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TOWARD AN
**ACTIVE
CALIFORNIA**
STATE BICYCLE + PEDESTRIAN PLAN

2023 PROGRESS REPORT

» Acknowledgment

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- Active Transportation Resource Center (ATRC)
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- California Department of Education (CDE)
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- California Department of General Services (DGS)
- California Department of Government Operations (GovOps)
- California Department of Motor Vehicles (DMV)
- California Department of Parks and Recreation (CSP)
- California Department of Public Health (CDPH)
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- California Walk & Bicycle Technical Advisory Committee (CWBTAAC)
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- Caltrans HQ Division of Environmental Analysis (DEA)
- Caltrans HQ Division of Local Assistance (DLA)
- Caltrans HQ Division of Maintenance (DOM)
- Caltrans HQ Division of Rail and Mass Transit (DRMT)
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- San Bernardino County Transportation Authority (SBCTA)
- San Diego Association of Governments (SANDAG)
- Santa Clara Valley Transportation Authority (VTA)
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» 01 Executive Summary

Background: 2017 Plan

The 2017 State Bicycle & Pedestrian Plan (SBPP): *Toward an Active California* was California's first statewide policy-plan to support those walking and bicycling through 4 objectives, 15 strategies, and 60 implementation actions. The plan was developed with support from a Technical Advisory Committee represented by Caltrans, state agencies, regional and local transportation agencies, and partners in related fields.

Progress Report Focus Areas

The State Bicycle & Pedestrian Plan Progress Report highlights California's efforts since the release of the Plan in 2017. There are three focus areas of the progress report: (1) How California did as a state to implement the 2017 Plan actions; (2) Highlight current active transportation efforts; and (3) Gather input on key topics and concepts to be considered for the future update to the Plan.

The progress report shows how active transportation planning and implementation has evolved over the years, while proactively preparing for future efforts.

Data Gathering

Critical to the development of the Progress Report was the input received from the SBPP's extensive network of stakeholders. Input was gathered through the following means:

- Management briefings
- Stakeholder meetings in conjunction with other Caltrans Modal Plans
- Focused group discussions
- Statewide webinar
- Presentations to various technical advisory committees
- Stakeholder survey
- Web research



Figure 1: The Four Objectives of the 2017 *Toward an Active California* plan.





Photo 1: Pedestrians and a cyclist at a crosswalk near the California State Capitol.

Implementation Successes

One of the core focus areas of the Progress Report is highlighting active transportation efforts that have been delivered since the release of the 2017 Plan. The reporting of efforts submitted by each lead agency during the data gathering stage were divided into (1) those that directly align with each of the sixty 2017 Plan Implementation Actions and (2) active transportation efforts that were related to the Plan's four objectives (*Safety, Mobility, Preservation, and Social Equity*) but did not necessarily align with the implementation actions. Many of the actions have numerous delivered efforts spread across a multitude of lead agencies. There were also delivered efforts that spread across multiple actions as well. The following are examples of such efforts:

- **Caltrans District Active Transportation (CAT) Plans:** Each of the twelve Caltrans districts completed its own active transportation plan, using both statewide and local/regional methods to reflect its unique context and values. For each of these plans, district staff charted a public process that focused on increasing social equity, strengthening community partnerships, and improving connections between the state and local networks. These plans provide Caltrans with tools to use in collaborating with regional and local partners to identify, fund, construct, and maintain pedestrian and bicycle projects.
- **Climate Action Plan for Transportation Infrastructure (CAPTI):** Although not a direct response to the 2017 SBPP, the California State Transportation Agency (CalSTA) developed CAPTI, which plays a critical role in detailing how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity.
- **Funding Availability and Technical Assistance:** The availability of funding and the diversification of programs that fund active transportation activities has increased since the release of the 2017 Plan. Efforts throughout the state have taken place to not only strategically invest these funds in communities that need them the most, but also provide the technical assistance necessary to access the funds themselves. Refer to the appendices for a list of funding resources.
- **Guidance:** The development of new or updated guidance, such as those related to design, safety, or emerging mobility options, has led to the development of trans-formative active transportation infrastructure. Implementation examples are highlighted throughout the Progress Report.



Current Active Transportation Efforts

A major goal of this Progress Report is to track the evolution of active transportation in California. Current and planned efforts that further implement the objectives, strategies, and actions identified in the 2017 Plan have been outlined in their respective sections. Many of the current and planned active transportation efforts in this progress report have also been identified in the 2022 Complete Streets Action Plan (CSAP). The (CSAP) is a coordinated effort identifying key high-priority efforts needed to implement the new Director's Policy for Complete Streets (DP-37) over the next two years.

Considerations for Future Plan Updates

Public engagement and outreach are key components of this progress report effort. Stakeholder input was gathered regarding topics that should be considered for further development. The input received will not only help inform the future Plan update, but also acts as an assurance check for the active transportation efforts that are either planned or currently in progress. Suggested concepts were compiled into the following categories:

- Policy
- Guidance
- Tools and Training Resources
- Funding Assistance
- Equity and Outreach
- General Comments

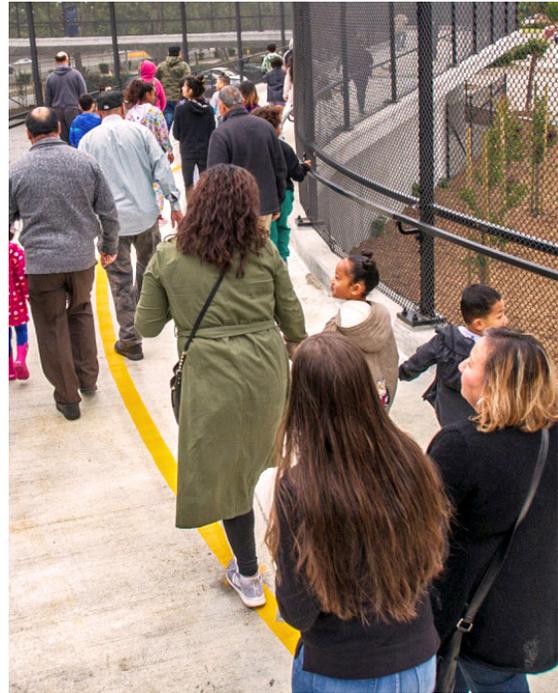


Photo 2: Pedestrians walking along the Clarke Avenue Highway 101 bicycle and pedestrian overcrossing.



Photo 3: Pedestrians and cyclists crossing the Clarke Avenue Highway 101 overcrossing for the first time in 2019.



» 03 Overarching Policies & Guidelines

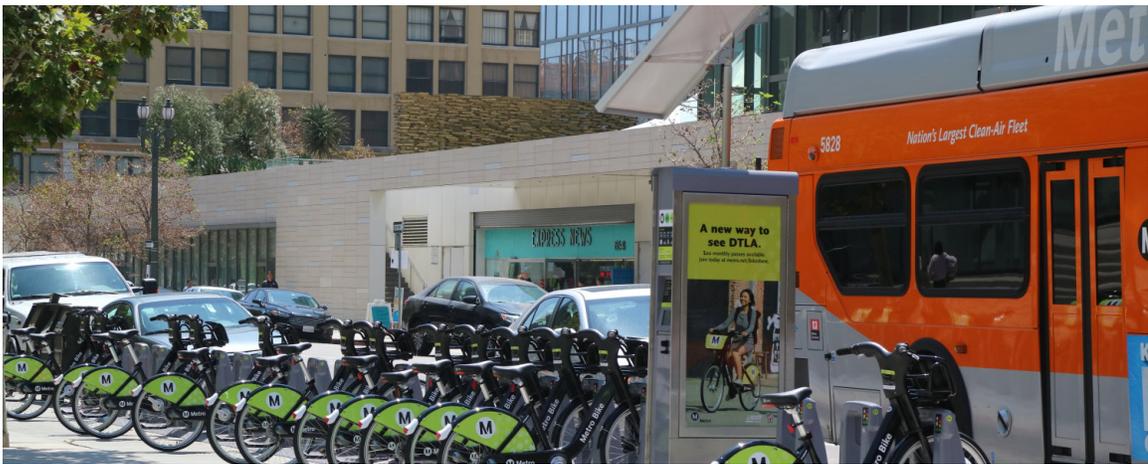


Photo 4: Metro electric bike rental near a bus stop in downtown Los Angeles.

Caltrans 2020-2024 Strategic Plan

The Caltrans Strategic Plan recognizes that, to be a successful transportation agency today and in the coming years, Caltrans must push past its traditional role as primarily an infrastructure organization and begin to function as an organization centered around people. We must be aware of the impact we have had upon the communities we serve, and work to repair relations and address past injustices. We must consider the environment we all share. It is our obligation to construct and maintain a travel network for all users, whether they walk, bike, skate, or use public transit to get to their destinations, and foremost, make sure they get to and from their destinations safely.

California Transportation Plan (CTP) 2050

The CTP is California's long-range transportation plan. It offers an opportunity to identify new and innovative solutions to our most pressing transportation challenges. The plan provides a unifying and foundational policy framework that is designed to close the gap between what our regional transportation plans (RTPs) propose and what is needed to meet our 2050 targets. It is intended to guide transportation decision makers at all levels of government, while emphasizing the importance of shared responsibility



in meeting our transportation needs. The CTP identifies a vision for the future transportation system, establishes new statewide priorities, and serves as a roadmap to guide Caltrans and partner agencies in implementing these recommendations.

CALTRANS MODAL PLANS

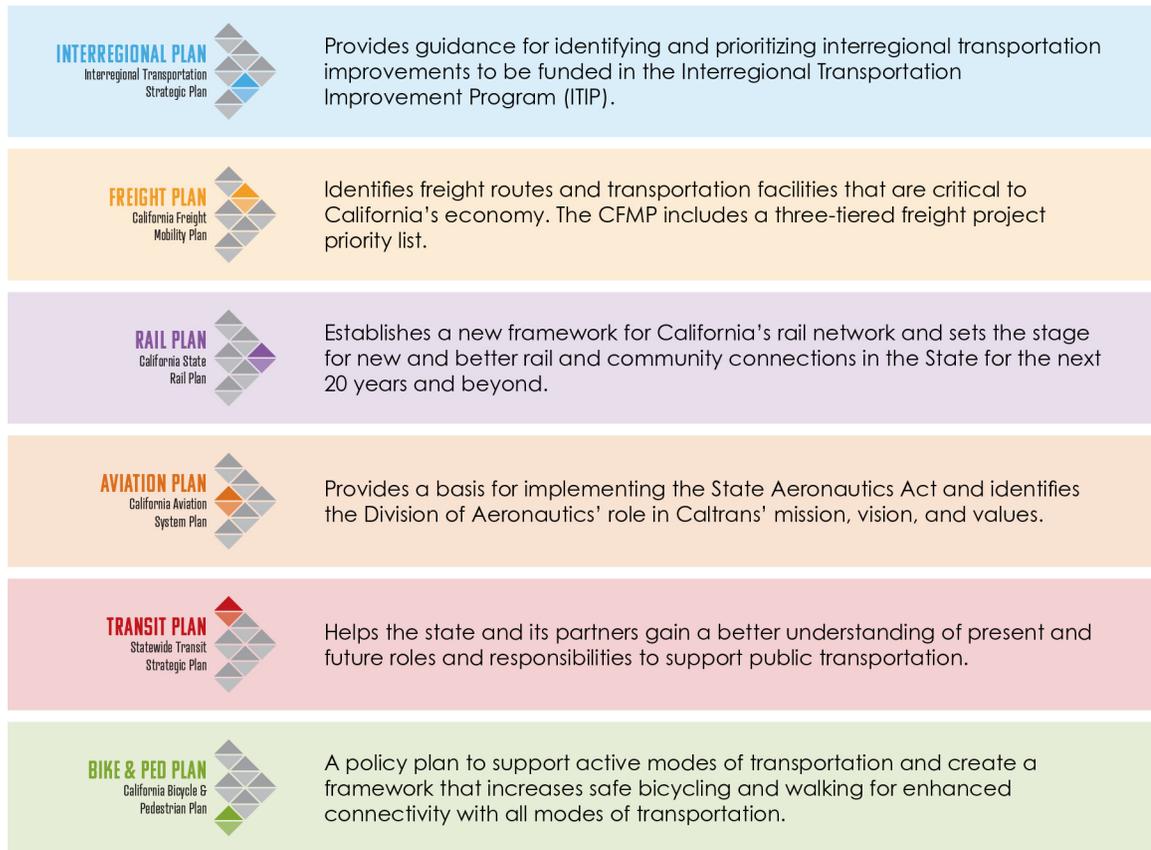


Figure 2: Caltrans Modal Plans.

Caltrans Director's Policy 37

In December 2021, Caltrans announced its new Director's Policy on Complete Streets (DP-37). The policy directs all transportation projects funded or overseen by Caltrans to provide comfortable, convenient, and connected facilities for people walking, biking, and taking transit. This policy is a key step in expanding the availability of sustainable transportation options for Californians, in order to meet our state's climate, health, and equity goals.



» 04 Status of the 2017 SBPP Implementation Actions

Background

The 2017 State Bicycle & Pedestrian Plan (SBPP): *Toward an Active California* was California's first statewide policy-plan to support those walking and bicycling through 4 objectives, 15 strategies, and 60 implementation actions. The plan was developed with support from a Technical Advisory Committee represented by Caltrans, state agencies, regional and local transportation agencies, and partners in related fields. The objectives and strategies are listed below.

Table 1: Objectives and strategies from the 2017 *Toward an Active California* plan.

| Objective | Strategies |
|---|---|
| <p>Safety</p> <p>Reduce the number, rate, and severity of bicycle and pedestrian involved collisions</p> | <ul style="list-style-type: none"> S1 – Safer Streets & Crossings: Address safety of vulnerable users in roadway design and operations S2 – Education: Provide consistent, accessible, and universal education about the rights and responsibilities of all roadway users. S3 – Safety Data: Invest in the quality, completeness, timeliness, and availability of data on bicycle and pedestrian collisions. S4 – Enforcement: Focus state and local enforcement of safety laws on highest risk behaviors by all road users. |
| <p>Mobility</p> <p>Increase walking and bicycling in California</p> | <ul style="list-style-type: none"> M1 – Connected & Comfortable Networks: Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities. M2 – Multi-modal Access: Integrate bicycle and pedestrian needs in planning and design of multi-modal transportation system and services. M3 – Efficient Land Use & Development: Support regional and state efforts to integrate land use and transportation planning to maximize the effectiveness of active transportation investments. M4 – Network & Travel Data: Develop consistent, high-quality data on bicycle and pedestrian travel and facilities. M5 – Statewide & Regional Trails: Support low-stress or physically separated pedestrian and bicycle trail routes of statewide or regional significance for tourism, recreation, and utilitarian transportation. M6 – Encouragement: Promote bicycle and walking for everyday transportation, recreation, improved health, and active living. |



| Objective | Strategies |
|---|---|
| <p>Preservation</p> <p>Maintain a high quality active transportation system</p> | <ul style="list-style-type: none"> • P1 – Quality of Condition: Establish and meet an expected quality of condition for bicycle and pedestrian infrastructure. • P2 – Program Integration: Pursue internal and external partnerships to address bicycle and pedestrian needs in maintenance and preservation activities. |
| <p>Social Equity</p> <p>Invest resources in communities that are most dependent on active transportation and transit</p> | <ul style="list-style-type: none"> • E1 – Community Support: Strengthen engagement with disadvantaged communities by proactively seeking input on needs and providing technical guidance. • E2 – Equity Lens: Address social equity when implementing all strategies from this Plan. • E3 – Access to Funding: Provide disadvantaged communities with the opportunity participate in active transportation funding programs. |

Progress Report Focus Areas

This State Bicycle & Pedestrian Plan Progress Report highlights California's efforts since the release of the Plan in 2017. There are three focus areas of the progress report: (1) how California did as a state to implement the 2017 Plan actions, (2) highlight current active transportation efforts, and (3) gather input on key topics and concepts to be considered for the future update to the Plan.

The progress report also shows how active transportation planning and implementation has evolved over the years, while proactively preparing for future efforts.

Data Gathering

Critical to the development of the progress report was the input received from the SBPP's extensive network of stakeholders. Input was gathered through the following means:

- Executive Management Level Meetings
- Stakeholder Meetings in conjunction with other Caltrans Modal Plans
- Focused Group Discussions
- Statewide Webinar
- Presentations to various advisory committees
- Stakeholder Survey
- Web Research

It is important to note that while not all lead agencies identified in the 2017 Plan submitted status updates regarding the implementation actions that were assigned to them, ongoing collaboration persists with those agencies through participation on various advisory committees, project development coordination, or ad-hoc meetings. There were also many instances where lead agencies reported delivered efforts for implementation actions that were not originally assigned to them, highlighting the deep integration of active transportation within their respective agencies.





Photo 5: Woman on a bike near the California Capitol.

Progress Report Methodology

The input compiled from the public engagement and data gathering stage was assessed and categorized into the following:

- Efforts that were in direct alignment with the 2017 Plan's 60 implementation actions
- General highlights & efforts in alignment with the 2017 Plan's 15 strategies
- Planned or in-progress efforts
- Suggested concepts to be considered for the future Plan update

Implementing the vision of *Toward an Active California* will be an ongoing effort. Although the Plan has set in motion the constant and ever-evolving integration of active transportation into California's overall mobility, continued partnerships among public agencies at all levels of government, with support from the private sector, will need to progress as well. Throughout this process, Caltrans worked with the State Transportation Agency and its departments (Department of Motor Vehicles, Office of Traffic Safety, High Speed Rail Authority, California Highway Patrol), the many divisions of Caltrans, and partner state agencies and groups (California Department of Public Health, Strategic Growth Council, Office of Planning & Research, and others). Regional and local partners have also been an important part of the delivery process and will need to support the continued implementation of the Plan.





Objective 1: Safety

STRATEGY S1: SAFER STREETS & CROSSINGS

Address the safety of vulnerable users in roadway design and operations.

Many leads throughout the state play a critical role in improving the safety of vulnerable users across all age groups using evidence-based roadway design. This effort includes increased separation, signal improvements, signage, and other strategies to reduce conflicts between vulnerable users and motorized traffic. Crossings of access-controlled facilities (freeways) and conventional highways are also considered in this process.

Efforts continue in the proactive incorporation of design considerations that prioritize safety for people walking and bicycling. The following efforts were delivered in accordance with this strategy.

Table 2: Strategy S1 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|--|
| S1.1: Develop equity focused plans at the regional or district level to proactively identify opportunities for safer highway crossings, including addressing personal safety. | Caltrans District Active Transportation (CAT) Plans : Identification of specific location-based bike and pedestrian needs. Districts used safety, equity, mobility, and preservation as performance criteria. | Caltrans |
| S1.2: Work with regional and local agencies to apply the guidelines in Caltrans' Complete Intersections Guide, Main Street California Guide, and National Association of City Transportation officials' guidelines. | California Walk and Bike Technical Advisory Committee (CWBATAC) : Made up of external partners to provide regular strategic input and technical guidance on Caltrans' complete streets and active transportation efforts at the statewide level. | Caltrans |
| | Various bicycle advisory, pedestrian advisory, and ad-hoc committees convene regularly at the local/regional/district levels. Contact the respective district Complete Streets Coordinator for more information. | |
| | CaCTI – California City Transportation Initiative : Coordinated with help from NACTO, CaCTI cities and State partners pressed for change within their cities and at the State level, promoting legislation and regulation that enhances urban environments and mobility throughout the Golden State. | CA State Transportation Agency; CA Highway Patrol; Caltrans; Local Agencies; Office of Planning & Research; Office of Traffic Safety |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|---|
| <p>S1.3: Develop and implement a systemic safety analysis approach to address infrastructure that poses a higher risk to vulnerable users.</p> | <p>2017 SBPP Implementation Report – “Safer Highway Crossings”: Recommendations for initial screening, public engagement, prioritization, and implementation.</p> | <p>Caltrans Transportation Planning</p> |
| | <p>Pedestrian Safety Countermeasures Toolbox: Tools to address issues identified during traffic safety investigations.</p> | <p>Caltrans Safety</p> |
| | <p>Strategic Highway Safety Plan (SHSP) and Implementation Plan: Framework for reducing roadway fatalities and serious injuries on California’s public roads.</p> | <p>Caltrans Safety</p> |
| | <p>Safe Systems Approach: Adoption of the Safe System approach builds on ongoing work to improve safety on the state’s transportation system based on the following principles:</p> <ul style="list-style-type: none"> • Eliminate death and serious injury • Humans make mistakes • Humans are vulnerable • Responsibility is shared • Redundancy is crucial • Safety is proactive and reactive | <p>Caltrans</p> |
| | <p>Bikeway Facility Selection Guide: Evaluation and selection of bikeway facility type using the Federal Highway Administration’s Bikeway Selection Guide (FHWA Guide).</p> | <p>Caltrans Design</p> |
| | <p>State of California General Plan Guidelines (Appendix B: Transportation Safety): Prioritizes active transportation, accessibility, connectivity, and protecting people while reducing VMT.</p> | <p>Office of Planning & Research</p> |
| | <p>Bicycle and Pedestrian Safety, Education, Enforcement, and Awareness Program (BESEEN): Formerly known as the California Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP), this ongoing project includes both enhanced enforcement and a public education and awareness campaign.</p> | <p>CA Highway Patrol; Office of Traffic Safety</p> |
| | <p>Complete Streets Safety Assessments (CSSA): SafeTREC is offering free Complete Streets Safety Assessments (CSSA) to California communities, including cities, counties, and school campuses with a population of over 2,500 people. CSSAs are comprehensive transportation safety assessments that focus on pedestrian and bicycle safety. They help local agencies identify and implement traffic safety solutions that lead to improved safety for all users of California’s roadways.</p> | <p>Office of Traffic Safety; UC Berkeley SafeTREC</p> |



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy S1: Safer Streets & Crossings*.

Caltrans Active Transportation (CAT) Plans

Caltrans district active transportation plans represent an important next step in delivering active transportation infrastructure across California. A statewide effort established common data and methods for identifying and evaluating pedestrian and bicycle needs along, across, and parallel to the state highway system. Each Caltrans district completed its own active transportation plan, using statewide methods and data while also tailoring data, analysis, and priorities to reflect its unique context and values. For each of these plans, district staff charted a public process that focused on increasing social equity, strengthening community partnerships, and improving connections between the state and local networks. These plans provide Caltrans with statewide tools to use in collaborating with regional and local partners to identify, fund, construct, and maintain pedestrian and bicycle projects.

California Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP)

The California Highway Patrol's mission is to provide the highest level of safety, service, and security to the people of California. A significant focus their traffic safety efforts is vulnerable road users. Through the California Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP), funded through a grant from the California Office of Traffic Safety (OTS), the CHP has made significant strides to enhance the safety of those walking and bicycling of all ages.

For the period of October 1, 2017 through September 30, 2022 the CHP has conducted as part of the CPBEEP grant:

- 234 Pedestrian Safety Enforcement Operations (PSEO)
- 156 School Zone Enforcement Operations (SZEO)
- 117 Vehicles Illegally Passing School Bus (VIPS) operations
 - » 9,491 enforcement stops conducted during enhanced enforcement operations
 - 86 bicycle stops
 - 663 pedestrian stops
 - 8,742 motorist stops
 - » 7,497 citations issued during enhanced enforcement operations
 - 32 bicycle citations
 - 326 pedestrian citations
 - 7,139 motorist citations



CPBEEP
(continued)

- 1,169 traffic safety presentations
- 1,104 school traffic safety events
- 1,484 community traffic safety events
- 282 bicycle “rodeos”
- Fitted 26,625 bicycle helmets
- Distributed 23,925 bicycle helmets
- Trained 135 CHP personnel in Smart Cycling, League Cycling Instructors, and how-to-conduct PSEO training
- Provide online training resources for the public on bicycle safety
- CHP personnel conducting “bicycle rodeos” throughout the state
- The CHP meets with public officials and local stakeholders to discuss bicycle and pedestrian safety issues, and plan traffic safety enforcement operations and public outreach/education events
- Conducted 706 events and 327 enhanced enforcement operations in support of National Pedestrian Safety Month, National Walk to School Day, National Bicycle Safety Month, and California’s Pedestrian Safety Month

In total, CHP efforts reached **1,278,902 people** through traffic safety presentations, events, and public outreach.



Photo 6: Three Capitol Protection Section (CPS) officers posing with their bikes.



Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy S1: Safer Streets & Crossings*.

Caltrans Active Transportation (CAT) Plans

Caltrans Transportation Planning is developing guidance on the prioritization of location-based needs identified within the Caltrans Active Transportation (CAT) Plans as well as guidance on how to incorporate recommended Tier 1 complete streets improvements from the plans into actual projects on the state highway system. This effort will include direction on updating the plan, including the frequency of updates, and will fulfill requirements of the federal Infrastructure Investment and Jobs Act (IIJA) Section 11206: the development of a complete streets prioritization plan with a list of complete streets projects. The prioritized list will also identify coordination needs with local partners on projects that overlap or interact with local roads.

Caltrans Road Safety Action Plans

Caltrans Director's Policy 36 (DP-36) requires all Caltrans divisions and districts to develop their respective Road Safety Action Plans as appropriate for their division or district. The objective of the Road Safety Action Plans is to plan and execute a transformation of the Department through a comprehensive review of the structure and philosophy of our programs, plans, policies, procedures, and practices to meet our goal of zero deaths and serious injuries by 2050, as committed to in the Director's Policy on Road Safety (DP- 36), in a time-bound and coordinated manner. These plans will be used to track and monitor the Department's progress in achieving the intended results of this policy.

Pedestrian Safety Enhancements

The Caltrans Safety Program will implement pedestrian safety enhancements in 1607 locations across the state. Improvements will include enhanced crosswalks at signalized, stop-controlled, or uncontrolled intersection, midblock crosswalks, slip ramps, roundabouts, and upgrading or installing pedestrian warning signs as needed.

Caltrans District 12 Freeway Ramp Active Mobility Enhancement Study (FRAMES)

This study will analyze freeway ramps to document need and develop solutions for improved active transportation safety at the junction with local arterial roadways. The technical study will utilize available data sets and existing conditions to advance the Caltrans District 12 Active Transportation Plan (D12 CAT Plan) which utilized public and stakeholder input to establish three tiers of priority improvement locations within Orange County.





Photo 7: Bikes and pedestrians in a crosswalk near the California Capitol.

STRATEGY S2: EDUCATION

Provide consistent, accessible, and universal education about the rights and responsibilities of all roadway users.

Understanding the rules of the road, how they apply to all modes of transportation, and anticipating the behavior of road users are key to sharing the road safely. The safety of the road network depends on individual road users treating each other with consideration and respect. A robust education effort improves safety and comfort for people driving, walking, and bicycling in California.

Table 3: Strategy S2 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---------------------------------|
| S2.1: Include active transportation infrastructure concepts and bicycle/ pedestrian safety information in regular driver handbook updates. | California Driver Handbook – Sharing the Road : Guidance on transit, emergency vehicles, neighborhood electric vehicles and low-speed vehicles, bicycles, bicycles in travel lanes, pedestrians who are blind. | CA Department of Motor Vehicles |
| S2.2: Include bicycle and pedestrian content in driver testing exams for all new and re-licensing drivers. | Driving Test Criteria (DL 955) : Resource incorporating bicycle and pedestrian elements throughout the testing criteria. | CA Department of Motor Vehicles |
| S2.3: Explore periodic re-licensing of drivers. | Priority Reexamination of Driver (Form DS 427) : Page 38 explains the required knowledge, vision, and driving tests. | CA Department of Motor Vehicles |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--|
| S2.4: Provide universal elementary school bicycle and pedestrian curriculum. | <p>Health Education Framework Update: Curriculum based on this updated framework will help students build strong and health relationships with their families friends, and communities while strengthening their resiliency and personal decision-making skills for healthy living. Topics include injury prevention and safety, crossing streets safely, and growth and development.</p> | CA Department of Education |
| | <p>Evaluation of a New Child Pedestrian Curriculum: Identified via national research; Curriculum teaches and encourages pedestrian safety for students grades Kindergarten through 5th Grade organized into five lessons: walking near traffic, crossing streets, crossing intersections, parking lot safety, and school bus safety.</p> | Caltrans Research, Innovation, and System Information |
| | <p>GoSafely California: A series of free resources for public use, including Pedestrian & Bicycle Safety Lesson Plans for TK-3rd grade, 4th-8th grade, and high school students.</p> | Office of Traffic Safety |
| S2.5: Advance an adult-oriented safe bicycle and walking curriculum. | <p>Online Bicycle Transportation Design Course: Self-paced course developed in partnership with Sacramento State College of Continuing Education and Caltrans. Five modules that teach introductory basics of bicycle planning and design standards, tools, and guidance. Advanced version of the course to be developed in the near future.</p> | Active Transportation Resource Center; Caltrans Local Assistance |
| | <p>Smart Cycling – Learning Center – Educational resources teaching skills to ride more safely and confidently. Get ready to ride by learning riding tips, bike parts & maintenance, and tips on riding with traffic.</p> | League of American Bicyclists |
| S2.6: Incorporate ADA awareness into all active transportation education programs. | <p>California Driver Handbook – Sharing the Road: Guidance for motorists near pedestrians who are blind or visually impaired.</p> | CA Department of Motor Vehicles |
| | <p>“Mobility Monday”: Webinar series that focuses on mobility topics for unique user groups.</p> <p>“Street Story”: Community engagement tool for residents, community groups, and agencies to collect information about crashes, near misses, as well as general hazards that impact the mobility of older adults and those with mobility issues.</p> | Office of Traffic Safety |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| <p>S2.7: Engage colleges and universities in reframing engineering programs to include current, best-practice bicycle and pedestrian design.</p> | <p>Online Bicycle Transportation Design Course: Self-paced course developed in partnership with Sacramento State College of Continuing Education and Caltrans. Five modules that teach introductory basics of bicycle planning and design standards, tools, and guidance. Advanced version of the course to be developed in the near future.</p> <p>Jackson State University (JSU), Department of Urban and Regional Planning: Caltrans partnered with JSU on a <i>Special Topics Session</i>, which included rail, transit, and active transportation (Summer of 2021).</p> | <p>Active Transportation Resource Center; Caltrans Local Assistance</p> <p>Caltrans Rail & Mass Transit; Caltrans Transportation Planning</p> |

Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy S2: Education*.

Non-Infrastructure Opportunities (NI)

Multiple agencies, such as the City of Rialto, the California Highway Patrol, and the Office of Traffic Safety, have shared that they regularly host public awareness events that include bike rodeos and walking school buses. These examples are reinforced by the increased availability of funding opportunities and resources dedicated to non-infrastructure educational campaigns since the release of the 2017 Plan.

Web Resources for Safety Education & Community Engagement

- [Active Transportation Resource Center \(ATRC\)](#): To assist in scoping a non-infrastructure project, the ATRC has created a series of [fact sheets](#) that define each strategy and identify common activities within that strategy that can be used in an NI project. They also offer a series of [classroom and online training](#), including the California School Crossing Guard Training that was developed in collaboration with the California Department of Public Health and the California Department of Education.
- [Active Transportation Program](#): The non-infrastructure component of the ATP is a great opportunity for implementing agencies across the state to fund educational campaigns.
- [GoSafely California](#): This media toolkit has a series of free guides, tips, infographics, and videos.
- "Street Story": The Office of Traffic Safety (OTS) developed this Community engagement tool for residents, community groups, and agencies to collect information about crashes, near misses, as well as general hazards that impact the mobility of older adults and those with mobility issues.



STRATEGY S3: SAFETY DATA

Invest in the quality, completeness, timeliness, and availability of data on bicycle and pedestrian collisions.

Understanding pedestrian and bicycle safety issues requires investing in high-quality and complete data. To assemble a comprehensive record of safety challenges in the state, data must be gathered not only on the state highway system, but also on local roads and tribal lands. There have been similar challenges with assembling comprehensive tribal data.

High-quality collision data supports all of the State’s safety goals. Better data on location, contributing factors, and exposure to risk help Caltrans and partner agencies develop and implement programs and projects that improve safety.

Table 4: Strategy S3 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|---|---|
| S3.1: Continue developing approaches to integrate hospital data into collision reporting. | "EpiCenter" : Injury data dashboard. | CA Department of Public Health |
| | Crash Medical Outcomes Data (CMOD) Project : Integrates medical and crash data on traffic injuries. | California Department of Public Health |
| S3.2: Develop improved exposure estimates for bicycling and walking. | Pedestrian Systemic Safety Improvement Program and Bicyclist Safety Improvement Monitoring Program : Programs that identify and address systemic safety by (1) Exposure model at intersections; (2) Hotspot identification across the state highway system; and (3) Safety management tools. | Caltrans Research, Innovation, and System Information; Caltrans Safety |
| S3.3: Explore the feasibility of conducting a pilot study of the information being compiled regarding collisions involving bicycles and pedestrians, leveraging investment in exposure estimates developed in S3.2. | Recommendations for California Statewide Guidance – High Injury Networks : Identifying areas of need; providing agency staff with more information on where they can focus limited resources; providing opportunities to understand how communities of concern or disadvantaged communities are impacted by higher rates of collision and serious injury; and assisting with building greater public and political support. | CA Department of Public Health; Caltrans Safety; Local Agencies; Metropolitan Planning Organizations; Regional Transportation Planning Agencies |
| | Updated CHP 555 (Traffic Crash Report) : Revision captures new data elements including type of bikeway facility and more comprehensive analysis. | CA Highway Patrol |
| | California Traffic Safety Survey : Annual cross-sectional survey of California drivers ages 18 and over regarding their opinions on traffic safety issues such as speeding, distracted driving, impaired driving, and pedestrian and bicycle safety, as well as their perceptions on other critical safety topics. | Office of Traffic Safety |





Photo 8: A few Caltrans workers run a bike consideration test on State Route 2.

Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy S3: Safety Data*.

[Web Resources for Safety Data](#)

The Office of Traffic Safety's [Data Sources Webpage](#) has a compilation of international, national, and state safety data, tools, and specialized data sources.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy S3: Safety Data*.

[Bicyclist Systemic Safety Improvement Program](#)

The Caltrans Safety Program will launch the first round of the Bicyclist Systemic Safety Improvement Program, which will identify and address locations that may experience crashes based on specific roadway features that are associated with a particular crash type. The program will proactively address bicyclist-related crashes on the SHS. The long-term goal of the program is to substantially reduce fatalities and serious injuries by providing blanket improvements that can be implemented at sites throughout the roadway network.



STRATEGY S4: ENFORCEMENT

Focus state and local enforcement of safety laws on highest risk behaviors by all road users.

Enforcement complements other safety strategies, presenting opportunities to protect and educate road users about appropriate behavior on the roads. Enforcement helps build a culture that recognizes that all users belong on the road. Improved safety for all users requires speed management strategies that create a safer transportation system. To reduce the severity of collisions, enforcement includes increased focus on high-risk behaviors by those who are walking, bicycling, and driving that are most likely to result in a fatality.



Photo 9: A police officer on a bicycle.

Table 5: Strategy S4 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|-------------------------------|
| S4.1: Support updates to police officer training to curb road user behaviors that pose the greatest risk of collision, injury, and fatality. | California Commission on Peace Officers Standards and Training (POST) : Learning Domain 28 is the basis for cadet instruction on topics related to Traffic Enforcement. The CHP provides comprehensive crash investigation training to all officers in the Academy and supplements this initial training through both intermediate and advanced crash investigation courses, with specific focus on crashes involving vulnerable road users. | CA Highway Patrol |
| S4.2: Support and fund diversion programs for bicyclists and pedestrians cited for a traffic offense. Preliminary target of making diversion programs available to 25% of Californians. | Bicycle Safety Course : The CHP has created a Bicycle Safety Course which holds valuable information related to bicycle safety and maintenance. The course is available for anyone to complete, but if you happened to be caught not wearing your helmet and received a citation, you must complete the course within 120 days of receiving the citation. Once you have completed the course, bring your citation, a properly fitted helmet and a copy of the course completion certificate to your local CHP office to have the citation cleared. | CA Highway Patrol |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| S4.2 (continued) | <p>Bicycle & Pedestrian Safety Class: The Huntington Beach Police Department began a Bicycle Safety Class to educate juvenile bike riders on the rules of the road and the proper way to ride a bike. The class now includes Pedestrian, Roller Blade, Scooter, and Skateboard laws and safety. It was originally intended for juvenile law violators as an option to criminal court. Now, the class is open to all Huntington Beach residents and is taught by a Huntington Beach Police Traffic Officer.</p> | City of Huntington Beach |
| | <p>Juvenile Traffic Diversion Program: Two-hour safety education class for youth who are cited for bicycle, pedestrian, and other non-motor vehicle violations. Youth under age 18 may attend class along with their parent/guardian in lieu of paying the fines and fees related to the citation.</p> | Stanford Health Care |
| | <p>Ticket Diversion Programs in California: A free webinar on successful Bike Traffic School programs from across California, and how to best implement a ticket diversion program in your community.</p> | California Bicycle Coalition |
| S4.3: Increase use of technology and engineering methods to reduce speeding and other forms of aggressive driving. | <p>2017 SBPP "Setting Lower Maximum Speed Limits" Implementation Report: Study with recommendations on (1) local jurisdiction flexibility and (2) new methods for setting speed limits.</p> | Caltrans Transportation Planning |
| | <p>Traffic Calming Policy Memorandum: Techniques that exist in Caltrans guidance that can be used with the intent to slow speeding vehicles.</p> | Caltrans Design; Caltrans Safety; Caltrans Traffic Operations |
| | <p>Proven Safety Countermeasures: Resource for speed management, roadway departure, intersections, walking and bicycling, and crosscutting.</p> | Caltrans Safety |
| S4.4: Research methods for setting and enforcing speed limits. | <p>Zero Traffic Fatalities Task Force – Report of Findings: Pursuant to AB 2363, CalSTA convened a task force of state, local, and transportation and safety stakeholders to discuss topics related to speed limit setting and road user safety. Research synthesis and findings and recommendations for policy consideration were delivered in January 2020.</p> | CA State Transportation Agency |





Photo 10: Pedestrians in a crosswalk.

Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy S4: Enforcement*.

Legislation for Pedestrians

[Assembly Bill 2147](#): Existing law imposes various duties relating to the rules of the road, including, but not limited to, traffic signs, symbols, and markings, and pedestrians' rights and duties. Existing law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Existing law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified.

This bill prohibits a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power. The bill would require the Commissioner of the California Highway Patrol, in consultation with the Institute of Transportation Studies at the University of California, to submit a report to the Legislature on or before January 1, 2028, regarding statewide pedestrian-related traffic crash data and any associated impacts to traffic safety, including an evaluation of whether and how the changes made by this bill have impacted pedestrian safety.

Successful Speed Reduction

The City of Palm Desert has recently completed the [conversion of San Pablo Street](#) from a regular four lane secondary road to a 2 lane "complete" street with bicycle lanes. .



Enforcement Training

The California Highway Patrol trains their cadets according to the [California Commission on Peace Officers Standards and Training \(POST\)](#), which has a main learning domain that focuses on traffic safety and two training courses in their training course catalog focused on bicycles. Additionally, the CHP provides a public online training course for bicycle and pedestrian safety directed to juveniles. The Department is focused on vulnerable road users by providing Smart Cycling and League Cycling Instructor training to CHP personnel. As co-lead on the Strategic Highway Safety Plan (SHSP) Bicyclists and Pedestrian Challenge Area, the CHP collaborates with other traffic safety stakeholders with a focus on traffic safety for vulnerable road users, developing and implementing various actions to enhance safety.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy S4: Enforcement*.

Traffic Calming Guidance Update

The Caltrans Division of Design will develop traffic calming guidance, including specific design guidance on traffic calming elements that can be used to improve safety and comfort for those walking, biking, and taking transit. This effort shows the evolution from 2017 SBPP Implementation Action (S4.3), 2020 Zero Fatalities Task Force Report, 2022 Traffic Calming Policy Memo, to the upcoming traffic calming guidance.

Proven Safety Countermeasures for Pedestrians

The Caltrans Safety Program will be establishing a policy and guidance for the use of proven safety countermeasures relating to pedestrians (pedestrian hybrid beacons, leading pedestrian intervals, and pedestrian walkways).

Implementation of Assembly Bill 43

The Caltrans Safety Program will be implementing [AB 43](#), speed limit legislation, through updates to manuals, guidance, trainings and other documents, including updates to the California MUTCD to reflect requirements per the revised California Vehicle Code.

Implementation of Assembly Bill 1946

The passing of Assembly Bill 1946 will require the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles (E-Bikes), as defined, including, but not limited to; general E-Bike riding safety, emergency maneuver skills, rules of the road, and laws pertaining to E-Bikes. The bill will require the safety and training programs to be developed in collaboration with relevant stakeholders and to be posted on the Departments Internet Web Site.





Photo 12: A runner and a cyclist on the La Conchita pedestrian undercrossing and bike path.



Photo 11: A single bike on a bike path in Ventura County.



Objective 2: Mobility

STRATEGY M1: CONNECTED & COMFORTABLE NETWORKS

Develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities.

High-quality bicycle and pedestrian networks are low stress, accessible, direct, and appropriate to the land use context they support. Building these networks requires coordination between local, regional, and state agencies. Caltrans can help partners connect networks across jurisdictional boundaries, creating a seamless and integrated active transportation network that goes beyond minimum standards. Guides and manuals encourage selecting active transportation facilities that create comfortable experiences for all users by considering the speed and volume of traffic on adjacent roadways, as well as the type and number of people walking and bicycling.

Through District-level planning and implementation in coordination with agency partners and stakeholders, the state continues to implement a consistent approach to designing and investing in developing complete, connected, and comfortable networks that meet current design guidance. Training, support, and innovation yield bicycle and pedestrian facilities that are high-quality, support the needs of all users, and meet California's diverse urban, suburban, and rural contexts.

Table 6: Strategy M1 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|---|--|
| M1.1: Develop District-level plans to identify bicycle and pedestrian needs and priority projects on or parallel to the state highway system, with a focus on closing gaps and building complete, comfortable networks that consider the context. | Caltrans District Active Transportation (CAT) Plans : Identification of specific location-based bike and pedestrian needs. | Caltrans |
| | State Highway System Management Plan (SHSMP) : This plan identifies bicycle and pedestrian infrastructure improvement needs and investments over the next 10 years. | Caltrans Asset Management; Caltrans Design; Caltrans Districts |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--|
| M1.2: Provide ongoing implementation of existing Caltrans Complete Streets education and hands-on training. | Complete Streets Toolbox Training : Provides guidance to assist project staff-planners, project managers, engineers, designers, etc. in the selection of Complete Streets elements to meet State goals and policies as directed by the Director's Policy on Complete Streets (DP-37). Development of version 3.0 in progress. | Caltrans Districts; Caltrans Transportation Planning |
| | Smart Mobility Framework (SMF) Guide 2020 : Strategies, performance measures, and analysis methods organized around five themes – network management, multi-modal choices, speed suitability, accessibility and connectivity, and equity. | Caltrans Transportation Planning |
| | Caltrans Industry Safety Summit : Annual forum where participants from Caltrans and industry partners come together to network, share information, and brainstorm safety improvement initiatives. Summit includes bike and pedestrian modules. | CA Highway Patrol; Caltrans Construction |
| | Work Zone Traffic Control Resources : Includes resources that are part of ongoing workshops on investigator training, roadside safety devices, traffic safety, Training on Design Information Bulletin (DIB) 91 "Guidelines on the use of positive work zone protection & mitigation measures," which addresses bicycle and pedestrian travel. | Caltrans Safety |
| M1.3: Increase state investment and encourage local and regional investment in complete bicycle and pedestrian networks. | 2022 State Highway Operation and Protection Program (SHOPP) : The 2022 State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that collectively improves the condition, operation, and sustainability of State Highway System (SHS) and associated transportation infrastructure in California. The SHOPP funds safety and condition improvements, damage repairs, and highway operational and modal improvements on the State Highway System. | CA State Transportation Agency; CA Transportation Commission; Caltrans |
| | Active Transportation Program Cycle 6 Augmentation : The 2022-2023 State Budget included a \$1.05 billion funding augmentation for the ATP. The CTC met with the ATP Technical advisory Committee, had a public workshop, met with the ten largest MPOs, and made the recommendation to the Commission that the full augmentation go to Cycle 6 applicants. | CA State Transportation Agency; CA Transportation Commission |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|--|
| M1.3 (continued) | <p>Senate Bill 1 (SB1): The Road Repair and Accountability Act of 2017 (SB1) invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.</p> <ul style="list-style-type: none"> • Active Transportation Program (ATP) • Local Partnership Program (LPP) • Maintenance • Solutions for Congested Corridors Program (SCCP) • State Highway Operation and Protection Program (SHOPP) • State Transportation Improvement Program (STIP) • Trade Corridor Enhancement Program (TCEP) • Transit and Intercity Rail Capital Program (TIRCP) | CA State Transportation Agency; CA Transportation Commission; Caltrans |
| | <p>Interregional Transportation Improvement Program (ITIP): The ITIP guidelines and project prioritization process have been modified to allow active transportation projects in the program. This creates a new fund source for interregional trails, complete streets investments along rural main street highways, and first- and last-mile connections to interregional transit.</p> | CA State Transportation Agency; CA Transportation Commission; Caltrans |
| | <p>Transformative Climate Communities (TCC): Since 2018, the California Strategic Growth Council (SGC) has awarded over \$230 million in TCC implementation and planning grants to 26 communities in California through a competitive process. Project examples include bicycle and pedestrian facilities.</p> | CA Strategic Growth Council |
| | <p>Affordable Housing and Sustainable Communities (AHSC): AHSC provides funding for affordable housing developments (new construction or renovation) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.</p> | CA Strategic Growth Council |
| M1.4: Explore opportunities to develop a network of separated bicycle highways to serve regional and interregional travel. | 2017 SBPP “Bicycle Highways” Implementation Report : Technical report addressing the potential for bikeways that reduce or eliminate potential conflicts and barriers, identifying planning and design considerations. | Caltrans Transportation Planning |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|---|
| M1.4 (continued) | Caltrans Bay Area Bike Highway Study : This study identified best practices in regional and state contexts, assessed opportunities for bike highways along state highways within the district, developed a vision with conceptual case studies in various highway and land use contexts, and identified next steps for implementation. | Caltrans District 4 |
| | Bicycle Superhighway Implementation Plan : The bicycle superhighway network will consist of a network of high-quality, low-stress, on-street bikeways, and separate trails. When properly designed, bicyclists using those routes typically experience less delay due to fewer at-grade crossings with the street network, or signal priority at intersections. | Santa Clara Valley Transportation Authority |
| M1.5: Consider bicyclist and pedestrian comfort when designing new or improved facilities for state highways, and encourage use of this approach by local agencies. | Caltrans District Active Transportation (CAT) Plans : The development of the plans used Level of Traffic Stress Analysis | Caltrans |
| | CA Highway Design Manual (HDM) Index 405.10 Roundabouts : The HDM was updated to include roundabout guidance for three design vehicles, pedestrian crossing, landscape buffer/strip, sidewalk, and horizontal clearance. | Caltrans Design |
| | Design Information Bulletin (DIB) 82-06 Pedestrian Accessibility Guidelines for Highway Projects : This revision is being issued to be consistent with current Federal and State regulations and guidance. The following is a summary of significant changes: <ul style="list-style-type: none"> • Limited use of the California Building Code. • More exploration and graphics in many areas of the DIB. • Incorporation of the District Delegation. • Updated terminology to the Project Delivery Coordinator and the District Design Liaison. • Include of Safe Harbor requirements per federal regulations. • Added Reach Ranges and Clear Spaces as they apply in state public rights-of-way. | Caltrans Design |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--|
| M1.5 (continued) | <p>Design Information Bulletin (DIB) 89-02 Class IV Bikeway Guidance: Latest revision with updated guidance on the role of the greater bike network in relation to separated bikeways.</p> <ul style="list-style-type: none"> • Expanded guidance for separated bikeway design considerations. <ul style="list-style-type: none"> » One-way separated bikeways » Two-way separated bikeways » Bikeway separation considerations » Intersections, alleys, and driveways » Loading zones, transit stops and passenger drop-off zones » Crossing points with pedestrians • Updates and clarifications related to separated bikeway design criteria. | Caltrans Design |
| M1.6: Provide a comprehensive resource on best practice bicycle and pedestrian design treatments for California. | <p>Complete Streets Elements Toolbox v2.0: Project planners, designers, and engineers are encouraged to use this document to inform and support their decision-making. It provides recommendations to encourage walking, bicycling, and transit use. This can include reduced travel lane widths and speeds, and increased width for those walking and bicycling, transit facilities, and landscaping.</p> | Caltrans Transportation Planning |
| | <p>Smart Mobility Framework (SMF) Guide 2020: This guide describes strategies, performance measures, and analysis methods for implementing smart mobility, organized around five themes: network management, multi-modal choices, speed suitability, accessibility and connectivity, and equity. The SMF Guide also describes the application of place types to identify transportation planning and project development priorities across California. Case study examples are used to illustrate the application of smart mobility strategies in real-world plans and projects.</p> | Caltrans Transportation Planning |
| | <p>Corridor Planning Process Guide (CPPG) and CPPG Active Transportation Emphasis Area Guide: Active transportation focused analysis, consistent with the 8 Step Planning Process.</p> | Caltrans Transportation Planning |
| | <p>Project Development Procedures Manual (PDPM) Appendix FF: The Complete Streets Decision Document (CSDD) was implemented February 11, 2021 to record key decisions to incorporate complete streets facilities in projects on the State highway system. The instructions on how to complete the CSDD as well as the template were made available in Project Development Procedures Manual (PDPM) Appendix FF.</p> | Caltrans Design; Caltrans Sustainability; Caltrans Transportation Planning |



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy M1: Connected & Comfortable Networks*.

Caltrans Active Transportation (CAT) Plans Leading to Project Initiation/Development

Caltrans district active transportation plans represent an important next step in delivering active transportation infrastructure across California. A statewide effort established common data and methods for identifying and evaluating pedestrian and bicycle needs along, across, and parallel to the state highway system. Each Caltrans district completed its own active transportation plan, using statewide methods and data while also tailoring data, analysis, and priorities to reflect its unique context and values. For each of these plans, district staff charted a public process that focused on increasing social equity, strengthening community partnerships, and improving connections between the state and local networks. These plans provide Caltrans with statewide tools to use in collaborating with regional and local partners to identify, fund, construct, and maintain pedestrian and bicycle projects. Districts have already started incorporating CAT Plan data into their project initiation/development efforts.

Asset Inventory

Caltrans District 8 created an Undercrossings & Overcrossings inventory with asset condition data to complement the Active Transportation Asset Inventory (ATAI) since the ATAI was limited to assets on conventional highways. The overcrossing/undercrossings inventory covered bridges within the district that intersected with local roads and where bicycle/pedestrians are allowed.

Development of Transformative Active Transportation Facilities

The implementation of new bikeway guidance, such as Design Information Bulletin 89 (Class IV Bikeway Guidance), has led to the design of transformative active transportation infrastructure. Here are examples of projects that have been initiated:

- Caltrans District 8 is developing the *Reimagining and Reconnecting Route 66 Project*. Located in a disadvantaged community in the City of San Bernardino, this is a major concerted effort to significantly improve quality of life, community vibrancy, and healthy living opportunities for a severely underserved population by enhancing multimodal connectivity, accessibility, safety, and comfort for people of all ages and all abilities. The combined multimodal, traffic calming, sustainability, and placemaking components of the Project will not



Development of
Transformative
Active
Transportation
Facilities
(continued)

only transform the physical infrastructure into a more lively, walkable, and bike-friendly main street but also lead to increasing opportunities for local businesses to thrive, redevelopment plans to take root, and spark revitalization activity in this neighborhood that is desperately needed to reverse long-standing impacts for a historically disadvantaged community, a city recovering from bankruptcy, and adjacent freight and industrial uses.

- Napa Valley Transportation Authority (NVTA) and Caltrans District 4 have not only included protected bikeways, but also green infrastructure, enhanced transit features, traffic calming measures, enhanced crossings, and other innovations.
- Caltrans District 3, as part of the Live Oak 99 Project, created a pedestrian-focused downtown environment by enhancing parking and building access, wayfinding and signage, landscaping, improved crosswalks, curbs, gutters, sidewalks, and driveways.
- Buffered bikeways have also been incorporated in the [Broadway Corridor Improvements](#) in Chula Vista.
- The Los Angeles Region is working to complete the 51-mile LA River Path Project. The goal of this project is to close gaps in the river path with a safe and accessible path for walking, bicycling, and rolling.
- The City of Menifee has designed a road diet project with complete streets elements on Murrieta Road, adding buffered bicycle lanes with new resurfacing projects whenever possible.
- The City of Rialto has completed 18 capital improvement projects for pedestrians, bicyclists, or both between 2017 and 2022. They include construction of a Class 1 trail, safe routes to school projects, street widening, new sidewalks, traffic calming, and more. In addition, the City of Rialto initiated a Specific Plan effort for two corridors planned for bus rapid transit. The plan will include policies and standards for pedestrian- and transit-oriented development.



Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy M1: Connected & Comfortable Networks*.

[Pedestrian Environmental Quality Index \(PEQI\) Tool](#)

Caltrans Transportation Planning is leading a new initiative that is helping capture various degrees of pedestrian comfort and walkability.

[Accessibility Tool](#)

Caltrans Sustainability and Transportation Planning are acquiring an Accessibility Evaluation Tool that has the capability to perform before/after accessibility analysis on driving, biking, walking, and transit modes.

[2023 State Highway System Management Plan \(SHSMP\)](#)

Caltrans Design and Asset Management will refine bicycle and pedestrian infrastructure needs from District CAT Plans and remaining performance gaps, to guide investments over the next 10 years.

[Interregional Planning](#)

Interregional Transportation Strategic Plan (ITSP). The ITSP identifies eleven Strategic Interregional Corridors that connect California's major regions and designates priority interregional highways and railways within each corridor. The Addendum helps to implement the 2021 ITSP by providing more detailed information on the needs of each strategic interregional corridor, tailoring the ITSP's statewide strategies to suit the unique needs of California's diverse regions. It also provides regional context for the new topics added in the 2021 ITSP, including racial equity, public health, climate resilience, and single-occupancy vehicle trip reduction. In doing so, this Addendum is a tool for future state, regional, local, and corridor plans; and investment in the Interregional Transportation Improvement Program (ITIP). Both the 2021 ITSP and the 2022 ITSP Addendum support the development of interregional active transportation infrastructure, including interregional trails, complete streets investments on rural Main Street highways, and first- and last- mile connections to interregional transit.

[Complete Streets Toolbox 3.0 \(Training and Guide\)](#)

Caltrans Transportation Planning is currently updating [Complete Streets Elements Toolbox v2.0](#).



Asset Inventory

Caltrans District 4 is updating their inventory of assets (originally developed as part of the CAT Plan effort) beyond the Active Transportation Asset Inventory Pilot (ATAIP). This effort includes additional assets such as pedestrian and bicycle overcrossings and undercrossings, transit lanes, and other transit supportive infrastructure. Performance measures may include, but are not limited to, implementation of the D4 Bike and Pedestrian Plans and transit performance on the SHS.

Location-Based Needs (LBN) Analysis

Caltrans District 5 will conduct an additional assessment of the LBNs output data that was developed in the District CAT plan. This activity will provide the next step toward implementation of the plan and will include an analysis to refine LBNs priorities at a higher level of precision compared to the current data prioritization structure. This could inform decision-making in identifying potential complete streets standalone SHOPP projects.

Complete Streets Contextual Guidance

Caltrans Design will develop contextual guidance to set minimum expectations for complete streets facilities by place-type and roadway context, such as speed and volume. Guidance will be patterned after the AASHTO Greenbook 7 and will replace the need to develop a design standard decision document (DSDD) for non-standard elements that meet any of the contexts outlined in this guidance document. Contextual guidance will also include design guidance on the use of reduced lane widths on complete streets projects.

Traffic Signal Operations Manual Update

Caltrans Traffic Operations will update the Traffic Signal Operations Manual, Traffic Signal Business Plan, CAMUTCD Chapter 4 – Highway Traffic Signals, and related policies to incorporate recent guidance from NCHRP on traffic signal control operations strategies for those walking and bicycling. The NCHRP guidance comes from 3 separate reports published in 2022.

Innovative Progress Tracking

Caltrans District 11 is developing a GIS database to track completed and in-progress Minor B, SHOPP Asset Management, and HM complete streets projects, sortable by FY. Database will be available to share with external partners and will help monitor progress on District's Maintenance-based projects target to devote 10-15% of the Minor B budget to complete streets projects.

Main Street Guide

Caltrans Design is updating the "[Main Street, California](#)" Guide, which include information about standards and procedures described in the Caltrans Highway Design Manual (HDM), the California Manual on Uniform Traffic Control Devices (California MUTCD), and the Project Development Procedures Manual (PDPM).



**Bridge Design
Guidance Update**

Caltrans Engineering Services will modify bridge design guidance at three key points in the project development process to support the development of walking, biking and transit facilities on bridges. Additional language will be included at the planning phase, the bridge type selection phase (a meeting at the early design phase where the proposed bridge solution is approved), and the Bridge Design Academy (an introductory course for new employees).

**Design Information
Bulletin (DIB) 94**

Caltrans Design is developing DIB-94 which will provide contextual complete streets guidance with respect to community needs & desires, geographic & topographic information, and development & land use patterns ("place types"). The DIB will make recommendations on bike facility types for urban, suburban, and rural main streets.



Photo 13: Two cargo bikes in downtown Los Angeles.



STRATEGY M2: MULTI-MODAL ACCESS

Integrate bicycle and pedestrian needs in planning and design of multi-modal transportation systems and services.

Ensuring multi-modal access requires integrating bicycle and pedestrian needs into the planning and design of all transportation systems, including rail and transit systems and the delivery of freight. At some point, everyone is a pedestrian, whether walking to or from a parking lot, transit stop, bicycle parking, or a destination. Incorporating bicycling and walking facilities in transit and rail station area designs will help to provide seamless movement between modes of transportation.

Table 7: Strategy M2 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--|
| M2.1: Incorporate first mile/ last mile planning for bicycle/ pedestrian access needs for all intercity/high speed rail and transit systems. | Mobility Hub Implementation Playbook : Built on a backbone of frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient, and accessible space to seamlessly transfer across different travel modes. This guidance ensures implementation is well-planned, consistent with other related hub project development across the Bay Area, and increases the likelihood of obtaining capital and operating funding. | Metropolitan Transportation Commission |
| | Orange County Mobility Hubs Study – This study explored how mobility hubs might benefit Orange County residents and visitors, how they could be planned and designed, and identified a potential network of locations. This strategy served as an opportunity to improve connectivity and increase sustainable transportation options throughout the county while addressing traffic congestion and pollution caused by vehicle emissions. | Orange County Transportation Authority |
| | Improving Safety for Pedestrian and Bicyclists Accessing Transit : This guide is intended for transit agencies, State and local roadway owners, and regional organizations involved with planning and designing transit stops and the roadway, pedestrian, and bicycle facilities that provide access to transit. | Federal Highway Administration |
| | California State Rail Plan 2018 : Framework for California’s rail network and sets the stage for new and better rail and community connections in the State for the next 20 years and beyond. <ul style="list-style-type: none"> • Section 4.3: Connectivity Goals • Section 5.2: Multimodal Approaches • Chapter 6: Investment Highlights | Caltrans Rail & Mass Transit |
| M2.1 (continued) | Environmental Documentation : Bicycle and pedestrian considerations such as first/last mile planning are included in the environmental analysis process for the California High Speed Rail. | CA High-Speed Rail Authority |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|---|---|
| M2.2: Identify bicycle parking needs at transit, rail and park and ride services and define appropriate bicycle accommodation policies. | <p>Research Task Order 3358 – Optimizing Bikeshare Service to Connect to Affordable Housing Units with Transit Services: This effort developed a mathematical framework to optimize bikeshare services to mitigate the barriers between affordable housing and transit services. It included case city selection, data collection, bikeshare demand analysis, transit accessibility analysis, and optimization modeling.</p> | Caltrans Research, Innovation, and System Information |
| | <p>California High-Speed Rail 2022 Business Plan: Identifies enhanced connectivity for cyclists at transit stations.</p> | CA High-Speed Rail Authority |
| | <p>State Employee Bike Share Program: Offers state employees working in the Sacramento area the ability to travel to nearby meetings and run errands on a bicycle during the workday, in addition to providing worksite wellness, active transportation and environmental stewardship.</p> | CA Department of General Services |
| | <p>Designing a Transit-Feeder System Using Bikesharing and Peer-to-Peer Ridesharing: Research study that constructs a multimodal network, which includes P2P ridesharing, transit, and city bike-sharing. The research develops schemes to provide travel alternatives, routes, and information across multiple modes in the network.</p> | Caltrans Research, Innovation, and System Information |
| M2.4: Provide seamless integration of bike share and public transit fare systems on a region or statewide scale. | <p>Regional Micromobility Coordination: Support local jurisdictions as they deploy micromobility programs while building consensus among cities and other stakeholders in the areas of data sharing, micromobility parking and passenger loading, education/outreach, and equity.</p> | San Diego Association of Governments |
| | <p>Metro Bike Share: Regional bike share program offering transit fare integration.</p> | Los Angeles Metropolitan Transportation Authority |
| | <p>Bike Share Capital Program: Grant funds support local government efforts to conduct community planning and site selection, and to contract with private bikeshare operators. The selected private operators are providing the bikes, stations, software, apps, customer service, bike maintenance, operations, and marketing. Programs are required to integrate with the regional transit card and provide low-income membership options.</p> | Metropolitan Transportation Commission |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| M2.4 (continued) | <p>California Integrated Travel Project (Cal-ITP) and General Transit Feed Specification (GTFS) Support:</p> <ul style="list-style-type: none"> • GTFS-Real Time and contactless payment units to transit agencies in order to facilitate the transition to seamless payments and travel in California. The GTFS-Real Time units will provide the real-time location of buses, while payment units will allow payment with a debit or credit card. The overall goal of this effort is to equip every bus in the state with these payment and travel units to promote seamless travel across transit districts. • Agencies that produce this data and their Caltrans Districts can then take advantage of Caltrans/Cal-ITPs "Speedmaps," allowing them to view block by block where bus / train speeds are slow, and determine how to speed up the bus to improve performance and reliability, especially when integrated into "complete streets" projects. | Caltrans California Integrated Mobility |
| M2.5: Support expanded use of electric bicycles in California, including the provision of a network of public electric bike charging infrastructure. | <p>Electric Bicycle Incentives Project (EBIP): EBIP is intended to encourage adoption for low-income individuals of electric bicycles as a replacement for motor vehicle trips. Consistent with the goals of SB 375, EBIP would increase access to clean transportation options while offsetting vehicle miles traveled (VMT) by way of incentivizing electric bicycles (e-bikes). A portion of project funds would support the development and administration of a virtual bike safety class, so that consumers understand bicycle road safety. EBIP will provide incentives for eligible e-bikes to income-qualified consumers at the time of purchase, on a first-come, first-serve basis. Furthermore, EBIP will pilot an approach that aims to 1) help people replace car trips with e-bike trips, 2) increase access to electric bicycles, and 3) reduce GHG emissions.</p> | CA Air Resources Board |
| | <p>E-bikes in State Parks: Resources for locations of trails, policies regarding e-bikes, and FAQs.</p> | CA State Parks |
| | <p>Regional Micromobility Coordination: SANDAG launched a Regional Micromobility Coordination effort among municipalities, transit agencies, universities, and military to establish best practices for effective micromobility operations.</p> | San Diego Association of Governments |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|--|
| <p>M2.6: Facilitate opportunities for local freight delivery by bicycle, including funding pilot implementation.</p> | <p>Assessing Public Health Benefits of Replacing Freight Trucks with Cargo Cycles in Last Leg Delivery Trips in Urban Centers: This research investigates the potential of cargo cycle delivery for last mile freight in Oakland, California, with a focus on the West Oakland neighborhood. The data collection included interviews, focus groups, vehicle field observation and counts, and traffic simulation modeling. The traffic simulation examined scenarios where businesses converted different percentages of current deliveries to cargo cycles using a transfer hub as the starting point for their cargo cycle delivery.</p> | <p>Caltrans Research, Innovation, and System Information</p> |
| | <p>California Freight Mobility Plan: This plan governs the immediate and long-range planning activities and capital investments by the state with respect to freight movement. <i>Strategy ES-2-D</i> explores decarbonization of last mile delivery to decrease the freight system's impact on air quality in dense urban environments by supporting research and funding for emerging forms and infrastructure for low-carbon last mile delivery, such as cargo bike delivery programs and drones.</p> | <p>Caltrans Transportation Planning</p> |



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy M2: Multi-modal Access*.

Caltrans Sustainable Transportation Planning Grants (STPG)

Caltrans Transportation Planning and Caltrans Districts administer the [Sustainable Transportation Planning Grants \(STPG\)](#) Program which has awarded over 17 partner agency efforts studying first-mile last-mile planning (Implementation Action M2.1).

Metrolink Active Transportation Program

San Bernardino County Transportation Authority is leading a project that focuses on providing safe pedestrian and bicycle access to key corridors at Metrolink stations in the Cities of Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino. It will improve pedestrian and bicycle access and safety with the incorporation of way finding signage, sidewalks, high-visibility crosswalks, bicycle parking and signalized crossings.

- Phase I work was completed in early March 2019 and project close out is nearly complete.
- Phase II work is currently in the design phase. A design RFP was released July 2020 and the design contract was awarded in December 2020.

Active Transportation Research

Caltrans Division of Research, Innovation, and System Information (DRISI) developed the *Pedestrian and Bicycle Research Roadmap* which promoted research that enhanced the physical, social, political, and economic environment for walking and bicycling.

- Optimize pedestrian and bicycle safety, mobility, and access and improve multi-modal connectivity for all user, with appropriate emphasis on low-income, underserved communities.
- Develop a research roadmap that identifies and fills research gaps, promotes innovative solutions, and explores strategic opportunities for pedestrian and bicycles modes in a structured, systemic way.
- Pursue research that has deployable results and enhances the best practices in planning & design that result in systems and services where walking & bicycling are the primary means of transportation.
- Perform research that quantifies economic health, equity, and other co-benefits of walking and biking investments to local communities.



Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy M2: Multi-modal Access*.

District 4 Transit Plan

Caltrans District 4 is leading an effort to identify and better understand how Caltrans can implement transit-supportive infrastructure improvements on the State Transportation Network. The Transit Plan would complement the District 4 Bike Plan and Pedestrian Plan to inform future investments in the SHOPP and other programs.

Mobility Hub Studies

Caltrans District 4 is leading a study that will detail opportunities and limitations for developing Mobility Hubs on Caltrans property within the nine-county Bay Area (Caltrans District 4) and will identify and develop preliminary design concepts for three candidate locations.

Linking Active Transportation, Rail, and Transit

Sonoma-Marín Area Regional Transit (SMART) runs through the city centers of nearly all the North Bay communities along the US 101 corridor, providing excellent opportunities for first and last-mile connections. The vision for SMART expansion includes the creation of a continuous trail adjacent to the rail line, which is part of the larger Great Redwood Trail connecting to Humboldt Bay. SMART is also the main freight rail operator for this strategic interregional corridor has planned investments to support freight capacity, including along short-line freight rail.

Accessibility Tool

Caltrans Sustainability and Transportation Planning are acquiring an Accessibility Evaluation Tool that has the capability to perform before/after accessibility analysis on driving, biking, walking, and transit modes.



STRATEGY M3: EFFICIENT LAND USE & DEVELOPMENT

Support regional and state efforts to integrate land use and transportation planning to maximize the effectiveness of active transportation investments.

Bicycle and pedestrian facilities are a critical complement to land use strategies that better connect people to the places they want to go. Destinations must not only be connected by safe, comfortable, and convenient bikeways and walkways, but must also be located within a reasonable distance to make walking or bicycling an attractive transportation option.

Table 8: Strategy M3 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|--|
| M3.1: Provide guidance to state and local agencies on school and government building siting that considers walkability, bikeability, and proximity to transit. | Building Standards Commission (BSC) : Updated Section 5.106.5.3.5 code requirements for bicycle parking. | CA Department of General Services |
| M3.2: Link land use plans, zoning, and design standards to active transportation planning, integrating principles of location efficiency and urban form. | Climate Action Plan for Transportation Infrastructure (CAPTI) : Implementation Strategy 7 – Strengthen Transportation-Land Use Connections Simultaneously addressing California’s housing crisis while reducing VMT requires a strong connection between transportation and land use policies. Supporting housing demand while meeting our climate and equity goals will require managing this relationship and seeking efficient land use decisions. These identified key actions can ensure transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting infill development. | CA State Transportation Agency |
| | Regional Early Action Planning (REAP) 2.0 Grants : Funding program seeking to accelerate progress towards our state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 seeks to accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. | CA Air Resources Board; CA Department of Housing & Community Development; CA Strategic Growth Council; Office of Planning & Research |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|-----------------------|--|--|
| M3.2 (continued) | <p>California Active Transportation Safety Information Pages (CATSIP): Local and regional plans have been developed across the state to achieve active transportation related benefits to public health, economy, equitable development, reduction of greenhouse gas emissions and vehicle miles traveled, and improve the safety and comfort of walking and biking for all users. CATSIP is a web resource to these plans:</p> <ul style="list-style-type: none"> • Master Plans in California (including Pedestrian Master Plans, Bicycle Master Plans, and Pedestrian and Bicycle Master Plans, and Active Transportation Plans) • Complete Streets policies found throughout the state. • Caltrans District-level Active Transportation Plans • Tribal Transportation Safety Plans for the Pacific (California) BIA region | UC Berkeley SafeTREC |
| | <p>SB 743 Implementation and Guidance: SB 743 (Steinberg, 2013) updates the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less. OPR and other state agencies produced and collected the documents, tools, instructional videos, and background materials found in this web resource.</p> | Office of Planning & Research |
| | <p>State of California General Plan Guidelines: Updated guidance on the development of general plans; topics include land use, housing, transportation, health, equity, safety, and others.</p> | Office of Planning & Research |
| | <p>California Healthy Places Index (HPI): Focuses on the social and environmental conditions that contribute to health, policy makers and local agencies can use it to identify actionable policies that would improve health in their community, such as improving transportation access, housing affordability and quality, or access to parks and open space.</p> | CA Department of Public Health |
| | <p>Health in All Policies (HiAP) Task Force: The HiAP Task Force convenes 22 state government departments and agencies to advance health, equity, and environmental sustainability through a Collaborative approach. It aims to improve the health of all people by incorporating health considerations into decision-making across sectors and policy areas.</p> | CA Department of Public Health; CA Strategic Growth Council; Public Health Institute |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| M3.2 (continued) | Transformative Climate Communities (TCC) : Empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. TCC invests in neighborhood-level plans for climate resilient infrastructure that is integrated, location efficient, and improves transit access for disadvantaged communities. | CA Strategic Growth Council |
| M3.3: Support the design of transit-oriented, location efficient development that creates density and urban form to encourage pedestrian, bicycle, and transit travel. | Transit-Oriented Communities (TOC) Policy : MTC's TOC Policy is just one piece of Plan Bay Area 2050 , the region's long-range plan for transportation, housing, the economy and the environment. The TOC Policy supports two high-impact Plan Bay Area 2050 strategies that will help the region reach ambitious targets for reducing greenhouse gas emissions: <ul style="list-style-type: none"> • Strategy H3: Allow a greater mix of housing densities and types in Growth Geographies • Strategy EC4: Allow greater commercial densities in Growth Geographies | Metropolitan Transportation Commission |
| | SANDAG funded Chula Vista's Active Transportation Plan , which includes an analysis of active transportation demand, trip generators, and attractors. | City of Chula Vista; San Diego Association of Governments |
| | Master Plan for Aging : Goal #1 of this plan focuses on <i>Housing for All Stages & Ages</i> . Older adults, like people of all ages, need housing options that meet changing needs across the decades. Housing that allows for different household sizes, with accessible transportation options, welcoming parks and public spaces, and strong climate and disaster readiness, are foundational to well-being and continued engagement in civic, economic, and social life. | CA Department of Aging |
| M3.4: Explore opportunities for a consolidated, universal, and flexible wayfinding system applicable to all modes of travel. | 2017 SBPP "Wayfinding" Implementation Report : Analysis of existing signage and recommendations for the consolidation of wayfinding systems. | Caltrans Transportation Planning |
| | CA Manual on Uniform Traffic Control Devices (MUTCD) : Regular updates to the manual include bicycle-focused and pedestrian-focused elements | Caltrans Traffic Operations |



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy M3: Efficient Land Use & Development*.

[Health in All Policies \(HiAP\) Task Force Active Transportation Action Report](#)

The [Action Report](#) was created by the California Health in All Policies (HiAP) Task Force to share outcomes accomplished through the Active Transportation Action Plan. The HiAP Task Force has played a critical role in this changing transportation policy environment, initiating early collaborations and partnerships that fostered dialogue and shared understanding across the transportation and health sector and built on a number of preexisting efforts. Thanks to these and other early successes, there are currently numerous intersectoral collaborations at all levels of government supporting healthy transportation.

[Active Transportation Program \(ATP\) – Land Use Considerations](#)

The California Transportation Commission has included the following in the ATP Cycle 6 Guidelines under [Section I: Transformative Projects](#):

- “Evidence of the transformative nature of the project will help to inform the score. Applicants should describe how nearby projects and local policies and ordinances will contribute to the project’s transformative nature. In addition, applicants should address the potential for the project to support existing and planned housing, especially affordable housing, and how the project will advance local transportation and land use goals. Applicants are encouraged to apply for the California Department of Housing and Community Development’s (HCD) [Prohousing Designation Program](#) and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, the applicant should explain why it is not a concern.”

[Climate Adaptation and Resiliency Planning Tools](#)

The California Department of Public Health developed the [Climate Change and Health Vulnerability Indicators for California \(CCHViz\)](#), narratives, and data to provide local health departments, planning agencies, and other partners the tools to better understand the people and places in their jurisdictions that are more susceptible to adverse health impacts associated with climate change, specifically extreme heat, wildfire, sea level rise, drought, and poor air quality. The assessment data can be used to screen and prioritize where to focus deeper analysis and plan for actions that improve public health and increase climate resilience.



[Climate Adaptation and Resiliency Planning Tools \(continued\)](#)

The [California Heat Assessment Tool](#) was funded by the California Natural Resources Agency as part of the state's Fourth Climate Change Assessment. This tool focuses on local and state health practitioners, planners, and policy makers to better understand dimensions of heat vulnerability driven by climate changes and where action can be taken to mitigate the public health impacts of extreme heat in the future. The tool can be used to identify and prioritize communities with the greatest vulnerability of negative impacts from extreme heat events for funding, improving adaptive capacity and resilience, informing infrastructure design, etc.

[California Healthy Places Index: Extreme Heat Edition](#) is a tool developed by the Public Health Alliance of Southern California, in partnership with the UCLA Luskin Center for Innovation, that provides datasets on projected heat exposure for California, place-based indicators measuring community conditions and sensitive populations. It also provides a list of resources and funding opportunities that can be used to address extreme heat. The tool can be used to:

- Understand underlying heat vulnerability and resilience characteristics of a community
- Identify resources to mitigate adverse effects of extreme heat
- Prioritize public and private investments, resources, and programs



Photo 14: Urban living housing downtown Sacramento with cars and bicycles outside.



Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy M3: Efficient Land Use & Development*.

Caltrans System Investment Strategy (CSIS)

The Caltrans Transportation Planning has released the draft Interim Caltrans System Investment Strategy (CSIS) for review and feedback. The CSIS is a strategic action item in the Climate Action Plan for Transportation Infrastructure (CAPTI). Strategy (S) 4.1 directs Caltrans to develop and implement a new, data- and performance-driven approach to align Caltrans project nominations with the CAPTI Investment Framework.

While the draft Interim CSIS is a qualitative approach to satisfy S4.1, Caltrans is working to develop a data and performance driven CSIS, which will kick off mid-2023. The Final CSIS will be developed with stakeholder and public engagement to ensure the data and performance-driven method within the Final CSIS is equitably established to satisfy the diversity in the state of California.

Complete Streets Toolbox v3.0

Caltrans Transportation Planning is updating the Complete Streets Toolbox which will include wayfinding guidance (Implementation Action M3.4).



Photo 15: Commuter bike path with wayfinding signs.



STRATEGY M4: NETWORK & TRAVEL DATA

Develop consistent, high-quality data on bicycle and pedestrian travel and facilities.

Consistent, high-quality bicycle and pedestrian data describing existing infrastructure and use informs planning and design for the transportation system as a whole. As an example, forecasting future demand as a result of facility modifications provides a better understanding of the benefits of new investments. Facility construction and user volumes are useful performance measures that help all stakeholders evaluate Complete Streets. Exposure data is also critical for understanding collision risk. The following efforts were delivered in accordance with this strategy.

Table 9: Strategy M4 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| M4.1: Develop a standard collection method for bicycle and pedestrian counts and create a central database for storing counts. | Interim Count Guidance : The ATP requires bike and pedestrian user counts as the project evaluation metric. The Interim Count Methodology Guidance is intended to instruct awardees on how to do counts to meet the minimum expectations for the evaluation requirements of the ATP, until a final Statewide Count Guidance is developed. | Active Transportation Resource Center |
| | Caltrans Research Workshop – Active Transportation Census : This virtual workshop built a common understanding among Caltrans staff and partner agencies to facilitate development of a statewide active transportation census program. Major workshop topics included: (1) The purpose of and vision for creating a statewide active transportation census program; (2) Key considerations for designing and operating an active transportation census program; and (3) Integrating the census program with emerging, third-party data sources to provide information across the entire transportation network. | Caltrans Traffic Operations |
| M4.2: Explore opportunities to leverage existing data collection by Caltrans and third parties to better understand use of the system by bicyclists and pedestrians. | Prioritizing HCCLs Identified Using Pedestrian Safety Monitoring Report Tool : Research of metrics that prioritize crash frequency-based pedestrian high collision concentration locations that went beyond prioritizing sites based on total number of fatal and injury collisions. | Caltrans Research, Innovation, and System Information |
| | 2018 Pilot Bicyclist Collision Monitoring Program : Identifies and addresses bicyclist related high collision concentration locations (HCCLs) and corridors, with the long-term goal of substantially reducing bicyclist fatalities and injuries on the California State Highway System. | Caltrans Safety |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|---|
| M4.2 (continued) | CA Highway Safety Improvement Plan (HSIP) : Includes countermeasure effectiveness data, performance data, and monitoring programs. | Caltrans Local Assistance; Caltrans Safety |
| M4.3: Improve state travel surveys to better represent bicycle and pedestrian travel. | Data Dashboard for Aging: Strategy B – Transportation Beyond Cars provides data on the estimated percentage of trips from one address to another by one person using specified modes of transportation among older adults. | CA Department of Aging |
| M4.4: Work with the Federal Highway Administration and other partners to develop a standard for bicycle and pedestrian infrastructure and data. | Fostering Innovation in Pedestrian and Bicycle Research : The Federal Highway Administration (FHWA) office is collaborating with numerous research members on this study which evaluated pedestrian lane facility type and multi-modal safety issues relating to clear zones on rural, suburban, and urban streets; and other economic and safety benefits. | Caltrans Research, Innovation, and System Information; Federal Highway Administration |
| | Pedestrian Safety Improvement Program (Phase 2 Research) : In partnership with the UC Berkeley SafeTREC, this study (1) Compiled short-term pedestrian counts collected throughout the state and normalizing into annual exposure estimates; (2) Collected environmental attributes of the areas surrounding each short-term count site; (3) Developed a statistical model to predict annual exposure based on the environmental attributes; and (4) Applied the model to state highway intersection locations. For the network screening approaches, the activities included: (1) Developing a pedestrian crash typology to help summarize HCCLs and assess any emerging trends associated with the dominance of specific crash types, and (2) Enhancing the capabilities of PSMR tool to provide improved querying options for network screening and provide greater flexibility for importing both text and Excel-based crash data importing. | Caltrans Research, Innovation, and System Information |
| M4.5: Appropriately consider bicycling, pedestrian, and transit concerns in traffic analysis methods. | Traffic Safety Bulletin 20-02-R1 – Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance : Latest revision; establishes safety impact review expectations to comply with CA Environmental Quality Act (CEQA). | Caltrans Safety; Caltrans Sustainability; Caltrans Transportation Planning |
| | Transportation Impact Study Guide : Provides guidance to Caltrans Districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans review of a land use project or plan’s transportation analysis using a vehicle-miles traveled (VMT) metric. | Caltrans Sustainability |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|-----------------------|--|-------------------------------|
| M4.5 (continued) | Transportation Analysis Framework (TAF) : One component of a set of materials prepared by Caltrans to guide the implementation of SB 743 (Steinberg, 2013). The TAF is a companion to the Transportation Analysis under CEQA, which describes changes to the environmental review process for many projects on the State Highway System (SHS). | Caltrans Sustainability |

Implementation Highlights

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Caltrans Research Workshop: Active Transportation Census

Caltrans Traffic Operations held a [virtual workshop](#) to build a common understanding among Caltrans staff and partner agencies to facilitate development of a statewide active transportation census program. A panel of international experts were in attendance. Major workshop topics included:

- Purpose of and vision for creating a statewide active transportation census program
- Key considerations for designing and operating an active transportation census program
- Integrating the census program with emerging, third-party data sources to provide information across the entire transportation network

Active Transportation Research

The National Cooperative Highway Research Program (NCHRP) and Caltrans developed the *Active Transportation Data Value Actions* which assessed planned efforts, business needs, gaps, and the current status of related research.

Data Collection

The Sacramento Area Council of Governments (SACOG) developed a [free equipment loan pilot program](#) to make it easier for cities and counties to collect automated, continuous biking and walking counts for local plans and projects.





Photo 16: Two Caltrans workers walking on a bike path in Burbank, California.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy M4: Network & Travel Data*.

Active Transportation Census

Caltrans Traffic Operations has recently embarked on developing a statewide active transportation census program to meet data needs. Caltrans will focus on permanent and continuous data that is best suited for assessing travel volumes, patterns, and trends to support new infrastructure investments, evaluate the success of projects and programs, calibrate emerging transportation big data platforms, and track progress toward the department's goals of increasing walking and bicycling statewide.

Statewide Active Transportation Database (SATDB)

The Active Transportation Resource Center (ATRC) is developing a GIS based database as a one-stop repository for statewide active transportation count data. The database features will allow users to easily upload, view, query, quality check, map, analyze, and download bicycle and pedestrian count data. Manual and automated counter formats will be able to upload into the database.



[Transportation System Network Replacement \(TSNR\)](#)

Caltrans Division of Research, Information, and Innovation is working on updated [Transportation System Network Replacement \(TSNR\)](#), adding temporal, geospatial capability, and enhance safety analysis to the database.

[Research: Bicycle and Pedestrian Exposure Data](#)

Caltrans Traffic Operations, Caltrans District 1, and UC Berkeley SafeTREC are [researching statistical methods](#) for designing the active transportation census network and integration with big data.

[Pedestrian Environmental Quality Index \(PEQI\) Tool](#)

Caltrans Transportation Planning is leading a new initiative that is helping capture various degrees of pedestrian comfort and walkability.

[Data Collection](#)

In collaboration with HQ Traffic Operations, Caltrans District 12 will integrate 72 cameras into pipeline projects on active transportation-significant corridors within the district. Counts will help inform future interventions along the corridors and those to explore in the rest of the district.

Caltrans District 10 will install *MioVision* Cameras at selected on/off ramp locations on SR-99 to collect bike/pedestrian/vehicle data.



STRATEGY M5: STATEWIDE & REGIONAL TRAILS

Support low-stress or separated pedestrian and bicycle trail routes of statewide or regional significance for tourism, recreation, and utilitarian transportation.

Statewide, regional, and local trails connect residents and visitors to parks, forests, beaches, and other public lands across California, including the California Coastal Trail. Trails encourage healthy lifestyles, provide transportation alternatives, and directly support statewide and local economies. As a major element in California's outdoor recreation industry, trails help generate \$85 billion in consumer spending and \$27 billion in wages and salaries every year.

Many California cities, suburbs, and rural areas are connected by trails, providing recreation access to millions of people. They also serve mid- and long-distance transportation needs for commuters or others traveling between communities or regions. Other communities could benefit from new investments in multi-jurisdictional trail networks. Opportunities to integrate long distance trails with active transportation networks and build new networks requires coordination with state and local agency partners and strategic investments in infrastructure and marketing.

Table 10: Strategy M5 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|--|
| M5.1: Promote awareness of an connections to key statewide bicycling and walking routes. | California Coastal Trail : Collaborative effort to integrate trail completion needs into district-level planning efforts. | CA Coastal Commission; Caltrans Environmental Analysis; Caltrans Transportation Planning |
| | San Francisco Bay Trail - The San Francisco Bay Trail welcomes hikers, joggers, bicyclists, skaters and wheelchair users to more than 350 miles of trails that circle the bay. Website includes resources on exploring the trail, maps, trail news, and frequently asked questions. | Metropolitan Transportation Commission |
| | Web Resources: <ul style="list-style-type: none"> • Biking Safety Tips • Hiking Safety Tips • General Biking Guidance • General Hiking Guidance • Trails and Hiking • More Biking in California State Parks • E-bikes | CA State Parks |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|-------------------------------|
| M5.2: Coordinate with state and local convention and visitors' bureaus to market bicycling and walking options to tourists. | U.S. Bicycle Route System (USBRS) : Caltrans has developed a state framework and uniform approach regarding USBRS route-designation. As an AASHTO-designated lead organization in the USBRS route designation process, Caltrans is committed to actively engaging with the Adventure Cycling Association (ACA), local communities, and bicycling advocates to establish USBRS routes in the State of California. | Caltrans Local Assistance |
| M5.2 (continued) | Rural Recreation and Tourism Program (RRT) : Create new recreation opportunities within rural communities to support health-related and economic goals. This program is funded by Proposition 68 (2018 Bond Act), which is found in Public Resources Code §80090(a)(b). | CA State Parks |



Implementation Highlights

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California Coastal Trail Coordination (CCT)

Reflecting state statute specifying Caltrans' responsibility to work with other state agencies, Caltrans and the California Coastal Commission entered in a partnership agreement in 2017 (renewed in 2022) with the goals of promoting multi-modal transportation to serve the coastal zone, advancing active transportation opportunities, and completing the [California Coastal Trail](#). The agreement enhances efforts to work with state, regional and local partners, including the creation of effective guidance for regional transportation and local coastal plans and exploring a variety of options for closing gaps in the California Coastal Trail. The partnership also ensures that coastal public access concerns and features are appropriately factored into Caltrans plans and projects in ways that meet Coastal Act policies and advance Caltrans active transportation goals.

As a testament to the success of this partnership, Caltrans District 5 started construction on a Class I Bike Path adjacent to the southbound lanes of U.S. 101 between Estero Street, near the Carpinteria Avenue off-ramp in the City of Carpinteria, and Sand Point Road in the County of Santa Barbara. This effort completed a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the County's Comprehensive Plan, City's General Plan, and the statewide California Coastal Trail Map.

Caltrans District 11 in the San Diego North Coast Corridor Project also started construction on 10.2 miles of the I-5 North Coast Bike Trail, which completes more of the California Coastal Trail.

Developing Parks and Trails in Underserved Communities

Since 2017, California State Parks has held over 100 technical assistance workshops for Proposition 68 grant programs which have a focus on developing parks and trails in underserved communities throughout California. Additionally, the Federal Recreational Trails Program, the Federal Land and Water Conservation Fund Program, the Rural Recreation and Tourism, and the Regional Park Programs have specific language that prioritizes multi-use trail projects and developing trail connections to existing trails.



Developing Regional Trails

The Napa Valley Transportation Authority started construction on the Class I Napa Valley Vine Trail (upper valley segment) between the City of Calistoga and the City of St. Helena. The Vine Trail is an Active Transportation Priority in Napa Valley, and once complete, will provide 47 miles of shared use path between Calistoga in Napa County all the way to the Vallejo Ferry Building in Vallejo (Solano County) providing active transportation access from multiple Bay Area cities into Napa.

The Sacramento Area Council of Governments (SACOG) developed the Sacramento Regional Trail Network and the Trail Network Action Plan in partnership with 28 cities, six counties, numerous special districts, and state and local agencies throughout the region. Funded through a Caltrans Sustainable Transportation Planning grant and completed in the summer of 2022, the plan identifies a regional trail network and an implementation strategy to prioritize trail segments that supported plan goals and regional connectivity. The total network is over 1,000 miles long and envisions reliable routes to the best places around the region for all ages, and abilities. Caltrans District 3 aligned their CAT Plan location-based needs with the plan, further supporting the development of connections throughout the region for people walking and bicycling. Go to sacog.org/ready-set-trails for more information.

SACOG has also added merit criteria specific to regional trail implementation in their [Regional Active Transportation Program](#) to further support the development of regional trails.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy M5: Statewide & Regional Trails*.

Closing Gaps in the California Coastal Trail (CCT)

In line with the partnership agreement between Caltrans and the California Coastal Commission, Caltrans will continue project development activities as they relate to closing gaps in the [California Coastal Trail](#). Efforts such as analyzing where CAT Plan location-based needs intersect with CCT's gaps are planned for the near term.

Great Redwood Trail

The [Great Redwood Trail Master Plan](#) will be a roadmap for planning, constructing, and managing the future Great Redwood Trail. The master plan will be informed by a robust Community Engagement Plan that will capture community desires, concerns, and ideas to develop the Great Redwood Trail. Once complete, the master plan will serve as a guiding document to address issues including but not limited to trail user experience, trail design, operations and maintenance, habitat restoration, project priorities, funding, and management of the trail.





Photo 17: Bike path in Lake Tahoe, California.

STRATEGY M6: ENCOURAGEMENT

Promote bicycling and walking for everyday transportation, recreation, improved health, and active living.

In addition to providing a safe, comfortable network for bicycling and walking and educating Californians on their rights and responsibilities, agencies across the state can lead by example by implementing and supporting programs that encourage people to walk and bike.

Table 11: Strategy M6 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|---|-------------------------------------|
| M6.1: Support and promote bicycling and walking events for all ages. | May is Bike Month (MIBM) activities, Dump the Pump, Spare the Air, Try Transit, Walk to School Day, and Walktober : Various agencies coordinated to promote events that include bike rides, bike/walk audits, and information booths. | State, Regional, and Local Agencies |
| M6.2: Implement model encouragement programs to incentivize walking and bicycling to work for state and partner agency employees. | Bicycle Commuter Program (PIB 18-21R) : Incentive program developed to encourage employees to use alternate means of transportation when commuting to and from work. This program promotes air quality, reduces traffic congestion, and conserves energy by reducing the number of single occupancy vehicles on the road. | Caltrans |
| | State Employee Bike Share Program : Offers state employees working in the Sacramento area the ability to travel to nearby meetings and run errands on a bicycle during the workday, in addition to providing worksite wellness, active transportation and environmental stewardship. | CA Department of General Services |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|--|
| <p>M6.2: Research applications of the science of behavior change in transportation.</p> | <p>Identified national research: "Inventory of Child Education Programs"; "Evaluation of Sustained Enforcement, Education, and Engineering Measures on Pedestrian Crossings"; "The Effect of High-Visibility Enforcement on Driver Compliance With Pedestrian Right-of-Way Laws: 4-Year Follow-Up"</p> <p>Healthy Mobility Options Tool (HMOT) / Integrated Transport and Health Impact Model (ITHIM) California: Planning tool that answers the question of "How much benefit or harm to human health can we expect by changing the mix of active and motorized travel across a county, region, or the entire State of California?" HMOT / ITHIM California has been used by governmental agencies and advocates to assess the health impacts of:</p> <ul style="list-style-type: none"> • Updates to regional transportation plans under SB 375, Sustainable Communities Strategies • Health analyses for updates of the California Climate Change Scoping Plan under AB 32, Global Warming Solutions Act; to show significant health benefits (reduced chronic diseases and premature deaths prevented) associated with shifting away from driving towards greater active transportation • Goals of state and local health and transportation agencies • City and regional transportation projects and programs such as high-speed rail and bike-sharing. | <p>Caltrans Research, Innovation, and System Information</p> <p>CA Air Resources Board; CA Department of Public Health</p> |



Photo 19: Caltrans booth outside the CA Department of Transportation on Bike to Work Day 2022.



Photo 18: California State Employee BikeShare Program launch at the Capitol.



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy M6: Encouragement*.

Local and Regional Encouragement

The [Niles Canyon Stroll & Roll](#) is a biennial event where Highway 84/Niles Canyon Road is closed to vehicular traffic. This is an opportunity for people to walk and bike safely through the canyon with their friends and family. This event was started by Alameda County Supervisors in collaboration with Caltrans District and various local partners.

The [City of Rancho Cucamonga](#) continues to facilitate a Safe Routes to School (SRTS) Education and Encouragement Program through the City's Engineering Services Department. The program is long-standing and includes support from City Staff for schools looking to build upon or start their SRTS program on campus. Resources as well as equipment that can be checked out by schools to host bicycle rodeos or table an event are provided.

The City of Ontario, as part of a Transformative Climate Communities (TCC) Grant award, has been providing outreach for free monthly bus passes for residents within the TCC area.

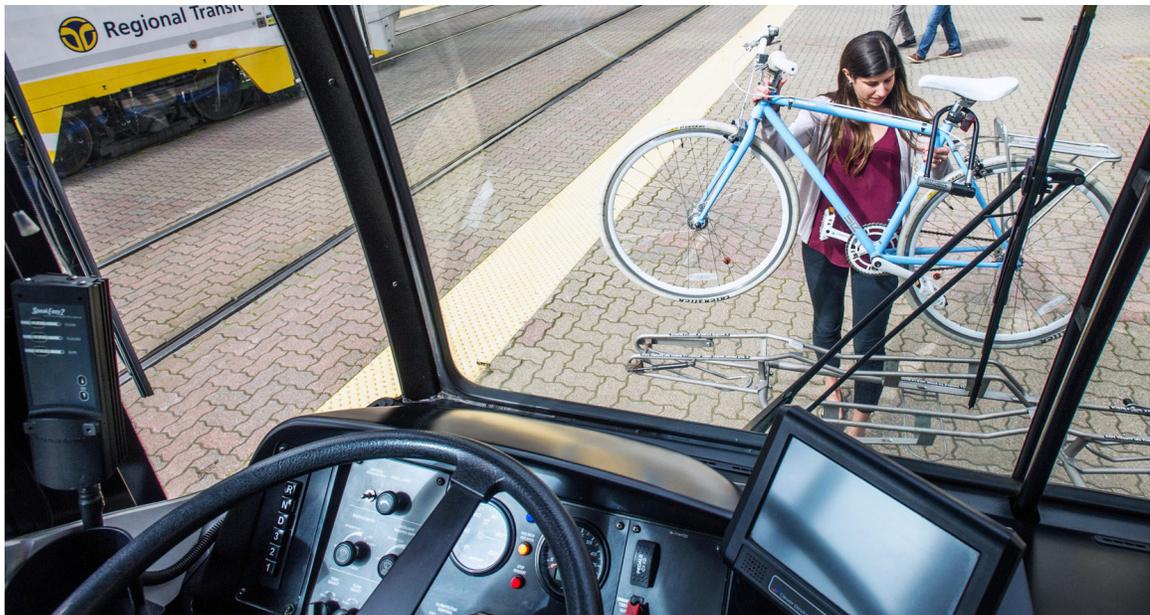


Photo 20: A woman removes her bike from a bus bicycle rack.





Objective 3: Preservation

STRATEGY P1: QUALITY OF CONDITION

Establish and meet an expected quality of condition for bicycle and pedestrian infrastructure.

Setting clear and consistent standards for the quality and condition of active transportation infrastructure helps streets, paths, and other active transportation facilities function as expected over time. Similarly, establishing a clear maintenance agreement at the beginning of any project helps organizations understand the responsibility and cost they are committing to in the maintenance of these facilities. Caltrans will continue to integrate active transportation conditions into existing departmental maintenance approaches during project development, maintenance, and construction.

Table 12: Strategy P1 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|-------------------------------|
| P1.1: Develop a standardized menu of services and condition expectations/quality service standards for bicycle and pedestrian facilities and update the existing maintenance manual. | Complete Streets Decision Documentation (CSDD) : Appendix FF of the Project Development Procedures Manual provides guidance for documenting the steps taken to determine bicycle, pedestrian, or transit needs, identify preferred complete streets facilities, identify complete streets facilities selected for the project, and the rationale supporting those decisions. | Caltrans Design |
| P1.2: Require consideration of bicyclists and pedestrians during temporary traffic control for construction or maintenance. | Construction Manual Update : Section 4-1203B was updated to ensure construction area signs are placed outside the traveled way, do not block or protrude more than 4 inches into bicycle and pedestrian routes, and comply with Americans with Disabilities Act requirements. | Caltrans Construction |
| | Temporary Pedestrian Access Route (TPAR) Memo : Design guidance for existing pedestrian facilities impacted by field activities. | Caltrans Construction |
| P1.3: Explore changes to sidewalk maintenance responsibility in California to reduce burden on individual property owners of ongoing maintenance for priority pedestrian routes. | Complete Streets Tracking Form and HM-1 and HM-3 Complete Streets Matrix: Process for tracking the enhancements of complete streets elements in Major Highway Maintenance. | Caltrans Maintenance |



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy P1: Quality of Condition*.

Accommodating Bicycles and Pedestrians in Temporary Traffic Control Zones

Caltrans District 1 developed a policy memorandum, “Accommodating Bicycles and Pedestrians in Temporary Traffic Control Zones”, that must be considered throughout all project phases to ensure sufficient capital and support resources are provided to design and implement viable solutions. Encroachment permit reviews must also consider bicycle and pedestrian accommodation.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy P1: Quality of Condition*.

Statewide Policy and Guidance for Bicycle Access Through Work Zones

Caltrans Traffic Operations will be updating the policy directive for bicycle access through work zones (construction, maintenance, or encroachment permits) on the state highway system. This policy will include new specifications and plans for temporary bicycle access routes.



STRATEGY P2: PROGRAM INTEGRATION

Pursue internal and external partnerships to address bicycle and pedestrian needs in maintenance and preservation activities.

Creating open systems of communication and fostering collaboration across multidisciplinary project teams are critical to the planning, budgeting, and implementation of maintenance and preservation activities. While some of these activities are limited to minor repairs or resurfacing and do not cover larger rehabilitations or reconstructions, these projects present opportunities to add or improve bicycle facilities without significant additional cost.

The maintenance and preservation of active transportation facilities involve several different divisions and project teams, so it is imperative that staff form strong partnerships and clearly communicate task requirements and budget needs. Creating an open and collaborative process helps include the necessary maintenance actions in project planning. Caltrans has worked to establish and strengthen external partnerships with other agencies, non-profits, and citizen groups to strengthen relationships with people who work 'on the ground' and may be able to quickly identify and respond to some issues. Involving community members in preservation and maintenance efforts of their local facilities can create a greater sense of ownership of these facilities, reducing maintenance costs and increasing community pride.

Table 13: Strategy P2 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|---|--|-------------------------------|
| P2.1: Incorporate bicycle and pedestrian needs into asset management plans and associated programming and prioritization processes. | State Highway System Management Plan : Integrates the maintenance, rehabilitation, and operation of the SHS into a single management plan which implements various state and federal asset management requirements with new resources from California Senate Bill 1 (SB 1). The SHSMP operationalizes the California Transportation Asset Management Plan (TAMP) by utilizing the CTC-adopted asset classes, performance measures, and performance targets as defined in California Senate Bill 486. Bicycle and pedestrian location-based needs identified in Caltrans District Active Transportation (CAT) Plans will help inform future updates of the SHSMP. | Caltrans Design |
| P2.2: Develop an adopt-a-bikeway program to assist with maintenance of bicycle facilities, similar to adopt-a-highway. | Los Angeles County Adopt-A-Bike Path Program : Provides individuals, families, businesses, organizations, and public agencies with a unique opportunity to gain prominent recognition while beautifying the environment within their own communities. By collecting litter, sweeping, and trimming vegetation along bike paths participants foster community pride, and save taxpayer dollars. | Caltrans Construction |
| P2.3: Include maintenance staff in Project Initiation Document, planning, and design phases to consider impacts. | Complete Streets Tracking Form and HM-1 and HM-3 Complete Streets Matrix: Process for tracking the enhancements of complete streets elements in Major Highway Maintenance (HM-1 Pavement and HM-3 Bridge) projects. | Caltrans Maintenance |



Implementation Highlights

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SHOPP Investment

Caltrans District 2 developed an excel-based tool to strategically plan for and allocate performance targets across the 2021 SHSMP. Tool allows for more efficient, equitable allocation across the district. District 2 also holds quarterly meetings with Maintenance Engineering and bi-annual meetings with local agencies to coordinate maintenance needs.

Caltrans District 5 regularly coordinates with Project Management, Traffic Operations, Safety, and other D5 functional units to explore Complete Streets needs that could be addressed through the Minor Program.

Caltrans District 11 developed a District Maintenance-based project target to devote 10-15% of the Minor B budget to complete streets projects beginning in the 21/22 FY.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy P2: Program Integration*.

Specialized Maintenance Equipment – Needs Assessment

Caltrans Maintenance will initiate a Caltrans District-based process to identify short- and long-term maintenance equipment needs for the maintenance of walking, biking, and transit facilities. This effort will result in the delivery of a needs assessment that will include:

- Current and future equipment needs (sweepers, grinders, etc.)
- Cost and preferred procurement option (purchase outright, lease, on-call service contract, District share, etc.)
- Review existing complete streets maintenance equipment policies and identify the areas that need to be edited or updated to improve the ease at which additional and/or specialized equipment can be procured for the maintenance of complete streets.

Maintenance Program Strategic Plan

Caltrans Maintenance is developing a framework that ensures program alignment with the four core focus areas of *safety, people, stewardship, and equity*. It supports active transportation efforts by designating liaisons throughout the state, updating maintenance documentation, procuring necessary equipment and tools, training, and working with partners on maintenance agreements for complete streets elements.





Objective 4: Social Equity

STRATEGY E1: COMMUNITY SUPPORT

Strengthen engagement with disadvantaged communities by proactively seeking input on needs and providing technical guidance.

Incorporating inclusive engagement processes in the planning and implementation of active transportation networks helps engage disadvantaged communities and involve them in creating plans and projects that best serve their needs. Caltrans provided training and technical assistance on best practices to provide inclusive engagement for all transportation planning processes.

Collaboration with local and regional transportation planning agencies has been key to the success of this strategy. In addition to identified disadvantaged communities, Caltrans will continue to engage tribal communities and rural communities early and often in the planning process.

Table 14: Strategy E1 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| E1.1: Proactively identify disadvantaged communities without active transportation and help them develop plans. | Disadvantaged Community Active Transportation Planning Initiative – Program Goals: Develop low-cost model for active transportation plans in low-resourced communities, expand use and value of existing resources, applicable in a variety of contexts, aligns with funding opportunities, data-driven innovations, long-term sustainability. | Southern CA Association of Governments |
| | SANDAG funded Chula Vista's Active Transportation Plan that included outreach and planned improvements for communities near the port area, scoring 90% in CalEnviroScreen. | City of Chula Vista; San Diego Association of Governments |
| E1.2: Provide active transportation technical assistance as part of existing Caltrans technical assistance programs. | Caltrans Active Transportation Program (ATP) – Web Resources : General, technical, timely use of funds, project reporting, technical advisory committee, and other resources. | Caltrans Local Assistance |
| | Active Transportation Resource Center (ATRC) : Resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects. | Active Transportation Resource Center |
| | Caltrans Highway Safety Improvement Program (HSIP) : Web Resources for the federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. | Caltrans Local Assistance; Caltrans Safety |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|--|---|
| <p>E1.3: Require District staff to reach out to regional transportation planning agencies, metropolitan planning organizations, and disadvantaged communities to identify opportunities to integrate active transportation into local plans and programs.</p> | <p>Caltrans District Active Transportation (CAT) Plans: Plan development included a robust public engagement component, integrating stakeholder input into location-based needs.</p> | <p>Caltrans</p> |
| | <p>Caltrans Native American Advisory Committee (NAAC): This advisory committee contributes to the Tribal Governments' ability to take advantage of transportation opportunities and to participate within Caltrans in planning, developing, and implementing transportation projects and services. Membership consists of persons who are nominated by Tribes and Indian organizations throughout the State, recommended by the NAAC, and appointed by the Director.</p> | <p>Caltrans Districts; Caltrans Race and Equity</p> |
| | <p>Various bicycle advisory, pedestrian advisory, and ad-hoc committees convene regularly at the local/regional/district levels. Discussion includes implementation of Caltrans active transportation and equity-focused policy. Contact the district Complete Streets Coordinator for more information.</p> | <p>Caltrans Districts; Local Agencies; Metropolitan Planning Organizations; Regional Transportation Planning Agencies</p> |
| <p>E1.4: Develop education and encouragement materials that can be distributed by communities without resources to develop their own programs.</p> | <p>Active Transportation Resource Center (ATRC): Resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects.</p> | <p>Active Transportation Resource Center</p> |
| | <p>Safe Routes to School Online Learning: Web resource that supports keeping kids healthy and active.</p> | <p>Alameda County Transportation Commission</p> |
| | <p>Safe Routes to School Toolkit: Resources for local entities to develop and implement their own Safe Routes to School program.</p> | <p>CA Department of Public Health</p> |
| | <p>Go Safely California – Media Toolkits: A series of bicycle and pedestrian safety resources.</p> | <p>Office of Traffic Safety</p> |
| | <p>Injury Prevention and Community Outreach Programs: The Injury Prevention program in the Trauma Service at Stanford Health Care is working in the community so that bicyclists of all ages can ride the streets safely for transportation, recreation or fun. This webpage has instructional safety videos and a bicycling safety booklet for youths and parents.</p> | <p>Stanford Health Care</p> |
| <p>GoHuman: This community engagement program seeks to create safer and more connected communities by making resources available for engagement, education, information sharing, projects, and events. The program is funded by grants from the California Office of Traffic Safety, the California Active Transportation Program, the Mobile Source Air Pollution Reduction Review Committee and from other sponsors.</p> | <p>Southern CA Association of Governments</p> | |



Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy E1: Community Support*.

Walk Audits

Caltrans District 6 District is conducting walking audits in disadvantaged communities where the state highway is a main street. During these walking audits local communities are engaged and needs are documented. This data is being used to make informed decisions during the development of complete street projects.

Interactive GIS-Based Public Engagement

Caltrans District 9 leveraged the use of an ArcGIS Story Map to engage the public for the [Inyokern/Ridgecrest Pavement Project](#). The effort surveyed the public on their pedestrian, bicycling, transit, vehicular, resident, and business owner experiences along State Route 178.

The City of San Bernardino, in the development of their [Active Transportation Plan](#), created an online interactive mapping tool for community participants to identify active transportation-related concerns in specific areas of the city. Pre-set comments, such as “I walk here” or “I bike here”, were available to encourage participants to provide comments. The tool received a total of 234 comments (94-point comments and 141-line comments). Point comments were related to specific locations and destinations while line comments referred to broader roadway segments or corridors.

Public Engagement Strategy

Caltrans District 4 developed the Caltrans Bay Area Transportation Planning Public Engagement Strategy (PES), which serves as a blueprint to increase stakeholder and public engagement and outreach activities within the District's Transportation Planning Offices. The strategy develops guidance and highlights resources that can assist staff in planning for, developing, and conducting engagement activities in-house. Stakeholder and public engagement activities (referred to generally as public engagement) will support and inform the development of corridor, modal, and project initiation planning documents. The strategy also identifies resource needs and allocates responsibility to the Office of Community Planning, to provide ongoing assistance to staff considering public engagement activities and to maintain the public engagement toolbox on our server as resources evolve.



[California Active Transportation Benefit-Cost Tool](#)

The Active Transportation Resource Center (ATRC) and UC Davis developed a [tool](#) that estimates expected benefits of proposed active transportation projects. It can help government agencies, practitioners, and community members understand project-specific cost effectiveness and explore options for improving project design.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy E1: Community Support*.

[Active Transportation Evaluation Framework & Technical Assistance](#)

Caltrans Local Assistance is developing an evaluation framework that describes active transportation project performance metrics, data collection methods for each metric, and evaluation procedures and analysis that can show realized project benefits (qualitative and quantitative) on active transportation projects. This is part of a larger project that also includes technical assistance in collecting data for the performance metrics identified in the framework.

[Broadway Pop-Up Demonstrations](#)

Caltrans District 1 will be holding pop-up demonstrations along the Broadway portion of U.S. 101 in Eureka. These test demonstrations will include the temporary installation of materials like vertical cone-like delineators and paint to analyze proposed improvements before possible construction. The projects are intended to enhance safety for all road users, improve connections to local roads, improve transit access for pedestrians and cyclists, and make walking and bicycling a more enjoyable experience on Broadway. The Broadway Pop-Up Demonstrations will allow Caltrans to understand potential impacts of these improvements on all road users, receive feedback from stakeholders and community members, and make adjustments to project designs before permanent construction. Both the Broadway Pop-Up Demonstrations and permanent improvements are being planned and designed in close coordination with our partners, including the City of Eureka, Humboldt Transit Authority, Humboldt Bay Fire, Humboldt County Association of Governments, and with the input of numerous community-based organizations



STRATEGY E2: EQUITY LENS

Address social equity when implementing all strategies from this Plan.

An equity lens provides a way of understanding and evaluating policies and projects that considers historical and current institutional and structural sources of inequality, working to narrow gaps, overcome inequities, and improve overall outcomes by considering the distribution of positive and negative impacts of investments. Community and nonprofit groups play an important role identifying and advocating for the specific needs of their communities. Caltrans views social equity as a critical component of all Plan efforts, instead of a stand-alone action. Integrating the equity lens throughout all implementation efforts has been a benefit to all Californians.

Table 15: Strategy E2 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--------------------------------|
| E2.1: Develop equity-focused plan to identify and improve state highway crossings that limit accessibility to or within communities (Safer Streets and Crossings 1.1). | <p>Race and Equity Plan:</p> <ul style="list-style-type: none"> • Communication – including training and resources delivered to staff. • Pilot Projects – to begin implementation of equity solutions in areas where data could be collected and tracked over time. • Policy – beginning to institutionalize changes by creating an equity policy and an internal structure to support the ongoing work. | Caltrans Race and Equity |
| | <p>Caltrans District Active Transportation (CAT) Plans: Plan development included a robust public engagement component, integrating stakeholder input into location-based needs. Equity was one of the objectives in the identification of the location-based needs.</p> | Caltrans |
| E2.2: Consider access to economic opportunity as a critical component to serving disadvantaged communities. | <p>Climate Action Plan for Transportation Infrastructure (CAPTI): One of the principles outlined in this investment framework focuses specifically on “strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits.”</p> | CA State Transportation Agency |





Photo 21: Light rail station with a handicap access ramp.

Implementation Highlights

Although *Toward an Active California* is a policy plan with a focus on the 60 implementation actions that were developed by its steering committee, this subsection of the progress report highlights other related efforts that are being done at the local, regional, district, and state levels to implement *Strategy E2: Equity Lens*.

Transportation Planning Scoping Information Sheet (TPSIS)

Caltrans Transportation Planning developed the TPSIS to provide relevant Planning findings and data for consideration during the project initiation phase. Section 2: *Tribal Government, Local Partners, and Public Engagement Coordination* outlines a series of considerations and resources to be used during outreach activities.

Caltrans District 8 leverages equity data & data platforms such as SB 535, AB 1550, CalEnviroScreen 4.0, & California Healthy Places Index to inform project planning and their TPSIS development.

Equity Strategic Action Plan

Caltrans District 6 developed a District Equity Strategic Action Plan which identified specific actions and targets to support and promote strategic diversity, equity, and inclusion efforts across District 6. The plan is aligned with the Caltrans Equity Statement and the Caltrans 2020-2024 Strategic Plan.

Office of Race and Equity

The Caltrans Office of Race and Equity (CORE) officially launched in August of 2020 under Planning and Modal Programs. CORE has been charged with advancing racial equity throughout the Department's internal and external operations. The office provides leadership, guidance, training, and support to all divisions, districts, and programs on equity efforts, working closely with the [Office of Civil Rights](#) as well as with our Administration, [Human Resources](#), and [Equal Employment Opportunity](#) Programs to advance diversity and equity within our workforce.



Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy E2: Equity Lens*.

Transportation Equity Index (EQI)

The Caltrans Office of Race and Equity (CORE) is developing the [Caltrans Transportation Equity Index \(EQI\)](#). Many tools exist to evaluate various factors that potentially burden communities, but these tools typically consider a wide range of factors and aren't specifically focused on transportation. Caltrans wants to bridge this gap by creating a tool to help address and mitigate inequities in the transportation system. The EQI addresses shortcomings with other spatial analysis tools/methods by using Census blocks, providing highly granular, and only includes variables with spatial significance, such as traffic exposure and accessibility. This – however – does not preclude the use of non-spatial equity data in other Caltrans processes and decision rules. The EQI is simple in terms of its data input, relying on both internal and publicly available datasets, including race and ethnicity, income, proximity to traffic, and accessibility.

Community Engagement Directive

Caltrans District 8 is updating the *District 8 Directive on Community Engagement* (D08-16-01 effective 10/13/2016) to incorporate community outreach best practices in all project phases. The current D08-16-01 requires updating to reflect the new DP-37 and better align with the District's Equity efforts. Updating this District Directive will allow expansion of District leadership in promoting multi-modal solutions, implementing active transportation, and delivering meaningful complete streets that enhance the livability of local communities.

Caltrans System Investment Strategy (CSIS)

Caltrans Transportation Planning has released the draft Interim Caltrans System Investment Strategy (CSIS) for review and feedback. The CSIS is a strategic action item in the Climate Action Plan for Transportation Infrastructure (CAPTI). While the draft Interim CSIS is a qualitative approach to satisfy S4.1, Caltrans is working to develop a data and performance-driven CSIS, which will kick off mid-2023. The Final CSIS will be developed with stakeholder and public engagement to ensure the data and performance-driven method within the Final CSIS is equitably established to satisfy the diversity in the state of California.



STRATEGY E3: ACCESS TO FUNDING

Provide disadvantaged communities with the opportunity to participate in active transportation funding programs.

To develop an equitable active transportation network, access to funding must also be equitable. This involves removing barriers and making information accessible for funding opportunities. Funding for planning and implementation can often be a challenge for disadvantaged communities, including the need to provide matching funds for grants. Assisting communities with the identification and development of projects can also increase their competitiveness at the statewide level. Maintaining and enhancing partnerships with public health and other agencies helps leverage funding and implementation opportunities.

Sharing information to help build these partnerships at the local level and connecting disadvantaged communities with non-traditional funding opportunities helps provide access to funding. Active transportation involves many disciplines and can therefore be a catalyst for breaking down silos, creating cross-disciplinary programs, plans, and projects, and broadening the breath of funding opportunities.

Table 16: Strategy E3 Implementation Actions, Delivered Efforts, and Leads.

| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--|
| E3.1: Develop a centralized information resource for grant funding and partnership opportunities for active transportation projects. | Active Transportation Resource Center (ATRC) : Resources, technical assistance, and training to transportation partners across California to increase opportunity for the success of active transportation projects. | Active Transportation Resource Center |
| E3.2: Identify opportunities to simplify and streamline grant funding for local agencies, and provide technical assistance with analysis for applications. | Sustainable Transportation Planning Grant Program Webpage : Resource for Sustainable Communities Grants and Strategic Partnership Grants; includes a grant application guide, district contacts, and past grant awards. | Caltrans Transportation Planning |
| | Active Transportation Program (ATP) Technical Assistance: <ul style="list-style-type: none"> • CTC • Local Assistance • ATRC | Active Transportation Resource Center; CA Transportation Commission; Caltrans Local Assistance |
| | FTA 5310, FTA 5311, and LCTOP : Consolidated application for the formula transit funding programs to make agencies' work in applying for funding easier and more streamlined. | Caltrans Rail & Mass Transit |



| Implementation Action | Delivered Effort(s) | Lead(s) for Delivered Efforts |
|--|---|--|
| E3.3: Evaluate funding efforts to determine how grant funds address bicycle and pedestrian network needs. | Climate Action Plan for Transportation Infrastructure (CAPTI) : The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity. | CA State Transportation Agency |
| | State Highway System Management Plan : Integrates the maintenance, rehabilitation, and operation of the SHS into a single management plan which implements several state and federal asset management requirements with new resources from California Senate Bill 1 (SB 1). The SHSMP operationalizes the California Transportation Asset Management Plan (TAMP) by utilizing the CTC-adopted asset classes, performance measures, and performance targets as defined in California Senate Bill 486. Location-based needs identified in Caltrans District Active Transportation (CAT) Plans will help inform the SHSMP. | Caltrans Asset Management; Caltrans Design; Caltrans Districts; Caltrans Transportation Planning |
| E3.4: Explore joint funding of active transportation plans and programs with county public health agencies, tribal partners, transit agencies, parks and recreation departments, and other potential partners. | Refer to Appendix: Funding Opportunities for a list of programs. | Multiple |
| E3.5: Highlight successful non-traditional funding partnerships as models for other communities. | Public-Private Partnership (P3) Guidance : Project delivery methods that transfer certain responsibilities for project delivery from the public sector to the private sector include design-build, construction manager/general contractor (CM/GC), and Public-Private Partnership (P3). Previous law permitted Caltrans to use these innovative project delivery methods on a limited basis. | CA Transportation Commission; Caltrans; League of California Cities |
| | Active Transportation Funding and Finance Toolkit (Case Studies) : Highlight of six agencies and transportation organizations' successful implementation of innovative funding and financing strategies. | Federal Highway Administration |



Implementation Highlights

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Karuk Tribe Coordination and Project Development

Caltrans District 2 worked jointly with the Karuk Tribe for funding through ITS Berkeley to analyze data and data needs in small rural towns, as well as consider proactive safety aspects of planning for and investing in Complete Streets.

Caltrans District 2 worked in full partnership with the Karuk Tribe to develop an application for the Active Transportation Program (ATP), resulting in the [Karuk Tribe as the successful award recipient](#) of \$9.9M for District 2 to administer on State Route 96 in Siskiyou County in the small disadvantage community of Happy Camp. This effort is a model in many ways but perhaps most importantly Caltrans did not ask the Tribe to waive their sovereign immunity. Rather, the Tribe and Caltrans entered into a joint powers agreement resulting in the Senate Bill 1 ATP funding to remain in the State Highway Account (SHA), enabling District 2 to allocate, develop, and deliver the project on behalf of the Karuk Tribe.

Transformative Climate Communities (TCC) & Affordable Housing and Sustainable Communities (AHSC)

Beginning in 2017, the Strategic Growth Council consulted with the Caltrans in the development of the active transportation component of the TCC Guidelines, Application, and Grant Agreement terms to ensure the latest best practices and lessons are accounted for.

The TCC Program has invested over \$230 million in 8 Implementation and 18 Planning Grants since 2017. A majority of the projects have active transportation components in their scope, with six out of the eight implementation grants constructing bike lanes (total of 17 miles) and pedestrian improvements (7-10 miles). All TCC funded bike and pedestrian awards improve resident access to affordable housing developments, parks, schools, community centers, and other key destinations.

Since Round 3 (2017) the AHSC Program has invested over \$2.4 Billion in over 160 projects. Nearly all of the projects include active transportation components, with most investing more than \$5 million in Active Transportation Projects like sidewalks, curb ramps and bikeways around the Affordable Housing project. Over 200 miles of bike lanes and over 50 miles of pedestrian improvements have been awarded. More than 75% of the projects are in disadvantaged communities.



[Sustainable Transportation Equity Project \(STEP\)](#)

The California Air Resources Board administers the STEP pilot program which aims to address community residents' transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects. STEP's overarching purpose is to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: Planning and Capacity Building Grants and Implementation Grants. Within these two grant types, CARB has awarded a total of \$44.5 million.

Next Steps

A major goal of this Progress Report is to track the evolution of active transportation in California. This section focuses on current and planned efforts for implementing *Strategy E3: Access to Funding*.

[Reconnecting Communities](#)

[Caltrans' Reconnecting Communities Program](#) centers on equitable community engagement and relationship building to facilitate a way for affected communities to express how they are burdened by highway facilities, identify their need for reconnection and improved access, and develop transformational strategies and connectivity solutions. This federal Reconnecting Communities Pilot (RCP) grant program supports planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation or replacement of eligible transportation infrastructure that creates barriers in communities.

The [2022-2023 California State Budget](#) establishes the California Reconnecting Communities: Highways to Boulevards (RC:H2B) Pilot Program, which will inform the future conversion of key underutilized highways into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features.

[Quick Build Guidance](#)

Caltrans District 8, supported by the Caltrans Safety Program, is developing the Quick Build Active Transportation Guidance, funded by a State Transportation Innovation Council (STIC) grant. The delivery of 1 quick build pilot project will occur in year 2 of the STIC grant. It is anticipated that District 8 quick build guidance will lay the groundwork for potential statewide guidance.



Funding
Access and
Competitiveness

Caltrans Transportation Planning is developing a database of active transportation projects to serve as a tool for identifying and prioritizing funding needs throughout the state. It will be a resource for assessing project readiness by funding program and phase, with the goal of maximizing competitiveness when applying for grant funding.

Caltrans District 9 is developing a consolidated funding opportunities list which will provide a foundation for a strategic, system wide approach toward funding active transportation and related transit/first-last mile projects. Both internal and external stakeholder will be able to see the full suite of available funding opportunities such that project level funding strategies can be developed.



Photo 22: The new Mandela Parkway in Oakland, California, following conversion from the Cypress Street Viaduct.



» 05

Suggested Concepts for Future Consideration

Public engagement and outreach are key components of this progress report effort. The input received in the development of this Progress Report will help inform topics and considerations for the future Plan update. The input also acts as an assurance check that current or planned active transportation efforts already point in the direction of where attention is needed (equity, etc.). While much of the input received from stakeholders already have actions underway addressing their suggestions, this section of the progress report outlines the overall themes:

Policy

- Equity, land use, and community planning should be integrated into transportation decision-making.
- Policies increasing the safety for the most vulnerable road users.
- Explore changes to sidewalk maintenance responsibility in California to reduce burden on individual property owners of ongoing maintenance for priority pedestrian routes.
- Consider the allowance of Class 3 e-bikes on Class I bikeways.

Guidance

- With all the guidance and manuals that have been adopted over the past few years, there is now an increased emphasis on design flexibility. Special considerations are needed for areas that do not necessary fit a templated approach, especially in rural areas.
- Guidance is needed to help automobile-centric communities transition to more sustainable modes.
- Consider expanding active transportation guidance to include micro-mobility, e-bikes, e-scooters, and green infrastructure.

Tools and Training Resources

- Data should be open and easily accessible.
- Tools and resources should be easily accessible.



Funding Assistance

- On-going technical assistance is needed in strategic active transportation investments. This is necessary because funding opportunities often require very technical and elaborate processes to even be eligible for consideration.
- Investments should be data and policy driven.

Equity and Outreach

- In general, a collaborative approach is needed to address inequitable access to infrastructure, resources, capacity and power, and resulting inequities in active transportation use and safety. While multiple agencies can serve various leadership roles in the policy implementation arena, new methods and partnerships are needed to establish shared decision-making processes which are necessary to make our transportation network safer and more equitable. In many cases partnering with groups such as community-based organizations (CBOs), who are often comprised of community members from the communities they work in, and therefore have established, trusting relationships, is an effective strategy in ensuring all voices are heard and included in the decision-making process, from design to implementation. Currently there are barriers that limit or prevent the flexibility needed to harness such partnerships.
- Increased awareness and consideration should be utilized to prioritize collaboration, engagement, and resources for the most impacted and over-burdened communities. Engagement and outreach strategies should be linguistically and culturally appropriate for each community. These are often the most under-represented groups with systematically limited decision-making power or access to the decision-making process for land use, transportation and infrastructure planning and implementation, yet frequently have higher rates of active transportation use.
- If enforcement is discussed as part of the next full Plan update, those efforts will proceed with the continued expectation that enforcement be equitable and targeted on the most high-risk behaviors.

General Comments for the Next Plan Update

- Emphasize the planning and development of protected bikeways where appropriate. The facility selection process should begin by identifying opportunities to provide the most physical separation for bicyclists. Class I and Class IV Bikeway facilities are to be the primary considerations for the facility to maximize the benefit of horizontal separation whenever feasible. Consider revising the name to also represent micro-mobility, e-bikes, and e-scooters.
- Consider the development of a reporting tool that shows the percentage of Complete Street targets met (e.g., SHOPP Complete Streets targets).
- The next Plan update should include a 5-year implementation plan with funding to match.
- Consider having the next Plan's performance goals align with the population health and physical activity goals established by the U.S. Surgeon General. For example, *by year X at least 50% of Californians achieve 150 minutes per week of moderate physical activity through active transportation* (in 2010, only 7% of Californians met this goal).



» 06 Appendices

Committees and Advisory Groups

ACTIVE TRANSPORTATION AND LIVABLE COMMUNITIES

The Active Transportation and Livable Communities was 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. This effort has been subsumed into the CWBTAC.

CALIFORNIA WALK AND BIKE TECHNICAL ADVISORY COMMITTEE (CWBTAC)

Caltrans created a new [California Walk and Bike Technical Advisory Committee \(CWBTAC\)](#) made up of external partners to provide regular strategic input and technical guidance on Caltrans' complete streets and active transportation efforts. The new committee replaces the California Bicycle Advisory Committee, which was established in 1992 and provided input to Caltrans on bicycle facilities for several decades.

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 Strategic Highway Safety Plan is updated regularly to ensure continued progress and meet changing safety needs. Currently, more than 400 safety stakeholders from 170 public and private agencies and organizations work together to implement the plan under the direction of the Strategic Highway Safety Plan executive leadership and a 13-member Steering Committee. The Strategic Highway Safety Plan includes behavioral, infrastructure, and technology strategies addressing the "4Es" of safety: engineering, enforcement, education, and emergency services.

DISABILITY & AGING COMMUNITY LIVING ADVISORY COMMITTEE – TRANSPORTATION SUBCOMMITTEE

The purpose of the [Disability and Aging Community Living Advisory Committee](#) ("Committee") is to advance community living, inclusion, and integration across California. California is committed to community living for all, rooted in both the Olmstead Supreme Court decision of 1999 and in California's values of inclusion, access, and equity. The Committee will ensure the involvement of individuals with physical and intellectual disabilities, older adults, and/or other partners who provide services or



represent consumers. The Committee will advise the California Health & Human Services Agency (CalHHS), in addition to other state entities, on community living policies and programs, including but not limited to long-term services and supports, transportation and housing, and employment opportunities.

CALTRANS NATIVE AMERICAN ADVISORY COMMITTEE (NAAC)

This [advisory committee](#) contributes to the Tribal Governments' ability to take advantage of transportation opportunities and to participate within Caltrans in planning, developing, and implementing transportation projects and services. Membership consists of persons who are nominated by Tribes and Indian organizations throughout the State, recommended by the NAAC, and appointed by the Director.

CALTRANS INTERNAL WORKGROUPS

Caltrans has internal working groups intended to share information, raise issues, review draft products, and recommend solutions relating to implementing Complete Streets at the leadership, supervisory, and staff levels.

- Complete Streets Division Chief Steering Committee
- Complete Streets Policy Advisory Committee
- Complete Streets Technical Advisory Committee
- District Bicycle and Pedestrian Committees

Table 17: Caltrans Active Transportation Organizational Structure

| | |
|--------------------------------------|---|
| Director's Office | <ul style="list-style-type: none"> • Asset Management • Sustainability Program |
| Districts | <ul style="list-style-type: none"> • Complete Streets Coordinators • District Design Liaisons (DDLs) |
| Maintenance & Operations | <ul style="list-style-type: none"> • Maintenance • Safety • Traffic Operations |
| Planning & Modal Programs | <ul style="list-style-type: none"> • Local Assistance • Race and Equity • Rail and Mass Transportation • Research, Innovation, & System Planning • Transportation Planning |
| Project Delivery | <ul style="list-style-type: none"> • Construction • Design • Environmental Analysis |



Caltrans District Efforts - Other Highlights

Many efforts do not necessarily fit in any of the previous sections of this progress report but are still important to highlight. This section features those efforts by each Caltrans district

District 1

District 1 established a Pedestrian and Bicycle Advisory Committee (PBAC) with the primary purpose of helping to ensure that planning, design, maintenance, and operations activities within the district meet the needs of those walking and bicycling. The PBAC is comprised of local and regional agencies, transportation professionals, underserved community representatives, regional advocates, and community members. This committee handles a variety of tasks including monitoring implementation of DP-37 and complete streets activities at the district, providing input into plans and project initiation documents to ensure bicycle and pedestrian needs are met, and monitoring programs/projects for consistency with the District Active Transportation Plan.

District 2

District 2 will be developing a 101 training for Project Initiation Document (PID) staff, design, and environmental groups that will focus on the new requirements in the CSDD following the release of DP-37. This training will address research and engagement needed in the pre-PID and scoping phases, as well as procedures for the new requirements that CSDD be circulated to District Directors for any projects not including complete streets. The purpose of this training is to provide increased awareness surrounding these new policies and increase understanding of how they will impact staff's specific job functions.

District 4

District 4 Division of Transportation Planning and Local Assistance is consolidating and expanding its transit and active transportation functions to build up the district's complete streets program and strengthen coordination with other Divisions and HQ. The office will include new and refocused functions and positions on complete streets performance, PID coordination, and expanded transit planning and coordination.

District 5

District 5 will convene the Central Coast Coalition on DP-37 to provide a single and uniform forum for discussing the policy update and next steps for implementation. The workshop would provide a space to address frequently asked questions and concerns about DP-37 for District 5 partners. The district also developed a Complete Streets TPSIS Viewer to assist in the development of TPSIS content relating to Complete Streets.

District 6

District 6 will develop a memorandum to further define within the district how key individuals from the Divisions of Planning, Asset/Program and Project Management, Design and Maintenance and Operations will work collaboratively with each other to ensure a strategic approach and well-coordinated complete streets program. The district is also assembling the Active Transportation Advisory Committee composed of local agencies, advocates, and other stakeholders with the goal of using Caltrans and local active transportation tools and information to improve multi-modal access and social equity.



District 7

District 7 will create an email newsletter for all District 7 staff to provide information on complete streets and climate change-related topics, such as May is Bike Month, upcoming local events, educational and training opportunities, bicycle commute subsidy information, partner agency news and resources. This newsletter aims to keep all staff aware of District goings-on, as well as to promote the Department's goals of safety, equity, and climate action by highlighting multi-modality and sustainability. Newsletter expected every quarter or as needed. The district will also establish a Complete Streets TAC with representative members from partner agencies, advocacy groups and community-based organizations that will advise the planning, design, and maintenance of improvements that address mobility needs and further equitable outcomes for those walking, bicycling, and using transit on and across state highways in District 7.

District 8

District 8 is expanding their active transportation efforts by hiring a Complete Streets Program Coordinator and an investment planner focusing on strategic active transportation investments.

District 9

District 9, in order to facilitate the incorporation of complete streets and transit-supportive design elements in off-system projects and in local site-plan designs that are in-review through the Local Development Review process, template examples of complete street and transit design guidelines will be collected from comparable rural regions and disseminated to relevant stakeholders across the district.

District 10

District 10 established a Bicyclist and Pedestrian Advisory Committee (BPAC) in 2022 with the primary purpose of providing the public a forum to identify and address active transportation gaps and barriers on, across, and near the state highway. The BPAC is comprised of membership from local and regional agencies, transportation professionals, advocacy groups, and other community members. The BPAC intends to utilize the D10 CAT Plan and the public's geographical knowledge to enhance active transportation infrastructure and use in the region.

District 11

District 11 will develop and pilot a 3-pronged team made up of Planning, Design and Traffic Operations subject matter experts to serve as a special advisory committee for any Caltrans or local complete streets projects that require additional review or decision making. This team will serve as a decision-advisory board for active transportation/complete streets issues within the district.

District 12

District 12 has assembled the active transportation technical advisory committee (ATTAC) consisting of System Planning, Advance Planning, Environmental, Operations, Traffic Safety, Design, Construction, ROW, Strategic Portfolio Management, and PIO



Funding Opportunities

Table 18: Funding Opportunities

| Category | Opportunity |
|------------------------------------|--|
| Funding Toolkits and Guides | <ul style="list-style-type: none"> • 2022 Funding Fair Handbook – California Financing Coordinating Committee (CFCC) • Active Transportation Funding and Finance Toolkit – Federal Highway Administration (FHWA) • Funding Programs That Fund Active Transportation – California Transportation Commission (CTC) • Low Carbon Transportation Investments – California Air Resources Board (CARB) • Office of Traffic Safety (OTS) Grant Program Resources • Pedestrian and Bicycle Funding Opportunities (USDOT) |
| Funding Programs | <ul style="list-style-type: none"> • Active Transportation Program (ATP) • Affordable Housing & Sustainable Communities (AHSC) Program • Bike Share Capital Program – Metropolitan Transportation Commission (MTC) • Clean Mobility Options • Congestion Mitigation and Air Quality Improvement (CMAQ) Program • GoHuman – Southern California Association of Governments (SCAG) • Electric Bicycle Incentives Project (EBIP) • Highway Safety Improvement Program (HSIP) • Infrastructure for Rebuilding America (INFRA) • Interregional Transportation Improvement Program (ITIP) • Local Partnership Program (LPP) • Local Streets and Roads Program (LSRP) • Maintenance (under SB-1) • Office of Traffic Safety Grants • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Reconnecting Communities Program • Regional Early Action Planning (REAP) • Rural Recreation and Tourism Program (RRT) • Safe Streets and Roads for All (SS4A) • Solutions for Congested Corridors Program (SCCP) • State Highway Operation and Protection Program (SHOPP) • State Transportation Improvement Program (STIP) • Sustainable Transportation Equity Project (STEP) • Sustainable Transportation Planning Grants • Transportation Infrastructure Finance and Innovation Act (TIFIA) • Trade Corridor Enhancement Program (TCEP) • Transformative Climate Communities (TCC) Program • Transit and Intercity Rail Capital Program (TIRCP) • Urban Greening |



Other Supporting Policies

CALTRANS DIRECTOR'S POLICY 36

California Department of Transportation (Caltrans) has a vision to eliminate fatalities and serious injuries on California's roadways by 2050 and provide safer outcomes for all communities. To realize this vision Caltrans commits to:

- A safety-first mindset prioritizing road safety.
- Prioritize the elimination of fatal and serious injury crashes through our existing safety improvement programs along with development and implementation of new programs to enhance the safe use of our roadways.
- Eliminating race-, age-, ability- and mode-based disparities in road safety outcomes.

AB 2147 (2022)

Existing law imposes various duties relating to the rules of the road, including, but not limited to, traffic signs, symbols, and markings, and pedestrians' rights and duties. Existing law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Existing law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power. The bill would require the Commissioner of the California Highway Patrol, in consultation with the Institute of Transportation Studies at the University of California, to submit a report to the Legislature on or before January 1, 2028, regarding statewide pedestrian-related traffic crash data and any associated impacts to traffic safety, including an evaluation of whether and how the changes made by this bill have impacted pedestrian safety.

AB 1909 (2022)

This bill made four changes to the vehicle code. (1) Drivers now need to change lanes whenever passing a bicyclist, if feasible. (2) Local jurisdictions can no longer enforce bicycle license laws. (3) Access for those riding e-bikes have been expanded to more bikeways while still allowing the Department of Parks and Recreation to prohibit them on some trails and local authorities to ban them from equestrian, hiking, and recreational trails. (4) Those that are cycling can also cross streets during pedestrian walk signals.

AB 2264 (2022)

This bill requires traffic-actuated signals have a leading pedestrian interval, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, upon the first placement or replacement of a state-owned or operated traffic-actuated signal.



EXECUTIVE ORDER (EO) N-16-22 (2022)

For any strategic plans applicable during the 2023-24, 2024-25, and/or 2025-26 fiscal years: (a) Develop or update the strategic plan to reflect the use of data analysis and inclusive practices to more effectively advance equity and to respond to identified disparities with changes to the organization's mission, vision, goals, data tools, policies, programs, operations, community engagement, tribal consultation policies and practices, and other actions as necessary to serve all Californians; and (b) As part of the development or updating of the strategic plans, engage and gather input from California communities that have been historically disadvantaged and underserved within the scope of policies or programs administered or implemented by the agency or department, and make the plans publicly available.

EXECUTIVE ORDER (EO) N-19-19 (2019)

Directs State government to increase efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable and inclusive economy.

SB 400 REDUCTION OF GREENHOUSE GASES EMISSIONS (2019)

Adds bikeshare and e-bikes as mobility options in the Clean Cars 4 All Program; proponents expect this will provide a strong incentive for Californians to switch from car to bike travel.

AB 1266 TRAFFIC CONTROL DEVICES: BICYCLES (2019)

Existing law authorizes the Department of Transportation or local authorities to erect official traffic control devices within or adjacent to intersections of highways to regulate or prohibit turning movements at those intersections. When a turn is required, existing law requires the erection of a sign giving notice of that requirement, except as specified. Existing law prohibits a driver of a vehicle from disobeying the directions of a traffic control device erected pursuant to that provision. This bill would exempt from the prohibition described above operators of bicycles traveling straight through an intersection, if an official traffic control device indicates that the movement is permitted. The bill would require the Department of Transportation to develop standards to implement these provisions.

SB 1 TRANSPORTATION FUNDING (2017)

After years of advocating for a solution to the state's transportation crisis, the Legislature passed and the Governor signed SB 1 (Beall, 2017), also known as the [Road Repair and Accountability Act of 2017](#), increasing transportation funding and instituting much-needed reforms. SB 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

SB 99 ACTIVE TRANSPORTATION PROGRAM (2013)

Encourages increased use of active modes of transportation, such as biking and walking, increase safety and mobility for non-motorized users and advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.



SB 743 VMT (2013)

Vehicle miles traveled (VMT), not level of service or other vehicle delay metrics, is the most appropriate measure of transportation impacts in California Environmental Quality Act (CEQA) analyses. Caltrans released additional information on SB 743 as it relates to the projects on the State Transportation Network. Strategies that support mode shift such as those identified in Active Transportation Plans, segments to complete the California Coastal Trail, higher vehicle occupancy, shorter average vehicle trips, and transportation demand management can contribute to reduction of VMT. VMT impacts of a transportation project should be mitigated to the maximum extent possible.

AB 1358 CIRCULATION ELEMENT (2008)

The legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, can modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

SECTION 31408 OF THE COASTAL ACT (2008)

Caltrans has an obligation and a role in completion of the California Coastal Trail. For coastal Districts, the requirement includes coordination with the California Coastal Commission, the Conservancy, and the Department of Parks and Recreation in the development of the California Coastal Trail. To the extent feasible, and consistent with their individual mandates, each agency, board, department, or commission of the state with property interests or regulatory authority in coastal areas shall cooperate with the conservancy with respect to planning and making lands available for completion of the trail, including constructing trail links, placing signs, and managing the trail.

SB 375 TRAVEL DEMAND MODELS

Sustainable Communities Strategy (2008): Builds on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips. Requires the CTC to maintain guidelines for travel demand models used in the development of regional transportation plans that, to the extent practicable, including mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips.

ASSEMBLY BILL 1396 (2007)

AB 1396 requires each transportation planning agency whose jurisdiction includes a portion of the California Coastal Trail, or property designated for the trail that is located within the coastal zone, to coordinate with the Coastal Conservancy, the Coastal Commission, and Caltrans regarding development of the CCT. To this end, each transportation planning agency is required to include provisions for the CCT in their RTPs (Government Code 65080.6).



AB 32 GLOBAL WARMING SOLUTIONS ACT (2006)

Mandates the reduction of GHG emissions to 1990 levels by the year 2020 and 80% below 1990 levels by 2050.

DP-05 MULTI-MODAL ALTERNATIVES ANALYSIS (1992)

The intent of this Policy is improved mobility options for the people of California; a new strengthened or expanded relationship with the Department's partners; and early resolution of issues leading to mutually acceptable solutions and a subsequent reduction in project delay and uncertainties. Wiser investments and more cost-effective, viable and achievable options to California's transportation needs are expected.





2023 STATE BICYCLE & PEDESTRIAN PLAN PROGRESS REPORT
CALIFORNIA DEPARTMENT OF TRANSPORTATION

MARCH 2023