

December 17, 2009

Additional potential revisions to the RTP Guidelines to better provide for the CCT

2.5 Consistency with Other Planning Documents

RTPs are just one of the planning documents prepared by local and regional agencies impacting transportation. It is very important that the RTP be consistent with other plans prepared by local, State, Federal agencies and Native American Tribal Governments.

This

consistency will ensure that no conflicts would impact future transportation projects.

While preparing an updated RTP, MPOs/RTPAs should, as appropriate, incorporate or consult such local/regionally prepared documents as:

1. General Plans [and Local Coastal Programs](#) (especially the Circulation and Housing Elements);
2. Airport Land Use Compatibility Plans;
3. Air quality State Implementation Plans (SIPs);
4. Multi-species Habitat Conservation Plans; and,
5. [City and County Trail Master Plans.](#)

MPOs/RTPAs should also consult State prepared planning documents such as:

1. California Transportation Plan;
2. California Rail Plan;
3. Interregional Transportation Strategic Plan;
4. Transportation Concept Reports;
5. California Aviation System Plan;
6. Statewide Wildlife Action Plan;
7. Goods Movement Action Plan;
8. Strategic Highway Safety Plan; [and](#)
9. California Strategic Highway Safety Plan; [and](#)
10. [Completing the California Coastal Trail Plan](#)

3.17 Highways, Local Streets & Roads

The section of the RTP discussing highways, local streets and roads should consider the following:

1. An overview of the primary highway and arterial road system within the region;
2. Dual access of the local road system with bicycles;
3. National and State highway system, and regionally significant streets and roads;
4. Any corridor preservation processes for possible future transportation projects (i.e.

Right

of Way, historic highways, abandoned [highways or](#) rails);

5. Local maintenance and rehabilitation needs (including deferred maintenance);
6. Maintenance of State highways;
7. Data collection and other infrastructure requirement for ITS; ~~and~~,
8. Unmet highway needs and.
9. The California Coastal Trail: identify existing segments, gaps needing to be filled, key highway crossings over water bodies that must also accommodate CCT connections and passages.

3.35 Key Environmental Considerations for Best Practices – add new section after Parks, Refuges, Historic Sites:

California Coastal Trail (CCT)

The CCT is a State mandated Trail system pursuant to the passage of SB 908 in 2001. AB 1396 added Section 65080.1 to the Government Code, which mandates that provision for the CCT be provided in each RTP. Guidance relative to the trail can be found at both <http://www.coastalconservancy.ca.gov> and <http://www.coastal.ca.gov>.

Key CCT definitions and siting and design standards can be found in Appendix xx.

**Appendix xx - California Coastal Trail (CCT)
Definition
and
Siting and Design Standards**

Definition:

The vision for the California Coastal Trail (CCT) is a continuous interconnected public trail system along the California coastline. It is designed to foster appreciation and stewardship of the scenic and natural resources of the coast and serves to implement aspects of Coastal Act policies promoting non-motorized transportation. The Trail system is to be located on a variety of terrains, including the beach, bluff edge, hillsides providing scenic vantage points, and within the highway right-of-way. It may take many forms, including informal footpaths, paved sidewalks, and separated bicycle paths. When no other alternative exists, it sometimes connects along the shoulder of the road. While primarily for pedestrians, the Trail also accommodates a variety of additional user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow. The CCT consists of one or more parallel alignments. It is intended that the CCT system shall be designed and implemented to achieve the following goals and objectives:

- a) Provide a continuous walking and hiking trail as close to the ocean as possible;*
- b) Provide maximum access for a variety of non-motorized uses by utilizing alternative trail segments where feasible;*
- c) Maximize connections to existing and proposed local trail systems;*
- d) Ensure that the trail has connections to trailheads, parking areas, interpretive kiosks, inland trail segments, etc. at reasonable intervals;*
- e) Maximize ocean views and scenic coastal vistas;*
- f) Provide an educational experience where feasible through interpretive facilities.*

Siting and Design Standards:

- 1. The trail should be sited and designed to be located along or as close to the shoreline where physically and aesthetically feasible. Where it is not feasible to locate the trail along the shoreline due to natural landforms or legally authorized development that prevents passage at all times, inland bypass trail segments located as close to the shoreline as possible should be utilized. Shoreline trail segments that may not be passable at all times should be augmented by inland alternative routes. Special attention should be given to identifying any segments that may need to be incorporated into water-crossing structures and that necessarily must be placed within Caltrans right-of way.*

- 2. Where gaps are identified, interim segments should be employed to ensure continuity of the coastal trail. Interim segments should be noted as such, with provisions that as opportunities arise, the trail shall be realigned as close as possible to its optimum location. Interim trail segments should meet as many of the CCT objectives and standards as possible.*

3. *The CCT should be designed and located to minimize impacts to environmentally sensitive habitat areas and prime agriculture lands to the maximum extent feasible. Where appropriate, trail access should be limited to pass and repass. Where necessary to prevent disturbance to sensitive species, sections of the trail may be closed on a seasonal basis. Alternative trail segments shall be provided where feasible. For situations where impact avoidance is not feasible, appropriate mitigation measures should be identified, including but not limited to use of boardwalks, reducing width of trails, protective fencing and drainage measures along edges of agricultural land, etc.*
4. *The CCT should be located to incorporate existing oceanfront trails and paths and support facilities of public shoreline parks and beaches to the maximum extent feasible.*
5. *The CCT should be designed to avoid being located on roads with motorized vehicle traffic where feasible. In locations where it is not possible to avoid siting the trail along a roadway, the trail should be located off of the pavement and within the public right-of-way, and separated from traffic by a safe distance or by physical barriers that do not obstruct, or detract from, the scenic views and visual character of their surroundings. In locations where the trail must cross a roadway, safe under- or over-crossings or other alternative at-grade crossings should be considered in connection with appropriate directional and traffic warning signage.*

Support Facilities:

To maximize access to the CCT, adequate parking and trailhead facilities should be provided.