



County Engineers Association of CA

CALTRANS OFFICE OF COMPLETE STREETS IN DESIGN – SUSAN LINDSAY

CALTRANS OFFICE OF ACTIVE TRANSPORTATION AND COMPLETE STREETS- ALYSSA BEGLEY



ATP VS SHOPP

How to engage
Caltrans

Project Types

ATP

Grants

SHOPP

ATP versus SHOPP

- Active Transportation Program (ATP)
- State Highway Operation and Protection Program (SHOPP)



Project Types

LOCAL ASSISTANCE

- Off System
- Federal funds
- Led by local agency



ENCROACHMENT PERMITS

- Enters State R/W
- Led by local agency
- Permit or DEER (Who's reviewing the project inside Caltrans)



CT PROJECTS

- Within and beyond State R/W
- Led by Caltrans



How to engage with Caltrans Planning

GET INVOLVED!

- Corridor Plans
- Caltrans Active Transportation Plans
- Technical Advisory Committee (Regional Agencies)
- Local Assistance
- Local Development Review



CALTRANS PLANNING + LOCAL PLANS



Caltrans Active Transportation Plans (CAT Plans)

Caltrans Active Transportation Plans are being developed for each District and being made available online: catplan.org

Plans identify and map location-based needs for pedestrians and cyclists, but do not prescribe the design solution

As projects are identified and developed to address these needs, Caltrans planners will meet with local agencies or advisory committees to clarify community priorities



Complete Streets Decision Document (CSDD)

New policy that advises project planners and designers to review local planning documents and consult with local agencies to ensure project alignment with local plans.

Policy additionally requires executive-level authorization for omission of any identified complete street features.



Revisions to Existing Procedures & Guidance

Transportation Planning Scoping Information Sheet (TPSIS) reformatted to require identification of needs, partners, stakeholders, and public engagement strategies.

Corridor Planning Guidance being updated to include additional references to local plans.

Smart Mobility Framework (SMF) is being supplemented by an **Implementation Guide** that directs planners to resources for public engagement, especially with disadvantaged communities

Background image excerpted from [District I CAT Plan Story Map](#)

Smart Mobility Framework

- Other Deliverables/Task Orders (TOs):
- Task Order 1: Pedestrian Safety Improvement Monitoring (Pilot) Program Location Identification.
- Task Order 2: Rural Counties Task Force SB 743 training.
- Task Order 3: [Planning Complete Street Cost Estimating Tool](#)
- Task Order 4: Action Plan for Pedestrian and Bicyclist Safety in California.
- Task Order 5: Integrating Social Equity into Transportation Planning: [Equity in Transportation Planning Webinar](#)
- Task Order 6: Additional [Pedestrian Safety Countermeasures Training](#)



Complete Streets: Branch Efforts

- Educational tool to assist in the integration of Complete Streets Elements in Caltrans projects.
- Includes:
 - Complete Streets Planning Concepts
 - Complete Streets Elements Definitions
 - Guidance
 - District and Local Examples
 - Quantification of Complete Streets in the Asset Management tool
- Update to Toolbox 3.0 – in progress

Complete Streets Elements Toolbox



Grants

- Sustainable Transportation Planning Grants
- Active Transportation Program
- Housing Funds
- GHG Reduction
- Highway Safety Improvement Program (HSIP)



Sustainable Communities Competitive

ELIGIBILITY & FUNDING

Eligible Applicants

Regional/Local Governments; Native American Tribal Governments; Other Public Transportation Planning Entities.

Non-Profit Organizations are eligible **sub-applicants**

Budget Approx. \$14M

Grant Min. \$50,000 for Disadvantaged Communities;
\$100,000 for all others

Grant Max. \$700,000

PURPOSE & GOAL

Purpose

Funds **planning** efforts that encourage local and regional multimodal transportation and land use planning that furthers the region's RTP/SCS (where applicable), contributes to the State's GHG reduction targets, and addresses the needs of disadvantaged communities.

Disadvantaged Communities Goal

50% of projects benefit disadvantaged communities (trending above 80%)

PROGRAM OBJECTIVES

Sustainability

Preservation

Accessibility

Safety

Innovation

Economy

Health

Social Equity

ENGAGEMENT OPPORTUNITIES

Per SB 1, public workshops and 30-day public comment period with every major Grant Application Guide update (once every two years)

Stakeholder collaboration is encouraged prior to grant application

Community engagement is required for Sustainable Communities Competitive grants

PROGRAM FEATURES

Grantee Close-out Survey & Reports

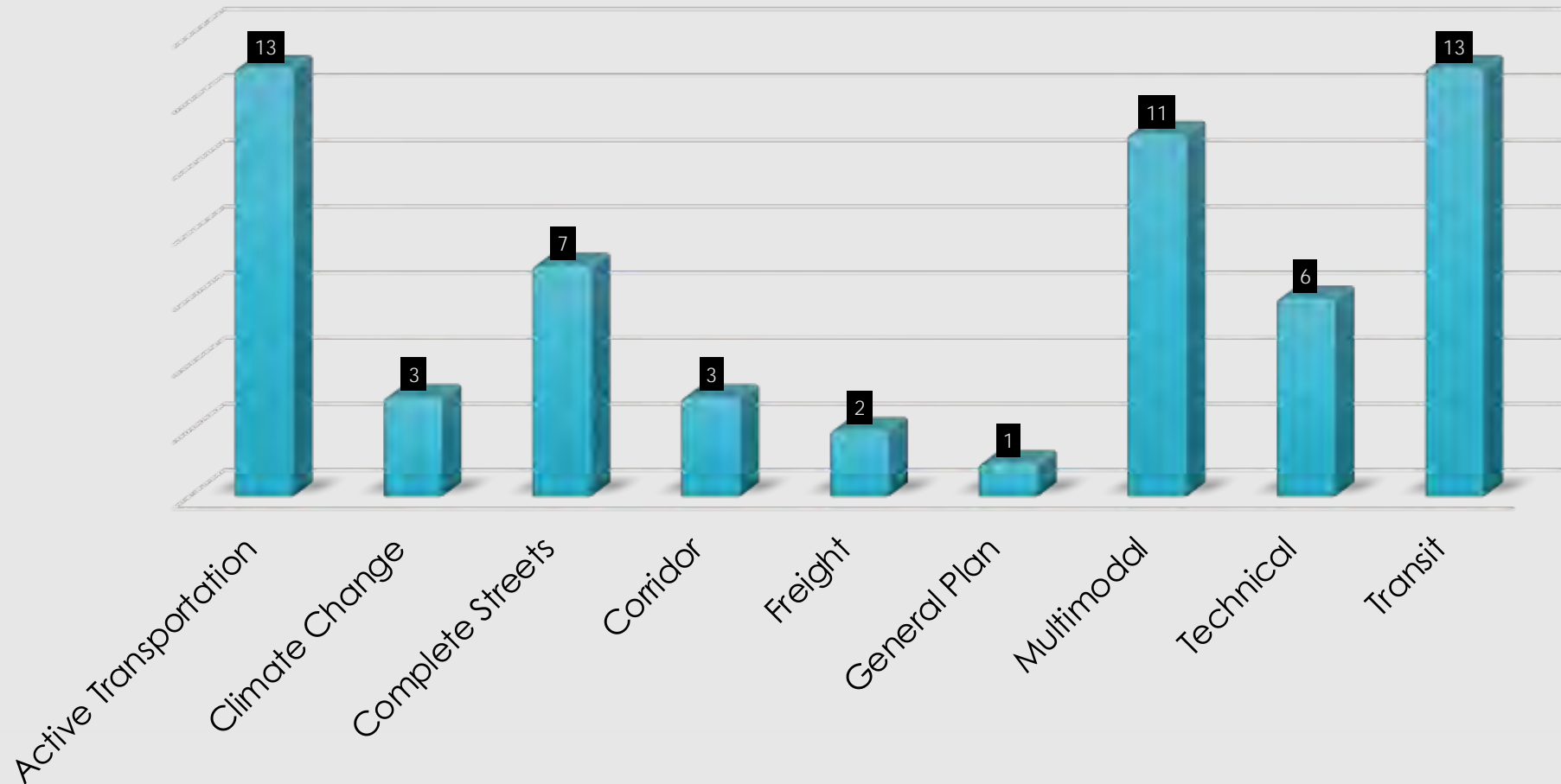
Final Products Listing

Caltrans Districts provide 1:1 technical assistance to interested applicants

Annual Workshops/Webinars

Resources & Tools: guides, handbook, templates, and other tools

▀ FY 2021-22 Awards by Project Type



Anticipated Outcomes

Active Transportation

ADA
Accessible
Sidewalks

Multiuse
Paths

Safe Routes
to Schools

Complete Streets

Design
Guidelines

Land Use and
Transit
Integration

Downtown
Revitalization

Other Key Outcomes

GHG/VMT
Reductions

Public
Involvement

Integrated
Planning

▸ Sustainable Transportation Planning Grant Program Website



<https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

Erin Thompson, Office Chief

Priscilla Martinez-Velez, Grant Program Manager

Caltrans HQ Office of Regional & Community Planning

Email: Regional.Planning.Grants@dot.ca.gov

CALIFORNIA
GRANTS
PORTAL



About the Active Transportation Program (ATP)

Active Transportation Program (ATP) funds non-motorized projects, or projects that benefit:



Program Goals



01

Walking & Biking

Increase the proportion of trips accomplished by walking and biking

02

Safety

Increase the safety and mobility of non-motorized users

03

Reduce GHGs

Advance the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)

04

Public Health

Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding

05

Minimum 25% DACs

Ensure that disadvantaged communities fully share in the benefits of the program (a minimum of 25%)

06

Multiple Project Types

Provide a broad spectrum of projects to benefit many types of active transportation users

Project Types

01

INFRASTRUCTURE

Capital projects that will further the program goals.

02

NON-INFRASTRUCTURE

Education and encouragement activities that further the program goals.

03

PLANS

The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.

04

COMBINED

Infrastructure & Non-Infrastructure

05

QUICK BUILD PILOT

Infrastructure project meant to be flexible and engage the community/inform a future permanent design.



Program Funding



\$650 Million

Total funding amount for
Cycle 6

Consolidates Federal and
State funding sources into
a single Program

Transportation
Alternatives
Program
(TAP)

Bicycle
Transportation
Account
(BTA)

State Safe Routes
to School (SRTS)

Senate Bill 1
(SB1)

Program Funding



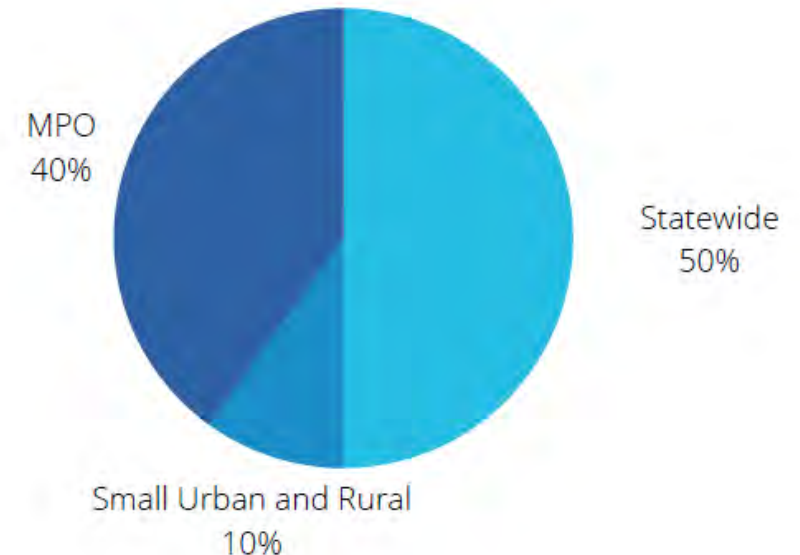
+\$1 Billion

Amount coming from IIJA
to augment Cycle 6

Funding History

Cycle Number	Funding Available	Number of Projects
1	\$200 Million	276
2	\$200 Million	206
3	\$400 Million	238
4	\$400 Million	118
5	\$400 Million	106

Funding Split



Who Can Apply?



Eligible ATP Applicants

- Local, Regional or State Agencies*
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public schools or school districts
- Tribal Government**- Federally recognized Native American Tribes
- Private nonprofit tax-exempt organizations- for Recreational Trails funds**
- Any other entity- with responsibility for oversight of transportation or Recreational Trails that the CTC*** determines to be eligible

Reimbursement-based Program

- Master Agreement with the State OR
- Fund Transfer to Tribes through BIA OR
- Tribes may partner with another eligible entity

* Caltrans & MPOs (except MPOs that are also RTPAs) are not eligible project applicants for the federal TAP funds.

** All agencies must be able to enter into a Master Agreement (MA) with Local Assistance

*** California Transportation Commission (CTC)



Important ATP Webpages



Home | Programs | Local Assistance | Federal and State Programs | Active Transportation Program (ATP)

Active Transportation Program (ATP)

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 368, Chapter 358 and Assembly Bill 103, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs.

ATP Cycle 6 Call for Projects is now open!
View the ATP Cycle 6 webpage for more information.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (for 2005) and SB 341 (for 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

ATP

- ATP General and Technical Information
- ATP Cycle 6
- ATP Cycles 1-5 Archives
- Timely Use of Funds (Time Extensions/Delivery Report)
- ATP Project Reporting
- ATP Completed Projects
- ATP Technical Advisory Committee
- Active Transportation Resource Center

ATP Contacts and General Info



Home | Programs | Local Assistance | Federal and State Programs | Active Transportation Program (ATP) | General and Technical Information

ATP General and Technical Information

Training Highlight

Your ATP Application was Successful! Now What?
This workshop outlines the next steps for an awarded agency to begin their ATP project.

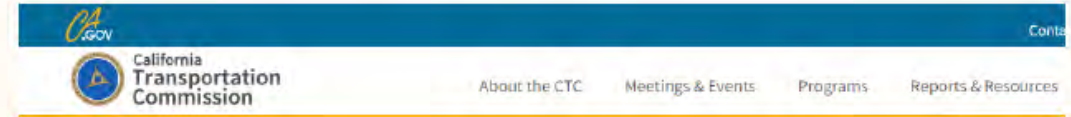
ATP Next Steps Workshop (August 2021)

Additional ATP Training and Resources
Training and Workshops available for assistance with your ATP application, project design, and implementation

ATP

- ATP General and Technical Information
- ATP Cycle 6
- ATP Cycles 1-5 Archives
- Timely Use of Funds (Time Extensions/Delivery Report)
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- ATP Technical Advisory Committee
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ATP General and Technical Info



2021 ATP (Cycle 5)

2019 ATP (Cycle 4)

2017 ATP (Cycle 3)

Active Transportation Program Status Reports

Reference Documents

- [Policy on User Counts \(PDF\)](#) - May 18, 2022
- [Senate Bill 1 Baseline Agreement Template \(PDF\)](#) (Template functionality works best using Adobe Acrobat Reader DC)
- [Policy on ATP Scope Amendments and Allocation Advancements \(PDF\)](#) - August 18, 2016
 - [Amended ATP Policy and Amendments and Advances \(PDF\)](#) - December 8, 2016
- [Interim Count Guidance \(PDF\)](#)
- [Funding Programs that Fund Active Transportation Projects \(PDF\)](#)
- [Federal Aid Project Funding Guidelines \(PDF\)](#)

Background Information

CTC ATP Page
(See Reference Documents)

Active Transportation Program Resources



NI Resources

Planning for NI Sustainability

E Fact Sheets for NI

Infrastructure Resources



Automated Counter Loan Program



Online Bikeway Design Course

Active Transportation Program Training



<https://aatpresources.org/>

THE ACTIVE TRANSPORTATION RESOURCE CENTER'S (ATRC) MISSION IS:

To provide resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects.

ACTIVE TRANSPORTATION PROGRAM (ATP):

The purpose of ATP is to encourage increased use of active modes of transportation.



TRAINING AND WORKSHOPS

ATP Application

Project Study Report (PSR)
Equivalent Workshop - Cycle 6

☐ Recording

Completing the Non-Infrastructure
Workplan
(Flash Training)

Partnering with CGC and LCI
(Flash Training)

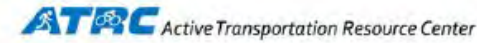
Using the Median Household
Income Website
(Flash Training)

Using the ATP-TIMS Tool
(Flash Training)

Safety and Other Data Needs
Workshop



Contact us: [@Active Transportation Program \(ATP\)](mailto:Active Transportation Program (ATP))



<https://aatpresources.org/>

Project Design

ATP Bicycle and Pedestrian Design
Workshop

Safe Transportation for Every
Pedestrian
(Safety Countermeasures)

Safe Transportation for Every
Pedestrian Implementation
(3 workshops)

Bicycle Transportation Online: An
Introduction to Planning and Design

Bicycle Transportation: An
Introduction to Planning and Design
(In-Person)

Non-Infrastructure Webinars

Project Implementation

ATP Next Steps Workshop

Master Agreements for Non-
Traditional Partners

Interim Count Methodology
(Flash Training)

CalSmart Reporting Training



Contact us: [@Active Transportation Program \(ATP\)](mailto:Active Transportation Program (ATP))

[Access the ATP Training Guide Here](#)

ATRC RESOURCES

- ATRC Website Guide:
 - A great place to start if you're new to the ATRC!
 - Quick Links to all major ATRC programs, tools, resources and training

[Access ATRC Website Guide Here](#)

ATRC Active Transportation Resource Center

ATRC Website Guide

Click through the following links to explore some of what we offer!

Technical Assistance

-  [Disadvantaged Communities Technical Assistance Program](#)
- [Evaluation and Regional Technical Assistance - Webpage Coming Soon!](#)
- [Kit of Parts Pilot Program - Webpage Coming Soon!](#)
- [Non-Infrastructure Technical Assistance](#)

Tools

-  [ATP Benefit-Cost Tool](#)
- [Statewide Active Transportation Database](#)
- [ATP Street Story Tool](#)
- [ATP-TIMS Tool](#)

Resources

-  [Automated Counter Loan Program](#)
- [Active Transportation Messenger](#)
- [SRTS Basics Toolkit](#)
- [SRTS Decision Maker Toolkit](#)
- [ATP Project Profiles](#)
- [Non-Infrastructure Resources](#)
- [Infrastructure Resources](#)

Training

-  [ATP Training Guide](#)
- [Crossing Guard Training](#)
- [On the Move Webinars and Teleconference](#)
- [Bicycle Training and Design Course](#)

CONTACT INFORMATION

ATP - Infrastructure

Desiree.fox@dot.ca.gov (D1-5 & 10) or Trina.luo@dot.ca.gov (D 6-9, 11 & 12)

ATP Non-Infrastructure -

atp.ni@dot.ca.gov

ATP Reporting -

atpprogressreporting@dot.ca.gov

TUF -

Timely.use.of.funds@dot.ca.gov

ATRC

Summer.anderson-lopez@dot.ca.gov or amanda.baker@dot.ca.gov

COMPLETE STREETS ASSETS



Class I
Bike Path



Class II
Bike Lane



Class II
Buffered Bike Lane



Class IV
Separated Bike Lane

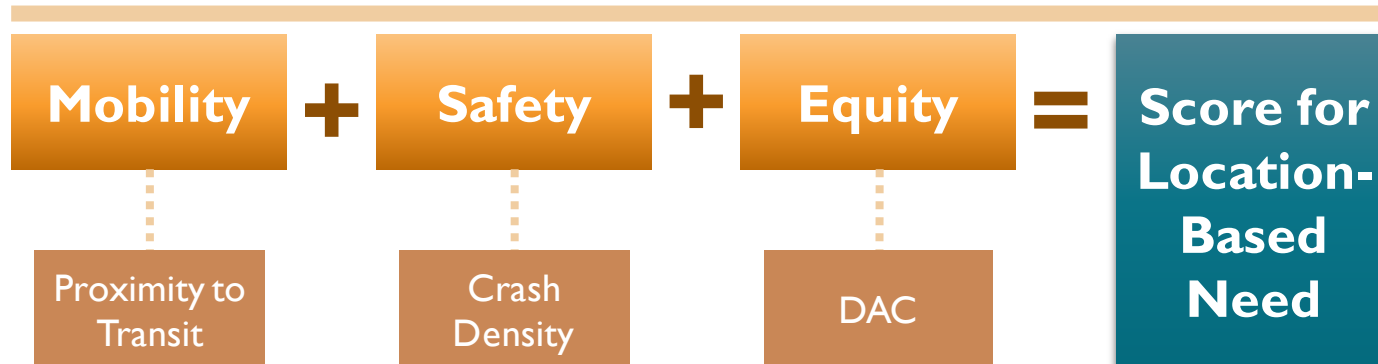


Sidewalks

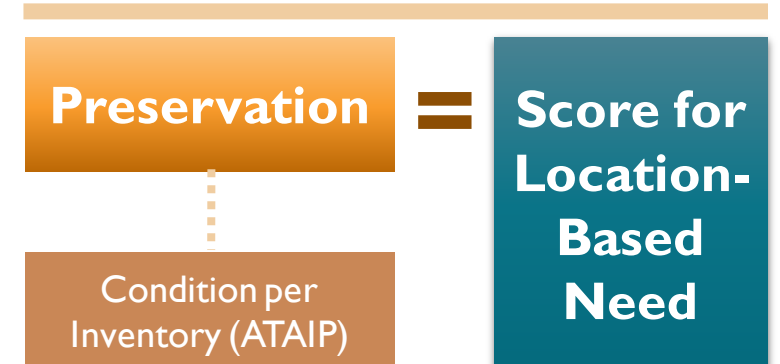


Crosswalks

Prioritizing “Build New” Complete Streets Assets



Prioritizing “Fix Existing” Complete Streets Assets

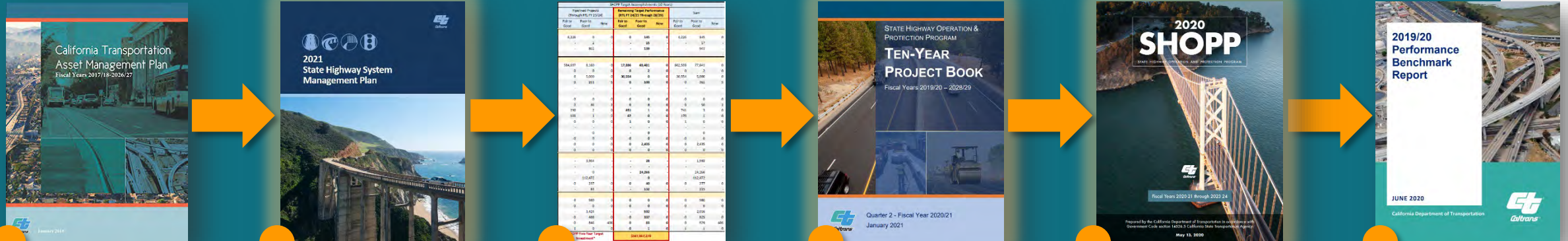




Asset Management:

- Complete Streets projects can now be anchor projects in the SHOPP – all 12 Districts are proposing stand-alone CS projects. Many CS projects are long lead.
- We include other assets in a CS project, just like a normal multi-asset project.
- Working on the 2023 SHSMP now. There will be some changes from the 2021 SHSMP for Complete Streets.

ASSET MANAGEMENT CYCLE



The ***State Highway System Management Plan (SHSMP)*** is an operational plan that includes all major physical assets and deficiencies on the SHS and sets priorities for investments.

The quarterly ***SHOPP Ten-Year Project Book*** establishes a 10-yr portfolio of projects to meet targets set forth in the TAMP and SHSMP. Portfolios are developed by the District to meet DPP fiscal and performance constraints.

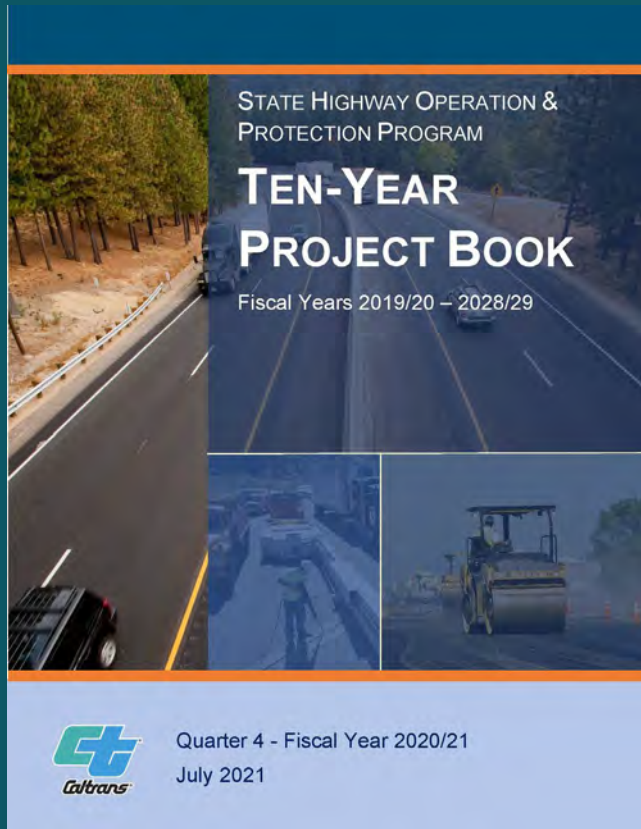
The annual ***Performance Benchmarks*** provides a means to monitor and report on progress towards meeting performance targets.

The ***California Transportation Asset Management Plan (TAMP)*** is the strategic plan that applies the asset management framework to both the NHS and SHS.

District Performance Plans (DPPs) provide District-specific performance and funding targets derived from the SHSMP.

The **SHOPP** is comprised of projects spanning four years of the certified SHOPP Ten-Year Project Book.

SHOPP TEN-YEAR PROJECT BOOK



SHOPP Ten-Year Project Book (July 2021)

Accessibility Assistance: Caltrans makes every attempt to ensure our online content is accessible. Due to variances between assistive technologies, there may be portions of this content which are not accessible. We are committed to providing alternative access to the content. Please see the SHOPP Ten Year Book PDF document on the Caltrans Asset Management website <https://dot.ca.gov/programs/asset-management>. Should you need additional assistance, please contact us at (916) 654-2852 or visit <https://dot.ca.gov/request-ada-compliant-documents>.

CA State Assembly District (All)	CA State Senate District (All)	U.S. Congressional District (All)	MPO/RTPA (All)	County (All)	Route (All)
Project Status (All)	Advertised Year (All)	Primary Work (All)	Project Activities (All)	Type a Key Word to Filter Project Activities	

Zoomable Map

Details of Selected Project

SHOPP ID 9014	Location Del Norte 101 - 35.8/36.5
Description Near Crescent City from 0.3 mile south to 0.4 mile north of Smith River (Dr. Ernest M Fine Memorial) Bridge No. 01-0020. Replace bridge.	
Status In Design	Advertised Year 2020/21
Primary Work Bridge	Primary Scope 1.0 Bridge(s)
Activities Bridge Access for Pedestrians and Bicyclists Bridge Rail	Contact Information District 1 - Eureka Street Address: 1656 Union Street Eureka, CA 95501 Mailing Address: P.O. Box 3700 Eureka, CA 95502-3700 Phone Number: (707) 445-6600 E-mail:
District Project Portal Go to District Project Portal	Project Details Link Go to Project Details
Google Map Go to Google Map	

Map of Selected Project

Project Book

Number of
Projects

2,315

<http://projectbook.dot.ca.gov/>



YOUR COMMENTS ON THE SHOPP

2022 SHOPP (2022-2026)

- Concerns about proposed project features
- Proposed features in a project that you would like to omit
- Aesthetics, minor changes to alternatives, landscaping, bike lane separation alternatives, etc.

2024 SHOPP (2024-2028)

- New ideas or project proposals
- Revisions to proposed projects
- New Alternatives for proposed projects
- High priority locations that aren't captured in projects

DP-37: Caltrans' Complete Streets Policy



New Director's Policy on Complete Streets (DP-37)

*"All transportation projects funded or overseen by Caltrans **will provide** comfortable, convenient, and connected **Complete Streets facilities** for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."*



"A Complete Street is...

a transportation facility that is planned, designed,
constructed, operated, and maintained
to provide **comfortable and convenient mobility**,
and improve accessibility and connectivity for
all road users,
with a specific regard for pedestrians, bicyclists,
and transit riders."



Director's Policy 37

Key Highlights

Community Partnerships

Caltrans **commits to partnering with communities and agencies** to ensure projects improve the **connectivity and accessibility** to existing and planned local and regional pedestrian, bicycle, and transit facilities, where possible.

Agency Partnerships

Caltrans **will work toward identifying and removing policy and procedural barriers** to implementing locally-sponsored complete streets projects on and across the state highway system.



Director's Policy 37

Key Highlights

Design Flexibility

Caltrans **will maximize the use of design flexibility** to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Underserved Communities

Complete streets projects should **prioritize underserved communities** that have been historically harmed and segmented by the transportation network.

Near-Term Implementation

Develop **contextual guidance to detail minimum expectations** for complete streets facilities by place type



New Draft Complete Streets DIB- 94

This contextual design guidance will set both minimum expectations and recommended values to guide the development of comfortable, convenient, and connected facilities to serve all ages and abilities.

The survey includes sections on **bike**, **pedestrian**, and **transit** facilities. Please feel free to complete any sections you feel qualified to address. The entire survey should take 20-30 minutes to complete.

The survey is online at

<https://www.surveymonkey.com/r/DIB94>



COMPLETE
STREETS

SAFETY. EQUITY.
CLIMATE ACTION.

Traffic Calming Guidance Memo



“to support the livability and vitality of residential and commercial areas ... by reducing vehicle speeds or volumes”

List of features that can be applied for traffic calming

State of California
DEPARTMENT OF TRANSPORTATION

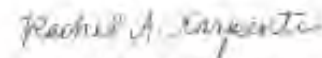
California State Transportation Agency


Memorandum

To: DISTRICT DIRECTORS
DEPUTY DIRECTORS
DIVISION CHIEFS

Date: January 28, 2022

From: 
JANICE BENTON
Chief, Division of Design


RACHEL CARPENTER
Chief, Division of Safety Programs


for JASVINDERJIT S. BHULLAR
Chief, Division of Traffic Operations

SUBJECT: TRAFFIC CALMING GUIDANCE

The California Department of Transportation (Caltrans) recognizes all modes of travel are integral to our vision of delivering a brighter future for all through a world-class transportation network. As Caltrans progresses towards achieving a transportation system that improves accessibility and connectivity to essential community destinations for all users, we continue to provide guidance that contributes to the livability and safety of all users of the State highway environment. To this end, we will address the benefit of implementing traffic calming measures. Although State highways are planned, designed, and constructed based on geometric design criteria and traffic control devices approved by the Federal Highway Administration (FHWA), the objective to have an orderly and effective movement of traffic may be compromised by drivers

How to combine ATP and SHOPP

- Look at <http://projectbook.dot.ca.gov/> to see what SHOPP Projects are coming in your area
- Get involved with the SHOPP projects early
- Try to align your local projects
- Request to be on the PDT



Questions?





COMPLETE
STREETS

SAFETY. EQUITY.
CLIMATE ACTION.

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Susan Lindsay

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Complete Streets Contacts