



Chris Schmidt

Division Chief, Division of Transportation Planning, Caltrans
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TOWARD AN ACTIVE CALIFORNIA

STATE BICYCLE+PEDESTRIAN PLAN



Plan Objective

Develop a visionary and comprehensive policy plan to support active modes of transportation and create a framework to increase safe bicycling and walking



Background

- Support active transportation
- Strategic Management Plan
Targets – Triple Bicycle, Double Pedestrian, and Double Transit



Focus of the Plan

- Caltrans and Local Agencies plan to improve:
 - non-motorized transportation facilities on the State system
 - connectivity with transit, passenger and high speed rail, and local and regional networks
- Will complement (not replace) existing policies and plans at the local and regional levels
- A policy plan, not a list of projects.



Guidance and Public Outreach

- Policy Advisory Committee (6)
- Technical Advisory Committee (6)
- Focus Groups (11)
- Regional Forums (10)
- Informational Meetings and Webinars (2)
- Online Surveys and Questionnaires (2)
- Public Review of Draft Plan
- Project Website



Plan Strategies



Safety. Reduce the number, rate, and severity of bicycle and pedestrian involved collisions



Mobility. Increase walking and bicycling in California



Preservation. Maintain a high quality active transportation system

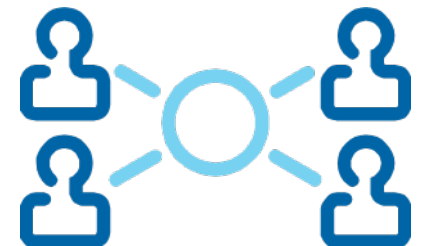


Social Equity. Invest resources in communities that are most dependent on active transportation and transit



Partners in Implementation

- Caltrans: Implementation Lead
- State Agencies (DMV, CHP, High-Speed Rail, Public Health, etc.)
- Cities and Counties
- Metropolitan Planning Organizations and Regional Transportation Planning Agencies
- Local and Regional Transit Providers
- Caltrans Divisions and Districts



Plan Implementation Steps

- Infrastructure
- Education and Training
- Planning
- Data
- Staff

Bicycle Boxes

Tiburon Boulevard (SR-131) and
Blackfield Drive/Greenwood Cove Drive
Tiburon, CA



Timely New Funding Source

Major new funding has been directed to active transportation from Senate Bill 1, the Road Repair and Accountability Act of 2017:

An additional **\$100 million per year** will go to the California Transportation Commission's Active Transportation Program for the next ten years.



Rise of the Sedentary Lifestyle

- Put simply, we sit too much
- Workforce has changed:
 - Sedentary jobs up 83% since 1950
 - Physically active jobs now <20% of workforce
 - Computer time at work: 6 hours/day
- Activities have changed:
 - on home computer (1 hour/day)
 - watching TV (2.7 hours/day)
 - sitting in cars (45 minutes/day)



Health: Sedentary vs. Active Living

Sedentary lifestyle - increased risks:

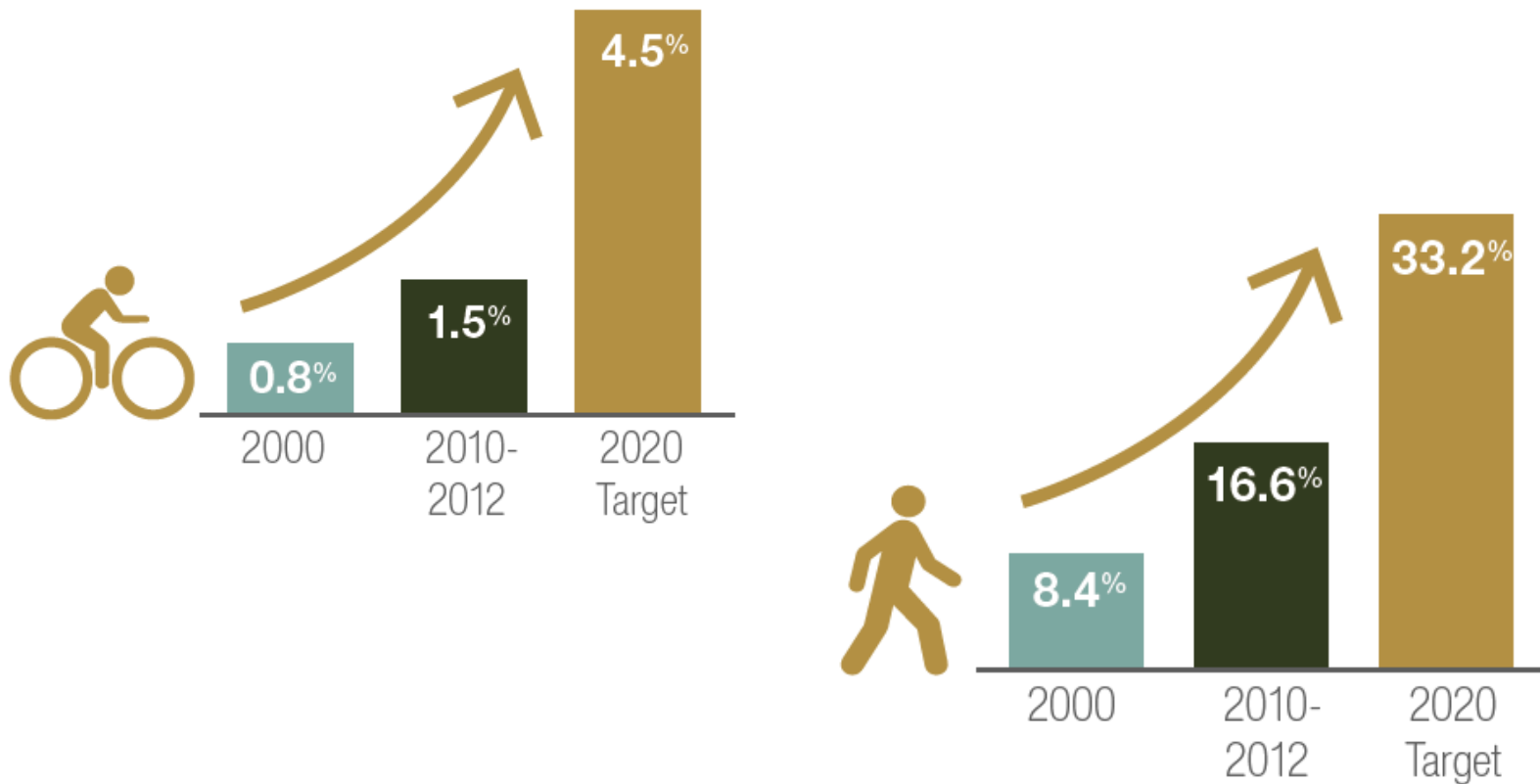
- High blood pressure
- Cardiovascular disease
- Certain cancers
- Obesity
- Anxiety, depression
- Dementia

Active lifestyle - increased benefits:

- Reduced risk for many chronic diseases
- Improved aerobic and muscular fitness
- Improved balance and bone health
- Improved joint mobility
- Improved mental health
- Reduced risk of falling
- Extended years of active life

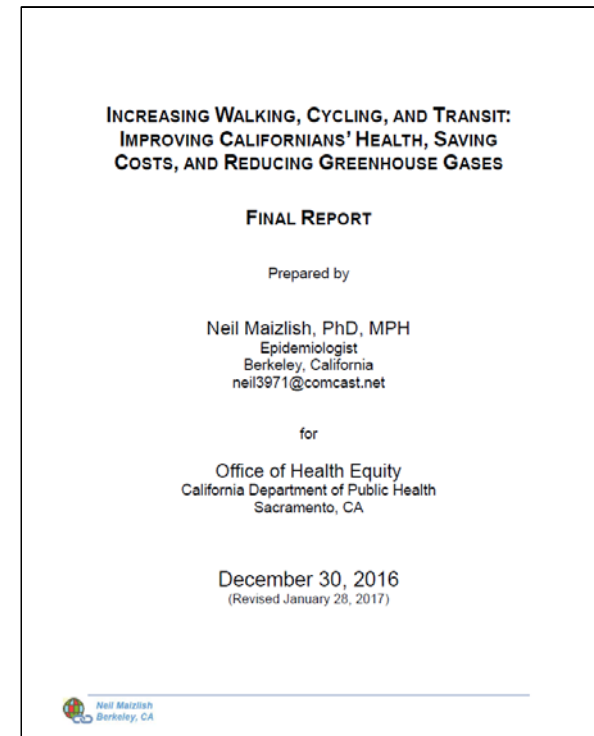


2020 Active Transportation Targets



Achieving the Targets: what would be the effect on health and GHGs?

- California Department of Public Health studied Caltrans' "triple-double-double" target
- Identified their methodology and assumptions
- Quantified health risks, health benefits, and aggregate carbon emissions



Key Findings

In 2010, more than 23,000 deaths in California could be attributed to physical inactivity.

Achieving Caltrans' "triple-double-double" targets would yield:

- About 2,000 fewer early deaths due to chronic disease
- About 30,000 fewer years lost due to ill-health, disability or early death
- Prevented premature deaths and disability would have an annual monetized value of \$1 billion or more
- About 250 more traffic-related injuries and fatalities
- About 3% reduction in carbon emissions



What We Conclude

- Increased biking and walking have a profound impact on health outcomes
- There will be an increase in traffic injuries and fatalities: therefore, reducing this risk is imperative
- Increasing active transportation is a useful strategy to help us meet California's GHG reduction goals



The Vision

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.



The Vision

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.

Help us make it a reality.



Thank You

Chris Schmidt

Division Chief, Division of Transportation Planning
California Department of Transportation
Chris.Schmidt@dot.ca.gov



cabikepedplan.org

