

# CALIFORNIA STATE BIKE & PED PLAN

## Regional Forums Summary

---

California Department of Transportation

August 2016



Document Information			
Alta Planning + Design 100 Webster Street, Ste 300 Oakland, CA 94607 Ph. (510) 540-5008 Fax. (510) 540-5039 www.altaplanning.com	Prepared by	Hugh Louch, Connery Cepeda, Lola Torney, Emily Tracy, Sarah Goss	
	Project Manager	Brett Hondorp	
	Project Title	California State Bicycle and Pedestrian Plan	
	Client	Scott Forsythe	
Document Revision Schedule			
Review of Existing Documents			
Rev.	Description	Date	Reviewed by
v1	Draft report	7/27/2016	Brett
v2	Revised draft report	8/11/2016	Hugh

# Table of Contents

---

- 1. Introduction..... 1**
  - Technical Advisory Committee (TAC) ..... 1
  - Feedback from TAC Meetings.....1
  - Regional Forums ..... 2
- 2. Process..... 3**
  - Scheduling and Attendance..... 3
  - Agency Session ..... 3
  - Stakeholder Session..... 4
- 3. Feedback ..... 5**
  - Overall Themes ..... 5
  - SWOT Exercise for Agency Staff..... 5
  - Objectives/Strategies Exercise for Open House ..... 7
  - Themes Specific to Location/Region ..... 9
    - Redding.....9
    - Oakland.....10
    - Fresno .....10
    - Riverside .....10
    - San Diego .....10
    - San Luis Obispo.....11
    - Los Angeles .....11
    - Folsom .....11
    - Bishop .....11
    - Eureka.....11
- 4. Recommendations ..... 13**
  - Relevance for Stakeholders ..... 13
  - Agency Staff .....13
  - Residents and the Public.....14
- 5. Handouts and Materials ..... 15**

# 1. Introduction

---

The California State Bicycle and Pedestrian Plan (CSBPP) will be California's first statewide bicycle and pedestrian plan. The plan is developing goals, objectives, and strategies that Caltrans can support to implement the stated goal to triple bicycling and double walking in the state by 2020. This memo summarizes feedback on objectives and strategies received from the TAC and through ten regional forums in the following sections:

- **Introduction** provides an overview of the CSBPP and this memo
- **Process** outlines the ten regional forums held throughout the state
- **Feedback** summarizes the feedback received at these forums, organized by exercise and by regional themes
- **Recommendations** presents preliminary guidance on how the CSBPP might be developed to have the greatest impact and relevance to agencies and the public
- **Handouts and Materials** includes the exercise materials and posters presented to participants at the regional forums

## Technical Advisory Committee (TAC)

As part of the CSBPP effort, a technical advisory committee (TAC) was formed to guide the technical direction of the policy document. The CSBPP TAC consists of 45 members and 8 alternate members, and were selected for their subject-matter expertise in bicycle and pedestrian topics and policy planning, along with their commitment to participating in six quarterly meetings from late fall 2015 through February 2017 at the Caltrans Headquarters office in Sacramento. A brief overview of significant scope of work tasks asked of the TAC members include:

- Developing goals, objectives, strategies, and performance measures
- Determining viable options for bicycle and pedestrian counts and measurements
- Assessing Caltrans procedures related to active transportation
- Developing recommendations for this plan to complement regional and local plans
- Developing recommendations and strategies for implementation

The TAC met twice (December 8, 2015 and February 25, 2016) as a group prior to the CSBPP regional forums, where ideas were introduced and discussed on the Vision, Goals, Objectives, and Strategies of the CSBPP. Select TAC members were also interviewed individually throughout December 2015 and January 2016 to understand their goals and desired outcomes.

## Feedback from TAC Meetings

At the second TAC meeting, held on February 25, 2016, committee members were presented with a list of example strategies for each of the six goals under the California Transportation Plan 2040 (CTP 2040) plan, based on research of regional plans throughout California and of state plans throughout the U.S., and were asked to rate each strategy's relevance to the CSBPP and its feasibility. The strategies rated "high" priority/feasibility by the attendees are summarized below by CTP 2040 goal.

Goal 1: Improve multimodal mobility and accessibility for all people

- Require bicycle, pedestrian, and ADA accessibility inputs be included in State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) processes

- Train Caltrans staff in all disciplines on how to incorporate bicycle and pedestrian improvements in the SHOPP process
- Mandate (and fund) bicycle and pedestrian access within ½ mile as part of every transit project

Goal 2: Preserve the multimodal transportation system

- Require bicycle and pedestrian counts as part of all traffic counts in California
- Increase preventative maintenance funding of active transportation infrastructure
- Create statewide database/repository of bicycle and pedestrian count volumes

Goal 3: Support a vibrant economy

- Empower Caltrans to promote active transportation improvements during intergovernmental review process for infill developments
- Develop sustainable and flexible funding source(s) to maintain and improve the AT network/system
- Provide dedicated funding source for job-center access from remote rural areas to city cores that includes “last mile” bicycle and pedestrian facilities

Goal 4: Improve public safety and security

- Create statewide bicycle and pedestrian education curriculum & include in DMV test
- Adopt a Vision Zero policy to strive for a roadway system with no traffic-related fatalities
- Mandate (and fund) elementary or middle school bicycle riding lessons, pedestrian lessons, and safety education

Goal 5: Foster livable and healthy communities, and promote social equity

- Expand public engagement in multimodal transportation planning and decision making
- Incentivize employers that locate near transit or housing or build infill developments with existing bike/ped infrastructure

Goal 6: Practice environmental stewardship

Few TAC participants provided feedback on strategies under this goal.

Additional comments:

- Education and Encouragement are missing from the goals, including driver education
- Most important themes expressed by TAC members include accessibility, safety, and the preservation or maintenance of the existing system

## Regional Forums

The first opportunity to directly engage with local and regional agency staff who regularly coordinate with Caltrans on bicycle and pedestrian planning, as well as with the general public, was through the Regional Forums. The ten forums, scheduled throughout the state in April through June 2016, provided an opportunity to introduce the CSBPP to the public in person, as well as to validate the ideas discussed by the TAC.

## 2. Process

---

This section describes the process decided on to gather feedback from agency staff and the general public through the regional forums.

### Scheduling and Attendance

Ten regional forums were scheduled throughout the state, with consideration given to geographic representation of the various regions (Bay Area, Central Coast, San Joaquin Valley, Southern California, etc.) and twelve Caltrans districts.

Comments from 276 participants were gathered through the ten forums. Table 1 summarizes where the forums were held, as well as the number of participants who signed-in at each forum.

**Table 1. CSBPP Regional Forums Schedule and Participants**

Forum Date	Forum Location	Caltrans District	# of Participants	
			Local Agency Session	Open House
April 18, 2016	<b>Redding</b>	2	9	9
April 19	<b>Oakland</b>	4	36	12
April 22	<b>Fresno</b>	6	18	5
May 2	<b>Riverside</b>	8	18	5
May 3	<b>San Diego</b>	11	24	7
May 5	<b>San Luis Obispo</b>	5	15	5
May 10	<b>Los Angeles</b>	7	29	8
May 11	<b>Folsom</b>	3	11	21
June 2	<b>Bishop</b>	9	16	10
June 22	<b>Eureka</b>	1	16	-
<b>TOTAL</b>			<b>194</b>	<b>82</b>

### Agency Session

At each Regional Forum, an introductory presentation was first shared with invited stakeholders representing local and regional agencies in the respective region/Caltrans district, providing an overview of the purpose and goals of the CSBPP. Following the presentation, forum attendees were guided through a SWOT (Strengths, Weaknesses, Opportunities and Threats) exercise on coordination between Caltrans district and local agency staff on bicycling and pedestrian facilities, policies, and issues in their regions and the state overall. Comments were recorded on 11x17 sheets divided into “Discussion” and “Consensus” boxes for each letter of SWOT, as well as on large wall-sized paper by a facilitator.

## Stakeholder Session

Following the SWOT exercise, the event was opened to the public, including stakeholder and community groups, for a broader group discussion on objectives and strategies in an open house format. Large boards were displayed throughout the venue showing the CSBPP Vision and California Transportation Plan 2040 Goals, with space to handwrite potential strategies for the following Objectives:

- Objective 1: Safety
- Objective 2: Connectivity
- Objective 3: Preservation
- Objective 4: Equity
- Other Objectives and Ideas

## 3. Feedback

---

This section summarizes the feedback received at the ten Regional Forums held throughout California, both for the SWOT exercise for agency staff and for the objectives/strategies exercise for the public open house.

One important caveat about the comments received and about this summary: although this project was successful in engaging Caltrans district and local agency staff as well as the general public, its results should not be interpreted as being a statistically-accurate representation of local/regional agency staff and public opinions. The audience for each of the forums was self-selected, and generally consisted of residents and agency representatives with an interest in, and experience with, bicycling and walking issues in the state and in their regions. However, the comments, opinions, and guidance obtained can still be used as a tool that provides a qualitative snapshot of participant attitudes, ideas, and guidance for addressing and improving conditions for people who walk and bike in the state.

### Overall Themes

#### SWOT Exercise for Agency Staff

##### Strengths

- Inter-agency relationships and response time: In some districts, Caltrans staff is great at responding to questions via email or phone quickly and staying involved with projects.
- Enthusiasm: The growing demand and desire for active transportation projects and programs within Caltrans is great to see.
- Funding opportunity: Caltrans provides funding for active transportation project and programs through Active Transportation Program (ATP).
- Flexibility: Caltrans documents, guidelines, and often staff are willing to allow for flexibility in active transportation designs.

##### Weaknesses

- ATP process: The ATP process is too long and complicated.
- ATP funding is challenging for rural communities to secure
  - Applications are time-consuming for staff or expensive to hire consultants for
  - Rural applications tend to be not very competitive
  - The small chance of securing funding is not worth the risk to expend limited resources, so many communities do not apply
- Intra-agency coordination: Often hard to know who to speak to for certain issues and “silos” of staffing for local assistance is vexing.
- Interchange design guidance: More design guidance is needed to better accommodate people biking and walking across and around freeways, either at interchanges or nearby lower stress crossings.
- Inter-agency relationships and response time: In some districts, Caltrans staff does not communicate with local agencies about upcoming projects and often takes an unreasonable amount of time to respond to requests or questions.
- Consistency: There are inconsistencies throughout the Caltrans website and documents (and therefore disciplines) regarding treatments, policies, and processes.

- Highway Design Manual: The Highway Design Manual is out of date. For example, 12 feet is still the standard on roadways, which has been proven to be unsafe and outdated.

#### Opportunities

- Data repository: Caltrans could/should act as a data repository for collision and mode share data.
- Outside sector support: There is more collaboration between the active transportation sector and other sectors such as public health, transit, and environmental (especially air quality).
- Streamlining: Quicker funding and streamlined processes for small, low-impact projects should be implemented.

#### Threats

- Public perception/lack of education: Much of the public sees active transportation modes as a nuisance and are not well educated on the rules of the road involving bicycles or pedestrians.
- Local adoption: Success depends on agencies at all levels consistently applying the policies and principles in this plan
- Funding: lack of funding from outside sources to implement and maintain active transportation projects and programs.
- California Highway Patrol (CHP): CHP does not enforce bicycle-related laws such as the 3-foot law or driving in a bike lane.

## Objectives/Strategies Exercise for Open House

### Objective 1: Safety

- Need for education programs that emphasize rights of bicyclists and pedestrians and how to share space safely
  - In-school bicycle and pedestrian curriculum implemented statewide
  - Expanded bicycle and pedestrian content in DMV licensing and education processes
  - Public outreach campaigns
- Expand collision data collection efforts to improve biking- and walking-specific information gathered, consistency in reporting, and availability to agencies
- Regularly review collision data to identify trends, evaluate safety concerns, and identify countermeasures or designs that promote safety and comfort for walking and bicycling
- Implement systemic approach to collision data analysis, and respond to design features that create challenges for bicycling and walking rather than focusing on improvements only at locations with a history of collisions
- Create a set of rapid-implementation walking or bicycling improvements that can be constructed to respond to safety concerns or connectivity challenges through a streamlined process
- Review of infrastructure best practices and implementation guidance to support bicycle and pedestrian safety and comfort
  - Increased separation as motor vehicle speeds and/or volumes increase
  - Expand design guidelines to include lighting, curb and gutter, and other features
  - Improved bicycle and pedestrian access across freeway interchanges and ramps
- Focus on enforcement of behavior that supports safety of all road users, and increase citations and penalties for those behaviors that endanger others on the road
- Allow local jurisdictions flexibility to set and enforce speed limits below 25 mph on local streets, or below the 85<sup>th</sup> percentile speed
- Improve accommodations for bicyclists and pedestrians during construction and maintenance projects, including preservation of existing clear travelways or provision of reasonable detours
- Adopt a Vision Zero policy

### Objective 2: Connectivity

- Expand funding amounts and eligibilities to increase opportunities for bicycle and pedestrian planning, programs, and infrastructure
- Emphasize improving comfort for people walking and bicycling in addition to improving safety
- Include bicycle and pedestrian improvements on all roadway projects, except where walking and bicycling are prohibited and there is a reasonable parallel route
- Expand data collection efforts to capture origin and destination information as well as route choice information through smartphone apps and other methods
- Prioritize regional bicycle and pedestrian plans, with an emphasis on both local connections and regional facilities
- Leverage connections to transit
- Encourage provision of bicycle and pedestrian amenities at public buildings and commercial/retail destinations
- Prioritize safety and connectivity for bicyclists and pedestrians above freeflow of motor vehicles on local streets

- Pursue opportunities to develop bicycling and walking facilities on property owned or maintained by other public agencies, where feasible—irrigation districts, water and power authorities, utility commissions, rail corridors
- Plan a statewide network of long-distance bicycling routes, with unique names or numbers and wayfinding signage
- Provide adequately wide shoulders as a minimum accommodation for bicyclists on all Caltrans facilities that allow bicycle use
- Develop design guidelines for freeway ramps and interchanges that support bicycle and pedestrian access
- Support coordination between cities, counties, and various levels of Caltrans Districts and Divisions to support connectivity across jurisdictional boundaries

### Objective 3: Preservation

- Need for new funding sources to maintain facilities, or expansion of existing funding eligibilities to include maintenance
- Develop standards for bicycle and pedestrian facility maintenance, including:
  - Debris removal
  - Sweeping full pavement width
  - Vegetation trimming
  - Pavement smoothness
- Incorporate both construction and life-cycle cost comparisons of motor vehicle infrastructure and active transportation infrastructure in funding allocations
- Promote development and sustained implementation of Safe routes to Schools programs
- Implement training for maintenance crews on preserving bicycle and pedestrian facilities during maintenance operations, including placement of signs and parking of maintenance vehicles
- Provide shade trees with consideration for coverage and avoiding shallow root systems likely to interfere with pavement
- Adopt stronger legislation for Active Transportation policy language to be included in General Plans
- Expanding roads or highways to add vehicle lanes should be considered a last resort after capacity for transit and active modes have been added
- Create a central resource library to share best practices on effective maintenance tools and programs, materials and designs with long life cycles

#### Objective 4: Equity

- Emphasize that people biking, walking, and driving all have equal rights to the road and deserve respect and courtesy from other road users
- Prioritize funding for active transportation in low income areas, where residents may rely on walking, bicycling, and transit for their daily needs
- Create a clear definition of equity
- Provide streamlined funding and implementation processes for small projects that have potential for large impacts, such as closing a key gap or striping bike lanes within existing pavement width
- Index project funding to the likelihood of a mode shift
- Provide equitable access to all destinations for all modes of transportation, including equitable, secure parking for bicycles as well as motor vehicles
- Expand public outreach and engagement, and promote transparency in public planning processes
- Increase competitiveness or set-asides for rural areas, where costs to implement active transportation facilities may inherently be higher and serve comparatively fewer people than in an urban area
- Incentivize travel by bicycling, walking, or transit through tax rebates and other programs, and disincentivize car ownership
- Move away from LOS standards to promote projects and programs that reduce VMT
- Foster partnerships with public health for outreach, planning, and implementation of active transportation and recreation facilities

#### Other Objectives and Ideas

- This plan is an opportunity for Caltrans to become a national leader in active transportation, and have Caltrans facilities statewide be an example for excellent bicycle and pedestrian integration.
- Overall, more rural areas tend to feel the ATP funding program does not meet their needs. Applications are cumbersome and expensive for smaller communities to complete, with a low chance of being awarded funding.
- Infrastructure improvements are key to increasing safety and the number of trips taken on foot or by bicycle, but should be balanced with robust programs to educate, encourage, enforce, and evaluate.
- Better data on current walking and bicycling trips, collisions, and route choices should be collected and made widely available.
- Design guidance and manuals must be updated more frequently to keep pace with rapid advances in bicycle and pedestrian facility design, once they are proven to be successful experiments.
- Revising DMV curriculum to emphasize driver responsibility to watch for people walking or bicycling is a key element to begin shifting public awareness towards a more equitable sharing of the road.

## Themes Specific to Location/Region

### Redding

#### SWOT Themes

- Street trees should be seen as a positive addition to a roadway, not as a hazard

#### Objectives/Strategies Themes

- ATP funding process is challenging for rural communities
  - Applications are time-consuming and expensive to prepare
  - Rural applications tend to struggle competitively

- Quicker funding and implementation processes are desired for small, low-impact projects

## Oakland

### SWOT Themes

- Need for programs to help with behavior change
- Emphasize walking and bicycling as equal in importance to, if not higher than, motorized transportation
- Improve safety and access across freeways and ramps

### Objectives/Strategies Themes

- Use maintenance opportunities to add or improve bicycle and pedestrian facilities

## Fresno

### SWOT Themes

- Opportunities to leverage new partnerships: irrigation districts, utility companies, railroads, higher education/campus planning, and public health departments
- Local members of the public do not like any proposed roundabouts

### Objectives/Strategies Themes

- Increase focus on education programs for all roadway users

## Riverside

### SWOT Themes

- More outreach is needed to “people on bikes,” not just bike clubs and advocacy groups

### Objectives/Strategies Themes

- Adopt Vision Zero, reduce injuries and focus on enforcement of driver infractions
- Increase funding availability/flexibility/competitiveness for rural areas
- Emphasize public health
- Tighten policy language around Complete Streets & routine accommodation of bicyclists and pedestrians in all projects

## San Diego

### SWOT Themes

- Intersection Control Evaluation is useful
- Using too many signs indicates that the road is overdesigned

### Objectives/Strategies Themes

- Additional flexibility to set and enforce speed limits, including below 25 mph
- Desire for balance, incorporating infrastructure and non-infrastructure strategies
- Need for freeway ramp/interchange improvements that better support walking and bicycling
- Emphasize multi-modal trips and connections, with biking/walking/transit
- Focus on environment & water/air health
- Fund incentives or rebates for people who choose to walk or bike instead of driving

## San Luis Obispo

### SWOT Themes

- Need better guidance for rerouting people walking and on bicycles during construction
- New technology can increase safety or perceived safety between modes (such as bicycle rumble strips and black-out signs)

### Objectives/Strategies Themes

- Expedited processes needed for small-scale bicycle and pedestrian improvements
- Focus on systemic approach to analyzing safety concerns and identifying & implementing countermeasures
- Emphasis on providing facilities (or alternative routes) that accommodate all age, ability, and skill levels

## Los Angeles

### SWOT Themes

- Local engineers do not pursue projects if they involve Caltrans
- The relinquishment process in particular is very cumbersome
- NACTO guides can become a part of the Caltrans design manuals

### Objectives/Strategies Themes

- Develop and implement incentives to shift trips away from driving
- Leverage relationships with counties, cities, large- and small-scale advocacy groups and NGOs

## Folsom

### SWOT Themes

- Cargo bikes and bike trailers are not allowed on transit facilities
- Strava and other applications could be one way to incorporate technology into data collection

### Objectives/Strategies Themes

- Increased focus on bike/ped safety in driver training and education
- Emphasize connectivity across boundaries and barriers
- Routinely accommodate bicyclists and pedestrians—all streets, and all projects

## Bishop

### SWOT Themes

- Bike share in rural areas less than 25,000 people does not typically work
- District 9 has uphill bike lanes opportunities
- There are seasonal constraints to active transportation and snow storage conflicts

## Eureka

### SWOT Themes

- There is a slow turnaround from ATP award to programming funds
- Caltrans and California Transportation Commission appear disjointed

- Increased use after implementation of new/improved infrastructure can take time. Usage numbers can take time to evolve and may not be clear until after a period of time has passed.
- The plan presents a point in time to begin an inventory of bike and pedestrian infrastructure needs for on and off the State system
- More resources for county roads that are part of statewide bike and pedestrian network, e.g. Pacific Coast Bike Route and California Coast Trail

#### Objectives/Strategies Themes

- Language in Objective 4 (Equity) is counter-productive to providing geographic equity to rural areas. Much of rural California is economically disadvantaged. A definition of equity that refers only to “investing in improvements where they are likely to have the greatest benefit” poses major problems with active transportation development in rural California

## 4. Recommendations

---

This section describes preliminary recommendations on the CSBPP moving forward, based on the agency staff and public input received from the regional forums.

### Relevance for Stakeholders

The CSBPP will be a comprehensive statewide policy document that will guide future implementation of Caltrans projects to accommodate people who bike and walk. Meanwhile, the forums confirmed that there is a cultural enthusiasm, and therefore momentum, for accommodating biking and walking that was not present years before. As important as this is for the state, the document will need to be relevant to particular stakeholders outside of Caltrans staff, in order to build on the momentum to achieve the vision.

### Agency Staff

The CSBPP will be relevant to staff of local and regional agencies (e.g., cities, counties, Metropolitan Planning Organizations, etc.) that regularly coordinate with Caltrans if the following general themes are addressed, based on the aforementioned feedback from the forums:

- Inspiration and Culture: Build on the ongoing momentum to develop a policy document that is transformative and inspires staff to action, and positions California as a national leader.
- Funding: The CSBPP must address the availability and development of financial resources dedicated to bicycle and pedestrian projects.
  - ATP: The Active Transportation Program, currently in its third cycle of competitive funding, still has room for improvement in its process of distributing funds to local agencies, including streamlining the application process for efficiency.
- Standards and Guidance: While there is flexibility currently within some of the Caltrans design standards and guidelines to implement projects that accommodate all modes, the CSBPP provides another opportunity to mandate (“stick”) or otherwise encourage (“carrot”) such projects, while also providing consistency in an easy-to-comprehend format.
  - HDM and MUTCD: The CSBPP can serve as a catalyst to overhaul the existing design standards that are often not interpreted favorably for people who bike and walk, especially along conventional highways that serve as community main streets and at freeway interchanges.
  - Design Exceptions: The CSBPP can also provide justification for the use of design exceptions, by outlining a strategy to streamline the process and/or documenting best practices for the use of professional judgment and context sensitivity.
- Caltrans Integration: The CSBPP can provide guidance to Caltrans on integrating active transportation amongst all internal divisions, rather than just Planning and Local Assistance.
- Interdisciplinary Training: There is a general consensus that the CSBPP may provide an opportunity to lay out a strategy to train engineers, planners, and other transportation disciplines throughout the state on the best practices of designing for and integrating bicycling and walking, so that they may apply professional judgment.
  - Leadership and Empowerment: Training can also provide justification for leadership (including elected officials and staff management) to implement the CSBPP vision without resistance, as well as for staff to be empowered.

- Data: The CSBPP also provides an opportunity to establish a repository of data relating to biking and walking throughout the state, in order to better analyze demand and implement projects accordingly.
- Definitions: To avoid confusion and provide clarification, the CSBPP can clearly and definitively define terms and concepts that are currently open for interpretation, including “complete streets” and “equity”.

## Residents and the Public

In addition to the aforementioned recommendations for local agency staff, the CSBPP will be relevant to residents and the general public if the following general themes are addressed:

- Education: The CSBPP provides an opportunity to strategize on education efforts throughout the state to address existing public attitudes and perception, as well as bicyclist, walking, and motor-vehicle driver culture.
  - Narrative: The CSBPP can make the case on the importance to accommodate bicycling and walking throughout the state by telling the story in terms that different audiences can better grasp, including emphasizing the public health and economic development benefits.

## 5. Handouts and Materials

---

This section shows the handouts and materials displayed at the regional forums.

Figure 1. SWOT Sheet, Front (Strengths and Weaknesses)

**CALIFORNIA STATE  
BIKE & PED PLAN**

*REGIONAL FORUM*

**SWOT Exercise:**

<b>STRENGTHS</b>	
Discussion	Consensus

<b>WEAKNESSES</b>	
Discussion	Consensus



Figure 3. Open House Board, The Big Picture



Figure 4. Open House Board, Policy & Strategic Direction



Figure 5. Open House Board, Objective 1: Safety

# Objective 1: Safety

**Draft**

**Reduce collisions and eliminate serious injuries and fatalities for bicyclists and pedestrians.**

*Supports CTP Goals 1, 4, & 5*

**Your Turn:**  
In the space below, suggest strategies and actions for how to implement this objective

**CALIFORNIA STATE BIKE & PED PLAN**

**alta**  
PLANNING + DESIGN

Figure 6. Open House Board, Objective 1: Connectivity

# Objective 2: Connectivity Draft

**Implement a comprehensive, connected network of bicycle and pedestrian facilities appropriate for all ages and abilities.**

*Supports CTP Goals 1 & 3*

**Your Turn:**  
In the space below, suggest strategies and actions for how to implement this objective

**CALIFORNIA STATE BIKE & PED PLAN**

**alta**  
PLANNING + DESIGN

Figure 7. Open House Board, Objective 1: Preservation

# Objective 3: Preservation Draft

**Preserve and maintain the elements of the active transportation system to minimize long-term life cycle costs**

*Supports CTP Goals  
1, 2, & 3*

**Your Turn:**  
In the space below, suggest strategies and actions for how to implement this objective



Figure 8. Open House Board, Objective 1: Equity

# Objective 4: Equity Draft

**Incorporate equity into all phases of implementation, and maximize resources by investing in improvements where they are likely to have the greatest benefit.**

*Supports CTP Goals  
5 & 6*

**Your Turn:**  
In the space below, suggest strategies and actions for how to implement this objective

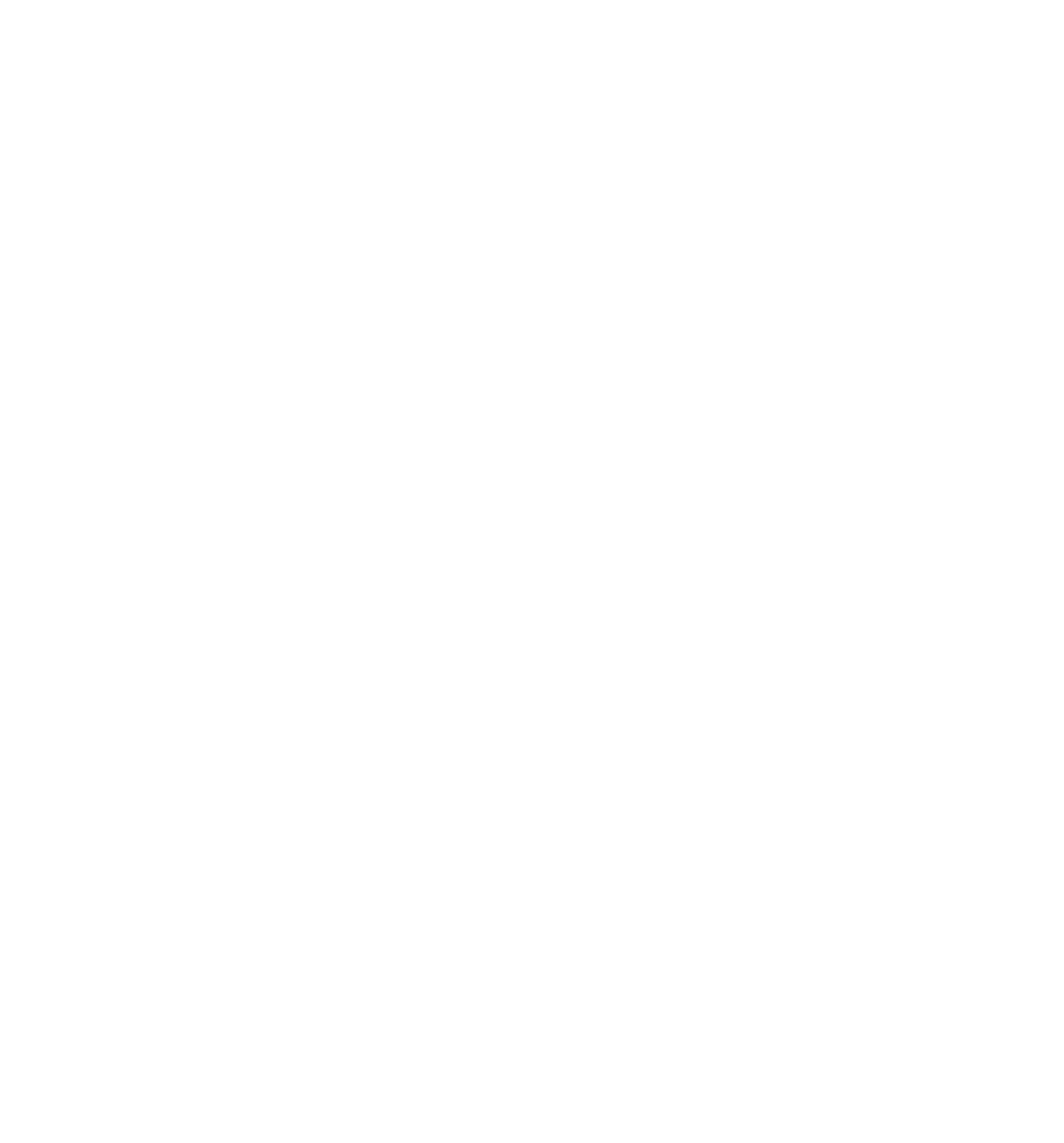


Figure 9. Open House Board, Other Objectives and Ideas

# Other Objectives and Ideas

Your Turn: **Draft**

In the space below, suggest other objectives or ideas.



**CALIFORNIA STATE BIKE & PED PLAN**

