



625 Burnell Street • Napa, CA 94559-3420
Tel: (707) 259-8631
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Active Transportation Advisory Committee (ATAC)

AGENDA

Monday, March 25, 2013
5:00 p.m.

625 Burnell Street
Napa CA 94559

General Information

All materials relating to an agenda item for an open session of a regular meeting of the Active Transportation Advisory Committee (ATAC) which are provided to a majority or all of the members of the ATAC by ATAC members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the ATAC, 625 Burnell Street, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to a majority or all of the members of the ATAC at the meeting will be available for public inspection at the public meeting if prepared by the members of the ATAC or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Members of the public may speak to the ATAC on any item at the time the ATAC is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the ATAC Secretary. Also, members of the public are invited to address the ATAC on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.

This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact the Administrative Assistant, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.

This Agenda may also be viewed online by visiting the NCTPA website at www.nctpa.net, click on Minutes and Agendas – ATAC or go to [/www.nctpa.net/active-transportation-advisory-committee-atac](http://www.nctpa.net/active-transportation-advisory-committee-atac)

ITEMS

1. Call to Order
2. Introductions
3. Approval of Meeting Minutes – January 28, 2013
4. Public Comments
5. ATAC Member and Staff Comments

REGULAR AGENDA ITEMS

RECOMMENDATION

6.	New ATAC Member(s) Nomination (Eliot Hurwitz) <i>(Pages 5-11)</i> Committee will review City of Napa nominations and make recommendation for approval by the NCTPA Board at their April 2013 meeting.	INFORMATION/ ACTION
7.	Review New Reports (Eliot Hurwitz) <i>(Pages 12-60)</i> Committee will 1) review the "Walking and Biking in California – Analysis of the CA-NHTS", recent MTC Bike Count reports and 2) discuss implications for Napa County walking and biking programs.	INFORMATION/ ACTION
8.	Review of Local Bike Plans (Eliot Hurwitz) Committee members will discuss any changes or modifications to be recommended to their local bike plans.	INFORMATION/ ACTION
9.	Safe Routes to School (SRTS) Project Recommendations (Eliot Hurwitz) <i>(Pages 61-70)</i> Committee will review the current applications for SRTS funding and make a recommendation to the NCTPA Board on funding allocation.	INFORMATION/ ACTION
10.	Topics for Next Meeting o Discussion of topics for next meeting by ATAC members	DISCUSSION
11.	Approval of Next Regular Meeting Date of April 22, 2013 and Adjournment	APPROVE

**ACTIVE TRANSPORTATION ADVISORY COMMITTEE
(ATAC)**

Meeting Minutes, January 28, 2013

The meeting was called to order by Chair, Paul Wagner, at 5:05 pm. Members Mike Costanzo, Mark Lucas, Brett Risley, Rick Warren, Joel King, and Joe Tagliaboschi were present. Eliot Hurwitz, Kate Miller, and Diane Meehan from NCTPA, Anne Darrow and Gabby Gonzalez from NCOE, and Rick Marshall from Napa County Public Works were also in attendance. New member Joe Tagliaboschi representing the Town of Yountville was introduced.

There were no meeting minutes from the November 2012 meeting.

Public Comments: Gabby stated that she would be holding league certified training for cycling safety instructors on March 8, 9, and 10 in Napa. Rick Marshall has been elected chair of the Caltrans D4 bike committee. He will bring reports from their meeting for us. We discussed Caltrans issues in Napa, specifically the Old Sonoma Rd – Duhig crossing of Hwy 121. The first step to get improvements is to get it in the bike plan.

Member Comments:

Mike stated that Napa Bike was trying to organize a trip to Davis for elected officials in Napa County. The purpose of the meeting is to view bike facilities in a city that has some of the best. He is trying to set this up with Senator Lois Wolk. The County bike map is close to being ready. The computer problems have been fixed and proofs have been produced. Eliot has been talking with bikemapper 511, and confirmed that we can upload Napa County map data to this site. Napa Bike has a ride with the board on February 9 in Yountville. There will be a Be Bright seminar at the library on March 26. The April Fools bike challenge has been expanded to include all jurisdictions in Napa this year. Napa Bike Fest will be on April 27. Paul Wagner stated that election of new officers would be on the agenda next month and that Caltrans District 4 would be having webinars about bike safety on January 30 at 11 am, February 20 and February 28.

Staff Comments: Kate Miller stated that in March we will go over the One Bay Area Government grants and the priority conservation area grants. Eliot stated that Caltrans District 4 will be doing webinars on SRTS funding.

ATAC Work Plan: Eliot went over the 2013 Work Plan with the committee. In the spring, we will be updating the bike plans that were produced a year ago. There are a couple of regional working groups that staff will monitor. A Napa representative to the District 4 Pedestrian Advisory Group will need to be identified by next month. The

Advisory Group meets in Oakland once a quarter. ATAC will also review notes from the Regional Active Transportation Working Group and may assign a member representative for that group. ATAC will be reviewing the complete streets checklists for projects that result in changes to infrastructure. These will occur through the year as agencies complete plans. In February, ATAC will approve the ew bike map. Every month ATAC will interface with 511.org to go over the bike mapping program for Napa. In May and June ATAC will review TDA-3 call for projects and programming. Napa County will probably get another \$120 K in the account, and there is a balance of about \$100 K in reserves. ATAC will review other funding opportunities as needed. ATAC will review progress on various Vine Trail segments including the Solano Ave segment, the Soscol gap, the Tulocay segment, and the North County/Calistoga alignment. The 2013 work plan was approved by the committee.

Caltrans Pedestrian Advisory Committee: This committee meets in Oakland once a quarter from 9:30 to 12. ATAC needs to appoint a representative from Napa County. The group discussed various options including having rotating members or just one appointment. ATAC will make an appointment at its next meeting.

Solano Ave Trail Contract: NCTPA has issued a task order to Riechers-Spence for work on the Solano Avenue segment of the Vine Trail to prepare for the initial Caltrans field review. Herb is working on this. We could see construction work start later this year.

Topics for next meeting: ATAC will elect officers, go over bike plans, look at doing bike counts, and get a D4 bike committee report. The group also discussed pedestrian issues at business parks in Napa where there is almost no pedestrian access. The City of Napa is changing zoning to require pedestrian access. Is the county looking at this too?

The meeting was adjourned at 6:10 pm.

ACTION REQUESTED: INFORMATION/ACTION



CITY CLERK
955 School Street
Mailing Address:
PO Box 660
Napa, California 94559-0660
(707) 257-9503
FAX # (707) 257-9534
www.cityofnapa.org

MAR 11 2013

March 7, 2013

Napa County Transportation and Planning Agency
Active Transportation Advisory Committee (ATAC)
625 Burnell Street
Napa, CA 94559

Dear Elliot Hurowitz:

At their regular meeting held March 5, 2013, the City of Napa City Council approved the appointments of Gabriela Gonzalez McNamara, Joel King, and Anne Williams Darrow as city representatives to the Napa County Transportation and Planning Agency's Active Transportation Advisory Committee (ATAC) with terms effective through September 30, 2016.

Thank You,

For Dorothy Roberts
City Clerk

cc: Jason Holley



CITY OF NAPA
Appointments to Outside Agency
Commissions, Committees & Boards
APPLICATION B

CITY OF NAPA
 CITY CLERK
 2013 JAN -2 AM 10:55

*This application for appointment is kept on file for 2 years
 and is a public document open for inspection and reproduction.*

The function of Commissions, Committees and Boards is to make decisions and/or policy recommendations to the City Council, and to speak on behalf of Napa residents in relation to outside agency Commissions, Committees and Boards. Applications will be kept on file annually for submission to the City Council when vacancies occur.

I wish to be considered for appointment to the following Commission, Committee or Board:

(PLEASE CHECK ONLY ONE)

- Napa City/County Library Commission
- Napa County Arts & Culture Commission
- Napa County Mosquito Abatement District Board
- Napa Public Access Cable TV Board
- Napa Sanitation District Board
- Other: Active Transportation Advisory Committee

(Please Print)

DATE: 1/2/13

NAME: Gabriela Gonzalez McNamara

ADDRESS: [REDACTED]

ZIP: 94559

HOME PHONE: [REDACTED]

WORK PHONE: _____

FAX PHONE: _____

E-MAIL: [REDACTED]

LENGTH OF RESIDENCE IN NAPA: 14

REGISTERED TO VOTE IN THE CITY OF NAPA? No

OCCUPATION/EMPLOYER: Napa County Office of Education

COMMUNITY SERVICE EXPERIENCE:

Organization	Dates Served	Position
<u>Eagle Cycling Club</u>	<u>2008 / 2004-2012</u>	<u>President / Member</u>
<u>Napa Bike Coalition</u>	<u>2009-2012</u>	<u>Member</u>
<u>League Amenity Bicyclists</u>	<u>2008-2012</u>	<u>Cycling Instructor</u>

EDUCATION:

School	Major	Graduation Date / Degree
<u>Butgers State University</u>	<u>Exercise Science Sports Studies</u>	<u>May 1995, BA</u>

OTHER SPECIFIC OR RELEVANT EXPERIENCE OR EXPERTISE:

I'm a bilingual cycling instructor for Napa Safe Routes to School program for grade levels 1st - 6th

WHAT IS YOUR UNDERSTANDING OF THE ROLE AND RESPONSIBILITY OF THE COMMISSION/COMMITTEE/BOARD FOR WHICH YOU ARE APPLYING?

I advocate and will be able to give my advise to better our community to make it more bike and walk friendly,

WHAT ISSUES DO YOU BELIEVE ARE MOST IMPORTANT TO ADDRESS IN THE COMMISSION/COMMITTEE/BOARD?

We need good infrastructure and non infrastructure in Napa County to help reduce green house gas emmissions, traffic around schools and improve our community lifestyle by helping to create bikea walk places.

WHAT PROGRAMS OR PROJECTS WOULD YOU LIKE TO SEE IMPROVED OR IMPLEMENTED AS RELATED TO THE COMMISSION/COMMITTEE/BOARD?

I like to see educational awareness programs for walking and biking for our community, and infrastructure improvements around schools.

WHAT ACTIVITIES OF THIS COMMISSION/COMMITTEE/BOARD DO YOU EXPECT WILL BE MOST INTERESTING TO YOU?

The way policies and budgets work to make improvements. The way the ^{transportation} system works to better our community.

ARE YOU INVOLVED IN ANY ORGANIZATIONS OR ACTIVITIES THAT MAY RESULT IN A CONFLICT OF INTEREST IF YOU ARE APPOINTED TO THIS COMMISSION/COMMITTEE/BOARD?

No

PLEASE LIST TWO LOCAL REFERENCES AND THEIR PHONE NUMBERS:

Sandy Hauck [REDACTED]
Tim Thulin [REDACTED]

How did you learn of this vacancy?

Newspaper

Flyer

Internet

Other

(Appointees will be required to take an Oath of Office and are subject to filing a Statement of Economic Interests.)

Return to: City Clerk Department
PO Box 660
955 School Street
Napa CA 94559

DATE:

1/2/2013

SIGNATURE:

[Handwritten Signature]



CITY OF NAPA
Appointments to Outside Agency
Commissions, Committees & Boards
APPLICATION B

CITY OF NAPA
 CITY CLERK
 2013 FEB 25 PM 12:01

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(PLEASE CHECK ONLY ONE)

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- Napa County Arts & Culture Commission
- Napa County Mosquito Abatement District Board
- Napa Public Access Cable TV Board
- Napa Sanitation District Board
- Other: Active Transportation Advisory Committee
NCTPA

(Please Print)

DATE: 02/19/13

NAME: Joel King

ADDRESS: [REDACTED]

ZIP: 94558

HOME PHONE: [REDACTED]

WORK PHONE: [REDACTED]

FAX PHONE: _____

E-MAIL: [REDACTED]

LENGTH OF RESIDENCE IN NAPA: 30 years

REGISTERED TO VOTE IN THE CITY OF NAPA? yes

OCCUPATION/EMPLOYER: Agricultural Biologist / County
of Napa

COMMUNITY SERVICE EXPERIENCE:

Organization	Dates Served	Position
Bicycle and Trails Advisory Commission	2000 to present	Commissioner
Napa County Bicycle Coalition	2006 to present	Board Member
<i>Napa County Association of Public Employees</i>	<i>1990-present</i>	<i>Board Member</i>

EDUCATION:

School	Major	Graduation Date / Degree
University of Minnesota	Entomology	1978 / Master Science
Northwestern University	Biology	1976 / BA

OTHER SPECIFIC OR RELEVANT EXPERIENCE OR EXPERTISE: I have commuted by bike to work for over 30 years, and I walk or bike to many activities including shopping and dining.

WHAT IS YOUR UNDERSTANDING OF THE ROLE AND RESPONSIBILITY OF THE COMMISSION/COMMITTEE/BOARD FOR WHICH YOU ARE APPLYING? To advised the NCTPA board issues ^{on} concerning active transportation and to recommend funding for projects that result in complete streets.

WHAT ISSUES DO YOU BELIEVE ARE MOST IMPORTANT TO ADDRESS IN THE COMMISSION/COMMITTEE/BOARD? To complete the network of multi use trails, sidewalks and bike facilities in the county. To help make walking and cycling more common and accepted as transportation.

WHAT PROGRAMS OR PROJECTS WOULD YOU LIKE TO SEE IMPROVED OR IMPLEMENTED AS RELATED TO THE COMMISSION/COMMITTEE/BOARD? Complete streets as a useful means for all methods of transportation. Safety education for walkers and bicyclists.

WHAT ACTIVITIES OF THIS COMMISSION/COMMITTEE/BOARD DO YOU EXPECT WILL BE MOST INTERESTING TO YOU? Making active transportation easier, safer, and more convenient for residents and visitors.

ARE YOU INVOLVED IN ANY ORGANIZATIONS OR ACTIVITIES THAT MAY RESULT IN A CONFLICT OF INTEREST IF YOU ARE APPOINTED TO THIS COMMISSION/COMMITTEE/BOARD? No

PLEASE LIST TWO LOCAL REFERENCES AND THEIR PHONE NUMBERS:

Chris Sauer [REDACTED]
Perry Tracy [REDACTED]

How did you learn of this vacancy? Newspaper Flyer Internet Other

(Appointees will be required to take an Oath of Office and are subject to filing a Statement of Economic Interests.)

Return to: City Clerk Department
PO Box 660
955 School Street
Napa CA 94559

DATE: 2/19/13
SIGNATURE: [Signature]



CITY OF NAPA
Appointments to Outside Agency Commissions, Committees & Boards CITY OF NAPA
APPLICATION B CITY CLERK
2013 FEB -1 PM 12: 15

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I wish to be considered for appointment to the following Commission, Committee or Board:

(PLEASE CHECK ONLY ONE)

- Napa City/County Library Commission
- Napa County Arts & Culture Commission
- Napa County Mosquito Abatement District Board
- Napa Public Access Cable TV Board
- Napa Sanitation District Board
- Other: Napa Co. Active Transportation Advisory Com

Napa County Active Transportation Advisory Committee

(Please Print)

DATE: 01/29/13

NAME: Anne Williams Darrow

ADDRESS: [REDACTED]

ZIP: 94558

HOME PHONE: [REDACTED]

WORK PHONE: [REDACTED]

FAX PHONE: [REDACTED]

E-MAIL: [REDACTED]

LENGTH OF RESIDENCE IN NAPA: 31 years

REGISTERED TO VOTE IN THE CITY OF NAPA? yes

OCCUPATION/EMPLOYER: Safe Routes to School

Coordinator, Napa County Office of Education

COMMUNITY SERVICE EXPERIENCE:

Organization	Dates Served	Position
Distinguished Young Women Program	2007-present	Planning Committee member, MC
Callistoga Interact Club	2007-2012	Advisor
Global Medical Brigades	2012-present	volunteer medical assistant
Napa Vine Trail	2012-present	member

EDUCATION:

School	Major	Graduation Date / Degree
Vintage High School	General Education- High School	June 1999/High School diploma
University of California, Berkeley	Anthropology	May 2004/Bachelor of Arts
Sonoma State University	Teaching Credential	N/A courses taken 2007-8 for enrichment
University of Southern California	Teaching/Education	May 2010/Secondary Teaching Credential & MA

OTHER SPECIFIC OR RELEVANT EXPERIENCE OR EXPERTISE: I am currently working as the Safe Routes to School Coordinator for Napa County. The program aims to increase the number of students that walk, bike or take any alternative transportation to and from school in an effort to reduce carbon emissions and promote healthy active living.

WHAT IS YOUR UNDERSTANDING OF THE ROLE AND RESPONSIBILITY OF THE COMMISSION/COMMITTEE/BOARD FOR WHICH YOU ARE APPLYING? I understand that ATAP advises NCTPA on issues related to safe walking and cycling in Napa County. I have attended meetings as a member of the public.

WHAT ISSUES DO YOU BELIEVE ARE MOST IMPORTANT TO ADDRESS IN THE COMMISSION/COMMITTEE/BOARD?

I think that safety for cyclists and pedestrians is the most important issue for the committee to address. It would be wonderful for Napa to be a destination for safe and beautiful biking/running/walking.

WHAT PROGRAMS OR PROJECTS WOULD YOU LIKE TO SEE IMPROVED OR IMPLEMENTED AS RELATED TO THE COMMISSION/COMMITTEE/BOARD?

I am happy to see the shift in focus from bicycles only to bikes and walking and other forms of active transportation. I am a runner and I spend a lot of time on the roads in Napa County. I hope to see more bike lanes, crosswalks & sidewalks.

WHAT ACTIVITIES OF THIS COMMISSION/COMMITTEE/BOARD DO YOU EXPECT WILL BE MOST INTERESTING TO YOU?

I am interested in creating positive change in the community by promoting safer roads, education and outreach

ARE YOU INVOLVED IN ANY ORGANIZATIONS OR ACTIVITIES THAT MAY RESULT IN A CONFLICT OF INTEREST IF YOU ARE APPOINTED TO THIS COMMISSION/COMMITTEE/BOARD?

No

PLEASE LIST TWO LOCAL REFERENCES AND THEIR PHONE NUMBERS:

Terry Longoria _____ [REDACTED]

Mike Costanzo _____ [REDACTED]

How did you learn of this vacancy?

Newspaper

Flyer

Internet

Other

ATAC meeting

(Appointees will be required to take an Oath of Office and are subject to filing a Statement of Economic Interests.)

Return to: City Clerk Department
PO Box 660
955 School Street
Napa CA 94559

DATE: 1/29/2013

SIGNATURE: [Signature]

NOTICE

This document is the work of Nancy McGuckin and the Urban Land Use Transportation Center (ULTRANS) at UC Davis. Caltrans commissioned this report in the interest of information exchange. The State of California assumes no liability for use of the information contained in this document. This report does not constitute a standard, specification or regulation.

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1. INTRODUCTION

The California Strategic Highway Safety Plan (SHSP)¹ aims to make “walking and street crossing safer” and to “improve bicycling safety.” To estimate the safety risk for pedestrians and bicyclists requires reliable counts of the number of pedestrian and bicycle crashes and collisions and the amount of walking and biking. To create estimates of the amount of walking and biking in the state that can be used to estimate the exposure of bicycles and pedestrians to crashes, the State of California purchased an add-on to the 2009 National Household Travel Survey (called the CA-NHTS in this report).

The CA-NHTS provides a significant opportunity for California decision-makers to better understand walking and biking, filling an important gap in the existing knowledge base. The data from this survey can be used to calculate risk -- the probability of collision/injury/fatality per unit of exposure -- and help decision makers target resources effectively. In addition, reliable information on the amount, type, and characteristics of non-motorized travel as provided by the CA-NHTS can inform funding, policy, and planning initiatives and provide benchmark performance measures, as well as critical information for strategic planning and public education campaigns.

This report calculates exposure rates for pedestrians and bicyclists in the State, each Caltrans District, and for each of the Metropolitan Planning Organizations (MPO). In addition, a few relevant areas of analysis are used to detail important aspects of walking and biking behavior in the state. It is important to note that while the CA-NHTS is a rich resource for analyzing non-motorized activity, it will not give reliable estimates of walking and biking for local and neighborhood planning or facility design. Planning at the local level requires geographically specific information on the amount and location of walking and biking, for example, counts at the link and intersection level. The CA-NHTS does not provide this level of specificity.

The remainder of this report is divided into seven chapters. Chapter 2 presents an overall summary of the weighted and unweighted estimates of non-motorized travel for the State, each Caltrans District, and for the Metropolitan Planning Organizations. Chapter 3 investigates the difference in the estimates from the two methods CA-NHTS uses to obtain information on the amount of walking and biking: asking people to recall the number of times they walked and biked on the one hand, and on the other getting reports of walking and biking segments on the diary day as part of total daily travel. Chapter 4 presents some of the characteristics of walk and bike trips reported as part of daily travel, including the mode share for trips of one mile or less, the time of day and day of week profiles, purpose and the walk and bike trips to and from transit. Chapter 5 details the characteristics of the people who walk and bike, including age, sex, race, and immigrant status, including some analysis of people with transportation disabilities. Chapter 6 highlights some of barriers that people report to walking and biking more in California, analyzing the specific questions added by the State to help elicit information related to attitudes about, and barriers to, walking and biking. These added questions to the NHTS core interview are shown in Attachment A.

¹ Available at http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP-Booklet-version2_%20PRINT.pdf

Walking and Biking in California

This report presents an overview of the data collected on walking and biking, and provides control totals, margins of error, and other statistics useful for researchers and analysts interested in using the CA-NHTS. It is not meant to be an exhaustive presentation of the data available in the CA-NHTS. As a data resource, the CA-NHTS is available for further analysis by researchers, policy-makers, and others interested in the amount and type of travel by non-motorized means. In addition to the information on walking and biking, the CA-NHTS has detailed travel information of trips taken by members of each sampled household for all purposes and by all means of transport. The full 2009 NHTS (including the core data for California and all 50 states) can be accessed at <http://ornl.nhts.gov>.

This report presents the results of the first task of a larger project, the objective of which is to improve understanding of non-motorized travel in California and the factors that influence that travel. The project involves five tasks:

1. Descriptive analysis of NHTS-CA results
2. Comparison to 2002 Department of Public Health Pedestrian Survey data
3. Development of spatial data on land use, transportation, and socio-demographic characteristics by geographic area
4. Modeling of walking and bicycling activity as a function of spatial data
5. Preparation of an executive summary

1.1 PROFILE OF CA-NHTS

Coverage: The CA-NHTS collected travel data from a representative sample of the civilian, non-institutionalized population in California. Household members included people aged 5 and older who regularly reside in the sampled household as their primary place of residence. It did not include group quarters, such as prisons, hospitals, and nursing homes. Telephones in dorm rooms and fraternity/sorority houses were eligible for sampling provided that the residence had less than 10 household members sharing the same phone line. Therefore, students who normally reside at school but were living at home for the summer were not considered household members at their parents' home, but were eligible to be sampled where they resided while attending school.

Sample Size: The sample for CA-NHTS was a population-proportioned sample with an over-sample in San Diego County. Table 1 shows the number of sampled households in the State and in each Caltrans District. A final total of 21,225 households were completed. Overall, 74.3 percent of households contacted

Walking and Biking in California

completed the survey (a 74.3 cooperation rate) and 28.2 percent of all eligible households that were originally sampled were complete (a 28.2 percent response rate)².

Table 1 Sample Size by Caltrans District

Geography	Total Sample (Households)
California	21,225
District 1 Eureka	255
District 2 Redding	326
District 3 Marysville	1,609
District 4 Oakland	3,808
District 5 San Luis Obispo	735
District 6 Fresno	990
District 7 Los Angeles	3,767
District 8 San Bernardino	1,566
District 9 Bishop	22
District 10 Stockton	815
District 11 San Diego*	6,050
District 12 Irvine	1,282



*District 11 (San Diego) had a supplement of 4,600 households

Weighting: The CA-NHTS sample data were weighted to the 2008 American Community Survey (for households) and the Census Population estimates (for persons). Eight household characteristics were used in weighting the sampled households, and three person characteristics, as shown in Table 2. Two geographic areas were weighted separately: San Diego (which had an additional sample supplement) and the remainder of the State. Separate weights were generated for the random child aged 5-15 selected for the Safe Routes to School module.

In the Version 2 release (CA-NHTS 2009 V2) the weights were trimmed to remove extreme outliers that were thought to be affecting the precision of the estimates. Person weights that were 2.5 times larger (or smaller) than the median weight were candidates for trimming. The full weighting report is available on the NHTS website at: <http://nhts.ornl.gov/2009/pub/WeightingReport.pdf>.

² Using CASRO method RR3 at: <https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/1013/NWAF%20AAPOR%20Outcome%20Rate%20Documentation.pdf?sequence=1>

Walking and Biking in California

Table 2 Household and Person Characteristics Used for Weighting (CA-NHTS)

Household Characteristics Used in Weighting (2008 American Community Survey)
Home-owner vs. renter status
CBSA with more than 1 mil. population vs. CBSA with less than 1 mil. population vs. Other—micro-CBSA or non-CBSA (rural)
Quarter and travel day weekday/weekend
Travel day of week
Month
Households with no child vs. households with at least one child
Households with at least one person aged 65+ vs. households with no one aged 65+
Households with one or two persons vs. households with three or more persons
Person Characteristics Used in Weighting (Census Population Estimates, July 2008)
Sex by 5 age groups: 5-17 ³ , 18-24, 25-44, 45-64, 65 and older
Black vs. non-Black status
Hispanic vs. non-Hispanic status

Collection Period: The CA-NHTS was conducted over a 13-month period from April 2008 through April 2009. Travel days were assigned for all seven days, including holidays. The first assigned travel day was on March 28, 2008 and the last assigned travel day was on April 30, 2009. The household was sent a diary packet and an incentive in advance of the assigned travel day, and data for each household member was collected within 7 days of the assigned travel day. Children aged 5-15 were selected randomly—one child per household—to participate in the Safe Routes to School module.

Trip Definition: The definition of a “trip” in the CA-NHTS is any movement by any means from one address to another. However, not all walking and biking trips are so purposeful—some begin and end at the same place, such as just going for a bike ride or walking the dog around the neighborhood. In order to assign locational information identifying where the trip took place the respondent was asked to identify the farthest point, generally as an intersection. The walk or bike trip was then coded as an outbound portion to the farthest point (where a location was geocoded) and an inbound portion from the farthest point back to the origin.

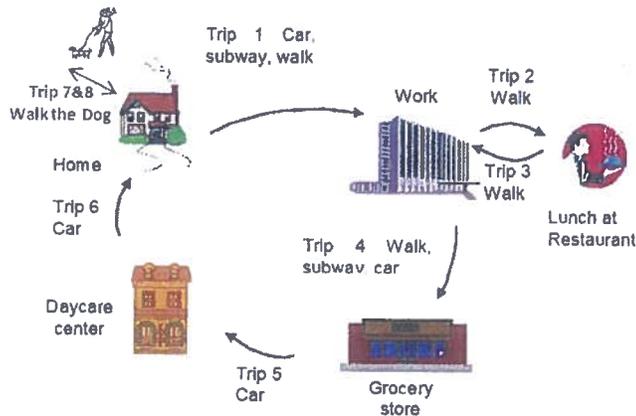
Figure 1 shows an example of how trips would be collected on the CA-NHTS travel diary: Trip #1 would be coded as a trip to work with transit (subway) as the means of travel, including the access coded as car and the egress coded as walk. Trip #2 would be coded as a trip to “get a meal” with walk as the means of travel, and Trip #3 would be coded as a “return to work” with walk as the means of travel. Trip #4 would be coded as a trip to “shop” (the grocery store) by transit, including the codes for access (walk) and egress (car). Trip

³ Note that travel information is not collected for 0-4 year olds

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5 would be coded as a trip to “pick someone up” at the daycare center made in a private vehicle. Trip #6 would be coded as a trip “to home” by private vehicle, and Trips #7 and #8 would be coded as a trip from home to ‘walk the dog’ and a trip from ‘walk the dog’ to home.

Figure 1 Example of Trips on the Travel Day



Contents: The CA-NHTS is a complete inventory of daily personal travel in the State. It includes, but is not limited to:

- Household data on the relationship of household members, education level, income, housing characteristics, and other demographic information;
- Data on persons in sampled households including age, worker status, driver status, number of times and minutes spent walking and biking ‘last week’ and barriers to walking and biking more;
- Detail on people with disabilities, impacts on their mobility, and the kinds of mobility aids they use.
- Detail about workers, including whether they have flexible arrival times, can telecommute and how often they do, and self-employed/work at home;
- Data about one-way trips taken during a designated 24-hour period (the household’s designated travel day), including the time the trip began and ended, length of trip, composition of the travel party, mode of transportation, purpose of the trip, and the specific vehicle used (if a household vehicle);
- Information on each household vehicle, including type of vehicle and model year, odometer reading (mileage accrual) and estimates of annual miles, length of vehicle ownership, and fuel type and costs; and
- Information on typical travel to school for children aged 5-15 including attitudes of parents about walking and biking

1.2 RELIABILITY OF THE ESTIMATES

One of the major concerns with sample surveys such as CA-NHTS is that the results may not fully represent the real population because the sample doesn't reflect all households in the universe (coverage error) or because the people in the sample don't all respond to the survey (non-response error).

Coverage error in the CA-NHTS results from housing units and people who are not included in the sample but are part of the reference population (e.g. residents of California). From extensive research done on the national survey, it is known that the primary source of under-coverage in the 2009 CA-NHTS is because of the exclusion of cell-phone only households from the sample frame. At the time of the NHTS fielding, about 18 percent of all households nationwide were thought to be cell-phone only, but no reliable estimate was available for each of the states. Unfortunately, the households likely to be cell-phone only are also likely to be in one or more of the populations that traditionally have low response to surveys, such as renters, lower income, and people of African-American or Hispanic origin.

A separate cell-phone only survey was conducted in conjunction with the 2009 NHTS to provide nationwide statistics on the characteristics and travel of people in the cell-phone only households. The sample size (1,175 households) was not sufficient for separate state-wide estimates. The results of analysis of the cell-phone only sample at the national level were used to inform the weighting categories that could capture differences in travel between households with land-line telephones and those without, such as household size, renter/owner, Hispanic origin, presence of children, and householder age.

In addition to coverage concerns, non-response is an issue—not all sampled households and people will complete the survey. Hard-to-reach populations include renters, low and very high income groups, people in large households, and Blacks and Hispanics. These groups are traditionally under-represented in the NHTS, and in recent years the problem of non-response has been exacerbated by the growth of cell-phone only households in the same population groups.

The weighting process can compensate for some of these errors to a degree by adjusting the respondents to the total population in specific socio-demographic categories—those likely to have under-coverage in the sample frame and those likely to be low responders. However, the potential for bias exists if the responders in these groups do not have the same travel characteristics as the non-responders.

Therefore the estimated range of error provided in this document is an approximation of the true errors in the sample estimates. To a certain degree the margin of error reflects the non-coverage and non-response error through larger person weights for the under-represented populations, but it does not account for any systematic bias in the data.

The variability measured by the standard error of the estimate is presented in this document as the confidence interval (CI) or margin of error (MOE)—all are 95 percent confidence estimates unless noted. Calculating and understanding the margin of error in the estimates helps us think of the data (percents, means, and numeric values) as really an estimated range rather than a single, fixed number.

2. TRAVEL SUMMARY

The CA-NHTS has been weighted to represent households, people, and their annual travel by all modes and for all purposes by people living in households in California that are aged 5 and older. Table 3 presents major demographic and travel estimates obtained in the survey.

As shown in Table 3, 12 million households and nearly 34 million people are represented in the CA-NHTS. In the survey year they accounted for 46.4 billion person trips and 25.6 billion vehicle trips and traveled over 400 trillion person miles of travel (PMT) and almost 233 trillion vehicle miles of travel (VMT).

Table 3 Demographic and Travel Estimates (Unweighted and Weighted)

	Unweighted	Weighted
Households	21,225	12,176,760
Persons aged 5 and older	44,957	34,052,007
Number of Workers	20,418	16,552,957
Number of Drivers	35,390	24,281,562
Adults aged 18 and older	37,932	27,004,467
Total Person Trips	171,661	46,402,698,774
Total Vehicle Trips	105,050	25,621,981,255
Total PMT	1,653,925	404,200,525,592
Total VMT	949,652	232,936,363,911
Total Walk Trips (Travel Day)	20,077	6,273,190,216
Total Bike Trips (Travel Day)	1,941	659,946,940

Table 4 shows the rates of travel for the surveyed population. According to the CA-NHTS, an average California resident takes 3.8 trips and travels almost 33 miles each day, including weekends and holidays. The hypothetical average person—including all people aged 5 and older, those who walk and bike and those who don't-- takes a walk every other day (184.2 walks per year per capita, or about 0.5 per day) and a bike trip about once every ten days (19.4 bike trips per capita or about .05 per day).

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Table 4 Annual and Daily Trip Rates and Miles

	Annual	Daily (Annual/365)
Person Trips per Person	1,375	3.8
Person Trips per Household	3,803	10.4
Person Miles per Person	11,980	32.8
Vehicle Miles per Person	6,904	18.9
PMT per Household	33,129	90.8
VMT per Household	19,092	52.3
Walk Trips per Household	515.2	1.41
Bike Trips per Household	54.2	0.15
Walk Trips per Person (5+)	184.2	0.50
Bike Trips per Person (5+)	19.4	0.05

Table 5 shows summary data for the State and by each Caltrans District, including the unweighted sample of households, the weighted estimate of households in 2008, the unweighted sample and weighted estimate of people aged 5 and older residing in households, the estimate of walk and bike origins, and the estimate of walk and bike origins per capita.

For example, there were about 515 walk trips generated for each household in the State including households that reported walk trips and those that did not. The highest per household number of walks (walk origins) on the travel day were reported in District 7, which includes Los Angeles. Not every District had sufficient samples to make sound estimates. Bishop (District 9) contributed only 22 households to the state sample, and estimates of walking and biking in District 9 have a wide margin of error—the estimates are not robust at the 95 percent confidence interval and should be used with caution. Because of the low sample size and resulting variability of the estimates, District 9 will not be included in the remainder of the analysis.

Table 6 shows the same set of estimates for each of the MPOs in the state. Similar to the distribution of samples across Districts, two MPOs contributed very few households to the state sample—Kings and Madera. Estimates calculated from small samples have wide margins of error and should be used with great caution.

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Table 5 Summary Data and Trip Rates by Caltrans District

Caltrans District:	Unweighted Households	Weighted Households	Unweighted Persons, age 5+	Weighted Persons, age 5+	Weighted Walk Trips	Weighted Bike Trips	Walk Trips per Household	Walk Trips per Person	Bike Trips per Household	Bike Trips per Person
California	21,225	12,176,760	44,957	34,052,007	6,273,190,216	659,946,940	515.2	184.2	54.2	19.4
Bishop	22	12,851	39	25,361	4,108,435	3,980,168	319.7	162.0	309.7	156.9
Eureka	255	124,389	504	295,039	59,003,412	4,623,162	474.3	200.0	37.2	15.7
Fresno	990	694,877	2,222	2,157,029	309,680,000	33,454,176	445.7	143.6	48.1	15.5
Irvine	1,282	877,032	2,832	2,596,422	401,860,000	38,323,032	458.2	154.8	43.7	14.8
Los Angeles	3,767	3,385,598	8,048	9,804,277	2,154,700,000	183,840,000	636.4	219.8	54.3	18.8
Marysville	1,609	1,000,164	3,317	2,538,322	385,950,000	67,145,565	385.9	152.0	67.1	26.5
Oakland	3,808	2,673,865	7,811	6,730,595	1,335,600,000	174,430,000	499.5	198.4	65.2	25.9
Redding	326	150,092	661	386,379	37,448,636	5,497,637	249.5	96.9	36.6	14.2
San Bernardino	1,566	1,156,819	3,555	3,735,529	446,130,000	42,230,233	385.7	119.4	36.5	11.3
San Diego	6,050	1,080,527	12,726	2,906,918	484,240,000	43,096,783	448.2	166.6	39.9	14.8
San Luis Obispo	735	480,911	1,483	1,247,703	226,560,000	38,049,973	471.1	181.6	79.1	30.5
Stockton	815	539,635	1,759	1,628,433	252,080,000	12,367,023	467.1	154.8	22.9	7.6

*Not all estimates are statistically significant

Note: Trips are counted for the district from which they originate.

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Table 6 Summary Data and Trip Rates by MPO Area

MPO Area	Unweighted Households	Weighted Households	Unweighted Persons, age 5+	Weighted Persons, age 5+	Weighted Walk Trips	Weighted Bike Trips	Walk Trips per Household	Walk Trips per Person age 5+	Bike Trips per Household	Bike Trips per Person age 5+
California	21,225	12,176,760	44,957	34,052,007	6,273,190,216	659,946,940	515.18	184.22	54.20	19.38
AMBAG	361	261,390	762	727,820	117,958,751	15,663,404	451.28	162.07	59.92	21.52
BCAG	185	88,629	363	215,466	30,536,361	1,917,147	344.54	141.72	21.63	8.90
FresnoCOG	381	278,519	835	847,548	118,077,383	17,216,353	423.95	139.32	61.81	20.31
KernCOG	309	204,612	702	625,970	82,305,170	8,680,421	402.25	131.48	42.42	13.87
KingsCAG	63	59,883	155	213,853	50,608,744	1,572,727	845.13	236.65	26.26	7.35
Madera	64	36,449	140	109,285	9,467,331	326,758	259.74	86.63	8.96	2.99
MCAG	90	73,616	199	254,300	54,455,906	1,074,550	739.72	214.14	14.60	4.23
MTC	3,808	2,673,865	7,811	6,730,595	1,335,622,717	174,432,717	499.51	198.44	65.24	25.92
SACOG	1,311	853,798	2,744	2,191,068	339,016,531	63,692,738	397.07	154.73	74.60	29.07
SANDAG	6,002	1,037,955	12,625	2,774,615	474,296,062	42,778,152	456.95	170.94	41.21	15.42
SBCAG	201	131,747	382	319,847	78,707,742	8,444,849	597.42	246.08	64.10	26.40
SCAG	6,663	5,462,021	14,536	16,268,531	3,012,671,440	264,711,689	551.57	185.18	48.46	16.27
SCRTPA	176	87,534	370	232,702	23,206,562	2,978,335	265.11	99.73	34.02	12.80
SJCOG	306	219,568	666	639,946	77,453,578	8,996,277	352.75	121.03	40.97	14.06
SLOCOG	173	87,774	339	200,035	29,888,572	13,941,720	340.52	149.42	158.84	69.70
STANCOG	261	175,876	576	552,292	83,476,152	2,065,872	474.63	151.15	11.75	3.74
TulareCOG	173	115,415	390	360,372	49,220,560	5,657,916	426.47	136.58	49.02	15.70
Not in an MPO	698	328,109	1,362	787,761	306,220,652	25,795,314	933.29	388.72	78.62	32.75

Note: Trips are counted for the MPO area in which they originate.

Walking and Biking in California

One of the major purposes for obtaining data on walking and biking is to help the State, counties, and local areas understand the risk of pedestrian and bicycle fatalities. At the time of the start of the CA-NHTS in 2008, the National Highway Traffic Safety Administration Pedestrian Crash Report⁴ identified California, Florida, and Texas as having more pedestrian deaths than any other state, and Los Angeles as one of the deadliest cities for pedestrian fatalities as a proportion of crashes.

The *number* of crashes and fatalities is only one side of the equation--to understand how much risk bicyclists and pedestrians encounter it is critical to balance the number of crashes with the amount of pedestrian or bicyclist activity. The amount of time or miles spent on the public roadways where crashes occur is generally referred to as exposure, and one common measure is walk miles of travel (WMT), although there has been recent interest in also measuring exposure in minutes.

In the CA-NHTS the amount of time and the distance traveled is recorded for each trip on the travel-day diary. However, research conducted in San Francisco and Portland, OR to assess the accuracy of self-reports for walk trips showed that less than half of the respondents could report accurate distance: less than half (43 percent) reported the distance within a tenth of a mile, and the average reported distance was off by two tenths of a mile. In addition, the range of misreports was wide: 25 percent of the reported distances were off by 50 percent and 10 percent were off by 90 percent.⁵

Reporting of trip duration suffers from problems associated with rounding: comparison of GPS time stamps and times reported by survey respondents showed that sizable error can be introduced when people round the time estimate to the nearest 5, 10 or 30 minute increment. This can have a disproportionate effect on the estimation of duration for short trips.⁶

Given those cautions, Table 7 presents the estimated mean miles walked per traveler (for those who reported walks on the travel day) and total miles of walking in each Caltrans District (Bishop is not included because of small sample size). Table 8 presents the same statistics for the MPOs in the file. These estimates are made from the travel diary data in the CA-NHTS trip file.

An example of the use of these data for safety benchmarking and analysis follows: The pedestrian fatality rate per walk miles of travel (WMT) per year is estimated by the number of annual pedestrian fatalities divided by total annual WMT. The pedestrian crashes per WMT per year equal the number of annual police-reported pedestrian crashes divided by annual WMT. In estimating the fatalities per walk miles of travel (WMT) for the State, for example, one would take the number of pedestrian fatalities (NHTSA reported 620 pedestrian fatalities in the State of California in 2008) and divide by the total estimate of walk miles for the state (4,398,968,424 as shown in Tables 7 and 8). The result is an estimate of 14.1 walk fatalities per hundred million walk miles of travel.

When looking for MPO estimates, note that King and Madera MPOs have high margins of error (noted with an asterisk in Table 8) as a result of the very small number of samples in those areas.

⁴ <http://www-nrd.nhtsa.dot.gov/Pubs/810968.pdf>

⁵ "How Far, by Which Route, and Why?", TRB 2007, Weinstein, Bekkouche, Irvin, Schlossberg

⁶ Lexington Household Travel Survey, 1995, FHWA Office of Planning, Elaine Murakami

Walking and Biking in California

Table 7 Average Walk Trip Length for Walkers and Sum of Walk Miles by District

Caltrans District	Statistics on the Miles of Walking					
	Mean Walk Trip Length	Std Error of Mean	Low Estimate	High Estimate	Sum of Walk Miles	Std Dev
California	0.72	0.02	0.70	0.74	4,398,968,424	223,082,868
Eureka	0.74	0.24	0.50	0.98	42,969,097	14,638,585
Fresno	0.71	0.07	0.64	0.78	215,822,621	41,599,901
Irvine	0.79	0.19	0.60	0.98	300,186,897	45,383,573
Los Angeles	0.70	0.05	0.65	0.75	1,474,596,775	132,259,764
Marysville	0.79	0.10	0.69	0.89	299,164,915	48,931,981
Oakland	0.71	0.07	0.65	0.78	931,153,512	96,976,623
Redding	0.74	0.52	0.22	1.26	25,441,778	6,373,113
San Bernardino	0.72	0.15	0.57	0.87	307,663,810	42,041,634
San Diego	0.71	0.04	0.66	0.75	333,909,729	20,265,836
San Luis Obispo	0.82	0.22	0.61	1.04	179,032,539	27,814,089
Stockton	0.59	0.25	0.34	0.84	143,773,141	24,347,416

Walking and Biking in California

Table 8 Average Walk Trip Length for Walkers and Sum of Walk Miles by MPO

MPO	Statistics on the Miles of Walking					
	Mean Walk Trip Length	Std Error of Mean	High Estimate	Low Estimate	Sum of Walk Miles	Std Dev
California	0.72	0.02	0.70	0.74	4,398,968,424	223,082,868
AMBAG	0.77	0.08	0.70	0.85	85,589,770	16,488,151
BCAG	0.62	0.10	0.52	0.73	17,484,837	4,449,167
FresnoCOG	0.56	0.07	0.49	0.62	63,716,437	39,935,378
KernCOG	0.70	0.08	0.62	0.78	57,087,907	13,236,863
KingsCAG *	1.09	0.59	0.50	1.69	51,942,394	38,651,292
MCAG	0.45	0.09	0.36	0.53	24,109,676	11,459,445
MTC	0.71	0.02	0.69	0.74	926,331,985	66,468,529
Madera *	1.37	0.26	1.11	1.63	12,953,254	21,843,364
SACOG	0.80	0.09	0.71	0.89	266,244,993	41,458,627
SANDAG	0.71	0.03	0.68	0.74	325,998,885	22,696,109
SBCAG	0.87	0.15	0.72	1.02	66,911,969	21,445,645
SCAG	0.71	0.03	0.68	0.74	2,080,080,346	118,953,925
SCRTPA	0.77	0.09	0.68	0.86	15,926,026	2,446,375
SJCOG	0.58	0.10	0.48	0.69	44,389,592	12,003,374
SLOCOG	0.87	0.11	0.76	0.97	25,602,326	4,081,410
STANCOG	0.72	0.11	0.61	0.84	55,053,944	17,593,915
TulareCOG	0.60	0.10	0.50	0.70	29,306,983	19,271,047
Not in an MPO	0.80	0.04	0.75	0.84	231,450,965	62,491,761

3. COMPARISON OF RECALLED AND REPORTED TRIPS

The diary day of the CA-NHTS records all trips by all modes of travel for a single assigned day. In addition to the single day diary, respondents were asked to recall the number of walks “last week.”⁷ The CA-NHTS collected data from more than 50 households per day for more than a year, making the definition of “last week” representative of all seasons, including weekends and holidays. However, asking respondents to recall their walks for the previous week may lead to under-reporting for short trips that are commonly forgotten or over-reporting for trips that are frequent but not every day, such as walking the dog or exercising.

Prior research comparing travel reports collected by recall versus diary indicates that people in diary surveys under-report short or incidental trips.⁸ One justification for adding the one-week recall of walks was to broadly include the types of trips that are often under-reported on the travel day diary and to get a better understanding of behavior that may not be captured in a single day. Recent research shows that including a general question on walking at the beginning of the subject interview can result in more reported walks during the collection of actual travel for the assigned day.⁹

The comparison of the number and type of walks recalled for “last week” to the walk trips reported on the one-day diary is complicated by the time frame difference. Any single day assigned as the diary day may be unusual for some reason, or may not capture even frequent activity—a person may walk for exercise every other day but the diary day assigned was not one of those days, or may walk to work every weekday but the diary day assigned was a weekend.

With those differences in mind, it is instructive to compare the number of walks reported by recalling “last week” to the number and type of specific walk trips reported on the diary day. To make the comparison the walk trips reported on the diary day have been multiplied by seven. Figure 1 compares some of the larger states that purchased additional samples of the NHTS 2009, including California. The State of California also added questions on the purpose of walks ‘last week’ and about the barriers to walking more to the state sample—the interviews in other states did not include these questions.

Of all the large add-on states, New York had the closest estimation between recalled and reported walk activity on the diary day—the estimates are statistically the same (see Figure 1). The two estimates for California are close but the recalled walks “last week” are still significantly higher than the reported walks on the diary day. The estimates for the other states are well outside the margin of error, with the diary day estimates much lower than the number of walks recalled for “last week.”¹⁰

⁷ The question in the interview was: “In the past week, how many times did you take a walk outside including walking the dog and walks for exercise?” It was asked of all interviewed people and obtained by proxy (parent or adult) for children aged 5-15.

⁸ See: <http://nhts.ornl.gov/2001/pub/stt.pdf> Appendix 3.

⁹ Research on the question placement for the overall NHTS 2009 found that moving the general question (walks “last week”) before the specific travel day reports significantly increased the travel day reports of walking from .51 in 2001 to .62 in 2009 (significant at the .05 level) for travelers aged 16 and older. In 2001 NHTS, the general question was after the travel day report.

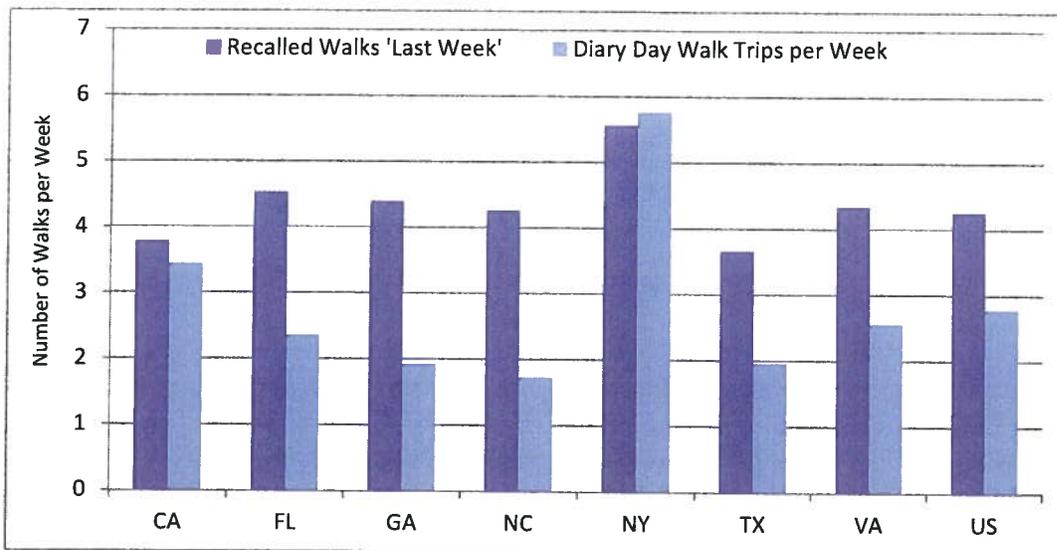
¹⁰ All significance tests reported here use a 95% confidence interval to establish margin of error.

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As shown in Figure 2, people in California recalled 3.8 walks “last week” but on the diary day reported 0.5 walk trips per capita, the equivalent of 3.5 walk trips per week. People in Florida recalled 4.5 walks “last week” but on the diary day reported 0.34 walk trips per capita, or 2.8 walk trips per week.

Based on the recall of walks “last week” Californians have one of the lowest estimates of walking—lower than the national average and second lowest of all the large add-on states (only Texas is lower). In contrast, based on the diary-day trip reports Californians have a significantly higher rate of per capita walking compared to the national average and significantly higher than every large add-on state except New York.

Figure 2 Comparison of the Estimate of Walks per Week from Recall and Diary Reports



The relation of recalled walks “last week” and the number of reported walk trips varies by the age of the respondent. For example, Figure 3 shows that children aged 5-15 had the same number of walks recalled for “last week” and reported on the travel day (all interviews with children in this age group are by proxy with an adult, usually the parent). People 16-24 and over 35 recalled more walks than the travel day estimates suggest. People aged 25-34 reported more walking activity on the travel day than the recall of walks “last week” would suggest.

The direct comparison of the number of walks recalled “last week” and the number of walk trips reported on the diary day is shown for people aged 16 and older in Exhibit 3. This comparison uses the actual diary day reports—either zero or one or more walks.

Overall 34 percent recalled taking zero walks “last week” and overall 83.8 percent of people reported no walk trips on the diary day. The comparison shows that 96.8 percent of people who recalled zero walks “last week” also reported no walks on the diary day.

Over 43 percent of people recalled one to six walks “last week,” and 17.1 percent of them reported at least one walk trip on the diary day. More than one out of five (22.8 percent) of people recalled seven or more walks “last week,” and over one third of them reported at least one walk trip on the diary day (32.7 percent reported between one and six trips, and 1.2 percent reported seven or more trips).

Importantly for methods research and for walk activity estimation, two-thirds (66.1 percent) of people aged 16 and older who recalled taking seven or more walks “last week” reported zero walk trips on the assigned diary day.

Figure 3 Comparison of Recalled and Reported

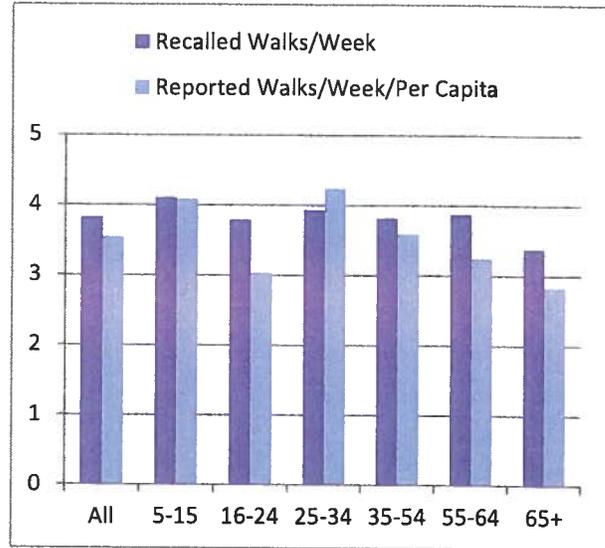


Table 9 Percent of People by the Number of Walks Recalled ‘Last Week’ and the Number of Walks Reported on the Travel Day

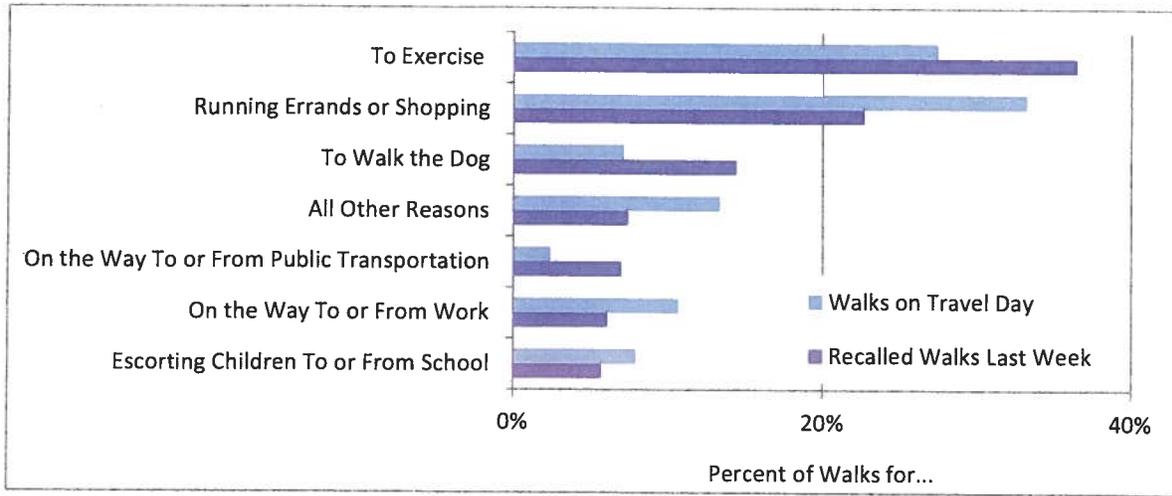
Number of Walks Recalled ‘Last Week’:	Number of Walks Reported on Travel Day:		
	Zero	One or more	All
Zero	96.8	3.2	34.0
One to Six	82.9	17.1	43.3
Seven or More	66.1	33.9	22.8
All	83.8	16.2	100.0

Figure 4 compares the kinds of walks people recalled “last week” with the purpose of walking trips reported on the travel day for people aged 16 and older. In recalling the purpose of their walks “last week” people in the survey could choose more than one response, so the total adds up to more than 100 percent. The responses have been proportionately distributed to compare with the walk trips reported on the travel day.

A large proportion of walks in both cases were walks for exercise. However, people more often recalled walking for exercise than they reported walk trips for exercise on the diary day. In contrast, people did not recall walking for shopping and errands as often as they reported walk trips on the diary day—which may relate to the research mentioned previously relating to the under-reporting of short and incidental trips. People recalled walking the dog more often than they reported their trips to walk the dog on the diary day. This could be because people did not think of walking the dog as a “real” trip that merited being written down on the diary and reported in the interview.

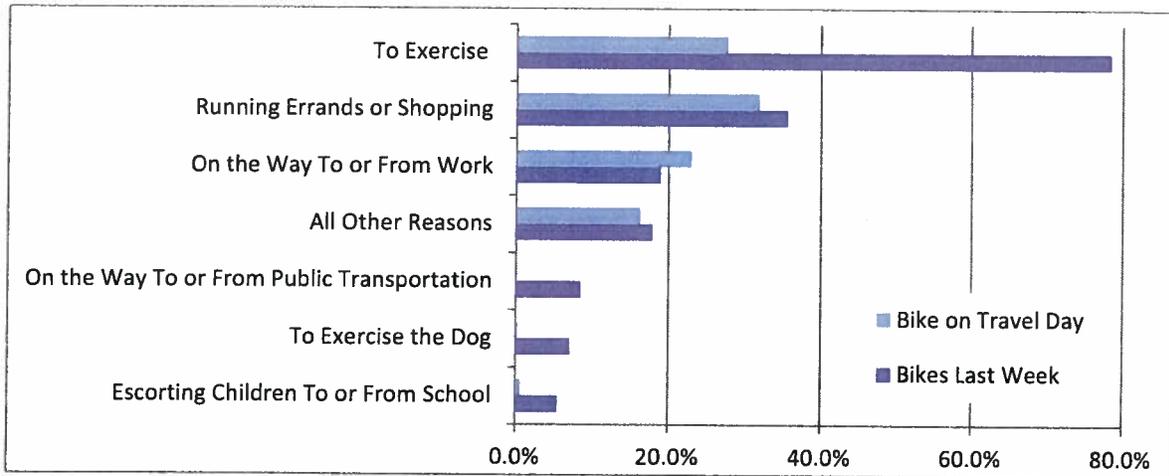
Walking and Biking in California

Figure 4 Purpose of Walks 'Last Week' and On Dairy Day, People 16 and older



Similar to walking, the most common reported purposes of bike riding—both “last week” and on travel day—were exercise and errands/shopping (Figure 5). Riding a bike for exercise was selected over three-quarters of the time (78 percent) as one reason for riding a bike “last week.” Another common reason was shopping and errands, and commuting to and from work.

Figure 5 Purpose of Bike Rides 'Last Week' and On Dairy Day, People 16 and older



Therefore the CA-NHTS presents two different estimates of walking activity—one estimate obtained by the recall of the number of walks “last week” and one estimate obtained by measuring the number of walk trips recorded as part of a single day of travel.

Each of these estimates leads to different conclusions: Based on the recall of walks “last week” Californians have one of the lowest estimates of walking—lower than the national average and second lowest of all the

large add-on states (only Texas is lower, as previously shown in Figure 2). In contrast, based on the diary-day trip reports Californians have a significantly higher rate of per capita walking compared to the national average and significantly higher than every large add-on state except New York.

One interpretation of these data is that asking for general activity, including the number of walks “last week,” the kinds of walking, and barriers to walking early on in the interview led Californians to report more walking trips when they reported their travel on the diary day. This hypothesis is in line with recent findings and would lead to the conclusion that the diary day reports of walk trips are more accurate in California than in other areas that did not have these general questions added before the detailed travel interview.

4. CHARACTERISTICS OF BICYCLE AND WALKING TRIPS

This section uses the diary day reports of walks and bike rides within the context of daily travel to look at important characteristics of walking and bicycling activity, including the proportion of short trips that are by walk and bike, the time of day and day of week, and purpose, including access and egress to and from transit in major transit markets.

4.1 SHORT TRIPS

Table 10 shows the means of travel for trips of less than one mile in length. In this table, Kings, Madera and Saint Louis Obispo MPOs have been omitted because of their small sample. Not all short vehicle trips are candidates for mode shifts, since sometimes trips are chained together and the vehicle is used for each short segment. However, for the state as a whole nearly 60 percent of all trips of one mile or less in length are vehicle trips, a third are walk trips, and just fewer than 2 out of 100 are bicycle trips. The MTC MPO (San Francisco) has the highest walk percent for these short trips, with 38.4 percent walk, 2.3 percent bike, and 54.8 percent vehicle.

The data in the CA-NHTS are coded into segments with an origin and destination attached to each trip so researchers who are interested in identifying candidate trips for mode shifts could examine short trips that originate at home and return home, for example, as trips that might be shifted to non-motorized travel.

Walking and Biking in California

Table 10 Percent of Trips of One Mile or Less by Means of Travel

Percent of Trips of 1 mile or Less by Means of Travel				
Trip Origin:	Means of Travel			
	Private Vehicle	Bike	Walk	All Other
California	59.7	1.9	33.9	4.5
AMBAG	62.6	2.3	32.7	2.4
BCAG	73.7	0.1	22.1	4.0
FresnoCOG	67.8	2.9	26.1	3.2
KernCOG	69.8	0.6	24.8	4.8
KingsCAG	72.7	0.3	27.1	0.0
Madera	88.9	0.0	11.1	0.0
MCAG	66.0	0.0	33.2	0.8
MTC	54.8	2.3	38.4	4.5
SACOG	62.9	2.4	33.6	1.1
SANDAG	60.2	1.1	35.2	3.6
SBCAG	61.0	2.4	34.5	2.1
SCAG	58.2	1.8	34.2	5.8
SCRTPA	75.6	2.9	21.1	0.4
SJCOG	72.9	1.3	24.5	1.2
SLOCOG	60.8	11.1	27.6	0.4
STANCOG	76.5	0.1	22.9	0.5
TulareCOG	68.3	2.0	27.8	1.9
Not in an MPO	60.1	1.1	32.8	6.0

4.2 TIME OF DAY AND DAY OF WEEK

Walking and biking are primarily daytime activities. Children are more likely to walk during the day than people aged 16 and older (Table 11). Over 85 percent of walk trips reported for children were between 6 am and 6 pm, only 14.5 percent were after 6 pm or before 6 am. In contrast, nearly a quarter of people aged 16 and older (23.4 percent) who reported walking on the travel day indicated that the trip was after 6 pm or before 6 am.

Children are also much more likely to walk on a weekday compared to people aged 16 and older, 85.9 percent of walk trips reported for children were on weekdays, with 8.2 percent on Saturday and 5.9 percent on Sunday. In contrast, 77 percent of walk trips reported by people 16 and older were on weekdays, with 11.7 percent on Saturday and 11.3 percent on Sunday.

Walking and Biking in California

There were not large differences in the time of day of reported bike rides by children and people aged 16 and older. However, a larger share of bike rides reported by people aged 16 and older were on Saturday, while a larger share of bike rides reported for children were on Sunday.

Table 11 Percent of Walk and Bike by Time and Day of Week

	Walking			Biking		
	Children 5-15	People 16 and Older	All Walks	Children 5-15	People 16 and Older	All Bike Rides
Day (6 am to 6 pm)	85.5%	76.6%	78.3%	81.8%	80.3%	80.5%
Night (6 pm to 6 am)	14.5%	23.4%	21.7%	18.2%	19.7%	19.5%
Weekday	85.9%	77.0%	78.7%	71.6%	78.7%	72.7%
Saturday	8.2%	11.7%	11.0%	11.0%	14.7%	12.8%
Sunday	5.9%	11.3%	10.3%	17.5%	6.6%	14.5%

Land use affects the amount of walking people do, as shown in Table 12. Overall people in urban areas walk 233 times a year (these per capita rates are for the whole population, including people who walk a lot and those who don't walk at all). As shown, land use has a bigger effect on children's walking than on those aged 16 and older—children in suburban areas walk about 35 percent less than children in urban areas. On the other hand, children aged 5 to 15 are more likely to bike in suburban and other non-urban areas than in urban settings. The data show that children in urban areas average 19.5 bike trips per capita per year while children in suburban areas average 29.

Table 12 Annual per Capita Walk and Bike Trips by Land-Use Type*

	Urban		Suburban		Other		All	
	Walk	Bike	Walk	Bike	Walk	Bike	Walk	Bike
Age 5-15	276.2	19.5	178.7	29.0	135.6	23.7	212.3	24.5
Age 16 and Older	225.0	23.8	155.0	14.9	118.5	14.0	178.7	18.4
All	233.3	23.1	158.9	17.2	121.3	15.6	184.2	19.4

*the land-use type is defined by Claritas, see <http://nhts.ornl.gov/2009/pub/UsersGuideClaritas.pdf>

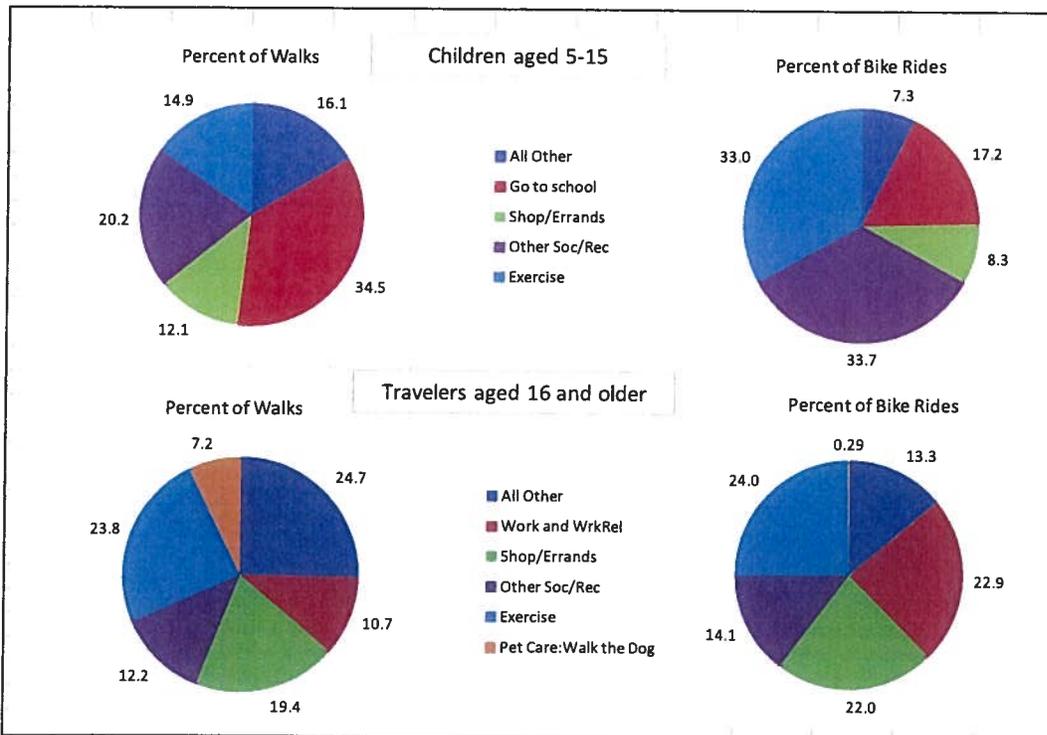
4.3 PURPOSE OF WALK AND BIKE RIDES

The purpose of walking and biking differs by the age of the traveler; children walk and bike to school, for instance while adults walk and bike to work. Figure 6 shows the purpose of walks and bike rides for children aged 5-15 and for people aged 16 and older who reported a walk or bike ride on the travel day.

As shown in Figure 6, 34.5 percent of the walks and 17.2 percent of the bike rides reported for children on the travel day were to go to school as a student, and 20.2 percent of the walks and 33.7 percent of bike rides were reported for social and recreational purposes, which includes visiting friends, going to the park or library, and going to an entertainment or sporting event. Another 16.1 percent of walks and 7.2 percent of bike rides were reported as exercise, and 12.1 and 8.3 respectively were for shopping and errands (not including meals/coffee).

In contrast, for travelers aged 16 and older, 10.7 percent of walks and 22.9 percent of bike rides reported were for commuting, and 19.4 percent of walks and 22 percent of bike rides were for shopping and errands. A nearly equal percent of walk and bike rides were reported as exercise (23.8 percent of walks and 24 percent of bike rides), and 7.2 percent of walks were to walk the dog. Finally, 12.2 percent of walks and 14.1 percent of bike rides were reported as for other social and recreational purposes.

Figure 6 Percent of Walks and Bike Rides on the Travel Day by Purpose for Children aged 5-15 and for People Aged 16 and older

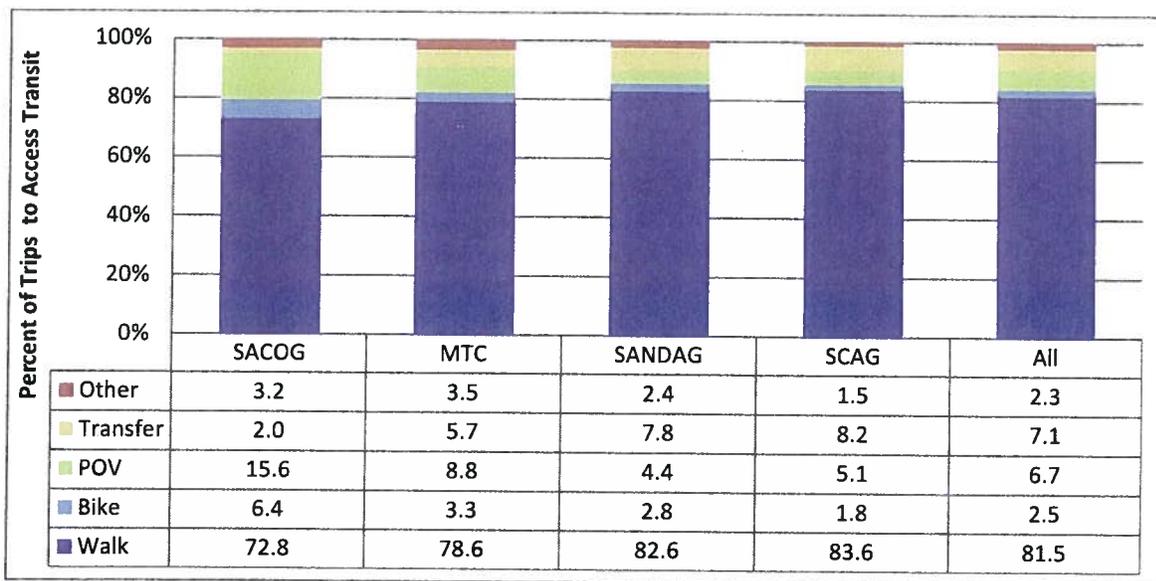


4.4 ACCESS AND EGRESS TO TRANSIT

Walking is the predominate mode of access to transit. Figure 7 shows the proportion of trips to access transit by mode for the largest transit markets in California. As shown, the proportions range from 83.6 percent walk to transit in the Los Angeles region (SCAG MPO), followed by 82.6 percent in San Diego (SANDAG MPO), 78.6 percent in the San Francisco region (MTC MPO), and 72.8 percent in Sacramento (SACOG MPO).

Interestingly, the regions with the highest walk to transit shares had the lowest bike to transit percents. The bike-access trips to transit in the Los Angeles region (SCAG MPO) were 1.8 percent of all trips to access transit, and 2.8 percent in San Diego (SANDAG MPO), 3.3 percent in the San Francisco region (MTC MPO), with the highest estimate of 6.4 percent in Sacramento (SACOG MPO).

Figure 7 Percent of Trips to Access Transit by Mode of Travel



As noted in the data description, access and egress to transit is not considered a “trip” in the CA-NHTS. Trips are defined as the movement from one address to another, so travel to access and egress transit is linked into the total transit trip from one address to another.

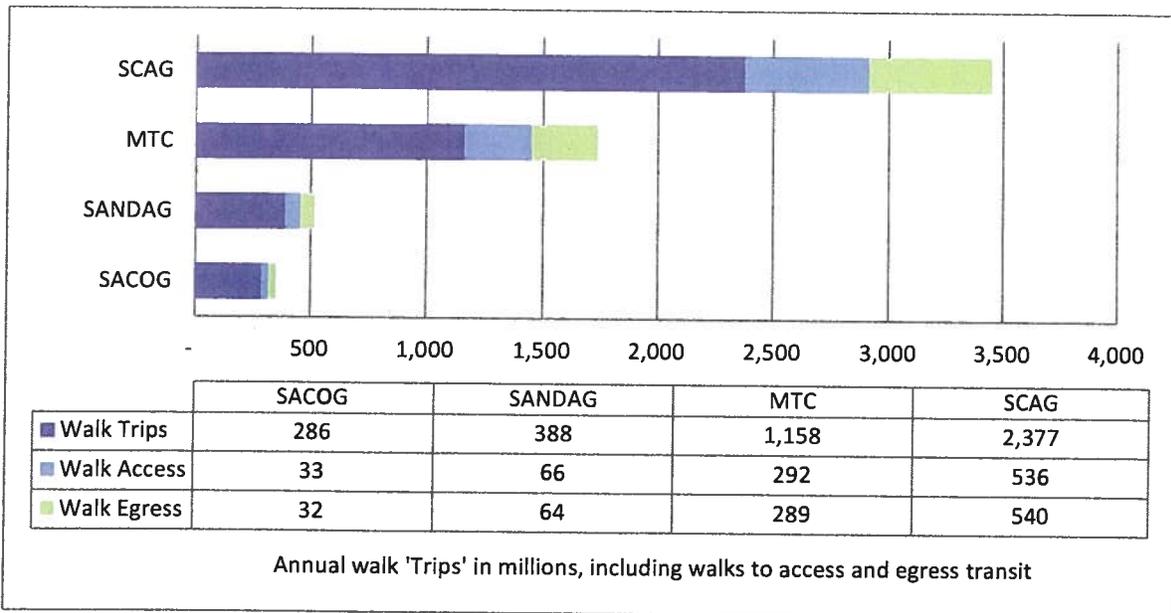
Walking is by far the most common method to access transit and adds significantly to the count of total walks in a region with a large transit market. Figure 8 illustrates the amount of walks added by including walks to and from transit with the total count of walk trips in each of the large transit markets in California.

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For example, in the Los Angeles Region (SCAG), there was an estimated 2,377 million (2.377 billion) walk trips as defined in the CA-NHTS. Adding 536 million walks to access transit and 540 million walks from transit to the traveler's destination adds a total of 1,760 million (1.76 billion) walks or 31 percent more walks than estimated by counting separate trips. In the San Francisco region (MTC), there were an estimated 1,158 million (1.158 billion) walk trips, with 292 million walks to access transit and 289 million walks from transit to the final destination—a total of 581 million added walks or 33 percent more. In San Diego (SANDAG), an estimated 388 million walk trips are supplemented by 66 million walks to transit and 64 million walks from transit to the destination—these walks to and from transit add 33.5 percent to the total. In Sacramento (SACOG), walks to access and egress transit add an estimated 22.7 percent to the total.

Although the walks to access and egress transit may add substantially to the total walking activity in a region, not very many miles of exposure are added since these walks are generally short. And while the CA-NHTS includes the mode of the access and egress to transit, the distance is not obtained for each segment of the transit trip.

Figure 8 Annual Walk 'Trips' including Walks to Access and Egress Transit



5. CHARACTERISTICS OF PEOPLE WHO WALK AND BIKE

5.1 COMPARISON BY FREQUENCY OF WALKING AND BIKING

People who say that they walk a lot (seven or more times last week) are on average a bit younger and have more household income than people who say they don't walk at all (as shown in Table 12). People who walk a lot are more likely to have higher education than non-walkers but less likely to be employed.

African-American, Whites, and people of other races are more likely to report walking a lot when compared to Asians and Hispanics of any race. Since walking is an activity nearly everyone engages in, the differences between groups reporting a lot of walking and those reporting less are slight and directional.

On the other hand, people who say they bike a lot (seven or more times last week) are very different on some key characteristics compared to those who report no bike rides last week. Frequent bikers are much younger (36.4 years compared to 44.7 for non-bikers) and much more likely to be workers (72.6 percent compared to 61.1 percent of non-bikers). Frequent bikers are not more likely to have higher education. African-Americans are much more likely to report biking seven or more times a week compared to people of other races.

New immigrants, defined here as people who came to the US within the last year or two (2007 or later for the survey that was conducted in 2008 and 2009), are a small part of the overall Californian sample but have the greatest propensity to walk and bike. New immigrants are the most likely of all the groups analyzed to report walking—three quarters report at least one walk last week—and have the highest proportion reporting seven or more walks last week. New immigrants are also more likely to report at least one bike ride last week and have the highest proportion reporting seven or more bike rides last week (6.4 percent).

Walking and Biking in California

Table 13 Characteristics of People Who Walk and Bike, ages 16 and older

Person Characteristic:	Walks Last Week			Bike Rides Last Week			Full Sample
	None (zero last week)	Some (1-6 last week)	Frequent (7+ last week)	None (zero last week)	Some (1-6 last week)	Frequent (7+ last week)	Characteristic for All 16+
Mean Age	45.5	43.1	44.5	44.7	39.1	36.4	44.2
Mean Income	\$ 59,483	\$ 63,912	\$ 62,657	\$ 61,548	\$ 69,165	\$ 62,201	\$ 62,174
Percent Worker	61.6	63.9	60.3	61.1	75.3	72.6	62.4
Percent by Education:							
HS or less	47.9	39.8	38.4	42.7	37.9	39.0	42.3
Some college or BA	43.6	46.5	45.7	45.2	46.7	49.1	45.4
Grad Degree and Higher	8.5	13.7	16.0	12.1	15.4	12.0	12.4
Percent by Race:							
African-American	32.7	46.3	21.0	92.7	5.3	2.1	6.0
Asian	37.6	46.6	15.9	93.3	6.0	0.8	8.4
Hispanic (of any Race)	37.2	46.7	16.1	91.4	7.6	1.0	32.9
Other	30.3	45.8	23.9	91.9	7.6	0.5	4.6
White	31.7	45.4	22.9	89.5	9.1	1.5	48.0
New Immigrants (2 years or less)	24.2	39.1	36.8	83.9	9.8	6.4	0.9
Percent for Full Sample 16+	34.0	46.0	20.0	90.7	8.0	1.2	--

5.2 COMMUTERS WHO USUALLY WALK AND BIKE TO WORK

People report their usual mode to work in the CA-NHTS in a set of questions similar to those used by the American Community Survey, which is the basis of the CTPP journey to work tables used by planners to understand work travel in their region. These questions in the CA-NHTS and the ACS ask workers about their usual means of travel to work “last week.” Since the survey collects data for each day and in all seasons, “last week” is representative of the entire year.

In addition to the usual means of travel, the CA-NHTS also has the reported actual mode of travel to work on the assigned diary day (for workers who went to work on that day). It is interesting to look at how often the usual means of work travel differs from the actual mode used to commute on the assigned diary day.

As shown in Table 13, people who usually walk and bike are very loyal to their commute mode. For people who usually walked to work, on the travel day 9.6 percent drove alone, 4.3 percent commuted in a car with others (carpool), 5.3 percent commuted on transit, 80.1 percent walked to work as they usually do, 0.6 percent took a bike to work, and 2.4 percent used some other way to get to work.

People who say they usually bike to work reported driving alone to work on the travel day 9.2 percent of the time, 2.9 percent carpooled, 4.3 percent took transit, 4.0 percent walked to work, 78.2 percent rode their bikes as usual, and 1.4 percent used another commute mode.

Table 14 Percent of Commuters by Usual Means of Travel versus Actual Commute Mode

Usual Means of Travel to Work:	Actual Commute Mode on Diary Day:						Usual Commute (Row Pct)
	Drive alone	Carpool	Transit	Walk	Bike	Other	
Drive alone	92.5	6.3	0.2	0.5	0.0	0.5	100.0
Carpool	39.9	56.5	1.0	1.6	0.2	0.8	100.0
Transit	14.6	8.4	68.4	6.1	0.7	1.8	100.0
Walk	9.6	4.3	5.3	80.1	0.6	0.1	100.0
Bike	9.2	2.9	4.3	4.0	78.2	1.4	100.0
Other	57.3	24.5	6.2	5.6	0.7	5.8	100.0

People who normally walk to work have lower mean incomes than other workers, as shown in Table 14. Men are much more likely to bike to work than women, and younger and older workers are more likely to bike to work than middle-aged commuters. People in sales and service jobs are the most likely to walk and bike to work.

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Table 15 Characteristics of Workers by Commute Mode

	Usual Means of Travel to Work:						
	Drive Alone	Carpool	Transit	Bike	Walk	All Other Means	All Workers
Mean Income	\$ 73,840	\$ 63,692	\$ 55,592	\$ 66,090	\$ 51,745	\$ 64,564	\$ 69,075
All Workers:	58.9%	14.7%	5.8%	1.5%	2.7%	16.5%	100.0%
Men	60.6%	12.2%	5.4%	2.1%	2.5%	17.3%	56.0%
Women	56.8%	17.9%	6.3%	0.7%	2.9%	15.4%	44.0%
16-29	56.1%	18.3%	7.3%	2.6%	4.2%	11.5%	22.0%
30-44	58.0%	16.9%	5.5%	1.4%	2.4%	15.9%	37.4%
45-64	61.9%	11.3%	5.3%	0.9%	1.9%	18.7%	35.8%
65+	57.1%	6.8%	4.1%	0.8%	4.3%	26.9%	4.8%
Sale & Service	55.9%	14.5%	6.8%	1.8%	3.7%	17.4%	30.6%
Clerical/Admin	62.9%	18.8%	6.6%	0.9%	2.7%	8.2%	11.0%
Manufact./Constr.	52.8%	15.9%	5.4%	1.4%	2.3%	22.2%	19.5%
Prof/Mgr/Technical	63.8%	12.9%	4.9%	1.4%	2.1%	14.9%	37.6%

Note: 'Transit' includes all public and private: Local bus (including ADA dial-a-ride), commuter bus, charter bus, city-to-city bus, private shuttle, Amtrak and commuter train, subway, streetcar/trolley, and ferry

5.3 PEOPLE REPORTING TRANSPORTATION DISABILITIES

People with travel disabilities are some of the most vulnerable in the public sphere. In California, nearly 10 percent of the population aged 16 and older indicated that they had a condition or handicap that made it difficult for them to travel outside of the home.¹¹ The incidence of a transportation disability is correlated with both age and sex—women are more likely than men to report having difficulty traveling, and older people are more likely than younger people to report such a condition.

Table 15 shows the percent of people reporting a condition that makes it difficult to travel by age group, the percent or incidence in the population, the proportion by sex within each age group, and the percent by age group who indicate that they used a mobility aid when they walked.

Of all the people reporting a medical condition that makes travel difficult, overall nearly half reported using a mobility aid when they walked. Mobility aids are also highly correlated with age—less than one out of six people aged 16-30 who had difficulty traveling indicated they use a mobility aid while over three-quarters of the people aged 85 who had difficulty traveling used a mobility aid to help them walk.

¹¹ The question is worded: "Do you have a temporary or permanent condition or handicap that makes it difficult to travel outside the home?" This question was asked of people aged 16 and older.

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Table 16 Percent of the Population Reporting a Transportation Disability by Age and Sex

Age:	Percent by Sex		Percent of the Population	Percent who Need Help Walking
	Men	Women		
16-30	45.8	54.3	3.4	16.8
31-45	49.5	50.5	5.0	35.2
46-65	41.4	58.6	11.3	45.4
65-84	36.0	64.1	25.3	60.5
85 and older	31.4	68.6	46.2	76.5
ALL	40.6	59.4	9.7	48.2

Figure 9 shows the kinds of accommodations people with travel disabilities reported. The vast majority-- 82.3 percent of those reporting a travel handicap--said they reduced their day-to-day travel because of their condition, 41 percent said they limited their driving to daytime and another 38 percent had given up driving altogether. Just over 15 percent has used special transit services, such as dial-a-ride.

Figure 9 Accommodations of People with Reported Travel Disability

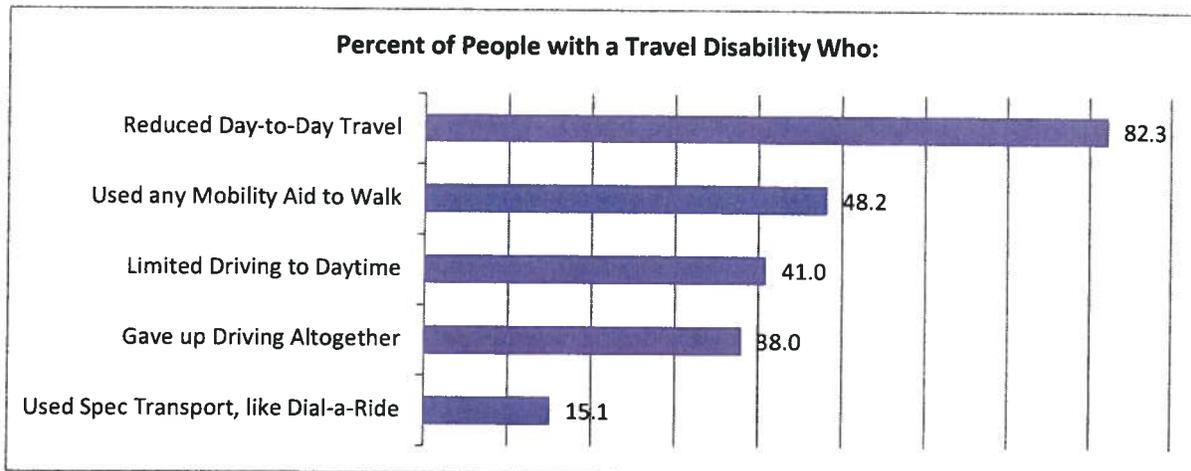


Table 17 shows the percent of the population aged 16 and older who reported a travel disability in each MPO, the percent of those with a travel disability who said they needed help walking, and the percent of those who need help walking who use a wheelchair, scooter, or motorchair.

In the state of California as a whole, 2.7 million people reported a travel disability (9.5 percent of the population 16 and older), and of those 1.3 million reported needing help walking (48 percent of those with a travel disability) and of those less than half a million people (489,500 or 37.4 percent) used a

Walking and Biking in California

wheelchair, scooter, or motorchair. For any one MPO, these percents of percents can end up representing a small but important segment of the traveling public.

Table 17 Percent of Population aged 16 and older with Travel Disability

MPO:	Percent Aged 16+ Who Report a Travel Disability	Percent with Travel Disability that Need Help Walking	Percent of Those Who Need Help Walking Who Use a Wheelchair, scooter or motorchair
California	9.5	48.2	37.4
AMBAG	7.4	71.5	41.1
BCAG	13.1	46.7	20.8
FresnoCOG	9.7	49.3	31.4
KernCOG	12.8	57.0	47.3
KingsCAG	9.0	52.8	31.4
Madera	13.2	38.0	17.8
MCAAG	10.4	52.0	24.2
MTC	8.5	46.9	34.6
SACOG	9.9	46.8	36.2
SANDAG	9.4	44.9	31.7
SBCAG	6.6	47.7	48.8
SCAG	9.7	48.5	38.9
SCRTPA	12.4	43.0	31.9
SJCOG	10.5	51.0	49.1
SLOCOG	5.4	47.4	50.5
STANCOG	12.6	38.5	44.8
TulareCOG	10.3	56.9	40.1
Not in an MPO	11.1	45.5	36.3

One consequence of having a travel disability is limited mobility—wanting to get out more but not being able to. Limited mobility can interfere with basic human needs, such as getting to the grocery store, drug store, or doctor’s office, or even just being able to get out and socialize.

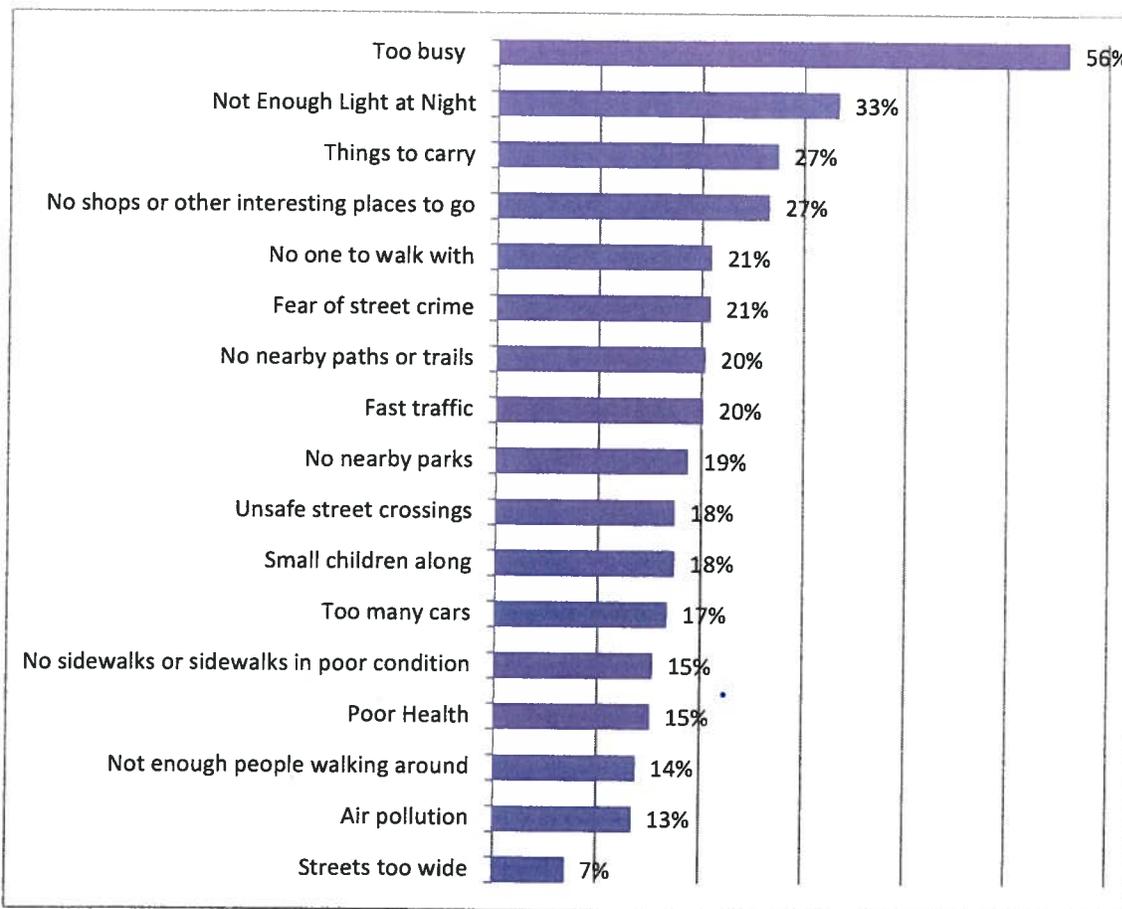
Of the people who indicated that they had a travel disability more than a third reported not leaving the house on the travel day (compared to 10 percent of people with no limitations on their travel) and of those, one out of six said that they would like to get out more often.

6. BARRIERS TO WALKING AND BIKING MORE

California added questions to the core NHTS data collection instrument to specifically obtain information on what kinds of things kept people from walking and biking more often. Figure 10 shows the ranked order of the reasons people in California do not walk more.¹²

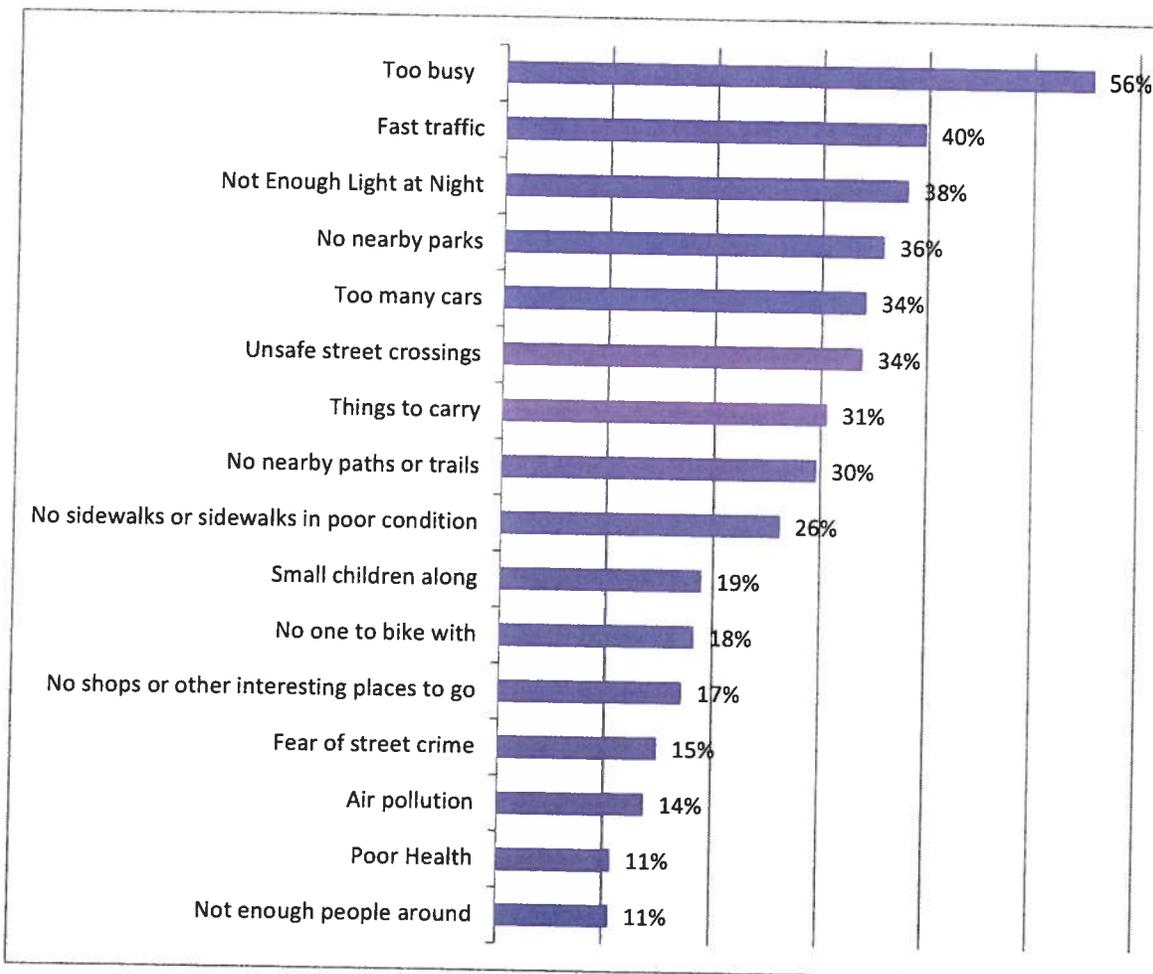
By far the most common reason is that people feel they are too busy—56 percent of those responding said they were too busy, a third thought there wasn't enough light at night, and over a quarter had too much to carry or no interesting place to go.

Figure 10 Barriers to Walking More



¹²The question in the interview was asked of people who reported walking at all last week: "I'm now going to ask you about things that may keep you from doing more walking. Please tell me if any of the following keep YOU from doing more walking." The randomized response-list was read with each reason asked as a yes or no question. Each respondent was read up to four reasons.

Figure 11 Barriers to Biking More¹³



Over half of respondents said that they were too busy to walk or bike more (56 percent for each group), and “not enough light at night” appeared high on the reasons for each group—second for walkers and third for bikers.

Many of the options are related to the physical environment, such as sidewalks in poor condition, fast traffic, or unsafe street crossings. It is interesting to look at which Caltrans Districts had the highest percentage of people indicating that environmental factor was a barrier to walking more (Table 16). The District containing Los Angeles, which was noted as one of top metro areas for pedestrian fatalities in NHTSA’s 2008 report (cited in the Introduction of this report) is the Caltrans District with the highest percent of people mentioning these factors as barriers to walking, with Fresno a very close second.

¹³ The question in the interview was asked of people who reported biking at all last week: “I’m now going to ask you about things that may keep you from doing more biking. Please tell me if any of the following keep YOU from doing more biking.” The randomized response-list was read with each reason asked as a yes or no question. Each respondent was read up to four reasons.

Table 18 Transportation Factors Related to Barriers to Walking

Barriers to Walking More	District with Highest Percentage	District with Second Highest
Streets too wide	Los Angeles	Eureka
No sidewalks or sidewalks in poor condition	Redding	Fresno
Too many cars	Los Angeles	Fresno
Unsafe street crossings	Los Angeles	Fresno
Fast traffic	Los Angeles	Fresno
No nearby paths or trails	Eureka	Fresno
Not enough light at night	San Bernardino	Redding

ATTACHMENT A – QUESTION SEQUENCE FOR WALK AND BIKE TRIPS IN THE CA-NHTS ADD-ON

- L3. In the past week, how many times did {you/SUBJECT} take a walk or a jog outside including walk the dog and walks for exercise? (This includes walks from home, work, or some other place)

(NWALKTRP) [DO NOT INCLUDE WALKS ON A TREADMILL.]

WALKS OUTSIDE IN PAST WEEK |__|__|
REFUSED -7
DON'T KNOW -8

NOTE: ASK LCA1 IF L3 GT 0

- LCA1. And in the past week, how much total time did you spend walking?

[DO NOT INCLUDE WALKS ON A TREADMILL.]

WALK TIME |__|__|
REFUSED -7
DON'T KNOW -8

- L4. In the past week, how many times did {you/SUBJECT} ride a bicycle outside including bicycling for exercise?

(BIKETRIP) [DO NOT INCLUDE BICYCLING ON A STATIONARY BIKE.]

BIKE RIDES |__|__|
REFUSED -7
DON'T KNOW -8

NOTE: ASK LCA2 IF L4 GT 0

- LCA2. And in the past week, how much total time did you spend biking?

[DO NOT INCLUDE BICYCLING ON A STATIONARY BIKE.]

BIKE TIME |__|__|
REFUSED -7
DON'T KNOW -8

Note: If Respondent reports a bike trip (LCA2>0), he/she gets the bike section. We want to capture ALL the bikers, so if a R reports bike and walk, they get bike section. If LCA1>0 and LCA2=0, -7, -8 the Respondent gets the walk section. Randomized response pattern: each respondent gets 4-5 possible response categories.

Walking and Biking in California

Bike Section (Added Questions for People Reporting Bike Rides):

LCA3. Were these rides:

A.	On the way to or from work	1	2	7	9	(LCA3_A)
B.	On the way to or from public transportation	1	2	7	9	(LCA3_B)
C.	Escorting children to or from school	1	2	7	9	(LCA3_C)
D.	Running errands or shopping	1	2	7	9	(LCA3_D)
E.	For Exercising	1	2	7	9	(LCA3_E)
F.	To exercise the dog	1	2	7	9	(LCA3_F)
G.	OTHER SPECIFY _____					(LCA3_OTH)

LCA4. I'm now going to ask you about things that may keep you from doing more BIKING or BIKE activities. Please tell me if any of the following keep YOU from doing more BIKING.

		Yes	No	DK/NS	Ref
A.	You're too busy. Would you say yes or no?	1	2	7	9 BIKE_A
B.	You have poor health. Would you say yes or no?	1	2	7	9 BIKE_B
C.	No one to bike with	1	2	7	9 BIKE_C
D.	Dogs	1	2	7	9 BIKE_D
E.	No nearby paths or trails	1	2	7	9 BIKE_E
F.	Not enough bike lanes or wide curb lanes	1	2	7	9 BIKE_F
G.	No sidewalks or sidewalks in poor condition	1	2	7	9 BIKE_G
H.	Unsafe street crossings	1	2	7	9 BIKE_H
I.	No shops or other interesting places to go	1	2	7	9 BIKE_I
J.	Not enough people around	1	2	7	9 BIKE_J
K.	Fear of street crime	1	2	7	9 BIKE_K
L.	Too many cars	1	2	7	9 BIKE_L
M.	Fast traffic	1	2	7	9 BIKE_M
N.	Air pollution	1	2	7	9 BIKE_N
O.	Too many things to carry	1	2	7	9 BIKE_O
P.	Small children along	1	2	7	9 BIKE_P
R.	Not Enough Light at Night	1	2	7	9 BIKE_R
S.	OTHER SPECIFY _____ (BIKE_OTH)				

Walk Section (Added Questions for People Reporting Walks):

LCA5. Were these walks, jogs, or runs:

A.	To walk/exercise the dog	1	2	7	9	(LCA5_A)
B.	On the way to or from work	1	2	7	9	(LCA5_B)
C.	On the way to or from public transportation	1	2	7	9	(LCA5_C)
D.	Escorting children to or from school	1	2	7	9	(LCA5_D)
E.	Running errands or shopping	1	2	7	9	(LCA5_E)
F.	For Exercising	1	2	7	9	(LCA5_F)
G.	Other SPECIFY _____ (LCA5_OTH)					

Walking and Biking in California

LCA6. I'm now going to ask you about things that may keep you from doing more walking. Please tell me if any of the following keep YOU from doing more walking.

	Yes	No	DK/NS	Ref	
A. You're too busy. Would you say yes or no?	1	2	7	9	WALK_A
B. You have poor health. Would you say yes or no?	1	2	73	9	WALK_B
C. No one to walk with	1	2	7	9	WALK_C
D. Dogs	1	2	7	9	WALK_D
E. No nearby paths or trails	1	2	7	9	WALK_E
F. No nearby parks	1	2	7	9	WALK_F
G. No sidewalks or sidewalks in poor condition	1	2	7	9	WALK_G
H. Unsafe street crossings	1	2	7	9	WALK_H
I. No shops or other interesting places to go	1	2	7	9	WALK_I
J. Not enough people walking around	1	2	7	9	WALK_J
K. Fear of street crime	1	2	7	9	WALK_K
L. Too many cars	1	2	7	9	WALK_L
M. Fast traffic	1	2	7	9	WALK_M
N. Air pollution	1	2	7	9	WALK_N
O. Streets too wide	1	2	7	9	WALK_O
P. Things to carry	1	2	7	9	WALK_P
Q. Small children along	1	2	7	9	WALK_Q
R. Not Enough Light at Night	1	2	7	9	WALK_R
S. Other Specify _____					(WALK_OTH)

Transportation Disability Section

M4. {Do you/Does SUBJECT} have a temporary or permanent condition or handicap that makes it difficult to travel outside of the home?

(MEDCOND)

YES	1	
NO	2	GO TO M7 (K5)
REFUSED	-7	GO TO M7 (K5)
DON'T KNOW	-8	GO TO M7 (K5)

M5. How long {have you/has SUBJECT} had this condition?

(MEDCOND6)

[CODE 6 ONLY IF RESPONDENT OFFERS.]

0 - 5 MONTHS	1
6 - 11 MONTHS	2
1 - 4 YEARS	3
5 - 9 YEARS	4
10 YEARS OR MORE	5
ALL HIS/HER LIFE	6
REFUSED	-7
DON'T KNOW	-8

NOTE: ASK MCA5 IF M4=1

Walking and Biking in California

MCA7. Do you use anything to help you walk or get around, such as a cane, seeing-eye dog, or wheelchair?

WALKHELP

1. Yes
2. No

NOTE: ASK MCA8 IF MCA7=1

MCA8. Do you use a: (Read list and mark all that apply)

	Yes	No	DK/NS	Ref	
a. Cane	1	2	7	9	(W_CANE)
b. Walker ¹	2	7	9	(W_WLKR)	
c. White cane	1	2	7	9	(W_WHCANE)
d. Seeing eye/K-9 assistance	1	2	7	9	(W_DOG)
e. Crutches	1	2	7	9	(W_CRUTCH)
f. Motorized Scooter	1	2	7	9	(W_SCOOTR)
g. Manual Wheelchair	1	2	7	9	(W_CHAIR)
h. Motorized Wheelchair	1	2	7	9	(W_MTRCHR)
i. Other SPECIFY _____					(W_OTHER)

Bicycle and Pedestrian Counts 2002 to 2012

Bicycle Counts						
County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	1059	1918	2411	2624	37%	9%
Contra Cos	586	649	1042	1202	85%	15%
Marin	731	1165	2360	2018	73%	-14%
Napa	274	342	458	612	79%	34%
San Francis	1575	4330	4696	4548	5%	-3%
San Mateo	389	620	998	1137	83%	14%
Santa Clara	904	1725	1984	2057	19%	4%
Solano	233	235	423	455	94%	8%
Sonoma	448	560	753	1144	104%	52%

Pedestrian Counts						
County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	4304	5372	5701	6423	20%	13%
Contra Cos	4319	3361	3927	4240	26%	8%
Marin	2983	5707	8635	9594	68%	11%
Napa	2267	4170	4158	4163	-0.2%	0.1%
San Francis	10540	27042	28064	24958	-8%	-11%
San Mateo	1710	3709	4299	4464	20%	4%
Santa Clara	4089	9632	10852	10620	10%	-2%
Solano	923	1460	1603	1860	27%	16%
Sonoma	2325	3914	3986	4294	10%	8%

Bike and Pedestrian Total						
County	2002	2010	2011	2012	2010-2012	2011-2012
Alameda	5363	7290	8112	9047	24%	12%
Contra Cos	4905	4010	4969	5442	36%	10%
Marin	3714	6872	10995	11612	69%	6%
Napa	2541	4512	4616	4775	6%	3%
San Francis	12115	31372	32760	29506	-6%	-10%
San Mateo	2099	4329	5297	5601	29%	6%
Santa Clara	4993	11357	12836	12677	12%	-1%
Solano	1156	1695	2026	2315	37%	14%
Sonoma	2773	4474	4739	5438	22%	15%

Bicycle and Pedestrian Counts, 2002 to 2012

MTC ID #	Sheet	County	N/S:	EW:	CITY	Bicycle Counts					Pedestrian Counts					Bike and Pedestrian Total								
						2002	2010	2011	2012	2010-2012	2002-2012	2002	2010	2011	2012	2010-2012	2002-2012	2002	2010	2011	2012	2010-2012	2002-2012	
AL01	4	Alameda	PARK AVENUE		OTIS DRIVE	ALAMEDA	78	144	142	90	-38%	15%	357	469	520	444	-5%	24%	435	613	662	534	-13%	23%
AL02	8	Alameda	MILVIA STREET		HEARST AVENUE	BERKELEY	235	711	750	895	-2%	198%	810	708	872	568	-20%	-30%	1045	1419	1422	1283	-11%	21%
AL03	11	Alameda	SAN PABLO AVENUE		VIRGINIA STREET	BERKELEY	128	145	257	370	181%	198%	181	275	257	473	72%	181%	309	420	514	852	103%	178%
AL04	15	Alameda	SCARLETT DRIVE		DUBLIN BOULEVARD	DUBLIN	28	95	118	141	48%	404%	44	100	88	122	22%	177%	72	195	204	283	35%	265%
AL05	17	Alameda	CHRISTIE STREET		POWELL STREET	EMERYVILLE	16	75	71	53	-29%	231%	88	263	396	219	-17%	149%	104	338	467	272	-20%	162%
AL06	20	Alameda	FREMDNT BOULEVARD		MOWRY AVENUE	FREMONT	140	96	108	194	102%	39%	332	1014	997	1120	10%	237%	472	1110	1105	1314	18%	178%
AL07	27	Alameda	AMADOR STREET		WINTON AVENUE	HAYWARD	38	44	49	79	90%	108%	220	472	440	898	90%	307%	258	518	489	975	89%	278%
AL08	32	Alameda	EAST STREET		VASCO ROAD	LIVERMORE	17	112	90	138	23%	712%	10	27	27	37	37%	270%	27	139	117	175	28%	648%
AL09	44	Alameda	STATEN AVENUE		GRAND AVENUE	OAKLAND	100	255	293	345	35%	245%	958	1090	1203	1329	22%	39%	1058	1345	1496	1874	24%	56%
AL10	37	Alameda	SAN LEANDRO STREET		66TH AVENUE	OAKLAND	130	77	127	120	56%	-8%	234	285	325	405	42%	73%	364	362	452	525	45%	44%
AL11	52	Alameda	MAIN STREET		BERNAL AVENUE	PLEASANTON	37	27	16	22	-19%	-41%	209	99	98	123	24%	-41%	246	128	112	145	15%	-41%
AL12	55	Alameda	BANCROFT AVENUE		ESTUDILLO AVENUE	SAN LEANDRO	40	30	117	98	220%	140%	547	238	314	254	7%	-54%	587	268	431	350	31%	-40%
AL13	63	Alameda	DECOTO ROAD		ALVARADO-NILES ROAD	UNION CITY	72	107	275	272	154%	278%	314	332	366	433	30%	38%	386	439	641	705	61%	83%
		Alameda	Total				1059	1918	2411	2624	37%	148%	4304	5372	5701	6423	20%	49%	5363	7280	8112	9047	24%	89%
CC01	64	Contra Costa	L STREET		18TH STREET	ANTIOCH	41	37	44	83	124%	102%	619	202	361	345	71%	-44%	660	239	405	428	79%	-35%
CC02	65	Contra Costa	BRENTWOOD BOULEVARD		OAK STREET	BRENTWOOD	14	29	54	28	-10%	86%	36	117	95	97	-17%	189%	50	148	149	123	-18%	148%
CC03	68	Contra Costa	GRANT STREET		CONCORD BOULEVARD	CONCORD	48	41	111	98	139%	104%	319	479	554	618	29%	94%	367	520	865	718	38%	95%
CC04	67	Contra Costa	JONES ROAD		TREAT BOULEVARD	CONTRA COSTA COUNTY/P.	104	20	36	93	365%	-11%	488	262	280	335	28%	-28%	572	282	298	428	52%	-25%
CC05	68A	Contra Costa	SAN RAMON VALLEY BOULEVARD		RAILROAD AVENUE (SOUTH)	DANVILLE	13	58	62	82	46%	531%	91	84	138	157	87%	73%	104	140	198	239	71%	130%
CC06	69	Contra Costa	OHLONE GREENWAY		FAIRMONT AVENUE	EL CERRITO	202	178	228	349	98%	73%	941	582	747	813	45%	-14%	1143	738	975	1182	57%	2%
CC07	70	Contra Costa	MORAGA ROAD		MT. DIABLO BOULEVARD	LAFAYETTE	53	42	65	72	71%	36%	422	384	363	430	12%	2%	475	426	428	502	18%	8%
CC08	71	Contra Costa	PACHECO ROAD		ARNOLD ROAD	MARTINEZ	6	23	21	22	-4%	267%	15	17	13	11	-35%	-27%	21	40	34	33	-18%	57%
CC09	72	Contra Costa	MORAGA WAY		IVY DRIVE	ORINDA	11	75	87	45	-40%	309%	376	253	169	15	-94%	-96%	387	328	256	80	-82%	-84%
CC10	73	Contra Costa	BAILEY ROAD		DELTA DE ANZA TRAIL	PITTSBURG	13	38	162	105	182%	708%	68	189	329	408	140%	497%	81	205	491	511	149%	531%
CC11	74	Contra Costa	MARINA WAY		MAC DONALD AVENUE	RICHMOND	73	81	104	182	125%	149%	732	743	772	883	19%	21%	805	824	876	1065	29%	32%
CC13	76	Contra Costa	WALNUT BOULEVARD		YGNACIO VALLEY ROAD	WALNUT CREEK	8	33	68	45	36%	483%	232	89	128	130	46%	-44%	240	122	198	175	43%	-27%
		Contra Costa	Total				588	849	1042	1202	86%	105%	4319	3361	3927	4240	26%	-2%	4905	4010	4989	5442	38%	11%
MA02	77	Marin	BOLINAS ROAD		BROADWAY	FAIRFAX	167	194	264	258	32%	53%	159	629	723	809	-3%	283%	326	823	987	885	5%	185%
MA03	78	Marin	ANDERSON DRIVE		CAL PARK TUNNEL PATH	LARKSPUR	80	82	123	123	98%	54%	181	38	109	117	208%	-35%	261	100	232	240	140%	-8%
MA04	84	Marin	REDWOOD BOULEVARD		GRANT AVENUE	NOVATO	27	58	62	101	80%	274%	210	272	373	528	94%	151%	237	328	435	629	92%	165%
MA05	83	Marin	ALAMEDA DEL PRADO		NAVE DRIVE	NOVATO	31	187	82	89	-62%	187%	138	43	81	148	240%	7%	167	230	163	235	2%	41%
MA07	88	Marin	B STREET		4TH STREET	SAN RAFAEL	44	89	152	190	110%	332%	568	2309	2292	2478	7%	337%	610	2398	2444	2868	11%	337%
MA08	88	Marin	BRIDGEWAY STREET		PRINCESS STREET	SAUSALITO	150	275	1212	740	172%	399%	971	1886	4033	3900	101%	281%	1121	2181	5245	4549	111%	306%
MA09	81	Marin	MILL VALLEY PATH		E. BLITHEDALE AVENUE	MILL VALLEY	170	180	218	224	40%	32%	109	108	184	229	112%	110%	279	268	400	453	69%	82%
MA10	89	Marin	MAIN STREET		TIBURON BOULEVARD	TIBURON	82	142	249	288	101%	381%	651	422	840	1689	300%	159%	713	564	1089	1975	250%	177%
		Marin	Total				731	1185	2360	2018	73%	176%	2983	5707	8835	9594	68%	222%	3714	8872	10995	11812	69%	213%
NA01	90	Napa	HWY 29		AMERICAN CANYON ROAD	AMERICAN CANYON	8	17	50	44	159%	450%	9	79	86	183	106%	1711%	17	96	136	207	118%	1118%
NA02	91	Napa	LINCOLN STREET		WASHINGTON STREET	CALISTOGA	47	92	159	94	2%	100%	1001	1475	1446	1281	-13%	28%	1048	1587	1805	1375	-12%	31%
NA03	92	Napa	DRY CREEK ROAD		ORCHARD AVENUE	NAPA COUNTY	31	9	53	88	833%	113%	15	6	7	6	0%	-80%	46	15	60	72	380%	57%
NA04	93	Napa	OLD SONOMA ROAD		HWY 121	NAPA COUNTY	0	10	6	21	110%		0	27	22	3	-89%		0	37	28	24	-35%	
NA05	94	Napa	JEFFERSON STREET		LINCOLN STREET	NAPA	88	85	88	108	27%	64%	121	970	848	780	-20%	545%	187	1055	932	888	-18%	375%
NA06	95	Napa	SCHOOL STREET		1ST STREET	NAPA	51	28	21	49	88%	-4%	515	401	623	795	98%	54%	566	427	844	844	98%	49%
NA07	96	Napa	SILVERADO TRAIL		OAKVILLE CROSS ROAD	OAKVILLE	3	41	33	98	139%	3187%	0	0	0	7			3	41	33	105	158%	3400%
NA08	97	Napa	MAIN STREET		ADAMS STREET	ST. HELENA	30	21	21	81	190%	103%	471	1135	1095	1099	-3%	133%	501	1158	1116	1180	0%	132%
NA09	98	Napa	YOUNTVILLE STREET		FINNELL STREET	YOUNTVILLE	38	41	29	71	73%	87%	135	77	33	29	-62%	-79%	173	118	82	100	-15%	-42%
		Napa	Total				274	342	458	812	79%	123%	2287	4170	4156	4163	0%	84%	2541	4512	4818	4778	8%	88%
SF01	99	San Francisco	HOWARD STREET		3RD STREET	SAN FRANCISCO	507	748	987	987	96%		4925	8576	8488	8338	-26%	29%	4925	9083	9232	7325	-19%	49%
SF02	100	San Francisco	THE EMBARCADERO		WASHINGTON STREET	SAN FRANCISCO	298	900	957	281	-71%	-12%	834	5987	5975	4388	-27%	424%	1130	8867	8832	4827	-33%	309%
SF03	101	San Francisco	FOLSOM STREET		7TH STREET	SAN FRANCISCO	358	419	558	539	28%	51%	1599	2067	2418	2481	20%	55%	1957	2486	2974	3020	21%	54%
SF04	102	San Francisco	DIVISADERO STREET		GEARY BOULEVARD	SAN FRANCISCO	281	980	844	873	-11%	234%	2593	3725	4113	4291	15%	66%	2593	3823	4193	4398	15%	70%
SF05	103	San Francisco	BAKER STREET		FELL STREET	SAN FRANCISCO	469	986	1072	1187	18%	149%	685	876	738	738	0%		261	1875	1520	1811	-4%	517%
SF06	104	San Francisco	SCOTT STREET		HIGHT STREET	SAN FRANCISCO	118	128	131	202	90%	71%	1022	1035	1035	1118	9%		469	2008	2107	2285	14%	387%
SF07	105	San Francisco	VAN NESS AVENUE		TURK STREET	SAN FRANCISCO	3188	3284	3393	3393	8%		118	3314	3415	3595	8%	2847%	118	3314	3415	3595	8%	2847%
SF08	106	San Francisco	GENEVA AVENUE/PHELAN AVENUE		OCEAN AVENUE	SAN FRANCISCO	73	189	171	197	17%	170%	589	1482	1782	1893	28%	221%	589	162				

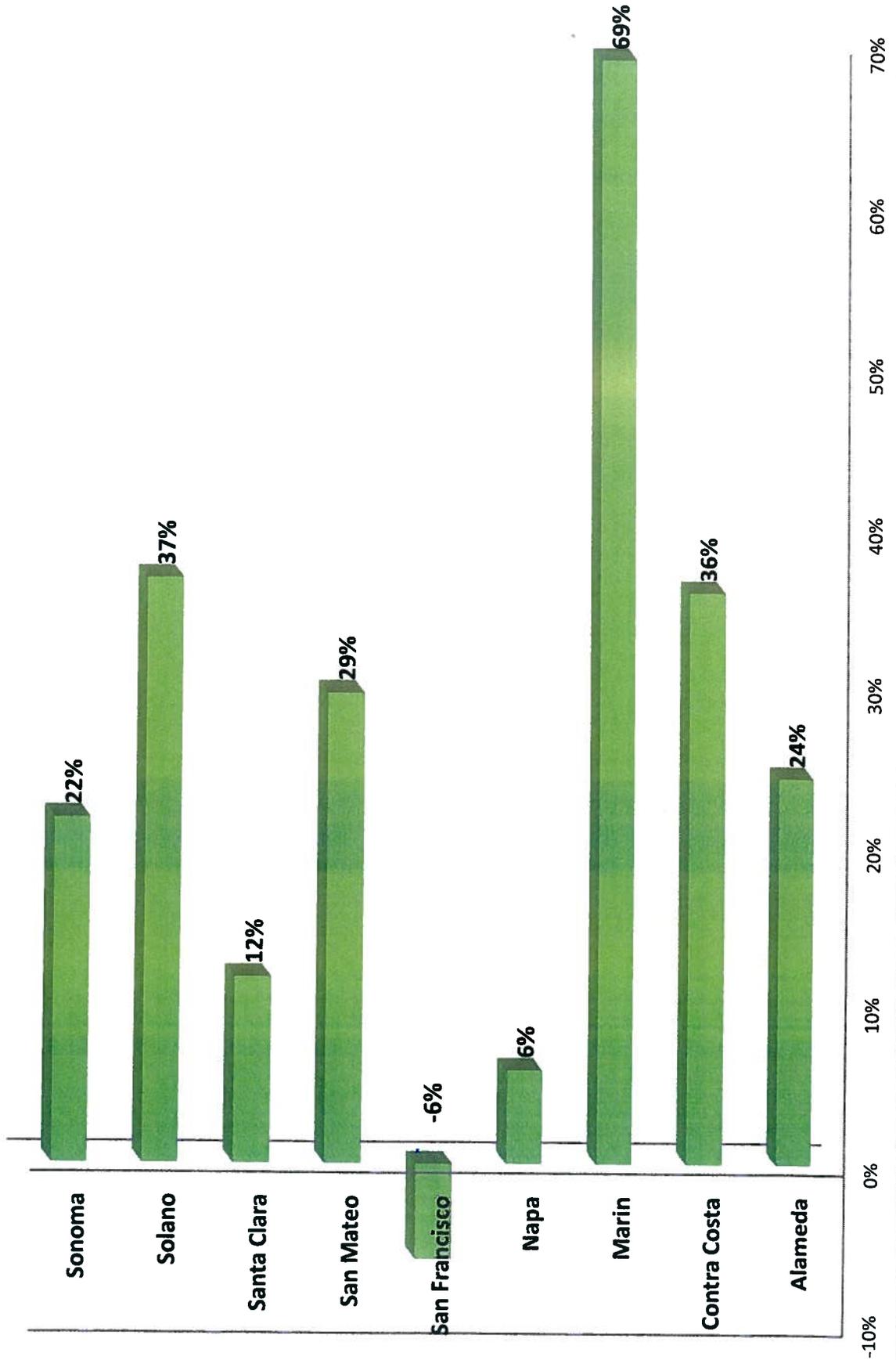
Bicycle and Pedestrian Counts, 2002 to 2012

MTC ID #	Sheet	County	N/S:	EW:	CITY	Bicycle Counts						
						2002	2010	2011	2012	2010-2012	2002-2012	
SM12	119	San Mateo	EL CAMINO REAL		SNEATH LANE	SAN BRUNO	32	17	28	62	265%	94%
SM13	120	San Mateo	DELAWARE STREET		3RD AVENUE	SAN MATEO		72	77	122	69%	
SM14	121	San Mateo	AIRPORT BOULEVARD		GRAND STREET	SOUTH SAN FRANCISCO	55	49	90	62	27%	13%
		San Mateo	Total				389	620	998	1137	83%	192%
SC01	122	Santa Clara	BASCOM STREET		HAMILTON STREET	CAMPBELL	123	95	91	186	75%	35%
SC02	123	Santa Clara	DE ANZA BOUVELVARD		STEVEN CREEK BOULEVARD	CUPERTINO	84	105	244	156	49%	144%
SC04	125	Santa Clara	N. MILPITAS BOULEVARD		DIXON LANDING	MILPITAS	17	70	74	130	86%	665%
SC05	126	Santa Clara	MONTEREY STREET		MAIN AVENUE	MORGAN HILL	35	61	75	152	149%	334%
SC06	127	Santa Clara	ESCUELA AVENUE		CALIFORNIA STREET	MOUNTAIN VIEW	198	187	207	190	2%	-3%
SC07	128	Santa Clara	FOOTHILL EXPRESSWAY		PAGEMILL ROAD	PALO ALTO	145	229	267	189	-17%	30%
SC08	129	Santa Clara	UNIVERSITY		EMERSON STREET	PALO ALTO	122	247	278	228	-8%	87%
SC09	130	Santa Clara	7TH STREET		SAN FERNANDO STREET	SAN JOSE	59	404	450	398	-1%	575%
SC10	131	Santa Clara	MONTGOMERY STREET		SANTA CLARA STREET	SAN JOSE	50	163	159	193	18%	286%
SC11	132	Santa Clara	EL CAMINO REAL		BENTON STREET	SANTA CLARA	43	53	53	88	82%	100%
SC12	133	Santa Clara	KIELY BOULEVARD		HOMESTEAD ROAD	SANTA CLARA	50	111	88	169	52%	238%
		Santa Clara	Total				904	1725	1984	2057	19%	128%
SL01	134	Solano	E. 2ND STREET		MILITARY WEST	BENICIA	3	33	32	58	76%	1833%
SL03	136	Solano	N. 1ST STREET		E. C STREET	DIXON	0	33	53	57	73%	
SL04	138	Solano	REDTOP ROAD		HWY 12 JAMESON CANYON ROAD	FAIRFIELD	0	2	3	4	100%	
SL05	137	Solano	N. TEXAS STREET		TRAVIS BOULEVARD	FAIRFIELD	50	37	108	105	184%	110%
SL06	139	Solano	DOWNTOWN WATER FRONT		MAIN STREET	RIO VISTA	2	3	4	13	333%	550%
SL07	140	Solano	MAIN STREET		LOTZ WAY	SUISUN CITY	4	24	27	84	167%	1500%
SL08	142	Solano	NUT TREE ROAD		ALAMO DRIVE	VACAVILLE	86	32	12	18	-44%	-78%
SL09	141	Solano	DOBBINS STREET		E MONTE VISTA AVENUE	VACAVILLE	84	17	111	17	0%	-80%
SL10	144	Solano	COLUMBUS PARKWAY		ADMIRAL CALLAGHAN PARKWAY	VALLEJO	4	8	12	38	375%	850%
SL11	143	Solano	WATERFRONT BIKE PATH		150' SOUTHWEST OF THE MARE ISLAND WAY & G VALLEJO		0	46	61	81	78%	
		Solano	Total				233	235	423	455	94%	98%
SN01	145	Sonoma	OLD REDWOOD HIGHWAY		COTATI AVENUE	COTATI	45	16	25	67	319%	49%
SN02	148	Sonoma	HEALDSBURG AVENUE		MATHESON STREET	HEALDSBURG	48	47	112	158	232%	225%
SN04	148	Sonoma	PETALUMA HILL ROAD		ROHNERT EXPRESSWAY	ROHNERT PARK	17	24	16	8	-67%	-53%
SN05	150	Sonoma	SANTA ROSA AVENUE		2ND STREET	SANTA ROSA	46	66	128	158	199%	243%
SN06	149	Sonoma	MENDOCINO AVENUE		PACIFIC AVENUE	SANTA ROSA	130	180	188	225	25%	73%
SN07	151	Sonoma	PETALUMA AVENUE		JOE RODOTA TRAIL	SEBASTROPOL	34	82	107	180	120%	429%
SN08	153	Sonoma	SONOMA HIGHWAY (HWY 12)		VERANO AVENUE	SONOMA	70	64	102	208	222%	194%
SN09	152	Sonoma	BROADWAY		NAPA STREET	SONOMA	58	61	97	144	78%	148%
		Sonoma	Total				448	560	753	1144	104%	155%
			Total				8199	11544	15125	15797	37%	155%

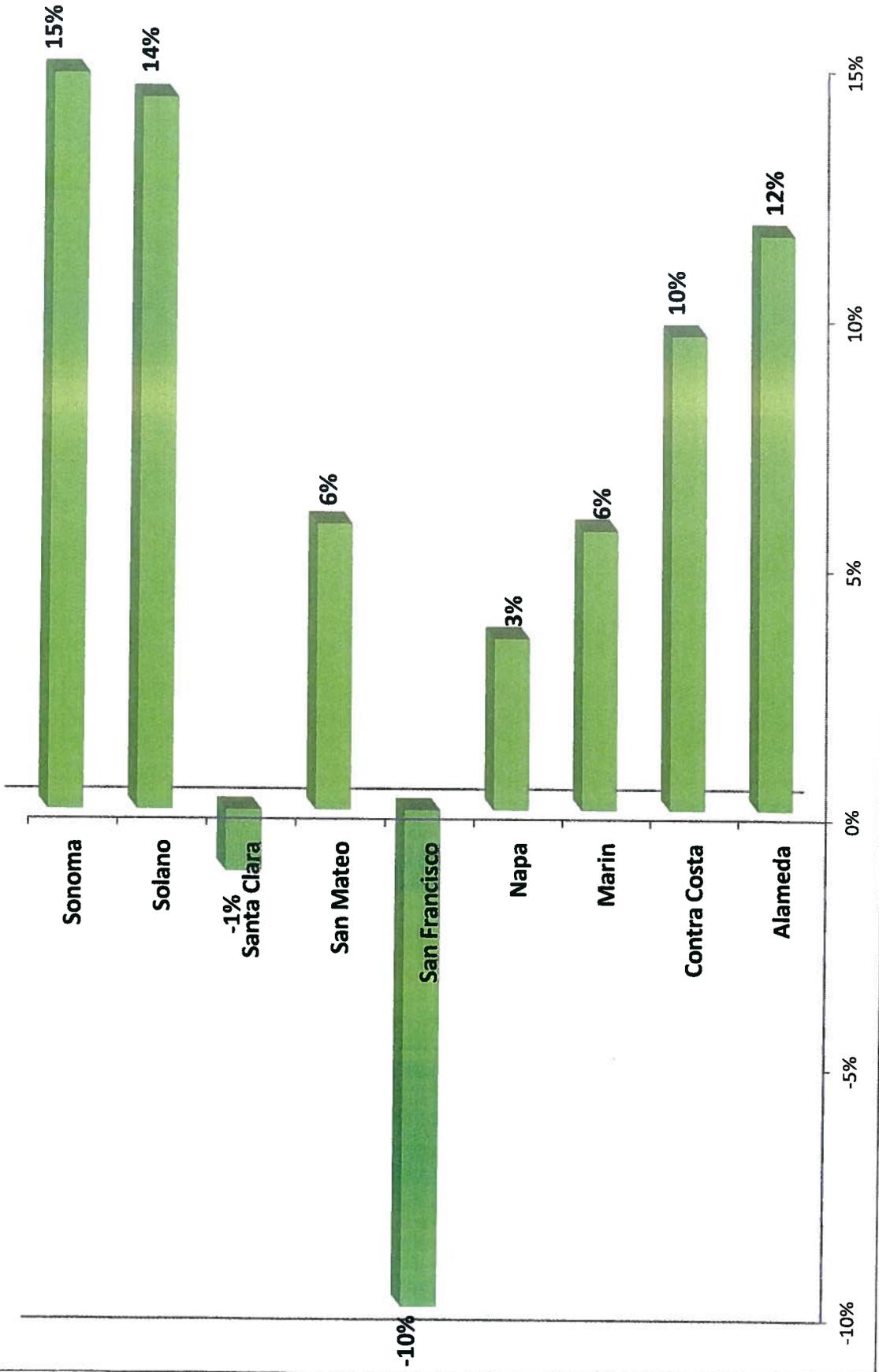
Pedestrian Counts					
2002	2010	2011	2012	2010-2012	2002-2012
245	277	344	328	18%	34%
	351	348	511	46%	
229	489	483	444	-9%	94%
1710	3709	4299	4484	20%	161%
101	1135	867	1004	-12%	894%
175	653	740	751	15%	329%
84	261	309	382	39%	331%
135	235	209	326	39%	141%
896	972	951	874	-10%	-2%
9	17	235	32	88%	258%
852	2865	3339	3110	9%	266%
1305	2665	3448	3298	24%	153%
225	342	299	275	-20%	22%
79	171	148	178	3%	123%
228	316	307	412	30%	81%
4089	9832	10852	10620	10%	180%
34	111	142	240	118%	608%
3	114	87	106	-7%	3433%
1	1	2	4	300%	300%
189	262	249	283	8%	50%
28	119	101	139	17%	396%
90	160	158	249	56%	177%
155	131	133	69	-47%	-65%
234	77	254	237	208%	1%
2	3	12	39	1200%	1850%
187	482	465	494	2%	164%
923	1460	1603	1880	27%	102%
62	54	54	72	33%	16%
294	1070	1057	1113	4%	276%
2	172	106	89	-60%	3350%
471	751	859	791	5%	88%
643	542	584	680	25%	6%
485	253	199	280	3%	-47%
63	156	180	231	48%	267%
304	916	967	1078	18%	255%
2325	3914	3988	4294	10%	85%
33480	64367	71225	70818	10%	111%

Bike and Pedestrian Total					
2002	2010	2011	2012	2010-2012	2002-2011
277	294	372	390	33%	41%
0	423	425	633	50%	
284	538	573	506	-8%	78%
2099	4329	5297	5601	29%	187%
224	1230	958	1170	-5%	422%
239	758	984	907	20%	279%
101	331	383	492	49%	387%
170	298	284	478	61%	181%
1092	1159	1158	1064	-8%	-3%
154	246	502	221	-10%	44%
974	3112	3615	3338	7%	243%
1364	3069	3898	3896	20%	171%
275	505	458	488	-7%	70%
122	224	201	282	17%	115%
278	427	395	581	36%	106%
4993	11357	12836	12877	12%	154%
37	144	174	298	107%	705%
3	147	140	183	11%	5333%
1	3	5	8	187%	700%
239	299	357	388	30%	62%
30	122	105	152	25%	407%
94	184	185	313	70%	233%
241	163	145	87	-47%	-64%
318	94	365	254	170%	-20%
6	11	24	77	600%	1183%
187	528	526	575	9%	207%
1156	1895	2028	2315	37%	100%
107	70	79	139	99%	30%
342	1117	1169	1289	14%	271%
19	198	122	77	-61%	305%
517	817	987	949	18%	84%
773	722	750	905	25%	17%
520	335	306	440	31%	-15%
133	220	262	437	99%	229%
362	997	1064	1222	23%	238%
2773	4474	4739	5438	22%	98%
39659	75911	86350	86413	14%	118%

2010 - 2012 Total Bicycle and Pedestrian Counts % Change



2011- 2012 Total Bicycle and Pedestrian Counts % Change



MTC Bicycle and Pedestrian Count Summary by Intersection, September 2012

MTC ID #	Sheet	County	N/S:	E/W:	CITY	2012							
						Afternoon Period			Evening Period			PM Total	
						Time	Bicycles	Pedestrians	Time	Bicycles	Pedestrians	Bicycles	Pedestrians
AL14	1	Alameda	WEBSTER STREET	ATLANTIC AVENUE	ALAMEDA	12-2 PM	22	843	4-6 PM	40	373	62	1216
AL23	2	Alameda	BROADWAY	CALHOUN STREET	ALAMEDA	2-4 PM	78	119	4-6 PM	62	79	140	198
AL24	3	Alameda	5TH STREET	CENTRAL AVENUE	ALAMEDA	2-4 PM	61	184	4-6 PM	94	133	155	317
AL01	4	Alameda	PARK AVENUE	OTIS DRIVE	ALAMEDA	12-2 PM	37	229	4-6 PM	53	215	90	444
AL15	5	Alameda	MASONIC AVENUE	SOLANO AVENUE	ALBANY	12-2 PM	184	440	4-6 PM	237	345	421	785
AL25	6	Alameda	JACKSON STREET	BUCHANAN STREET	ALAMEDA	2-4 PM	139	455	4-6 PM	152	235	291	690
AL16	7	Alameda	HILLEGASS AVENUE	ASHBY AVENUE	BERKELEY	12-2 PM	76	177	4-6 PM	122	131	198	308
AL02	8	Alameda	MILVIA STREET	HEARST AVENUE	BERKELEY	12-2 PM	225	247	4-6 PM	470	321	695	568
AL26	9	Alameda	TELEGRAPH AVENUE	ASHBY AVENUE	BERKELEY	12-2 PM	117	428	4-6 PM	166	276	283	704
AL27	10	Alameda	COLLEGE AVENUE	DERBY STREET	BERKELEY	12-2 PM	95	370	4-6 PM	156	683	251	1053
AL03	11	Alameda	SAN PABLO AVENUE	VIRGINIA STREET	BERKELEY	12-2 PM	161	247	4-6 PM	218	226	379	473
AL28	12	Alameda	HESPERIAN BOULEVARD	LEWELLING BOULEVARD	SAN LEANDRO	2-4 PM	87	105	4-6 PM	58	129	145	234
AL29	13	Alameda	MISSION BOUVELVARD (CA 185)	GROVE WAY	CHERRYLAND	2-4 PM	40	52	4-6 PM	49	67	89	119
AL30	14	Alameda	REDWOOD ROAD	CASTRO VALLEY BOULEVARD	CASTRO VALLEY	2-4 PM	37	283	4-6 PM	57	216	94	499
AL04	15	Alameda	SCARLETT DRIVE	DUBLIN BOULEVARD	DUBLIN	12-2 PM	58	45	4-6 PM	83	77	141	122
AL31	16	Alameda	HACIENDA BOULEVARD	DUBLIN BOULEVARD	DUBLIN	12-2 PM	13	47	4-6 PM	19	53	32	100
AL05	17	Alameda	CHRISTIE AVENUE	POWELL STREET	EMERYVILLE	2-4 PM	18	65	4-6 PM	35	154	53	219
AL32	18	Alameda	SAN PABLO AVENUE	40TH STREET	EMERYVILLE	12-2 PM	84	306	4-6 PM	92	425	176	731
AL17	19	Alameda	WARM SPRINGS BOULEVARD	S. GRIMMER BOULEVARD	FREMONT	12-2 PM	9	4	4-6 PM	11	3	20	7
AL06	20	Alameda	FREMONT BOULEVARD	MOWRY AVENUE	FREMONT	12-2 PM	84	650	4-6 PM	110	470	194	1120
AL33	21	Alameda	FREMONT BOULEVARD/WASHINGTON B	UNION STREET/FREMONT BOULEVARD	FREMONT	12-2 PM	25	108	4-6 PM	40	177	65	285
AL34	22	Alameda	FREMONT BOULEVARD	PERALTA BOULEVARD	FREMONT	2-4 PM	58	100	4-6 PM	74	155	132	255
AL35	23	Alameda	NICHOLS AVENUE	MISSION BOULEVARD	FREMONT	12-2 PM	31	19	4-6 PM	29	24	60	43
AL63	24	Alameda	CHERRY LANE	MOWRY AVENUE	FREMONT	12-2 PM	11	12	4-6 PM	36	17	47	29
AL36	25	Alameda	PASEO PADRE PARKWAY	MOWRY AVENUE	FREMONT	12-2 PM	59	140	4-6 PM	98	204	157	344
AL37	26	Alameda	PASEO PADRE PARKWAY	DECOTO ROAD	FREMONT	2-4 PM	64	36	4-6 PM	68	50	132	86
AL07	27	Alameda	AMADOR STREET	WEST WINTON AVENUE	HAYWARD	12-2 PM	43	491	4-6 PM	36	405	79	896
AL38	28	Alameda	GRAND STREET	C STREET	HAYWARD	12-2 PM	46	146	4-6 PM	30	102	76	248
AL39	29	Alameda	FOOTHILL BOULEVARD	D STREET	HAYWARD	12-2 PM	15	23	4-6 PM	18	63	33	86
AL40	30	Alameda	WHITMAN STREET	TENNYSON ROAD	HAYWARD	12-2 PM	6	56	4-6 PM	17	137	23	193
AL41	31	Alameda	SANTA CLARA STREET	OCIE WAY	HAYWARD	12-2 PM	75	93	4-6 PM	86	99	161	192
AL08	32	Alameda	VASCO ROAD	EAST STREET	LIVERMORE	12-2 PM	62	30	4-6 PM	76	7	138	37
AL42	33	Alameda	RAILROAD AVENUE	FIRST STREET	LIVERMORE	12-2 PM	23	60	4-6 PM	19	38	42	98
AL18	34	Alameda	AIRPORT ACCESS ROAD	DOOLITTLE ROAD	OAKLAND	12-2 PM	10	15	4-6 PM	18	20	28	35
AL19	35	Alameda	MANDELA PARKWAY	14TH STREET	OAKLAND	12-2 PM	79	123	4-6 PM	144	256	223	379
AL20	36	Alameda	TELEGRAPH AVENUE	27TH STREET	OAKLAND	12-2 PM	154	306	4-6 PM	216	339	370	645
AL10	37	Alameda	SAN LEANDRO STREET	66TH AVENUE	OAKLAND	12-2 PM	51	75	4-6 PM	69	330	120	405
AL45	38	Alameda	BANCROFT AVENUE	AUSEON AVENUE	OAKLAND	12-2 PM	21	63	4-6 PM	29	96	50	159
AL46	39	Alameda	BROADWAY	12TH STREET	OAKLAND	12-2 PM	204	2803	4-6 PM	240	1995	444	4798
AL47	40	Alameda	BROADWAY	20TH STREET	OAKLAND	12-2 PM	140	1354	4-6 PM	229	1534	369	2888
AL48	41	Alameda	13TH AVENUE	CHATHAM ROAD	OAKLAND	2-4 PM	96	165	4-6 PM	100	149	196	314

AL49	42	Alameda	FRUITVALE AVENUE	FOOTHILL BOULEVARD	OAKLAND	2-4 PM	75	820	4-6 PM	95	775	170	1595
AL50	43	Alameda	FRUITVALE AVENUE/TILDEN WAY	ALAMEDA AVENUE	OAKLAND	2-4 PM	72	31	4-6 PM	92	49	164	80
AL09	44	Alameda	STATEN AVENUE	GRAND AVENUE	OAKLAND	12-2 PM	140	700	4-6 PM	205	629	345	1329
AL51	45	Alameda	GRAND AVENUE	LAKE PARK AVENUE	OAKLAND	2-4 PM	177	602	4-6 PM	178	635	355	1237
AL52	46	Alameda	MACARTHUR BOULEVARD	38TH STREET	OAKLAND	12-2 PM	21	479	4-6 PM	33	398	54	877
AL53	47	Alameda	MOUNTAIN BOULEVARD	LA SALLE AVENUE	OAKLAND	12-2 PM	18	939	4-6 PM	28	890	46	1829
AL54	48	Alameda	TELEGRAPH AVENUE	40TH STREET	OAKLAND	12-2 PM	259	661	4-6 PM	372	1075	631	1736
AL55	49	Alameda	WEBSTER STREET	7TH STREET	OAKLAND	2-4 PM	54	1193	4-6 PM	71	1100	125	2293
AL56	50	Alameda	GRAND AVENUE	OAKLAND AVENUE	OAKLAND	2-4 PM	93	165	4-6 PM	92	163	185	328
AL21	51	Alameda	SANTA RITA ROAD	FRANCISCO ROAD	PLEASANTON	12-2 PM	22	63	4-6 PM	32	66	54	129
AL11	52	Alameda	MAIN STREET	BERNAL AVENUE	PLEASANTON	12-2 PM	7	29	4-6 PM	15	94	22	123
AL57	53	Alameda	OWENS DRIVE	ANDREWS DRIVE	PLEASANTON	12-2 PM	38	54	4-6 PM	41	49	79	103
AL58	54	Alameda	HOPYARD ROAD	STONERIDGE DRIVE	PLEASANTON	12-2 PM	23	134	4-6 PM	45	82	68	216
AL12	55	Alameda	BANCROFT AVENUE	ESTUDILLO AVENUE	SAN LEANDRO	12-2 PM	40	88	4-6 PM	56	166	96	254
AL59	56	Alameda	PIERCE AVENUE/DOUGLAS DRIVE	DAVIS STREET (CA 61)	SAN LEANDRO	2-4 PM	40	111	4-6 PM	60	136	100	247
AL60	57	Alameda	EAST 14 STREET (CA 185)	HESPERIAN BOULEVARD	SAN LEANDRO	12-2 PM	23	106	4-6 PM	25	194	48	300
AL61	58	Alameda	EAST 14 STREET (CA 185)	MAUD AVENUE	SAN LEANDRO	2-4 PM	43	154	4-6 PM	91	195	134	349
AL43	59	Alameda	NEWARK BOULEVARD	JARVIS AVENUE	NEWARK	12-2 PM	63	126	4-6 PM	71	117	134	243
AL44	60	Alameda	WILLOW STREET	THORNTON AVENUE	NEWARK	2-4 PM	30	18	4-6 PM	49	20	79	38
AL22	61	Alameda	DECOTO ROAD	7TH STREET	UNION CITY	12-2 PM	16	56	4-6 PM	71	102	87	158
AL62	62	Alameda	DYER STREET	ALVARADO-NILES ROAD	UNION CITY	12-2 PM	111	89	4-6 PM	139	116	250	205
AL13	63	Alameda	DECOTO ROAD	ALVARADO-NILES ROAD	UNION CITY	12-2 PM	162	190	4-6 PM	110	243	272	433
CC01	64	Contra Costa	L STREET	18TH STREET	ANTIOCH	12-2 PM	42	205	4-6 PM	41	140	83	345
CC02	65	Contra Costa	BRENTWOOD BOULEVARD	OAK STREET	BRENTWOOD	12-2 PM	10	43	4-6 PM	16	54	26	97
CC03	66	Contra Costa	GRANT STREET	CONCORD BOULEVARD	CONCORD	12-2 PM	48	373	4-6 PM	50	245	98	618
CC04	67	Contra Costa	JONES ROAD	TREAT BOULEAVRD	WALNUT CREEK	12-2 PM	35	168	4-6 PM	58	167	93	335
CC05	68A	Contra Costa	SAN RAMON VALLEY BOULEVARD	RAILROAD AVENUE SOUTH	DANVILLE	12-2 PM	44	85	4-6 PM	38	72	82	157
CC05b	68B	Contra Costa	SAN RAMON VALLEY BOULEVARD	HARTZ WAY	DANVILLE	12-2 PM	48	67	4-6 PM	23	62	71	129
CC06	69	Contra Costa	OHLONE GREENWAY	FAIRMONT	EL CERRITO	12-2 PM	166	268	4-6 PM	183	545	349	813
CC07	70	Contra Costa	MORAGA ROAD	MT. DIABLO BOULEVARD	LAFAYETTE	12-2 PM	26	241	4-6 PM	46	189	72	430
CC08	71	Contra Costa	PACHECO ROAD	ARNOLD ROAD	MARTINEZ	12-2 PM	5	6	4-6 PM	17	5	22	11
CC09	72	Contra Costa	MORAGA WAY	IVY DRIVE	ORINDA	12-2 PM	29	5	4-6 PM	16	10	45	15
CC10	73	Contra Costa	BAILEY ROAD	DELTA DE ANZA TRAIL	PITTSBURG	12-2 PM	38	129	4-6 PM	67	277	105	406
CC11	74	Contra Costa	MARINA WAY	MACDONALD AVENUE	RICHMOND	12-2 PM	92	507	4-6 PM	90	376	182	883
CC12	75	Contra Costa	CAMINO RAMON	EXECUTIVE PARKWAY	SAN RAMON	12-2 PM	7	81	4-6 PM	13	42	20	123
CC13	76	Contra Costa	WALNUT BOULEVARD	YGNACIO VALLEY ROAD	WALNUT CREEK	12-2 PM	14	28	4-6 PM	31	102	45	130
MA02	77	Marin	BOLINAS ROAD	BROADWAY	FAIRFAX	12-2 PM	104	293	4-6 PM	152	316	256	609
MA03	78	Marin	ANDERSON DRIVE	CAL PARK HILL PATHWAY	LARKSPUR	12-2 PM	56	56	4-6 PM	67	61	123	117
MA06	79	Marin	MAGNOLIA AVENUE	WARD STREET	LARKSPUR	12-2 PM	34	334	4-6 PM	65	414	99	748
MA01	80	Marin	CAMINO ALTO	EAST BLITHEDALE AVENUE	MILL VALLEY	12-2 PM	54	44	4-6 PM	62	43	116	87
MA09	81	Marin	MILL VALLEY PATH	EAST BLITHEDALE AVENUE	MILL VALLEY	12-2 PM	122	76	4-6 PM	102	153	224	229
	82	Marin	BERNARD STREET/ MILLER AVENUE	THROCKMORTON AVENUE/MILLER AVE	MILL VALLEY	12-2 PM	67	494	4-6 PM	72	542	139	1036
MA05	83	Marin	ALAMEDA DEL PRADO	NAVE DRIVE	NOVATO	12-2 PM	50	60	4-6 PM	39	86	89	146
MA04	84	Marin	REDWOOD BOULEVARD	GRANT AVENUE	NOVATO	12-2 PM	53	237	4-6 PM	48	291	101	528
MA11a	85(NORTH)	Marin	SAN ANSELMO AVENUE	NORTH TUNSTEAD AVENUE	SAN ANSELMO	12-2 PM	199	477	4-6 PM	215	703	414	1180
MA11b	85(SOUTH)	Marin	SAN ANSELMO AVENUE	SOUTH TUNSTEAD AVENUE	SAN ANSELMO	12-2 PM	111	274	4-6 PM	157	410	268	684
MA07	86	Marin	B STREET	4TH STREET	SAN RAFAEL	12-2 PM	97	1396	4-6 PM	93	1080	190	2476

MA12	87	Marin	SAN PEDRO ROAD	LOS RANCHITOS ROAD	SAN RAFAEL	12-2 PM	27	8	4-6 PM	41	13	68	21
MA08	88	Marin	BRIDGEWAY STREET	PRINCESS STREET	SAUSALITO	12-2 PM	415	2313	4-6 PM	334	1487	749	3800
MA10	89	Marin	TIBURON BOULEVARD	MAIN STREET	TIBURON	12-2 PM	130	814	4-6 PM	156	875	286	1689
NA01	90	Napa	HIGHWAY 29	AMERICAN CANYON ROAD	AMERICAN CANYON	12-2 PM	14	54	4-6 PM	30	109	44	163
NA02	91	Napa	LINCOLN STREET	WASHINGTON STREET	CALISTOGA	12-2 PM	32	666	4-6 PM	62	615	94	1281
NA03	92	Napa	DRY CREEK ROAD	ORCHARD AVENUE	NAPA	12-2 PM	27	5	4-6 PM	39	1	66	6
NA04	93	Napa	OLD SONOMA ROAD	HIGHWAY 121	NAPA	12-2 PM	9	2	4-6 PM	12	1	21	3
NA05	94	Napa	JEFFERSON STREET	LINCOLN STREET	NAPA	12-2 PM	38	587	4-6 PM	70	193	108	780
NA06	95	Napa	SCHOOL STREET	FIRST STREET	NAPA	12-2 PM	5	373	4-6 PM	44	422	49	795
NA07	96	Napa	SILVERARDO TRAIL	OAKVILLE CROSS ROAD	OAKVILLE	12-2 PM	37	3	4-6 PM	61	4	98	7
NA08	97	Napa	MAIN STREET	ADAMS STREET	ST. HELENA	12-2 PM	15	655	4-6 PM	46	444	61	1099
NA09	98	Napa	YOUNTVILLE STREET	FINNELL STREET	YOUNTVILLE	12-2 PM	36	10	4-6 PM	35	19	71	29
SF01	99	San Francisco	3RD STREET	HOWARD STREET	SAN FRANCISCO	12-2 PM	348	3128	4-6 PM	639	3210	987	6338
SF02	100	San Francisco	EMBARCADERO	WASHINGTON STREET	SAN FRANCISCO	12-2 PM	107	2742	4-6 PM	154	1624	261	4366
SF03	101	San Francisco	7TH STREET	FOLSOM STREET	SAN FRANCISCO	12-2 PM	253	1152	4-6 PM	286	1329	539	2481
SF04	102	San Francisco	DIVISADERO STREET	GEARY BOULEVARD	SAN FRANCISCO	12-2 PM	38	1969	4-6 PM	67	2322	105	4291
SF05	103	San Francisco	BAKER STREET	FELL STREET	SAN FRANCISCO	12-2 PM	230	312	4-6 PM	643	426	873	738
SF06	104	San Francisco	SCOTT STREET	HAIGHT STREET	SAN FRANCISCO	12-2 PM	357	524	4-6 PM	810	594	1167	1118
SF07	105	San Francisco	VAN NESS AVENUE	TURK STREET	SAN FRANCISCO	12-2 PM	73	1825	4-6 PM	129	1568	202	3393
SF08	106	San Francisco	PHELAN AVENUE	OCEAN AVENUE	SAN FRANCISCO	12-2 PM	114	1099	4-6 PM	103	794	217	1893
SF09	107	San Francisco	3RD STREET	16TH STREET	SAN FRANCISCO	12-2 PM	87	184	4-6 PM	110	156	197	340
SM01	108	San Mateo	6TH STREET	RALSTON AVENUE	BELMONT	12-2 PM	36	186	4-6 PM	46	143	82	329
SM02	109	San Mateo	CALIFORNIA DRIVE	LINCOLN AVENUE	BURLINGAME	12-2 PM	15	26	4-6 PM	47	29	62	55
SM03	110	San Mateo	LAKE MERCED BOULEVARD	JOHN DALY BOULEVARD	DALY CITY	12-2 PM	51	229	4-6 PM	54	278	105	507
	111	San Mateo	MISSION STREET	EAST MARKET	DALY CITY	12-2 PM	19	486	4-6 PM	39	561	58	1047
SM05	112	Santa Clara	UNIVERSITY AVENUE	BAY ROAD	EAST PALO ALTO	12-2 PM	61	292	4-6 PM	99	395	160	687
SM06	113	San Mateo	EDGEWATER STREET	EAST HILLSDALE BOULEVARD	FOSTER CITY	12-2 PM	26	130	4-6 PM	58	111	84	241
SM07	114	San Mateo	MAIN STREET	CORREAS STREET	HALF MOON BAY	12-2 PM	19	103	4-6 PM	20	125	39	228
SM08	115	San Mateo	MAGNOLIA AVENUE	MILLBRAE AVENUE	MILLBRAE	12-2 PM	33	108	4-6 PM	46	127	79	235
SM09	116	San Mateo	FRANCISCO STREET	PALOMA STREET	PACIFICA	12-2 PM	27	114	4-6 PM	66	119	93	233
SM10	117	San Mateo	MAIN STREET	MIDDLEFIELD ROAD	REDWOOD CITY	12-2 PM	64	220	4-6 PM	57	267	121	487
SM11	118	San Mateo	REDWOOD SHORES PARKWAY	TWIN DOLPHIN DRIVE	REDWOOD SHORES	12-2 PM	14	113	4-6 PM	52	66	66	179
SM12	119	San Mateo	EL CAMINO REAL	SNEATH LANE	SAN BRUNO	12-2 PM	27	136	4-6 PM	35	192	62	328
SM13	120	San Mateo	DELAWARE STREET	THIRD STREET	SAN MATEO	12-2 PM	54	235	4-6 PM	68	276	122	511
SM14	121	San Mateo	AIRPORT BOULEVARD	GRAND STREET	SOUTH SAN FRANCISCO	12-2 PM	20	231	4-6 PM	42	213	62	444
SC01	122	Santa Clara	BASCOM STREET	HAMILTON STREET	CAMPBELL	12-2 PM	102	549	4-6 PM	64	455	166	1004
SC02	123	Santa Clara	DE ANZA BOULEVARD	STEVEN CREEK BOULEVARD	CUPERTINO	12-2 PM	74	536	4-6 PM	82	215	156	751
SC03	124	Santa Clara	MONTEREY STREET	7TH STREET	GILROY	12-2 PM	30	123	4-6 PM	38	110	68	233
SC04	125	Santa Clara	NORTH MILPITAS BOULEVARD	DIXON LANDING ROAD	MILPITAS	12-2 PM	49	142	4-6 PM	81	220	130	362
SC05	126	Santa Clara	MONTEREY	MAIN AVENUE	MORGAN HILL	12-2 PM	65	154	4-6 PM	87	172	152	326
SC06	127	Santa Clara	ESCUELA AVENUE	CALIFORNIA STREET	MOUNTAIN VIEW	12-2 PM	53	459	4-6 PM	137	415	190	874
SC07	128	Santa Clara	PAGEMILL ROAD	FOOTHILL EXPRESSWAY	PALO ALTO	12-2 PM	74	9	4-6 PM	115	23	189	32
SC08	129	Santa Clara	UNIVERSITY AVENUE	EMERSON STREET	PALO ALTO	12-2 PM	72	1836	4-6 PM	156	1274	228	3110
SC09	130	Santa Clara	SOUTH 7TH STREET	SAN FERNANDO STREET	SAN JOSE	12-2 PM	174	1762	4-6 PM	224	1536	398	3298
SC10	131	Santa Clara	MONTGOMERY STREET	SANTA CLARA STREET	SAN JOSE	12-2 PM	62	106	4-6 PM	131	169	193	275
SC11	132	Santa Clara	EL CAMINO REAL	BENTON STREET	SANTA CLARA	12-2 PM	27	100	4-6 PM	59	76	86	176
SC12	133	Santa Clara	KIELY BOULEVARD	HOMESTEAD ROAD	SANTA CLARA	12-2 PM	56	203	4-6 PM	113	209	169	412

SL01	134	Solano	MILITARY WEST	WEST SECOND STREET	BENICIA	12-2 PM	16	112	4-6 PM	42	128	58	240
SL02	135	Solano	N. 1ST STREET	VAUGHN ROAD	DIXON	12-2 PM	22	42	4-6 PM	35	51	57	93
SL03	136	Solano	N. 1ST STREET	EAST C STREET	DIXON	12-2 PM	32	75	4-6 PM	25	31	57	106
SL05	137	Solano	NORTH TEXAS STREET	TRAVIS BOULEVARD	FAIRFIELD	12-2 PM	18	101	4-6 PM	87	182	105	283
SL04	138	Solano	REDTOP ROAD	HIGHWAY 12 JAMESON CANYON	FAIRFIELD	12-2 PM	2	2	4-6 PM	2	2	4	4
SL06	139	Solano	DOWNTOWN WATERFRONT PATH	MAIN STREET	RIO VISTA	12-2 PM	8	76	4-6 PM	5	63	13	139
SL07	140	Solano	MAIN STREET	LOTZ WAY	SUISUN CITY	12-2 PM	19	111	4-6 PM	45	138	64	249
SL09	141	Solano	DOWNTOWN CREEK BIKE PATH	EAST MONTE VISTA AVENUE	VACAVILLE	12-2 PM	7	126	4-6 PM	10	111	17	237
SL08	142	Solano	NUT TREE ROAD	ALAMO DRIVE	VACAVILLE	12-2 PM	10	33	4-6 PM	8	36	18	69
SL11	143	Solano	WATERFRONT BIKE PATH	150' SW OF MARE ISLAND WAY/GEORG	VALLEJO	12-2 PM	46	241	4-6 PM	35	253	81	494
SL10	144	Solano	ADMIRAL CALLAGHAN PARKWAY	COLUMBUS PARKWAY	VALLEJO	12-2 PM	18	13	4-6 PM	20	26	38	39
SN01	145	Sonoma	OLD REDWOOD HIGHWAY	COTATI AVENUE	COTATI	12-2 PM	29	45	4-6 PM	38	27	67	72
SN02	146	Sonoma	HEALDSBURG AVENUE	MATHESON STREET	HEALDSBURG	12-2 PM	68	496	4-6 PM	88	617	156	1113
SN03	147	Santa Clara	HOWARD/SIXTH STREET	A STREET	SAN JOSE	12-2 PM	30	82	4-6 PM	52	99	82	181
SN04	148	Sonoma	PETALUMA HILL ROAD	ROHNERT PARK EXPRESSWAY	ROHNERT PARK	12-2 PM	3	25	4-6 PM	5	44	8	69
SN06	149	Sonoma	MENDOCINO AVENUE	PACIFIC AVENUE	SANTA ROSA	12-2 PM	86	346	4-6 PM	139	334	225	680
SN05	150	Sonoma	SANTA ROSA AVENUE	SECOND STREET	SANTA ROSA	12-2 PM	71	390	4-6 PM	87	401	158	791
SN07	151	Sonoma	PETALUMA AVENUE	JOE RODOTA TRAIL	SEBASTROPOL	12-2 PM	71	137	4-6 PM	109	123	180	260
SN09	152	Sonoma	BROADWAY	WEST NAPA STREET	SONOMA	12-2 PM	57	520	4-6 PM	87	558	144	1078
SN08	153	Sonoma	HIGHWAY 12 - SONOMA HIGHWAY	VERANO AVENUE	SONOMA	12-2 PM	58	80	4-6 PM	148	151	206	231

ACTION REQUESTED: INFORMATION/ACTION



**Regional Transportation Plan Cycle 2
 Funds Application**

Required Attachments:

- General Plan Circulation Element Amendment or Complete Streets Policy Resolution
WILL PROVIDE TO NCTPA BY 1/31/13
- Housing & Community Development (HCD) Approval for General Plan Housing Element
- Complete Streets Checklist
WILL HAVE COMPLETED BY EARLY 2013
- Project Map (Including Priority Development Area (PDA) boundaries)

Please complete the requested fields below:

Project Sponsor: CITY OF NAPA

Single Point of Contact: MIKE SOCORRO

**Email/Phone: msocorro@cityofnapa.org
 707-257-9305**

Project Title: BROWNS VALLEY ROAD SIDEWALK IMPROVEMENTS

Project Location/Description: NAPA CITY: BROWNS VALLEY ROAD – 160’ WEST OF SPRIG COURT TO ROWENA LANE / INSTALL NEW SIDEWALK, CURB, GUTTER, AND CURB RAMP ALONG THE NORTHERLY SIDE OF BROWNS VALLEY ROAD WHERE NONE EXISTS. THIS WILL PROVIDE FOR CONTINUOUS SIDEWALK ACCESS MOSTLY BENEFITTING THE CHILDREN WHO ATTEND BROWNS VALLEY ELEMENTARY SCHOOL.

Project Type: *Check all that apply; indicate percentage of each if there is more than one element*

- | | | |
|--|-------|---|
| <input type="checkbox"/> Transit Improvements | _____ | % |
| <input checked="" type="checkbox"/> Bicycle and Pedestrian Improvements ¹ | 20 | % |
| <input type="checkbox"/> Local Streets and Roads Preservation ² | _____ | % |
| <input checked="" type="checkbox"/> Safe Routes to Schools or Transit ¹ | 80 | % |
| <input type="checkbox"/> Transportation for Livable Communities ¹ | _____ | % |
| <input type="checkbox"/> Priority Conservation Areas | _____ | % |

¹ Is project within the Bay Area Air Quality Management District (BAAQMD) Y N
² Roads must be eligible for federal aid

- RTP ID#
- Transportation for Livable Communities: 21011
 - Safe Route to School Program: 22417
 - Local Streets and Roads Maintenance: 230518
 - Other



Regional Transportation Plan Cycle 2 Funds Application

RTP Goals: *Please describe the relationship of project to meeting goals of the MTC Proposed Regional Transportation Plan (RTP): Can be found at http://www.onebayarea.org/plan_bay_area/transportation.htm*

Check which goals apply:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Climate Protection
<input type="checkbox"/> Reduce Premature Death from Particulate Matter
<input type="checkbox"/> Increase Average Daily Walking and Biking for Transportation by 60%
<input type="checkbox"/> Equitable Access

<input type="checkbox"/> Decrease Average Per Trip Travel Time | <input type="checkbox"/> Adequate Housing
<input checked="" type="checkbox"/> Reduce number of Injuries and Fatalities from Collisions
<input type="checkbox"/> Open Space and Agricultural Preservation

<input type="checkbox"/> Equitable Vitality

<input type="checkbox"/> Maintain the Transportation System in a State of Good Repair |
|--|--|

Please answer the following questions regarding the proposed project:

1. Does Sponsor have Complete Streets Act of 2008 compliant General Plan (GP)? (attach reference or resolution) WILL PRIDE REFERENCE TO NCTPA BY 1/31/13	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
2. Does Sponsor have a Housing and Community Development (HCD) approved GP or Housing Element? <i>In order to waive the above requirement GP Housing element must already be submitted to HCD for consideration. Date submitted to HCD: 7/1/09</i>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
3. Is there a Complete Streets Checklist attached to this application? WILL HAVE COMPLETED BY EARLY 2013	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
4. Has the sponsor failed to comply with regional or state delivery milestones in the past 3 years?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
5. Is there a Project Map attached to the current application?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
6. Is the proposed project inside the boundaries of an approved PDA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
7. Is the project directly connected to a PDA?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
8. Does the project provide proximate access to a PDA? <i>If the project provides proximate access to a PDA please explain how*</i>	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
9. Does the project serve a Community of Concern?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>
10. Did sponsor do public outreach to develop this project specifically? <i>Please provide documentation of the public outreach process including dates and times of meetings help, notification process, etc.</i>	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>



Regional Transportation Plan Cycle 2 Funds Application

*For purposes of this application "proximate access" is defined as any project that provides transportation connectivity to a PDA.

11. Funding Estimates: Round to the nearest thousand from programming purposes

Project Cost: **\$250,000**
 Grant Request: **RSR25**
 Total Project Cost: **\$283,000**

Phase	FY 13/14		FY 14/15		FY 15/16	
	Federal Fund	Local Match	Federal Fund	Local Match	Federal Fund	Local Match
Preliminary Engineering	\$30,000	\$3,000	\$	\$	\$	\$
Right-of-Way	\$88,000	\$12,000	\$	\$	\$	\$
Construction	\$	\$	\$	\$	\$112,000	\$15,000
Construction Engineering	\$	\$	\$	\$	\$20,000	\$3,000

Indicate source(s) of matching funds here:

Source	General					
Amount	\$33,000	\$	\$	\$	\$	\$

12. Complete Streets Components: Please indicate all the complete street elements proposed as part of this project:

12a. sidewalks	12f. Choose an item.
12b. ADA ramps	12g. Choose an item.
12c. bike lanes	12h. Choose an item.
12d. Choose an item.	12i. Choose an item.
12e. Choose an item.	12j.

13. Schedule: Please provide project development schedule:

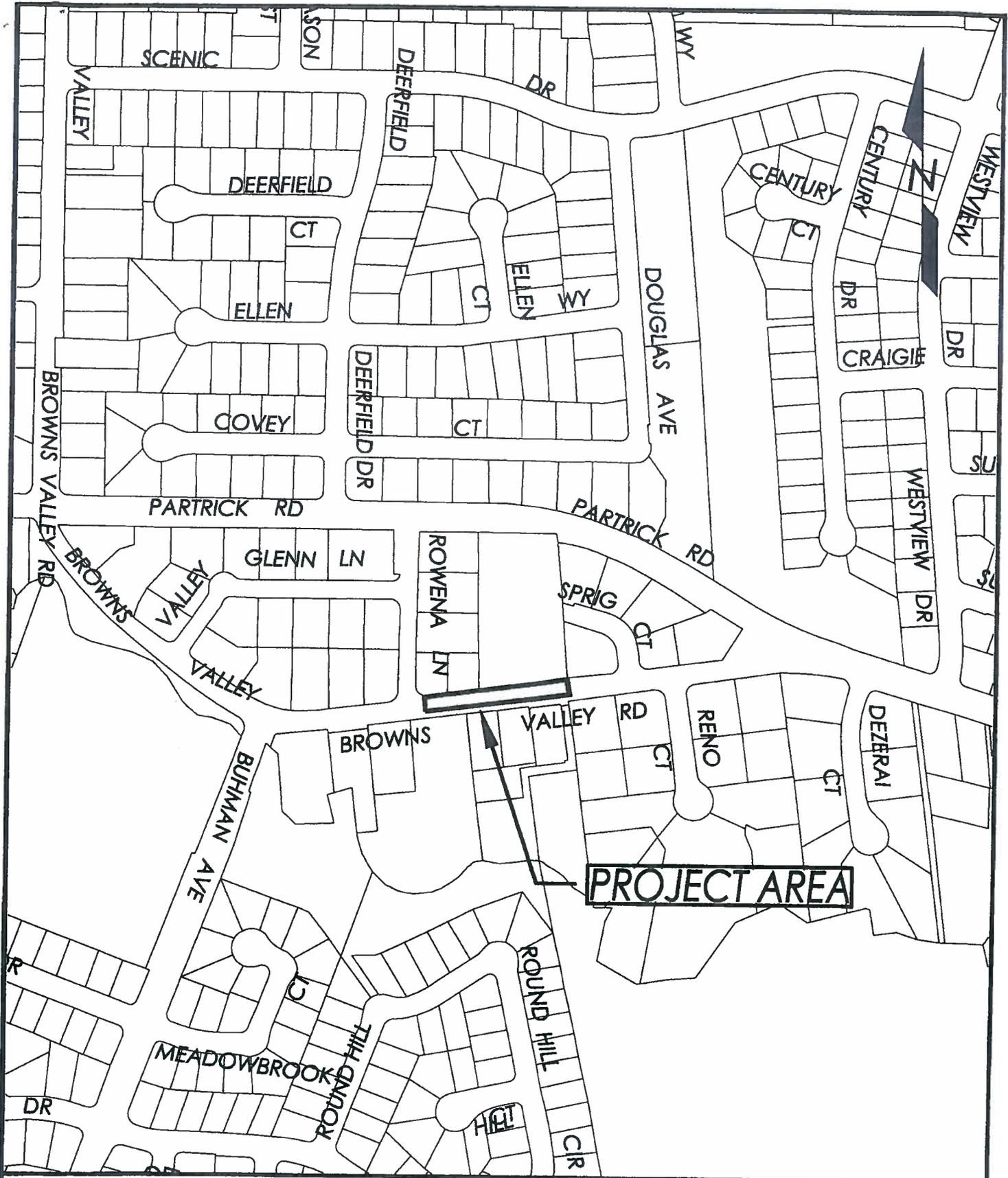
Phase	Begin MO/YR	End MO/YR
Scoping		COMPLETED
ENV	10/13	2/14
PSE	10/13	4/15
R/W	4/14	4/15
CON	6/16	8/16



Regional Transportation Plan Cycle 2 Funds Application

Please indicate the dates sponsor anticipates achieving the following milestones:

- a. Resolution of Local Support for project: **N/A**
 - b. FMS Application: **6/13**
 - c. Field Review: **10/13**
 - d. Disadvantaged Business Enterprise Local Assistance Procedures Manual Form 9-B: **6/13**
 - e. Request for Authorization: (Please indicate both PE and CON Phases if seeking funding for both): **PE 11/13**
R/W 2/14
CE & CON 12/15
 - f. Recipient of Authorization (E-76): **PE 2/14**
R/W 4/14
CE & CON 3/16
14. If a local Street and Roads Preservation (LSRP) project, please indicate the federal aid classification of each road proposed: **N/A**
15. If a LSRP, please indicate the number of lane miles to be improved (include street name, length and Pavement Condition Index [PCI] of each segment): **N/A**
16. If LSRP project, what type? **N/A**
- Pavement Rehabilitation (<70 PCI)
 - Preventative Maintenance (≥ 70 PCI)
 - Non-pavement
17. Does the sponsor have a current, certified Pavement Management Program?
- a. Please indicate the date of last certification: **APRIL 30, 2012**



CITY OF NAPA

PUBLIC WORKS DEPARTMENT



CITY OF NAPA
PUBLIC WORKS DEPARTMENT

PROJECT LOCATION MAP
BROWNS VALLEY RD SIDEWALK IMPROVEMENTS

Project Proposal to: NCTPA SRTS Funding 2013-2016
Program: Napa County Office of Education SRTS Continuation Program

Napa County Office of Education is the county's provider of Safe Routes to Schools (SRTS) programming, and has received continuous funding for direct "non-infrastructure" services from CalTrans and NCTPA since 2007. This proposal is to request the available \$420,000 of Napa County SRTS funding to continue the service and expand into all schools in the county over the next three fiscal years (July 2013 – June 2016). As detailed below, NCOE is a capable provider with ample experience and momentum to maintain the strong program of educational services for biking and walking to school.

Agency Overview

Napa County Office of Education's School & Community Partnership Projects Division (SCPP) operates more than 15 federal, state and local grants that "engage the community, various funding sources, and schools to promote safe and healthy environments in which Napa County students can learn, develop and thrive." Projects include a Drug Free Communities Support program, Emergency Response and Crisis Management project, Foster Youth and Homeless Support, Counseling Services, Pregnancy Prevention, Gang and Violence Prevention, School Safety Committees, After School Programs and much more. Together, these \$4 million+ of independently funded projects fall under the School and Community Partnership Project Division, to work collaboratively in the County of Napa. The focus of the School and Community Partnership Project Division is to work together to improve student engagement, health and academic success.

Existing Program Overview

Napa County Office of Education received Safe Routes to School Program funding in 2007. The Napa County Office of Education's Safe Routes to School (SRTS) Program has operated continuously since that time, expanding to include additional funding resources (Napa County Transportation & Planning Agency Congestion Mitigation and Air Quality Improvement funds (CMAQ) and local contributions), and has conducted activities at 16 elementary, middle and high schools in Napa County. The program, staffed by employees of Napa County Office of Education has gone into the partner schools to provide services. The program has created strong partnerships with Napa County Transportation Planning Agency and local police departments. Additionally, the program is highly supported by the Bicycle Coalition, Safe Kids Committee and local hospitals and has strong collaborative relationships with the National Safe Routes to School Partnership and other regional SRTS programs.

The NCOE SRTS program is prepared to leverage NCTPA funding with existing and new resources. The program has a fleet of bicycles for use in classroom lessons with students for safe riding classes. Credentialed instructors are already trained to provide in-class and after school lessons and activities for students. The program has been heavily focused on improving air quality around schools by reducing motor vehicle traffic. Presentation materials and awareness materials regarding bike trails (Vine Trail), walking paths, family fun activities and more, are already designed and available to be distributed into the schools. Activities of the SRTS program in Napa County in the past few years have included:

- Bike rodeos for all students in grades K-6 at 12 elementary schools
- Distribution of safety equipment including reflectors and helmets at 12 elementary schools
- 10 hours (two weeks) of safe bicycle riding lessons in 4th and 5th grade classrooms at Napa County elementary schools
- Parent presentations about safe walking and riding at elementary schools
- Safe Walking presentations in 2nd-3rd grade classrooms at elementary schools
- Integration of NCOE, Napa County Transportation and Planning Agency, law enforcement and hospital programs to support youth safety
- Bicycle and walking groups and clubs in middle and high schools

Program Proposal

The SRTS Bike and Pedestrian Safety program will reach students in every school in Napa County. The program will provide multiple components based on student grade level, offering age appropriate instruction. Brochures with tips for safe walking and riding, reflectors and brightly colored vests will be offered to all participants.

In elementary school, students will be provided a two week long intensive class designed to teach riding and walking to and from school. The 10 lesson program moves from school to school and leaves students excited about biking and walking. Trained instructors use a curriculum that aligns with content standards for physical education and health.

In middle school, youth will continue to be engaged during their after school program and through clubs. Students will learn to ride bikes safely, repair flat tires and how to maintain a bike. The program is supported in part by the after school program providers in a sustainable collaborative relationship.

High school students will be engaged in bicycling and walking through advocacy campaigns and clubs. Students will be invited to attend the well-established Eagle Cycling Club and Napa County Active Transportation Advisory Committee to give a youth perspective to the conditions of biking all over Napa County. This will build a sense of ownership from the students on the biking clubs and motivates them to participate in more coordinated student bike rides. High school students will be trained as volunteers to assist with riding programs for younger students, promoting cycling at all ages.

In addition to instruction and groups, staff will also work within the community to raise awareness and educate the public about the value of biking and walking. Staff coordinates parent informational meetings about pedestrian and biking safety, Walk and Roll days, Bike Rodeos, Walking School Buses and outreach at community events. Continuing education and training will be provided for staff to keep current with the safest and most effective instruction. In 2012, Walk to School Day was held at multiple elementary schools across the county, with leaders such as Mayor Jill Techel, Supervisors Dillon and Caldwell, and Superintendent Barbara Nemko welcoming walkers to school.

District wide Bike Rodeos will continue to be held twice per year at elementary schools who would like the service. The Bike Rodeos are a partnership with the Napa Police Department, Safe Kids Napa Valley and Napa County Office of Education where students from all grade levels are taught bike safety laws from a police officer and are offered a free helmet.

The program will also continue to conduct Bike to School Day each May & Walk to School Day each October. The Program Coordinator and safety instructors will work with school staff to organize booths to be set up at each participating school site to welcome students that walk or ride to school. Raffle tickets will be given to students for prizes that will be donated by community businesses. Publicity for the events will feature student art work from contests conducted at each school. Walking school buses and bike trains will be organized by safety instructors who will work with school staff to select a meeting spot within 1 mile of the school and a safe route to follow to the school with a group. Local media will be notified of the events to cover.

The program will also be evaluated and data will be reviewed regularly for continuous program improvement efforts. In 2011, NCOE added questions to the "California Healthy Kids Survey", conducted biannually for all 5, 7, 9 and 11th graders, to find out more about youth biking and walking habits. Data will be used to help identify areas of need in the community. Within the SRTS program, pre and post surveys will be administered to students and parents at each participating school site at the beginning and end of each program to measure program impact. Raffle tickets will be given to students when they turn in parent surveys and prizes that are donated by local businesses will be given to the raffle winners.

Program Activities

As described above, the requested funding will support the continuation and expansion of the NCOE SRTS program, to insure all students in Napa County are offered bicycling and walking safety instruction and support. The funding will specifically go toward the direct instruction of curriculum to elementary school students, group and activity opportunities for middle and high school students, materials and supplies (including helmets, reflectors, vests and more), parent and teacher presentations, large-scale and media-focused community events, and advocacy for important community projects such as bike trails and safety.

Intended Date	Activity
Ongoing	Distribute Safety brochures in multiple languages to parents and students with tips on safe biking and walking at all Napa County schools, and at community events
	Distribute reflectors to students that clip onto their backpacks & brightly colored vests so they can be more visible when they walk or bike to school at all Napa County schools, and at community events
	Offer bike rodeos twice per year to elementary schools throughout Napa County, including: -free helmet giveaways for any student needing a helmet -free bike tune-up and minor repairs by voluntary community bicycle enthusiasts
	Maintain all SRTS equipment: bicycles, helmets, instructional aides
Annual Outputs	Develop and teach one class at each SRTS school for parents and teachers, focusing on "How to share the road with bicycles and pedestrians"
	Teach 2-week long classes on bike safety at Napa County schools, grades 2-3 and 4-5
	Coordinate bike/walk events at schools across the county during the months of May and October as a part of International Bike/Walk to school day
	Hold 4 bike safety classes for the public
	Collect data for every participating school that identifies the community attitude towards biking and walking. Determine if there are any physical barriers to biking and walking in the community to address during instruction and presentations.

Budget and Scope

The attached budget describes the three year budget based on the available \$420,000 for Napa County SRTS. Additionally, we have attached our "dream" budget that describes the additional costs for instructors to reach students in every school, every year. The scope and reach of the smaller budget will be approximately 1/3 of the size of the full budget. Over the course of the three year grant, the \$420,000 program will reach every elementary student; with the full budget the staff will reach every elementary student every year.

Napa County Office of Education

Safe Routes to School Expansion Program Proposal- Budget

Description	2013-2014	2014-2015	2015-2016	3-Year Total
Salaries				
.65 FTE Program Coordinator @ \$68000	\$ 44,200.00	\$ 44,200.00	\$ 44,200.00	\$ 132,600.00
Lead Instructor 40 weeks, 30 hours/week, \$25/hr	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 90,000.00
.75 FTE Contract Assistant	\$ 31,800.00	\$ 31,800.00	\$ 31,800.00	\$ 95,400.00
Benefits				
Calculated at NCOE rate for mandatory benefits plus health for salary staff	\$ 26,500.00	\$ 26,500.00	\$ 26,500.00	\$ 79,500.00
Supplies				
instructional supplies, office supplies, helmets, vests, riding gear	\$ 6,000.00	\$ 6,000.00	\$ 4,500.00	\$ 16,500.00
Travel				
Annual bicycle conferences for 2 staff- Pro Walk/Pro Bike Conference and National Bike Summit	\$ 3,000.00			\$ 3,000.00
mileage @ 55.5cents/mile or current Federal rate x45 miles/month	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 3,000.00
Indirect- Federal rate: 10.43% (ineligible for reimbursement from SRTS/CalTrans)				
TOTAL	\$ 142,500.00	\$ 139,500.00	\$ 138,000.00	\$ 420,000.00