Appendix V: Performance Dashboard

To: San Diego Association of Governments and Caltrans District 11

From: North County Comprehensive Multimodal Corridor Plan (CMCP) Project Team

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Subject: North County Comprehensive Multimodal Corridor Plan (CMCP) – Performance Dashboard

Overview

The North County Comprehensive Multimodal Corridor Plan (CMCP) will identify integrated transportation solutions that enhance the way people travel throughout North County.

The purpose of this document is to summarize the sources of data used in each section of the Performance Dashboard for the North County CMCP study area.

REGIONAL CONTEXT

The regional context section provides statistics for the region for jobs, population, vehicle miles traveled (VMT), and VMT distribution, and an overview of travel patterns for the North County study area.

Table 1: Sources and References for Regional Context Statistics

Statistic	Source	Reference
Jobs	LEHD LODES Workplace Area Characteristics (2019)	N/A
Population	ACS, 5-Year Estimates (2019)	N/A
Vehicle Miles Traveled	Streetlight (2019)	Appendix Q: VMT Analysis
VMT Distribution by Trip Purpose	Streetlight (2019)	Appendix Q: VMT Analysis
North County Travel Patterns	Streetlight (2019)	Appendix R: Travel Patterns Analysis

IMPROVE TRANSPORTATION EXPERIENCE FOR ALL

The Improved Transportation Experience for All section includes statistics for fatal collisions within the State Highway System, Outside the State Highway System, and collisions involving pedestrians within and outside of the State Highway System. This section also includes the amount of daily trip hours traveled by resident and by employee in the study area.

Table 2: Sources and References for Transportation Experience Statistics

Statistic	Source	Reference
Fatal Collisions	FARS (2009 – 2018)	Appendix M: Safety Fact Sheet
Daily Trip Hours Traveled (per resident, per employee)	Streetlight (2019) ACS, 5-Year Estimates (2019) LEHD, LODES Workplace Area Characteristics (2019)	Appendix Q: VMT Analysis

PROVIDING CHOICES TAILORED TO NEED, IMPROVING COMMUNITY CONNECTIONS

The Providing Choices Tailored to Need, Improving Community Connections section includes statistics related to access to high frequency transit and a snippet of the isochrone analysis as it relates to time competitiveness between driving and transit.

Table 3: Sources and References for Community Connection Statistics

Statistic	Source	Reference
Percent of Residents within 0.5 Miles of High Frequency Transit	ACS, 5-Year Estimates (2019), NCTD GTFS	Existing Housing Units within High-Frequency Transit Stops
Percent of Jobs within 0.5 Miles of High Frequency Transit	LEHD LODES Workplace Area Characteristics (2019), NCTD GTFS	Existing Housing Units within High-Frequency Transit Stops
Percent of Social Equity Population within 0.5 Miles of High Frequency Transit	SANDAG DS39 Forecast Estimates (2021), NCTD GTFS	Existing Housing Units within High-Frequency Transit Stops
Reach Analysis	Open Street Map, LEHD LODES Workplace Area Characteristics (2019), SANGIS, NCTD GTFS	Appendix K: Isochrone Analysis
Travel Time Competitiveness: Driving and Transit	Cambridge Systematics	Appendix S: Transit Competitiveness

SHIFT TOWARDS CLEANER TRANSPORTATION

The Shift Towards Cleaner Transportation section includes information on mode distribution for all trips and short trips, average weekday ridership for bus and light rail services, and VMT per resident and per employee in the study area.

Table 4: Sources and References for Cleaner Transportation Statistics

Statistic	Source	Reference
Mode Distribution for All Trips and Trips Shorter than or Equal to 3-Miles	SANDAG DS 39 Forecast Estimates (2021)	Appendix L: Performance Baseline Assessment
Average Weekday Ridership for BREEZE and SPRINTER	NCTD Operations Report (Quarter 2, 2019)	N/A
VMT (per resident, per employee)	Streetlight (2019) ACS, 5-Year Estimates (2019) LEHD, LODES Workplace Area Characteristics (2019)	Appendix Q: VMT Analysis

TRAVEL TIME EXPERIENCE

The Travel Time Experience section contains data from Kimley-Horn's Traction tool which summarizes the difference between free flow travel and actual time traveled.

Table 5: Source and Reference for Travel Time Experience Statistic

Statistic	Source	Reference
Mode Distribution for All Trips and Trips Shorter than or Equal to 3-Miles	Traction, Google	Appendix T: Travel Time Experience

SOCIAL EQUITY FOCUS COMMUNITY AREAS AND SOCIAL EQUITY FOCUS POPULATION

The Social Equity Focus Community (SEFC) Areas were identified as the top 25 percent densest areas within social equity focus populations, which are made up of low-income households, minority populations, and senior populations. This section includes statistics for these areas in the context of the study area population as well as active transportation facilities and collisions within these areas.

Table 6: Sources and References for Social Equity Statistics

Statistic	Source	Reference
SEFC	SANDAG DS 39 Forecast Estimates (2021)	Appendix L: Performance Baseline Assessment
SEFC Populations	SANDAG DS 39 Forecast Estimates (2021)	N/A
Active Transportation Facilities	SANDAG DS 39 Forecast Estimates (2021), SANGIS	N/A
SEFC Collisions	SANDAG DS 39 Forecast Estimates (2021), TIMS (2015 – 2020)	N/A

ACCESS TO HIGHER FREQUENCY TRANSIT

The Access to Higher Frequency Transit section includes how many residents in the study area are within 0.5 miles of high frequency transit stops. The information is also broken out by low-income households, minority population, and senior population.

Table 7: Source and Reference for High Frequency Transit Statistic

Statistic	Source	Reference
Demographic Breakdown of Population Statistics	SANDAG DS 39 Forecast Estimates (2021)	Appendix L: Performance Baseline Assessment

Note: High-frequency transit stops in the DS 39 Forecast are defined by the combined headway frequency of transit stops on a node, route, and direction where multiple stops occurring on the same node, route, direction, and configuration are counted only once.

Estimated 2050 and Existing Conditions Performance Comparison

The CMCP is estimated to improve upon existing conditions for the CMCP performance measures—specifically aligned with the CMCP Vision, Values, Goals and Objectives in Chapter 4. Table 8 below displays how plan objectives can be met by comparing existing conditions (2016) to the 2050 Model Estimates.

Table 8: Meeting Plan Objectives – Comparison of Existing and Future Conditions

Plan Objective	Performance Measure	Existing Conditions (2016)	2050 Proposed Conditions (DS38)
Spend less time traveling	Observed Daily person hours traveled per North County study area resident and per employee	Per resident: 2.00 Per employee: 2.56	N/A
Spend less time traveling	Average Daily VHT per resident	1.00	0.78
Spend less time traveling	Average Daily VHT per employee	2.56	1.72
Reduce vehicle miles traveled	Average daily VMT in North County study area	15,061,000 VMT/Day	16,031,659 VMT/Day
Reduce vehicle miles traveled	Average daily VMT in North County study area in proportion of residents and per employees	Per resident: 18.58 Per employee: 25.08	Per resident: 16.03 Per employee: 20.51
Improve multimodal choices in the corridor to support a significant increase of carpool, bike, transit, and walking trip percentages	Non-SOV mode share	50%	56%
Improve multimodal choices in the corridor to support a significant increase of carpool, bike, transit, and walking trip percentages	Non-SOV mode share for trips less than 3 miles	60%	64%
Improve multimodal choices in the corridor to support a significant increase of carpool, bike, transit, and walking trip percentages	SPRINTER ridership	8,000	42,000

Plan Objective	Performance Measure	Existing Conditions (2016)	2050 Proposed Conditions (DS38)
Improve multimodal choices in the corridor to support a significant increase of carpool, bike, transit, and walking trip percentages	Bus ridership	30,000	100,000
Align mobility services with (existing and potential) activity centers and underserved communities	Percentage of residents within a ½ mile of high frequency transit stops	12%	50%
Align mobility services with (existing and potential) activity centers and underserved communities	Percentage of North County jobs within a ½ mile of high frequency transit stops	3%	87.9%
Align mobility services with (existing and potential) activity centers and underserved communities	Percentage of social equity focus communities within a ½ mile of high frequency transit stops	12%	52%
Support population and job growth within focused areas	Jobs in mobility hubs/zones	161,530 (62%)	260,194 (77%)
Support population and job growth within focused areas	Residents in mobility hubs/zones	263,126 (40%)	437,334 (59%)
Support population and job growth within focused areas	Percentage of short trips (less than 3 miles)	40%	43%