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- Increase funding to the California Active Transportation Program (CATP) and provide legislative direction and support to more efficiently and equitably administer the program: State agencies, such as Caltrans, are charged with fulfilling the ATP objectives of N-19-19, have concerns with adequate staffing and resources. Legislation providing additional funding and direction can assist.
- Give cities and local transportation agencies the ability to lower speed limits on roads within their jurisdiction and direct the California Department of Transportation (Caltrans) to eliminate the 85th percentile rule in speed-limit setting: The 2019 Zero Fatalities Task Force Report contains further details on these two specific proposals, including extensive research on the ineffectiveness of the 85th percentile rule.

**c. Improve Accessibility to Fixed Route Services, Local/Regional Passenger Rail, and Other Mass Transit Services**

High density transportation **benefits** communities financially, reduces air pollution, increases fuel efficiency, reduces traffic congestion, saves money, increases mobility, frees up time, and reduces traffic collisions and injuries. A few simple augmentations to existing systems will expand the availability of these services to be more easily utilized by older adults and persons with disabilities.

- Provide free rides for older adults and people with disabilities during off-peak hours.
- Provide safe and comfortable places to wait for the bus - benches, shelters to protect from rain and sun.
- Design transit stops in front of stores, rather than bordered by large parking lots. Or, as an alternative within existing malls, parking lots, etc., create driverless shuttles to take shoppers from the front door to bus stops. These systems solve the challenge of navigating a large parking lot between the store and the main roadway where buses are boarded.
- Adjust transit design to match changes in the shopping habits and evolution of shopping technologies
- Commission a California Vehicle Economy study: Conducted via a collaboration of research universities and state agencies, with the goal of providing a clearer financial assessment of the direct and indirect costs that California taxpayers pay per year to subsidize car-centric transportation infrastructure.

**2. Implement Sound Planning and Policy Agenda**

A statewide effort to expand and improve services will only succeed with the adoption and implementation of new policies, measurement tools, enhanced revenue, and comprehensive system design. These policies must address the provision of transportation services, as well as integrate & promote civic planning, public/private partnerships, and the inclusion of accessible transportation operations. Statewide efforts should build upon local coordinated public transit human services transportation plans, county unmet transit needs hearings and short-range transit plans (see Appendix B for a brief list).

- Ensure the Broader Transportation System Reflects the Needs of Older Californians (Caltrans): Transportation planning and policies made advances in the last decade including policies and increased funding related to the complete streets, active transportation, context sensitive design, vision zero and other safety programs, and intelligent transportation systems<sup>96</sup>. Caltrans should ensure that Californians, regardless of age, race, economics, or travel mode (walking, cycling, driving, etc), benefit equitably from these investments. The “equitable” standard needs to take in to account the vulnerability of the traveler and mode, as well as historic policy and expenditure inequities.

<sup>95</sup> League of American Bicyclists Model Vulnerable User Law: <https://bikeleague.org/content/model-vulnerable-road-user-law>

<sup>96</sup> Links to Caltrans Programs: [Complete Streets](#); [Active Transportation](#), [Intelligent Transportation Systems](#).















