



Active Transportation

California's Need and Benefits

California Transportation Commission | May 20, 2014

Jeanie Ward-Waller, California Advocacy Organizer
Jessica Meaney, Southern California Policy Director





Safe Routes
to School
**National
Partnership**

CALIFORNIA

We are a non-profit organization and network of more than 700 partner organizations.

About the National Partnership

Our mission in California is to advance safe walking and bicycling to and from schools, to build a diverse and inclusive movement of champions, to foster the creation of active and sustainable communities, and to improve the health and quality of life for all of California's youth and families.

www.saferoutescalifornia.org

www.saferoutespartnership.org



/saferoutespartnership



@saferoutesnow





Safe Routes
to School
National
Partnership

CALIFORNIA

Tour by numbers...

- Travel trends
- Safety risks
- Economic benefits
- Climate benefits
- Safe Routes to School
- ATP need/barriers

Objective: Active transportation projects are powerful, smaller \$ but with big benefits.



Safe Routes
to School
National
Partnership

CALIFORNIA

39%

of students in LA County walk, bike, go Metro to/from school.¹¹

91% of all transit users in LA County walk or bike to access.¹²

Travel Trends

18% trips statewide are walk or bike, twice the rate in 2000.¹

4.4% trips statewide are transit, walking/bicycling typically 80-85% of mode of choice for access to transit.¹

31% of children statewide walk/bike to school, on the rise since 2001.³



Safe Routes
to School
National
Partnership

CALIFORNIA

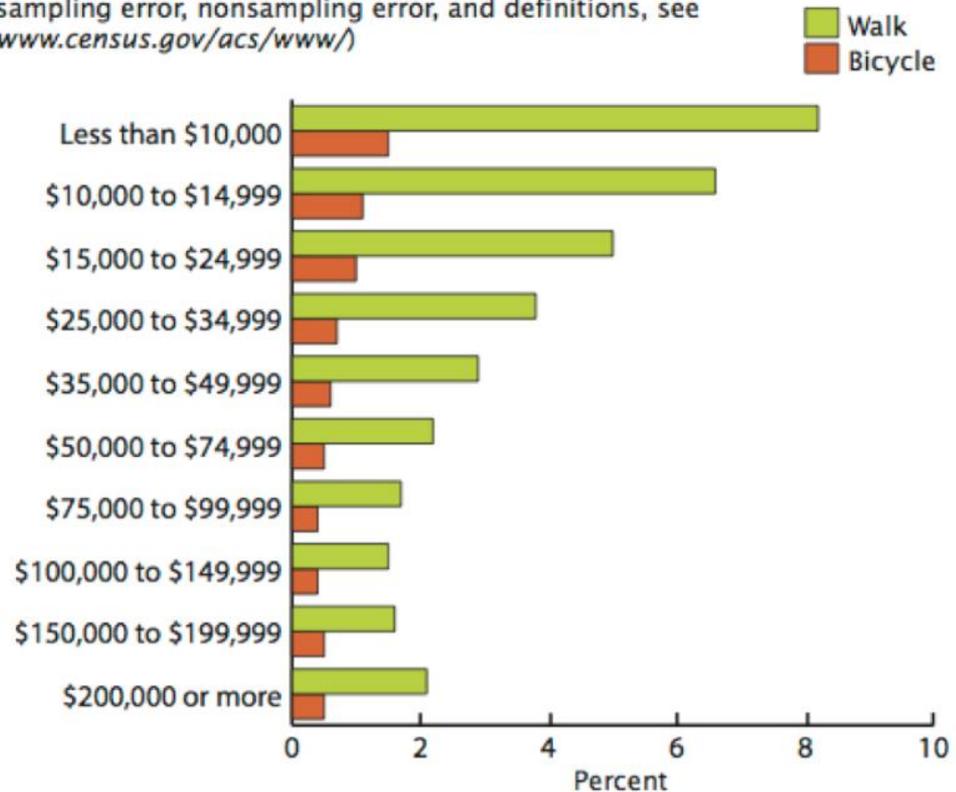
Higher rates of walking and bicycling:
by travelers aged 16-29
by lower-income travelers
by African-American and Latino travelers

Travel Trends

Figure 11.

Walking and Bicycling to Work by Household Income: 2008–2012

(Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/acs/www/)



Source: U.S. Census Bureau, American Community Survey, 2008–2012.



Safe Routes
to School
National
Partnership

CALIFORNIA

20%

of adults in San
Joaquin County
don't have a
drivers' license.²

Travel Trends

Private auto mode share declined from 86% to 75% between 2000 to 2012¹

Fewer young people are getting drivers licenses.⁵

60% trips under 1 mile are by automobile in California.⁴



Safe Routes
to School
National
Partnership

CALIFORNIA

STATE SPOTLIGHT Massachusetts

MassDOT recently put a significant share of HSIP funding toward pedestrian and bicycle safety to identify the most effective strategies.¹³

Safety Risks

23% fatalities and serious injuries on California's roadways are suffered by bicyclists and pedestrians.⁸

38% of roadway deaths in LA County are bicyclists and pedestrians.⁸

27% of school-aged children killed or seriously injured in collisions are walking or bicycling.⁸

\$800M estimate of annual cost to California from pedestrian and bicyclist deaths.⁹



Safe Routes
to School
National
Partnership

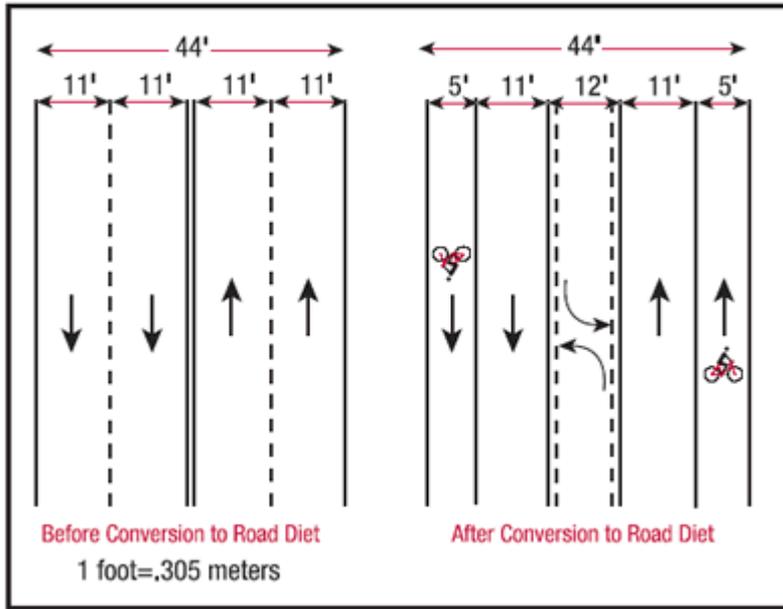
CALIFORNIA

“Road Diet”

Crash risk reduced by 29%⁶ - improved safety for pedestrians, bicyclists, and motorists

Up to 20,000 average daily vehicles, no effect on traffic movement or congestion⁷

Implementation at the maintenance phase is the most cost-effective opportunity to make improvements





Safe Routes
to School
National
Partnership

CALIFORNIA

Economic Benefits

Bicycle and pedestrian projects create **9.6 -11.4 jobs** per million dollars spent compared to 7.8 jobs created by road only projects.¹⁵

Neighborhoods that invest in trails and bicycle and pedestrian infrastructure have **higher property values and increased sales tax revenues.**¹⁰



Safe Routes
to School
**National
Partnership**

CALIFORNIA

Lancaster, CA

added pedestrian safety features as part of a downtown revitalization effort, including a pedestrian-only plaza, wider sidewalks, landscaping and traffic calming.

Economic Benefits



Public investment	\$11M
Private investment	\$130M
New businesses	50
Permanent new jobs	800
Property value increase	9.5%
Revenue increases at local businesses	96%
Traffic collision decrease	85%



Safe Routes
to School
National
Partnership

CALIFORNIA

22%

LA County residents spend almost a quarter of their income on transportation.¹⁴

Savings to Public

Studies have shown that bicyclists and pedestrians shop more often and **spend more money in their communities** than people who drive.¹⁷

Fuel and transportation household savings allow residents to **spend more in their local economies**.¹⁵

The total savings to the traveling public from biking, walking, or taking transit instead of driving can add up across a city, ranging from \$2.3 billion in Chicago to an astounding \$19 billion a year in New York City.^{18,19}



Safe Routes
to School
National
Partnership

CALIFORNIA

Climate Benefits

8-14% potential GHG reductions from bicycle and pedestrian improvements implemented on a regional scale.^{21,22}

20% potential VMT reductions from shifting 50% of short trips to walking and bicycling.²⁵

Potential to leverage transit investment and compound GHG reductions from walk and bicycle connections to transit.^{23,24}

Bicycle and pedestrian improvements are the **most cost-effective per tonne of GHG reduced** compared to other modes.²⁰



Safe Routes
to School
National
Partnership

CALIFORNIA

Safe Routes to School Benefits

TRAVEL PATTERNS

10-14% of morning congestion is caused by school related traffic.²⁶

62% of children in CA live within 2 miles of school

51% of those children are driven to school in a private vehicle.²⁷

PROGRAM BENEFITS

Increases walking and bicycling 20 to 200 percent.²⁸

Reduces school vehicle trips by more than 8 percent.²⁹



Safe Routes
to School
National
Partnership

CALIFORNIA

ATP CYCLE 1

1000+
applications expected

400 attendees in
packed workshops

300 Q&A inquiries
since February

Active Transportation Program

Barriers to investments

Lack of planning for active transportation and complete streets, especially in places with poorest infrastructure conditions

Lack of project lists for scoped-out projects

Spotlight on innovative funding partnership

Annenberg Foundation to increase competitiveness for LA Region - partnered with the LA Active Transportation Collaborative to support 2014 ATP applications with free grant-writing and technical assistance



Safe Routes
to School
National
Partnership

CALIFORNIA

Questions?



Jeanie Ward-Waller, State Advocacy Organizer

Jeanie@saferoutespartnership.org

401.241.8559

Jessica Meaney, Southern CA Policy Director

Jessica@saferoutespartnership.org



Safe Routes
to School
National
Partnership

CALIFORNIA

Citations

- 1 http://dot.ca.gov/hq/tsip/otfa/tab/documents/chts_finalreport/FinalReport.pdf
- 2 http://www.recordnet.com/apps/pbcs.dll/article?AID=/20140512/A_NEWS/405120311
- 3 <http://saferoutescalifornia.files.wordpress.com/2013/02/travel-to-school-in-california-policy-brief-final-pages.pdf>
- 4 <http://www.travelbehavior.us/Nancy-pdfs/UC%20Davis%20Study%202012%20UCD-ITS-RR-12-13.pdf>
- 5 <http://articles.latimes.com/2011/dec/06/business/la-fi-gas-prices-20111206>
- 6 http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.htm
- 7 <http://www.fhwa.dot.gov/publications/research/safety/humanfac/04082/>
- 8 <http://iswitrs.chp.ca.gov/Reports/jsp/RawData.jsp>
- 9 <http://www.cdc.gov/Motorvehiclesafety/statecosts/ca.html#cost>
- 10 http://www.peoplepoweredmovement.org/site/images/uploads/Protected_Bike_Lanes_Mean_Business.pdf
- 11 http://saferoutescalifornia.org/2012/09/24/19percent_lac/
- 12 http://saferoutescalifornia.files.wordpress.com/2014/01/metro_firstlastmile.pdf
- 13 <http://blog.mass.gov/transportation/massdot-highway/bicycle-pedestrian-safety-program-announced/>
- 14 <https://www.calfund.org/los-angeles-equity-atlas>
- 15 <http://www.peri.umass.edu/236/hash/64a34bab6a183a2fc06fdc212875a3ad/publication/467/>
- 16 <http://www.ceosforcities.org/city-dividends/green/>
- 17 <http://ppms.otrec.us/media/1361999891512e7813bfa6d.pdf>
- 18 <http://documents.scribd.com/s3.amazonaws.com/docs/80xolairls1hnr2b.pdf?t=1332875496>
- 19 <http://documents.scribd.com/s3.amazonaws.com/docs/1j3vss5myo1hnqg3.pdf?t=1332885151>
- 20 <http://www.lewis.ucla.edu/wp-content/uploads/sites/2/2014/03/Cost-EffectivenessofReductionsInGreenhouseGasEmissionsfromCaliforniaHigh-SpeedRailandUrbanTransportationProjectsworking-paper.pdf>
- 21 http://www.seattle.gov/environment/documents/TAG_Transp&LandUse_Report.pdf
- 22 http://www.cdph.ca.gov/programs/CCDPHP/Documents/ITHIM_Technical_Report11-21-11.pdf
- 23 <http://www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf>
- 24 http://www.arb.ca.gov/cc/sb375/policies/ped/ped_brief.pdf
- 25 <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3261937/>
- 26 http://planning.unc.edu/people/faculty/noreenmcdonald/McDonald_etal_SchoolTravel2009NHTS_AJPM2011.pdf
- 27 <http://www.travelbehavior.us/Nancy-pdfs/Travel%20to%20School%20in%20California.pdf>
- 28 <http://escholarship.org/uc/item/5455454c#page-1>
- 29 <http://www.saferoutestoschools.org/documents/TAMSR2SProgramEvaluationwithAppendix-LowRes-112211.pdf>