2018 Progress Report

California’s bicycling to work data remarkably mirrors the Western regional average over the last ten years.

Where California really separates itself and shows promise is its recent use of federal funding for bicycling and walking.

After a widely publicized external audit of the CalTrans published by the State Smart Transportation Initiative in 2014, the state began an upward trend in the percent of federal funding spent on bicycling and walking. In 2013 and 2014, California essentially matched the national average rate of spending on bicycling and walking, but in each of the last three fiscal years that rate has increased - reaching a 10 year high in fiscal year 2017.

The California Bicycle Coalition advocates for equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives.

Our work centers on these four goals:

1. Prioritize low-income communities and communities of color in transportation spending and policy decisions.
2. Improve the built environment for biking, walking and transit.
3. Change our transportation policies to support an equitable, environmentally sustainable, and safe future.
4. Strengthen the power of the transportation justice movement.

The League of American Bicyclists has several other statewide member groups in California, including:

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

This Progress Report provides an update on California's efforts related to bicycling. A full report card based upon a comprehensive survey is available at: http://bikeleague.org/content/state-report-cards

### Federal Data on Biking

<table>
<thead>
<tr>
<th>Safety</th>
<th>Ten-Year Trend</th>
<th>Ten-Year Rank</th>
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<tbody>
<tr>
<td>7.1 fatalities per 10k bike commuters</td>
<td>More dangerous, but not strongly</td>
<td>20/50</td>
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<table>
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<tr>
<th>Spending</th>
<th>Ten-Year Trend</th>
<th>Ten-Year Rank</th>
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<tbody>
<tr>
<td>2.3% of FHWA spending on biking and walking</td>
<td>One of 10 largest increases in funding</td>
<td>15/50</td>
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**Featured Agency - CalTrans (Agency did not respond)**

Caltrans has had an open and productive engagement with active transportation in recent years. In 2014, a report by the State Smart Transportation Initiative that was commissioned by Governor Jerry Brown and California Transportation Secretary Brian Kelly pointed out many issues with bicycle planning in California. This included findings that "Caltrans' peculiar standards on bicycle facilities even pertain to locally owned streets, precluding some active transportation initiatives," and that "[t]he agency and department should support, or propose if no bill is forthcoming, legislation to end the archaic practice of imposing state rules on local streets for bicycle facilities." This recommendation came to fruition in the Protected Bikeways Act of 2014, which created Class IV Bikeways for the state of California - allowing the spread of separated bike lanes in the state.

In 2015, these efforts were aligned with the Caltrans Strategic Management Plan which called for a tripling of bicycle trips between 2015 and 2020 and a 10% reduction in the number of bicyclist fatalities.

In 2017, California adopted its first statewide bicycle and pedestrian plan, "Toward an Active California" to support those goals.

Altogether, these actions show a procedural and interlocking set of changes in California setting the stage for continued improvements.