

Active Transportation in California

The Non-Motorized Transportation Facilities Report Fiscal Year: FY 2015–16



Report to the Legislature

December 31, 2016



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Executive Summary

In recognition of the importance of non-motorized facilities to multi-modal transportation, the California Department of Transportation (Caltrans) is required under Section 887.4 of the Streets and Highways Code to submit an annual Non-Motorized Transportation Facility Report to the California State Legislature (See Appendix A).

Active transportation (also known as non-motorized transportation) has taken-on an increasingly important role in the State of California. The Active Transportation Program (ATP), now in its third year, has completed a third Call-For-Projects. This third Call-For-Projects was for \$240 million. As of April 2017, there will be \$960 million dollars in bicycle and pedestrian projects programmed with ATP funding through Fiscal Year (FY) 2020–21 (see Chapter 3).

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

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

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

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

In addition to the ATP, Caltrans-funded bicycle and pedestrian projects in other funding programs is trending upward. The Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and the Highway Safety Improvement Program (HSIP), added another 169 bicycle and pedestrian projects totaling \$86 million (See Chapter 4).

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

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

Caltrans' commitment to integrate non-motorized modes into the State transportation system is reflected in a number of its current initiatives. Caltrans initiated a BikeShare Program at its headquarters in April of 2016. The bicycles in this program are being used by employees as transportation to offsite meetings and exercise on breaks. The Caltrans Headquarters BikeShare Program is intended as a pilot for other programs throughout the State.

Other Caltrans bicycle initiatives include:

- A scheduled completion of the California Statewide Bicycle and Pedestrian Plan (CSBPP) by the spring of 2017.
- Complete Streets training courses taught to Caltrans employees and local agency officials.
- Caltrans is a major sponsor of both the May is Bike Month (MIBM) and the semi-annual California Bicycle Summit event.

The Non-Motorized Transportation Facilities Report to the California State Legislature Fiscal Year: FY 2015–15 includes the following chapters:

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

Chapter 1: Featured Projects: Profiles in Community Success Stories

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

This chapter highlights bicycle and pedestrian projects that were completed or begun between FY 2014–15 and FY 2015–16. It also details the positive impacts that these projects are having on the communities that built them. With the ATP, the positive benefits of such projects will accrue well into the future, providing more modal choices, a smaller “carbon footprint,” and increased safety and access for all California citizens.



Old Auburn Boulevard Bike and Pedestrian Trail, Citrus Heights, California



Title of Project: CV Link

Project Location: Riverside County, California.

Project administered by: Coachella Valley Association of Governments (CVAG)

Type of Project: Multipurpose trail

ATP Fund Amount: \$10,900,000

Project Duration: 2015 to 2020

Project Description: This \$100 million, 50-mile project will connect eight communities and three Indian reservations in the Coachella Valley. Bicycles, pedestrians, and low-speed electric vehicles (LSEVs) will use the corridor to access employment, shopping, schools, and recreational opportunities. CV Link is the largest, most ambitious project of its kind in the nation.

Positive benefits to the community: CV Link will provide alternative transportation in the busy SR 111 corridor of Riverside County, California. New physical connections will be created between neighborhoods, communities, and amenities. This new multi-modal option will help to improve air quality, increase physical activity and health of users, and provide access to Coachella Valley transportation and resources. (<http://www.coachellavalleylink.com/>)



Title of Project: Napa Vine Trail- Phase 2

Project Location: Napa County, California

Project administered by: Napa County Transportation Planning Agency

Type of Project: Class I bicycle path/multipurpose trail

ATP Fund Amount: \$6,100,000

Project Duration: October, 2015 to February, 2017

Project Description: This 9.4 miles Class I bicycle and pedestrian project is being constructed as part of a 47-mile trail stretching from Vallejo's Ferry to Calistoga. It is designed to provide a safe, scenic alternative that is separated from vehicular traffic.

Positive benefits to the community: The Vine trail will provide a safe, family and pet-friendly scenic trail for both pedestrians and bicyclists. The corridor connects communities, retail, hotels, and schools. Over 18,000 students from local grade schools and the Napa Community College attend school within half a mile of the new trail. The trail will provide a safe alternative to driving in a constrained and busy corridor for students, commuters, and visitors.



Title of Project: South Lake Tahoe Trail Rehabilitation

Project Location: City of South Lake Tahoe, California

Project administered by: City of South Lake Tahoe Parks and Recreation Department

Type of Project: Class I bicycle path

BTA Fund Amount: \$475,452

Project Duration: July 1, 2012 to March 31, 2015

Project Description: Two-miles of the seven-mile South Lake Tahoe Bicycle Trail system were deemed in poor condition—unstable and unsafe for use by bicyclists. The trail condition was also reducing the use of the trail system. The affected two-miles of degraded trail was replaced for this project.

Positive benefits to the community: With the completion of this project, the South Lake Tahoe Trail has been enhanced and improved. With increased safety on the trail has come increased ridership, which is a benefit to the entire community.



Title of Project: City of Irvine Wayfinding Signage Study

Project Location: City of Irvine, California

Project administered by: City of Irvine

Type of Project: Wayfinding signage study for Class I bicycle path

BTA Fund Amount: \$45,000

Project Duration: July 1, 2014 to November 30, 2014

Project Description: The objective of this study was to increase and improve the wayfinding signage for the citywide Class I bikeways. As part of detailed recommendations, about 50 locations for installation and/or replacement of signage were identified. Destinations such as parks, recreational facilities, schools and other publicly-owned assets were identified for wayfinding signage.

Positive benefits to the community: Once study recommendations are implemented, clear wayfinding signage will encourage more citizens to use the City's Class I bicycle path system and enhance the experience of regular bicycle path users.



Title of Project: Aramon Drive/Studarus Drive and Coloma Road Traffic Signal

Project Location: City of Rancho Cordova, California

Project administered by: City of Rancho Cordova

Type of Project: Traffic signal with pedestrian island

HSIP Fund Amount: \$464,300

Project Duration: January 23, 2013 to March 24, 2016

Project Description: This intersection is included in the annual accident and fatality survey conducted by the City of Rancho Cordova. This survey prioritized the top 20 intersections and road segments for collisions and fatalities in the City. This timed signal was installed as part of a corridor-wide effort to reduce speeds and collisions along Coloma Road. Other safety efforts on Coloma Road have included adding bike lanes and bike detection, filling in sidewalk gaps, reducing lane widths, and installing of other traffic signals.

Positive benefits to the community: The overall addition of safety features, including this timed signal, are anticipated to reduce the incident of crashes involving both pedestrians and vehicles in the Coloma Road corridor. Speed reduction is the primary goal of these safety features along Coloma Road. This will result in safer travel for all bicycles, pedestrians, and vehicles on Coloma Road.



Title of Project: Old Auburn Boulevard Bike and Pedestrian Trail

Project Location: City of Citrus Heights, California

Project administered by: City of Citrus Heights

Type of Project: Class I bicycle trail

HSIP Fund Amount: \$644,400

Project Duration: April 8, 2011 to February 23, 2016

Project Description: Old Auburn Boulevard provides a critical link for motorists, bicyclists, and pedestrians traveling from Citrus Heights to Roseville, Orangevale, and Fair Oaks. This project includes nearly a mile of Class I bicycle trail and a similar length of Class II bicycle lane along Old Auburn Boulevard.

Positive benefits to the community: With a history of significant collision rates on Old Auburn Boulevard, this project is an important component in the comprehensive safety features that are being built along the corridor. This project provides safe alternatives for both bicyclists and pedestrians. Other safety features being built on Old Auburn Boulevard include reduction of lane widths, widening of bicycle lanes, and providing connections between existing sidewalk segments.

Chapter 2: Bicycle and Pedestrian Program Highlights

California Statewide Bicycle and Pedestrian Plan

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

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

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

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

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

BikeShare Program

Caltrans applied for and was awarded a State Agency Employee BikeShare Program Mini-Grant sponsored by Kaiser Permanente. This one-time materials grant provided Caltrans with six urban bicycles, a high quality free-standing bike rack, bicycle helmets, safety lights and other gear. The bikes were received in November 2015.

After designing a BikeShare reservation website, the program was launched in April, 2016. The existing bike lockers and bike cage at Caltrans Headquarters building are being used to store and maintain the BikeShare bikes. Caltrans employees are using the BikeShare bikes as transportation to get to offsite meetings and for exercise on their breaks.

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



BikeShare Program kickoff event, April 2016

Active Transportation Resource Center

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

The ATRC is currently budgeted for \$3.6 million through June 2019. ATRC work will include:

- Training and workshops on topics such as ATP funding opportunities, SRTS outreach/education, bicycle and pedestrian facility design and planning, and community planning for active transportation
- ATRC resource center website and information clearinghouse
- ATP project consultations
- ATP and SRTS Traffic Injury Mapping Systems
- A pilot statewide data clearinghouse for bicycle and pedestrian user data

Caltrans Division of Research, Innovation, and Systems Information (DRISI)

Caltrans DRISI conducts more transportation research than any other Department of Transportation in the country. Currently there are 39 bicycle and pedestrian projects totaling millions of dollars in transportation research. Research topics include:

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

May is Bike Month

May is Bike Month (MIBM) is an annual Sacramento region event that promotes bicycling in conjunction with National Bike Month. Caltrans is a major financial sponsor of MIBM. This event promotes bicycling in California by allowing employers and individuals to log commute, errand, and recreational bike miles during the month of May. Reported bicycle miles for all Sacramento Region MIBM participants totaled 1,829,279 miles, just missing the two-million mile challenge for the region. This represents a fourfold increase from the 476,164 miles logged in 2005. For Caltrans' part, 275 employees logged 54,627 miles, ranking it in third place among major employers in the region.

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

Bikefest

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



Bicycle raffle during 2016 May is Bike Month Bikefest

Director's Ride

The Director's Ride is an annual event that highlights Caltrans' support for "mainstreaming" bicycling into California transportation. This year's Director's Ride featured a five-mile bike ride that covered both downtown Sacramento and West Sacramento. During the ride, various area bike facilities and special features were highlighted at several stops along the route. Bicyclists in this event included the Caltrans Director and senior management from Caltrans, the City of Sacramento, and the City of West Sacramento.



Director Malcolm Dougherty (on left) leading the 2016 Director's Ride

Bike to Work Day

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

Bicycling Recognition Event

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



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

Complete Streets Training Courses

Caltrans partnered with UC Berkeley Tech Transfer to develop and deliver a series of Complete Streets overview training courses, held from 2013-2016. These training courses have been offered across many Caltrans functional units as well as to employees from local agencies. The trainings were two-days in length and co-taught by Caltrans engineers and planners. This training provided an overview of Caltrans’ policies and documents related to Complete Streets, in an effort to give attendees an understanding of the Complete Streets approach and its application to all facets of Caltrans work and local street design.

The most recent round of Complete Streets courses held in 2015-2016 hosted 241 attendees from many regions of the State. The courses were very well received, with feedback mostly focusing on requests to incorporate more implementation guidance in future Complete Streets classes. Caltrans Division of Transportation Planning is responding to this feedback by working with the Divisions of Traffic Operations and Design to roll out Complete Streets courses that focus on technical aspects of implementing the program.

Pedestrian Safety Improvement Monitoring (Pilot) Program

The purpose of the Pedestrian Safety Improvement Monitoring (Pilot) Program (Program) was to identify and address pedestrian related high collision concentration locations (HCCLs), with the long-term goal of substantially reducing pedestrian fatalities and injuries on the California State Highway System (SHS). As part of the pilot, the Pedestrian and Bicycle Safety branch (Division of Traffic Operations) identified 129 pedestrian-related HCCLs statewide based on the most recent 5-years of collision data available. These locations will undergo traffic safety investigations by Caltrans District staff to determine probable cause and to identify potential countermeasures to reduce collisions involving pedestrians.

The recommended countermeasure projects that are generated from this pilot program will be funded under the category of Safety Improvement Projects. With safety improvements a high priority at Caltrans, these projects will take precedence during the approval process of subsequent State Highway Operation and Protection Program (SHOPP) project lists.

Non-Motorized Transportation in Project Initiation Documents

The Caltrans Office of Project and Program Planning is leading the effort to document projects with complete-streets and climate-change features in Project Initiation Documents (PID) and the State Highway Operation and Protection Program (SHOPP) tool database. In this new program, every SHOPP project is being tracked for bicycle and pedestrian performance outputs.

A streamlined PID or modified Project Initiation Report (PIR), was tested in a 2016 pilot program. This program evaluated the feasibility of incorporating Complete Streets project components such as pedestrian, bicycle, and park and ride facilities into the SHOPP project database. This effort will significantly improve the identification of the SHOPP projects that accommodate the needs of non-motorized, transit and carpool users. In October 2016, based on the pilot program results, Caltrans decided to replace SHOPP PID Program with the PIR.

As part of this new program, a performance tab with “complete streets activity details” was added to the SHOPP tool database to identify performance outputs and establish accountability for bike, pedestrian and transit features (i.e. complete streets features) in Caltrans SHOPP projects. Once projects are added to the SHOPP tool, it will be possible to track the non-motorized features in the Ten-Year SHOPP Plan database.

Chapter 3: The Active Transportation Program

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

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

The ATP is a competitive program administered by Caltrans' Division of Local Assistance, Office of Active Transportation and Special Programs.

The ATP appropriates approximately \$125 million in federal and State funds annually to be distributed as follows for eligible projects selected through a competitive process:

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

Program Purpose

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

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

Active Transportation Program Call-for-Projects

The first ATP Call-for-Projects was announced on March 21, 2014. This project call was for \$360 million for program years FY 2014–15 and FY 2015–16. On December 10, 2014, the California Transportation Commission (Commission) adopted the first program of projects for the ATP. This includes 276 projects utilizing \$367,968,000 in ATP funds to help fund more than \$1 billion in projects. Of this amount, \$311,274,000 was dedicated to 220 projects that provide benefits to disadvantaged communities.

The second ATP call-for-projects was announced on March 26, 2015. This project call was for \$360 million for program years FY 2016–17, FY 2017–18, and FY 2018–19. On January 21, 2016, the Commission adopted a program of 207 projects utilizing \$358 million in ATP funds. This funding contributed to \$582 million in bicycle and pedestrian projects.

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

The third ATP call-for-projects was announced on March 16, 2016, with a deadline of June 15, 2016. The project call was for \$240 million for program years FY 2019–21, and FY 2020–21. In March, 2017, the Commission will adopt a program of projects utilizing \$240 million in ATP funds.

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

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

State Funding Programs

Bicycle Transportation Account (BTA)

Program funding was consolidated under the ATP. However, active BTA projects that were awarded prior to the ATP will take a number of years to close out. During FY 2015–16, 19 BTA projects were closed-out for a total of \$3,655,859.

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

Safe Routes to School (SR2S)

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

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

Environmental Enhancement and Mitigation Fund (EEM)

EEM Program funding totaling \$3 million dollars/year has been consolidated under the ATP. The California Natural Resources Agency administers another \$7 million/year in EEM Program funding. Twelve bicycle and pedestrian projects under the old EEM program were completed/closed-out by Caltrans during FY 2015–16 totaling \$3,103,192.

http://resources.ca.gov/bonds_and_grants/eemp/

Local Transportation Funds

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

State Transportation Improvement Program

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

State Highway Operation and Protection Program

www.catc.ca.gov/programs/shopp.htm

Clean Air Transportation Improvement Act of 1990

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

Federal Funding Programs

Safe Routes to School

Moving Ahead for Progress in the 21st Century Act (MAP-21) continued SRTS as an eligible project type under the Transportation Alternatives Program (TAP), but it is no longer a stand-alone federal program. The TAP and its SRTS funds are now part of the ATP. Active SRTS projects that were awarded prior to the ATP will take a number of years to close-out. In FY 2015–16, 22 SRTS projects were closed out for a total of \$7,171,930. There were 37 SRTS projects closed out during FY 2014–15 for a total of \$14,356,226.

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

Transportation Enhancement Activities Program

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

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

Transportation Alternatives Program (TAP)

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

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

Congestion Mitigation and Air Quality Improvement Program

In FY 2014–15, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded 113 bicycle and pedestrian projects valued at \$43,651,030.

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

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

Highway Safety Improvement Program

Cycle 7- 2015- 2018 of the Highway Safety Improvement Program (HSIP), programmed on November 15, 2015, obligated \$42,343,000 in funds for 56 bicycle and pedestrian projects. Cycle 6- 2012- 2015, programmed on November 13, 2013, obligated \$51.4 million in funds for 59 bicycle and pedestrian projects. <http://safety.fhwa.dot.gov/hsip/>

High Priority Projects

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

Transportation, Community and System Preservation Program

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

Chapter 5: Committees and Advisory Groups

Active Transportation and Livable Communities

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

California Bicycle Advisory Committee

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

California Pedestrian Advisory Committee

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

Complete Streets Technical Advisory Committee

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

Strategic Highway Safety Plan

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

The SHSP applies resources in the areas where the greatest gains can be made to save lives, prevent injuries, and improve safety in the following challenge areas (CA):

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

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

Key SHSP bicycle and pedestrian actions for FY 2015–16 included:

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

Appendix A: State Statutes on Bicycling and Walking

Authorizing Legislation for the Non-Motorized Facilities Report to the Legislature

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

Streets and Highways Code

Section 887.4

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

Recently Adopted Bicycle and Pedestrian Legislation

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

Streets and Highways Code

Section 885.1

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

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

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

California Vehicle Code

Section 21760

Requires motor vehicles to leave a 3-foot margin while passing a cyclist if possible. (c) A driver of a motor vehicle shall not overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator. (d) If the driver of a motor vehicle is unable to comply with

subdivision (c), due to traffic or roadway conditions, the driver shall slow to a speed that is reasonable and prudent, and may pass only when doing so would not endanger the safety of the operator of the bicycle, taking into account the size and speed of the motor vehicle and bicycle, traffic conditions, weather, visibility, and surface and width of the highway. (f) This section shall become operative on September 16, 2014.

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

Public Resources Code

Section 21080.20

AB 417 was signed into law by Governor Edmund Brown Jr. This bill, until January 1, 2018, exempts from California Environmental Quality Act (CEQA) a bicycle transportation plan for an urbanized area, as specified, and also requires a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR and the county clerk.

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

Streets and Highways Code

Section 2380

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

Other State Statutes on Bicycling and Walking

Streets and Highways Code

Section 104

The department may acquire real property for the construction and maintenance of non-motorized transportation facilities.

Section 885

The Legislature hereby finds and declares that traffic congestion, air pollution, noise pollution, public health, energy shortages, consumer costs, and land-use consideration resulting from a primary reliance on the automobile for transportation are each sufficient reasons to provide for multimodal transportation systems.

Section 885.2

The Legislature finds and declares... (c) The components of a successful bicycle program include engineering and design of safe facilities, education of bicyclists, and the motoring public on lawful use of the highways and enforcement of traffic laws. (d) Efforts to improve safety and convenience for non-motorized transportation users are a proper use of transportation funds. (f) The bicycle is a legitimate transportation mode on public roads and highways. (g) Bicycle transportation can be an important, low-cost strategy to reduce reliance on the single-passenger automobile and can contribute to a reduction in air pollution and traffic congestion.

Section 886

There is in the department, a bicycle facilities coordinator in Caltrans who is responsible for the administration of bicycle-related activities of the department.

Section 887.2

The department shall publish a statewide map illustrating State highway routes available for the use of bicyclists and, where bicyclists are prohibited from using a State highway, alternate routes.

Section 887.6

The department may enter into cooperative agreements with public agencies for the construction and maintenance of non-motorized transportation facilities, which generally follow a State highway right-of-way where the department has determined that the facility will improve safety and convenience for bicyclists.

Section 887.8

(a) After consulting with the law enforcement agency having primary traffic law enforcement responsibility with respect to the state highway, the department may construct and maintain non-motorized facilities approximately paralleling that highway. (b) Where traffic safety or capacity of the highway would be increased, the department shall pay for the construction and maintenance of non-motorized transportation facilities approximately paralleling the highway. (c) The Legislature finds and declares that the construction and maintenance of non-motorized transportation facilities constitute a highway purpose under Article XIX of the California Constitution, and justify the expenditure of highway funds and the exercise of eminent domain therefore.

Section 888

The department shall not construct a State highway as a freeway that will sever or destroy an existing major route for non-motorized traffic unless a reasonable, safe, and convenient alternate route is provided or such a route exists.

Section 888.2

Specifies circumstances under which the department shall incorporate non-motorized transportation facilities in the design of freeways on the State Highway System.

Section 888.4

Requires a minimum of \$360,000 to be budgeted annually from the State Highway Account for non-motorized transportation facilities to be used in conjunction with the State Highway System.

Section 888.8

The department may undertake demonstration projects and perform technical studies, and use available federal funds for state or local agency bicycle programs.

Sections 890-894.2

Defines bicycle commuters and bikeways and requires the department to establish minimum bikeway design criteria, outline bikeway plan requirements, and administer the Bicycle Transportation Account.

Section 2106(b)

Specifies the amount to be transferred into the Bicycle Transportation Account.

Public Utilities Code

Sections 99233.3 and 99400

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

Vehicle Code

Section 21200

Bicyclist's rights and responsibilities for traveling on highways.

Section 21201

Bicycle equipment requirements on roadways, highways, sidewalks, bike paths, etc.

Section 21202

Bicyclist's position on roadways when traveling slower than the normal traffic speed.

Section 21206

Allows local agencies to regulate operation of bicycles on pedestrian or bicycle facilities.

Section 21207

Allows local agencies to establish bike lanes on non-state highways.

Section 21207.5

Prohibits motorized bicycles on bike paths or bike lanes.

Section 21208

Specifies permitted movements by bicyclists from bike lanes.

Section 21209

Specifies permitted movements by motorists in bike lanes.

Section 21210

Prohibits bicycle parking on sidewalks unless pedestrians have an adequate path.

Section 21211

Prohibits impeding or obstruction of bicyclists on bike paths.

Section 21212

Requires a bicyclist less than 18 years of age to wear an approved helmet.

Section 21717

Requires a motorist to drive in a bike lane prior to making a turn.

Section 21949

Requires all levels of government in the State to provide safe and convenient facilities for pedestrians.

Section 21960

Authority to close freeways and expressways to bicyclists and pedestrians.

Section 21450.5

Requires detection of bicycles and motorcycles at traffic actuated signals.

Government Code

Section 65040.2

Requires development of guidelines for including all travel modes in general plan circulation elements.

Section 65302

Requires general plan circulation elements to plan for all users of streets, roads, and highways.

Appendix B: Non-Motorized Information Websites

Active Transportation for Livable Communities Working Group:

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

Active Transportation Program:

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

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

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

Bicycle Transportation Account Program:

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

California Bicycle Advisory Committee:

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

California Bicycle Coalition:

<https://calbike.org/>

Caltrans Complete Streets Program:

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

Caltrans Division of Local Assistance – non-motorized project funding:

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

Caltrans Division of Transportation Planning – Bicycle Program:

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

Caltrans Highway Design Manual:

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

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

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

CA MUTCD:

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

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

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

Department of Transportation Bicycle and Pedestrian Program Contacts:

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

League of American Bicyclists:

<http://bikeleague.org/>

Livable Communities Information:

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

Sacramento Region May is Bike Month:

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

Transportation Tools to Improve Children's Health and Mobility:

<http://www.dot.ca.gov/hq/LocalPrograms/TransportationToolsforSR2S.pdf>

Transportation Enhancements Program:

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

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

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm