



Development of Nonmotorized Transportation Facilities

**Fiscal Year
2010-11**

Report to the Legislature



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Retired July 2010 after 38 years of dedicated state service
and nearly four decades as a bicycle commuter.

**Prepared Pursuant to Streets and Highways Code Section 887.4
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Executive Summary

Pursuant to Section 887.4 of the *Streets and Highways Code*, this report summarizes the California Department of Transportation's (Department) activities in nonmotorized transportation. The report includes financial data for State, federal and local funding programs that focus on pedestrian and bicycle facilities.



Background

Streets and Highways Code, Section 887.4 requires that:

“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 nonmotorized transportation facilities, including a summary of major and minor projects. The report shall document all state funding for bicycle programs, including funds from BTA, 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 (FHWA) concerning the availability of federal funds for the programs, together with an estimate of the fiscal impact of the federal participation in the programs.”

Section 887 of the *Streets and Highways Code* defines “nonmotorized transportation facility” as “...a facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one or more of those uses.”

The Department focuses its nonmotorized program efforts on projects that improve safety and convenience for nonmotorized travelers. The Department supports facilities that encourage bicycle and pedestrian travel for utilitarian trips. As provided by State statutes, the Department may include nonmotorized facilities as incidental parts of highway construction projects when an existing nonmotorized facility will be severed or destroyed, or when the nonmotorized project will increase the traffic safety or capacity of the highway. The *Streets and Highways Code* authorizes the Department to construct independent nonmotorized transportation facilities.

The Department’s Highway Design Manual (HDM) states:

“Bicycle travel can be enhanced by improved maintenance and by upgrading existing roads used regularly by bicyclists, regardless of whether or not bikeways are designated. This effort requires increased attention to the right-hand portion of roadways where bicyclists are expected to ride. On new construction, and major reconstruction projects, adequate width should be provided to permit shared use by motorists and bicyclists. On resurfacing projects, the entire paved shoulder and traveled way shall be resurfaced. When adding lanes or turn pockets, a minimum 1.2m shoulder shall be provided. When feasible, a wider shoulder should be considered. When placing a roadway edge stripe, sufficient room outside the stripe should be provided for bicyclists. When considering the restriping of roadways for more traffic lanes, the impact on bicycle travel should be assessed. Bicycle and pedestrian traffic through construction zones should be addressed in the project development process. These efforts, to preserve or improve an area for bicyclists to ride, can benefit motorists as well as bicyclists.”

Nonmotorized Program Staffing

The current nonmotorized program staff includes:

- HQ Division of Local Assistance (DLA), Bicycle Facilities Unit (BFU):
 - One Senior Transportation Planner
 - One Associate Transportation Planner
- District 4, Oakland: Two Senior Transportation Planners
- District 7, Los Angeles: One Senior Transportation Engineer

- District 11, San Diego: One Associate Transportation Planner
- HQ Division of Design (DOD): One Senior Transportation Engineer
- HQ Division of Traffic Operations (DOT): One Senior Transportation Engineer

Nine districts not listed above have identified a staff member who serves as the nonmotorized contact in addition to fulfilling other district responsibilities.

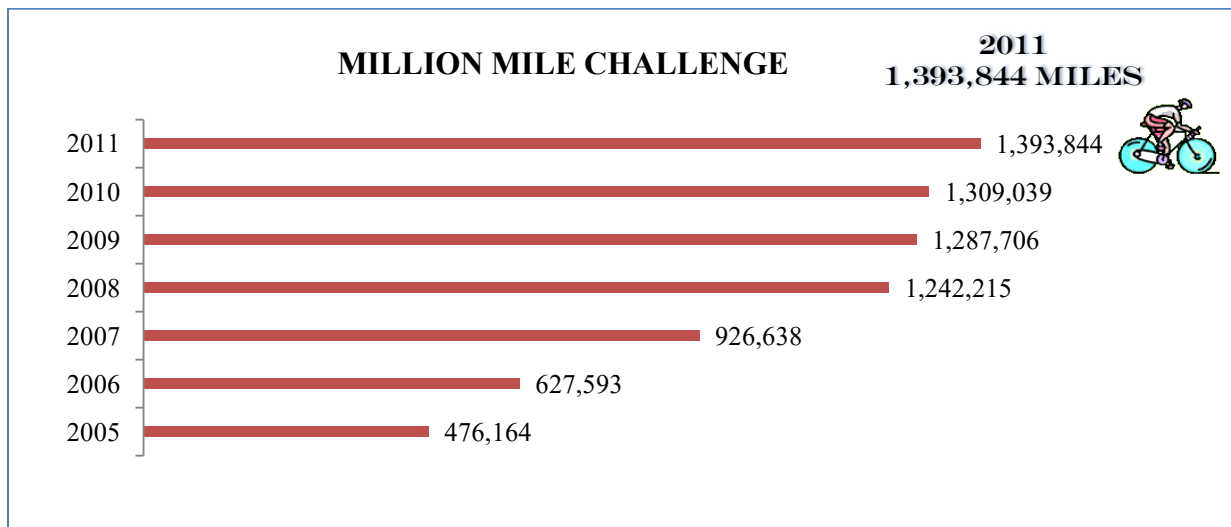
Special Events and Projects

California Bike Commute (CBC)

The annual CBC promotion advocates increased bicycle use, access, safety, and education. Public and private agencies, employers, schools, bicycle coalitions, and others support bicycle transportation in California’s communities to help reduce traffic congestion, improve air quality, and promote healthy exercise. The Department contributes \$15,000 to this event annually.

May is Bike Month

“May is Bike Month” is a Sacramento region event that promotes bicycling in conjunction with National Bike Month and the statewide CBC. In recent years, individuals, employers, bicycle clubs, and teams in the Sacramento region have had a common goal: to collectively bicycle one million miles in the month of May. A key promotional tool for the regional event is a user-friendly web site, <http://www.mayisbikemonth.com>, where cyclists can log their miles and learn about the benefits of bicycling and local events. In May 2011, the Department’s employees logged 57,654 miles—the most of any major employer in the region. Department staff assisted in coordinating and staffing special events associated with this promotion; however, the Department was not an official financial sponsor this year due to the continuing budget issues facing the State of California.



In the Sacramento area, 60 safety education clinics and more than 50 community bicycling events were held. These events enhanced the visibility of bicycling and contributed to the goal of the campaign. Media coverage of this event has also increased. More than 33 television and radio spots were broadcast as well as articles in 18 local newspapers and news sites. Reported bicycling in the Sacramento region during the month of May has more than doubled from 476,164 miles in 2005 to 1,393,844 miles in 2011.

Emigrant Trails Bike Trek (ETBT)

Breathe California of Sacramento-Emigrant Trails is a nonprofit agency that works for clean air, healthy lungs and a tobacco-free future. Since 1987, ETBT has been Breathe California's major fundraiser. Participants make a donation to support the agency's programs and join bicyclists of various levels and an army of volunteers for three days of cycling and two nights of camping. In 2006, the Department's then-Director, Will Kempton, initiated the formation of a Department team for the ETBT. The Department's team participated in this Trek during 2006 - 2010. The participation in 2011 was reduced; however, several Department employees continued their support of the ETBT.

California Office of Traffic Safety (OTS) Summit

OTS conducted the 2011 OTS Leadership and Training Seminar on April 20-22, 2011 in San Diego, California. The training seminar offered courses targeting traffic, bicycle, and pedestrian safety professionals. The seminar included a separate track for Pedestrian and Bicycle Safety. Statewide professionals, academics, law enforcement, and community advocates had an opportunity to share their work. Topics included: Active Transportation Safety Training, Methods for Documenting Pedestrian and Bicycle Activity and Exposure, Communication for Pedestrian Safety, Transportation Policy is Health Policy, Safe Routes to School – Enforcement and Community Partnerships, Data and Tools for Planning and Enforcement. Several of these sessions were hands-on workshops where participants were able to conduct actual pedestrian and bicycle counts, experience first hand obstacles to safe walking and bicycling, and gain valuable insight into the latest research and best practices to ensure compliance with the Americans with Disabilities Act, and optimize safety for communities. This workshop was a partnering effort which included several organizations such as California *WALKS*; University of California Berkeley's Safe Transportation Research and Education Center; California Department of Public Health PedSAFE Program and Healthy Transportation Network; *WALKS* Sacramento; Safe Routes To School National Partnership; San Francisco Department of Public Health, California Highway Patrol, Federal Highway Administration and the City and County of San Francisco Pedestrian Safety Advisory Committee.

Strategic Highway Safety Plan (SHSP)

The Department continues to lead the effort to develop and implement the statewide California SHSP. Implementation of over 162 actions in 17 SHSP challenge areas (CA) is ongoing. Twenty actions in the bicycling and walking challenge areas, including CA 13: Improve Bicycling Safety and CA 8: Make Walking and Street Crossing Safer, address bicycling and walking safety specifically. Several other SHSP challenge areas also have the potential to improve safety for bicyclists and pedestrians. Examples include: CA 5: Improve Driver Decisions about Rights of Way and Turning; CA 7: Improve Intersection and Interchange Safety for Roadway Users; CA 14: Enhance Work Zone Safety; and CA 17: Reduce Distracted Driving.

The SHSP implementation effort has led to recent decreases in bicycling and walking fatalities. Based on data from the Fatal Accident Reporting System, bicycling fatalities in California have decreased from 115 in 2005 to 99 in 2009, a 14 percent decrease. Pedestrian fatalities have decreased from 742 in 2005 to 563 in 2009, a 24 percent decrease.

Nonmotorized Program Activities

Division of Local Assistance (DLA)

The BFU in DLA is the primary Department contact for bicycle issues. BFU responsibilities include:

- Managing the Department's bicycle program.
- Administering the Bicycle Transportation Account.
- Participating on several committees that focus on improving nonmotorized travel including research and data collection.
- Presenting information about the Department's nonmotorized program at seminars and workshops hosted by the Department and local agencies.
- Preparing the Nonmotorized Transportation Facilities Report to the Legislature.
- Providing staff support to committees and advisory groups (See section on Committees/Advisory Groups).
- Administering the Department's contributions to special events.
- Responding to the Department's and local agency inquiries about bicycle facility design and operation.
- Responding to correspondence concerning nonmotorized travel, reviewing proposed legislation, assisting with policy development, and coordinating the Department's participation in annual and special events.
- Providing input to the development or modification of manuals such as the CA MUTCD, HDM, and the *Project Development Procedures Manual*.
- Serving as co-lead for SHSP CA 13: Improve Bicycling Safety.
- Assisting the general public and commuters with route planning.
- Assisting districts and other departments in the selection and funding opportunities of bicycle racks, lockers, and other equipment to support bicycle commuting.
- Advocating and promoting nonmotorized travel as a viable transportation mode.

Department Districts

As noted above there are four full-time nonmotorized program positions in three Department districts. Coordinators in the other nine districts are typically located in the district transportation planning office and perform their nonmotorized program duties as part of their responsibilities. Typical activities include:

- Supporting district bicycle and pedestrian advisory committees.
- Promoting bicycling within the Department 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 (DD) 64-R1, *Complete Streets, Integrating the Transportation System* both during planning and final project construction.
- Reviewing district nonmotorized 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 (R/W) proposed by local/regional agencies.
- Participating in various meetings concerning nonmotorized transportation.

- Participating on various HQ/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 Department staff to implement bicycle improvements.
- Distributing information on funding opportunities and reviewing funding applications.
- Assisting local and regional agencies with project evaluations, funding priorities, and bicycle transportation plan development.
- Developing and updating district bicycle maps.

District Highlights

District 1 (D1)

- D1 staff:
 - Participated in the review of several bicycle/pedestrian projects including, but not limited to: 1) City of Ukiah, Northwestern Pacific Rail Trail Phase 1; 2) City of Point Arena, realign intersection and install sidewalks on MEN-1 near schools; 3) Lake County, construct curb, gutter, and sidewalk near Burns Valley Elementary School; 4) City of Clearlake, widen reconstruct, restripe and add bike lanes on Dam Road; 5) City of Fort Bragg, install crosswalks, curb ramps, bulb-outs, sidewalks, signs, and new bicycle/pedestrian trails near several schools; 6) Lake County, construct sidewalks, bulb-outs, and crosswalks along portions of Hwy. 20 in Clearlake Oaks.

District 2 (D2)

- D2 staff
 - Participated in the May is Bike Month activities including a lunchtime workshop which provided an overview of laws pertaining to bicycles, commuting tips, and basic maintenance.

District 3 (D3)

- D3 staff:
 - Completed the D3 Bicycle Guide which provides information on facilities open or closed to bicyclists as well as information on topography, federal lands, state parks, vista points, park and ride lots, and other points of interest.
 - Completed the Lake Tahoe State Highways Bicycle Plan.

District 4 (D4)

- D4 staff:
 - Coordinated and participated in quarterly D4 Bicycle Advisory Committee (BAC) meetings consisting of representatives of Bay Area transportation agencies and advocacy groups.

- Promoted and advised on implementation of Caltrans Deputy Directive (DD) 64-R1 (Complete Streets – Integrating the Transportation System); coordinated D4 BAC input on changes to the HDM to incorporate DD 64-R1.
- Participated in reviews of district planning, project initiation, and design documents as well as on Caltrans standards, guidelines, and procedures as they impact bicycle safety and travel and incorporate Complete Streets concepts.
- Responded to external requests for information on route planning, roadway deficiencies, needed bicycle safety upgrades, detours during construction, new policies and revisions pertaining to bicycle travel.
- Organized participation in Bike to Work Day and promoted Caltrans bike projects at other public events.
- Worked with Bay Area local agencies to coordinate installation of bike facilities on D4 State highways.

District 5 (D5)

- D5 staff:
 - Provided input to various bicycle plan efforts including the Transportation Agency for Monterey County and the City of Atascadero.
 - Participated in bike month activities in May. D5 was recognized for the second consecutive year for having the highest participation of employees in the Bike to Work Challenge in San Luis Obispo County. D5 employees also organized a Bike-in-Breakfast in the City of San Luis Obispo to encourage the community to bike to work.
 - Continued efforts to publish an update to the D5 bike map.
 - Continued efforts to promote all bike and pedestrian related grants including the Bicycle Transportation Account (BTA), Safe Routes to School, and Community Based Transportation Planning Grant (CBTP). For the CBTP grant, a workshop was held to share the requirements of the grant, review best practices and provide examples of grant applications.
 - Provided input to planning efforts of the California Coastal Trail in San Luis Obispo County and the Big Sur community.
 - Participated in a planning effort to gain public input on a proposed road diet on SR 225, which involves adding bicycle lanes to the facility. Attended a town hall meeting and city council meeting to gauge public opinion. D5 is now in the process of implementing this project.
 - Participated with the Santa Barbara Council of Associated Governments on creating guidelines for a bike and pedestrian funding program from local Measure A.
 - Hosted training on bicycle transportation and design presented by the DOD. Public agency partners were invited to participate.

District 6 (D6)

- D6 staff:
 - Participated in the Fresno County Bicycle Coalition Mall-to-Mall Ride. This event allows bicyclists to safely proceed from the Manchester Mall to downtown Fresno's

Fulton Mall. Approximately 191 community leaders, business owners, locally elected officials, and bicycle enthusiasts participated.

- Participated with I Bike Fresno, a local bicycle advocacy group to challenge residents of the Fresno area to bicycle a total of one million miles during the month of May and to explore nonmotorized modes of transportation.
- D6 Team Mobility won the Bike-to-Work Corporate Challenge on May 19th as part of the May is Bike Month activities. This was the fourth straight year that D6 had more registered participants and rode more miles than any other team in that division.
- Participated in the Eye-Q California Classic Weekend May 21-22. This event was two full days of biking and running for all ages and abilities. A section of State Route 168 was included as part of the bicycling route, and was closed to motor vehicle traffic during that time.

District 7 (D7)

- D7 staff:
 - Hosted a bike to work week event on the office building plaza. A Caltrans booth was provided to share information about commuting to work by bicycle. The Los Angeles County Bicycle Coalition and Los Angeles County Metropolitan Transportation Agency also had booths in which they shared information about their organizations and bike commuting.
 - Hosted a “bicycle as transportation” exhibit during May and June, in the D7 Museum Space. Some of the highlights were displays of police, fire, utility and cargo bikes, and Safe Bicycle Riding and training videos. There were also historical photographs of bicycling in Los Angeles at the turn of the century.

District 11 (D11)

- D11 staff:
 - Continued their traditional Bike to Work Day energizer stop. Nearly 170 bicyclists rode to the D11 office. D11 took top honors in San Diego Association of Government’s Corporate Challenge in the Best Large Company category. This is the first time District 11 has taken this honor.
 - Continued to work on the Complete Streets Implementation Action Plan and provided guidance and outreach for the effort throughout the District.

District Local Assistance Offices

The District Local Assistance offices administer various programs that fund bicycle improvements, such as BTA, Transportation Enhancement, Environmental Enhancement and Mitigation (EEM) Program, and Safe Routes to School.

Division of Traffic Operations (DTO)

A Senior Transportation Engineer in the Office of Traffic Safety Programs is the primary division contact for bicycling and walking issues. Typical activities include:

- Managing the Department’s pedestrian program.
- Serving as co-lead for SHSP CA 8: Make Walking and Street Crossing Safer.

- Active involvement in implementing the nine actions identified by the pedestrian safety team and approved by the SHSP Steering Committee. Six of these actions have now been completed. Several new actions are under consideration.
- Assisting with development of the Department's policies and procedures. For example, DTO is conducting a series of workshops that will evaluate new national guidance on signs, striping and signals for nonmotorized transportation. Some or all of this national guidance may be incorporated into the CA MUTCD.
- Releasing the Department's guidance entitled *Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians* (Complete Intersections Guide).
- Providing general guidance on several research projects, including: a methodology for identifying and prioritizing pedestrian safety improvement projects; incorporating nonmotorized volumes and infrastructure inventory data into the Department's traffic safety database.
- Overseeing the Department's involvement in the SHSP by DTO. As noted above, two of the SHSP's 17 challenge areas address bicycling and walking safety. Several other challenge areas affect these modes of travel. Traffic Operations staff is assisting with the development of guidance materials for accommodating nonmotorized transportation in work zones.

Division of Design (DOD)

A Senior Transportation Engineer in the Geometric Design Standards Unit in DOD is the Department's bicycle and pedestrian design reviewer. Typical activities include:

- Drafting and reviewing Department policies and guidance that affect bicyclist or pedestrian safety and mobility.
- Developing, managing, and delivering training focused on improving bicyclist and pedestrian safety and mobility.
- Advising HQ and district staff on the needs of bicyclists and pedestrians in State highway projects.
- Developing research proposals regarding bicyclist and pedestrian safety and mobility.
- Serving as the DOD's liaison to various committees and other collaborative efforts that address nonmotorized travel, such as the California Bicycle Advisory Committee, SHSP, and California Pedestrian Advisory Committee.

Division of Transportation Planning (DOTP)

The Office of Community Planning in DOTP assists communities with nonmotorized travel through the following activities:

- Implemented a statewide Planning Public Engagement Contract (Contract). This Contract provides specialized services and skills by engaging a consultant to support and enhance public input into the transportation decision-making process. The Contract has supported the following nonmotorized public outreach efforts in FY 2010-11:
 1. District 3 (D3) partnered with the consultant team, the City of Winters and the community to develop a Complete Streets Concept Plan for Grant Avenue/SR 128/Russel Blvd. in Winters. The project included concepts for making the corridor

safer for pedestrian and bicyclists while maintaining mobility for vehicle travel and access to local businesses.

2. D3 also partnered with the consultant team, the City of Colusa and the community to develop a Complete Streets Concept Plan for a high truck and agricultural traffic rural corridor main street – Market St/SR 20 and 45.
- Providing staff support to Active Transportation and Livable Communities (ATLC) advisory committee. ATLC was established to recommend solutions and action items pertaining to nonmotorized concepts. Sponsors include: Rails-to-Trails Conservancy, Local Government Commission, California Bicycle Coalition, Caltrans Bicycle Advisory Committee, Bay Area Bicycle Coalition, WALKS Sacramento, and California Walks.
 - Overseeing the Action Plan and the Complete Streets Technical Advisory Committee that provides support to Complete Streets Steering Committee (CSSC). DD-64-R1 was signed in October 2008. This revision strengthens the original DD-64, *Accommodating Nonmotorized Transportation*. The policy assigns responsibilities for implementation throughout the Department. The Office of Community Planning completed the “Complete Streets Implementation Action Plan” (Action Plan) March 2010, which includes a decision-making structure for its execution. The decision-making body is the CSSC and consists of District Directors and HQ Division Chiefs. That group, along with the TAC, met approximately six times over the fiscal year and monitored progress on numerous high priority efforts such as guidance and manuals updates, data improvements, and enhanced training. Key highlights included revisions to System Planning Guidelines, Planning Scoping Information and the HDM. The Action Plan and related information can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.
 - Reviewing, recommending for award, and monitoring ongoing grants that address community-based transportation planning and environmental justice issues. These grants frequently have a nonmotorized component and are increasingly focused on comprehensive planning or multi-modal mobility that includes pedestrian and bicycle considerations. Through community and stakeholder engagement, these grants attempt to resolve local conflicts and foster development of solutions for short-term implementation that create more transportation choices as well as complementary land use changes. Examples of grants completed in the 2010-11 Fiscal Year include:
 - Alpine County Bicycle Pedestrian Transportation Plan
 - City of Brea, Brea Rails to Trails Plan
 - South Fort Bragg Bicycle and Pedestrian Access Plan
 - Community Driven Pedestrian Plan for the City of Richmond
 - City of Baldwin Park Community-based Plan to Improve Corridors and Neighborhood Connections.
 - Continued distribution, outreach, and presentations on the Smart Mobility Framework to integrate transportation and land use in planning, programs, and projects throughout the state. Performance measures suggested are specifically modified to consider nonmotorized travel. The document can be viewed at: <http://onramp.dot.ca.gov/hq/tpp/offices/ocp/smf.html>.
 - Improved data, tools, and models. The Office of Community Planning has initiated, funded, and is coordinating efforts to provide data and tools for assessing benefits and impacts of land use and transportation coordination. Two efforts currently underway will help foster the

implementation of nonmotorized transportation projects. These efforts include “Improved Tools for Local and Regional Integrated Land Use/Transportation ‘Scenario’ Planning in California, and “Trip-Generation Rates Spreadsheet for Traffic Impact Analyses of Smart-Growth Land Use Projects”. These and other tools can be found at:
<http://www.dot.ca.gov/hq/tpp/offices/ocp/projects.html>.

Americans with Disabilities Act (ADA) Infrastructure Program

ADA Infrastructure Program, in cooperation with the Office of Business and Economic Opportunity (OBEO) and FHWA, is responsible for ADA compliance pertaining to pedestrian facilities and features within the State R/W. OBEO provides a single focused management of pedestrian accessibility efforts to ensure compliance with ADA regulations related to pedestrian infrastructure owned and operated by the Department. Funding for ADA-only projects is provided in the State Highway Operations and Protection Program (SHOPP) under ADA Curb Ramp (201.361) and Pedestrian Infrastructure (201.378). In addition, a recent ADA lawsuit settlement requires the Department to provide \$1.1 billion in access improvements to its pedestrian infrastructure over a period of thirty years. Both ADA programs are considered mandates for funding priority within the SHOPP and are currently funded at a level of not less than \$25 million annually.

Committees/Advisory Groups

Department staff organizes and/or attends several committees and advisory groups that address nonmotorized travel, including:

Active Transportation and Livable Communities (ATLC)

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 external stakeholders involved in active transportation and livable communities and the Department.

California Bicycle Advisory Committee (CBAC)

CBAC was formed by the Department in 1992, and is composed of thirteen members who represent various California agencies and organizations. The committee provides guidance to the Department on bicycle issues. Meetings are held on the first Thursday of every other month starting with February. BFU provides staff support to the committee.

California Pedestrian Advisory Committee (CalPED)

CalPED is an advisory committee facilitated by the California Department of Public Health to address pedestrian 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 Steering Committee (CSSC)

The CSSC oversees execution of the Complete Streets Action Plan. (See page 9 of this report, “Overseeing the Action Plan and the Complete Streets Technical Advisory Committee” for additional information.)

Statewide Bicycling Task Force (SBTF)

In 1973, the California Legislature adopted Senate Concurrent Resolution 47, which established a Statewide Bikeway Committee to address problems related to the operation of bicycles on

public streets and highways. The Committee issued its report in February 1975, and its recommendations regarding bicycle operations and equipment became law, incorporated in Chapter 1000 of the HDM, and Part 9 of the CA MUTCD.

Bicycling advocates from the California Association of Bicycling Organizations and California Bicycle Coalition contacted Senator Christine Kehoe of California's 39th District concerning implementation of recommendations in the Committee's report. As a result, the SBTF was formed. The SBTF brings together appropriate agencies and departments to review current bicycling laws, bicycle facilities design standards, and vehicle code enforcement practices.

Specific concerns include reporting and data collection on the amount of bicycling related to the types of crashes and fatalities, enforcement of California Vehicle Codes for operation of bicycles, standardizing bicycling operation training for children and adults, and developing an effective process for adopting bicycle facilities consistently.

SBTF has reviewed California Highway Patrol (CHP) training for CHP officers and is in the process of working with Peace Officer Standards and Training council to assess and potentially expand their offerings. SBTF will address means to provide additional training support for local traffic enforcement agencies.

Funding for Bicycle and Pedestrian Facilities

Major and Minor State Projects

District 1

- City of Ukiah, Northwestern Pacific Rail Trail Phase 1. Design and construct a Class 1 Bikeway.
- City of Point Arena. Realign intersection, install sidewalks on State Highway 1, Mendocino, near schools.
- Lake County. Construct curb, gutter, and sidewalk near Burns Valley Elementary School.
- City of Clearlake. Reconstruct, restripe, and add bike lanes on Dam Road.
- City of Fort Bragg. Install crosswalks, curb ramps, bulb-outs, sidewalks, signs, and new bicycle/pedestrian trails near various schools.
- Lake County. Construct sidewalks, bulb-outs, and crosswalks along portions of Highway 20 in Clearlake Oaks.

District 4

- San Pablo Avenue Streetscape. This project seeks to enhance the economic vitality and create a better walking environment along this corridor in the City of El Cerrito. D4 collaborated with the City in planning and designing the following improvements along San Pablo Avenue/State Route 123: new medians, crosswalks, countdown pedestrian signals and in-pavement flashing crosswalks in some locations, corner curb extensions, new street furnishings including benches and bike racks, additional street trees, upgraded transit stops with new benches and trash/recycling bins, demonstration rain gardens, and public art.
- Marin County Miller Creek Road Bicycle Pedestrian Study. The County of Marin is conducting a plan to improve bicycle and pedestrian access along Miller Creek Road to regional bus pads at the Main Street (San Quentin Village)/I-580 exit. The County has provided some alternatives for Department staff to review, including a roundabout alternative.

- Napa County Yountville Multi-Use Path. The Town of Yountville worked with the Department to design and construct a bicycle and pedestrian path paralleling SR 29 to connect destinations in town.
- San Francisco Balboa Park Station Bicycle and Pedestrian Connection Project. This project led by the San Francisco Municipal Transportation Agency strived to improve safety for bicyclists and pedestrians in the vicinity of the Balboa Park Bay Area Rapid Transit District Station. D4 collaborated in the planning and design phases of the project.
- San Mateo County Menlo Park El Camino Real/Downtown Specific Plan (Phase II). The City is developing a long-term plan for the areas surrounding El Camino Real and Santa Cruz Avenue. The project seeks to improve walking and biking through enhancing east-west connectivity, especially across El Camino Real, with sidewalk extensions, bicycle and pedestrian connections and other improvements. The Department worked with the City of Menlo Park as they were developing the specific plan to ensure the future of El Camino Real as a complete street that includes bicycle facilities.
- Phase II San Mateo County Midcoast Highway 1 Safety and Mobility Improvement Study. Funded by a Caltrans Community-based Transportation Planning Grant, San Mateo County and the Local Government Commission are conducting a participatory planning effort to improve Highway 1 safety and mobility between Half Moon Bay Airport and Devil's Slide. The highway passes coastal communities with high pedestrian and bicycle activity and carries significant commuter and tourist traffic volumes. The project will also help address the type of pedestrian/bicycle crossing the community envisions where a future path will cross Highway 1 just south of Devil's Slide.
- San Mateo County Transit District (SamTrans) Department of Transportation (DOT) National Infrastructure Investment (TIGER II) planning grant. The SamTrans was awarded \$1,097,240 for the Grand Boulevard's "Removing Barriers to Sustainable Communities Project" which is funded by a DOT TIGER II planning grant and local support. The project grantee is using the award for Complete Streets Design Case Studies that will facilitate the design of demonstration projects on El Camino Real to integrate the roadway with sustainable development, encourage pedestrian and transit activity, and promote investor confidence.
- Santa Clara County Stevens Creek Boulevard. The objectives of this project include improving traffic flow, enhancing pedestrian features along Stevens Creek Boulevard, separating regional freeway-to-freeway traffic from local traffic and reducing queuing and traffic backups onto northbound I-280 from I-880 and Stevens Creek Boulevard in San Jose. There has been significant residential and commercial growth in the project area. Also, high volumes of traffic make it difficult for pedestrians to cross the freeway ramps, especially since there are no traffic signals to control the flow of traffic. D4 has worked with the other members of the project team to incorporate squared up intersections to slow turning vehicles and shorten pedestrian crossing distances, and freeway on-ramp designs that allow pedestrians to cross only one lane of traffic before reaching a refuge.
- Solano County West Texas Street. The City of Fairfield is proposing improved connections to the existing Transit Center by modifying the US 101 Eastbound off-ramp/West Texas Intersection and adding a bus-only ramp from the off-ramp directly into the Transit Center. The Department has been coordinating with the City on design elements to improve pedestrian and bicycle access.

- Sonoma County Citrus Fair Drive. This project by the City of Cloverdale seeks to provide an improved connection for pedestrians and bicyclists on Citrus Fair Drive to the future Sonoma Marin Area Rail Transit (SMART) Station in Cloverdale. The project crosses underneath US 101 and will include a separate bicycle and pedestrian path with improved connections to the downtown area and future train station. D4 has been coordinating with City representatives on proposed improvements.
- State Route 116/Mirabel Road Roundabout. The County of Sonoma proposes to modify the intersection of SR 116 and Mirabel Road by building a roundabout. This will allow the County to go forward with the 116 bypass in Forestville by providing a connection south of the existing T-intersection. A roundabout design is being considered to improve safety for bicyclists and pedestrians. D4 has been coordinating with the County on this project.
- The new east span of the San Francisco-Oakland Bay Bridge (SFOBB), currently under construction, will feature a separated bicycle and pedestrian facility between Oakland, Yerba Buena, and Treasure Islands. A bicycle shuttle on the western span will likely be continued.
- A Project Initiation Document (PID) was prepared to develop alternatives for a separated bicycle and pedestrian facility on the existing west span of the SFOBB between Yerba Buena and Treasure Islands and San Francisco.
- A PID was prepared for a bicycle/pedestrian/maintenance path on the west span of the SFOBB. This project would close the remaining gap for nonmotorized travel between Yerba Buena and Treasure Islands and San Francisco.
- Bikeway connections are being constructed to link the bike/ped path on the east span of the SFOBB with Shellmound Street in Emeryville and Maritime Street in West Oakland. Construction completion is scheduled to correspond with the opening of the SFOBB east span in 2013.

District 5

- Installed a bike box (advanced stop line) on State Route 227 and launched an outreach campaign to inform the public on the use of bike boxes. D5 is now engaged in a year-long study of the effectiveness of the bike box.

District 7

- Thousand Oaks Lynn Road and Olsen Road bike lanes. Lynn Road and its northern continuation, Olsen Road, form an important and popular route between Simi Valley and Newbury Park. The 2.5-mile segment between West Hillcrest Drive and Avenida de Los Arboles is the only part of Lynn Road lacking a bike lane. BTA funds will fund improvements that will result in a designated bike lane that indirectly will have a dampening effect on speeding motorists. Some sidewalks will also be widened.

District 8

- Participated in major improvement projects such as the ongoing I-215 widening through the City of San Bernardino and other interchange reconstruction projects including several in the Coachella Valley on I-10, one in the City of Rialto, an overcrossing project on I-10 in Fontana, interchanges in the cities of Perris and Murrieta on I-215 and SR-91 in the City of Riverside. These projects were all reviewed to ensure that the needs of existing and future pedestrians and bicyclists were considered

Local Transportation Funds (LTF)

The Transportation Development Act of 1971 provides that a portion of the sales tax collected in each county be returned to local entities for public transportation purposes. Each county has LTF with revenues generated from .25 percent of the sales tax collected in that county. In Fiscal Year 2008-09, the latest year information is available, total LTF expenditures for bicycle and pedestrian projects were \$25.9 million.*

Special Taxing Authorities Local Sales Tax and Revenue Bond

In addition to the statewide .25 percent local sales tax for transportation, counties have the option of levying an additional local sales tax, upon approval by two-thirds of the voters, for county transportation uses. Currently, 19 counties impose a local optional sales tax for transportation. In FY 2008-2009, the latest year information is available, \$15.1 million in local sales taxes and related revenue bonds were expended for bicycle and pedestrian projects.

Statewide Transportation Improvement Program (STIP)

The 2010 STIP includes approximately \$211 million from FY 2010-2011 through FY 2014-2015 for projects that are limited to or include bicycle and pedestrian facilities. Typical STIP nonmotorized projects include on-street and off-street bikeways, sidewalk improvements, and improved access to transit.

Public Transportation Account (PTA)

PTA, formerly the Transportation Planning and Development Account, was established by the Transportation Development Account to promote the development of the public transportation infrastructure by funding local and state bus and rail projects. PTA is no longer a viable fund source in the STIP for nonmotorized transportation projects. Only \$25 million in budget capacity through the STIP is available for PTA in 2011-12. No funds are available in subsequent years. AB 105 re-enacted the fuel tax swap and also implemented a new sales tax on diesel. Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 will redirect the revenues for deposit in the State Transportation Account. The PTA only retains about 25 percent of the total revenues from the sales tax on diesel.

Clean Air Transportation Improvement Act of 1990

In 1990, California voters approved Proposition 116, the Clean Air and Transportation Improvement Act of 1990. This measure authorized issuance of \$1.99 billion in general obligation bonds for bicycle, rail, and mass transportation purposes. Twenty million dollars were allocated to fund a program of competitive grants to local agencies for capital outlay for bicycle improvement projects. The program also included a reservation of approximately \$73 million for 27 specified “non-urban” counties. The “non-urban” component of the program funded approximately \$30 million in bicycle and pedestrian improvements. The program is essentially completed.

Bicycle Transportation Account (BTA)

BTA provides state funding for city and county projects that improve safety and convenience for bicycle commuters, including but not limited to:

- New bikeways serving major transportation corridors.
- New bikeways removing travel barriers to potential bicycle commuters.

*The Transportation Planning Agencies Annual Report, FY 2008/09 is the most current publication available.

- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals and ferry docks and landings.
- Bicycle-carrying facilities on public transit vehicles.
- Installation of traffic control devices to improve the safety and efficiency of bicycle travel.
- Elimination of hazardous conditions on existing bikeways.
- Planning, safety, and education.
- Improvement and maintenance of bikeways.

The Department convenes a committee of representatives from the Department, other state agencies, local government representatives, and bicycle advocacy organizations to evaluate applications and recommend projects for funding. The FY 2011-2012 BTA project list is included in this report. The table below provides funding information on amounts allocated, encumbered, and expended for active BTA projects through June 2011.

Bicycle Facility Unit staff provided a link to the BTA Project Status Report on the BTA webpage. The report allows local agencies and the public to view amounts allocated and expended on each BTA award. The list can be sorted by many categories including local agency, award year, and lapse date and can be viewed at the following website:

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

Bicycle Transportation Account Active Projects by Fiscal Year

Fiscal Year	Projects Awarded	Allocated and Encumbered	Expended* (June 2011)
2011-12	24	\$7,200,000	\$0
2010-11	23	\$7,200,000	\$4,126
2009-10	23	\$7,200,000	\$926,358
2008-09	18	\$7,200,000	\$3,594,130
2007-08	21	\$7,200,000	\$4,048,031
2006-07	27	\$9,190,000	\$4,261,522
2005-06	33	\$7,190,000	\$4,020,116
2004-05	27	\$7,190,000	\$4,310,167
2003-04	35	\$7,190,000	\$6,227,651
*Prior to 2010-11, local agencies were allowed up to 8 years to complete projects; initially 3 to complete and an additional 5 with a cooperative work agreement, if necessary, to complete projects. Budget language has been approved that changes the completion time to 6 years beginning with 2010-2011.			

State Safe Routes to School Program (SRTS, SR2S)

The Department administers State (SR2S) and federal (SRTS) Safe Routes to School funding. The passage of Assembly Bill (AB) 1475 in 1999 created SR2S as a two-year demonstration with funding of \$20 million per year for projects that improve safety on routes to school. In 2001, SB 10 extended the program three years to January 1, 2005. In 2004, Senate Bill (SB) 1087 extended the program until January 1, 2008. In 2007, AB 57 extended the program indefinitely.

Environmental Enhancement and Mitigation (EEM) Fund

In 1989, AB 471 required the Legislature to allocate \$10 million annually for ten years for projects that offset environmental impacts of public transportation facilities. This program became known as the EEM program. The EEM program consists of four categories of projects. One of those categories, Roadside Recreation, can be used for the acquisition and/or development of roadside recreational opportunities and include parks and greenways, roadside rests, scenic overlooks, trails and trailheads, parks and snow-parks. In 1999, SB 117 eliminated the ten year sunset provision to allow the program to continue.

Projects requesting EEM funds must be directly or indirectly related to the environmental impact of modifying existing or constructing new transportation facilities. The California Natural Resources Agency recommends projects for approval by the California Transportation Commission. In FY 2010-2011, \$10 million was available for the EEM program. The FY 2010-2011 EEM project list is included in this report.

Federal-Aid Funds

Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Several categories of federal transportation funding may be expended for bicycle and pedestrian projects. This section summarizes the federal funding sources available for nonmotorized transportation projects and estimates the fiscal impact of these sources.

Transportation Enhancement (TE) Activities Program

Ten percent of each state's Surface Transportation Program (STP) must be set aside for TE activities. Three of the 12 defined TE categories are bicycle and pedestrian related:

1. Provision of facilities for bicyclists and pedestrians.
2. Provision of safety and educational activities for pedestrians.
3. Bicyclists and preservation of abandoned railway corridors.

These funds may be used for the construction of bicycle and pedestrian transportation facilities, or nonconstruction projects such as training, brochures, and route maps related to safe bicycling and walking. California is receiving \$166 million in 2010 STIP TE for programming in the 2013-2014 and 2014-2015 funding years. The FHWA and the National Transportation Enhancements Clearinghouse provide various reports on individual TE obligations*. Since 1992, California has obligated more than \$866 million of TE funds. Of that amount, obligations for bicycle and pedestrian-related projects are as follows:

- Pedestrian and bicycle facilities - \$381 million *
- Pedestrian and bicycle safety and education - \$89 million
- Rails to Trails - \$93 million

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program was created by the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized by the Transportation Efficiency Act for the 21st Century in 1998 and SAFETEA-LU in 2005. The CMAQ program funds projects that reduce transportation related

* FHWA website: http://www.fhwa.dot.gov/environment/te/app_ob_summ.htm and National Transportation Enhancements Clearinghouse website: <http://www.enhancements.org/Stateprofile.asp>.

emissions to help achieve and maintain national ambient area air quality standards in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter.

CMAQ funds may be used for constructing bicycle and pedestrian projects such as trails, walkways, or storage facilities or nonconstruction projects such as marketing efforts designed to encourage bike riding and walking and education and outreach programs intended to increase public knowledge about the benefits of biking and walking. In Fiscal Year (FY) 2009-2010, \$21.3 million in CMAQ funds were obligated for 91 bicycle and pedestrian projects

Federal Safe Routes to School (SRTS)

Section 1404 of SAFETEA-LU created the federal SRTS program in 2005. The funds are available for infrastructure and non-infrastructure projects that improve facilities and encourage elementary and middle school students to walk and bicycle to school. To date the program has awarded 219 projects, totaling \$91 million. The 3rd cycle list for Federal Fiscal Year (FFY) 2010-11 to FFY 2012-13 will include approximately \$42 million for improving safe routes to school.

Highway Safety Improvement Program (HSIP)

In 2005, SAFETEA-LU established a new HSIP for reducing traffic fatalities and serious injuries on public roads. This funding is split equally between state highways and local roadways. The first four HSIP cycles funded 547 local roadway projects from a total of \$218 million in funds in FFYs 2006 through 2011. The 5th HSIP cycle is planned for the 2012 FFY and will include approximately \$50 million for improving safety on local roadways.

Nonmotorized Transportation Pilot Program

SAFETEA-LU created the Nonmotorized Transportation Pilot Program to demonstrate the extent to which bicycling and walking can shift and replace vehicular traffic. The program provides \$25 million from the Highway Trust Fund during FY 2006 through 2009 to the County of Marin and three other communities: Columbia, Missouri; Minneapolis-Saint Paul, Minnesota; and Sheboygan County, Wisconsin. The funds are to be used to construct a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers. Funds are also available for educating the public. The selected communities will also assess the effectiveness of these investments in decreasing congestion and energy usage, improving safety, increasing bicycling and walking, and promoting better health and a cleaner environment.

The project in Marin County is the Cal Park Pathway and Tunnel and will become one of the few rails-with-trails projects in the country, consisting of a paved, multiuse pathway and interurban rail service. It will be a vital link in Marin's overall bicycle and pedestrian network and a key connection in the 24-mile North-South Greenway, providing a direct, level route through a 250-foot high ridge between Larkspur and San Rafael.

High Priority Projects (HPP)

There are currently 49 HPP earmarks authorized by various public laws that have funds available for pedestrian and/or bicycle improvements along California's roads. These funds are authorized by Congress and are available until expended or rescinded in federal law.

Forest Highways Program

In California, the Forest Highways Program provides funding to resurface, restore, rehabilitate, or reconstruct public roads that provide access to, or are within, a national forest. The program is administered by the FHWA's Federal Lands Highway Office, in partnership with the US

Department of Agriculture Forest Service (FS) and the Department. Project eligibility is based on criteria identified from land use planning and impacts from transportation facilities. Application scoring includes points for improving safety for bicycling and walking.

Transportation, Community and System Preservation (TCSP) Program

The TCSP Program provides funds to states, metropolitan planning organizations, and local and tribal governments for projects to integrate transportation, community, and system preservation. Eligible projects include transit-oriented development plans and traffic calming measures in addition to projects that reduce the impacts of transportation on the environment. Each state must provide a funding match.

Appendix I State Statutes Concerning Bicycling and Walking

Streets and Highways Code

- Section 104 The Department may acquire real property for the construction and maintenance of nonmotorized transportation facilities.
- Section 886 There is a bicycle facilities coordinator in the Department 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 nonmotorized 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 a state highway, the Department may construct and maintain nonmotorized facilities approximately paralleling that highway.
- (b) Where the traffic safety or capacity of the highway would be increased, the Department shall pay for the construction and maintenance of nonmotorized transportation facilities approximately paralleling the highway.
- (c) The Legislature finds and declares that the construction and maintenance of nonmotorized 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 freeway that will sever or destroy an existing major route for nonmotorized 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 nonmotorized 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 nonmotorized transportation facilities to be used in conjunction with the State Highway System.

Section 888.8	The Department may undertake demonstration projects, 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 require 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 nonmotorized 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 II Nonmotorized Information Websites

U.S. Department of Transportation Bicycle/Pedestrian Design Guidance
<http://www.fhwa.dot.gov/environment/bikeped/design.htm>

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

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

Caltrans Division of Local Assistance – Nonmotorized project funding
<http://www.dot.ca.gov/hq/LocalPrograms>

Caltrans Division of Transportation Planning – Bicycle Program
<http://www.dot.ca.gov/hq/tpp/offices/bike/index.html>

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

CA MUTCD
<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd/CaliforniaMUTCD.pdf>

Bicycle Transportation Account (BTA) Program
<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

Project Development Procedures Manual, Chapter 31- Nonmotorized Transportation Facilities
http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt31.pdf

Department of Transportation Bicycle and Pedestrian Program Contacts
<http://www.dot.ca.gov/hq/tpp/offices/bike/contacts.html>

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

Active Transportation / Livable Communities Working Group
http://www.dot.ca.gov/hq/tpp/offices/ocp/livable_communities.html

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>

Environmental Enhancement and Mitigation Program
<http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm>

Appendix III Bicycle Transportation Account, Environmental Enhancement and Mitigation, Federal and State Safe Routes to School Approved Projects