

Active Transportation in California

Non-Motorized Transportation Facilities Report



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Report to the Legislature
Fiscal Year 2017-18

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Executive Summary

Introduction

Over the past 20 years, the California Department of Transportation (Caltrans) has directed billions of dollars in federal and State funds towards bicycle and pedestrian projects in the State of California. The Active Transportation Program, now in its fifth year, has contributed more than \$1.2 billion of these funds toward active transportation projects. Other programs such as the Highway Safety Improvement Program and the Congestion Mitigation and Air Quality Improvement Program have also funded hundreds of millions of dollars in bicycle and pedestrian projects.

Caltrans is currently funding more than \$300 million a year in non-motorized transportation projects. With increased focus on bicycle and pedestrian issues, Caltrans is progressing toward its goal of fully integrating non-motorized transportation into the California transportation system. Caltrans is ramping-up new data collection and tracking efforts such as the Pedestrian and Bicycle Safety Monitoring Program and the Statewide Active Transportation Data Pilot Project (see Chapter 2).

Report Summary

Caltrans is required under Section 887.4 of the Streets and Highways Code to submit an annual Non-Motorized Transportation Facility Report to the California State Legislature (Appendix A).

Active transportation (also known as non-motorized transportation) has taken on an increasingly important role in the State of California. Now in its fifth year, The Active Transportation Program has completed three Call-for-Projects. The third Call-for-Projects was originally for \$245 million. This was later augmented with \$10 million from Cap and Trade Greenhouse Gas Reduction Funds and \$200 million in Senate Bill 1 funds (the Road Repair and Accountability Act of 2017).

The Active Transportation Program Cycle 4 will be funded at approximately \$440 million and cover funding years 2019-20, 2020-21, 2021-22, and 2022-23. The Active Transportation Program Cycle 4 Call-for-Projects opened on May 16, 2018 with an application submission deadline of July 31, 2018. 550 project applications were received. The California Transportation Commission will adopt the Cycle 4 program for statewide and small urban and rural portions of the program in January 2019. The California Transportation Commission will adopt the Metropolitan Planning Organizations selected Cycle 4 projects in June 2019.

Senate Bill (SB) 1, the *Road Repair and Accountability Act of 2017*, is a game-changer for active transportation in California. It added \$100 million per year to the Active Transportation Program. This brought the Active Transportation Program funding total to \$225 million per year. SB 1 also requires Complete Streets elements to be incorporated, where feasible, in projects funded by the Road Maintenance and Rehabilitation Program.

The Pedestrian and Bicycle Safety Monitoring program in Caltrans Division of Traffic Operations has used a data-driven approach to identify pedestrian and bicycle safety “hot spots.” These locations on the State Highway System are then scheduled for safety improvement projects. This new approach to highway pedestrian and bicycle safety is also being taught in a series of training classes to Caltrans and local agency staff.

The Caltrans Strategic Management Plan 2015-20 represents a cultural shift toward mainstreaming the bicycle and pedestrian modes into the State transportation system.

Bicycle, pedestrian, and Complete Streets performance-measure targets can be found throughout the Strategic Management Plan. These include:

- Reducing the number of fatalities by 3 percent and reducing the number of serious injuries by 1.5 percent in a calendar year for both motorized and non-motorized modes of travel.
- Increasing non-auto modes by 2020:
 - Triple bicyclists
 - Double pedestrians
 - Double transit access
- Increasing annual number of Complete Streets projects by 20 percent, by 2020.

Caltrans released the first-ever California State Bicycle and Pedestrian Plan “Toward an Active California” in May 2017. As of August 2018, the California State Bicycle and Pedestrian Plan is being implemented in the 12 Caltrans districts with district-level Active Transportation Plans. The purpose of the plans is to identify active transportation needs on, across, or parallel to the State Highway System. These plans are scheduled to be completed by 2023.

Caltrans Headquarters initiated a BikeShare Program in April 2016. As of July 2018, over 350 Caltrans employees have made BikeShare bicycles part of their workday. This year BikeShare usage totaled 937 trips and 3,000 miles. Currently, 18 California departments have a BikeShare Program.

Other Caltrans bicycle initiatives include:

- The Active Transportation Resource Center which provides training and resources to agencies on bicycle safety and active transportation projects.
- Updating the Transportation Injury Mapping System.
- Caltrans’ State policy for designating United States Bicycle Route System routes in the state of California as part of the United States Bicycle Route System National Corridor Plan.
- A Statewide pedestrian and bicycle infrastructure inventory is currently being developed.

The Non-Motorized Transportation Facilities Report to the California State Legislature for Fiscal Year (FY) 2017-18 includes the following chapters:

- Featured Projects: Profiles in Community Success Stories
- Bicycle and Pedestrian Program Highlights
- The Active Transportation Program
- Other federal and State Funding Programs for Bicycle and Pedestrian Facilities
- Committees and Advisory Groups

Chapter 1: Featured Projects: Profiles in Community Success Stories

This chapter highlights bicycle and pedestrian projects that were completed between FY 2015-16 and FY 2017-18. It also details the positive impacts that these projects are having on the communities that built them. With the Active Transportation Program, the positive benefits of such projects will accrue well into the future, providing more modal choices, a smaller “carbon footprint,” and increased safety and access for all California citizens.



Pedestrians can now move safely to cross the intersection of Harbor Boulevard and Twintree Lane due to a new high intensity activated crosswalk “HAWK” funded by the Active Transportation Program.



Title of Project: Butte House Bikeway Extension
Project Location: Yuba City, CA
Project Administration: Yuba City Public Works Department
Type of Project: Class II Bike Lane
Bicycle Transportation Account Fund Amount: \$170,000
Project Duration: October 3, 2017 to February 20, 2018

Project Description:

This project widened Butte House Road on each side to accommodate an 8-foot Class II bike lane between Royo Ranchero Drive and Madison Road. The project included all associated striping and signage improvements.

Positive Benefits to the Community:

The new 8-foot bike lanes in this project increase the existing substandard width of Butte House Road to more safely accommodate bicycle traffic. This project also closed a gap between existing bicycle facilities. This has encouraged an increase in bicycling between the Feather Down Shopping Center, City Hall, and the Yuba City Marketplace.



Title of Project: Avenue K-8 Bicycle Facilities Improvements

Project Location: City of Lancaster, CA

Project Administration: City of Lancaster

Type of Project: Class I and Class II Bicycle Trail

**Bicycle Transportation
Account Fund Amount:** \$761,674

Project Duration: May 1, 2012 to April 11, 2018

Project Description:

This 1.4-mile project included a resurfacing of an existing Class I bike path while adding lights and signage. It also widened and restriped a section of Avenue K-8 to accommodate a 7-foot Class II bike lane with green lanes, street lighting, bike racks, and wayfinding signage.

Positive Benefits to the Community:

This project provides a critical link to regional transit facilities, retail, employment, and residential neighborhoods. Access to the Lancaster Metrolink Train Station and the Antelope Valley Transit Authority bus transfer station has encouraged an increase in bicycle commuting. This project also provided added safety and security for bicycle commuters with excellent bike lane design, lighting, and secure bike racks.



Title of Project: Safe Routes to School Education and Encouragement in Santa Cruz County

Project Location: Santa Cruz County, CA

Project Administration: County of Santa Cruz Health Services Agency

Type of Project: Non-Infrastructure

Active Transportation Program Fund Amount: \$447,000

Project Duration: December 10, 2014 to June 10, 2017

Project Description:

This initiative served ten schools in Santa Cruz County (seven elementary, two middle, and one high school). This program provided in-classroom and hands-on bicycle and pedestrian safety education, along with multiple encouragement programs and community bicycle and pedestrian educational outreach events.

Positive Benefits to the Community:

This program delivered hands-on, peer-to-peer, and parent involvement programs, including monthly encouragement events for walking and biking, family fun safety events, and Open Streets events. Overall, the program increased students' bicycle and pedestrian safety knowledge and resulted in a comprehensive 15-percent increase in students biking and walking to school.



Title of Project: Trout Creek Trail, Phase 2
Project Location: City of Truckee, CA
Project Administration: City of Truckee
Type of Project: Class I Bicycle Trail
Active Transportation Program Fund Amount: \$1,274,000
Project Duration: December 10, 2014 to April 21, 2018

Project Description:

This project constructed approximately 0.8-mile of new Americans with Disabilities Act (ADA) accessible Class I Bicycle and Pedestrian Trail between Historic Downtown Truckee and the Truckee Donner subdivision. Prior to this project, there was no non-motorized connection between these two areas of Truckee.

Project Benefits to the Community:

This project provides new connections to previously existing Class I bicycle trail in Truckee. This will encourage more pedestrian and bicycle usage of the Truckee trail system. Furthermore, this new trail segment will divert some of the current pedestrian and bicycle traffic on nearby Northwoods Boulevard which will likely reduce pedestrian and bicycle crashes.

Chapter 2: Bicycle and Pedestrian Program Highlights

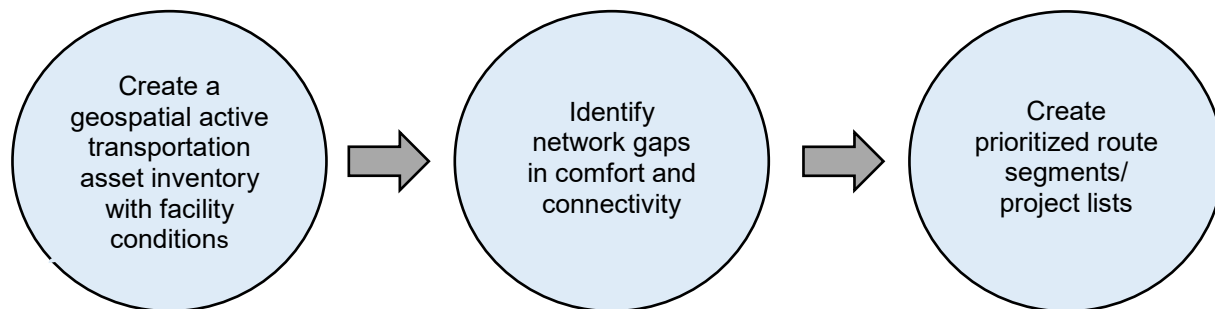
California Statewide Bicycle and Pedestrian Plan

In May 2017, Caltrans released the first-ever California Statewide Bicycle and Pedestrian Plan: “Toward an Active California.” The California Statewide Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan that supports active modes of transportation (bicycle and pedestrian). The California Statewide Bicycle and Pedestrian Plan will guide Caltrans’ efforts to mainstream bicycle and pedestrian considerations into all its policies, programs, and projects. The California Statewide Bicycle and Pedestrian Plan aligns with the policies of the California Transportation Plan and also provides planning and policy goals to better connect the State’s bicycle and pedestrian facilities with the State Highway System, intercity and passenger rail, high-speed rail, and public transit.

As part of implementing the California Statewide Bicycle and Pedestrian Plan, Caltrans is preparing district-level Active Transportation Plans, starting in 2018. The purpose of the district-level plans is to identify active transportation asset needs on, across, or parallel to the State Highway System that will create multimodal networks, which in almost all cases will link State Highway System segments with segments of the local street system. All plans will be prepared with a focus on social equity.

The primary deliverables of this initiative are:

- Five statewide online plan development workshops.
- Twelve district-level Active Transportation Plans.
- Each district-level plan will have three main deliverables:



The goals of these plans are to increase bicycling, walking, and access to transit. This will be accomplished by preparing data-driven plans with quantifiable performance measures resulting in mapped data and project lists. All 12 district-level Active Transportation Plans are scheduled for completion by 2023.

BikeShare Program

In April 2016, Caltrans launched its BikeShare program. This program was made possible by the State agency employee BikeShare program mini grant sponsored by Kaiser Permanente. This one-time materials grant provided Caltrans with six urban bicycles, one high-quality free-standing bicycle rack, bicycle helmets, safety lights, and auxiliary fittings.

Caltrans employees are using the BikeShare bicycles to get to offsite meetings and exercise on their breaks. As of July 2018, more than 350 Caltrans employees have used the BikeShare program during their workday.

In FY 2017-18, Caltrans employees rode 937 trips and 3,000 miles on BikeShare bicycles. As a State of California initiative, 18 State agencies participate in the BikeShare Program.



Bike Fix Day April 30, 2018: Tune-ups provided for BikeShare and Employee Bikes

Pedestrian and Bicycle Safety Monitoring Program

Caltrans' Division of Traffic Operations adopted a pilot program to assess where pedestrian crashes regularly occur and what could be done to prevent these crashes. Under the pilot, Caltrans has completed 129 safety investigations at sites along California State highways with high pedestrian crash rates. These investigations have resulted in 29 capital projects and 54 maintenance work orders. These 29 projects are being implemented through the State Highway Operation and Protection Program.

A Bicyclist Safety Improvement Monitoring Pilot Program was launched in April 2018. So far, this program has identified over 250 locations that will be investigated in a similar manner to the pedestrian program.

As a result of the above two programs, pedestrian and bicycle safety and infrastructure training courses have been created for Caltrans staff. A five-year training plan has been created that alternates every other year between pedestrian and bicycle safety issues. The most intensive of these are two-day courses that include information about the new pedestrian and bicycle safety monitoring programs, including how to identify and investigate problem sites and apply countermeasures.

Active Transportation Resource Center

Active Transportation Program legislation contained provisions to fund a State technical assistance resource center for the Active Transportation Program. The Active Transportation Resource Center is a continuance and expansion of the Safe Routes to School Technical Assistance Resource Center. Under the Active Transportation Resource Center, technical assistance for all Active Transportation Program eligible project types.

The Active Transportation Resource Center is currently funded for over \$8 million through June 2021. The Active Transportation Resource Center currently offers:

- Classroom training on bicycle and pedestrian design and safety.
- Webinar training on various non-infrastructure topics.
- Technical assistance to encourage Active Transportation Program participation, project scoping, and application support (both infrastructure and non-infrastructure).
- Guides, manuals, and templates.
- Tools for agencies to use that support active transportation projects

Examples of current Active Transportation Resource Center efforts include:

Federal Highway Administration Pedestrian/Bicycle Designing for Safety Training - This is a customizable 1-3 day classroom training taught by a Federal Highway Administration instructor. This class is targeted to the California Federal Highway Administration focus cities: San Diego, Santa Ana, Los Angeles, Fresno, Bakersfield, San Jose, and Oakland. The Active Transportation Resource Center also offers these courses to non-focus cities upon request.

Non-Infrastructure support - The Active Transportation Resource Center contracts with the California Department of Public Health to provide non-infrastructure technical assistance. The non-infrastructure technical assistance center can be reached by email at atasp@cdph.ca.gov. Agencies can request non-infrastructure workshops at no cost that focus on:

- Educating participants on basics of non-infrastructure projects, including Safe Routes to School.
- Helping agencies prepare, plan, and prioritize their non-infrastructure active transportation efforts.
- Bringing together key stakeholders to discuss opportunities for partnering.

Transportation Injury Mapping System Tool Heat Map - The Transportation Injury Mapping System has been developed over the past five years by SafeTREC to provide quick, easy, and free access to California crash data. The Statewide Integrated Traffic Records System has been geo-coded into a heat map to make it easy to map out crashes on California roadways.

Statewide Pedestrian and Bicycle Count Database - Caltrans and Southern California Association of Governments are working on a partnership agreement for the development of a statewide bicycle and pedestrian count database. Local agencies throughout the State will be able to upload their data to the database (manual and automated counts). The database will include statewide pedestrian and bicycle count methodology and guidance. With this project, there will be partnership efforts with regional agencies throughout the State.

Caltrans Complete Streets Center of Excellence

Caltrans has initiated a Complete Streets Center of Excellence within the Department this year, led by the Director's Office Sustainability Program and with support from Smart Growth America. The Complete Streets Center of Excellence is the first of its kind in the nation. The purpose of the Center of Excellence is to increase Caltrans' impact in achieving the vision of "Toward an Active California," the California Statewide Bicycle and Pedestrian Plan: people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs. The Center of Excellence will focus on advancing Caltrans' practice of design, maintenance, and operations of multimodal facilities on the State Highway System, in order to offer safe, healthy and appealing active transportation options to the people of California and to contribute to the quality of the State's communities. The Center of Excellence will both enable individual staff members to develop their skills and support the work of project development teams by providing expertise and resources.

The Center of Excellence launched on November 30, 2018 with a statewide convening of Caltrans staff who make up the Center's Launch Team. Launch Team members were nominated by Headquarters division or district management based on their leadership, passion, and skills in delivering Complete Streets projects. During the November convening, Launch Team members identified challenges to and solutions for implementing Complete Streets projects, as well as resources that the Center of Excellence could take the lead in developing. The Launch Team will continue this work of establishing the Center of Excellence through 2019.

May is Bike Month

May is Bike Month is an annual Sacramento region event that promotes bicycling in conjunction with National Bike Month. Caltrans is a major financial sponsor of May is Bike Month. This event promotes bicycling in California by allowing employers and individuals to log commute, errand, and recreational bike miles during the month of May. There were 1,373,736 miles and

243,076 total bicycle trips logged in the region during May is Bike Month 2018. For Caltrans' part, 224 employees logged 48,499 miles and 5,849 bicycle trips, ranking it in second place among major employers in the region. Also, more than 50 other State agencies participated in this year's May is Bike Month event.



Mode-Shift Ride – May 14, 2018

During May is Bike Month, Caltrans staff assisted in many special events including:

Caltrans Bike Month Ride

Caltrans' Bike Month Ride is an annual event that highlights Caltrans' support for "mainstreaming" bicycling into California transportation and is one example of bicycle-promotion activities that Caltrans participates in statewide. This year's Caltrans' Bike Month Ride featured a five-mile bike ride that covered both downtown Sacramento and West Sacramento. During the ride, various area bike facilities and special features were highlighted at several stops along the route. Bicyclists in this event included the Caltrans Chief Deputy Director, Caltrans senior management, the city of Sacramento; and the city of West Sacramento.

Bike to Work Day

Bike to Work Day is both a regional and national event during May is Bike Month. On Bike to Work Day 2018, Caltrans staff set up a table at Caltrans Headquarters to hand out refreshments to those arriving to work by bicycle. This event is meant to offer recognition and support to those who commute by bicycle, as well as encouragement for others to give bicycle commuting a try.



Caltrans Bike Month Ride - May 22, 2018

The United States Bicycle Route System

The National Corridor Plan for the United States Bicycle Route System was established by the American Association of State Highway and Transportation Officials in 2008. To date, nearly 12,000 miles of the United States Bicycle Route System have been established in 25 states. Adventure Cycling Association manages the United States Bicycle Route System for the American Association of State Highway and Transportation Officials.

As the American Association of State Highway and Transportation Officials' designated lead for the State of California, Caltrans leadership and involvement are necessary for official United States Bicycle Route System route designation in California. To this end, Caltrans has developed a United States Bicycle Route System framework and route-designation policy for the State of California.

With a United States Bicycle Route System route designation policy in place, Caltrans has chosen United States Bicycle Route 50 as a pilot route for completion. With efforts under way by Adventure Cycling Association volunteers and Caltrans staff, significant progress has been made to designate United States Bicycle Route 50 in California. Endorsement letters and resolutions have been received by road-owners along the route. It is anticipated that official designation of United States Bicycle Route 50 in California will happen within the year.

The League of American Bicyclists Bicycle-Friendly State Survey

In 2017, the League of American Bicyclists issued a new Bicycle-Friendly State Survey for the 50 states. The 2017 League of American Bicyclists Bicycle-Friendly State Survey report card rated California 3rd in the nation. This represents an improvement from 8th place in 2015 and 19th place in 2013.

Caltrans Statewide Active Transportation Data Pilot Project

Caltrans has initiated a 15-month contract with Streetlight Data to conduct an Active Transportation Data Pilot Project. This contract will provide Caltrans staff with access to StreetLight Insight for active transportation data analysis. This data platform will provide count data and origin-destination information for bicyclists, pedestrians and car trips under five miles within 500 meters of a state-owned facility. StreetLight Data is also tasked with providing four webinars, ad-hoc training sessions, and scoring criteria for census tracts and key corridors that indicate likelihood to have a high return on investment in biking and pedestrian infrastructure.

StreetLight Insight is a data analytics platform developed by StreetLight Data, Inc. that processes trillions of spatial data points from millions of devices into meaningful data analysis. Caltrans has a critical need for understanding bicyclist and pedestrian trips volume along specific corridors, preferred routes, avoided routes, and time-of-day travel patterns. Caltrans is obtaining access to this web-based cloud platform to acquire and use active transportation data on a statewide level.

Goals for this data pilot project include:

- Measuring progress towards the Caltrans Strategic Management Plan 3.1 goal of tripling biking, doubling walking, and doubling transit use by 2020.
- Informing the development of district-level Active Transportation Plans being initiated between August 2018 and 2023.
- Cultivating a robust, statewide pool of active transportation data.
- Coordinating data storage efforts with future Caltrans endeavors.

Caltrans Mode-Share Action Plan

The Caltrans Mode Share Action Plan is a list of high-priority actions for Caltrans divisions that will support Caltrans efforts to triple bicycle trips, double pedestrian trips, and double transit usage in California over the next two years (a goal of the Caltrans Strategic Management Plan 2015-2020).

The Mode Share Action Plan is divided into six categories of actions:

1. Funding and Projects
2. Training
3. Standards and Guidance
4. Planning and Research
5. Data Collection and Evaluation
6. Communication and Promotion

Actions under this plan include:

- Completing and releasing the Pedestrian Safety Improvement Program.
- Completing and releasing the Bicycle Safety Improvement Program.
- Developing and deploying pedestrian and bicycle safety training (basic and advanced).
- Establishing a Center of Excellence for Complete Streets.
- Incorporating Complete Streets elements as primary or secondary assets in the State Highway Operation and Protection Program.
- Developing the Complete Streets Toolbox and Selection Guidance.
- Reviewing and recommending Caltrans District Active Transportation Program concept applications.
- Finalizing the pedestrian and bicycle research roadmap.
- Developing cohesive strategies and methods to measure walk and bike volume counts.

Walktober

To promote a healthy lifestyle and encourage individuals to get out of their cars, the month of October has been designated “Walktober” in many communities across the country. This year, Caltrans kicked off its first annual Walktober, including the following schedule of events:

- October 10–Walk to Work Day.
- October 17–Walk to School with Director Berman.
- October 24–Downtown Mural Art Tour.
- October 25–Walk Audit Training.

In addition to the planned events, there was a “steps challenge” with 100 participating employees tracking their steps and/or miles for the month of October.

Chapter 3: The Active Transportation Program

Program Background

On September 26, 2013, Governor Edmund G. Brown Jr. signed legislation creating the Active Transportation Program in Caltrans (SB 99, Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013; and AB 101, Committee on Budget, Chapter 354, Statutes of 2013). The Active Transportation Program consolidates funding from various federal and State transportation programs into a single program with the goal of making California a national leader in active transportation. Programs consolidated under the Active Transportation Program include:

- Transportation Alternatives Program
- Recreation Trails Program
- Bicycle Transportation Account
- Safe Routes to School (federal and State)

The Active Transportation Program is a competitive program administered by Caltrans' Division of Local Assistance, Office of Active Transportation and Special Programs, with guidelines developed and projects awarded by the California Transportation Commission. The Active Transportation Program base funding is approximately \$125 million in federal and State funds annually. This was augmented by \$100 million annually from SB 1 in 2017.

Active Transportation Program Update

Through the first three cycles of the Active Transportation Program, the California Transportation Commission has awarded \$1.18 billion to 720 Active Transportation Program projects. Project sponsors leveraged \$1.66 billion from other funding sources, investing a total of \$2.84 billion over eight years on active transportation projects.

The following three tables break down the Active Transportation Program projects through the first three Active Transportation Program grant cycles. Table 1 summarizes the total approved projects and dollars invested in those projects.

Table 1 - Active Transportation Program Summary

Cycle and Fiscal Year (FY)	Number of Projects	Active Transportation Program Investment (\$ Million)	Total Project Investment (\$ Million)
Cycle 1 FY 2014/15 – 2015/16	276	\$368	\$1,052
Cycle 2 FY 2016/17 – 2018/19	207	\$359	\$937
Cycle 3 FY 2017/18 – 2018/19	237	\$452	\$846
Total	720	\$1,179	\$2.835

Table 2 and Table 3 summarize the projected outputs from the Active Transportation Program projects programmed in the first three cycles, based on approved project scope.

Table 2 - Active Transportation Facilities








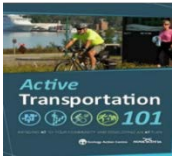
Class I Multi-Use Path 405 Miles	Class II Bike Lane 728 Miles	Class III Bike Route 205 Miles	Class IV Separated Bikeway 47 Miles	Sidewalks 250 Miles	Number of Crosswalks 1,280
					

Table 3 - Active Transportation Programs/Plans

Active Transportation Education Programs 98 Programs	Active Transportation Encouragement Programs 67 Programs	Active Transportation Enforcement Program 25 Programs	Active Transportation Plans 46 Plans
			

Active Transportation Program Outlook

With the infusion of SB 1 funding, Active Transportation Program funding has nearly doubled. The Active Transportation Program Cycle 4 will be funded at approximately \$440 million and cover funding years 2019-20, 2020-21, 2021-22, and 2022-23. The Active Transportation Program Cycle 4 Call-for-Projects opened on May 16, 2018. The application submissions deadline was on July 31, 2018. Caltrans received 550 project applications. The California Transportation Commission will adopt the Cycle 4 program for statewide and small urban and rural components of the program in January 2019. The California Transportation Commission will adopt the Metropolitan Planning Organizations' selected Cycle 4 projects in June 2019.

Chapter 4: Other State and Federal Funding for Bicycle and Pedestrian Facilities

State Funding Programs

The following three programs have been consolidated under the Active Transportation Program. Under each program is listed the pre-Active Transportation Program funding being expended.

- **Bicycle Transportation Account**
The Bicycle Transportation Account program has a total of 15 Bicycle Transportation Account projects remaining for a total of \$3,009,680. These projects will be closed-out by Fiscal Year 2020-21.
- **Safe Routes to School**
During Fiscal Year 2017-18, eight Safe Routes to School projects were closed out for a total amount of \$1,729,034.
- **Environmental Enhancement and Mitigation Fund**
Two projects remain in the prior Environmental Enhancement and Mitigation Fund program totaling \$700,000. A total of \$265,137 was expended during Fiscal Year 2017-18. All projects will be completed by June 30, 2021.

Below is a listing of other sources of State bicycle and pedestrian funding:

Urban Greening Grant Program

<http://resources.ca.gov/grants/urban-greening/>

Affordable Housing Sustainable Communities

<http://sqc.ca.gov/programs/ahsc/>

Transformational Climate Communities

<http://sqc.ca.gov/programs/tcc/>

Local Streets and Roads

<http://www.catc.ca.gov/programs/sb1/l srp/>

Solutions for Congested Corridors

<http://www.catc.ca.gov/programs/sb1/sccp/>

State Transportation Improvement Program

<http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm>

Clean Air Transportation Improvement Act of 1990

<http://www.catc.ca.gov/programs/catia.htm>

State Highway Operation and Protection Program

<http://www.dot.ca.gov/hq/transprog/shopp.htm>

Road Maintenance and Rehabilitation Program

<http://www.catc.ca.gov/programs/SB1.html>

Federal Funding Programs

Safe Routes to School

Moving Ahead for Progress in the 21st Century Act (MAP-21) continued Safe Routes to School as an eligible project type under the Transportation Alternatives Program, but it is no longer a stand-alone federal program. The Transportation Alternatives Program and its Safe Routes to School funds are now part of the Active Transportation Program. Active Safe Routes to School projects that were awarded prior to the Active Transportation Program will take a number of years to close out. The following list includes the Safe Routes to School close-out totals for the last three Fiscal Years:

Fiscal Year 2017-18, 28 Safe Routes to School projects were closed out for a total amount of \$13,437,009.

Fiscal Year 2016-17, 32 Safe Routes to School projects were closed out for a total of \$14,933,015.

Fiscal Year 2015-16, 22 Safe Routes to School projects were closed out for a total of \$7,171,930.

http://www.fhwa.dot.gov/environment/safe_routes_to_school/

Transportation Enhancement Activities Program

Transportation Enhancement funding was discontinued under MAP-21. Transportation Enhancement projects that include bicycle elements will take a number of years to close out.

http://www.fhwa.dot.gov/environment/transportation_enhancements/

Transportation Alternatives Program

The Transportation Alternatives Program was enacted under MAP-21. Total Transportation Alternatives Program funding is two percent of MAP-21 funding. The Transportation Alternatives Program funding was consolidated under the Active Transportation Program.

http://www.fhwa.dot.gov/environment/transportation_alternatives/

Congestion Mitigation and Air Quality Improvement Program

During Fiscal Year 2017-18, there were 57 Congestion Mitigation and Air Quality Improvement Program bicycle and pedestrian projects totaling \$96,886,000.

http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Highway Safety Improvement Program

Cycle 8—2018-2020 Highway Safety Improvement Program obligated \$69 million to fund 105 bicycle and pedestrian projects. Cycle 7—2015-2018 of the Highway Safety Improvement Program, programmed on November 15, 2015, obligated \$42,343,000 in funds for 56 bicycle and pedestrian projects. Cycle 6—2012-2015 of the Highway Safety Improvement Program, programmed on November 13, 2013, obligated \$51.4 million in funds for 59 bicycle and pedestrian projects.

<http://safety.fhwa.dot.gov/hsip/>

High Priority Projects

<http://www.fhwa.dot.gov/programadmin/103106att.cfm>

Transportation, Community and System Preservation Program

<http://www.fhwa.dot.gov/discretionary/tcsp2011info.cfm>

Chapter 5: Committees and Advisory Groups

Active Transportation and Livable Communities

The Active Transportation and Livable Communities is an advisory committee established to discuss and recommend solutions and action items pertaining to active transportation (mobility alternatives to the single occupant vehicle) and livable community concepts, including stakeholder engagement, multi-modal transportation, compact growth, and context sensitive solutions, and to improve the relationships between key active transportation stakeholders and Caltrans.

California Walk and Bike Technical Advisory Committee

The California Walk and Bike Technical Advisory Committee was established August 27, 2018. The California Walk and Bike Technical Advisory Committee replaced the California Bicycle Advisory Committee. The California Walk and Bike Technical Advisory Committee advises Caltrans staff on technical issues related to implementation of the Statewide Bicycle and Pedestrian Plan “Toward an Active California,” as well as the Caltrans Strategic Management Plan. Both plans demonstrate a commitment to planning, designing, delivering, and maintaining walk and bike programs, and facilities for all ages and abilities, with an emphasis on disadvantaged communities. The California Walk and Bike Technical Advisory Committee also provides technical input to the Active Transportation and Livable Communities Committee, which serves as a policy advisory committee to Caltrans on active transportation.

Complete Streets Technical Advisory Committee

The Complete Streets Technical Advisory Committee is a Caltrans internal working group intended to share information, raise issues, review draft products, and recommend solutions relating to implementing Complete Streets. The Complete Streets Technical Advisory Committee consists of representatives from each Caltrans division, functional unit, and the district. The Complete Streets Technical Advisory Committee meets every other month. Staff from the Division of Transportation Planning’s Office of Community Planning arranges, hosts, and facilitates all meetings.

Strategic Highway Safety Plan

California’s Strategic Highway Safety Plan is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. Started in 2005, the Strategic Highway Safety Plan is updated regularly to ensure continued progress and meet changing safety needs. Currently, more than 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of the Strategic Highway Safety Plan executive leadership and a 13-member Steering Committee. The Strategic Highway Safety Plan includes behavioral, infrastructure, and technology strategies addressing the “4Es” of safety: engineering, enforcement, education, and emergency services.

The Strategic Highway Safety Plan applies resources in the areas where the greatest gains can be made to save lives, prevent injuries, and improve safety in the following challenge areas:

- Roadway Departure and Head-On Collisions.
- Intersections, Interchanges, and Other Roadway Access.
- Work Zones.
- Alcohol and Drug Impairment.
- Occupant Protection.
- Speeding and Aggressive Driving.
- Distracted Driving.
- Driver Licensing and Competency.
- Pedestrians.
- Bicycling.
- Young Drivers.
- Aging Road Users.
- Motorcycles.
- Commercial Vehicles.
- Emergency Medical Services.

All of the actions have been completed in the Strategic Highway Safety Plan 2015-2019 non-motorized Strategic Highway Safety Plan Challenge Areas of Bicycling and Pedestrians. Accomplishments in the Strategic Highway Safety Plan Bicycling Challenge Area include:

- Caltrans is partnering with the Southern California Association of Governments in the development of a statewide bike and pedestrian count database to create a one-stop repository for count data throughout the State of California.
- A database was created that links hospital data with the Statewide Integrated Traffic Records System data pertaining to bicycle crashes.
- The California Department of Motor Vehicles Driver Handbook and related California Department of Motor Vehicles publications were reviewed and recommendations made to the California Department of Motor Vehicles for updates on bicycle safety.
- Caltrans conducted a preliminary investigation to determine if a research project was warranted to identify data gaps about bicycle collisions occurring on bikeways, walkways, and shared-use paths.

Appendix A: State Statutes on Bicycling and Walking

Statutory Reference for the Active Transportation in California, Non-Motorized Facilities Report to the Legislature

SB 1095 (Killea, Chapter 517, Statutes of 1993)

Streets and Highways Code Section 887.4

Prior to December 31 of each year, the department shall prepare and submit an annual report to the Legislature summarizing programs it has undertaken for the development of Non-Motorized transportation facilities, including a summary of major and minor projects. The report shall document all state funding for bicycle programs, including funds from the Bicycle Transportation Account, the Transportation Planning and Development Account, and the Clean Air Transportation Improvement Act. The report shall also summarize the existing directives received by the department from the Federal Highway Administration concerning the availability of federal funds for the programs, together with an estimate of the fiscal impact of the federal participation in the programs.

Recently Enacted Bicycle and Pedestrian Legislation

AB 1755 (Steinorth, Chapter 139, Statutes of 2018)

This bill required a person riding a bicycle or operating a pedicab on a Class I bikeway (a bike path separated from the street or highway) or a sidewalk shared with pedestrians to be subject to all applicable rights and requirements in the Vehicle Code regarding an accident that results in injury or death of a person. Violations including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, are considered a crime. A peace officer is exempt from the requirements of this bill when operating a bicycle in the course of his or her duties, except for those requirements related to driving under the influence of drugs or alcohol.

Other State Laws on Bicycling and Walking

SB 1 (Beall, Chapter 5, Statutes of 2017): The Road Repair and Accountability Act

The \$52 billion California transportation bill added \$100 million per year to the Active Transportation Program. This increased Active Transportation Program money for bicycle and pedestrian projects from approximately \$130 million per year to \$230 million per year. SB 1 increased the Sustainable Transportation Grant Program from \$10 million to \$35 million and required Complete Streets language to be included in the Highway Design Manual. SB 1 also required Complete Streets elements for all projects funded by the Road Maintenance and Rehabilitation Program.

AB 1096 (Chiu, Chapter 568, Statutes of 2015): Electric Bicycles

This bill defined an “electric bicycle” as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and created three classes of electric bicycles. The bill required manufacturers or distributors of electric bicycles to label electric bicycles to describe the classification number, top assisted speed, and motor wattage and certify that it complies with equipment and manufacturing requirements. The bill also required an electric bicycle to operate

in a manner so that the electric motor disengages or stops functioning when brakes are applied, or in a manner so that the release or activation of a switch or other mechanism disengages or stops the electric motor from functioning.

The bill prohibited individuals under 16 years of age from operating a Class 3 electric bicycle. and required the use of helmets for Class 3 electric bicycles. This bill also prohibited the operation of a Class 3 electric bicycle on specified paths, lanes, or trails, unless that operation is authorized by a local ordinance, and authorized local authorities to prohibit the operation of Class 1 or Class 2 electric bicycles on specified paths or trails.

AB 1193 (Ting, Chapter 495, Statutes of 2014): Protected Bikeway Act of 2014

AB 1193 required Caltrans, in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities, to establish minimum safety design criteria for each type of bikeway with consideration for the safety of vulnerable populations, as specified, and would require the department to publish the new criteria by January 1, 2016.

This bill also established a new class of bikeway, cycle tracks or separated bikeways, also referred to as "Class IV bikeways," which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are physically separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

AB 1371 (Bradford, Chapter 331, Statutes of 2013): Three Feet for Safety Act

This bill required motor vehicles to leave a 3-foot margin while passing a cyclist if possible. Drivers cannot overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator. If the driver is unable to comply due to traffic or roadway conditions, the driver must slow to a speed that is reasonable and prudent, and may pass only when doing so would not endanger the safety of the operator of the bicycle, taking into account the size and speed of the motor vehicle and bicycle, traffic conditions, weather, visibility, and surface and width of the highway.

AB 417 (Frazier, Chapter 613, Statutes of 2013): Environmental quality: California Environmental Quality Act: bicycle transportation plan

This bill exempted bicycle transportation plan for an urbanized area from California Environmental Quality Act review, until January 1, 2018, and also required a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project to file notice of the determination with the Office of Planning and Research and the county clerk.

SB 99 (Committee on Budget and Fiscal Review, Chapter 395, Statutes of 2013): Authorizing Legislation for the Active Transportation Program

This budget trailer bill created the Active Transportation Program in the Department of Transportation and consolidated various existing State and federal transportation programs and associated funds and accounts into this program, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program, the Moving Ahead for Progress in the 21st Century Act, the Transportation Enhancements Program, and the Transportation Alternatives Program. The bill provided for funds to be allocated to eligible projects by the

California Transportation Commission, with 40 percent of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10 percent for small urban and rural regions, and 50 percent on a statewide basis, with all awards to be made competitively, as specified. The bill would include among the authorized activities for the Active Transportation Program certain existing activities funded by the above-referenced programs and accounts.

Among other provisions, the bill required the California Transportation Commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties and required the commission to adopt an initial 2-year program of projects for the program, with subsequent 4-year programs thereafter. The bill repealed the former Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program as separate programs and transferred the remaining assets and liabilities of the Bicycle Transportation Account and the Bikeway Account to the State Highway Account as of July 1, 2014.

Appendix B: Non-Motorized Information Websites

Active Transportation for Livable Communities Working Group:

<http://www.dot.ca.gov/hq/tpp/offices/ocp/atlc.html>

Active Transportation Program:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

Assembly Concurrent Resolution 211 – Encourages local agencies to accommodate bicyclists and pedestrians in their infrastructure:

http://www.dot.ca.gov/hq/tpp/offices/bike/guidelines_files/guidelines_files.pdf

Bicycle Transportation Account Program:

<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

California Bicycle Advisory Committee:

<http://www.dot.ca.gov/hq/LocalPrograms/bike/cbac.html>

California Bicycle Coalition:

<http://www.calbike.org/>

Caltrans Complete Streets Program:

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

Caltrans Division of Local Assistance – Non-Motorized Project Funding:

<http://www.dot.ca.gov/hq/LocalPrograms/>

Caltrans Division of Traffic Operations – Bicycle and Pedestrian Safety Branch:

<http://www.dot.ca.gov/trafficops/ped/>

Caltrans Division of Transportation Planning – Bicycle Program:

http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/bicycle.html

Caltrans Highway Design Manual:

<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>

Caltrans Project Development Procedures Manual, Chapter 31- Non-Motorized Transportation Facilities:

http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt31.pdf

California Manual on Uniform Traffic Control Devices:

<http://www.dot.ca.gov/hq/traffops/engineering/>

Deputy Directive DD-64-R1 – California Department of Transportation Policy on Complete Streets - Integrating the Transportation System:

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf

Department of Transportation Bicycle and Pedestrian Program Contacts:

<http://www.dot.ca.gov/hq/LocalPrograms/bike/homepage.htm>

League of American Bicyclists:

<http://bikeleague.org/>

Livable Communities Information:

http://www.dot.ca.gov/hq/tpp/offices/ocp/livable_communities.html

Sacramento Region May is Bike Month:

<http://www.mayisbikemonth.com/>

Transportation Enhancements Program:

<http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>

U.S. Department of Transportation Bicycle/Pedestrian Design Guidance:

https://safety.fhwa.dot.gov/ped_bike/

Appendix C: Bicycle and Pedestrian Facilities Definitions

Class I Bikeway (Multi-Use Path): A shared use (bicycle and pedestrian) facility in an exclusive right-of-way from the roadway with cross-flow minimized.

Class II Bikeway (Bike Lane): An exclusive lane for bicycles within the roadway that separates bicyclists from the motor vehicle and/or parking lanes. Intended to delineate the right-of-way assigned to bicyclists and motorists. A variation of a Class II bikeway is a buffered bike lane (through use of paint) to provide extra separation from automobiles.

Class III Bikeway (Bike Route): A road with shared use (bicycle and vehicle) to either provide continuity to other bicycle facilities or to designate preferred routes through high-demand corridors. “Sharrows” (shared-lane markings) may be used to alert motorists of bicycle traffic.

Class IV Bikeway (Separated Bikeway): A bikeway for the exclusive use of bicycles, with a separation required between the separated bikeway and the through vehicular traffic. The separation by the horizontal and vertical elements may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking.

Sidewalks: Provide an access pathway for pedestrian travel in residential, downtown, or commercial areas (urban and rural). Sidewalks serve many different functions depending on the surrounding land-use and context.

Crosswalks: Marked crosswalks provide pedestrian crossing access at preferred crossing locations, give guidance for pedestrians, and indicate motorists to yield to pedestrians. High visibility crosswalks can be used to increase crosswalk visibility.