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December 15, 2012

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

The Honorable Mark DeSaulnier, Chair
Senate Transportation Committee
State Capitol, Room 2209
Sacramento, CA 95814

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

The Honorable Bonnie Lowenthal, Chair
Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

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

Dear Senator DeSaulnier, Assembly Member Lowenthal, Ms. Boyer-Vine and Messrs. Schmidt and Wilson:

I am pleased to transmit the California Department of Transportation's (Caltrans) report on "Development of Nonmotorized Transportation Facilities, Fiscal Year 2011–2012." Caltrans has prepared the report in accordance with Section 887.4 of the Streets and Highways Code.

Distribution to the California State Legislature has been made by Caltrans pursuant to California Government Code 9795. This report can be found at www.dot.ca.gov/reports.html.

Sincerely,

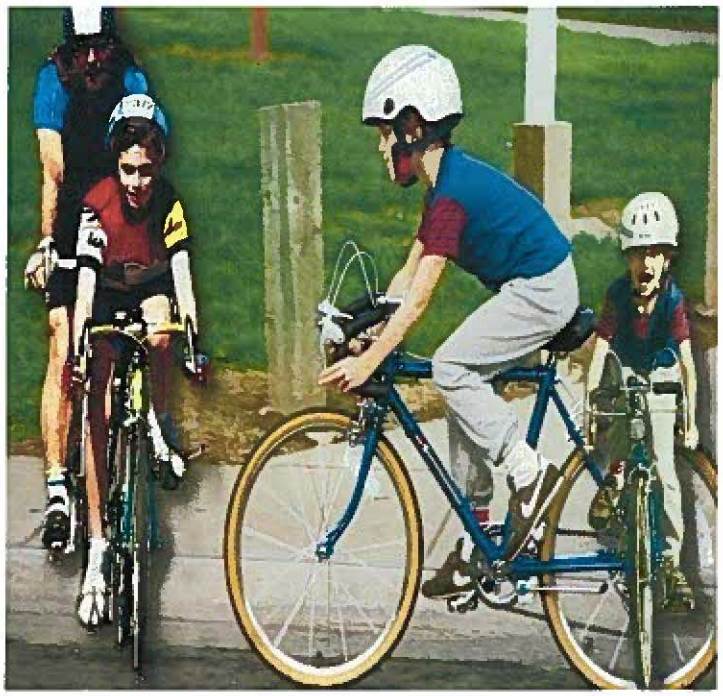
MALCOLM DOUGHERTY
Director

Attachment
Development of Nonmotorized Transportation Facilities, Fiscal Year 2011–12

Development of Nonmotorized Transportation Facilities

Fiscal Year
2011–12

Report to the California State Legislature



Young child experiencing the joys of nonmotorized transportation

Prepared Pursuant to Streets and Highways Code Section 887.4
December 2012

Edmund G. Brown, Jr.
Governor of California

Brian P. Kelly
Acting Secretary
California Business, Transportation and Housing Agency

Malcolm Dougherty
Director
California Department of Transportation

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Executive Summary

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

This report highlights the various ways that Caltrans promotes bicycling and walking through both capital investments in facilities and educational efforts. The enclosed data show that federal and State funds have produced bicycle and pedestrian investments exceeding $100 million in 2011-12 and over $1 billion since 1992, resulting in hundreds of facility projects in communities all over the State.

Bicycle and pedestrian (active transportation) projects are an important element in achieving mobility goals, greenhouse gas reduction, safety, and health benefits. Caltrans, working with partners and stakeholders, intends for the State to be a leader in nonmotorized transportation options.

Background

Streets and Highways Code (SHC), Section 887.4 requires that:

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

Section 887 of the SHC defines "nonmotorized transportation facility" as "...a facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one or more of those uses."

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

Caltrans Highway Design Manual (HDM), Chapter 1000 states:

"The needs of nonmotorized transportation are an essential part of all highway projects. Mobility for all travel modes is recognized as an integral element of the transportation system." Chapter 100 of the HDM states:

> "Generally speaking, bicycle travel can be enhanced by bikeways or improvements to the right-hand portion of roadways, where bicycles are required to travel. When feasible, a wider shoulder than minimum standard should be considered since bicyclists are required to ride as far to the right as possible, and shoulders provide bicyclists an opportunity to pull over to let faster traffic pass. All transportation improvements are an opportunity to improve safety, access, and mobility for the bicycle mode of travel."

Nonmotorized Program Staffing

The current nonmotorized program staff includes:

- Headquarters (HQ) Division of Local Assistance (DLA), Bicycle Facilities Unit (BFU):
  - One Senior Transportation Planner
  - One Associate Transportation Planner
- District 4, Oakland: One Senior Transportation Planner
- District 7, Los Angeles: One Senior Transportation Engineer
- District 11, San Diego: One Associate Transportation Planner
- HQ Division of Design (DOD): One Senior Transportation Engineer
- HQ Division of Traffic Operations (DOT): One Senior Transportation Engineer

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

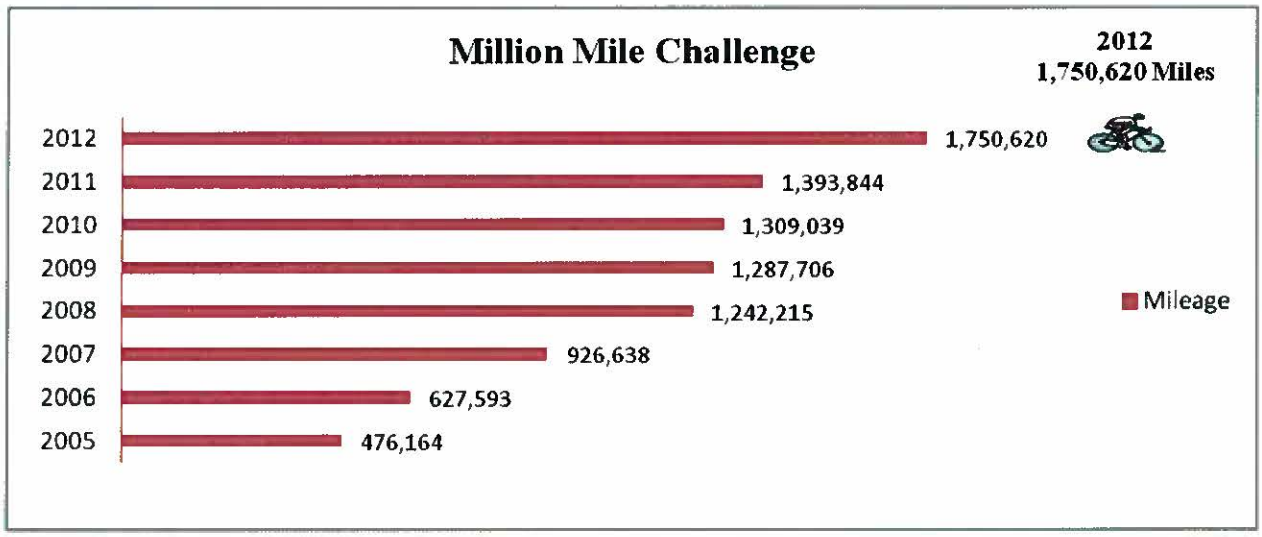
Special Events and Projects

California Bike Commute (CBC)

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

May is Bike Month

"May is Bike Month" is a Sacramento region event that promotes bicycling in conjunction with National Bike Month and the statewide CBC. In recent years, individuals, employers, bicycle clubs, and teams in the Sacramento region have had a common goal: to collectively bicycle one million miles in the month of May. This goal has consistently been met, and a new goal of two million miles during the month of May is being considered. A key promotional tool for the regional event is a user-friendly web site, http://www.mayisbikemonth.com/ where cyclists can log their miles and learn about the benefits of bicycling and local events. In May 2012, 262 Caltrans employees in the Sacramento area logged 57,647 miles—the most of any major employer in the region. Staff assisted in coordinating and staffing special events associated with this promotion. Caltrans was an official financial sponsor of this event.



In the Sacramento area, 54 safety education clinics were held. These events enhanced the visibility of bicycling and contributed to the goal of the campaign. Social media, such as Facebook, was used as an outreach tool for the first time this year, and resulted in reaching additional businesses and individuals. Reported bicycling in the Sacramento region during the month of May has more than tripled from 476,164 miles in 2005 to 1,7,50,620 miles in 2012.

National Bike to School Day

On May 9, 2012, the first National Bike to School Day was held. The National Center for Safe Routes to School partnered with the League of American Bicyclists to hold this event. This was the first opportunity for communities across the country to join together to bicycle to school on the same day. The event built on the excitement surrounding National Bike Month as well as the popular Walk to School Day.

Emigrant Trails Bike Trek (ETBT)
Breathe California of Sacramento-Emigrant Trails is a nonprofit agency that works for clean air, healthy lungs and a tobacco-free future. Since 1987, ETBT has been Breathe California's major fundraiser. Participants make a donation to support the agency's programs and join bicyclists of various levels and an army of volunteers for three days of cycling and two nights of camping. In 2006, Caltrans former Director, Will Kempton, initiated the formation of a Department team for the ETBT. Caltrans team participated in this trek during 2006–2010. Caltrans has not sponsored the event for several years; however, several Caltrans employees have continued their individual support of the ETBT.

California Office of Traffic Safety (OTS) Summit
The OTS conducts OTS Leadership and Training Seminars on a biennial basis. The next conference will be held in 2013. The most recent conference was held April 20–22, 2011, in San Diego, California. The training seminar offered courses targeting traffic, bicycle, and pedestrian safety professionals. For the first time, the seminar included a separate track for Pedestrian and Bicycle Safety. Statewide professionals, academics, law enforcement, and community advocates had an opportunity to share their work. Topics included: Active Transportation Safety Training, Methods for Documenting Pedestrian and Bicycle Activity and Exposure, Communication for Pedestrian Safety, Transportation Policy is Health Policy, Safe Routes to School–Enforcement and Community Partnerships, Data and Tools for Planning and Enforcement. Several of these sessions were hands-on workshops where participants were able to conduct actual pedestrian and bicycle counts, experience first hand obstacles to safe walking and bicycling, and gain valuable insight into the latest research and best practices to ensure compliance with the Americans with Disabilities Act, and optimize safety for communities. This workshop was a partnering effort which included several organizations such as California WALKS; University of California Berkeley's Safe Transportation Research and Education Center; California Department of Public Health PedSAFE Program and Healthy Transportation Network; WALKSacramento; Safe Routes To School National Partnership; San Francisco Department of Public Health, California Highway Patrol, Federal Highway Administration and the city and county of San Francisco Pedestrian Safety Advisory Committee. It is anticipated that the 2013 conference will expand on these efforts.

Strategic Highway Safety Plan (SHSP)
California's 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, over 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

The initial goal for the SHSP was to reduce California fatalities to less than 1 per 100 million vehicle miles traveled by 2010, which was met a year ahead of schedule. Total fatalities and the fatality rate both continued to decline in 2010. Statistics for 2011 are not available at this time, but preliminary figures indicate that fatalities continue to be less than 1 per 100 million vehicle miles traveled. New SHSP goals and CA goals are being developed. For each CA, "Actions" are developed to implement the strategies and achieve the goals established. Actions are managed and implemented by the public and private organizations participating in the SHSP. Each Action has a clear purpose tied to safety, and completion of the Actions is how the SHSP moves toward its overall goal.

Key SHSP activities for 2012 include:

- Developing a statewide strategic traffic safety data plan
- Developing a plan for improving the traffic safety culture in California
- Updating goals and performance measures for the SHSP and all CA's
- Continuing implementation of ongoing Actions, and develop and implement new Actions
- Evaluating completed Actions and related data to measure effectiveness

The SHSP implementation effort has led to recent decreases in bicycling and pedestrian fatalities. Based on data from the Fatal Accident Reporting System, bicycling fatalities in California have decreased from 115 in 2005 to 99 in 2010, a 14 percent decrease. Pedestrian fatalities have decreased from 742 in 2005 to 599 in 2010, a 19 percent decrease.

Nonmotorized Program Activities

Division of Local Assistance (DLA)

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

- Managing Caltrans bicycle program.
- Administering the Bicycle Transportation Account (BTA).
- Participating on several committees that focus on improving nonmotorized travel including research and data collection.
- Presenting information about Caltrans nonmotorized program at seminars and workshops hosted by Caltrans and local agencies.
- Preparing the Development of Nonmotorized Transportation Facilities Report to the Legislature.

- Participating on committees to review and evaluate Community Planning Based Transportation Planning grants.
- Providing staff support to committees and advisory groups (See section on Committees/Advisory Groups page 14 of this report).
- Administering Caltrans contributions to special events.
- Responding to Caltrans and local agency inquiries about bicycle facility design and operation.
- Responding to correspondence concerning nonmotorized travel, reviewing proposed legislation, assisting with policy development, and coordinating Caltrans's participation in annual and special events.
- Providing input to the development or modification of manuals such as the California Manual of Uniform Traffic Control Devices (CA MUTCD), H DM, and the Project Development Procedures Manual.
- Serving as co-lead for SHSP CA 13: Improve Bicycling Safety.
- Assisting the general public and commuters with route planning.
- Assisting districts and other departments in the selection and funding opportunities of bicycle racks, lockers, and other equipment to support bicycle commuting.
- Advocating and promoting nonmotorized travel as a viable transportation mode.

Caltrans Districts

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

- Supporting district bicycle and pedestrian advisory committees.
- Promoting bicycling within Caltrans and externally in the community through sponsorship and participation in Bike to Work Month activities and bike sharing programs.
- Reviewing district projects for appropriate bicycling and walking provisions to ensure compliance with Deputy Directive (DD) 64-R1, Complete Streets, Integrating the Transportation System both during planning and final project construction.
- Reviewing district nonmotorized projects such as parallel or grade-separated bicycle/pedestrian infrastructure.
- Coordinating the review of bicycle/pedestrian infrastructure improvements along or across State right-of-way (R/W) proposed by local/regional agencies.
- Participating in various meetings concerning nonmotorized transportation.
- Participating on various HQ/district teams.
- Assisting bicycle tourists and commuters with route planning.
- Participating in special events such as transportation fairs and bicycling safety clinics.
- Coordinating responses to local agencies, bicycle advocates, and the general public concerning bicycling conditions and improvements on State highways and in work zones.
- Working with local and regional agencies, transit operators, and Caltrans staff to implement bicycle improvements.
- Distributing information on funding opportunities and reviewing funding applications.
- Assisting cities and counties with the development of applications BTA funds.
- Convening committees to review, evaluate, and recommend BTA applications for funding
- Assisting local and regional agencies with project evaluations, funding priorities, and bicycle transportation plan development.
- Developing and updating district bicycle maps.

District Highlights

District 1

- Assisted local agencies in the development of BTA grants. District staff also convened a review committee to evaluate and score submitted projects.
- Participated in May is Bike Month activities and won the largest employer participation award with 20 District 1 employees participating.

District 3

- Preparing a District Bicycle System Plan which will include an inventory of the current facilities for bicycling on the State Highways within the District as well as a plan for operations, maintenance and improvements. This document will have a web-based component which can be used by Caltrans and local agency staff when planning transportation projects. The plan will help the District to implement Caltrans's Complete Streets Policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. Much like the Transportation Concept Reports and District System Management Plan, the Bicycle System Plan will identify the current system, identify gaps and improvements for bicycle transportation safety, access and mobility. Adopted regional and local bicycle plans will be used to help identify improvements. The plan will be coordinated with Caltrans's functional units, and include collaboration with stakeholder agencies and the public. A draft plan is anticipated in early 2013.
- Represented the District in project planning, coordination and advisory meetings, and provided information to the public about bicycle travel around and through the District. In addition, local bicycle plans were reviewed for consistency with State policy and regulations.

District 4

- Coordinated and participated in quarterly District 4 Bicycle Advisory Committee (BAC) meetings consisting of representatives of Bay Area transportation agencies and advocacy groups.
- Participated in reviews of district planning, project initiation, and design documents as well as on Caltrans standards, guidelines, and procedures as they impact bicycle safety and travel and incorporate Complete Streets concepts.
- Responded to external requests for information on route planning, roadway deficiencies, needed bicycle safety upgrades, detours during construction, new policies and revisions pertaining to bicycle travel.
- Organized participation in Bike to Work Day and promoted Caltrans bike projects at other public events.
- Worked with Bay Area local agencies to coordinate installation of bike facilities on District 4 State highways.

District 5

- Provided input to various bicycle planning efforts including the California Coastal Trail and the De Anza Trail.
- Participated in bike month activities in May. For the third consecutive year, District 5 was recognized for having the highest participation of employees in the Bike to Work Challenge in San Luis Obispo County.
- Continued efforts to publish an update to the District 5 bike map.
- Continued efforts to promote all bike and pedestrian related grants including the BTA, Safe Routes to School, and Community Based Transportation Planning Grant (CBTP). For the CBTP grant, a workshop was held to share the requirements of the grant, expectations/examples of successful grant applications, and best practices.
- Broke ground on the Santa Maria River Bridge widening project, which will include a brand new Class I bike path across the bridge.
- Participated with the Santa Barbara Council of Associated Governments on creating guidelines for a bike and pedestrian funding program from local Measure A.
- Handled various bicycle and pedestrian service and maintenance requests across the district.
- Hosted training on bicycle transportation and facility design. Public agency partners were invited to participate.

District 8

- Continued efforts to promote nonmotorized transportation opportunities throughout their geographical area. District 8 was fortunate to have Stages 6 and 7 of the Amgen Tour of California, a professional bike race, come through their area. This race generates a lot of public interest in bicycling and provides an opportunity for district staff as well as bicycle clubs and advocacy organizations to provide information on bicycling.

District 9

- Participated in May is Bike Month activities. More than 20 District 9 employees, or 13.7 percent of all Bishop Caltrans employees, participated in the event.

District 11

- Continued their traditional Bike to Work Day energizer stop. More than 200 bicyclists rode to the District 11 office. District 11 took top honors for San Diego Association of Government's Corporate Challenge in the Best Large Company category.
- Continued to work on the Complete Streets implementation throughout the State and in Imperial Counties. District 11 has been working closely with local and regional agencies to disseminate Complete Streets principles and to advocate for bicycle and pedestrian transportation on local, regional, and Caltrans projects. District 11 has established a Complete Streets Focus Team that meets monthly to determine consensus on the best practices for accommodating nonmotorized travel through Caltrans projects.
- Continued to work on two bicycle paths: one adjacent to I-5 in the city of San Diego at Genesee Avenue that will be built in the next two years, and the other adjacent to SR-15 at Adams Avenue that is only at design completion and still requires construction funding. The Bicycle Coordinator has been very involved with the Design team on both of these projects.

- Reviewed SANDAG Active Transportation Grant program applications. There are 51 applications from agencies throughout the San Diego County.
- Continued to work with local bicycle committees, the San Diego County Bicycle Coalition, and the Active Transportation Working Group at San Diego Association of Governments to maintain good communication with local and regional partners with relation to nonmotorized transportation and Complete Streets.

District 12

- Participated as a member of the Orange County Fourth District Bikeways Collaborative (Collaborative). The Collaborative identifies ten regional bikeway corridors that will connect and provide safe and direct access to major employment centers, transit stations, colleges, and universities. Designed to promote walkable communities while enabling prosperity, the Collaborative is an excellent example of key Compass Blueprint core values. This group received a Compass Blueprint Excellence Award from the Southern California Association of Governments (SCAG).
- Participated in the "Anaheim Outdoors" project. The city of Anaheim successfully applied for and received two planning grants, the Proposition 84 Urban Greening Planning grant and the SCAG Compass Blueprint Demonstration Projects grant. This project is a city-wide undertaking that evaluates nonmotorized connections throughout the city. The ultimate goal of the "Anaheim Outdoors" plan is to identify projects that will create a minimum of 100 acres of new green space throughout the city, while at the same time reducing greenhouse gas (GHG) emissions consistent with the California Global Warming Act of 2006. By providing more desirable walkways that encourage alternative modes of transportation, GHG emissions associated with automobiles will be reduced.

    - Organized Bike-to Work Week events for the District 12.
    - Provided safety training to employees and local agencies.
    - Participated in the Bike Rally from the Tustin Metrolink Station to the District office.
    - Offered online information resources.
    - Presented "Caltrans Complete Streets" at a Transit/Bike Advocates conference at University of California-Irvine. Panelists included SCAG, Orange County Transit Authority, Metrolink, and D12.
    - Participated as a member of the Project Development Team in the I-5 at Avenida Pico Interchange–bike accommodations (Class 2 bike lanes) through the interchange. Comments are currently being incorporated into the 65 percent Plans, Specifications, and Estimates.

District Local Assistance Offices

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

Division of Traffic Operations (DTO)

Pedestrian Safety

Caltrans has been providing an increased focus on pedestrian safety in recent years. The number of pedestrian fatalities has dropped by 11.2 percent from 2000 to 2010, while the number of pedestrian injuries has dropped by 11.6 percent from 2000 to 2010. However, the decline in pedestrian fatalities was not as large as the decline for overall traffic fatalities. Caltrans continues to pursue strategies to decrease pedestrian injuries and fatalities while encouraging pedestrian activities as a viable and attractive transportation alternative.

- Pedestrian Safety Improvement Program: Over the next three years, Caltrans is developing a program that focuses on understanding the causes of pedestrian collisions in order to develop effective ways to reduce them. The goal is to substantially reduce pedestrian fatalities and injuries in California by establishing a Pedestrian Safety Improvement Program (PSIP), parallel in many respects to the Highway Safety Improvement Program (HSIP), for the State of California.
- Crosswalk Enhancements Policy: In the short term, Caltrans has developed a crosswalk enhancement policy to address how to improve crossing safety for pedestrians at existing marked crosswalks on the SHS across uncontrolled roadways with multilane approaches, high vehicle volumes, and high posted speeds. As part of an incremental approach, this policy follows a national trend to provide low-cost improvements that have potential to reduce the number and/or severity of pedestrian collisions at locations with specific roadway configurations and operational characteristics. Caltrans also developed a statewide policy to change the pedestrian clearance time to a maximum of 3.5 feet per second, and install accessible pedestrian signal systems and pedestrian countdown timers at all signalized intersections and signalized pedestrian crossings on the SHS.
- Complete Intersections Guidance: In 2011, Caltrans released the Complete Intersections Guide to raise awareness of the issues facing bicyclists and pedestrians at intersections. The principles in this guide go beyond those addressed in the 1985 Traffic Operations publication entitled, Guidelines for Reconstruction of Intersections, which primarily focused on motor vehicles. The Guide identifies actions that will help improve safety and mobility for bicyclists and pedestrians. The focus is on intersections and interchanges where transportation safety and mobility issues can be most challenging.

California Manual on Uniform Traffic Control Devices (CA MUTCD)

As of January 13, 2012, Caltrans has adopted the CA MUTCD 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendation of the California Traffic Control Devices Committee (CTCDC). Caltrans requested and has received a letter to confirm substantial conformance from the FHWA for California MUTCD 2012 edition. The CA MUTCD 2012 edition includes FHWA's MUTCD 2009 edition dated December 19, 2009, as amended for use in California. The CA MUTCD 2012 also includes all policies on traffic control devices issued by Caltrans since January 21, 2010, and other corrections and format changes that were necessary to update the previous documents. The CA MUTCD 2012 edition supersedes and replaces the previously adopted (on January 21, 2010) CA MUTCD as well as Chapters 4, 5, 6, 8, 10, 11, 12, and the traffic signals portion of Chapter 9 of the 1996 Caltrans Traffic Manual, as amended, and all previous editions thereof.

Division of Design (DOD)
Caltrans DOD significantly revised the Sixth Edition, HDM pursuant to Caltrans policy on The Complete Streets–Integrating the Transportation System. Key to this update was the effort Caltrans extended to be transparent and open to external partner input and comment.

Caltrans defines a complete street as a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists that is appropriate to the function and context of the facility. While updating the design guidance, the goal was to provide comprehensive guidance so that projects are scoped to include complete streets from planning to project delivery.

Through implementation of new projects and policies, Caltrans strives to make streets usable for everyone. The HDM is a key guidance document that is used to develop Caltrans projects as well as local streets and roads. This revision allows the users to more fully consider the safety, mobility, and accessibility needs of all users. It is a critical step in implementing Complete Streets and has the potential to influence State, regional and local transportation facilities.

The updated Caltrans design guidance related to complete streets, along with updated guidance related to other subject matters, was released May 7, 2012, on the Caltrans Design web site: http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm.
The DOD also employs a Senior Transportation Engineer as a bicycle and pedestrian design reviewer. Typical activities for that employee are:

- Drafting and reviewing Department policies and guidance that affect bicyclist and pedestrian safety and mobility.
- Developing, managing, and delivering training focused on improving bicyclist and pedestrian safety and mobility.
- Advising HQ and district personnel on the needs of bicyclists and pedestrians on SHS projects.
- Developing and reviewing research proposals related to bicyclist and pedestrian safety and mobility.
- Serving as the DOD liaison for various committees and other collaborative efforts that address bicycle and pedestrian travel, such as the CBAC, CalPed, California SHSP Challenge Area 13–Improve Bicycling Safety, and on Caltrans's Complete Streets Task Force.

In addition, the DOD provides project specific design guidance on bicycle and pedestrian issues, as well as on other design issues and standards, to district personnel through the employment of District/Regional Design Coordinators and Reviewers on a daily basis. The DOD also employs a design reviewer that specializes in pedestrian accessibility and publishes design guidance for the SHS based upon both federal and state pedestrian accessibility regulations and laws.

Division of Transportation Planning (DOTP)

The DOTP assists with non motorized travel through the following activities:

- Statewide Planning Public Engagement Contract (Contract). This Contract provides specialized services and skills from a consultant to support and enhance public input into the transportation decision-making process. The Contract has supported the following nonmotorized public outreach efforts in Fiscal Year (FY) 2011–12:
    - Air Quality and Health Roundtable
    - Pacific Coast Bike Route Plan
    - California Household Travel Survey
- DOTP provides staff support to Active Transportation and Livable Communities (ATLC) advisory committee. ATLC was established to recommend solutions and action items pertaining to nonmotorized concepts. Sponsors include: Rails-to-Trails Conservancy, Local Government Commission, California Bicycle Coalition, CBAC, Bay Area Bicycle Coalition, WALKSacramento, and California Walks. DOTP organized a workshop for ATLC members on the update of Caltrans HDM which had a Complete Streets focus. ATLC members were able to directly ask questions of Caltrans DOD staff who were leading the update.
- DOTP provides significant staff support to the Complete Streets Implementation Action Plan (Action Plan), the Complete Streets Technical Advisory Committee (TAC), and the Complete Streets Steering Committee (CSSC). Implementation of Complete Streets is moved forward by this staff support and the decisions of the CSSC and TAC. The Action Plan, Complete Streets policy, TAC, and CSSC information can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.
    - The CSSC along with the TAC, met approximately six times over the fiscal year and monitored progress on numerous high priority efforts such as guidance and manual updates, data improvements, and enhanced training.
    - A presentation was made to the Strategic Growth Council, a brochure was completed, and an article was published in the National Complete Streets Coalition e-newsletter to raise awareness of Caltrans Complete Streets efforts.
    - California WALKS presented Caltrans with the "Best Foot Forward Lifetime Achievement--Agency" award at the PedsCount! conference in May, 2012. The award recognizes an agency that had achieved significant accomplishments over a number of years to improve walkability, foster pedestrian safety, and establish policies, programs, and funding for pedestrian infrastructure improvements.

- Reviewing, recommending for award, grants and address community-based transportation planning and environmental justice issues. These grants frequently have a nonmotorized component and, through stakeholder engagement, attempt to resolve local conflicts and foster development of solutions for short–term implementation that create more transportation choices as well as complementary land use changes. Through community and stakeholder engagement, these grants attempt to resolve local conflicts and foster development of solutions for short-term implementation that create more transportation choices as well as complementary land use changes.

Examples of grants awarded in FY 2011–2012 include:

Environmental Justice Planning Grants	
Yurok Tribe Trails Master Plan	Yurok Tribe
Round Valley Nonmotorized Needs Technical Study	Mendocino Council of Governments
Downtown Williams and Old United States Highway 99 West Revitalization	City of Williams Local Government Commission
San Pablo Avenue: Complete Streets and Pedestrian Connectivity	City of San Pablo Contra Costa Health Services
Bicycle and Pedestrian Master Plan	City of Guadalupe
Goshen Transportation and Community Plan	County of Tulare
City of Huron Mobility, Access, and Safety Project	City of Huron Local Government Commission
Michigan Avenue Bicycle Boulevard	City of Santa Monica
Southeastern Euclid Corridor Plan	City of San Diego

Community-Based Transportation Planning Grants	
Community-Based State Route 29 Gateway Corridor Improvement Plan	Napa County Transportation and Planning Agency
West San Carlos Street and South Avenue Bascom Urban Corridor Master Plans	City of San Jose
Complete Streets Planning Process for Two Main Streets in Albany	City of Albany Local Government Commission
Multi-Jurisdictional Corridor Planning for Southern Entrance to San Luis Obispo	City of San Luis Obispo
The San Luis Obispo North County Anza Trail - Salinas River Corridor Regional Trail Master Plan	San Luis Obispo Council of Governments
Cinnamon Drive Canal Study	City of Lemoore
City of Carson Comprehensive Master Plan of Bikeways	City of Carson Los Angeles County Bicycle Coalition
Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan	City of Big Bear Lake County of San Bernardino
Main Street Revitalization Plan for United States Route 395 through Bridgeport	Mono County Local Transportation Commission Local Government Commission
Multi-Modal Mobility Plan	City of Monterey
Multi-Modal Mobility Action Plan	City of Buena Park

- There was continued distribution, outreach, and presentations on the Smart Mobility Framework to integrate transportation and land use in planning, programs, and projects throughout the State. Performance measures suggested are specifically modified to consider nonmotorized travel. The document can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/smf_files/2009_11_19%20SMF%20posting.pdf
- Mobility Framework Implementation Study (Study) underway. The Study will develop, test, evaluate, and document the process methodologies, and results of apply the Smart Mobility Framework in two planning efforts. Final products will present best practices, performance measures, and a replicable process for incorporating Smart Mobility in departmental and partner agencies' work.
- DOTP initiated, funded, and is coordinating efforts to provide data and tools for assessing benefits and impacts of land use and transportation coordination. Two efforts currently underway will help foster the implementation of nonmotorized transportation projects. These efforts include "Improved Data and Tools for Integrated Land Use/Transportation Planning in California," and "Trip-Generation Rates for Traffic Impact Analyses of Smart Growth Land Use Projects." Information about these and other projects can be found at: http://www.dot.ca.gov/hq/tpp/offices/ocp/projects.html.
- The final report and related software tools were completed for the "Improved Data and Tools for Integrated Land Use-Transportation Planning in California" project. They were available via the Internet in early October, 2012.
- A University of California, Davis (UCD) team collected trip-generation data for 30 land uses at 20 sites in California. This data is being used to create a method for adjusting Institute of Transportation Engineers' (ITE) suburban trip-generation rates for use in urban areas. UCD is coordinating with ITE regarding this effort.

The Office of Project Scoping Coordination developed Planning Scoping Information.

- The Complete Street concepts have been incorporated into the Transportation Planning Scoping Information Sheet (Scoping Sheet) found in Appendix L of the Project Development Procedures Manual. The Scoping Sheet is available on line at: http://www.dot.ca.gov/hq/tpp/offices/opsc/pdpm_scoping_tools.html.
- The Scoping Sheet assists project development teams (PDTs) in developing projects that are consistent with the purpose and need identified in the long-range transportation planning process for the statewide integrated multimodal transportation system. The Scoping Sheet improves cost estimating, reduces scope creep, and ensures that PDTs consider the following:
  - Consistency with planning concepts and statewide goals
  - Transportation system throughput and efficiencies for all modes
  - Community values, context sensitive solutions, and complete streets
  - Consistency with State, regional and community planning decisions

Committees/Advisory Groups

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

Active Transportation and Livable Communities (ATLC)

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

California Bicycle Advisory Committee (CBAC)

CBAC was formed by Caltrans in 1992, and is currently comprised of thirteen members who represent various California agencies and organizations. CBAC is revising their charter to increase membership to 15-17 and to include additional representation of State and local agencies. The committee provides guidance to Caltrans on bicycle issues. Meetings are held on the first Thursday of every other month starting in February. BFU provides staff support to the committee.

California Pedestrian Advisory Committee (CalPED)

CalPED is an advisory committee facilitated by the California Department of Public Health to address pedestrian issues such as pedestrian safety, reducing the number of pedestrian injuries and fatalities statewide, creating safe and accessible pedestrian facilities, and improving healthy lifestyles through walkable communities and increased physical activity.

Complete Streets Steering Committee (CSSC)

Deputy Directive (DD) 64-R1 was signed in October 2008. This revision strengthens the original DD-64, Accommodating Nonmotorized Transportation. The policy assigns responsibilities for implementation throughout Caltrans. The Office of Community Planning completed the "Complete Streets Implementation Action Plan" (Action Plan) March 2010, which includes a decision-making structure for its execution. The decision-making body is the CSSC and consists of District Directors and Headquarters Division Chiefs. That group, along with the TAC, met throughout the year and monitored progress on numerous high priority efforts such as guidance and manuals updates, data improvements, and enhanced training. Key highlights included revisions to System Planning Guidelines, Planning Scoping Information and the HDM. The Action Plan and related information can be viewed at:
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html.

Statewide Bicycling Task Force (SBTF)

In 1973, the California State Legislature adopted Senate Concurrent Resolution 47, which established a Statewide Bikeway Committee to address problems related to the operation of bicycles on public streets and highways. The Committee issued its report in February 1975, and its recommendations regarding bicycle operations and equipment became law, incorporated in Chapter 1000 of the HDM, and Part 9 of the CA MUTCD.

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

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

SBTF has reviewed California Highway Patrol (CHP) training for CHP officers and is working with Peace Officer Standards and Training Council to assess and potentially expand their offerings.

Funding for Bicycle and Pedestrian Facilities

Major and Minor State Projects

District 1

- City of Arcata Somoa Gateway Project, HUM 255. This project will renovate the Somoa Boulevard streetscape between the highway and the railroad tracks, adding sidewalks and bike lanes, improving signage and landscaping. Phase one consisted primarily of streetscape infrastructure improvements including curbs, gutters, sidewalks, lighting, medians, and crosswalks as well as asphalt overlay and street striping. The installation of a lighted pedestrian-activated crosswalk warning system at the F Street and Samoa Boulevard completed phase one. Phase two consists of aesthetic elements including landscape planting, irrigation systems, decorative lighting, traffic and informational signage as well as art zones. Transportation enhancement funds were obtained for phase two. The City Public Works staff is working with Caltrans to secure the construction authorization and permits necessary to solicit project bids. It is anticipated that a construction contract will be awarded by mid-December 2012, and construction is scheduled to being in early 2013.
- Bridge replacements on MEN-1 (Albion, Greenwood Creek, Salmon Creek), DN 101 (Dr. Fine Bridge), and HUM 101 (Mad River). These projects will add several feet of shoulder. Separated five foot pedestrian walkways will also be added on several of the bridges.

District 4
Alameda County

- Caltrans coordinated with the Metropolitan Transportation Commission, the Alameda County Transportation Commission and other local agencies on the design of the multi-use path connecting to the bicycle and pedestrian path now under construction on the new east span of the Bay Bridge.
- The local transit agency, Alameda County Transit, is planning to build a Bus Rapid Transit system along International Blvd (State Route 185). Caltrans participated in project development team meetings to determine how to best plan facilities that will meet pedestrian & bicyclist needs and encourage nonmotorized usage.
- City of Alameda Transportation System Management/Demand Management Plan: This study, funded by a Community-Based Transportation Planning (CBTP) grant from Caltrans, developed a framework through which new and infill development will be required to implement programs to reduce peak-hour single occupant vehicle trips in Alameda or to contribute financially to programs or projects that will help reduce traffic congestion. The final report has been completed.

- Complete Streets Planning Process for Two Main Streets in Albany: The city of Albany was awarded a Caltrans' CBTP grant to improve pedestrian and bicycle access along San Pablo Avenue (State Route 123) and Buchanan Street.
- Interstate 580 and Foothill Road: The city of Dublin is seeking to reconstruct the interchange. This project impacts pedestrian and bicyclist access along Foothill Boulevard. Caltrans collaborated with project development team members to incorporate a pedestrian actuated, electronic no-turn-on-red sign to protect pedestrians crossing the multi-lane freeway entry.
- Interstate 880 and 23rd and 29th Avenue: This is an interchange modification (expansion) project that impacts pedestrian and bicyclist access. Caltrans collaborated with project development team members to find a design solution that works best for users of all modes of transportation. Specifically, a fourth crossing leg was included at intersections and a pedestrian actuated, electronic no-turn-on-red sign was added to protect pedestrians crossing a dual-lane free-left turn. A modern roundabout will also be constructed on this project.
- Contra Costa County Capitol Corridor Bicycle Access Plan: The plan strives to improve Amtrak operation and service to riders who use bicycles to access the train. Amtrak is looking at a possible bike sharing operation to increase ridership from the bicycle community. Upon request from the Capitol Corridor Joint Powers Board, Caltrans is participating on the project development team.
- Feasibility and Options Study for a Pedestrian and Bicycle Pathway along the East Bay Municipal Utility District Aqueduct Right-of-Way: The city of Lafayette completed a feasibility study for a pedestrian and bicycle path adjacent to State Route 24. The study was funded by a CBPT grant from Caltrans. It included extensive public outreach and stakeholder input, and helped identify opportunities to enhance bicycle and pedestrian access along the State Route 24 corridor.

Marin County

- South Novato Bus Stop Improvements: Marin Transit has been coordinating with Caltrans on providing improved pedestrian and transit facilities along the U.S. 101 corridor at Rowland Boulevard and Ignacio Boulevard.
- Tiburon Bay Trail Gap Closure Project: Caltrans has provided input on a proposal from the town of Tiburon, in coordination with the county of Marin and ABAG Bay Trail staff on a study to close bicycle and pedestrian gaps on the Bay Trail between Blackie's Pasture and E. Strawberry Drive on the Tiburon Peninsula along and adjacent to Tiburon Blvd./Highway 131.

Napa County

- Community-Based State Route 29 Gateway Corridor Improvement Plan: This project creates a Gateway Corridor Improvement Plan for this major community corridor bringing together diverse stakeholders across three jurisdictions, connecting ferry, auto, truck, bus, rail, air, bicycle, and pedestrian modes. It is scoped to address the needs of residents, visitors, businesses, and school children focusing on community-based solutions to improve corridor safety, aesthetics, and mobility.

- Napa Valley Vine Trail: The Napa Valley Vine Trail is a multi-jurisdictional effort to provide a continuous 47.2 mile bicycle path from the Silverado Trail/State Route 29 intersection in Calistoga to the Vallejo Ferry Terminal. Portions of the proposed trail alignment are located within Caltrans R/W and Caltrans representatives have been involved in this effort and frequently attend board meetings. The "Yountville Mile" bicycle path, which parallels State Route 29 in the town of Yountville, has already been completed.

San Francisco

- Central Subway Transit-Oriented Development Plan: The city of San Francisco was awarded a Caltrans' CBTP grant to study the land-use opportunity that the new subway system along 4th Street would afford. Caltrans is managing the grant and assisting in the planning efforts.
- Eastern Neighborhoods Transportation Implementation Planning Study: Funded by a CBTP grant from Caltrans, this study involved communities in the planning of key transportation infrastructure projects in San Francisco's Mission, South of Market, Showplace Square/Potrero Hill, and Central Waterfront neighborhoods in light of recently adopted land use plans for these high-growth neighborhoods. The final report has been completed.
- Van Ness Bus Rapid Transit (BRT): The local transit agency, San Francisco MUNI, is planning to build a BRT system along Van Ness Avenue (U.S. 101). Caltrans participated in project development team meetings on how best to plan facilities that will meet pedestrian and bicyclist needs and encourage nonmotorized usage. Specifically, Caltrans has been focusing on how to design the median boarding platforms to meet pedestrian capacity and safety needs and has been reviewing pedestrian crossing treatments.
- West Span of Bay Bridge. Caltrans has been collaborating with the San Francisco County Transportation Authority and other stakeholders in the planning and design of a potential pedestrian and bicycle path connecting Yerba Buena Island/Treasure Island to San Francisco. If funded, it would provide a continuous bicycle and pedestrian connection from Oakland to San Francisco by way of the Bay Bridge east span path now under construction and this new west span path.

San Mateo County

- Daly City Bay Area Rapid Transit (BART) Station Area Improvement Plan (SAIP): The SAIP aims to improve station layout, transit operations, bicycle and pedestrian access, safety, and the patron experience at the Daly City BART Station. The Daly City BART Station is one of the most frequented intermodal centers due to its robust BART, Muni, SamTrans and shuttle service, including the San Francisco State Shuttle. In addition, I-280 is adjacent to the BART station. Caltrans is a member of the project development team and assisted in the planning phases.
- Menlo Park El Camino Real/Downtown Specific Plan (Phase II): The City completed the development of a long-term plan for the areas surrounding El Camino Real and Santa Cruz Avenue. The project seeks to improve walking and biking by enhancing east-west connectivity, especially across El Camino Real, with sidewalk extensions, bicycle and pedestrian connections and other improvements. Caltrans worked with the City of Menlo Park, as they were developing the specific plan, to ensure the future of El Camino Real as a complete street that includes bicycle facilities, as there are many destinations on El Camino Real.

- Phase ll San Mateo County Midcoast Highway 1 Safety and Mobility Improvement Study: Funded by a Caltrans CBTP grant, San Mateo County and the Local Government Commission are conducting a participatory planning effort to improve Highway 1 safety and mobility between Half Moon Bay Airport and Devil's Slide. The highway passes coastal communities with high pedestrian and bicycle activity and carries significant commuter and tourist traffic volumes. The project will also help address the type of pedestrian/bicycle crossing the community envisions where a future path will cross Highway 1 just south of Devil's Slide. The county has developed the Draft Action Plan for the project and presented it to the Midcoast Community Council and public.
- San Mateo County Transit District (SamTrans) Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) II Planning Grant: SamTrans was awarded $1,097,240 for the Grand Boulevard's "Removing Barriers to Sustainable Communities Project" which is funded by a DOT TIGER II Planning grant and local support. The project grantee is using the award for Complete Streets Design Case Studies that will facilitate the design of demonstration projects on El Camino Real to integrate the roadway with sustainable development, encourage pedestrian and transit activity, and promote investor confidence. The four case study locations have been selected. Caltrans is working with SamTrans and the cities to develop conceptual plans for three of the locations and the design of the fourth.
- State Route 1/Calera Parkway Project: The San Mateo County Transportation Authority (SMCTA), in conjunction with Caltrans and the city of Pacifica, is proposing to widen a portion of Highway 1 in the city of Pacifica. The proposed widening is from four lanes to six lanes for approximately 1.3 miles. The purpose of the project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of State Route 1 within the City of Pacifica. In order to meet the bi-directional travel needs of cyclists and pedestrians, Caltrans worked with the project team to incorporate a 10 foot wide shared-use path instead of the 8 foot wide path that was originally proposed.
- U.S. 101 and Broadway: The city of Burlingame is reconfiguring the on/off ramps to improve traffic operation along this corridor. Caltrans ensured that bicycle lanes will continue to be included in the project and had some corner curb radii reduced in order to shorten pedestrian crossing distances and slow vehicles turning across the crosswalk.
- U.S. 101 and Holly Street: The city of San Carlos is reconfiguring the on/off ramps to improve traffic operation along this corridor. Caltrans has been reviewing proposed crosswalk treatments and the proposal for a pedestrian and bicycle path in the vicinity.

Santa Clara County

- Interstate 880 and Stevens Creek Boulevard: The objectives of this project include improving traffic flow, enhancing pedestrian features along Stevens Creek Boulevard, separating regional freeway-to-freeway traffic from local traffic and reducing queuing and traffic backups onto northbound I-280 from I-880 and Stevens Creek Boulevard in San Jose. There has been significant residential and commercial growth in the project area. Also, high volumes of traffic make it difficult for pedestrians to cross the freeway ramps, especially since there are no traffic signals to control the flow of traffic. Caltrans District 4 has worked with the other members of the project team to incorporate squared-up intersections to slow turning vehicles and shorten pedestrian crossing distances, and freeway on-ramp designs that allow pedestrians to cross only one lane of traffic before reaching a refuge. The project has now been fully designed.

- U.S. 101 Improvement Project (Capitol Expressway to Yerba Buena Interchange): The objectives of this project include reducing traffic congestion and improving safety for pedestrians, bicyclists, and motorists along the U.S. 101 corridor in east San Jose by eliminating mainline traffic bottlenecks and removing merging and weaving conflicts near the freeway ramps. High volumes of traffic make it difficult for pedestrians to cross the freeway ramps, especially since there are no traffic signals to control the flow of traffic. Caltrans District 4 has worked with the other members of the project team to incorporate squared up intersections to slow turning vehicles and shorten pedestrian crossing distances, and freeway on-ramp designs that allow pedestrians to cross only one lane of traffic before reaching a refuge.
- West San Carlos Street and South Bascom Avenue Urban Corridor Master Plans: Funded by a Caltrans CBTP grant, the city of San Jose is conducting a participatory planning effort to create Master Plans for the West San Carlos Street and South Bascom Avenue corridors. The main objectives of the project are to improve pedestrian and bicycle access throughout the corridors, increase ridership on the light rail and bus system, and reduce commute trips on Interstate 280 and 880 by focusing on housing and an increase in direct transit to San Jose's job centers.

Solano County

- Interstate 80 and West Texas Street: The city of Fairfield is proposing improved connections to the existing Transit Center by modifying the U.S. 101 Eastbound off-ramp/West Texas Intersection and adding a bus-only ramp from the offramp directly into the Transit Center. Caltrans has been coordinating with the City on design elements to improve pedestrian and bicycle access and the connection with the existing Linear Park Trail.
- Sonoma Boulevard Corridor Design Plan: The city of Vallejo received a CBTP grant from Caltrans to develop a land use plan and street design plan for Sonoma Boulevard/State Route 29. The City has coordinated with Caltrans on the administrative draft. The draft plan has been released for public comment.

Sonoma County

- State Route 116/Mirabel Road Roundabout: The county of Sonoma proposes to modify the intersection of SR 116 and Mirabel Road by building a roundabout. This will allow the County to go forward with the 116 bypass in Forestville by providing a connection south of the existing T-intersection. A roundabout design has been proposed to improve safety for bicyclists and pedestrians. Caltrans has been coordinating with the County on this project.
- U.S. 101 and Citrus Fair Drive: This project by the city of Cloverdale seeks to provide an improved connection for pedestrians and bicyclists on Citrus Fair Drive to the future Sonoma Marin Area Rail Transit Station in Cloverdale. The project crosses underneath U.S. 101 and will include a separate bicycle and pedestrian path with improved connections to the downtown area and future train station. Caltrans has been coordinating with City representatives on proposed improvements.

Local Transportation Funds (LTF)
The Transportation Development Act of 1971 provides that a portion of the sales tax collected in each county be returned to local entities for public transportation purposes. Each county has LTF with revenues generated from .25 percent of the sales tax collected in that county. In Fiscal Year 2009–10, the latest year information is available, total LTF expenditures for bicycle and pedestrian projects were $18.652 million.*

Special Taxing Authorities Local Sales Tax and Revenue Bond
In addition to the statewide .25 percent local sales tax for transportation, counties have the option of levying an additional local sales tax, upon approval by two-thirds of the voters, for county transportation uses. Currently, 18 counties impose a local optional sales tax for transportation. In FY 2009–2010, the latest year information is available, $10.477 million in local sales taxes and related revenue bonds were expended for bicycle and pedestrian projects.

Statewide Transportation Improvement Program (STIP)
The 2012 STIP includes approximately $122 million from FY 2012–2013 through FY 2017–2018 for projects that are limited to or include bicycle and pedestrian facilities. Typical STIP nonmotorized projects include on-street and off-street bikeways, sidewalk improvements, and improved access to transit.

Public Transportation Account (PTA)
PTA, formerly the Transportation Planning and Development Account, was established by the Transportation Development Account to promote the development of the public transportation infrastructure by funding local and state bus and rail projects. PTA is no longer a viable fund source in the STIP for nonmotorized transportation projects. No budget capacity through the STIP is available for PTA in 2012–13. AB 105 re-enacted the fuel tax swap and also implemented a new sales tax on diesel. Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 will redirect the revenues for deposit in the State Transportation Account. The PTA only retains about 25 percent of the total revenues from the sales tax on diesel.

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

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

- New bikeways serving major transportation corridors
- New bikeways removing travel barriers to potential bicycle commuters
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals and ferry docks and landings
- Bicycle-carrying facilities on public transit vehicles.

**The Transportation Planning Agencies Annual Report, FY 2009/10* is the most current publication available.

Installation of traffic control devices to improve the safety and efficiency of bicycle travel
Elimination of hazardous conditions on existing bikeways
Planning, safety, and education
Improvement and maintenance of bikeways

Caltrans convenes a committee of representatives from Caltrans, other state agencies, local government representatives, and bicycle advocacy organizations to evaluate applications and recommend projects for funding. The FY 2012–2013 BTA project list is included in this report. The table below provides funding information on amounts allocated, encumbered, and expended for active BTA projects through June 2011.

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

Bicycle Transporation Account
Active Projects by Fiscal Year

Fiscal Year	Projects Awarded	Allocated and Encumbered	Expended* (June 2011)
2012-13	39	$11,922,531	$0
2011-12	24	$7,200,000	$137,799
2010-11	23	$7,200,000	$1,688,580
2009-10	23	$7,200,000	$3,518,129
2008-09	18	$7,200,000	$5,125,892
2007-08	21	$7,200,000	$4,359,962
2006-07	27	$9,190,000	$4,261,522
2005-06	33	$7,190,000	$4,597,681
2004-05	27	$7,190,000	$5,194,020
2003-04	35	$7,190,000	$6,227,651

*Current law allows local agencies up to 6 years to complete projects. If a project is unable to be completed within that time period, the local agency may apply for an extension through the Cooperative Work Agreement process.

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

Environmental Enhancement and Mitigation (EEM) Fund
In 1989, AB 471 required the Legislature to allocate $10 million annually for ten years for projects that offset environmental impacts of public transportation facilities. This program became known as the EEM Program. The EEM Program consists of four categories of projects. One of those categories, Roadside Recreation, can be used for the acquisition and/or development of roadside recreational opportunities and include parks and greenways, roadside

rests, scenic overlooks, trails and trailheads, parks and snow-parks. In 1999, SB 117 eliminated the ten year sunset provision to allow the program to continue.

Projects requesting EEM funds must be directly or indirectly related to the environmental impact of modifying existing or constructing new transportation facilities. The California Natural Resources Agency recommends projects for approval by the California Transportation Commission. In FY 2011–2012, $10 million was available for the EEM Program. The FY 2011–2012 EEM project list is included in this report.

Federal-Aid Funds

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

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

Transportation Enhancement (TE) Activities Program

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

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

These funds may be used for the construction of bicycle and pedestrian transportation facilities, or nonconstruction projects such as training, brochures, and route maps related to safe bicycling and walking. The FHWA and the National Transportation Enhancements Clearinghouse provide various reports on individual TE obligations*. Since 1992, California has obligated more than $1 billion of TE funds. Of that amount, obligations for bicycle and pedestrian-related projects are as follows:*
Pedestrian and bicycle facilities–$452 million*
Pedestrian and bicycle safety and education–$6.5 million
Rails to Trails–$94 million

The TE Program was not continued under Moving Ahead for Progress in the 21st Century (MAP-21). Instead, the Transportation Alternative Program continued to fund several, but not all former TE activities. A summary of the Transportation Alternatives Program is as follows:

Transportation Alternatives (TA) Program–MAP-21

Total TA Program funding is two percent of MAP-21 funding: $808,760 million for FY 2013 and $819,900 million for FY 2014. Three of the six TA activities are bicycle and pedestrian related:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

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

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

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access for their daily needs.
- Conversion of abandoned railroad corridors for trails, pedestrians, or other nonmotorized transportation users.

Fifty percent of the TA Program funds are distributed to the Metropolitan Planning Organizations (MPO) by population and fifty percent of the TA Program funds can be distributed anywhere in the state, both through competitive processes.

Entities eligible for TA Program funds are:

- A local government
- A regional transportation authority
- A transit agency
- A natural resource or public land agency
- A school district, local education agency, or school
- A tribal government
- Any other local or regional government entity with responsibility for oversight of transportation or recreational trails (other than an MPO or a State agency)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program was created by the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized by the Transportation Efficiency Act for the 21st Century in 1998 and SAFETEA-LU in 2005. The CMAQ program funds projects that reduce transportation related emissions to help achieve and maintain national ambient area air quality standards in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter.

CMAQ funds may be used for constructing bicycle and pedestrian projects such as trails, walkways, or storage facilities or nonconstruction projects such as marketing and outreach efforts to increase public knowledge about the benefits of biking and walking. In FY 2010–2011, $58 million in CMAQ funds were obligated for 132 bicycle and pedestrian projects.

Federal Safe Routes to School (SRTS)

Section 1404 of SAFETEA-LU created the federal SRTS program in 2005. The funds are available for infrastructure and non-infrastructure projects that improve facilities and encourage elementary and middle school students to walk and bicycle to school. To date, the program has awarded over 350 projects, totaling $157 million. The latest cycle of SRTS funding awarded $66 million in projects on October 17, 2011.

Highway Safety Improvement Program (HSIP)

In 2005, SAFETEA-LU established a new HSIP for reducing traffic fatalities and serious injuries on public roads. This funding is split equally between state highways and local roadways. The first four HSIP cycles funded 547 local roadway projects from a total of $218 million in funds in FFYs 2006 through 2011. The final approved projects list for the 5th HSIP cycle is planned for October 2012 and will include approximately $120 million for improving safety on local roadways.

Nonmotorized Transportation Pilot Program
Section 1807 of SAFETEA-LU established the NonMotorized Transportation Pilot Program (NTPP) in August 2005. Since then, the NTPP provided roughly $25 million annually in contract authority allocated among four pilot communities (Marin County, California; Columbia, Missouri; Minneapolis, Minnesota; and Sheboygan County, Wisconsin) to construct a network of nonmotorized transportation facilities, including sidewalks, bicycle lanes, pedestrian and bicycle trails that connect directly with major public transportation centers, schools, residences, businesses, recreational areas and other community activity centers. The NTPP was designed to demonstrate the extent to which walking and bicycling can carry a significant part of the transportation load, yielding public benefits in traffic safety, environmental stewardship and public health.

In the FHWA April 2012 report to Congress on the Program, the key outcomes of NTPP implementation in Marin County are summarized as follows:

- Bicycling and walking counts in Marin County showed 68 percent and 24 percent increases, respectively, between 2007 and 2010.
- Bicycle and pedestrian access to public transit, such as access to the San Rafael Transit Center and Larkspur Ferry Building, has significantly improved.
- NTPP implementation in Marin County resulted in strong interagency partnerships, including those highlighting the relationships between nonmotorized transportation and public health.
- Some of the lessons learned/best practices from NTPP implementation translated into best practices in the delivery of the much larger Safe Routes to School (SRTS) Program in California.

Further information on the NTPP is available on-line at:
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/index.cfm.

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

Forest Highways Program
In California, the Forest Highways Program provides funding to resurface, restore, rehabilitate, or reconstruct public roads that provide access to, or are within, a national forest. The Program is administered by the FHWA's Federal Lands Highway Office, in partnership with the US Department of Agriculture Forest Service and Caltrans. Project eligibility is based on criteria identified from land use planning and impacts from transportation facilities. Application scoring includes points for improving safety for bicycling and walking.

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

Appendix I State Statutes Concerning Bicycling and Walking

Streets and Highways Code

Section 104	The Department may acquire real property for the construction and maintenance of nonmotorized transportation facilities.
Section 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 nonmotorized 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 a bicycle facilities coordinator in Caltrans who is responsible for the administration of bicycle-related activities of Caltrans.
Section 887.2	The Department shall publish a statewide map illustrating State highway routes available for the use of bicyclists and, where bicyclists are prohibited from using a State highway, alternate routes.
Section 887.6	The Department may enter into cooperative agreements with public agencies for the construction and maintenance of nonmotorized transportation facilities, which generally follow a State highway right of way where the Department has determined that the facility will improve safety and convenience for bicyclists.
Section 887.8	(a) After consulting with the law enforcement agency having primary traffic law enforcement responsibility with respect to a state highway, the Department may construct and maintain nonmotorized facilities approximately paralleling that highway. (b) Where the traffic safety or capacity of the highway would be increased, the Department shall pay for the construction and maintenance of nonmotorized transportation facilities approximately paralleling the highway.

	(c) The Legislature finds and declares that the construction and maintenance of nonmotorized transportation facilities constitute a highway purpose under Article XIX of the California constitution, and justify the expenditure of highway funds and the exercise of eminent domain therefor.
Section 888	The Department shall not construct a freeway that will sever or destroy an existing major route for nonmotorized traffic unless a reasonable, safe, and convenient alternate route is provided or such a route exists.
Section 888.2	Specifies circumstances under which the Department shall incorporate nonmotorized transportation facilities in the design of freeways on the State Highway System.
Section 888.4	Requires a minimum of $360,000 to be budgeted annually from the State Highway Account for nonmotorized transportation facilities to be used in conjunction with the State Highway System.
Section 888.8	The Department may undertake demonstration projects, perform technical studies, and use available federal funds for state or local agency bicycle programs.
Sections 890-894.2	Defines bicycle commuters and bikeways and 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 nonmotorized projects. The Transportation Development Act of 1971 created these provisions.
Vehicle Code	
Section 21200	Bicyclist's rights and responsibilities for traveling on highways.
Section 21201	Bicycle equipment requirements on roadways, highways, sidewalks, bike paths, etc.
Section 21202	Bicyclist's position on roadways when traveling slower than the normal traffic speed.
Section 21206	Allows local agencies to regulate operation of bicycles on pedestrian or bicycle facilities.
Section 21207	Allows local agencies to establish bike lanes on non-state highways.
Section 21207.5	Prohibits motorized bicycles on bike paths or bike lanes.

Section 21208	Specifies permitted movements by bicyclists from bike lanes.
Section 21209	Specifies permitted movements by motorists in bike lanes.
Section 21210	Prohibits bicycle parking on sidewalks unless pedestrians have an adequate path.
Section 21211	Prohibits impeding or obstruction of bicyclists on bike paths.
Section 21212	Requires a bicyclist less than 18 years of age to wear an approved helmet.
Section 21717	Requires a motorist to drive in a bike lane prior to making a turn.
Section 21949	Requires all levels of government in the State to provide safe and convenient facilities for pedestrians.
Section 21960	Authority to close freeways and expressways to bicyclists and pedestrians.
Section 21450.5	Requires detection of bicycles and motorcycles at traffic actuated signals.
Government Code	
Section 65040.2	Requires development of guidelines for including all travel modes in general plan circulation elements.
Section 65302	Requires general plan circulation elements to plan for all users of streets, roads, and highways.

Appendix II Nonmotorized Information Websites

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

Deputy Directive DD-64-R1 – California Department of Transportation Policy on Complete Streets - Integrating the Transportation System
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf

Assembly Concurrent Resolution 211 – Encourages local agencies to accommodate bicyclists and pedestrians in their infrastructure
h://www.dot.ca.gov/hq/tpp/offices/bike/guidelines_files/guidelines_files.pdf

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

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

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

CA MUTCD
http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd2012.htm

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

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

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

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

Active Transportation / Livable Communities Working Group
http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/atlc.htmlCalifornia Department of Transportation - Division of Transportation Planning

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

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

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

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