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CALIFORNIA BICYCLE COALITION

2024 SUMMIT ADVANCE SESSION

Complete Streets on Caltrans' Corridors

Friday, April 19, 2024







“

A complete street is safe and accessible for all users: pedestrians, bicyclists, transit users, and motor vehicle drivers. A complete street accommodates people of all ages and abilities.”

– National Association of City Transportation
Officials (NACTO)



WHAT ARE Complete Streets?



Space for **PEOPLE**

Curb ramps, crosswalks, and curb extensions to make it easy for pedestrians to cross streets and access destinations

Space for **BIKES**

Designated connected routes and low-stress facilities that support people riding bikes, e-bikes and scooters

Space for **CARS**

Traffic calming measures and design cues to encourage slower speeds and driver awareness of vulnerable road users

Space for **MASS TRANSIT**

Bus pullouts, shelters, transit-only lanes, and signal priority to create transit-friendly roadways

Space for **SHARED MOBILITY**

Designated curb-side space for shared bike and scooter parking that separates users from traffic, and keeps sidewalks clear and safe

Space for **REFUGE**

Street furniture, parks, lighting, and public green spaces that promote gathering and social interaction



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CalBike Complete Streets History

- California Complete Streets Act of 2008 (Leno)
- California's Active Transportation Program 2013
- Protected Bikeways Act of 2014 (Ting)
- SB 760 (Wiener, 2017)
- SB 127 (Wiener, 2019)





SB 960 (Wiener) 2024



Contents

What big picture **Complete Streets goals** does SB 960 advance?

Why does it matter?

What would the bill do?

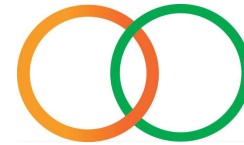
...But first, who are we?





Hello!

We are the sponsors of SB 960.



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**KID SAFE
SF**

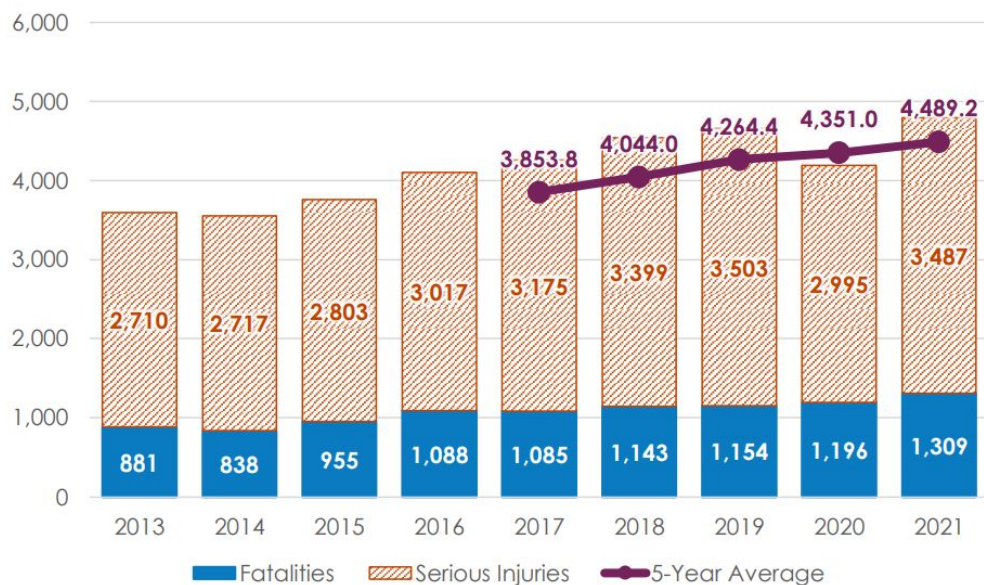




Why?

Pedestrian and Bicyclist Fatalities Reach All-Time High

FIGURE 2.5 NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (2013-2021)



SB 960 strengthens requirements that state-owned surface streets accommodate all road users, including pedestrians, cyclists, and those using public transit.

Caltrans' Implementation is Slow and Piecemeal

Complete Streets Decision Documents (CSDD) reveal many of Caltrans' projects continue to prioritize vehicles over the safety of all users

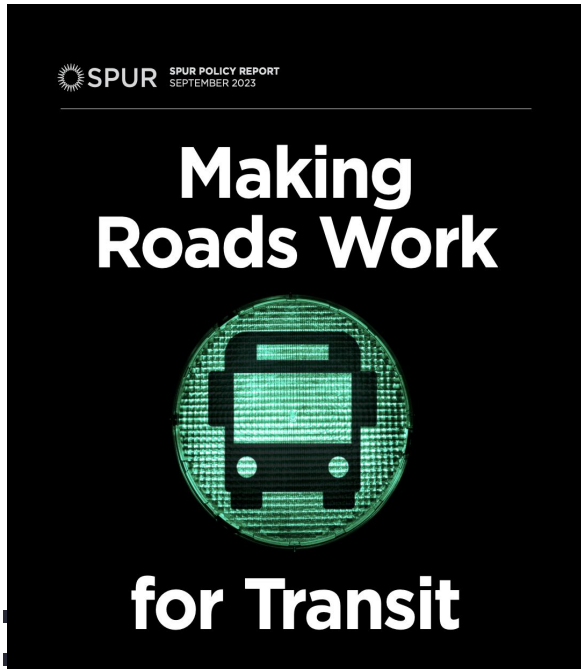
DP-37 is not being fully implemented

Complete Streets needs are neglected

2024 State Highway Operation and Protection Program (SHOPP)

- Between 2022 and 2024, rate of implementation of complete streets elements on projects decreased
- Only 21% of projects include bikeways, sidewalks, or crosswalk improvements (of 600 projects)
- Less than 10 projects include transit improvements
- Caltrans targets \$3B for complete streets in the next 10 years, but invests only \$280M in the next four
 - Total walk/bike need \$15B based on Caltrans plans
- Includes funding contributions to highway, major roadway, and interchange expansions

What is a transit priority treatment?



Changes to the physical roadway layout, traffic controls, signal operations, and traffic enforcement that are designed to **improve transit efficiency, speed, and reliability**. These treatments help buses and other transit vehicles bypass traffic congestion, experience less delay at traffic signals, and move more predictably on local streets and arterials.

Transit Priority has many advantages

But progress has been slow, and isn't yet a core part of normal Caltrans' highway operations.



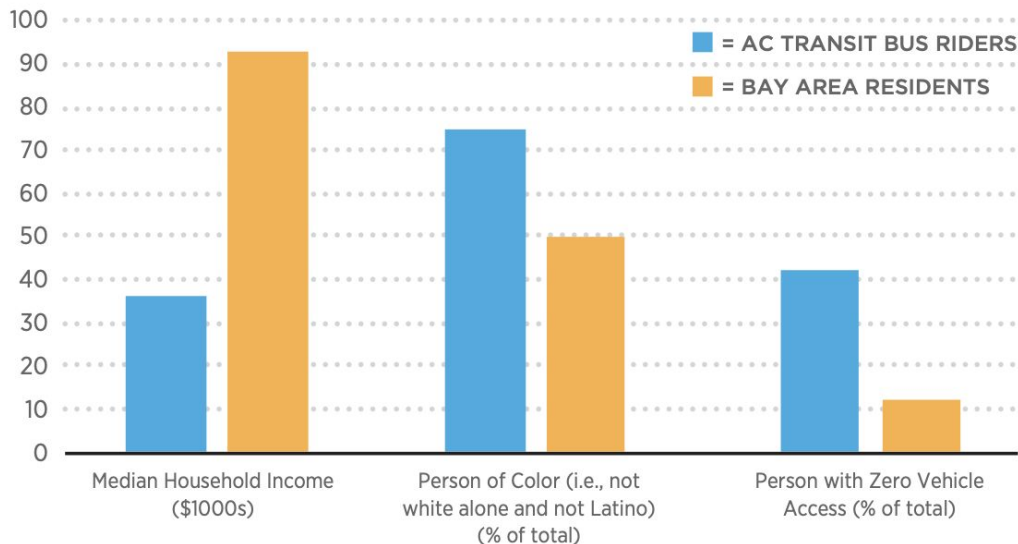
How does transit priority help equity priority communities?

Bus Rider Population Compared With General Population

Using AC Transit as an example, data show that bus riders, on average, make far less income, are far more likely to be people of color, and are far less likely to have access to a vehicle when compared with the general population.

Source: US Census and AC Transit 2018 ridership survey

Note: Post-pandemic data indicate that these disparities have only increased since the COVID-19 outbreak.



Additional studies: Paul, J., Taylor, B.D. Pandemic transit: examining transit use changes and equity implications in Boston, Houston, and Los Angeles.

Transportation (2022). <https://doi.org/10.1007/s11116-022-10345-1>

Many transit routes operate on state highways, and many state highways act as main streets.

State Route	Transit Route	Daily Riders
SR 123 San Pablo Ave	AC Transit Route 72	12,500
SR 82 El Camino Real	SamTrans ECR VTA 22, 82	10,000
SR 185 Int'l Blvd.	AC Tempo	13,500
US101 Lombard & Van Ness	SF Muni Route 22 & 49	20,000
US1 19th Ave.	SF Muni Route 28	17,500



What would SB 960 do?

SB 960 would create safer streets and faster and more reliable transit.



Key Issues Addressed in SB 960

Codifies Caltrans' Complete Streets Policy (DP-37) in the SHOPP.

- All SHOPP projects will provide **comfortable**, **convenient**, and **connected** complete streets facilities for people walking, biking, and taking transit or passenger rail
- Incorporates **Design Information Bulletin 94** (new Complete Streets Standards)
- **Prioritizes** underserved communities, including **low-income communities and communities of color**, that lack safe streets, bicycle lanes, and sidewalks

Remove Caltrans' internal barriers to approving Complete Streets projects.

- Potential costs CANNOT be a factor to make our streets safer
- Adopt 4-year and 10-year objective targets and performance measures
- Caltrans may exempt a project from the complete streets mandate when supported by data demonstrating a lack of current and future pedestrian, bicycle, or transit needs

Key Issues Addressed in SB 960

Increase Caltrans' leadership on transit priority issues.

- Require Caltrans to **adopt a transit priority policy** for the state-owned highway system.
- Require Caltrans to **"take stock"** of transit priority facilities on state-owned highways and incorporate transit priority in future SHOPP cycles.
- Require Caltrans to set **performance targets** for transit speed and reliability on limited-access highways, where local or regional targets are missing.

Simplify Caltrans' internal processes for transit priority projects.

- Require Caltrans to create design standards for transit priority projects located on state-owned highways that act as surface streets.
- Require Caltrans to streamline **internal review** for local transit priority requests on state owned highways that act as surface streets and on local roads where they intersect or coincide with state-owned highways.

How can you help?

- **Contact the Senate Transportation Committee before March 31st to tell Representative that you support the bill.**
- Reach out to us for a template support letter or send us your logo to add to a sign-on letter.
- Send us your examples of state highways that need complete streets.
- Reach out if you want to share a personal story as a pedestrian, bicyclist, transit rider, or if your family has been impacted by a traffic crash.

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Thanks!

Any questions?

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