



# Caltrans Updates

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## Fresno BPAC Meeting

**John Liu, Deputy District Director  
Maintenance and Operations**

April 26, 2023

# PRESENTATION

1. New District 6 Active Transportation Specialist Edgar Hernandez
2. Implementation of leading pedestrian interval (LPI)
3. New proposed Class II bike lanes on Divisadero Street and Tulare Avenue at the SR-41 interchange
4. District 6 Road Safety Action Plan
5. HM-4 Highway Maintenance Safety Program
6. Design Information Bulletin (DIB) 94 Complete Streets Contextual Design Guidance

# ACTIVE TRANSPORTATION SPECIALIST

- Edgar Hernandez, Senior Transportation Planner  
edgar.hernandez@dot.ca.gov  
Cell (559) 981-7436
- Provides early assistance to partner agencies applying for grant funding for Complete Streets improvements
- Coordinates with local transportation partners to identify active transportation needs and project concepts
- Leads or coordinates on applications for State and federal funding applications

# LEADING PED INTERVAL (LPI)

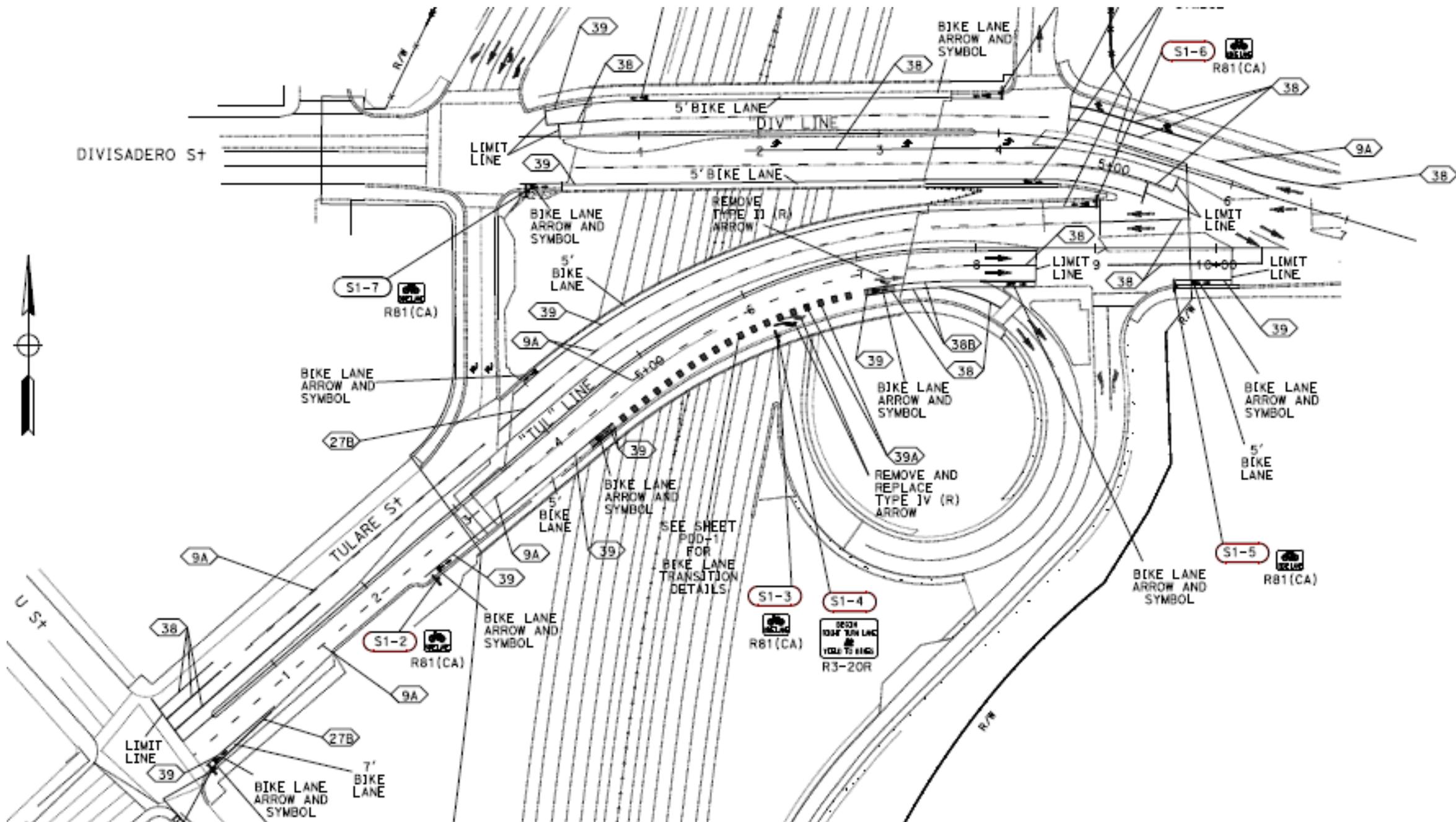
- AB 2264 requires LPI at State-owned or operated traffic actuated signals in residential, business, or business activity district, safety corridor, school zone, or area with a high concentration of peds and cyclists
- LPI to be installed at appropriate locations over the next year

# LEADING PED INTERVAL (LPI)

- Not required at city or county signals until Caltrans establishes uniform standards, specifications, and guidelines

# DIVISADERO/TULARE BIKE LANES

- Class II bikes lanes to be added on Divisadero Street and Tulare Avenue through SR-41 interchange as part of Clean California beautification project
- Green paint placed in conflict areas
- Dual lane entry to northbound loop on-ramp reduced to single lane



# ROAD SAFETY ACTION PLAN

12 proposed actions to implement the Safe System approach, including:

- Develop Best Practices for enhancing safety of Vulnerable Road Users
- Create materials to educate public on safety features



# GOALS WORKSHEET

- To support the Caltrans goal of “Enhance and Connect the Multimodal Transportation Network” - Develop a plan to improve freeway interchange crossings for pedestrians and bicyclists by 12/31/2023

# HM-4 SAFETY PROGRAM

Low-cost improvements implemented through the Highway Maintenance program

- Wrong-Way Driver Prevention
- Pedestrian Safety
- Bicycle Safety
- Horizontal Curve Warning Sign Packages
- Run off Road Collision Prevention
- Cross Over Collision Prevention

# HM-4 SAFETY PROGRAM

Proposed bike and ped improvements in next two years:

- Install ped countdown heads and accessible pedestrian signals (APS) on SR-168 from Shields to Shepherd Avenues
- Bike lane enhancements at SR-99 at Clinton Avenue, SR-168 at Ashlan Avenue, and SR-168 at Temperance Avenue interchanges

# DESIGN INFORMATION BULLETIN 94

- Guidance for the scoping and design of Complete Streets projects on the State Highway System
- Applies where speed limit is 45 mph or less, urban, suburban, or rural main street place type
- Changes to standards to vehicle lane width, shoulder requirements, and bike lane width

# RURAL AREAS

RURAL CORRIDOR



TRANSITIONAL CORRIDOR



RURAL MAIN STREET



# SUBURBAN AREA

SUBURBAN COMMUNITY



# URBAN AREAS

URBAN COMMUNITY



CENTER CITY



**Table 3.2 Modal Priority**

Place Type		Modal Priority on Conventional Highways and Local Roads within State Right of Way				
		Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Urban Area	Center City					
	Urban Community					
Suburban Area	Suburban Community					
Rural Area	Rural Main Street					
	Transitional Corridor					
	Undeveloped Corridor					

Note:

Colors in this table indicate relative priority of modes in the given place type.

Highest Priority



Lowest Priority

Number of icons indicate relative number of anticipated users.

**Figure 5.1.1 Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets**

