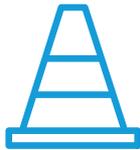




D5 129/152 WATSONVILLE

Expands scope of existing SHOPP project on SR 129 to add Complete Streets elements on SR 152 and SR 129 in the agricultural community of Watsonville, which, according to the CA Healthy Places Index is considered to be at the lowest percentile for healthy communities (4.7% out of 100%) and one of the most dangerous cities for walking and biking. The project will construct enhancements to the bicycle and pedestrian network on these two state highways, which act as main streets for the community, and in doing so will support school children walking and biking to the half dozen schools in the surrounding vicinity.

CRITERIA



SAFETY: Watsonville ranks among the worst in the state for pedestrian collisions (OTS) and in the top five cities for youth pedestrian collisions; between 2011-2017 there were 209 pedestrian collisions & 130 bicycle collisions



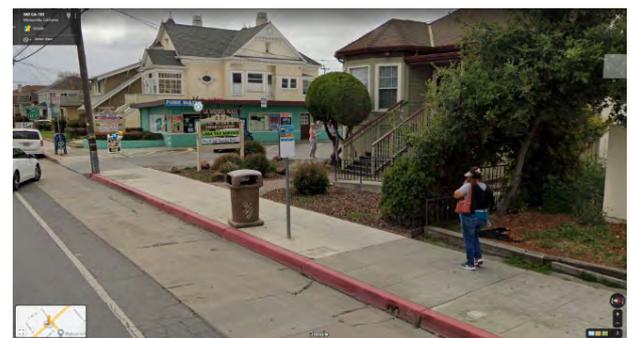
CONNECTIVITY/GAP CLOSURE: Will fill 112 gaps in pedestrian network and over 2.5 miles of gaps in the bicycle network along SR 129/152; facilities connect to over a half dozen elementary, middle and high schools as well as grocery stores, public centers and other key destinations



LOCAL ALIGNMENT: Improvements identified in the Watsonville Complete Streets to School Plan, funded through a Caltrans Sustainable Communities grant; also identified in SCCRTC RTP 2040 and Caltrans District 5 Active Transportation Plan



DAC: Fully; 80-85% CalEnviroScreen 3.0 score; 88% of school children eligible for Free and Reduced-Price Meals



SCOPE OF WORK

Funded by SHOPP Reservation

- 1 ped refuge island
- 36 enhanced crosswalks
- 898 LF sidewalk rehab
- 2 RRFB
- 4 Leading Pedestrian Intervals
- 3 curb ramp replacements
- 1 loop detector
- 1.5 LM Class II bikeway
- 0.14 LM shared-lane marking



District: 05
County: SC
Route: 129/152



PAED: 07/2020
PSE: 02/2022
Delivery: 05/2024
(CON)



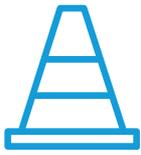
Cost (1,000): 2,042
Program: SHOPP
(FCO)



D1 BROADWAY COMPLETE STREETS

New standalone project will address safety and operational need by adding bike and pedestrian facilities to Broadway (US 101) in Eureka, currently the busiest Main St segment in D1, where no bike facilities exist and only 3 marked pedestrian crossings in a 1.3-mile stretch. This project has been a high priority for the community for years and has been part of a significant number of planning studies. With the establishment of Performance Targets for Complete Streets in the 2021 SHSMP, this project could serve as a model for future bicycle & pedestrian projects funded through the SHOPP.

CRITERIA



SAFETY: Busiest corridor in D1; high AADT (36,550); consistently high ranking on OTS list of highest bike/ped collisions. See safety appendix for more info.



CONNECTIVITY/GAP CLOSURE: Provides access to trails, business, services & transit; address gaps in sidewalks, build bike facilities where none currently exist



LOCAL ALIGNMENT: High region priority; Support from local/regional agencies, businesses, public health department, advocates, environmental orgs., disability rights groups and public



DAC: Fully; MHI is \$43,375 per 2018 ACS 5-year

SCOPE OF WORK

Funded by SHOPP Reservation

- 1 ped refuge island
- 1 new marked crosswalk; 9 enhanced crosswalks; 1 RRFB
- 240 LF sidewalk rehab
- 5 new curb-ramps; 2 rehab curb-ramps
- 0.43 Class I; 0.08 Class II; 0.76 Class IV
- 4 transit stop improvements
- Median islands/lighting



PAED: 07/2022
PSE: 02/2024
Delivery: 09/2023 (CON)



District: 01
County: HUM
PM: 74.8/76
Route: 101



Cost (1,000): 12,500
Program: SHOPP (standalone)





D1 SR 162 COVELO

Financial contribution (FCO) of construction funds to an existing project funded by 3 ATP grants to address urgent safety need in low-income community of Covelo and neighboring Round Valley Reservation. Project is currently underfunded due to unforeseen ROW and increased construction costs. The project will build a Class I multi-use path adjacent to SR 162 in area where 25% of students walk/bike to school and no facilities exist. This project is the highest priority for District 1 and this contribution is the quickest and most cost-effective way to provide needed improvements. The Complete Streets contribution will only fund work within the state right-of-way, and Caltrans will own and maintain this portion of the trail after the project is complete.

CRITERIA

SAFETY: Existing shoulder widths are 0-1ft; bicyclists and pedestrians used vehicle lane where speeds are 40-55mph; in 10-yr period, 4 pedestrian collisions (2 fatal) and 3 bicycle collisions (1 fatal); majority were bicyclist/pedestrians within roadway, underscoring need for separate facility. All collisions were within Caltrans right-of-way.

CONNECTIVITY/GAP CLOSURE: Provides key connection for low-income and tribal community to key destinations including schools, economic and cultural centers, parks and services; provides greater access for school children (25% rely on walking/biking)

LOCAL ALIGNMENT: Identified as a top priority in the Mendocino regional non-motorized report as well as in a local multimodal plan; consistent with RTP

DAC: Fully; MHI \$38,114 (ACS 2018 5-year); 96.5% of students on Free Reduced-Price Meals



PAED: N/A **PSE:** N/A
Delivery: 10/2021 (CON)



District: 01 **PM:** 29.18/30.67
County: MEN **Route:** 162

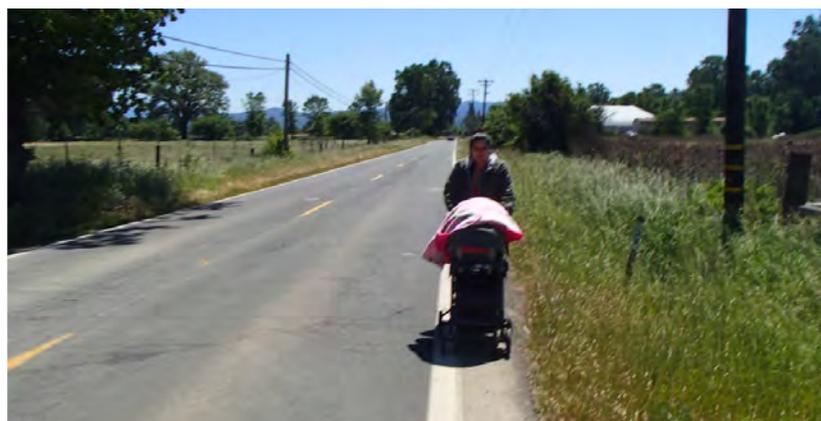


Cost (1,000): 2,011
Program: SHOPP (FCO)

SCOPE OF WORK

Funded by SHOPP Reservation

- 0.08 LM shoulders
- 1 cross walk
- 1.96 LM Class I



COMPLETE STREETS SHOPP RESERVATION

34 PROJECTS
ALL 12 DISTRICTS
ACROSS THE STATE



 **100M TOTAL CS RESERVATION**

 **AVG 2-3 PROJECTS PER DISTRICT**

PROJECT HIGHLIGHTS

 12 projects include separated, all-ages **bicycle facilities**

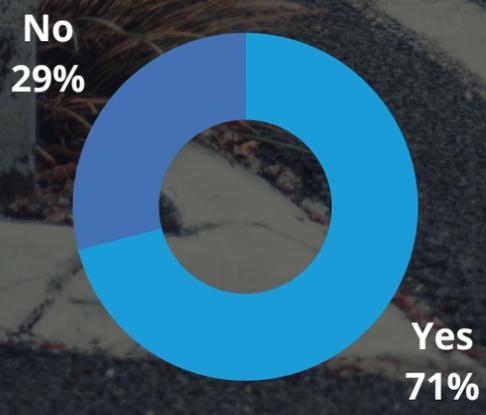
 2 "road diet" projects to promote community **traffic calming**

 24 projects that directly serve a **disadvantaged community**

 26 projects in a **main street location**

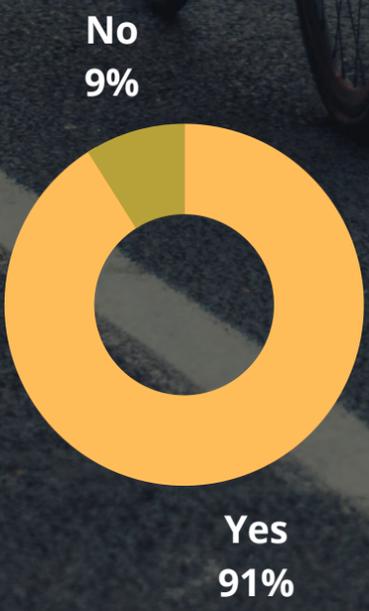
 50K feet of new sidewalk to close critical gaps in **pedestrian access**

DISADVANTAGED COMMUNITIES



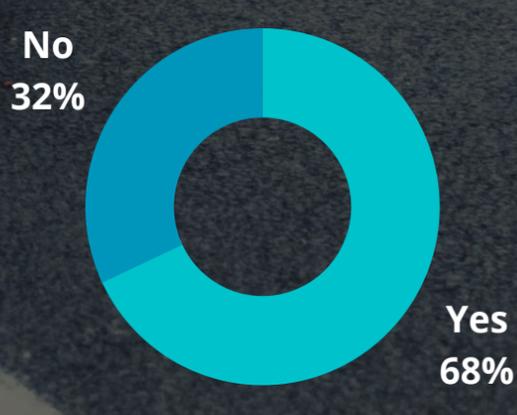
24 of 34 projects are located in a disadvantaged communities

LOCAL ALIGNMENT



91% of the projects were identified in local/regional plans

SAFETY COMPONENT



23 of 34 projects have a history of collisions or safety concern and a safety component was included as a result