

2021 Active Transportation Program Benefits Report



May 2022



California
Transportation
Commission

Introduction



The Active Transportation Program was created in 2013 to fund projects that increase active modes of travel. The Active Transportation Program is the state's only dedicated source of funding for walking and bicycling infrastructure projects as well as education and encouragement programs. The Active Transportation Program is a critical component of California's efforts to reduce greenhouse gas emissions by making our transportation system more sustainable. Specifically, the Climate Action Plan for Transportation Infrastructure (CAPTI) highlights investment in safe and accessible bicycle and pedestrian infrastructure, particularly in low-income and disadvantaged communities, as a guiding principle to reducing Californians' dependence on driving and equitably meeting the state's climate goals.

With over 900 funded projects, the Active Transportation Program is improving quality of life in communities across the state. Most ATP projects create or expand comprehensive, comfortable networks that encourage and allow Californians to leave their cars at home to connect to jobs, critical services, schools, community resources, transit, and recreational opportunities. More than 400 projects are Safe Routes to Schools projects and programs that encourage a healthy and active lifestyle among children and young people. In the most recent cycle, the Commission added Safe Routes for Seniors as a project designation to encourage projects that further the state's Master Aging Plan by increasing walking and biking among older adults and creating routes that connect to activities that improve quality of life. Other projects enhance skills through non-infrastructure programs, fostering confident, enthusiastic, and safety-minded bicyclists and pedestrians.

Equity has always been a key focus of the program. Nearly 100 percent of program funds have gone to projects benefitting disadvantaged communities. These projects address some of the many disparities that these communities face, including higher rates of traffic injuries and fatalities, higher rates of obesity, heart disease, and asthma, higher rates of air pollution, and more dependence on active modes of transportation to meet everyday needs. ATP projects are also creating safe connections within communities that were previously divided by highways or other dangerous barriers. The Active Transportation Program prioritizes projects that are community-driven and centered on the people who are most in need.

The benefits of the program and its contributions to the state's climate and equity goals are captured through project reporting, highlights, and stories. Commission staff used the California Air Resources Board's Affordable Housing & Sustainable Communities (AHSC) Benefits Calculator Tool to estimate the VMT and emission reductions from projects selected for funding in the 2021 Active Transportation Program.

This report outlines the findings from the AHSC Benefits Calculator Tool and discusses the actions underway to quantify and assess program benefits.

Summary of the 2021 ATP



476 Applications Submitted



113 Projects Funded



Projects Benefiting a Disadvantaged Community:

90



Safe Routes to School Projects:

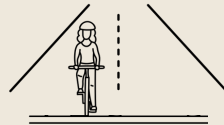
48

Outputs

Class I Bike Path

15.20 mi

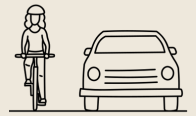
Facilities with exclusive right of way for bicyclists, away from the roadway and with cross flows by motor traffic minimized.



Class II Bike Lane

81.86 mi

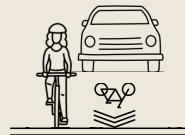
Bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel.



Class III Bike Route

50.47 mi

Facilities that designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways.



Class IV Separated Bikeway

26.17 mi

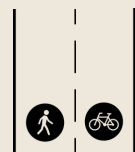
An on-street bicycle lane that is physically separated from motor traffic by a vertical element or barrier such as flexible posts or on-street parking.



Multiuse Trails

21.68 mi

Facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized.



Bike Boxes (each)

56

A designated area at the head of a traffic lane that provides bicyclists with a safe and visible way to get ahead of queuing traffic during a red signal.



New Sidewalks

39.76 mi

Sidewalk Improvements

12.82 mi

New Crosswalks (each)

357

Enhanced Crosswalks (each)

570

Bike Racks (each)

118

AHSC Benefits Calculator

Tool Results

The AHSC Benefits Calculator Tool measured benefits from 92 of the 113 project funded in the 2021 Active Transportation Program.

Project Types Included:

- Class I Bike Path
- Class II Bike Lane
- Class IV Separated Bikeway
- New Sidewalks

Project Types Not Included:

- Plan Projects
- Non-Infrastructure Projects
- Class III Bike Routes
- Pedestrian Improvements (ADA curb ramps, curb extensions, crosswalks, sidewalk improvements)

Total Passenger VMT Reductions
42.4 million miles

Reduced Fuel Consumption
1.3 million gallons

Particulate Matter 2.5 Emission Reductions
1,700 lbs

Particulate Matter 10 Emission Reductions
4 lbs

The emission reductions are based on the useful life of the active transportation facilities:

- Class I - 20 years
- Class II - 15 years
- Class IV - 15 years
- Sidewalks - 20 years

GHG Emission Reductions
14,400 metric tons (mt)

GHG Emission Reductions are Equivalent to:



3,100 passenger vehicles driven for 1 year

with CO₂ emissions from:



1.6 million gallons of gasoline consumed

15.8 million pounds of coal burned

190 tanker trucks' worth of gasoline



79 railcars' worth of coal burned

2,600 homes' electricity use for 1 year

OR



1.7 billion number of smartphones charged

GHG emissions avoided by:



4,800 tons of waste recycled instead of landfill

OR

611,000 trash bags of waste recycled instead of landfill

Looking Ahead

● August 2019

Began work on the ATP Benefit-Cost Tool

● June 2022

Begin work on Evaluation & TA Program

● July 2022

Begin testing the ATP Benefit-Cost Tool

● Fall/Winter 2022

Stakeholder coordination for the Final Count Guidance & Count Database

● January 2023

Release Evaluation & TA Program Framework

● Spring 2024

Release Final Statewide Active Transportation Count Guidance

● May 2025

Evaluation & TA Program ongoing data collection TA / project profiles / infographics

● Winter 2025

Release Statewide Active Transportation Database

ATP Benefit-Cost Tool

The UC Davis Institute of Transportation Studies is developing a research-based Benefit-Cost Tool for the ATP.

The Tool will be updated over time as more research becomes available to continually make the Tool more reliable and consistent.

Statewide Active Transportation Count Guidance & Count Database

The UC Berkeley Safe Transportation Research and Education Center will develop a standardized statewide active transportation count methodology along with a Geographic Information System (GIS) based database as a one-stop repository for statewide active transportation count data.

Evaluation & Technical Assistance

The ATP Evaluation and Technical Assistance Program will develop an Evaluation Framework of active transportation project performance metrics and data collection methods.

This Program will also provide agencies with data collection technical assistance, provide infographics with data results and develop ATP Project Profiles.

