

Active Transportation in California

The Non-Motorized Transportation Facilities Report

Fiscal Year 2016-17



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Report to the Legislature

2017

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Executive Summary

Introduction

Over the past 20 years, the California Department of Transportation (Caltrans) has directed more than a billion dollars in federal and State funds towards bicycle and pedestrian projects in the State of California. With the inception of the Active Transportation Program (ATP), and bicycle and pedestrian projects in programs such as the Highway Safety Improvement Program, Caltrans is currently funding more than \$300 million a year in non-motorized transportation projects. With this increased focus on bicycle and pedestrian issues, Caltrans is progressing toward its goal of fully integrating non-motorized transportation into the California transportation system. One measure of this progress is the improvement in the State of California ranking in the Annual Bicycle Friendly State Survey conducted by the League of American Bicyclists (LAB). California improved from 19th to 3rd in the nation between 2013 and 2017.

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). Non-motorized facilities are an integral part of multi-modal transportation, and this legislative report is designed to identify the unique integration of both.

Active Transportation (also known as non-motorized transportation) has taken on an increasingly important role in the State of California. Now in its fourth year, ATP has completed three Call-For-Projects. The third Call-for-Projects was originally for \$245 million, but 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). As of December 2017, there are over \$1.1 billion in bicycle and pedestrian projects programmed with ATP funding through Fiscal Year (FY) 2020-21. The ATP Cycle 4 Call-For-Projects is scheduled for early 2018.

Senate Bill 1 (SB 1), the Road Repair and Accountability Act passed in April 2017, added \$100 million per year to the ATP. This brought the ATP funding total to \$225 million per year. In addition, SB 1 increased the Sustainable Transportation Grant Program budget from \$10 million to \$35 million. SB 1 also requires complete streets elements where feasible for all projects funded by the Road Maintenance and Rehabilitation Program. Overall, SB 1 is a game changer for active transportation in California.

This year, the LAB issued a new Bicycle Friendly State Survey. The State of California survey responses ranked third in the country. Previously in 2013, California was ranked 19th in the LAB survey. Caltrans' commitment to integrate non-motorized modes into the State transportation system is reaping measurable, positive results.

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:

- Reducing the number of fatalities in a calendar year by 10 percent in each of the following mode types: car, transit, pedestrian, and bicyclist.
- 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 (CSBPP) “Toward an Active California” in May 2017. As part of the CSBPP implementation, Caltrans is funding Complete Streets Plans (Plans) for each district. The goal of the Plans is to increase bicycling, walking, and access to transit by preparing data-driven Plans with quantifiable performance measures which will result in map-able data and project lists.

Caltrans Headquarters initiated a BikeShare Program in April 2016. After a year, over 300 Caltrans employees have made BikeShare bicycles part of their workday. Currently, 18 California departments have a BikeShare Program. This three-year effort is growing annually and poised to be expanded throughout the State of California.

Other Caltrans bicycle initiatives include:

- The Active Transportation Resource Center (ATRC) which provides training and resources to agencies on bicycle safety and active transportation projects.
- Caltrans is developing a State framework and uniform approach for designating United States Bicycle Route System (USBRS) routes in the state of California as part of the
- USBRS National Corridor Plan.
- Caltrans sponsorship of both the May is Bike Month and the semi-annual California Bicycle Summit events.

The Non-Motorized Transportation Facilities Report to the California State Legislature Fiscal Year 2016-17 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 or begun between FY 2015-16 and FY 2016-17. 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.



Title of Project: Pearson Road/Maxwell Drive Safe Routes to School Connectivity Project

Project Location: Paradise, CA

Project Administration: Town of Paradise

Type of Project: Safe Routes to School

ATP Fund Amount: \$2,356,000

Project Duration: December 10, 2014 to August 15, 2017

Project Description:

Infrastructure improvements built to connect the Greater Paradise Area to three public schools. Improvements included sidewalks, curbs, gutters, drainage, and retaining walls.

Positive Benefits to the Community:

Large sections of the project area contained no sidewalks. This situation posed a danger of collisions with vehicles as students walked within the lane of travel to and from school. As a result, students were discouraged from walking or bicycling to school. Those who did walk or bike did so at a risk. This project created connected sidewalks to and from Paradise Elementary School, Paradise Intermediate School, and Honey Run Academy. This project also connected with Paradise Community Park and Paradise Memorial Trailway—a five-mile Class I bike path through Paradise, CA.



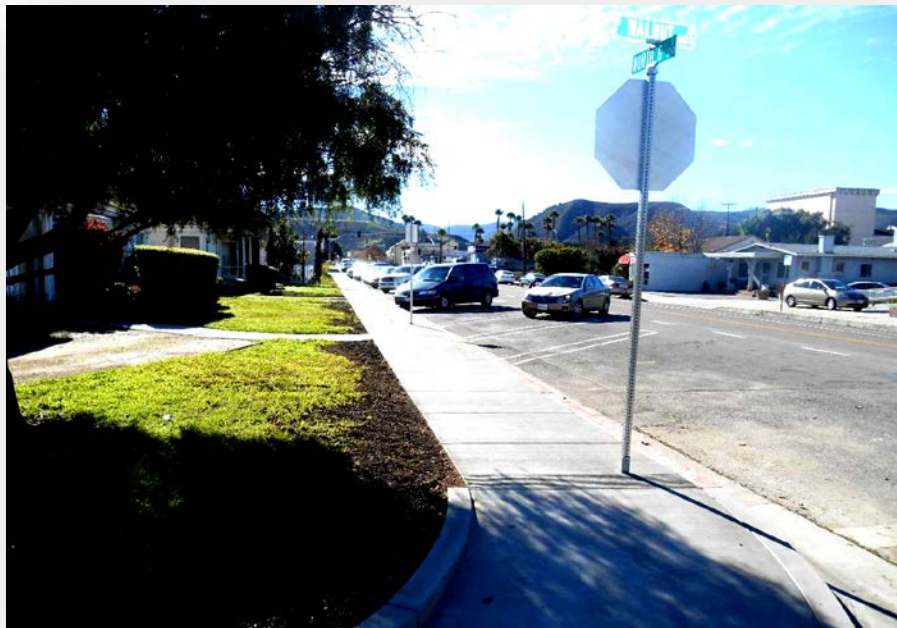
Title of Project:	Go Human
Project Location:	Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura
Project Administration:	Southern California Association of Governments
Type of Project:	Non-Infrastructure
ATP Fund Amount:	\$2,333,000
Project Duration:	December 10, 2014 to August 15, 2017

Project Description

Go Human is a campaign that encourages southern Californians to use human-powered transportation to change how we think about others on the road. *Go Human* works with local partners across the region to host events and projects that re-imagine and showcase safer streets for everyone. By hosting open streets events and demonstration projects, community members get to experience innovative infrastructure concepts in real time. Such events create unique opportunities for residents to provide feedback that can be valuable in refining projects, building community support, and contributing to competitive active transportation grant applications.

Positive Benefits to the Community:

This project addressed real and perceived dangers of walking and bicycling: Tackle the region's auto-centric reputation which discourages people from pursuing walking/bicycling in their communities, and increase awareness of community-wide benefits of walking and bicycling.



Title of Project: Sidewalk Infill and Curb Ramp Project

Project Location: City of Lompoc, CA

Project Administration: City of Lompoc

Type of Project: Safe Routes to School

ATP Fund Amount: \$442,000

Project Duration: December 10, 2014 to August 31, 2017

Project Description:

These Americans with Disabilities Act (ADA)-compliant sidewalks and ramps were constructed while removing physical barriers such as bushes, trees, and fences. This project is designed to increase pedestrian safety for school children attending three schools located within 0.5 miles of the project site—Lompoc High School, Hapgood Elementary School, and Lompoc Valley Middle School.

Positive Benefits to the Community:

Before construction, the project locations lacked sidewalks and had many physical barriers which forced pedestrians to walk in the street. These barriers included bushes, trees, fences, and other landscaping features. The project removed physical barriers and haphazard structures while constructing ADA-compliant sidewalks and curb ramps to provide safe, accessible, convenient, and connected walking corridors.



Title of Project: Brockway Road Trail

Project Location: City of Truckee, CA

Project Administration: City of Truckee

Type of Project: Class I Bicycle Trail

ATP Fund Amount: \$727,481

Project Duration: March 28, 2013 to September 5, 2017

Project Description:

The Brockway Road Trail project connects two existing Class I bicycle paths at Truckee Regional Park and “The Rock” development.

Project Benefits to the Community:

Prior to this project, bicycle traffic on Brockway Road used the road shoulder for travel. In some places the shoulder did not exist and were often debris-filled, creating safety concerns. The new connections provided by this project have increased bicycle travel in Truckee’s overall bicycle network. It provided much-needed pedestrian and bicycle access from the downtown area and Truckee Regional Park to the Sierra Meadows neighborhood, Village Green Mobile Home Park, and the Ponderosa Fairway Estates neighborhood.



Title of Project: 65th Street Green Lanes Project

Project Location: City of Sacramento, CA

Project Administration: City of Sacramento

Type of Project: Bicycle Transportation Account

BTA Fund Amount: \$303,300

Project Duration: December 6, 2012 to December 13, 2017

Project Description:

A green Class II Bicycle Lane was added on 65th Avenue in Sacramento from 4th Avenue to Folsom Boulevard. The new green lanes fill a gap in the existing on-street Class II Bikeway System across a freeway interchange.

Positive Benefits to the Community:

The primary beneficiaries of this project are California State University students living in housing at 4th Avenue and 65th Street. Students on bicycles can now use the new green lanes to commute to class. Residents living south of State Route 50 are also able to access the light rail station north of the highway by bicycle.



Title of Project: Citrus Heights Intersection of Sunrise and Sungarden

Project Location: City of Citrus Heights, CA

Project Administration: City of Citrus Heights

Type of Project: Highway Safety Improvement Program

HSIP Fund Amount: \$900,000

Project Duration: February 24, 2011 to March 6, 2017

Project Duration:

These project improvements include installation of a traffic signal; raised curb/retention along an existing elevated, angled sidewalk; roadway realignment; new medians and turn pockets; pedestrian safety improvements; and striping and pavement markings. This project also provides ADA compliant transitions for pedestrians while mitigating limited sight-lines that existed in all directions from the intersection. Hospital Safety Improvement Program funds provided \$900,000 of the \$1,834,000 project costs.

Positive Benefits to the Community:

This project improves safety, reduces crash potential, and provides an ADA-accessible pedestrian crossing where none previously existed.

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 (CSBPP): “Toward an Active California.” The CSBPP is a visionary and comprehensive policy plan that supports 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 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
- Public Transit

Part of the application of CSBPP will be Caltrans preparing District-level Complete Streets plans. The goal of these plans is to increase bicycling, walking, and access to transit by preparing data-driven plans with quantifiable performance measures which will result in mapped data and project lists. Public outreach and a robust implementation plan will engage stakeholders and identify strategies and policies necessary to increase the number of Complete Streets facilities on the State Highway System. 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.

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.

The extant bicycle lockers and bicycle cage at Caltrans Headquarters are being used to store and maintain the BikeShare bicycles. Caltrans employees are using the BikeShare bicycles to get to offsite meetings and exercise on their breaks. As of April 2017, more than 300 Caltrans employees have used the BikeShare Program as part of their workday. As a State of California initiative, the BikeShare program currently has 18 participating State agencies. This three-year effort is poised to expand throughout the State of California.



State BikeShare Program, May 2017

Active Transportation Resource Center

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 Technical Assistance Resource Center. Under the ATRC, technical assistance is offered for all ATP eligible project types.

The ATRC is currently funded for over \$8 million through June 2021. ATRC current and future efforts include:

- Training and workshops on topics such as ATP funding opportunities, Safe Routes to School outreach/education, bicycle and pedestrian facility design and planning, and community planning for active transportation
- ATRC resource center website and information clearinghouse
- ATP project consultations
- ATP and Safe Routes to School Traffic Injury Mapping Systems
- A pilot statewide data clearinghouse for bicycle and pedestrian user data
- Safe Routes to School curriculums for K-8 grades
- Walking School Bus / Bike Train Guides
- Walk to School and Bike to School Day Encouragement Materials
- Safe Routes to School Programs in Rural California
- Creating Safe Routes to School Programs in Tribal Communities in California
- California School Crossing Guard Training Guidelines

Caltrans Division of Research, Innovation, and System Information

Caltrans' Division of Research, Innovation, and System Information conducts more active transportation research than any other Department of Transportation in the country. Currently there are 39 bicycle and pedestrian research projects totaling millions of dollars in transportation research. Research topics include:

- Strategies for reducing pedestrian and bicyclist injury at the corridor level
- Managing pedestrian and car interactions
- The impact of public bike sharing on bicycle safety in North America
- Bicycle crash risk: How does it vary and why
- Estimating pedestrian accident exposure
- Pedestrian safety improvement program

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. There were 1,558,161 miles and 267,134 total bicycle trips logged in the region during MIBM 2017. For Caltrans' part, 247 employees logged 46,598 miles and 5699 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 MIBM event.

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. BikeFest participants support the common cause of promoting more bicycling as a healthy, low-carbon footprint alternative to driving a car.



May is Bike Month BikeFest, 2017

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.



Director Malcolm Dougherty (left), 2017 Director's Ride

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.

Bike to Work Day

Bike to Work Day is both a regional and national event during MIBM. On Bike to Work Day 2017, Caltrans staff set up a table at 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.

The United States Bicycle Route System

The National Corridor Plan for the U.S. Bicycle Route System (USBRS) was established by the *American Association of State Highway and Transportation Officials* (AASHTO) in 2008. To date, nearly 12,000 miles of the USBRS have been established in 25 states. Currently, Caltrans is developing a State framework and uniform approach for designating USBRS routes in the State of California as part of the USBRS National Corridor Plan.

As the AASHTO-designated lead for the State of California, Caltrans leadership and involvement is necessary for official USBRS route designation in California. With growing interest statewide in USBRS route-designation, endorsement letters for route-designation have been received from a number of California communities interested in having USBRS routes in their communities. In order to effectively represent its interests on this issue, Caltrans will develop and implement a State USBRS route-designation framework during the next year.

The League of American Bicyclists' Bicycle-Friendly State Survey

This year, the League of American Bicyclists (LAB) issued a new Bicycle-Friendly State Survey for the 50 states. The State of California answers to the current survey earned a rating of 3rd in the nation. This is an increase from 8th place in 2015 and 19th place in 2013. On the following two pages you will find the 2017 LAB Bicycle-Friendly State Survey report card for the State of California.



BICYCLE FRIENDLY STATE REPORT CARD

CALIFORNIA



STATE RANKING OVERALL (OUT OF 50)

#3

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 63
BICYCLE FRIENDLY BUSINESSES 108
BICYCLE FRIENDLY UNIVERSITIES 15

SEE THE INTERACTIVE MAP: BICYCLEFRIENDLY.CA.GOV/MAPS

STATE ADVOCACY GROUPS: CALIFORNIA BICYCLE COALITION, THE CALIFORNIA ASSOCIATION OF BICYCLE ORGANIZATIONS, SYLVIA BINGHAM FUND, BIKEDUCATION & THE CALIFORNIA ELECTRIC BICYCLE ASSOCIATION

Summary

California, the 6th largest economy in the world, seems to be getting serious about biking and walking. This newfound seriousness, with the state's first-ever bicycle and pedestrian plan being adopted three years after a report calling for radical reform at Caltrans, is an exciting development.

California has long led in many aspects of bicycle culture and has the highest number of bicycle commuters of any state. With a state DOT that is increasingly committed to ensuring the safety and comfort of people who bike rather than maintaining a status quo, the state seems on the verge of establishing new standards and practices that will be a model for other states, both through its size and its efforts. In particular, watch for California's actions on bicycle-related data including facilities, crashes, and counts to be potential models for other states.

Feedback Points

In 2017, California adopted its first ever statewide bicycle and pedestrian plan. This is a great step towards implementing Caltrans new mission statement to "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."

Continue efforts at Caltrans to create a statewide system that will allow jurisdictions throughout the state to collect, report, and analyze bicycle data. Caltrans is currently working with Southern California Area Government (SCAG) to expand SCAG's regional bicycle data clearinghouse to create a statewide model.

Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes. The best way to get people to use bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

Caltrans should continue efforts to develop an inventory of state bicycle facilities. Bicycle facilities Inventories have been developed in several of Caltrans' 12 districts. Having accurate data on existing conditions is crucial for tracking progress and understanding differences between divisions.

California has the fourth highest per capita bicyclist fatality rate in the nation and often leads the nation in bicyclist fatalities in an absolute sense. California should respond to this by being a leader and innovator for bicyclist safety, utilizing its world class research institutions and tech sector to develop new approaches and leverage existing best practices to make bicycling safer.

Comparison States

National (Overall)	Western Region (out of 13)
1. Washington	1. Washington
2. Minnesota	2. California
3. California	3. Oregon
4. Massachusetts	4. Colorado
5. Oregon	5. Utah

Categories	Rank out of 50
Infrastructure & Funding	6
Education & Encouragement	3
Legislation & Enforcement	23
Policies & Programs	1
Evaluation & Planning	2

Bicycle Friendly Actions	✓ = Progress ✓ = Met in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more Fed funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking	Rank
Ridership	1.1% of commuters biking to work 4/50
Safety	6.7 fatalities per 10k bike commuters 21/50
Spending	\$2.25 per capita FHWA spending on biking and walking* 32/50

* This figure is based upon the Federal Bureau of Investigation's Survey of Crime and Victimization (SCV) system and more.

* This figure is based upon the most recent data from the Federal Bureau of Investigation's Survey of Crime and Victimization (SCV) system and more.

* FHWA spending is based upon the 2017 fiscal year, using all of the project types reported on the bicycling and walking projects through the Report-Highway Administration's (FHWA) Local Transportation Information System. To calculate per capita spending, we divided the total spending by the 2015 ACS state population estimate.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1655 or ken@bikeleague.org.

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**BICYCLE FRIENDLY
STATE**


California Report Card: Detailed Category Scores

The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 6 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	28/30 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	28/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	11/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	8/8 pts
Total of Possible 100 Points: 85/100 pts	

 Policies & Programs Ranked 1 st of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	56/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	25/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	5/6 pts
Total of Possible 100 Points: 99/100 pts	

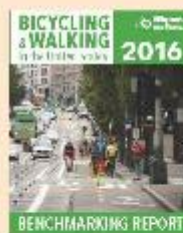
 Education & Encouragement Ranked 3 rd of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	17/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	10/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 77/100 pts	

 Evaluation & Planning Ranked 2 nd of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	44/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	28/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	10/10 pts
Formal User Group Engagement Does the state have an official bicycle and/or pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 90/100 pts	

 Legislation & Enforcement Ranked 23 rd of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	25/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	6/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	25/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	10/10 pts
Total of Possible 100 Points: 66/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explorations of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org



The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 922-1635 or ken@bikeleague.org.

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Chapter 3: The Active Transportation Program

Program Background

On September 26, 2013, Governor Edmund G. Brown Jr. signed legislation creating the Active Transportation Program (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 (federal and State)

The ATP 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 ATP base funding is approximately \$125 million in federal and State funds annually, and is now augmented by \$100 million annually from Senate Bill 1. Funds are distributed as follows for eligible projects selected through a competitive process:

- 40 percent to Metropolitan Planning Organizations (MPO) 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

Active Transportation Program Call-for-Projects

With the passage of SB 1, \$100 million per year was added to the ATP starting in FY 2017-18. With the third ATP Call-For-Projects completed prior to enactment of SB 1, the Commission decided to conduct a \$200 million ATP Augmentation. Funding for the 2017 ATP Augmentation has only been made available for:

- Projects programmed in the adopted 2017 ATP (3rd project call) that can be delivered earlier than currently programmed.
- Projects that applied for funding in the 2017 ATP but were not selected for funding.

The third ATP Call-For-Projects was announced on March 16, 2016, with a deadline of June 15, 2016. The project call was for about \$245 million for program years FY 2019-21, and FY 2020-21. At their December 7-8, 2016 meeting, the Commission approved the small urban and rural ATP projects list administered by Caltrans, and the MPO-administered ATP projects were approved at their January 18-19, 2017 meeting. The ATP Cycle 3 was then 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 second ATP Call-For-Projects (Cycle 2) was announced on March 26, 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 adopted a program of 207 projects utilizing \$358 million in ATP funds. This funding contributed to \$582 million in bicycle and pedestrian projects.

ATP Cycle 2 updates

First year of Cycle 2 is delivering at a higher rate than the first year of Cycle 1:

	77 percent vs. 73 percent.
Class I bicycle facilities	85 miles
Class II bicycle facilities	120 miles
Class III bicycle facilities	75 miles
Sidewalks (8-foot wide)	80 miles
Crosswalks built	500

The first ATP Call-For-Projects (Cycle 1) 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 Commission adopted the first program of projects for the ATP. This includes 276 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.

ATP Cycle 1 Updates

Current Project Delivery	88 percent
Anticipated Project Delivery	98 percent
Class I bicycle facilities	115 miles
Class II bicycle facilities	260 miles
Class III bicycle facilities	75 miles
Sidewalks (8-foot wide)	85 miles
Crosswalk built	560

ATP Program Outlook

With the infusion of SB 1 funding, ATP funding has been nearly doubled. Despite the challenges of launching a new program, allocation rates for Cycle 1 are currently at 88 percent and is anticipated to reach 98 percent by February, 2018. The first year of Cycle 2 is delivering at a higher rate than the first year of Cycle 1—77 percent vs. 73 percent.

Future ATP cycles will include a four-year programming window that will more closely match the typical four year project lifecycle. We anticipate Class IV protected bikeway facility projects to compete and receive funding in future cycles. The next two ATP cycles will be:

- Cycle 4 – Solicitation coming Spring 2018
- Cycle 5 – Solicitation coming Spring 2020

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

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/lsrcp/>

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 SRTS as an eligible project type under the Transportation Alternatives Program (TAP), but it is no longer a stand-alone federal program. The TAP and its SRTS funds are now part of the ATP. Active SRTS projects that were awarded prior to the ATP will take a number of years to close out. In FY 2016-17, 32 SRTS projects were closed out for a total of \$14,933,015. In FY 2015-16, 22 SRTS projects were closed out for a total of \$7,171,930. 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/

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/

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/

Congestion Mitigation and Air Quality Improvement Program

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

Highway Safety Improvement Program

Cycle 8—2018-2020 Highway Safety Improvement Program (HSIP) obligated \$69 million to fund 105 bicycle and pedestrian projects. Cycle 7- 2015- 2018 of the HSIP, programmed on November 15, 2015, obligated \$42,343,000 in funds for 56 bicycle and pedestrian projects. Cycle 6—2012-2015, 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 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. The CBAC revised their charter to increase membership from 15 to 16 members. The 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.

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's 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:

- 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

Bicycling and Pedestrians are the two non-motorized challenge areas. For each challenge area, actions are developed to implement the strategies and achieve the established goals. New challenge area bicycling actions have been developed. 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 2016-17 included:

- A developed and supported State legislative concept that allowed communities to enforce reduced speed limits.
- A partnership with Southern California Area Governments in the development of a statewide bike and pedestrian count database; and created a one-stop repository for count data throughout the state of California.
- An identified list of candidate locations for bicycle-related safety improvements on the State Highway System.
- Training provided to Caltrans districts staff and local jurisdictions on bicycle facility planning and design.

Appendix A: State Statutes on Bicycling and Walking

Authorizing Legislation for the 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 Adopted Bicycle and Pedestrian Legislation

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

The \$52 billion California transportation bill adds \$100 million per year to the Active Transportation Program (ATP). This increases ATP money for bicycle and pedestrian projects from approximately \$130 million/year to \$230 million/year. SB 1 increases the Sustainable Transportation Grant Program from \$10 million to \$35 million. SB 1 requires Complete Streets language to be included in the Highway Design Manual. SB 1 requires complete streets elements for all projects funded by the Road Maintenance and Rehabilitation Program.

CVC 21201 (d)(2)

A red reflector or a solid or flashing red light with a built-in reflector on the rear that shall be visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

AB 1096 Electric Bicycles

This bill defines an “electric bicycle” as a bicycle with fully operable pedals and an electric motor of less than 750 watts, and creates three classes of electric bicycles, as specified. The bill requires manufacturers or distributors of electric bicycles to affix a label to each electric bicycle that describes its classification number, top assisted speed, and motor wattage. The bill requires every electric bicycle manufacturer to certify that it complies with specified equipment and manufacturing requirements. The bill also requires 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 requires a person riding an electric bicycle to comply with the above-described requirements relating to the operation of bicycles. The bill prohibits persons under 16 years of age from operating a Class 3 electric bicycle. The bill also requires persons operating, or riding upon, a Class 3 electric bicycle to wear a helmet, as specified. The bill prohibits the operation of a Class 3 electric bicycle on specified paths, lanes, or trails, unless that operation is authorized by a local ordinance. The bill also authorizes a local authority or governing body to prohibit, by ordinance, the operation of Class 1 or Class 2 electric bicycles on specified paths or trails. The bill prohibits a person from tampering with or modifying an electric bicycle to change its speed capability, unless he or she appropriately replaces the classification label. The bill specifies that a person operating an electric bicycle is not subject to financial responsibility, driver's license, registration, or license plate requirements.

Other State Statutes on Bicycling and Walking

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 "p 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.

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, in cooperation with local agencies, 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, illustrating, in such a case, safe, alternate routes available to the bicyclist.

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 therefore.

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

Each annual budget prepared pursuant to Section 165 shall include an amount of not less than three hundred sixty thousand dollars (\$360,000) for the construction of 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 B: 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

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

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/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

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

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 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