

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

March 1, 2016

Ms. Diane Boyer-Vine  
Legislative Counsel  
State Capitol, Room 3021  
Sacramento, CA 95814

Mr. Daniel Alvarez  
Secretary of the Senate  
State Capitol, Room 3044  
Sacramento, CA 95814

Mr. E. Dotson Wilson  
Chief Clerk of the Assembly  
State Capitol, Room 3196  
Sacramento, CA 95814

Dear Ms. Boyer-Vine and Messrs. Alvarez and Wilson:

I am pleased to transmit the California Department of Transportation's report on "Non-Motorized Transportation Facilities, Fiscal Year: FY 2014–2015." Caltrans has prepared the report in accordance with Section 887.4 of the Streets and Highways Code.

Distribution to the Legislature has been made by Caltrans pursuant to California Government Code 9795. This report can be found at <http://www.dot.ca.gov/reports-legislature.htm>.

Sincerely,

A handwritten signature in blue ink that reads "Malcolm Dougherty".

MALCOLM DOUGHERTY  
Director

Attachment:

The Non-Motorized Transportation Facilities Report, Fiscal Year 2014–15



# **Active Transportation in California**

## **The Non-Motorized Transportation Facilities Report to the California State Legislature Fiscal Year: FY 2014–15**



**December 31, 2015**

**Edmund G. Brown Jr.  
Governor of California**

**Brian P. Kelly  
Secretary  
California State Transportation Agency**

**Malcolm Dougherty  
Director  
California Department of Transportation**

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## Introduction

In recognition of the importance of non-motorized facilities to multi-modal transportation, the California Department of Transportation (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 (Legislature).

Active transportation (also known as Non-Motorized transportation) has taken-on an increasingly important role in the State of California. The Active Transportation Program (ATP), now in its second year, has completed a second \$360 million Call-For-Projects. There are now \$720 million dollars in bicycle and pedestrian projects programmed with ATP funding through Fiscal Year (FY) 2018–19 (see Chapter 4).

The Caltrans Strategic Management Plan 2015–2020 represents a cultural shift toward mainstreaming the bicycle and pedestrian modes into the State transportation system. Under the Safety and Health goal of the Strategic Management Plan states the following about active transportation:

*Our Active Transportation Program (ATP) consolidated a set of smaller programs that enhance public health, encourage increased trips by walking and bicycling, increase safety and mobility for non-motorized users, and reduce both vehicle miles traveled and greenhouse gas emissions.*

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

- Reducing the number of fatalities in a calendar year by 10 percent in each of the following mode types: car, transit, pedestrian, and bicyclist
- By 2020, increase non-auto modes:
  - Triple bicycle
  - Double pedestrian
  - Double transit
- By 2020, increase annual number of complete streets projects by 20 percent

In addition to the ATP, Caltrans-funded bicycle and pedestrian projects in other funding programs is trending upward. In the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the latest project call (FY 2013–14) resulted in 199 bicycle and pedestrian projects being awarded for over \$71 million—a 300 percent increase in CMAQ-funded bicycle and pedestrian projects from the previous year.

Caltrans' renewed commitment to non-motorized transportation is reflected in its new mission statement:

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

Caltrans' commitment to integrate non-motorized modes into the State transportation system is reflected in a number of its current initiatives. Caltrans is moving forward with writing and

implementing a California Statewide Bicycle and Pedestrian Plan (CSBPP). The Complete Streets Implementation Action Plan 2.0 (CSIAP) is tracking Caltrans' efforts to implement priority action items in the Complete Streets Program (see Chapter 3). Caltrans is also a major sponsor of both the May is Bike Month (MIBM) and the California Bicycle Summit 2015 events.

The Legislature passed the Protected Bikeway Act of 2014 (AB 1193, Ting, Chapter 495, Statutes of 2014) which added Class IV bikeways for protected bikeways or cycle tracks (see Appendix B). Caltrans was required by this legislation to have new Highway Design Manual (HDM) guidance on protected bikeways in place by January 1, 2016. To facilitate this effort, Caltrans' Division of Design conducted a Protected Bikeway Summit in Sacramento on May 27, 2015. Bicycle experts and advocates from all over California were invited to participate in this summit. Caltrans received valuable input and perspective during the Summit to help shape the HDM guidance.

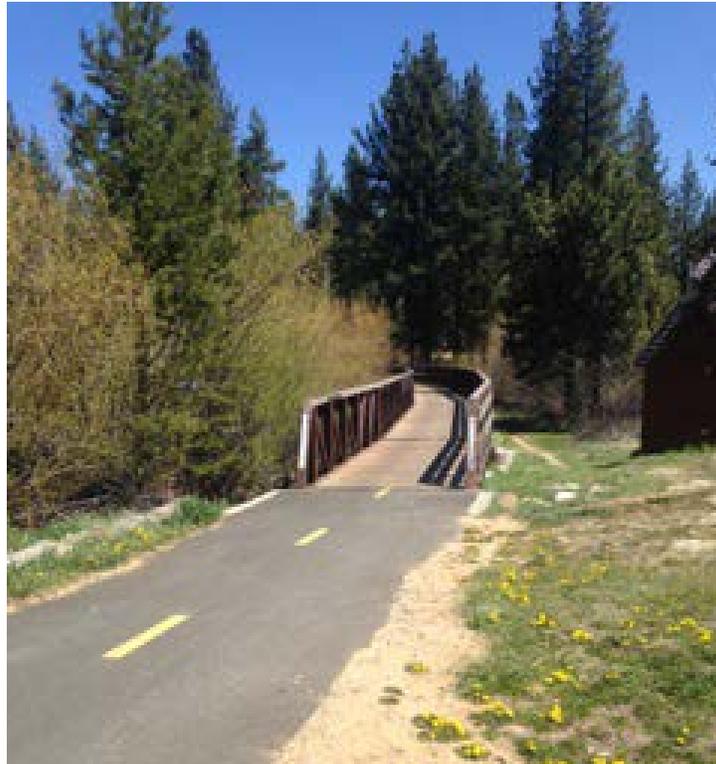
The Non-Motorized Transportation Facilities Report to the California State Legislature Fiscal Year: FY 2014–15 includes the following chapters:

- Featured Projects: Profiles in Community Success Stories
- Bicycle and Pedestrian Program Highlights
- Non-Motorized Program Activities
- The Active Transportation Program
- Other State and Federal Funding Programs for Bicycle and Pedestrian Facilities
- Committees and Advisory Group

## **Chapter 1: Featured Projects: Profiles in Community Success Stories**

Over the past 20 years, Caltrans has directed more than a billion dollars in State and federal funds toward bicycle and pedestrian projects in the State of California. With the inception of the ATP, Caltrans is currently funding about \$120 million a year in non-motorized transportation projects.

This chapter highlights bicycle and pedestrian projects that were completed or begun during FY 2014–15. It also details the positive impacts that these projects are having on the communities that built them. With the ATP, 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.



**South Lake Tahoe Bikeway**



**Title of Project:** SR 89 Mousehole Pedestrian/Bicycle Improvement Project

**Project Location:** Truckee, California.

**Project administered by:** Town of Truckee

**Type of Project:** Pedestrian/bicycle tunnel

**SAFETEA-LU HPP funding:** \$2,500,000

**Total funding:** \$14,000,000

**Project Duration:** December 7, 2006, to June, 2016

**Project Description:** In the town of Truckee, California, State Route 89 crosses under the Union Pacific Railroad through a narrow, 25-foot-wide concrete arch structure built in 1928. This tunnel came to be known as the Mousehole. The Mousehole has long been a bottleneck for traffic and a hazard for pedestrians and bicyclists passing through the tunnel. When studying the potential scope of the project, the high cost of widening the existing tunnel led to a project that added a separate pedestrian/bicycle undercrossing tunnel. This project addresses the most immediate concerns of pedestrian and bicycle mobility and safety. Due to safety concerns, this project became a High Priority Project under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and employed multiple funding sources to ensure project completion.

**Positive benefits to the community:** Currently, pedestrians are required to walk in the travel lanes with regular traffic. In addition, with no shoulders in the tunnel, there is no safe access for bicycles. When the pedestrian/bicycle tunnel and the associated multi-use path is completed, conflicts between bicycles, pedestrians, and motor vehicles will be eliminated.



**Title of Project:** Durfee-Thompson Elementary Emerald Necklace Walking School Bus

**Project Location:** El Monte, California

**Project administered by:** El Monte City School District, El Monte, California

**Type of Project:** Safe Routes to School; Non-Infrastructure

**ATP Fund Amount:** \$692,000

**Project Duration:** September 1, 2014, to July 1, 2016

**Project Description:** This pilot walking school bus program will provide an organized, safe, and supervised environment for walking to and from school. This program has a target participation rate of 70 percent of the student population. The walking school bus program will coordinate stakeholder meetings; organize walking school bus leaders and participants; design high-visibility gear; produce route-maps and signage; and collect data from this pilot project.

**Positive benefits to the community:** El Monte General Plan Health & Wellness Element states that 47.7 percent of El Monte youth are obese or overweight. Promoting walking to and from school in a safe and supervised context will contribute to a culture of wellness, while increasing the safety of school children traveling to and from school. After the conclusion of this pilot program, The El Monte School District has plans to expand the walking school bus program to other elementary schools in the District.



**Title of Project:** Sawmill Bike Trail Safe Access Project

**Project Location:** South Lake Tahoe, California.

**Project administered by:** El Dorado County, California

**Type of Project:** Class I pedestrian and bicycle facility

**ATP Fund Amount:** \$750,000

**Project Duration:** August 20, 2014, to December 31, 2017

**Project Description:** The Sawmill Bike Trail Safe Access Project closes the last remaining gap in an existing Class I bicycle trail system. The project was awarded a construction contract on May 12, 2015.

**Positive benefits to the community:** This project will improve public safety while enhancing a trail network used by visitors and residents to access shopping, schools, and recreation. This project will encourage increased walking and bicycling, especially among students, because it will provide the last needed connection in the Class I bike path network between the community of Meyers and the “Y” in South Lake Tahoe. The bicycle and multi-use path network ends at the South Tahoe High School and provides significant connectivity from surrounding neighborhoods to that school. Also, the Lake Tahoe Environmental Science Magnet Elementary School is in the community of Meyers, which can be accessed via the proposed project.



**Title of Project:** Arcata Bicycle Boulevards

**Project Location:** City of Arcata, California

**Project administered by:** City of Arcata

**Type of Project:** Bicycle Boulevard

**Bicycle Transportation Account (BTA) Fund Amount:** \$173,612

**Project Duration:** December 11, 2007, to July 30, 2015

**Project Description:** Several lower volume streets in the City of Arcata have been converted to “bicycle boulevards.” Bicycle boulevard streets have been modified with new signage, striping, and landscape bulb-outs to allow bicycles to more safely share the road with motor vehicles. These changes will facilitate lower speeds and increased awareness of bicyclists—making for a safer and more comfortable bicycling commute on the designated streets.

**Positive benefits to the community:** Bicycle boulevards are improving bicycle and pedestrian safety while encouraging a healthy lifestyle by getting more people on bicycles. Furthermore, the bicycle boulevards offer safe connections between important amenities such as the Arcata Plaza, Arcata Marsh, Farmers Market, and Arcata High School. This project is a first step toward the creation of a network of Arcata bicycle boulevards. It is also a key step toward achieving the City of Arcata’s goal of halving the number of auto trips by the year 2020.



**Title of Project:** Waterford Gap Bridge Project, Part 2

**Project Location:** Town of Mammoth Lakes, California

**Project administered by:** Town of Mammoth Lakes

**Type of Project:** Class I bike path and 140-foot steel bridge

**BTA Fund Amount:** \$602,370

**Project Duration:** July 1, 2012, to August 6, 2014

**Project Description:** The Waterford Gap Bridge Project included the construction of a Class I bicycle path segment and a 140-foot center span prefabricated steel bridge. The bridge was required to provide access across Mammoth Creek and the associated riparian corridor.

**Positive benefits to the community:** This project provides a critical link between the Mammoth Lakes main path and the southern Old Mammoth Road residential area. Prior to this project, there were only four improved crossings of Mammoth Creek within town. The separation between these bridges left much of the town underserved. This project created a new connection that increased pedestrian and bicycle circulation between the town's main path and the south part of town. The new bridge was designed to provide a critical connection without disturbing sensitive habitat resources along Mammoth Creek.



**Title of Project:** Claremont 1,000 Bike Program

**Project Location:** City of Claremont, California

**Project administered by:** City of Claremont

**Type of Project:** Class II and III bikeways

**BTA Fund Amount:** \$460,000

**Project Duration:** January 1, 2012, to March 12, 2015

**Project Description:** This is a city-wide program with a goal of replacing car trips with bicycle trips. The project provides 1000 bicycles through a bicycle ownership and safety training program. The project also provides new bicycle lanes, bicycle loop-detectors, sharrows, bicycle racks, and wayfinding signage to encourage bicycle commuting.

**Positive benefits to the community:** The primary goal of this program is to create a shift in the community by enhancing a safe, bicycle-friendly atmosphere. This was accomplished, in part, by increasing the City's bicycle infrastructure. With a large number of college students commuting by bicycle, this program will increase safe connections to Claremont Colleges, Botanical Gardens, mass transit, and the Claremont Bike Station. Claremont is currently a League of American Cyclist bronze-level bicycle-friendly city. This program will only enhance this status.

## **Chapter 2: Bicycle and Pedestrian Program Highlights**

### **California Statewide Bicycle and Pedestrian Plan**

Caltrans is developing the first-ever California Statewide Bicycle and Pedestrian Plan (CSBPP). The CSBPP will be a visionary and comprehensive policy plan to support active modes of transportation (bicycle and pedestrian). The CSBPP will guide Caltrans' efforts to mainstream bicycle and pedestrian considerations into all its policies, programs, and projects. The CSBPP will align with the policies of the California Transportation Plan (CTP). It will also provide planning and policy goals to better connect the State's bicycle and pedestrian facilities with:

- The State Highway System (SHS)
- Intercity and passenger rail
- High-Speed rail
- Public transit

The CSBPP will also complement regional and local plans while addressing connectivity with local networks. The CSBPP guidance will have the additional effect of contributing positively to the State's goals for reductions in greenhouse gas emissions.

This State-funded \$700,000 CSBPP effort is being led by Caltrans System Planning with the input of a diverse Technical Advisory Committee (TAC). The TAC consists of Caltrans subject-matter experts as well as representatives from regional agencies and advocacy groups. The TAC, in turn, is being guided by a Caltrans Policy Advisory Committee (PAC).

During the public participation process for the CSBPP, statewide stakeholder input will be solicited from local agencies, advocacy organization, tribal governments, and the general public. The CSBPP process began in July 2015 and is scheduled for completion in February 2017.

### **May is Bike Month**

May is Bike Month (MIBM) is an annual Sacramento region event that promotes bicycling in conjunction with National Bike Month. Caltrans is a major financial sponsor of MIBM. This event promotes bicycling in California by allowing employers and individuals to log commute, errand, and recreational bike miles during the month of May. Reported bicycle miles for all Sacramento Region MIBM participants totaled 1,817,878 miles, just missing the two-million mile challenge for the region. This represents a fourfold increase from the 476,164 miles logged in 2005. For Caltrans' part, 306 employees logged 62,090 miles, ranking it in first place among major employers in the region.

During MIBM, Caltrans staff assisted in the following special events:

### **Bikefest**

Each year during MIBM, Bikefest is held on the west side of Capitol Park in Sacramento. Dozens of bicycle advocacy groups, government agencies, bicycle shops, and others are represented at the Bikefest. At this year's event, Caltrans provided information on its bicycle program, ATP, and other materials related to its non-motorized strategies. All Bikefest participants support the common cause of promoting more bicycling as a healthy, low-carbon footprint alternative to driving a car.



**Caltrans tent at the 2015 May is Bike Month Bikefest**

## **Director’s Ride**

The Director’s Ride is an annual event that highlights Caltrans’ support for “mainstreaming” bicycling into California transportation. This year’s Director’s 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 Director and senior management from Caltrans, the City of Sacramento, and the City of West Sacramento.



**Director Malcolm Dougherty leading the 2015 Director’s Ride**

## **Bike to Work Day**

Bike to Work Day is both a regional and national event during MIBM. On Bike to Work Day, Caltrans staff set up a table in front of Caltrans headquarters to hand out refreshments and prizes 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.

## **Bicycling Recognition Event**

At the end of MIBM, a reception was held for the top Caltrans bicyclists during the month of May. Refreshments were served and the Caltrans Chief Deputy Director presented award certificates.



**John Hancock receives recognition for most “trip replacement miles” during the May is Bike Month recognition event**

## **2015 California Bicycle Summit**

On October 25-28, 2015, the California Bicycle Coalition sponsored a statewide California Bicycle Summit. Caltrans was a major sponsor and presenter at the Summit. Caltrans’ Summit session was called “New Strategies at Caltrans in Support of More Bicycling.” Caltrans’ staff from Divisions of Planning, Design, and Local Assistance discussed topics such as:

- The Caltrans Strategic Management Plan 2015–2020
- The California State Bicycle and Pedestrian Plan
- ATP Project Highlights
- Implementation of the Protected Bikeways Act

Caltrans' Bicycle Summit session goal was "to provide attendees with an understanding of the wide-range of institutional changes that Caltrans has initiated to integrate sustainable and multimodal approaches into its transportation programs."

### **League of American Bicyclist Bicycle-Friendly State Survey**

Last year, California made impressive gains by leaping from 19<sup>th</sup> to 9<sup>th</sup> in the annual bicycle-friendly survey conducted by the League of American Bicyclists (LAB). This year, California continued this trend by improving its ranking from 9<sup>th</sup> to 8<sup>th</sup> in the nation. LAB's survey attributes this to California's improvements to bicycle and pedestrian policies, which included:

- The second ATP Call-for-Projects, which funded \$360 million in bicycle and pedestrian projects
- Initiating an 18-month effort to write a California State Bicycle and Pedestrian Plan
- Organizing a Protected Bikeway Summit to solicit input for new HDM guidance required under AB 1193 (Ting, Chapter 495, Statutes of 2014)

For California to continue improving its "bicycle friendly" rating, some of the feedbacks from the LAB included:

- Adopt a statewide bicycle plan with clear implementation actions and performance measures to gauge success.
- Ensure that bicycle safety is a major emphasis in all transportation projects
- Improve data collection regarding bicyclist trips, injuries, and fatalities on California roadways and bicycle paths
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian

# California

**RANKING # 8**

**REGIONAL RANKING >> WEST #5**

GOVERNOR: Jerry Brown

DOT COMMISSIONER: Malcolm Dougherty

BICYCLE/PEDESTRIAN COORDINATOR: Paul Moore

STATE ADVOCACY GROUP: California Bicycle Coalition

**CATEGORY SCORES**

SCORING: 5 = HIGH 1 = LOW

4	LEGISLATION AND ENFORCEMENT
4	POLICIES AND PROGRAMS
3	INFRASTRUCTURE AND FUNDING
4	EDUCATION AND ENCOURAGEMENT
4	EVALUATION AND PLANNING

**TOP 10 SIGNS OF SUCCESS**

 = NEW IN 2015

	1% OR MORE OF PEOPLE COMMUTING BY BIKE
	SAFE PASSING LAW (3 FEET OR GREATER)
	COMPLETE STREETS POLICY
	DEDICATED STATE FUNDING
	ACTIVE STATE ADVOCACY GROUP
	STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)
	SHARE THE ROAD CAMPAIGN
	VULNERABLE ROAD USER LAW
	BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
	2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

**OVERALL POINTS**

**53** of 100

2014: 53 of 100

**FEEDBACK**

- Follow through on the Caltrans Improvement Project, which recommends that Caltrans relinquish control to local governments of state highways that operate as local streets and roads in urban areas.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success. Ensure that the plan includes high priority projects that enable multimodal trips, leverage current and future transit, and contribute to Caltrans' mode share goal to triple biking by 2020.
- Improve upon data collection regarding bicyclist trips, injuries and fatalities on California roadways and bicycle paths. States often choose to pursue strategic partnerships with technology companies and universities in order to study and improve bicycling-related data.
- Adopt performance measures, such as a low percentage of exempted projects, to better track and support Complete Streets Policy compliance. Provide timely and dependable reporting on compliance.
- Complete the pilot research project by UC Berkeley to inventory bike facilities on the state highway system statewide
- California has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian. Model language is available here: <http://bikeleague.org/content/model-legislation>.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit [www.bikeleague.org/states](http://www.bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).



The State of California report card in the 2015 LAB Bicycle-Friendly State Survey

## **Caltrans Bicycle Task Force**

The Caltrans Bicycle Task Force (Task Force) is an internal group sponsored by the Deputy Director, Planning and Modal Programs, to assess and expand Caltrans' approach toward bicycle transportation in California. The purpose of the Task Force is to identify actions that Caltrans could take to advance the mainstreaming of bicycle considerations into regular business practice. The actions of the Task Force include initiatives that enhance bicycling from a planning perspective and promote changes throughout Caltrans' policies, procedures, and culture.

A prime example of the Task Force actions pertain to the kickoff of the California State Bicycle and Pedestrian Plan. The Task Force provided a critical forum for discussions on the importance of writing a State Bicycle and Pedestrian Plan. Discussion began with the LAB Bicycle-Friendly Survey report card for California which highlighted the need to have a State Plan. The Task Force decided that the Bicycle and Pedestrian Plan was a Caltrans priority. Caltrans Division of Transportation Planning (DOTP) had funding available to move the idea forward. A draft Scope of Work was reviewed and edited by the Task Force. DOTP initiated a Request for Proposals, convened a selection committee, and chose a consultant to lead the effort to write a State Bicycle and Pedestrian Plan. None of this might have happened without the Task Force providing a persuasive, fact-based case for the importance of creating and implementing a Bicycle and Pedestrian Plan for the State of California.

## **Protected Bikeway Summit**

On May 27, 2015, the Caltrans Division of Design (DOD) hosted a Class IV Bikeway Summit (Summit) in Sacramento, California. The purpose of the Summit was to invite bicycle experts, advocates, and other stakeholders to provide input for Highway Design Manual (HDM) guidance on Class IV bikeways. When the Protected Bikeway Act of 2014 was signed into law on September 20, 2014, (AB 1193, Ting, Chapter 495, Statutes of 2014), it required Caltrans to have HDM Class IV bikeway design guidance in place by January 1, 2016.

The Summit was attended by more than 60 participants from across California. These stakeholders represented a cross-section of bicycling advocates, public officials, and pedestrian organizations. The summit utilized a small-group café style format that allowed Caltrans participants to listen one-on-one to every stakeholder in the room. There were three discussion-rounds during the Summit. The topics for these rounds were:

- Class IV design criteria considerations
- Class IV operational considerations
- Class IV implementation considerations

Common themes repeated by the Summit participants about Class IV design guidance included:

- Flexibility is needed to allow for community choices
- The guidelines should use simple graphics and pictures to communicate guidance principles
- The Class IV guidelines should be understandable to all users

The reaction of Summit participants was overwhelmingly positive. There was a general perception that the Summit setting helped to facilitate a meaningful and productive dialogue. From the Caltrans perspective, a large volume of valuable information and perspectives were collected from Summit participants. This information became a solid starting point for the Class IV guidance written for the HDM.

### **Active Transportation Resource Center**

The ATP legislation contained provisions to fund a State technical assistance resource center for the ATP. The Active Transportation Resource Center (ATRC) is a continuance and expansion of the Safe Routes to School (SRTS) Technical Assistance Resource Center (TARC) collaboration between Caltrans and the California Department of Health (CDPH). Under the ATRC, technical assistance is offered for all ATP eligible project types. The ATRC will utilize a combination of Caltrans staff, CDPH staff, and industry experts.

The ATRC is currently budgeted for \$1,875,000 through June 2016. This is a 300 percent increase in funding over the SRTS TARC, which provided assistance to SRTS projects. ATRC work will include:

- Training and workshops to communities on topics such as ATP application workshop writing, outreach/education, project planning, and program evaluation
- Development of an ATRC website
- ATP project consultations
- Continued SRTS Traffic Injury Mapping System
- Evaluation of completed ATP project
- A pilot project for a statewide data clearinghouse for bicycle and pedestrian data

### **BikeShare Program**

Caltrans applied for and was awarded a State Agency Employee BikeShare Program Mini-Grant sponsored by Kaiser Permanente. This one-time materials grant provided Caltrans with six urban bicycles, a high quality free-standing bike rack, bicycle helmets, safety lights and other gear. The bikes were received in November 2015. Existing bike lockers outside of the Caltrans Headquarters building will be used to store the BikeShare bikes. Caltrans hopes to make these bikes available for sharing in early 2016.

This effort fits well with Caltrans Strategic Management Plan 2015–2020 (Plan). One of the five Plan goals, Safety and Health strives to “Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities.”

## **Chapter 3: The Active Transportation Program**

On September 26, 2013, Governor Edmund G. Brown Jr. signed legislation creating the ATP 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 ATP 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 ATP include:

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

Non-motorized projects funded by these pre-ATP programs will take a number of years to close out and complete. The ATP is a competitive program administered by Caltrans' Division of Local Assistance (DLA), Office of Active Transportation and Special Programs (OATSP).

The ATP appropriates approximately \$129 million in federal and State funds annually to be distributed as follows for eligible projects selected through a competitive process:

- 40 percent to Metropolitan Planning Organizations in urban areas with populations greater than 200,000
- 10 percent to small urban and rural regions with populations of 200,000 or less
- 50 percent to projects awarded on a statewide basis

### **Program Purpose**

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for Non-Motorized users
- Advance efforts of regional agencies to achieve greenhouse gas reduction goals pursuant to SB 375 (Steinberg, Chapter 728, Statutes of 2008)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

### **The Active Transportation Program Call-for-Projects**

The first ATP Call-for-Projects was announced on March 21, 2014. This project call was for \$360 million for program years FY 2014–15 and FY 2015–16. On December 10, 2014, the California Transportation Commission (Commission) adopted the first program of projects for the ATP. This includes 265 projects utilizing \$367,968,000 in ATP funds to help fund more than \$1 billion in projects. Of this amount, \$311,274,000 was dedicated to 220 projects that provide benefits to disadvantaged communities.

The second ATP call-for-projects was announced on March 26, 2015, with a deadline of June 1, 2015. This project call was for \$360 million for program years FY 2016–17, FY 2017–18, and FY 2018–19. On January 21, 2016, the Commission will adopt a program of projects utilizing \$360 million in ATP funds.

As with the first ATP call-for-projects, ATP application and guidelines training was conducted in each of Caltrans' 12 districts. In addition, trainings for “Developing Effective Active Transportation Projects and Programs” was also conducted in all 12 Caltrans districts. These workshops were intended to provide technical assistance to smaller agencies and disadvantaged communities to help them successfully compete for ATP funding.

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

Below is a listing of other sources of bicycle and pedestrian funding and their associated websites:

### **State Funding Programs**

#### **Bicycle Transportation Account (BTA)**

Program funding was consolidated under the ATP. However, active BTA projects that were awarded prior to the ATP will take a number of years to close out. During FY 2014–15, 14 BTA projects were closed-out for a total of \$4,436,317.

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

#### **Safe Routes to School (SR2S)**

The SR2S Program funding has been consolidated under the ATP. Active SR2S projects that were awarded prior to the ATP will take a number of years to close out.

<http://dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

#### **Environmental Enhancement and Mitigation Fund (EEM)**

EEM Program funding totaling \$3 million dollars/year has been consolidated under the ATP. The California Natural Resources Agency administers another \$7 million/year in EEM Program funding. Three bicycle and pedestrian projects under the old EEM program were completed/closed-out by Caltrans during FY 2014–15 for a total of \$942,184.

[http://resources.ca.gov/bonds\\_and\\_grants/eemp/](http://resources.ca.gov/bonds_and_grants/eemp/)

#### **Local Transportation Funds**

<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>

#### **State Transportation Improvement Program**

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

#### **State Highway Operation and Protection Program**

[www.catc.ca.gov/programs/shopp.htm](http://www.catc.ca.gov/programs/shopp.htm)

#### **Clean Air Transportation Improvement Act of 1990**

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

## **Federal Funding Programs**

### **Safe Routes to School**

Moving Ahead for Progress in the 21st Century Act (MAP-21) continued SRTS as an eligible project type under the Transportation Alternatives Program (TAP), but it is no longer a stand-alone federal program. SRTS projects that were awarded prior to the ATP will take a number of years to close-out. There were 37 SRTS projects closed out during FY 2014–15 for a total of \$14,356,226.

[http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/](http://www.fhwa.dot.gov/environment/safe_routes_to_school/)

### **Transportation Enhancement Activities Program**

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

[http://www.fhwa.dot.gov/environment/transportation\\_enhancements/](http://www.fhwa.dot.gov/environment/transportation_enhancements/)

### **Transportation Alternatives Program (TAP)**

The TAP was enacted under MAP-21. Total TAP funding is two percent of MAP-21 funding. The TAP funding was consolidated under the ATP.

[http://www.fhwa.dot.gov/environment/transportation\\_alternatives/](http://www.fhwa.dot.gov/environment/transportation_alternatives/)

### **Congestion Mitigation and Air Quality Improvement Program**

In FY 2013–14, \$71,282,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds were obligated for 199 bicycle and pedestrian projects. During five-year period of FY 2010–2014, \$130,594,000 in CMAQ funds were obligated for bicycle and pedestrian projects in the State of California.

[http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/)

### **Highway Safety Improvement Program**

Cycle 6- 2012-2013 was programmed in November 13, 2013, obligated \$51.4 million in Highway Safety Improvement Program (HSIP) 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**

Caltrans staff organizes and/or attends several committees and advisory groups that address non-motorized travel, including:

### **Active Transportation and Livable Communities**

The Active Transportation and Livable Communities (ATLC) 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 Bicycle Advisory Committee**

The California Bicycle Advisory Committee (CBAC) was formed by Caltrans in 1992. It is currently comprised of 13 members who represent various California agencies and organizations. CBAC revised their charter to increase membership from 15 to 16 members. CBAC also voted to include additional representation of State and local agencies. The CBAC provides guidance to Caltrans on bicycle issues. Meetings are held on the first Thursday of every other month starting in February. The Caltrans Bicycle Facilities Unit provides staff support to the committee.

### **California Pedestrian Advisory Committee**

The California Pedestrian Advisory Committee (CalPED) is an advisory committee that addresses issues such as pedestrian safety; reducing the number of pedestrian injuries and fatalities statewide; creating safe and accessible pedestrian facilities; and improving healthy lifestyles through walkable communities and increased physical activity.

### **Complete Streets Technical Advisory Committee**

The Complete Streets Technical Advisory Committee (TAC) 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 TAC consists of representatives from each Caltrans division, functional unit, and the district. The Complete Streets TAC meets every other month. Staff from the Division of Transportation Planning (DOTP), Office of Community Planning, arranges, hosts, and facilitates all meetings.

### **Strategic Highway Safety Plan**

California's Strategic Highway Safety Plan (SHSP) is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. Started in 2005, the SHSP 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 SHSP executive leadership and a

13 member Steering Committee. The SHSP includes behavioral, infrastructure, and technology strategies addressing the “4Es” of safety: engineering, enforcement, education, and emergency services.

The SHSP 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 (CA):

- CA 1: Reduce Impaired Driving Related Fatalities
- CA 2: Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- CA 3: Ensure Drivers are Properly Licensed
- CA 4: Increase Use of Safety Belts and Child Safety Seats
- CA 5: Improve Driver Decisions about Rights of Way and Turning
- CA 6: Reduce Young Driver Fatalities
- CA 7: Improve Intersection and Interchange Safety for Roadway Users
- CA 8: Make Walking and Street Crossing Safer
- CA 9: Improve Safety for Older Roadway Users
- CA 10: Reduce Speeding and Aggressive Driving
- CA 11: Improve Commercial Vehicle Safety
- CA 12: Improve Motorcycle Safety
- CA 13: Improve Bicycling Safety
- CA 14: Enhance Work Zone Safety
- CA 15: Improve Post Crash Survivability
- CA 16: Improve Safety Data Collection, Access, and Analysis
- CA 17: Reduce Distracted Driving

CA 13, “Improve Bicycling Safety” and CA 8, “Make Walking and Street Crossing Safer,” are the two non-motorized CA. New CA 13 actions are being developed. For each CA, “actions” are developed to implement the strategies and achieve the established goals. Actions are managed and implemented by the public and private organizations participating in the SHSP. Each action has a clear purpose tied to safety. As each action is completed, the SHSP moves closer to accomplishing its overall goals.

Key SHSP bicycle and pedestrian actions for FY 2014–15 included:

- A law enforcement handbook to serve as a “how to” guide for educational presentations related to bicycle safety
- Initiatives to improve data collection from various sources regarding bicycle trips and bicycle collisions
- Recommended updates to the California Department of Motor Vehicles driver handbook on interactions between motor vehicles, bicyclists, and pedestrians

## Appendix A: Caltrans Non-Motorized Program Activities

### Division of Local Assistance

The Office of Active Transportation and Special Projects (OATSP) in DLA is the primary contact for Caltrans bicycle and pedestrian issues. Their responsibilities include:

- Administering the ATP program
- Providing staff support to committees and advisory groups that focus on issues and challenges of non-motorized facilities safety, design, and legislation (see Chapter 6 on Committees/Advisory Groups)
  - California Bicycle Advisory Group
  - Active Transportation and Livable Communities
  - California Pedestrian Advisory Committee
  - Complete Streets Technical Advisory Committee
  - Bicycle Safety Challenge Area Committee of the SHSP
  - Pedestrian Safety CA Committee of the SHSP
- Working with other Caltrans divisions to improve non-motorized data collection.
- Closing out the remaining BTA projects
- Presenting information about Caltrans non-motorized program at seminars and workshops hosted by Caltrans and local agencies
- Preparing the Non-Motorized Transportation Facilities Report to the Legislature
- Administering Caltrans sponsorship and participation in special events such as MIBM
- Responding to Caltrans and local agency inquiries about bicycle facility design and operation
- Responding to correspondence concerning Non-Motorized travel, reviewing proposed legislation, and assisting with policy development
- Providing input to the development or modification of manuals such as the California Manual on Uniform Traffic Control Devices (CAMUTCD), HDM, and the Project Development Procedures Manual
- Assisting the general public and commuters with route planning
- Assisting districts and other divisions in the selection and funding opportunities of bicycle racks, lockers, and other equipment to support bicycle commuting
- Advocating and promoting non-motorized travel as a viable transportation mode

### Division of Traffic Operations

Caltrans has increased its focus on pedestrian and bicycle safety in recent years. Some of Caltrans' pedestrian and bicycle safety strategies include:

- Bicycle Safety Monitoring Program: Caltrans is developing a program that focuses on understanding the causes of bicycle related collisions in order to develop effective ways to reduce them.
- Pedestrian Monitoring Program: Caltrans has developed a Pedestrian Monitoring Report (PMR) used to identify locations where pedestrian collisions have occurred on freeways,

expressways, and conventional highways. The purpose of the PMR is to reduce the number and severity of pedestrian related collisions.

- Pedestrian Safety Improvement Program: Caltrans continues to develop the pedestrian program with the goal to substantially reduce pedestrian fatalities and injuries in California by establishing a Pedestrian Safety Improvement Program, parallel in many respects to the HSIP, for the State of California.
- Complete Intersections Guidance: On May 24, 2011, Caltrans released the Complete Intersections Guide to raise awareness of the issues facing bicyclists and pedestrians at intersections. The principles in this guide go beyond those addressed in the 1985 Traffic Operations publication entitled, Guidelines for Reconstruction of Intersections, which primarily focused on motor vehicles. The Complete Intersections Guide identifies actions that will help improve safety and mobility for bicyclists and pedestrians. The focus is on intersections and interchanges where transportation safety and mobility issues can be most challenging.
- California Manual of Uniform Traffic Control Devices (CA MUTCD): Caltrans has revised and published the 2014 CA MUTCD on November 7, 2014, incorporating Traffic Operations Policy Directives such as “Cross-walk Enhancement Policy” and the recommendations of the California Traffic Control Devices Committee. The 2014 CA MUTCD also provides signing and striping guidance on buffered bicycle lanes, contra-flow lanes and bicycle lane line extensions through intersections. The Division of Traffic Operations is planning on developing signing/striping standards for separated bike lanes which are also known as cycle tracks or Class IV bikeways. These bike lanes are separated from motor traffic using a physical barrier, such as curbs, planters, or parked cars. These lanes will increase the comfort level of bicyclists and can contribute to increased bicycle volumes. The future release of the CA MUTCD is expected to have the signing and striping details for cycle tracks.
- Three Feet for Safety Act (Bradford, Chapter 331, Statutes of 2013): This act encourages safe passing by requiring drivers to provide 3 feet of clearance while passing a bicycle in the same direction. The 2014 CA MUTCD has incorporated new signs to be used when there is a need to remind motorists to pass bicyclists at a safe lateral distance.

## **Division of Design**

The Division of Design (DOD) continued to focus on encouraging Caltrans personnel and our local partners to work proactively with their communities to provide safe, integrated and efficient transportation facilities that promote increased use by bicyclists and pedestrians of all ages and abilities. The DOD also continued to endorse the use of Context Sensitive Solutions as a fundamental principle of planning and designing all SHS projects, particularly those in urban environments.

The DOD completed a review of the National Association of City Transportation Officials (NACTO) Urban Street Design and NACTO Urban Bikeway Design manuals. As a result of this review, changes were incorporated into the September 22, 2014, revisions of the HDM. The DOD recognizes that the NACTO manuals can also provide additional guidance not covered in the HDM. With sound engineering judgment, in conjunction with use of the HDM, the NACTO guides are a useful tool for project engineers looking to enhance the bicycle and pedestrian features of their projects.

Additional non-motorized facility HDM revisions, published in September 22, 2014, and July 1, 2015, included design guidance on:

- Curb extensions (bulbouts)
- Pedestrian refuge islands
- Class I Bikeways
- Clarified curve radius guidance that reflects the intent to reduce vehicular speeds at right-turn lanes for the benefit of motorists, bicyclists, and pedestrians.

On May 27, 2015, the DOD hosted a Class IV Bikeway Summit in Sacramento, California (see Chapter 2, page 14).

During the last fiscal year, other DOD activities that focused on bicycle and pedestrian issues included:

- Assistance to Caltrans' region and district personnel to resolve design issues related to non-motorized travel on the SHS on an as needed basis
- Training on *Understanding Bicycle Transportation* and on the requirements of the Americans with Disability Act and how they relate to designing projects on the SHS
- Advice to both headquarters and district personnel on the safety and mobility needs of bicyclists and pedestrians; which includes providing guidance on both federal (Americans with Disabilities Act) and State pedestrian accessibility regulations and laws
- Input to various committees and other collaborative efforts that focus on bicycle and pedestrian travel, such as the CBAC, CalPed, California SHSP Plan (CA 8 - Making Walking and Street Crossing Safer and CA 13–Improve Bicycling Safety), and the Caltrans' Complete Streets TAC

## **Division of Transportation Planning (DOTP)**

### **Office of State Planning**

The California Transportation Plan (CTP 2040) is a statewide, long-range, multimodal transportation plan designed to help meet California's mobility needs while achieving maximum feasible greenhouse gas reductions. The CTP 2040 presents goals, policies, strategies and performance measures to achieve our collective vision for California's transportation future. The CTP 2040 is currently under development with an anticipated completion in December, 2015. The CTP 2040 will include non-motorized travel components and incorporates smart mobility framework principles. More information on the CTP 2040 can be found: <http://www.californiatransportationplan2040.org>

The Economic Analysis Branch developed the first version of the ATP benefit-cost tool to aid in the cost-effectiveness criteria of active transportation projects. The ATP is an ongoing effort: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>

## Office of Multi-Modal System Planning

Caltrans' system planning is fundamental to Caltrans' multi-modal long-range (20-25 year) planning for interregional transportation, corridor system management, and statewide travel. System planning is a process that evaluates existing and future operating conditions on the SHS and recommends enhancements to improve system operations and mobility.

- District System Management Plans (DSMP)—A DSMP is a long-range policy-planning document that describes how the district envisions the transportation system will be maintained, preserved, managed, operated, and developed during the planning horizon. It provides a vehicle for the development of multimodal, intermodal, and multijurisdictional system strategies. These strategies are developed in partnership with related Caltrans functional units, divisions, and districts, as well as external partners, such as MPOs, Regional Transportation Planning Agencies, cities, counties, tribal governments, other partner agencies, and the public. As one of the district's long range plans, the DSMP plays a major role in guiding the development of both the Transportation Concept Reports (TCRs) and Corridor System Management Plans (CSMPs).
- TCR and CSMP—Each Caltrans district develops a TCR and/or a CSMP for each State route with a multimodal perspective and address key measures and elements such as:
  - Community Characteristics
  - Land Use
  - System Characteristics
  - Bicycle Facility
  - Pedestrian Facility
  - Transit Facility
  - Freight
  - Environmental Considerations
  - Corridor Performance Measures
  - 20–25 Year Facility and Operations Concepts
  - Programmed, Planned, and Conceptual Projects
- DSMP Project List—The DSMP project list is a dynamic list of projects derived from TCRs, CSMPs, Regional Transportation Plans, the Interregional Transportation Strategic Plan (ITSP) and General Plans. The project list provides a direct link between system planning and project development. This link occurs when projects in the DSMP project list are used to generate Project Initiation Documents (PID). The DSMP project list also contributes to projects in the State Highway Protection Program (SHOPP) and the Interregional Transportation Improvement Program (ITIP).
- Interregional Transportation Strategic Plan—The Interregional Transportation Strategic Plan (ITSP) is the long-range planning document for the interregional transportation system and is used to identify priorities during the development of the ITIP, Caltrans' portion of the State Transportation Improvement Program (STIP). The 2015 ITSP provides an overview of the interregional transportation system, including the major interregional corridors (strategic interregional corridors) and the identification of the

major interregional facilities (priority interregional facilities) that have the greatest interregional impact on California. Concepts have been created for each of the 11 strategic interregional corridors that will be used by a variety of agencies to plan and program transportation improvements. The 2015 ITSP has integrated all modes into the corridor analysis, including freight movement, recreational tourism, intercity passenger rail, interregional bus service, bicycle and pedestrian facilities. The 2015 ITSP was approved by the Commission on June 30, 2015.

- California Statewide Bicycle and Pedestrian Plan—Caltrans is developing its first-ever statewide bike and pedestrian plan that will be a visionary and comprehensive policy plan to support active modes of transportation. System Planning is the contract lead for the CSBPP. The plan will be in alignment with the policies of the CTP and provide goals that better connect the State’s bike and pedestrian facilities with the existing network and other modes of transportation. It will guide the planning and development of active transportation on State facilities such as the SHS, intercity and passenger rail, High Speed Rail, public transit, and will complement regional and local plans and address connectivity with local networks.
- System Planning is leading the Performance Measure Team under the Sustainability Goal 3 for percentage increase of non-auto modes for bicycle, pedestrian, and transit. The target is to triple bicycle, double pedestrian and double transit by 2020.
- System Planning is co-leading the Park and Ride Charter team. The vision of the Park and Ride Charter team is to develop and enhance California’s park and ride facilities as primary assets in meeting environmental and economic goals through new technology; increased awareness; public and private partnerships; and ensuring equitable choices for all.
- Statewide Travel Analysis Branch is working with the Federal Highways Administration (FHWA) on the 2015 add-on program for the National Household Travel Survey. Caltrans has provided funding for 24,000 extra samples for California and added six extra survey questions about bike, walk, and transit trips by households. This survey is one of the key sources of information on non-motorized bicycle and pedestrian modes.

### **Office of Program and Project Planning**

The Project Study Report-Project Development Support (PSR-PDS) is the primary Project Initiation Document (PID) used to program State Transportation Improvement Plan (STIP) Projects. In FY 2014-15, the first phase of a pilot program was rolled out to four districts to use a new Project Initiation Report (PIR) to program SHOPP projects. The PSR-PDS and PIR documents include a Transportation Planning Information Sheet (Scoping Sheet) as a required attachment and are used to incorporate Complete Street concepts into State highway projects. The Scoping Sheet assists Project Development Teams (PDTs) to develop projects that are consistent with the long-range transportation planning process for the statewide intergraded multimodal transportation system.

The Scoping Sheet ensures that PDTs consider the following:

- Consistency with planning concepts and statewide goals
- Transportation system throughput and efficiencies for all modes
- Community values, context sensitive solutions, and complete streets
- Consistency with State, regional and community planning decisions

A Scoping Sheet can be found in Appendix L of the Project Development Procedures Manual. It is also available on line at: [http://www.dot.ca.gov/hq/tpp/offices/opsc/pdpm\\_scoping\\_tools.html](http://www.dot.ca.gov/hq/tpp/offices/opsc/pdpm_scoping_tools.html).

### **Office of Sustainable Community Planning**

- Active Transportation and Livable Communities–The Office of Sustainable Community Planning (OSCP) provides staff support to the ATLC advisory committee. The ATLC was established to discuss challenges and recommend solutions and action items pertaining to non-motorized transportation. Caltrans receives input and advice from the ATLC on Caltrans’ guidance, manuals, policies, plans, and programs. The committee includes various advocacy groups concerned with creating livable communities, smart growth, active transportation, complete streets, access for persons with disabilities, and context-sensitive design.

Complete Streets:

- Complete Streets Implementation Action Plan 2.0–OSCP has released the Complete Streets Implementation Action Plan 2.0 (CSIAP 2.0), which demonstrates the continued and increased efforts of complete streets implementation throughout all of Caltrans. The CSIAP 2.0 lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into the work of all Caltrans’ functions and districts. Through this CSIAP 2.0, progress is tracked and monitored to get an overall measurement of how well complete streets are being integrated into all Caltrans processes statewide.
- Complete Streets Technical Advisory Committee–OSCP provides staff support to the Complete Streets TAC, which consists of members from all Caltrans headquarters functions and districts. Implementation of CSIAP 2.0 is moved forward by this group with the information sharing, issues raised, solutions recommended, and decisions of the TAC.
  - The TAC met five times during FY 2014–15 and monitored progress on numerous efforts such as guidance; manual and plan updates; data improvements; and enhanced training.
  - The Complete Streets Executive Committee, comprising the four sponsoring deputies of the complete streets policy, will continue to oversee and monitor implementation and take concerns or recommendations from the Complete Streets TAC to Caltrans Executive Board.

- Complete Streets Overview Training Course—OSCP has played a key role in completing a series of six statewide cross-functional complete streets overview training courses for Caltrans staff through FY 2013–14 and FY 2014–15. OSCP has secured funding for another series of seven courses to continue this education to reach more Caltrans and partner agency staff. The two-day training consists of in classroom learning, walk audits, and activities to engage students in understanding the challenges and solutions for implementing complete streets in their work.
- Complete Streets information can be viewed at:  
[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html)

#### Smart Mobility:

OSCP has continued distribution, outreach, and presentations on the Smart Mobility Framework (SMF), also known as *Smart Mobility 2010: A Call to Action for the New Decade*, to integrate transportation and land use in planning, programs, and projects throughout the State. Performance measures suggested specifically reference non-motorized travel.

- Smart Mobility Framework Implementation Pilot Study—The Smart Mobility Framework Implementation Pilot Study ended in FY 2014–15. It developed strategies and methodologies to integrate smart mobility principles, concepts, and performance measures into practice in accordance with the Smart Mobility Framework. Final results present best practices, performance measures, and a replicable process for incorporating smart mobility into comparable efforts throughout Caltrans and partner agencies’ work.
- Planning Forward Smart Mobility Framework Implementation Team—OSCP has formed a team to develop ways to more fully integrate the SMF into Caltrans processes based on past research through a Value Analysis Report and the SMF Implementation Pilot Study.
- Smart Mobility Framework Learning Network—This learning network is being established to bring together practitioners in sustainable transportation, land use planning, and development to participate in SMF focused forums throughout the State. The contract for a consultant was secured this fiscal year and work will begin next fiscal year. The forum-based workshops will further promote and extend the reach of smart mobility and the principles of the SMF, encouraging integration of smart growth concepts into transportation planning.
- Smart Mobility information can be viewed at:  
<http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>

#### Emerging Priorities:

- In FY 2014–15, OSCP funded ten planning projects through a one-time Emerging Priorities Grant Award program. Highlights of the funded projects include:
  - Transportation Analysis Guide/Transportation Impact Study Guide, a transformative guidance document that outlines the multimodal transportation analysis required for

- projects on the SHS and responds to the move away from level of service/delay to vehicle miles traveled under the California Environmental Quality Act (CEQA).
- The California Statewide Bicycle and Pedestrian Plan will establish a policy framework to guide statewide investment in bicycle and pedestrian facilities and interconnections as key components of the State’s multimodal transportation system.
- A series of transportation safety assessments, bicycling safety assessments, and pedestrian safety assessments will be conducted for approximately 15 Native American Tribal communities throughout California.
- SMF learning network creates educational and outreach programs to extend the reach of Smart Mobility and Complete Streets principles and practices.

**Public Engagement:**

- Since 2002, OSCP has managed a Planning Public Engagement Contract (PPEC), which is now in its fourth multi-year term. The PPEC provides specialized services and expertise from a multidisciplinary consultant team to support and enhance public outreach and engagement in the transportation planning process. In FY 2014–15, under a new contract, the PPEC supported a number of transportation planning efforts including an update of the Interregional Transportation Strategic Plan, which addresses the State’s strategic interregional corridors and includes bicycle and pedestrian facilities as integral components of the statewide transportation system. The PPEC also supported stakeholder outreach for the State Route 51 corridor through Sacramento, which brought bicycle and pedestrian advocates into early stages of the planning process.

**Office of Regional Planning**

Sustainable Transportation Planning Grant Program–The Sustainable Transportation Planning Grant Program was created in FY 2014–15 to support the Caltrans current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.* Current significant efforts were also considered during grant program development, such as California Transportation Infrastructure Priorities Vision and Core Concepts; State Smart Transportation Initiative Assessment and Recommendations; Caltrans Program Review Major Actions; California Transportation Plan 2040 Vision and Goals; and Smart Mobility 2010 Principles.

The revised grant program combined the previous grants, Environmental Justice, Community-Based Transportation Planning, and Transit Planning, into what is now called Sustainable Communities. However, Caltrans still provides transportation planning grants to promote a balanced, comprehensive multimodal transportation system. These grants may be used for a wide range of transportation planning purposes, which address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements. FY 2015–16 will be the first round of grant awards that will incorporate non-motorized transportation planning projects, many of which concentrate on increasing connectivity between all modes of transportation while keeping safety as a top priority.

Health in All Policies Task Force—The Air Quality and Environmental Branch participates in the Health in All Policies (HiAP) Task Force with other State agencies. Caltrans is especially involved with the coordination for the HiAP Active Transportation Action Plan.

## **Caltrans Districts**

There are three full-time non-motorized program positions in three Caltrans districts. Coordinators in the other nine districts are typically located in the district transportation planning office and perform non-motorized program duties as part of their responsibilities. Typical activities include:

- Supporting district bicycle and pedestrian advisory committees
- Promoting bicycling within Caltrans and externally in the community through sponsorship and participation in Bike to Work Month activities and bike sharing programs
- Reviewing district projects for appropriate bicycling and walking provisions to ensure compliance with Deputy Directive 64-R2, Complete Streets, Integrating the Transportation System both during planning and final project construction
- Reviewing district non-motorized projects such as parallel or grade-separated bicycle/pedestrian infrastructure
- Coordinating the review of bicycle/pedestrian infrastructure improvements along or across State right-of-way proposed by local/regional agencies
- Participating in various meetings concerning non-motorized transportation
- Participating on various headquarters/district teams
- Assisting bicycle tourists and commuters with route planning
- Participating in special events such as transportation fairs and bicycling safety clinics
- Coordinating responses to local agencies, bicycle advocates, and the general public concerning bicycling conditions and improvements on State highways and in work zones
- Working with local and regional agencies, transit operators, and Caltrans staff to implement bicycle improvements
- Distributing information on funding opportunities and reviewing funding applications
- Assisting cities and counties with the development of BTA applications
- Convening committees to review, evaluate, and recommend BTA applications for funding
- Assisting local and regional agencies with project evaluations, funding priorities, and bicycle transportation plan development
- Developing and updating district bicycle maps

## **Appendix B: State Statutes on Bicycling and Walking**

### **Recently Adopted Bicycle and Pedestrian Legislation**

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

##### Streets and Highways Code

###### Section 885.1

AB 1193 requires the department, 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: (d) 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 protected 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**

##### California Vehicle Code

###### Section 21760

Requires motor vehicles to leave a 3-foot margin while passing a cyclist if possible. (c) A driver of a motor vehicle shall not 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. (d) If the driver of a motor vehicle is unable to comply with subdivision (c), due to traffic or roadway conditions, the driver shall 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. (f) This section shall become operative on September 16, 2014.

## **AB 417 (Frazier, Chapter 613, Statutes of 2013)**

### Public Resources Code

#### Section 21080.20

AB 417 was signed into law by Governor Edmund Brown Jr. This bill, until January 1, 2018, exempts from California Environmental Quality Act (CEQA) a bicycle transportation plan for an urbanized area, as specified, and also requires 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 OPR and the county clerk.

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

### Streets and Highways Code

#### Section 2380

There is hereby established the Active Transportation Program in the department for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. It is the intent of the Legislature that the program achieves all of the following goals: (a) Increase the proportion of trips accomplished by biking and walking. (b) Increase safety and mobility for non-motorized users. (c) Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) and Senate Bill 391 (Liu, Chapter 585, Statutes of 2009). (d) Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding. (e) Ensure that disadvantaged communities fully share in the benefits of the program. (f) Provide a broad spectrum of projects to benefit many types of active transportation users.

## **SB 1095 (Killea, Chapter 517, Statutes of 1993): Authorizing Legislation for the Non-Motorized Facilities Report to the Legislature**

### 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.

## Other State Statutes on Bicycling and Walking

### Streets and Highways Code

- Section 104                    The department may acquire real property for the construction and maintenance of non-motorized transportation facilities.
- Section 885                    The Legislature hereby finds and declares that traffic congestion, air pollution, noise pollution, public health, energy shortages, consumer costs, and land-use consideration resulting from a primary reliance on the automobile for transportation are each sufficient reasons to provide for multimodal transportation systems.
- Section 885.2                The Legislature finds and declares... (c) The components of a successful bicycle program include engineering and design of safe facilities, education of bicyclists, and the motoring public on lawful use of the highways and enforcement of traffic laws. (d) Efforts to improve safety and convenience for non-motorized transportation users are a proper use of transportation funds. (f) The bicycle is a legitimate transportation mode on public roads and highways. (g) Bicycle transportation can be an important, low-cost strategy to reduce reliance on the single-passenger automobile and can contribute to a reduction in air pollution and traffic congestion.
- Section 886                    There is in the department, a bicycle facilities coordinator in Caltrans who is responsible for the administration of bicycle-related activities of the department.
- Section 887.2                The department shall publish a statewide map illustrating State highway routes available for the use of bicyclists and, where bicyclists are prohibited from using a State highway, alternate routes.
- Section 887.6                The department may enter into cooperative agreements with public agencies for the construction and maintenance of non-motorized transportation facilities, which generally follow a State highway right-of-way where the department has determined that the facility will improve safety and convenience for bicyclists.
- Section 887.8                (a) After consulting with the law enforcement agency having primary traffic law enforcement responsibility with respect to the state highway, the department may construct and maintain non-motorized facilities approximately paralleling that highway. (b) Where traffic safety or capacity of the highway would be increased, the department shall pay for the construction and maintenance of non-motorized transportation facilities approximately paralleling the highway. (c) The Legislature finds and declares that the construction and maintenance of non-motorized transportation facilities constitute a

highway purpose under Article XIX of the California Constitution, and justify the expenditure of highway funds and the exercise of eminent domain therefor.

- Section 888 The department shall not construct a State highway as a freeway that will sever or destroy an existing major route for non-motorized traffic unless a reasonable, safe, and convenient alternate route is provided or such a route exists.
- Section 888.2 Specifies circumstances under which the department shall incorporate non-motorized transportation facilities in the design of freeways on the State Highway System.
- Section 888.4 Requires a minimum of \$360,000 to be budgeted annually from the State Highway Account for non-motorized transportation facilities to be used in conjunction with the State Highway System.
- Section 888.8 The department may undertake demonstration projects and perform technical studies, and use available federal funds for state or local agency bicycle programs.
- Sections 890-894.2 Defines bicycle commuters and bikeways and requires the department to establish minimum bikeway design criteria, outline bikeway plan requirements, and administer the Bicycle Transportation Account.
- Section 2106(b) Specifies the amount to be transferred into the Bicycle Transportation Account.

#### Public Utilities Code

- Sections 99233.3 and 99400 Governs the use of Local Transportation Fund revenues for Non-Motorized projects. The Transportation Development Act of 1971 created these provisions.

#### Vehicle Code

- Section 21200 Bicyclist's rights and responsibilities for traveling on highways.
- Section 21201 Bicycle equipment requirements on roadways, highways, sidewalks, bike paths, etc.
- Section 21202 Bicyclist's position on roadways when traveling slower than the normal traffic speed.

Section 21206	Allows local agencies to regulate operation of bicycles on pedestrian or bicycle facilities.
Section 21207	Allows local agencies to establish bike lanes on non-state highways.
Section 21207.5	Prohibits motorized bicycles on bike paths or bike lanes.
Section 21208	Specifies permitted movements by bicyclists from bike lanes.
Section 21209	Specifies permitted movements by motorists in bike lanes.
Section 21210	Prohibits bicycle parking on sidewalks unless pedestrians have an adequate path.
Section 21211	Prohibits impeding or obstruction of bicyclists on bike paths.
Section 21212	Requires a bicyclist less than 18 years of age to wear an approved helmet.
Section 21717	Requires a motorist to drive in a bike lane prior to making a turn.
Section 21949	Requires all levels of government in the State to provide safe and convenient facilities for pedestrians.
Section 21960	Authority to close freeways and expressways to bicyclists and pedestrians.
Section 21450.5	Requires detection of bicycles and motorcycles at traffic actuated signals.

Government Code

Section 65040.2	Requires development of guidelines for including all travel modes in general plan circulation elements.
Section 65302	Requires general plan circulation elements to plan for all users of streets, roads, and highways.

## **Appendix C: Non-Motorized Information Websites**

Active Transportation for Livable Communities Working Group:

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

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](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:

<https://calbike.org/>

Caltrans Complete Streets Program:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](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 Transportation Planning – Bicycle Program:

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

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

CA MUTCD:

<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](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](http://www.dot.ca.gov/hq/tpp/offices/ocp/livable_communities.html)

Sacramento Region May is Bike Month:  
<http://www.mayisbikemonth.com/>

Transportation Tools to Improve Children's Health and Mobility:  
<http://www.dot.ca.gov/hq/LocalPrograms/TransportationToolsforSR2S.pdf>

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

U.S. Department of Transportation Bicycle/Pedestrian Design Guidance:  
[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm)

## **Appendix D: Non-Motorized Report Acronyms**

<b>AB</b>	Assembly Bill
<b>ARB</b>	Air Resources Board
<b>ATLC</b>	Active Transportation and Livable Communities
<b>ATP</b>	Active Transportation Program
<b>ATRC</b>	Active Transportation Resource Center
<b>BTA</b>	Bicycle Transportation Account
<b>CA</b>	Challenge Areas
<b>CalPED</b>	California Pedestrian Advisory Committee
<b>CA MUTCD</b>	California Manual of Uniform Traffic Control Devices
<b>CBAC</b>	California Bicycle Advisory Committee
<b>CEQA</b>	California Environmental Quality Act
<b>CMAQ</b>	Congestion Management and Air Quality Improvement Program
<b>CSBPP</b>	California State Bicycle and Pedestrian Plan
<b>CSIAP</b>	Complete Streets Implementation Action Plan
<b>CTP</b>	California Transportation Plan
<b>DLA</b>	Caltrans Division of Local Assistance
<b>DOD</b>	Caltrans Division of Design
<b>DOT</b>	Department of Transportation
<b>DOTP</b>	Caltrans Division of Transportation Planning
<b>DRISI</b>	Caltrans Division of Research, Innovation, and System Information
<b>DSMP</b>	District System Management Plan
<b>EEM</b>	Environmental Enhancement and Mitigation Program
<b>FHWA</b>	Federal Highway Administration
<b>GHG</b>	Greenhouse Gases
<b>HDM</b>	Highway Design Manual
<b>HiAP</b>	Health in All Policies

<b>HPP</b>	High Priority Project
<b>HSIP</b>	Highway Safety Improvement Program
<b>ITE</b>	Institute of Transportation Engineers
<b>LAB</b>	League of American Bicyclists
<b>LSEV</b>	Low-Speed Electric Vehicle
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century
<b>MIBM</b>	May is Bike Month
<b>MPO</b>	Metropolitan Planning Organization
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NACTO</b>	National Association of City Transportation Officials
<b>OATSP</b>	Caltrans Office of Active Transportation and Special Projects
<b>OCP</b>	Caltrans Office of Community Planning
<b>PDT</b>	Project Development Team
<b>PIR</b>	Project Initiation Report
<b>PMR</b>	Pedestrian Monitoring Report
<b>PPEC</b>	Planning Public Engagement Contract
<b>SB</b>	Senate Bill
<b>SCS</b>	Sustainable Communities Strategies
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SHS</b>	State Highway System
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SMF</b>	Smart Mobility Framework
<b>SR2S</b>	State Safe Routes to School Program
<b>SRTS</b>	Federal Safe Routes to School Program
<b>STIP</b>	State Transportation Improvement Program
<b>TAP</b>	Transportation Alternatives Program
<b>TAC</b>	Technical Advisory Committee

<b>TAP</b>	Transportation Alternatives Program
<b>TARC</b>	Technical Assistance Resource Center
<b>TCSP</b>	Transportation, Community and System Preservation Program
<b>TCR</b>	Transportation Concept Report
<b>TE</b>	Transportation Enhancement
<b>UCD</b>	University of California, Davis