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*Serious drought.
Help save water!*

January 15, 2015

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

Mr. Daniel Alvarez
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

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

Dear Ms. Boyer-Vine and Messrs. Schmidt and Wilson:

I am pleased to transmit the California Department of Transportation's (Caltrans) report on "Non-Motorized Transportation Facilities, Fiscal Year 2013–2014." Caltrans has prepared the report in accordance with Section 887.4 of the Streets and Highways Code.

Distribution to the 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,

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

Enclosure



**The Non-Motorized Transportation Facilities
Report to the California State Legislature
Fiscal Year: FY 2013–14**



December 31, 2014

**Edmund G. Brown, Jr.
Governor of California**

**Brian P. Kelly
Secretary
California Transportation Agency**

**Malcolm Dougherty
Director
California Department of Transportation**

Table of Contents

Introduction.....	ii
Chapter 1: Completed Projects: Profiles in Community Success Stories.....	1
Chapter 2: Bicycle and Pedestrian Program Highlights.....	6
May is Bike Month.....	6
Caltrans Endorsement of the NACTO Urban Bikeway Design Guide.....	7
2013 California Bike Summit.....	8
League of American Bicyclist Bicycle-Friendly State Survey.....	8
Caltrans Bicycle Task Force.....	10
The Protected Bikeways Act of 2014.....	10
Three Feet for Safety Act.....	10
Main Street, California.....	11
Chapter 3: Caltrans Non-motorized Program Activities.....	12
Division of Local Assistance.....	12
Division of Traffic Operations	13
Division of Design.....	13
Division of Transportation Planning.....	14
Caltrans Districts.....	18
Chapter 4: The Active Transportation Program.....	20
Chapter 5: Other State and Federal Funding for Bicycle and Pedestrian Facilities.....	22
State Funding Programs.....	22
Federal Funding Programs.....	22
Chapter 6: Committees and Advisory Groups.....	24
Appendix A: State Statutes on Bicycling and Walking.....	26
Appendix B: Key Legislation Affecting Transportation Planning.....	31
Appendix C: Non-motorized Information Websites.....	32
Appendix D: Non-motorized Report Acronyms.....	34
Appendix E: Deputy Directive 64-R2.....	37

Introduction

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 Legislature (see Appendix A).

When Governor Edmund G. Brown, Jr. signed the Active Transportation Program (ATP) into law (SB 99) in September 27, 2013, it represented a dramatic shift in the State of California's approach to non-motorized transportation. With the inception of the ATP, the integration of bicycle and pedestrian facilities into California's transportation system became a core departmental strategic consideration.

As John A. Pérez, Speaker Emeritus of the California State Assembly said about passage of the ATP legislation:

Over the coming years, the Active Transportation Program will increase the number of bicycling and walking trips in California, improve safety and mobility, and help achieve greenhouse gas reductions. (Caltrans ATP; www.dot.ca.gov/hq/LocalPrograms/atp/)

With the ever-changing demands of a growing population on the current transportation system, it is incumbent upon Caltrans to seek efficient, multi-modal approaches in planning the future of transportation in California. Furthermore, with the passage of Assembly Bill (AB) 32 and Senate Bill (SB) 375 (see Appendix B), on greenhouse gas reduction, reducing Caltrans' "carbon footprint" has become a departmental priority. This has increased the importance of building safe, well-designed non-motorized facilities for California's citizens.

The first ATP Call-for-Projects, a two-year, \$360 million program, occurred on May 20, 2014. As evidence of the demand for new bicycle and pedestrian facilities in California, this first ATP project call resulted in 771 project applications requesting over a billion dollars. The statewide, small-urban, and rural components of this Call-for-Projects were awarded by the California Transportation Commission (CTC) on August 20, 2014. The Metropolitan Planning Organization (MPO) component was awarded November 12, 2014. The demand for non-motorized projects is not surprising given a recently released Caltrans California Household Travel Survey. This survey revealed that, statewide, 23 percent of household trips are made via non-car transportation-- more than double the participation of 10 years ago. (www.dot.ca.gov/hq/tsip/otfa/tab/chts_travelsurvey.html)

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. The Complete Streets Implementation Action Plan (CSIAP) is tracking Caltrans efforts to implement the 2010 Complete Streets Program (see Chapter 3). Caltrans continues to be a major sponsor of "May is Bike Month" (MIBM) and included a "Director's Ride" in its MIBM activities (see Chapter 2). The State of California passed a "Three Feet for Safety Act," (AB 1371, Bradford, Chapter 331, Statutes of 2013) requiring motor vehicles to leave a three-foot margin while passing a cyclist if possible.

The Legislature also passed the Protected Bikeway Act of 2014 (AB 1193, Ting, Chapter 495, Statutes of 2014) which added Class IV bikeways for protected bikeways or cycle tracks (see Appendix B). Caltrans also endorsed the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and published “Main Street, California: A Guide for Improving community and Transportation Vitality.” (see Chapter 2). These non-motorized developments contributed to California jumping from 19th to 9th in the annual League of American Bicyclists survey of bicycle-friendly states (see Chapter 2).

The Non-motorized Transportation Facilities Report to the California State Legislature Fiscal Year: FY 2013–14 includes the following chapters:

- Completed Projects: Profiles in Community Success Stories
 - Bicycle and Pedestrian Program Highlights
 - Non-motorized Program Activities
 - The Active Transportation Program
 - Other State and Federal Funding Programs for Bicycle and Pedestrian Facilities Committees and Advisory Group
-

Chapter 1: Completed Projects: Profiles in Community Success Stories

Over the past 20 years, Caltrans has directed over a billion dollars in State and federal funds toward bicycle and pedestrian projects in the State of California. With the inception of the ATP, Caltrans will be funding about \$125 million a year in non-motorized transportation projects.

This chapter highlights bicycle and pedestrian projects that were completed during FY 2013–14. 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.



Two future bicyclists at the May is Bike Month Bikefest; held annually at the California State Capitol Building



Title of Project: Railroad Safety Trail: Phases 4a & 4b

Project Location: City of San Luis Obispo

Project administered by: City of San Luis Obispo

Type of Project: Class I bicycle path

Bicycle Transportation Account (BTA) Fund Amount: \$890,000

Project Duration: April 1, 2008 to December 31, 2013

Project Description: The project was conducted in two phases, and extended the existing Railroad Safety Trail northward and southward. The northern extension connects two previously constructed segments, and included a “bicycle-specific” traffic signal light at a major intersection. The construction of these two phases created a continuous pathway 3400 feet in length. A future phase, which extends the pathway further south, is currently in design.

Positive benefits to the community: The project has addressed a long-term problem of bicyclists and pedestrians trespassing on the Union Pacific right-of-way. Through an improved Class I pathway adjacent to the railroad corridor, bicyclists and pedestrians can now use the corridor in a safe and controlled manner. Railroad trespassing incidents have been drastically reduced. As a result of the trail, there has also been an increase in bicycle and pedestrian usage by Cal Poly students and staff.



Title of Project: Implementing the First Bicycle Boulevard in Los Angeles County

Project Location: Los Angeles County and City of Pasadena

Project administered by: City of Pasadena

Type of Project: Bicycle Boulevard

BTA Fund Amount: \$450,000

Project Duration: January 1, 2007 to May 31, 2014

Project Description: This project took advantage of existing partial closures for motor vehicles to create a bicycle-priority corridor. Key components of this 0.8 mile project included permanent bicycle-friendly traffic controls at six intersections with a distinctive design that alerts drivers to the presence of bicycle users. Bicycle pavement markings were added to emphasize priority usage for bicyclists.

Positive benefits to the community: With the high concentration of bicycle users in the area, this project has improved bicycle safety and advanced the vision of commuting in Pasadena without a car. This project has resulted in lower vehicle traffic volumes making the corridor safer for both pedestrians and bicyclists. Furthermore, the neighborhood is much quieter and thus more “livable” for all residents.



Title of Project: Willow Avenue Trail Connection to the Sugar Pine Trail

Project Location: City of Fresno

Project administered by: City of Fresno

Type of Project: Multipurpose trail

BTA Fund Amount: \$100,000

Project Duration: November 1, 2010 to May 31, 2014

Project Description: The Sugar Pine Trail serves as a major multipurpose trail within the City of Fresno. This trail provides a network for bicyclists and pedestrians to travel across the northern area of the city. Likewise, the neighboring city of Clovis is served by the Old Town Trail and Willow Avenue Trail. This project provided a connection between these two existing trail systems.

Positive benefits to the community: With the completion of this project, a unified trail system has been created for the cities of Fresno and Clovis. This connectivity has encouraged an increase in pedestrians and bicyclists using the system. Furthermore, the project enhanced pedestrian safety by implementing greater separation between pedestrian facilities and roadways. Travel routes for students attending Clovis North High School and Willow International Community College have also been improved as a result of this project.



Title of Project: Oak Manor Trail

Project Location: City of Ukiah

Project administered: City of Ukiah

Type of Project: Multipurpose trail

BTA Fund Amount: \$207,900

Project Duration: September 1, 2008 to May 31, 2014

Project Description: The Oak Manor Trail project completed a missing link in Ukiah's bicycle network. The project included new asphalt trail, fencing, and security lighting through Oak Manor Park.

Positive benefits to the community: By connecting and expanding Ukiah's network of bicycle facilities, this trail created improved cross-town connections to schools, shopping centers, and employment centers. It also gave pedestrians and bicyclists a new off-street alternative route. This provided a safer commute for pedestrians and bicycles. Since the trail now connects Oak Manor Park to the Gibson Creek corridor, it is also a more pleasant commute than the on-street portions of the bicycle network.

Chapter 2: Bicycle and Pedestrian Program Highlights

May is Bike Month

“May is Bike Month” (MIBM) is a Sacramento region event that promotes bicycling in conjunction with National Bike Month. Annually, 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. This year, the State of California departments and agencies logged 557,517 miles of bicycling as part of the MIBM employer challenges. Reported bicycle miles for all Sacramento Region MIBM participants totaled 1,987,030 miles, just missing the two-million mile challenge for the region (see “the Two-Million Mile Challenge” chart). This represents a fourfold increase from the 476,164 miles logged in 2005. For Caltrans’ part, 343 employees logged 62,340 miles, second place among major employers in the region. (<http://www.mayisbikemonth.com>)

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 have tents at the Bikefest. This year, Caltrans had a tent with 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.

Director’s Ride

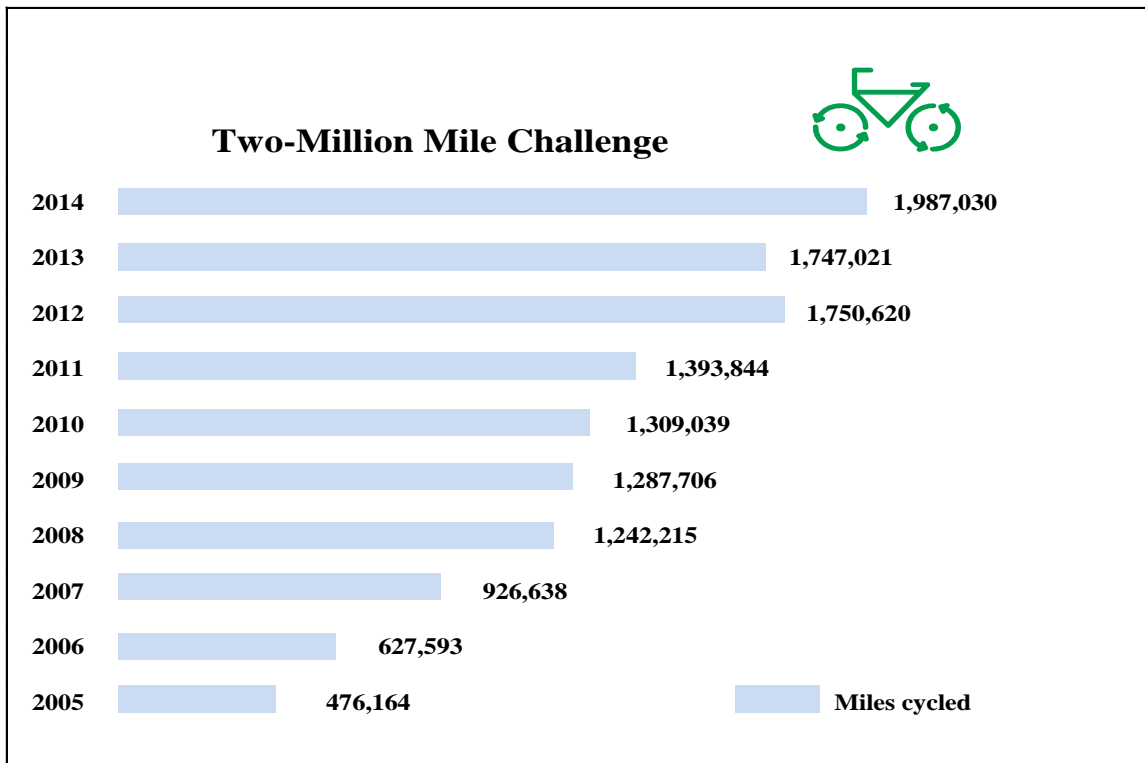
The Director’s Ride was reinstated this year to show Caltrans’ support for a shift in modal priorities. This year’s Director’s Ride featured a four-mile ride through Sacramento. During the ride, area bicycle facilities were discussed at several designated stopping points on the route. Bicyclists in this event included the Caltrans Director and senior management from both Caltrans and the California State Transportation Agency (CALSTA).

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 give away food, fruit juice, 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 Deputy Director of Planning and Modal Programs gave out award certificates.



Caltrans Endorsement of the NACTO Urban Bikeway Design Guide

On April 11, 2014, Caltrans endorsed the NACTO Urban Street Design Guide that includes such innovations as buffered bike lanes and improved pedestrian walkways. California is the third state in the nation to endorse these new design guidelines. Increasing opportunities for walking and bicycling in California helps improve public health and curb greenhouse gas emissions.

In announcing the endorsement, Caltrans Director Malcolm Dougherty said:

We're trying to change the mentality of the Department of Transportation, of our engineers, and of those that are doing work in and around the State highway system. Many cities around California are trying to be forward thinking in terms of alternative modes, such as bike and pedestrian, as well as the safety of the entire system, and the very least we can do as the Department of Transportation for the state is to follow that lead, to get out of the way, and to figure out how to carry that into regional travel.

The NACTO Urban Bikeway Design Guide, published in September, 2013, is the product of collaboration between the State Departments of Transportation (DOT) and its member cities from around the U.S. The guide provides the latest American standards for designing safer city streets for all users, incorporating experience from cities that have developed innovative solutions into a blueprint for others to use. It supplements, but doesn't replace, other manuals such as the Caltrans Highway Design Manual (HDM) and California's Manual of Uniform Traffic Control Devices (CA MUTCD). (StreetsBlog LA, April 11, 2014; <http://la.streetsblog.org/2014/04/11/caltrans-endorses-nacto-urban-street-design-guidelines>)

2013 California by Bike Summit

On November 7-10, 2013, The California Bicycle Coalition sponsored a statewide conference called the California by Bike Summit. Caltrans presented at the Bike Summit with a session called “New Development at Caltrans in Support of More Bicycling.”

Staff in the Community Planning Office of Caltrans Division of Transportation Planning provided an overview of the Complete Streets Plan and the Complete Streets Implementation Action Plan (CSIAP). Caltrans Local Assistance staff presented information on the ATP, changes to the HDM, and new initiatives in the Caltrans Bicycle Program. Caltrans District 4 staff discussed bicycle facility treatments and designs currently being planned and built on the State Highway System (SHS) including bike signals and recently-approved green bike lanes.

Caltrans Bike Summit session goal was “to provide an update of bicycle-friendly strategic planning and activities that Caltrans has initiated as part of its multi-modal, safety-oriented transportation programs.” (<https://calbike.org/events/2013-california-bike-summit/>)

League of American Bicyclist Bicycle-Friendly State Survey

California moved up from 19th to 9th in the annual bicycle-friendly survey conducted by the League of American Bicyclists (LAB). This was accomplished, in part, with improvements to bicycle and pedestrian policies including:

- The ATP legislation (SB 99)
- The addition of new State bicycle personnel
- The statewide implementation of the Complete Streets Program
- The passage of the Three Feet for Safety Act (AB 1371) in California. This law requires vehicles passing a bicycle to maintain a three-foot buffer for safe passage

For California to continue improving its “bicycle friendly” rating some of the tasks required will include:

- Writing a State Bicycle Plan
- Improving its bicycle data collection
- Adopting a policy of providing bicycle parking facilities at all State buildings

(League of American Bicyclists, <http://bikeleague.org/content/states>)



California

RANKING # 9

REGIONAL RANKING >> WEST #5

GOVERNOR: Jerry Brown
DOT COMMISSIONER: Malcolm Dougherty
BICYCLE/PEDESTRIAN COORDINATOR: Paul Moore
STATE ADVOCACY GROUP: California Bicycle Coalition

CATEGORY SCORES SCORING: 5 = HIGH 1 = LOW

4	LEGISLATION AND ENFORCEMENT	⚡
4	POLICIES AND PROGRAMS	⚡
3	INFRASTRUCTURE AND FUNDING	⚡
4	EDUCATION AND ENCOURAGEMENT	⚡
4	EVALUATION AND PLANNING	⚡

TOP 10 SIGNS OF SUCCESS = NEW IN 2014

	PEOPLE COMMUTING BY BIKE (MORE THAN 1%)
	SAFE PASSING/VULNERABLE ROAD USER LAW
	COMPLETE STREETS POLICY
	COMMITTED STATE FUNDING
	ACTIVE STATE ADVOCACY GROUP
	STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)
	SHARE THE ROAD CAMPAIGN
	BICYCLE EDUCATION FOR POLICE
	BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
	TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

OVERALL POINTS

53.7 of 100 2013: 37.6 of 100

FEEDBACK

- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/ Bike Accommodation Policy compliance.
- Adopt a policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.
- Create a state bicycle riders manual to ensure cyclists have a pocket guide for rules of the road, relevant laws, state bike routes, and other necessary information.
- Hold a bicycle ride sponsored by the Governor and/or legislators to show their constituents that their elected officials support bicycling.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- California has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Nicole Myranda at (202) 622-1333 or nicole@bikeleague.org.



The State of California report card in the 2014 LAB Bicycle-Friendly State Survey

Caltrans Bicycle Task Force

Caltrans Divisions of Local Assistance (DLA), Research, Innovation, and System Information (DRISI), and Transportation Planning (DOTP) have joined in an effort to assess and expand Caltrans' approach toward bicycle transportation in California by creating an internal Task Force. The purpose of the Task Force is to identify actions that Caltrans can take to advance the mainstreaming of bicycle considerations into regular business practice and, ultimately, to advance Caltrans' active support for bicycling on the SHS. The actions should include initiatives that would enhance bicycling from a planning perspective and permeate throughout the Caltrans culture.

The first step taken by the Task Force was to survey the Caltrans districts to establish a baseline of current bicycle-related practices, policies, and documents being used by Caltrans. Moving forward, the Task Force is exploring areas for potential departmental policy changes including bicycle data collection and bicycle counts.

The Protected Bikeways Act of 2014

On September 20, 2014 Governor Edmund G. Brown, Jr. signed AB 1193 (Ting, Chapter 495, Statutes of 2014). The law defines a new class of bikeway – a cycle track, or separated bikeway – which has some type of physical separation between the bikeway and vehicular traffic. The law requires Caltrans to update design criteria for bikeways, but also provides a pathway for local governments to approve their own design criteria. To do this, local governments must show that:

- (1) The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs.
- (2) The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.
- (3) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

Three Feet for Safety Act

On September 23, 2013, Governor Edmund G. Brown, Jr. signed the "Three Feet for Safety Act" (AB 1371, Bradford, Chapter 331, Statutes of 2013) into law. With 40 percent of bicycle fatalities being caused by collisions from behind from motor vehicles, this law has long been a priority with California bicycle advocacy organizations. California now joins the 21 other states that have passed similar legislation. The main provision of AB 1371 as written into the

California Vehicle Code Section 21760 is:

(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 the 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. This law went into effect September 16, 2014.

(California Bicycle Coalition, 2014; calbike.org/give-me-3-its-the-law/)

Main Street, California

“Main Street, California: A Guide for Improving community and Transportation Vitality” was published by Caltrans in November, 2013. This guide emphasizes “California State Highway main street investments that improve multimodal travel conditions and contribute to livable and sustainable communities (Main Streets, California, 2013; pg 3).” This guide is a tool for integrating “complete streets” into the fabric of main street design and sustainable transportation.

Chapter 3: Caltrans Non-motorized Program Activities

Division of Local Assistance

The Office of Active Transportation and Special Projects (OATSP) in DLA is the primary contact for Caltrans bicycle and pedestrian issues. The ATP is administered by OATSP (see Chapter 4 on the ATP). The Bicycle Facilities Unit (BFU) also resides in OATSP and has responsibilities that include:

- Administering ATP Call-for-Projects for statewide, rural, and small communities.
- Managing Caltrans bicycle and pedestrian programs.
- Providing staff support to committees and advisory groups that focus on issues and challenges of non-motorized facilities safety, design, and legislation (see Chapter 6 on Committees/Advisory Groups).
 - California Bicycle Advisory Group (CBAC)
 - Active Transportation and Livable Communities (ATLC)
 - California Pedestrian Advisory Committee (CalPED)
 - Complete Streets Technical Advisory Committee (TAC)
 - Challenge Area 13 Committee of the Strategic Highway Safety Plan (SHSP; CA 13)
- Working with other Caltrans divisions to improve non-motorized data collection.
- Closing out the remaining BTA projects.
- Presenting information about Caltrans non-motorized program at seminars and workshops hosted by Caltrans and local agencies.
- Preparing the Non-motorized Transportation Facilities Report to the Legislature.
- Participating on committees to review and evaluate applications in ATP Call-for-Projects.

- Administering Caltrans sponsorship and participation in special events such as MIBM.
- Responding to Caltrans and local agency inquiries about bicycle facility design and operation.
- Responding to correspondence concerning non-motorized travel, reviewing proposed legislation, and assisting with policy development.
- Providing input to the development or modification of manuals such as the CAMUTCD, HDM, and the Project Development Procedures Manual.
- 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 non-motorized travel as a viable transportation mode.

Division of Traffic Operations (DTO)

Caltrans has increased its focus on pedestrian and bicycle safety in recent years. Some of Caltrans' pedestrian and bicycle safety strategies include:

- Bicycle Safety Monitoring Program: Caltrans is developing a program that focuses on understanding the causes of bicycle related collisions in order to develop effective ways to reduce them.
- Pedestrian Monitoring Program: Caltrans has developed a Pedestrian Monitoring Report (PMR) used to identify locations where pedestrian collisions have occurred on freeways, expressways, and conventional highways. The purpose of the PMR is to reduce the number and severity of pedestrian related collisions.
- Pedestrian Safety Improvement Program: Caltrans continues to develop the pedestrian program with the goal to substantially reduce pedestrian fatalities and injuries in California by establishing a Pedestrian Safety Improvement Program, parallel in many respects to the Highway Safety Improvement Program (HSIP), for the State of California.
- Complete Intersections Guidance: On May 24, 2011, Caltrans released the Complete Intersections Guide (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.
- CA MUTCD: On June 13, 2014, Caltrans completed the revision to the CA MUTCD 2012 edition to meet conformance with Federal Highway Administration's (FHWA) 2009 National MUTCD Revisions 1 and 2. On September 30, 2014, Caltrans published the CA MUTCD 2014 with inclusion of FHWA's Revisions 1 and 2, and incorporating Traffic Operations Policy Directives and the recommendations of the California Traffic Control Devices Committee.

Division of Design (DOD)

Historically, the Context Sensitive Solution (CSS) project development approach has been used on many projects and has resulted in successful design solutions statewide. CSS is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, State, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making. In FY 2013–14, the DOD endorsed the continued use of CSS as a fundamental principle of planning and designing all SHS projects, particularly those in urban environments.

On April 10, 2014, the DOD released a memorandum on design flexibility (<http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>) to reinforce Caltrans' project development philosophy of using a flexible approach toward designing multimodal transportation projects on the SHS (see Chapter 80 in the HDM). This memorandum also reinforced Caltrans' endorsement of the National Association of City Transportation Officials (NACTO) guidance –

Urban Street Design Guide and *Urban Bikeway Design Guide*. The use of the NACTO guides puts additional tools in the tool box for SHS project designers. These additional tools, coupled

with guidance from the HDM, helps Caltrans support our local partners in creating safe, well-designed streetscapes for bicyclists and pedestrians. Over the next fiscal year, the DOD will be reviewing both NACTO guides to identify opportunities to improve DOD-produced Caltrans design manuals and policies.

In November 2013, the DOD published “*Main Street, California, A Guide for Improving Community and Transportation Vitality*” (http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf). This publication highlights investments on the SHS that function as local main streets and how these investments can improve multimodal travel while contributing to livable and sustainable communities.

In addition to the above mentioned tasks, the DOD also:

- Provided assistance to Caltrans’ Region and District personnel to resolve design issues related to non-motorized travel on the SHS.
- Provided training on “*Understanding Bicycle Transportation.*”
- Provided training on Americans with Disability Act (ADA) design requirements for SHS projects.
- Provided design input on bicycle and pedestrian issues at various committees including the California Bicycle Advisory Committee (CBAC), California Strategic Highway Safety Plan (Challenge Area 8 - Making Walking and Street Crossing Safer and Challenge Area 13 – Improve Bicycling Safety), and the Caltrans’ Complete Streets Technical Advisory Committee (TAC).

Division of Transportation Planning (DOTP)

Office of State Planning

The California Transportation Plan (CTP 2040) is a statewide, long-range multimodal transportation plan designed to help meet California’s mobility needs while achieving maximum feasible greenhouse gas reductions. The CTP 2040 defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future.

Currently, the CTP 2040 plan is under development. The CTP 2040 will include non-motorized travel components and a section on the Smart Mobility Framework principles. The link for the CTP 2040 is: <http://www.californiatransportationplan2040.org>

Office of Multi-Modal System Planning

Caltrans’ System Planning Branch provides planning data and analysis for long-term interregional transportation and statewide travel. Through a series of system planning documents, current and future deficiencies on the SHS are identified. In addition, improvements needed to meet mobility goals are articulated.

District System Management Plans (DSMP)

A DSMP is a long-range, 20-25 year, policy planning document that describes how the district envisions the transportation system will be maintained, preserved, managed, operated, and developed during the planning horizon. It provides a vehicle for the development of multimodal, intermodal, and multijurisdictional system strategies. These strategies are developed in partnership with related Caltrans functional units, divisions, and districts, as well as external partners, such as MPOs, Regional Transportation Planning Agencies (RTPAs), cities, counties, tribal governments, other partner agencies, and the public. As one of the District's long range plans, the DSMP plays a major role in guiding the development of both the Transportation Concept Reports (TCRs) and the CSMPs. DSMPs may include:

- District Wide Bicycle Plan
- District Wide Complete Streets Plan

Transportation Concept Report (TCR)

Each Caltrans district creates a TCR for each State route within that district, which provides a long term (20 years or more) plan for that route. A TCR identifies current operating conditions, future deficiencies, a target level of service for each segment in that route, and improvements needed to sustain or reach those targets. Caltrans' internal TCR Guidelines were updated in FY 2012–13 and integrated the Complete Streets policy into TCR development. TCRs have a multimodal perspective and can address the elements such as:

- Community Characteristics
- Land Use
- System Characteristics
- Bicycle Facility
- Pedestrian Facility
- Transit Facility
- Freight
- Environmental Considerations
- Corridor Performance Measures
- 20-25 Year Facility and Operations Concepts
- Programmed, Planned, and Conceptual Projects

Office of Community Planning (OCP)

- OCP provides staff support to the ATLC advisory committee. The ATLC was established to discuss challenges and recommend solutions and action items pertaining to non-motorized transportation. The committee is made up of various advocacy groups concerned with creating livable communities, smart growth, active transportation, complete streets, access for persons with disabilities, and context-sensitive design. ATLC representatives include: Rails-to-Trails Conservancy, Local Government Commission, California Bicycle Coalition, CBAC, Bay Area Bicycle Coalition, WALKS Sacramento, and California Walks. Some examples of recent agenda items

- included DD-64-R1 Complete Streets Implementation Action Plan Update, the ATP, California Transportation Plan Modeling, the Strategic Highway Safety Plan update per “Moving Ahead for Progress in the 21st Century Act” (MAP-21), the National Household Travel Survey, and the California Household Travel Survey.
- OCP initiated, funded, and coordinated efforts to provide data and tools for assessing benefits and impacts of land use and transportation coordination. Two efforts recently completed will help foster the implementation of non-motorized transportation projects.
- These efforts included “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. (<http://www.dot.ca.gov/hq/tpp/offices/ocp/projects.html>)
 - A University of California, Davis (UCD) team collected trip-generation data for 30 land uses at 20 sites in California. This data was used to create a method for adjusting Institute of Transportation Engineers’ (ITE) suburban trip-generation rates for use in urban areas. The final report was posted on a UCD website. <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>
- OCP has been working on an update to the Complete Streets Implementation Action Plan, calling it the Complete Streets Implementation Action Plan 2.0 (CSIAP 2.0). The CSIAP 2.0 demonstrates the continued and increased efforts of complete streets implementation throughout Caltrans headquarters functions and districts. The CSIAP 2.0 is under development and is expected to be released in FY 2014–15.
- OCP provides staff support to the Complete Streets TAC. Implementation of Complete Streets is moved forward by this staff support and the information sharing, issues raised, solutions recommended, and decisions of the TAC.
 - The TAC met six times during FY 2013–14 and monitored progress on numerous high efforts such as guidance and manual updates, data improvements, and enhanced training. The TAC was also a lead advisory group to the update of the CSIAP 2.0
 - The Complete Streets Executive Committee, comprised of the four sponsoring deputies, will continue to oversee and monitor implementation and take concerns or recommendations to Caltrans Executive Board.
 - Complete Streets information can be viewed at: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html
- OCP, through its Smart Mobility Branch, has 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 non-motorized travel. The document, fact sheets, and additional information can be viewed at: <http://www.dot.ca.gov/hq/tpp/offices/ocp/smf.html>.
- The Smart Mobility Framework Implementation Pilot Study (Study) ends in FY 2014–15. This study is developing strategies and methodologies to integrate Smart Growth principles, concepts, and performance measures in accordance with the Smart Mobility Framework as described in the document *Smart Mobility 2010: A Call to Action for the New Decade*. Final results will present best practices, performance measures, and a replicable process for incorporating Smart Mobility into comparable efforts throughout Caltrans and partner agencies’ work.
- In FY 2013–14, the Grants and Public Engagement Branch in the Office of Community Planning awarded 25 Environmental Justice (EJ) and Community-Based Transportation

- Planning (CBTP) grants with a total value of \$4.75 million planning projects funded by these grant programs frequently address pedestrian and bicycle facilities directly, or include substantial non-motorized components. Through community and stakeholder engagement, these grants help local communities plan for improved mobility, expanded transportation choices, reduced travel conflicts, and complementary land uses. Among the grants awarded in FY 2013–14 were the following projects involving non-motorized transportation facilities:

EJ and CBTP Grants	
Grantee	Project Title
City of San Pablo	Rumrill Boulevard/13th Street Corridor Mobility Plan
City of Sanger	City of Sanger Accessibility Master Plan
City of Fresno	The 41 and North Corridor Community Design Plan – West Fresno
City of Huntington Park	City of Huntington Park Complete Streets, Pedestrian and Bicycle Plan
City of Fontana	San Sevaine Trail Connectivity
City of Desert Hot Springs	Master Plan – Bicycle/Pedestrian Beltway
City of Holtville	Improving Safety and Access through a Complete Streets Plan
San Diego Association of Governments	Mobility Solutions for Environmental Justice Communities
City of San Diego	Palm Avenue Revitalization Plan
City of Corning	City of Corning Bike and Pedestrian Transportation Improvement Plan
City of Redding	Downtown Redding Community-Based Transportation Plan
Sacramento County, Department of Transportation	Folsom Boulevard Complete Street Master Plan
City of Citrus Heights	Citrus Heights Pedestrian Master Plan
El Dorado County Transportation Commission	Cameron Park Area Community Transportation Plan
City of Sacramento	Broadway Complete Streets Plan
City of Alameda	Central Avenue Area Complete Streets Plan
Sonoma County Regional Parks	Sonoma Valley Trail Feasibility Study
San Luis Obispo Council of Governments	Southern SLO County Regional Anza Trail Corridor Plan
City of Hanford	City of Hanford–Pedestrian and Bicycle Plan
City of Downey	City of Downey Bicycle Master Plan
City of La Mesa	Urban Trails Mobility Action Plan
Imperial County Transportation Commission	Imperial County Safe Routes to Schools Regional Master Plan

- The Grants and Public Engagement Branch also supports a public outreach and participation function at Headquarters and in all 12 districts. As part of this function, the Branch manages a Planning Public Engagement Contract (PPEC), which provides specialized services and expertise from a multidisciplinary consultant team to support and enhance public input in the transportation planning process. In recent years, planning efforts supported by the PPEC have included the California Household Travel Survey, Pacific Coast Bike Route, and an Air Quality and Health Roundtable. In FY 2013–14, among other projects, the PPEC supported development of the CTC 2040. One of the policies of the CTP 2040 is to provide viable and equitable multimodal choices including active transportation.

Office of Project Scoping Coordination

The Project Summary Report is the document used to program State Transportation Improvement Plan (STIP) Projects. Starting FY 2015–16, Project Initiation Report (PIR) will be used to program State Highway Operation and Protection Program (SHOPP) Project Initiation Documents. They employ Transportation Planning Information Sheets (Scoping Sheets) to incorporate Complete Street concepts into State Highway projects. Scoping Sheets have been introduced as a preferred attachment for all PIRs.

The Scoping Sheet assists Project Development Teams (PDTs) to develop projects that are consistent with the long-range transportation planning process for the statewide intergraded multimodal transportation system. The Scoping Sheet ensures that PDTs consider the following:

- Consistency with planning concepts and statewide goals.
- Transportation system throughput and efficiencies for all modes.
- Community values, CSS, and complete streets.
- Consistency with State, regional and community planning decisions.

A Scoping Sheet can be found in Appendix L of the Project Development Procedures Manual (PDPM). It is also available on line at:
http://www.dot.ca.gov/hq/tpp/offices/opsc/pdpm_scoping_tools.html

Caltrans Districts

There are three full-time non-motorized program positions in three Caltrans districts. Coordinators in the other nine districts are typically located in the district transportation planning office and perform non-motorized 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 64-R2 (Appendix E), Complete Streets, Integrating the Transportation System both during planning and final project construction.
- Reviewing district non-motorized 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 non-motorized transportation.
- Participating on various headquarters/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 BTA applications.
- 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.

Chapter 4: 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 (TAP)
- Recreation Trails Program (RTP)
- BTA
- State Safe Routes to School (SR2S and SRTS)

Non-motorized projects funded by these pre-ATP programs will take a number of years to close-out and complete. The ATP is a competitive program administered by Caltrans DLA, OATSP.

The ATP appropriates approximately \$129 million in federal and State funds annually to be distributed as follows for eligible projects selected through a competitive process:

- 40 percent to MPOs 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.
- 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.

The Inaugural ATP Call-for-Projects

The CTC adopted ATP guidelines on March 20, 2014. Following adoption of the guidelines, 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.

Following the adoption of ATP guidelines, Caltrans delivered 14 ATP guidelines training workshops. This training, which covered both the guidelines and the ATP application process, was delivered in all twelve Caltrans districts in April, 2014. Over 700 participants from 400 city, county, and non-profit agencies attended these workshops.

By the May 21, 2014, ATP application deadline, Caltrans received 771 project applications requesting over a billion dollars. Caltrans recommended a list of projects for award to the CTC on July 31, 2014. The CTC adopted a list of 152 ATP projects on August 20, 2014. This list, consisting of statewide, rural, and small-urban projects, totaled \$220 million in funding. The next ATP Call-for-Projects is planned for early 2015.

(Caltrans ATP, 2014; <http://www.dot.ca.gov/hq/LocalPrograms/atp/>)

Chapter 5: 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.

<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. However, the annual budget requires the ATP to direct a minimum of \$24 million of each year's funding to safe routes to school projects. 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>

Local Transportation Funds (LTF)

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

State Transportation Improvement Program (STIP)

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

Clean Air Transportation Improvement Act of 1990

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

Federal Funding Programs

Safe Routes to School (SRTS)

MAP-21 continued SRTS as an eligible project type under the TAP, but it is no longer a stand-alone federal program. However, the ATP requirements provide for a minimum of \$24 million annually to be awarded to safe routes to school type projects. Active SRTS projects that were awarded prior to the ATP will take a number of years to close-out.

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

Transportation Enhancement (TE) Activities Program

TE funding was consolidated under the ATP

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 (CMAQ) Program

In FY 2012–2013, \$22 million in CMAQ funds were obligated for 53 bicycle and pedestrian projects.

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

Highway Safety Improvement Program (HSIP)

<http://safety.fhwa.dot.gov/hsip/>

High Priority Projects (HPP)

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

Transportation, Community and System Preservation (TCSP) Program

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

Chapter 6: Committees and Advisory Groups

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

Active Transportation and Livable Communities

The 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

The CBAC was formed by Caltrans in 1992, and is currently comprised of thirteen members who represent various California agencies and organizations. CBAC revised their charter to increase membership to from 15 to 16 members. They also voted 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. Caltrans Bicycle Facilities Unit provides staff support to the committee.

California Pedestrian Advisory Committee

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 TAC

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

Challenge Area 13 Committee of the Strategic Highway Safety Plan

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

CA 13, “Improve Bicycling Safety” and CA 8 “Make Walking and Street Crossing Safer” are the two non-motorized Challenge Areas. New CA 13 actions 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 bicycle and pedestrian CA 13 actions for FY 2013–14 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

Bicycle and Pedestrian Legislation Adopted in Fiscal year FY 2013–14

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, would exempt from California Environmental Quality Act (CEQA) a bicycle transportation plan for an urbanized area, as specified, and would also require 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.

SB 1095 (Killea, Chapter 517, Statutes of 1993): Authorizing Legislation for the Non-motorized Facilities Report to the Legislature

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.

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 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 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 a 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 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, 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.
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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: Key Legislation Affecting Transportation Planning

SB 99 (Committee on Budget and Fiscal Review, Chapter 395, Statutes of 2013)

The ATP was signed into law on September 26, 2013. The ATP consolidates funding from various federal and state transportation programs, including the TAP (including the Recreation Trails Program), BTA, and SR2S, into a single program with the goal of making California a national leader in active transportation.

AB 32 (Nunez, Chapter 488, Statutes of 2006)

The Global Warming Solutions Act became California law in September 27, 2006. This law mandates certain reductions in greenhouse gas (GHG) emissions by the year 2020. AB 32 directed California Air Resources Board (ARB) to develop an action strategy and scoping plan for GHG reduction by the year 2020.

SB 391 (Liu, Chapter 585, Statutes of 2009)

This 2009 bill requires various transportation planning activities by state and regional agencies, including preparation of sustainable communities strategies (SCS) by MPOs. SB 391 would require Caltrans to update its statewide CTP by December 31, 2015 and every five years thereafter. SB 391 establishes an ongoing statewide transportation planning process within Caltrans that describes the multimodal system necessary to meet mobility and congestion management objectives that are consistent with the State's GHG emission limits and air pollution standards.

SB 375 (Steinberg, Chapter 728, Statutes of 2008)

Passed on September 30, 2008, SB 375 requires ARB to develop passenger vehicle regional GHG emission reduction targets for 2020 and 2035 for each of California's 18 MPOs. SB 375 also requires MPOs to develop a SCS as a component of their Regional Transportation Plan. The SCS must identify a land use pattern, transportation network and policies that, if feasible, will meet the regional GHG emission target. If an MPO is unable to meet the regional target through the development of a SCS, an Alternative Planning Strategy must be prepared. SB 375 also links the housing and regional transportation planning processes as well as provides California Environmental Quality Act streamlining benefits for development projects that are consistent with the SCS or APS.

Complete Streets

Complete Streets Act of 2009 (S. 584, H.R. 1443) defines effective complete streets policies that allow for use and flexibility in transportation planning practices. The Complete Streets Act directs DOTs and MPOs to adopt such policies within two years of the enactment of the bill and apply the policies to upcoming federally funded transportation projects.

Appendix C: 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 (BTA) 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/tpp/offices/bike/index.html>

Caltrans Highway Design Manual (HDM):
<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/tpp/offices/bike/contacts.html>

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/bikeped/design.htm>

Appendix D: Non-Motorized Report Acronyms

AB	Assembly Bill
ADA	Americans With Disabilities Act
ARB	Air Resources Board
ATLC	Active Transportation and Livable Communities
ATP	Active Transportation Program
BFU	Bicycle Facilities Unit
BTA	Bicycle Transportation Account
CA	California
CaIPED	California Pedestrian Advisory Committee
CALSTA	California State Transportation Agency
CA MUTCD	California Manual of Uniform Traffic Control Devices
CBAC	California Bicycle Advisory Committee
CBTP	Community-Based Transportation Planning
CMAQ	Congestion Management and Air Quality Improvement Program
CSIAP	Complete Streets Implementation Action Plan
CTC	California Transportation Commission
CSS	Context Sensitive Solutions
CTP	California Transportation Plan
DLA	Caltrans Division of Local Assistance
DOD	Caltrans Division of Design
DOT	Department of Transportation
DOTP	Caltrans Division of Transportation Planning
DRISI	Caltrans Division of Research, Innovation, and System Information
DSMP	District System Management Plan
DTO	Caltrans Division of Traffic Operations
EJ	environmental justice

FHWA	Federal Highways Administration
GHG	greenhouse gases
HDM	Highway Design Manual
HPP	High Priority Project
HSIP	Highway Safety Improvement Program
ITE	Institute of Transportation Engineers
LAB	League of American Bicyclists
LTF	Local Transportation Funds
MAP-21	Moving Ahead for Progress in the 21st Century
MIBM	May is Bike Month
MPO	Metropolitan Planning Organization
NACTO	National Association of City Transportation Officials
OATSP	Caltrans Office of Active Transportation and Special Projects
OCP	Caltrans Office of Community Planning
PDPM	Project Development Procedures Manual
PDT	Project Development Team
PIR	Project Initiation Report
PMR	Pedestrian Monitoring Report
PPEC	Planning Public Engagement Contract
RTP	Recreational Trails Program
R/W	right-of-way
SB	Senate Bill
SCS	Sustainable Communities Strategies
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SHSP CA13	Strategic Highway Safety Plan Challenge Area 13
SR2S	State Safe Routes to School Program
SRTS	Federal Safe Routes to School Program

STIP	State Transportation Improvement Program
TA	Transportation Alternatives Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TCSP	Transportation, Community and System Preservation Program
TCR	Transportation Concept Report
TE	Transportation Enhancement Activities
UCD	University of California, Davis