

# A Big Push for Walking and Biking

Draft Plan Lays Out a Path to Improve Safety, Mobility, Local Economies



Caltrans photo by Thomas Ritter

*Bicyclists and joggers make good use of the Whittier Greenway Trail in Los Angeles County. Caltrans has released a draft of the first statewide bicycle and pedestrian plan, which lays out a path to help more Californians be less reliant on motor vehicles.*

Caltrans has released the draft of its first state bicycle and pedestrian plan, identifying policies and actions that the department and its partners might take to double walking trips and triple bicycling between 2010 and 2020.

The draft report, “Toward an Active California,” was open for public comment following its release in February through early March. The plan is expected to be completed in April.

The plan lays out a path to achieve Caltrans’ walking and bicycling goals set by the department’s [2015-2020 Strategic Management Plan](#) (SMP), and seeks to fulfill the six goals outlined in the [California Transportation Plan 2040](#) (CTP 2040).

Those goals are:

- **Improving multimodal mobility and accessibility for all;**
- **Preserving the multimodal transportation system;**
- **Supporting a vibrant economy** (in part by reducing auto ownership and health care costs,

fostering support of local businesses by residents and tourists);

- **Improving public safety and security** (reducing the number, rate and severity of bicycle and pedestrian-involved collisions);
- **Fostering livable communities and promote social equity** (investing in disadvantaged communities that are most dependent on walking, biking and transit); and
- **Practicing environmental stewardship** (reducing vehicle miles of travel and the use of carbon-based fuels, and supporting more compact development that lends itself to active transportation).

The plan reinforces Caltrans’ goal of creating a sustainable transportation system through further reductions of greenhouse gas emissions, supporting a trend that is well underway. According to Caltrans’ California Household Survey, Californians increased bicycling from 0.8 percent to 1.5 percent of all trips and increased walking from 8.4 percent to 16.6 percent between 2000 and 2010.

## Making It Happen

“Toward an Active California” includes four objectives — safety, mobility, preservation and social equity — each with multiple actions to bring the plan to reality. Aside from Caltrans’ ever-present emphasis on safety, the mobility objective is the core of the plan — increasing walking and bicycling in California.

To do that, Caltrans and its partners could develop local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities, integrating them with plans for multimodal transportation systems and services that include rail and transit — which aligns with Caltrans’ [Complete Streets Program](#).

The plan also pushes for developing consistent, high-quality data on bicycle and pedestrian travel and facilities to chart progress and trends. Low-stress or physically separated bicycle and trail routes are described as having “statewide significance for tourism, recreation and utilitarian transportation” and “promote bicycling and walking for everyday transportation, recreation, improved health, and active living.”

The “preservation” objective focuses on setting the standards for the condition of the infrastructure

and maintenance, while the “social equity” objective focuses on working with disadvantaged communities to help meet their active transportation needs.

## Paying for It

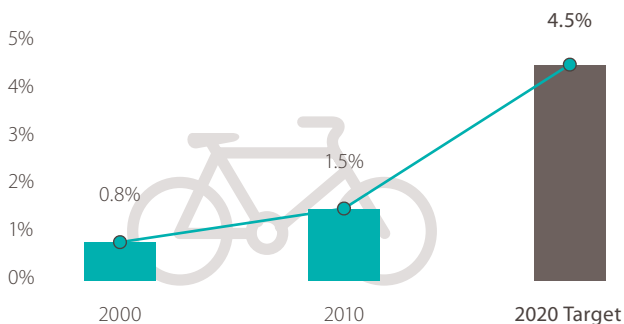
Based on limited data, it’s believed that tripling the number of bicycle trips for workday commutes — not including recreational riding — will require “at least \$4 billion” across the state.

The plan notes that pedestrian needs are harder to estimate, although the city of Los Angeles alone has identified \$1.4 billion in desired pedestrian upgrades, at \$190,000 per centerline mile of road. Based on that formula, the plan estimates “overall pedestrian infrastructure needs across the state are likely to be at least \$60 billion.”

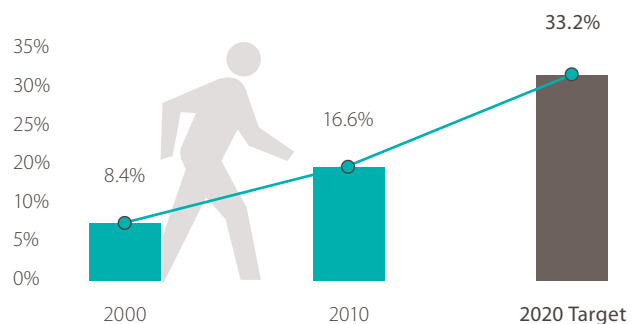
Additional investments will be required for education, training, planning, data and additional dedicated staff. The plan is expected to refine cost estimates when it is finalized this spring. MM

*Source: “Toward an Active California, State Bicycle + Pedestrian Plan,” Draft, February 2017*

### Bicycling Nearly Doubled From 2000–10



### Walking Nearly Doubled From 2000–10\*



### Bicycling Fatalities, Crashes; 2005–14\*\*

2.5	Bicyclist Fatalities per Week
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### Walking Fatalities, Crashes; 2005–14\*\*

38	Pedestrians Involved in Crashes Per Day
2	Pedestrian Fatalities per Day

\* Data from 2010–2012 California Household Travel Survey. Figures are as a percent of all trips. \*\* Data from SWITRS, 2005–2014 and Strategic Highway Safety Plan