SHS Bicycle

Facilities" map, will be updated as changes to the system are made. Figures 3A through 3L, which identify the recommended bicycle facilities within each County, will be updated regularly as local and regional bicycle transportation plans are developed or updated which identify segments of the SHS for bicycle access, and as resources are available.

For more information, please contact:

Caltrans—District 3
Division of Planning and Local Assistance
Office of Long Term System Planning
703 B Street
Marysville, CA 95901

(530) 634-7616 (office)

http://www.dot.ca.gov/dist3/departments/planning/systemplanning.htm

Appendix A: Links to Local Bicycle Plans

Butte County: 2011 Butte County Bicycle Plan

City of Biggs: Biggs Area Bicycle Transportation Plan

City of Chico: 2012 Chico Urban Area Bicycle Plan

City of Gridley: City of Gridley Bicycle Plan

City of Oroville: City of Oroville Bicycle Transportation Plan

Town of Paradise: Town of Paradise Master Bicycle and Pedestrian Plan

Colusa County: Currently updating 1992 plan

City of Colusa: City of Colusa Bikeway Master Plan

City of Williams: City of Williams plan not available

El Dorado County: El Dorado County Bicycle Transportation Plan

City of Placerville: No bicycle plan at this time. The city uses the County Plan (see above).

City of South Lake Tahoe: No bicycle plan at this time. South Lake Tahoe is included in the Lake Tahoe Region Bicycle and Pedestrian Plan

Nevada County: Nevada County Bicycle Master Plan

City of Grass Valley: Grass Valley is included in the Nevada County Bicycle Master Plan (see above)

City of Nevada City: Nevada City is included in the Nevada County Bicycle Master Plan (see above)

Town of Truckee: Town of Truckee Trails and Bikeways Master Plan

Placer County: Placer County Regional Bikeway Plan

City of Auburn: City of Auburn Bikeway Master Plan

City of Colfax: City of Colfax Bikeway Master Plan

City of Lincoln: City of Lincoln Bicycle Transportation Plan Update

Town of Loomis: Town of Loomis Bicycle Transportation Plan

City of Rocklin: The City of Rocklin does not have a bicycle transportation plan although the Circulation Element of the General Plan does contain some information on existing and proposed bicycle projects.

City of Roseville: City of Roseville 2008 Bicycle Master Plan Update

Sacramento County: Sacramento County Bicycle Master Plan

City of Citrus Heights: City of Citrus Heights Bikeway Master Plan

City of Elk Grove: City of Elk Grove Bicycle and Pedestrian Master Plan

City of Folsom: City of Folsom Bikeway Master Plan

City of Galt: City of Galt Bicycle Transportation Plan

City of Rancho Cordova: City of Rancho Cordova Bicycle Master Plan

Sierra County: Sierra County 2012 Bicycle Plan

Sutter County: 2012 Sutter County Pedestrian and Bicycle Transportation Plan

City of Live Oak: (Currently Being Written)

City of Yuba City: Yuba City Bicycle Master Plan

Yolo County: Yolo County Bicycle Transportation Plan

City of Davis: City of Davis Bicycle Plan

City of West Sacramento: West Sacramento Bicycle Master Plan

City of Winters: City of Winters Bikeway System Master Plan

City of Woodland: 2002 City of Woodland Bicycle Transportation Plan

Yuba County: Yuba County Bikeway Master Plan

City of Marysville:

City of Wheatland: None. Currently working on the initial stages of a bike plan.

SACOG: Regional Bicycle, Pedestrian, and Trails Master Plan

Appendix B - Caltrans Policy Documents on Multimodal Transportation

Deputy Directive 64-R1 (DD-64-R1) – Complete Streets-Integrating the Transportation System

Director's Policy 22 – Context Sensitive Solutions (DP-22)

Director's Policy 5-Multimodal Alternatives Analysis (DP-05)

Deputy Directive

Number:	DD-64-R1
Refer to Director's Policy:	DP-22 Context Sensitive Solutions DP-05 Multimodal Alternatives DP-06 Caltrans Partnerships DP-23-R1 Energy Efficiency, Conservation and Climate Change
Effective Date:	October 2008
Supersedes:	DD-64 (03-26-01)

TITLE Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Department) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITIONS/BACKGROUND

Complete Street – A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "complete streets."

State and federal laws require the Department and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) (Sections 21200-21212), and Streets and Highways Code (Sections 890 – 894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and nonmotorized traffic are permitted on all State facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Department standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of "complete streets," manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with the Department's objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users.

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure Department manuals, guidance, standards, and procedures reflect this directive, and identify and explain the Department's objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures Department manuals, guidance, standards, and procedures reflect this directive and identifies and explains the Department's objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and State agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that State highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Mass Transportation, Rail, Transportation Planning, Transportation System Information, Research and Innovation, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

APPLICABILITY

All departmental employees.

Randell H. Iwasaki

RANDELL H. IWASAKI
Chief Deputy Director

October 2, 2008

Date Signed

DIRECTOR'S POLICY

Number: DP-22

Effective Date: 11-29-01

Supercedes: NEW

Title: Context Sensitive Solutions

POLICY

The Department uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options. When considering the context, issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, and relevant laws, rules, and regulations must be addressed.

INTENDED RESULTS

In towns and cities across California, the State highway may be the only through street or may function as a local street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality. In natural areas, projects can fit aesthetically into the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

The Department can be proud of the many contributions it has made to improve highways that are main streets and the aesthetics of its highways and structures; however, there is a strongly expressed desire across California for this concept to be the norm.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. They require careful, imaginative, and early planning, and continuous community involvement.

The Department's *Highway Design Manual*, *Federal Highway Administration* (FHWA) regulations, FHWA's *Flexibility in Highway*

Design publication, and the American Association of State Highway Transportation Officials' *A Policy on Geometric Design of Highways and Streets* all share a philosophy that explicitly allows flexibility in applying design standards and approving exceptions to design standards where validated by applying sound engineering judgment. This design philosophy seeks transportation solutions that improve mobility and safety while complementing and enhancing community values and objectives.

RESPONSIBILITIES

Director:

- Creates an environment in which innovative actions, such as context sensitive solutions, can flourish.
- Recognizes and highlights individuals, teams, and projects that advance the goals of this policy.
- Encourages staff to conduct and participate in meetings and conferences to expand the knowledge of context sensitive solutions internally and externally.

Chief Counsel: Evaluates and provides opinions on legal issues associated with context sensitive solutions.

Deputy Director, Maintenance and Operations; Chiefs, Divisions of Traffic Operations and Maintenance:

- Support context sensitive solutions in the maintenance and operation of transportation facilities.
- Revise manuals and procedure documents to facilitate the application of context sensitive solutions.
- Initiate and coordinate research to enable context sensitive solutions.

Chief, Division of New Technology and Research:

- Conducts research and develops and improves techniques and materials to enable context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief Engineer (Deputy Director, Project Delivery):

- Supports context sensitive solutions in the design and construction of transportation facilities.
- Encourages innovation and flexibility in design.
- Ensures projects are well coordinated to support the application of context sensitive solutions through the life of projects.

Chief, Division of Engineering Services:

- Conducts research and develops and improves techniques and materials to enable context sensitive solutions.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Project Management: Ensures resources are distributed to enable implementation of context sensitive approaches.

Chiefs, Divisions of Right of Way and Construction:

- Train staff in the application of context sensitive solutions.
- Revise manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Design:

- Works in cooperation with district and other functional units to develop guidance on design flexibility.
- Identifies good examples of the application of context sensitive solutions to share with departmental and local agency staff.
- Initiates and coordinates research to enable context sensitive solutions.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Environmental Analysis:

- Facilitates coordination with resource agencies to assure facilities and activities are in harmony with the surrounding environment.
- Ensures communities have the opportunity to be actively involved in the environmental stage of the project development process.
- Ensures context sensitive commitments are sustained, as warranted, as a project moves through the environmental approval process.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief Financial Officer (Deputy Director, Finance); Chief, Division of Transportation Programming:

- Support the inclusion of context sensitive solutions when programming transportation projects.
- Communicate the importance of context sensitive solutions to the California Transportation Commission.
- Facilitate district development of funding partnerships for context sensitive solutions.

Deputy Director, Administration: Supports context sensitive solutions in the planning, design, construction, maintenance, and operation of offices, maintenance stations, and other departmental support facilities.

Deputy Director, Planning and Modal Programs: Supports context sensitive solutions in the planning of transportation programs and facilities.

Chief, Division of Local Assistance:

- Facilitates training of local agencies in the principles of context sensitive solutions.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.

Chief, Division of Transportation Planning:

- Develops and maintains community planning guidance.
- Trains staff in the application of context sensitive solutions.
- Revises manuals and procedure documents to facilitate the application of context sensitive solutions.
- Works with regional transportation planning agencies, metropolitan transportation organizations, counties, cities, and the private sector to support and incorporate context sensitive solutions in planning, programming, and developing transportation facilities and services.

`District Directors:

- Provide leadership in the application of context sensitive solutions in all planning, programming, project development, construction, maintenance, and operational activities of the district.
- Proactively ensure early and continuous involvement of stakeholders.
- Are responsive to requests by local communities, resource and other agencies, and the general public for context sensitive solutions.

- Assure that context sensitivity is applied to local and other projects within the State right-of-way.
- Train staff in the application of context sensitive solutions.

APPLICABILITY

All employees and others involved in the planning, development, construction, maintenance, and operation of State transportation and support facilities.

Original signed by ***11-29-01***
JEFF MORALES, Date Signed
Director

DIRECTOR'S POLICY

Number: DP-05

Effective Date: 12-30-92

Supercedes: NEW

Title: Multimodal Alternatives Analysis

POLICY

Caltrans promotes long-range transportation plans, corridor studies and project studies based on early and objective multimodal alternatives analysis. Caltrans produces, in partnership with others, intermodal transportation services which balance mobility, cost, equity and environmental concerns. These transportation services may be developed and implemented by Caltrans alone or with other appropriate jurisdictions.

INTENDED RESULTS

The intent of this Policy is improved mobility options for the people of California; a new strengthened or expanded relationship with the Department's partners; and early resolution of issues leading to mutually acceptable solutions and a subsequent reduction in project delay and uncertainties. Wiser investments and more cost-effective, viable and achievable options to California's transportation needs are expected.

This Policy is necessary to accomplish both the intent and the requirements of new Federal mandates included in the Intermodal Surface Transportation Efficiency Act (ISTEA), Clean Air Act and the Energy Act.

RESPONSIBILITIES

- Caltrans management: ensures development and maintenance of an ongoing working relationship and an open decision making process where resources are shared by the public and private sector to achieve common products, recognizing that no single entity can develop and provide an effective, integrated statewide transportation system without the consent and help of others; and encourages the development and implementation of transportation services at the lowest possible level of government to ensure direct provision of mobility to the public but, at a level high enough to reflect the group of users and to ensure integrated and interconnected services.

- Deputy and District Directors promote this approach by exhibiting leadership by example in Department activities. In addition, they facilitate or actively advocate this approach with the Department's partners and require similar early and objective multimodal alternatives analysis as a prerequisite for funding approval.

- The Deputy Director for Transportation Planning develops the guidlines for a multimodal alternative analysis. The analysis evaluates the anticipated demand for movement of people, goods, services and information; estimates the full and long-term costs of proposals and assesses the potential of the alternatives for impacts on society and the environment; is factual, uninfluenced by emotion, surmise or institutional or personal prejudices; considers public input before any action is taken on specific solutions; and includes creation of alternatives and combinations of solutions that inherently address and accommodate issues related to land use, air quality, energy, local/regional economy and equity.

- The Deputy Director for Transportation Engineering prepares process guidelines that ensure multimodal alternative analyses are performed.

APPLICABILITY

This policy is applicable in all areas and functions of Caltrans and to Caltrans' partners and their plans, projects and services.

Original signed by
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Director