



A new path for bicyclists and pedestrians across the east span of the Bay Bridge debuted in 2016 as part of the Bay Bridge Trail. The 15.5-foot-wide, striped path is among the projects that Caltrans has built and promoted as part of its "Toward an Active California" bicycle and pedestrian plan.

SB 1 Quickens Bicycle-Walking Pace

More Active Transportation Projects Lined Up as Alternative to Vehicle Travel

Funding from the Road Repair and Accountability Act of 2017 (Senate Bill 1) will bolster Caltrans' efforts to triple the amount of bicycling, and double the amount of walking and transit use in California by 2020 from 2010 levels.

Relying on SB 1's dependable new revenue stream, the California Transportation Commission (CTC) in October committed \$117 million to 63 bicycle and pedestrian projects across the state through the [Active Transportation Program](#) (ATP). (See following story.) An additional 22 of these projects, valued at \$99 million, were approved for funding sooner than originally planned.

The Active Transportation Program allows cities, counties, transit agencies and other public entities to compete for grants to build bicycle/pedestrian paths, install bike racks or complete other projects that make walking and biking easier, safer and more convenient. The CTC action in October provides more money for these local agencies to commit to Active Transportation Projects in their areas.

Signed into law in April 2017, Senate Bill 1 — the largest transportation investment bill in state history — will contribute an extra \$1 billion over 10 years for projects that encourage walking and bicycling — almost doubling what the ATP had received annually to this point.

The coming projects will consist of bicycle and multi-use paths, sidewalks, bicycle lanes, and safe routes to school for schoolchildren. This work will help Caltrans move "[Toward an Active California](#)," the state's first bicycle and pedestrian plan introduced earlier this year. The plan calls for expanding transportation options for pedestrians and bicyclists of all ages, abilities and incomes through safe, accessible mobility projects and policies that integrate active transportation, land use, and rail and transit facilities.

Each of Caltrans' 12 regional districts will work with local agencies and advocacy groups to gather data, conduct public outreach, identify priorities and funding sources for projects that align with active

transportation goals and objectives, including the [“Complete Streets”](#) program.

The objective of a complete street is to provide safe access and mobility for users, including bicyclists, pedestrians, transit and passenger rail riders, and motorists, appropriate to the function and context of the facility. Complete streets reflect community preferences, the types of road users, and their needs.

Studies show that adding bike lanes or roundabouts, and other roadway reconfigurations, slow down drivers and make roads more accommodating and encouraging for pedestrian and bicycle trips.

Progress in encouraging non-motorized travel has been steady in California. Between 2000 and 2010, bicycling increased from 0.8 percent to 1.5 percent of all trips, and the rate of walking rose from 8.4 percent to 16.6 percent, according to the California Household Travel Survey.

The 2020 targets seek to raise the number of trips by bike to 4.5 percent, and 33 percent for pedestrian travel.

The bicycle and pedestrian projects funded by the CTC not only encourage active modes of transportation, but also support livable communities and healthier, less polluting travel choices.

In 2017, the first separated (also known as “protected”) bikeway on the State Highway System was

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built in Albany (Alameda County). The Albany project features a landscaped buffer and bicycle signals to protect bicyclists from motorized vehicles.

In December 2016, the first “protected intersection” on a state right of way was built in San Francisco. The improvements at 9th and Division streets include a protected bikeway, concrete islands at the corners and raised crosswalks.

Also in 2017, officials in the city of Joshua Tree in San Bernardino County’s high desert celebrated new green bike lanes and diagonal parking designed to more safely move vehicles, pedestrians and bicyclists along State Route 62, Twentynine Palms Highway. **MM**

Sources: “Toward an Active California State Bicycle + Pedestrian Plan”; Ann Mahaney, Chief, Smart Mobility and Active Transportation Branch; Dustin Foster, Associate Transportation Planner; Sergio Ruiz, Pedestrian & Bicycle Coordinator / Branch Chief Caltrans District 4

On These Routes, Leave the Car Behind

In October, the California Transportation Commission approved funding for 63 Active Transportation Projects and accelerated funding for 22 others. Among the major projects OK’d:

Moss Landing bridge and pathway: A bike and pedestrian bridge and pathway project was awarded \$7.5 million from an SB 1 grant. Stretching from north of Elkhorn Slough to the southern portion of Moss Landing, the segment eventually will be part of the Monterey Bay Sanctuary Scenic Trail.

West Santa Ana Branch Bikeway Phase 2 in the city of Paramount: This \$4.3 million bikeway will provide an underserved community with a safe link to schools, parks, shopping and employment centers. It will also connect the nearby Los Angeles River Trail and San Gabriel River Trail, and offer convenient connections to regional destinations.



Caltrans photo by Sergio Ruiz

In Albany (Alameda County), the first separated bikeway on the State Highway System debuted in 2017 as part of the UC Village Project.



Caltrans photo by Sergio Ruiz

The first protected intersection to better shield pedestrians and cyclists in San Francisco opened last year at 9th and Division streets.



The State Route 15 Commuter Bikeway in San Diego opened to the public last August, a one-mile section connecting Mid-City communities and separated from busy SR 15. Caltrans was one of the partners in the joint project. Preliminary engineering has begun on a connecting segment.

Santa Gertrudis Creek pedestrian/bicycle trail extension and interconnect: This project in Temecula was granted \$3.7 million to extend the existing Santa Gertrudis Creek Pedestrian/Bicycle Trail, provide under crossings at key points (including under I-15), and connect with the Murrieta Creek Multi-Purpose Trail.

Napa State Route 12 Channelization Project: Improvements were made to the railroad crossing at State Route 29 and Whitehall Lane, and the bikeway realigned so that bicyclists cross the railroad tracks in a safer direction. Caltrans also incorporated green pavement marking, striping, raised medians or islands, markers and signs.

Complete Streets projects that Caltrans helped construct in 2017

Sloat Boulevard (State Route 35 in San Francisco) Complete Streets Project: Caltrans this year added more beacons and curb extensions, and extended bike lanes at this multi-phased project. Caltrans put a portion of Sloat Boulevard on a “road diet,” starting in 2012, shrinking the number of lanes from three to two, and adding bike lanes and improving crosswalks. In 2013, the city installed new crosswalk beacons at Forest View Drive.

State Route 15 Commuter Bikeway: In August, a ribbon cutting was held for the opening of the SR-15 Commuter Bikeway, a one-mile, two-way bikeway facility adjacent to State Route 15 in San Diego. The bikeway is separated from the freeway using a concrete barrier, and the path will provide a direct route between two neighborhoods in San Diego. The bikeway will be lit to allow riding during evening hours.