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Active Transportation Working Group

Thursday, October 22, 2020

10:30 a.m. – 12 noon

****Teleconference Meeting****

Agenda Highlights

- **Statewide Active Transportation Policies Update**
- **Field Notes: Georgia-Meade and Landis Bikeways Construction**
- **City of San Diego 2019 Micromobility Program Highlights and COVID-19 Impacts**

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Active Transportation Working Group meeting scheduled for Thursday, October 22, 2020, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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Mission Statement

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
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Active Transportation Working Group

Thursday, October 22, 2020

Item No.		Action
1.	Welcome and Introductions	
+2.	Approval of Meeting Minutes The Active Transportation Working Group (ATWG) is asked to review and approve the minutes from its June 13, 2019, meeting.	Approve
3.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the ATWG on any issue within the jurisdiction of the Working Group that is not on this agenda.	
Chair's Report		
4.	2021 Regional Plan Update and Upcoming Outreach <i>SANDAG Staff</i> An overview on the 2021 Regional Plan will be presented. The joint working groups meeting is scheduled for Thursday, October 29, 2020.	Information
Reports		
+5.	Comprehensive Multimodal Corridors Plans <i>Rachel Kennedy, SANDAG</i> An overview of the Comprehensive Multimodal Corridor Plans effort in the San Diego region will be presented.	Information
6.	Statewide Active Transportation Policies Update <i>Stephen Vance, CalBike</i> An overview of the 2019 and 2020 legislation now in effect and a look-ahead to what is being discussed for 2021 will be presented.	Information
+7.	2021 Performance Management Rule 1 Safety Target Setting <i>Sam Sanford, SANDAG</i> An overview of target-setting efforts for Performance Management Rule 1, which includes measures related to fatalities and serious injuries on all public roads, will be presented.	Discussion
8.	Field Notes: Georgia-Meade and Landis Bikeways Construction <i>Danny Veeh, SANDAG</i> <i>Natalie Cushman, SANDAG</i> An overview of the latest construction updates on SANDAG's first Early Action Program (EAP) high-priority urban bikeway projects, detailing day-to-day outreach, and a discussion on the future efforts for EAP projects, will be presented.	Information

- | | | |
|------|--|-------------|
| 9. | <p>Caltrans District 11 Update
 <i>Vanessa De La Rosa, Caltrans</i></p> <p>An overview of active transportation projects that Caltrans is developing, and an update on other Caltrans matters of interest will be presented.</p> | Information |
| 10. | <p>City of San Diego 2019 Micromobility Program Highlights and COVID-19 Impacts
 <i>Justin Ellsworth, Performance & Analytics Department</i>
 <i>Alyssa Muto, Environment & Mobility, Planning Department</i></p> <p>An overview of findings from the City of San Diego’s shared mobility device operators will be presented.</p> | Information |
| 11. | <p>Regional Active Transportation Network Data Collection
 <i>Josh Clark, SANDAG</i></p> <p>SANDAG is compiling data on completed local bikeway projects. Staff will seek updates from ATWG members (or preferred agencies’ staff) regarding local projects that have been recently completed, in order to update the interactive San Diego Regional Bike Map in 2020.</p> | Information |
| +12. | <p>Future Active Transportation Working Group Agenda Items
 <i>Chris Kluth, SANDAG</i></p> <p>Following up on the September 2018, meeting, the ATWG Role in the Region item presented options for future agenda items. Members are encouraged to vote for one of the following to be added to the March 2021 meeting agenda. Members are also encouraged to add their own items for consideration at future meetings.</p> | Recommend |
| 13. | <p>Upcoming Meetings</p> <p>The next ATWG meeting is scheduled for Thursday, March 11, 2021, at 10 a.m.</p> | Information |
| 14. | <p>Adjournment</p> | |

+ next to an item indicates an attachment



Active Transportation Working Group

Item: **2**

October 22, 2020

Action: **Approve**

June 13, 2019, Meeting Minutes

Chair Everett Hauser (City of San Diego) called the meeting of the Active Transportation Working Group (ATWG) to order at 10:02 a.m.

1. Welcome and Introductions

Members of the ATWG and public were welcomed.

2. Approval of Meeting Minutes (Approve)

Without quorum, approval of meetings was postponed until the next ATWG meeting.

3. Public Comments and Communications

Jim Baross spoke about an intersection near North Torrey Pines and Genesee with existing bike facilities and expressed safety concerns for bikes making left turn lanes, specifically two stage left turns.

Kim Heinle (Co-chair of Traffic and Transportation Subcommittee for Linda Vista Planning Group) asked for support in implementing a protected bike route along Linda Vista Road from Old Town connecting to Kearney Mesa.

Chair's Report

4. Election of a New Chair for the Active Transportation Working Group (Appoint)

The ATWG Charter directs the members of the ATWG to select a Chair and Vice Chair on an annual basis. Everett Hauser, City of San Diego, was elected on December 2017 as the ATWG Chair. The ATWG Vice Chair position is vacant and must be filled immediately. The ATWG is asked to make Chair and Vice Chair nominations, which may be filled by any ATWG member.

Action: Without quorum, Everett Hauser remained Chair. Election postponed until the next ATWG meeting.

Reports

5. San Diego Forward: The 2021 Regional Plan (Information)

In February 2019, the Board of Directors unanimously approved an action plan to develop a bigger and bolder transportation vision for the 2021 Regional Plan that will transform the way people and goods move throughout the San Diego region. As the first major step in this process, staff introduced key strategies, known as the 5 Big Moves, that will be used to identify transportation solutions for critical connections throughout the region. ATWG members expressed support for the 5 Big Moves, specifically investing in transit and active transportation, but acknowledged it would be a hard sell. Feedback will help guide the 5 Big Moves planning efforts.

Action: Information only.

6. SANDAG Strategic Plan (Discussion)

This item was removed from the agenda.

7. Deep Dive Focus on Fourth and Fifth Avenues Bikeways (Information)

An update of the process behind the 100% design of this Uptown Bikeways project was presented, including a review of the opportunities/constraints/solutions encountered along the way. Best practices and the bidding process were also detailed.

Action: Information only.

8. Caltrans District 11 Update (Information)

An update on active transportation projects the District is developing, and updates on other Caltrans matters of interest were presented. A survey requesting feedback on active transportation comfort, connectivity, and safety was sent out to members to help guide the Caltrans planning process.

Action: Information only.

9. Regional Active Transportation Network Status (Information)

An update on completed and planned segments of the Regional Bike Network identified in the 2010 "Riding to 2050" the San Diego Regional Bike Plan was presented.

Action: Information only.

10. Future Active Transportation Working Group Agenda Items (Discussion)

An update of potential items for the September ATWG meeting agenda were presented. The ATWG asked to discuss the following topics: Design Criteria & Best Practices, Education, Encouragement, & Outreach Programs.

Action: Discussion only.

11. Upcoming Meetings

The next ATWG meeting is scheduled for September 12, 2020, at 10 a.m.

12. Adjournment

Chair Everett Hauser adjourned the meeting at 11:49 a.m.

Confirmed Attendance at SANDAG Active Transportation Working Group Meeting

June 13, 2019

Jurisdiction/Organization	Name	Attended	Comments
Carlsbad	Craig Williams	No	
Chula Vista	Frank Rivera	Yes	
Coronado	Rachel Szakmary	No	
Del Mar	Kathy Garcia	No	
El Cajon	Vacant	No	
Encinitas	Ed Deane	No	
Escondido	Ali Shahzad	No	
Imperial Beach	Juan Larios	No	
La Mesa	Misty Thompson	No	
Lemon Grove	Dave DeVries	No	
National City	Steve Manganiello	No	
Oceanside	Howard LaGrange	Yes	
Poway	Austin Silva	No	
City of San Diego	Everett Hauser	Yes	
County of San Diego	Vacant	No	
San Marcos	Mike Rafael	No	
Santee	Jeff Morgan	Yes	
Solana Beach	Dan Goldberg	No	
Vista	Sam Hasenin	No	
Civic San Diego	Brad Richter	No	
Air Pollution Control District	Kathy Keehan	No	
Caltrans	Vanessa de la Rosa	Yes	
Metropolitan Transit System	Denis Desmond	No	
North County Transit District	Vacant	No	
San Diego County Bicycle Coalition	Andy Hanshaw	Yes	
Bike SD	Judi Tentor	Yes	
Circulate San Diego	Maya Rosas	No	
Safe Routes to School	Kristin Haukom	No	
Economic Development	Vacant	No	
San Diego County Department of Education	Vacant	No	
Post-Secondary Education	Vacant	No	

Other Attendees

Jennifer Hunt
Brandon Tobias
Jim Baross
Kim Heinle
Nicole Burgess

SANDAG Staff

Josh Clark
Chris Kluth
Danny Veeh
Peter Anderson
Jessie Palmer
Chris Romano



Active Transportation Working Group

Item: **5**

October 22, 2020

Action: **Information**

Comprehensive Multimodal Corridor Plans

Overview

On September 27, 2019, the Board of Directors took action to advance development of the 5 Big Moves by allocating \$40 million over the next five fiscal years to complete Comprehensive Multimodal Corridor Plans (CMCPs) for 12 corridors throughout the region.

CMCPs promote a planning process that utilizes a holistic and multimodal approach and strives to achieve a balanced transportation system. Comprehensive multimodal corridor planning is undertaken to help inform the decision-making process and provide communities with an overall vision for the future of the corridor, including guidance and coordination for future improvements necessary to meet corridor plan goals. This planning process is designed to establish consensus on the scope and priority of transportation solutions within each corridor area.

CMCPs must be completed to be eligible for Solutions for Congested Corridors Program funding, a competitive funding program created by Senate Bill 1. The CMCPs will also be used to compete for other local, state, and federal funds.

Discussion

Five CMCPs are currently under development with completion anticipated in summer/fall 2021. The corridors include: (1) Central Mobility Hub and Connections; (2) Sea to Santee (SR 52); (3) San Vicente (SR 67); (4) North County Corridor (SPRINTER/Palomar Airport Road/SR 78); and (5) South Bay to Sorrento (Purple Line/I-805/ Blue Line/I-5 South).

A workshop was held with Caltrans District 11 to develop guidelines for the delivery of the CMCP program, teams have been established that include staff from SANDAG, Caltrans, and Cities/County, and project management plans have been developed for each CMCP. The CMCPs are being developed through a joint effort led by staff from Caltrans and SANDAG in collaboration with staff from local jurisdictions, transit operators, and regional stakeholders.

Geographical Study Areas

The geographical study areas have been established to capture the prevalent travel sheds for each corridor.

Issues and Opportunities

An issues and opportunities statement was prepared for each corridor and is shown in Attachment 1. These draft statements are a work in progress, will evolve over time, and are included in this report for discussion purposes.

Policy Considerations

Policy considerations for transportation corridor studies established by the California Transportation Commission, Federal Transit Administration, and Federal Highway Administration can generally be grouped into 12 categories. These policy considerations are shown in Attachment 2. Each corridor team is in the process of prioritizing the policy considerations in an effort to provide focus on what would be the most effective transportation solutions for each corridor.

Schedule and Next Steps

Beginning summer/fall 2020, the CMCP teams will discuss data analysis findings, policy priorities, and the status of stakeholder engagement at the Transportation Committee. Stakeholder engagement and community outreach is planned throughout the CMCP process beginning in fall 2020. These Phase I CMCPs are anticipated to be completed in summer/fall 2021.

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Attachments:

1. Comprehensive Multimodal Corridor Plan Issues and Opportunities Statements
2. Policy Considerations

Comprehensive Multimodal Corridor Plan (CMCP)

Issues and Opportunities Statements

June 19, 2020

The following are statements of the issues and opportunities for the development of Comprehensive Multimodal Corridor Plans (CMCPs) for each of the priority corridors. The issues and opportunity statements are a work in progress and will evolve over time. Comments and suggested modifications are welcome.

Central Mobility Hub and Connections Corridor

Currently the region lacks seamless, direct, and quality transit connections to access the San Diego International Airport (SDIA). With an anticipated increase of 16 million annual passengers to 40 million annual passengers by 2050, improved transit and roadway connections are needed. Coronado is home to one of the region's major military bases. With limited road and waterway access, Coronado experiences a high level of delay during peak periods. When traffic incidents occur on the Coronado Bridge or on the Silver Strand (SR 75), access to and from Coronado is impacted. I-5 between downtown San Diego and I-8 provides access to SDIA, job centers in downtown San Diego, and job centers further north. I-5 experiences delays in the northbound direction in the morning peak period and southbound direction in the afternoon peak period. Opportunities exist for the creation of a Central Mobility Hub in the study area, providing high-speed, high-quality transit connections to destinations throughout the region. New technologies also provide opportunities for new transportation solutions to improve the efficiency of the existing transportation system.

Purple Line/Blue Line/I-805/I-5 South Corridor

There are high levels of congestion and delay on I-5 and I-805 between San Ysidro, downtown San Diego, Kearny Mesa, University City, and Sorrento Valley during the peak periods. Some of the region's most problematic bottlenecks are located in the corridor. Cross-border travel and goods movement are also subject to high levels of delay. There are lengthy delays for commuters traveling to the region's top employment centers, including downtown San Diego, Kearny Mesa, University City, and Sorrento Valley. There is a lack of high-speed transit, contiguous high occupancy vehicle and Managed Lanes (HOV/ML), and bikeways in the corridor. Local streets and arterials typically lack accommodation for bicycle and pedestrian movement, especially at freeway crossings. Opportunities exist to increase the efficiency and frequency of the Blue Line Trolley and develop a new transit route (Purple Line) within the corridor. Opportunities exist to improve bike, pedestrians, and micromobility connections to improved transit services. New technologies also provide opportunities for new transportation solutions to improve the efficiency of the existing transportation system.

Sea to Santee (SR 52) Corridor

There are high levels of congestion and delay on SR 52 between I-5 near the Pacific Coast and SR 67 in the City of Santee, especially in the westbound direction during the morning peak and in the eastbound direction during the afternoon peak. Within the corridor, opportunities exist to improve transportation efficiency, travel reliability, system maintenance, and traveler safety, as well as to provide bottleneck relief and deploy technology to better manage traffic demand. Other opportunities include network integration with connectors to HOV/MLs, improve bike/pedestrian access, and develop reliable transit options.

San Vicente (SR 67) Corridor

Improving operational safety and emergency evacuation options, maintaining rural community character, and creating greater trip reliability and efficiency are the principle needs for this corridor. Opportunities exist to develop a multimodal transportation strategy that includes bicycle, pedestrian, transit services, and the deployment of technology to better manage traffic in the corridor.

North County Regional (SR 78) Corridor

Population and employment growth in this corridor have led to an increase in travel demand and travel-related delay. These factors have resulted in high levels of congestion on SR 78. Opportunities exist to improve the efficient movement of people and goods by providing missing freeway-to-freeway connectors at the I-5/SR 78 interchange, completing the Inland Rail Trail bikeway, improving the efficiency and frequency of SPRINTER transit service, closing gaps in the arterial roadway system, and providing HOV/MLs on SR 78. New technologies also provide opportunities for new transportation solutions to improve the efficiency of the existing transportation system.

Policy Considerations

Policy considerations for the development of Comprehensive Multimodal Corridor Plans (CMCPs) are the overarching goals used to refine project scope and define the priority transportation solutions for each corridor. Per transportation corridor planning guidelines established by the California Transportation Commission, Federal Transit Administration, and Federal Highway Administration, policy considerations include:

- Active transportation and micromobility
- Economic development and goods movement
- Improve air quality and public health
- Improve jobs-housing balance
- Increase supply of affordable housing
- Low-income and disadvantaged community focus
- Multimodal focus
- Preserve existing transportation infrastructure
- Prevent residential and small business displacement
- Public safety and security
- Reduce greenhouse gas emissions and Vehicle Miles Traveled
- System operations and congestion relief



Active Transportation Working Group

Item: **7**

October 22, 2020

Action: **Discussion**

2021 Performance Management Rule 1 Safety Target Setting

Introduction

Since 2015, the Federal Highway Administration (FHWA) has issued a number of Final Rules that establish performance requirements for states and Metropolitan Planning Organizations (MPOs). Performance Management Rule 1 (PM 1) focuses on transportation safety on all public roads regardless of ownership or maintenance responsibility. An overview of the performance measures, calculations, and data sources is included in Attachment 1.

State Departments of Transportation are required to set PM 1 targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to either establish regional targets or agree to support the state targets. For 2018, 2019, and 2020, the Board of Directors elected to support the statewide targets.

Discussion

Caltrans developed its 2021 PM 1 statewide targets to include a trend line approach for fatalities and serious injuries. The most recently available data was used to calculate the percent change in fatalities and serious injuries. This change was a reduction for both fatalities and serious injuries and was set as the annual reduction amount to calculate the 2021 targets.

San Diego County contains approximately 8.4% of the state population; and approximately 8.4% of the crash fatalities/serious injuries in California occur in San Diego County (it is a little lower for some categories of incidents and slightly higher for others). Since fatality and serious injury crash statistics for the SANDAG region track closely with statewide trends, staff recommends that SANDAG support the 2021 statewide safety targets outlined below.

Performance Measure	2021 Statewide Targets (5 year rolling average)	Percent Reduction for 2021 Statewide Targets
Number of Fatalities	3,624.8	2.9%
Rate Fatalities (per 100 million Vehicle Miles Traveled (VMT))	1.044	2.9%
Number of Serious Injuries	15,419.4	1.3%
Rate of Serious Injuries (per 100 million VMT)	4.423	1.3%
Number of non-motorized Fatalities and Serious Injuries	4,340.8	2.9% for fatalities and 1.3% for serious injuries

Next Steps

This information will be shared with the Public Safety Committee, Transportation Committee, and Board of Directors in November and December 2020. Pending approval, SANDAG will submit PM 1 2021 target setting documents to Caltrans in advance of the February 28, 2021, deadline.

Programing efforts that support the targets are summarized as part of the 2018 Regional Transportation Improvement Program (RTIP) (Appendix H) and will be updated in the 2021 RTIP. Progress toward the targets is summarized in San Diego Forward: The 2019 Federal Regional Transportation Plan (Appendix D), and will be updated with San Diego Forward: The 2021 Regional Plan.

Key Staff Contact: Sam Sanford, (619) 595-5607, samual.sanford@sandag.org

Attachment: 1. Safety Performance Management Targets for 2021

Safety Performance Management Targets for 2021

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2021 calendar year by August 31, 2020. Caltrans and OTS have adopted targets consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR AVERAGE

Performance Measure	Data Source	5-Yr. Average Target for 2021	Annual Reduction 2018 to 2021
Number of Fatalities	FARS	3,624.8	2.9%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.044	2.9%
Number of Serious Injuries	SWITRS	15,419.4	1.3%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.423	1.3%
Number of Non-Motorized Fatalities and Serious Injuries	FARS & SWITRS	4,340.8	2.9% for Fatalities and 1.3% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for states to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is "a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads" (SHSP, 2020-2024, page 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, Tribal, State, and local representatives from the 5 Es of safety who dedicate countless hours to improve safety and partnerships across disciplines" (SHSP, 2020-2024, page 38). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- the HSIP report content and schedule,
- the SHSP update cycle, and

- the subset of the Model Inventory of Roadway Elements (MIRE), also known as the MIRE Fundamental Data Elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year averages for:

- Number of Fatalities,
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- Number of Serious Injuries,
- Rate of Serious Injuries per 100 million VMT, and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety PMs. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three PMs (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their states on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the state establishes each target. The targets will be established in coordination with the state, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A state is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the PM is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that the FHWA determines a state has not met or made significant progress toward meeting its performance targets, the state will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- estimating the existing trends to determine where the state is,
- determining what external factors will impact the target in order to forecast future trends, and
- estimating targets based on forecasted fatality reductions from safety plans.

Since safety targets are applicable to all public roads in the California, regional and local jurisdictions should be collaboratively involved in the safety target setting process. In line with this, on July 20, 2020, a virtual workshop was held to discuss the 2021 SPMTs with the MPOs and other vested stakeholders. During this workshop, three possible scenarios for setting the 2021 targets were discussed. They included: (1) an aspirational trend such as reaching zero fatalities by 2050; (2) a target based on estimated impacts from completed activities and projects; and (3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

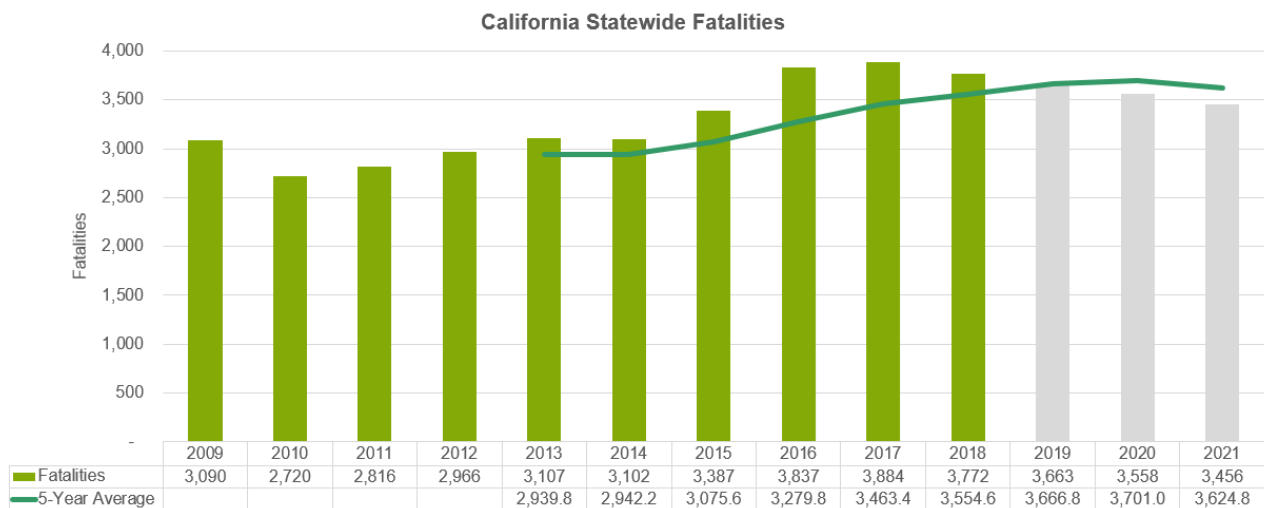
The current approach is the third scenario that uses a trend line. The trend line approach extrapolates the existing changes in fatalities and serious injuries into the future and is a data-driven process that estimates the impacts of external factors and safety improvements based on collision history.

The Number of Fatalities

For 2021, the target for fatalities is the five-year average of **3,624.8** with 3,456 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used through 2017 and the adjusted provisional number of 3,772 obtained from California Highway Patrol (CHP) FARS was used for 2018 as it was believed to be a more accurate number for 2018. Even though traffic fatalities have generally increased from 2010 to 2017 in California as shown in Figure 1, there was a 2.9% reduction in fatalities from 3,884 in 2017 to 3,772 in 2018. The target for 2021 fatalities is based on continuing this trend line for fatalities of an annual reduction of 2.9% from 2018 through 2021. This includes a decrease in actual annual fatalities from 3,772 in 2018 to 3,456 in 2021. In **Figure 1**, the dark green bars for 2009 through 2018 denote the existing fatality data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled with an increase (over 25 percent) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities.

FIGURE 1 – CALIFORNIA STATEWIDE FATALITIES

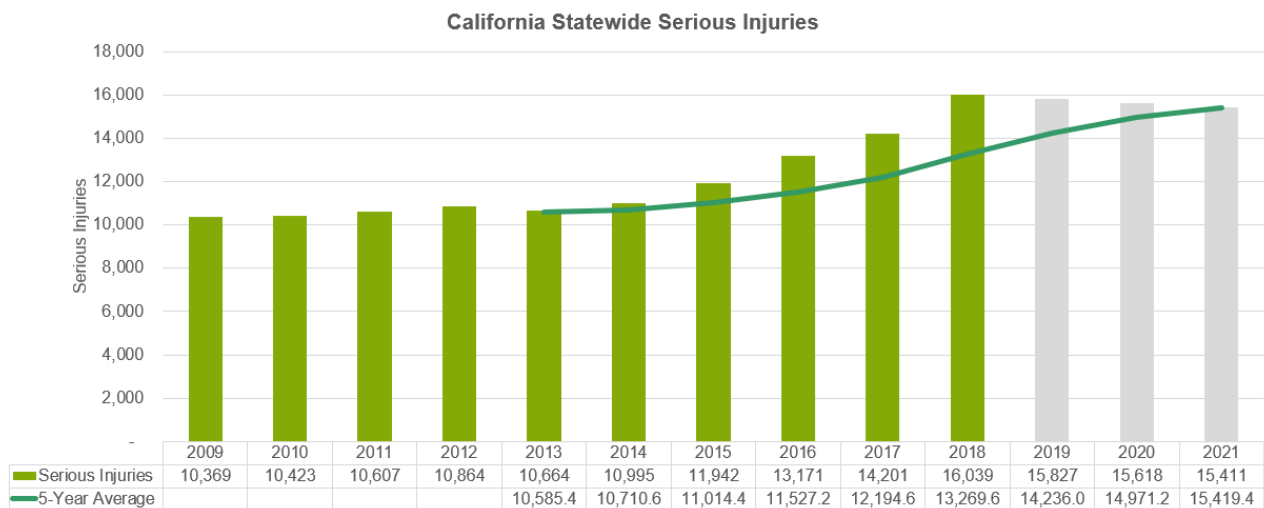


The Number of Serious Injuries

The 2021 target for serious injuries is the five-year average of **15,419.4** with 15,411 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries through 2018. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in an increase of 21% from the last full year using the old definition. The trend line for serious injuries was based on the 1.3% reduction from 7,725 serious injuries for the first half of 2018 to 7,623 for the first half of 2019. The target for 2021 serious injuries is based on continuing this trend line for serious injuries of an annual reduction of 1.3% of serious injuries from 2019 through 2021. This is represented by a decrease in serious injuries from 16,039 in 2018 to 15,411 in 2021. In **Figure 2**, the dark green bars for 2009 through 2018 denote the existing serious injury data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their agency. This coupled with the increase (over 25%) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in serious injuries.

FIGURE 2 – CALIFORNIA STATEWIDE SERIOUS INJURIES

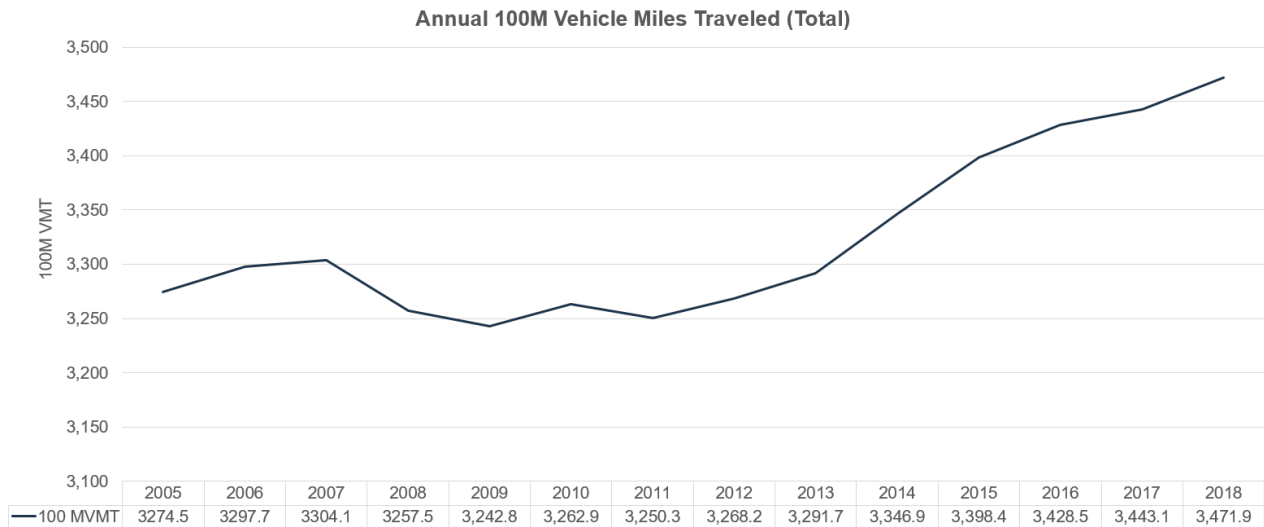


Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT).

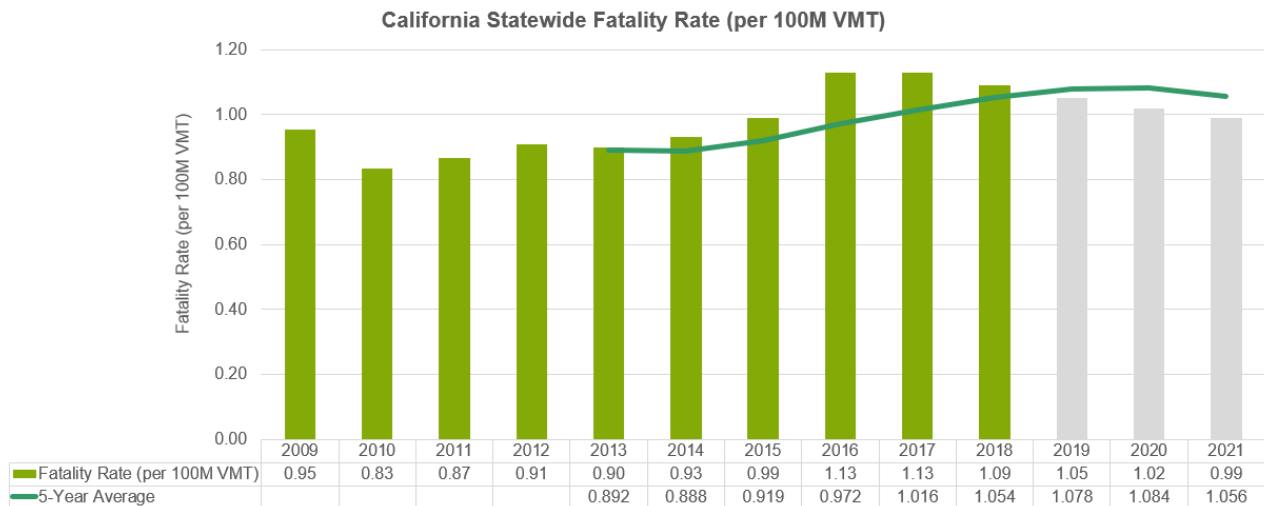
For the purposes of safety performance target setting, VMT data used was from the Highway Performance Monitoring System through 2018. As shown in Figure 3, traffic volumes have been steadily increasing since 2011. 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 due to the uncertainties of the impacts of COVID-19.

FIGURE 3 – ANNUAL STATEWIDE TRAFFIC VOLUMES



For 2021, the target for fatality rate is the five-year average of **1.043** with an annual rate of 0.99 for the same year. This represents an annual reduction from a rate of 1.09 for 2018 to 0.99 in 2021. For the fatality rate calculation, the fatality data and reduction of fatalities of 2.9% from 2018 through 2021 from the number of fatalities performance measure was used. In **Figure 4**, the dark green bars for 2009 through 2018 denote the existing fatality rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

FIGURE 4 – CALIFORNIA STATEWIDE FATALITY RATE

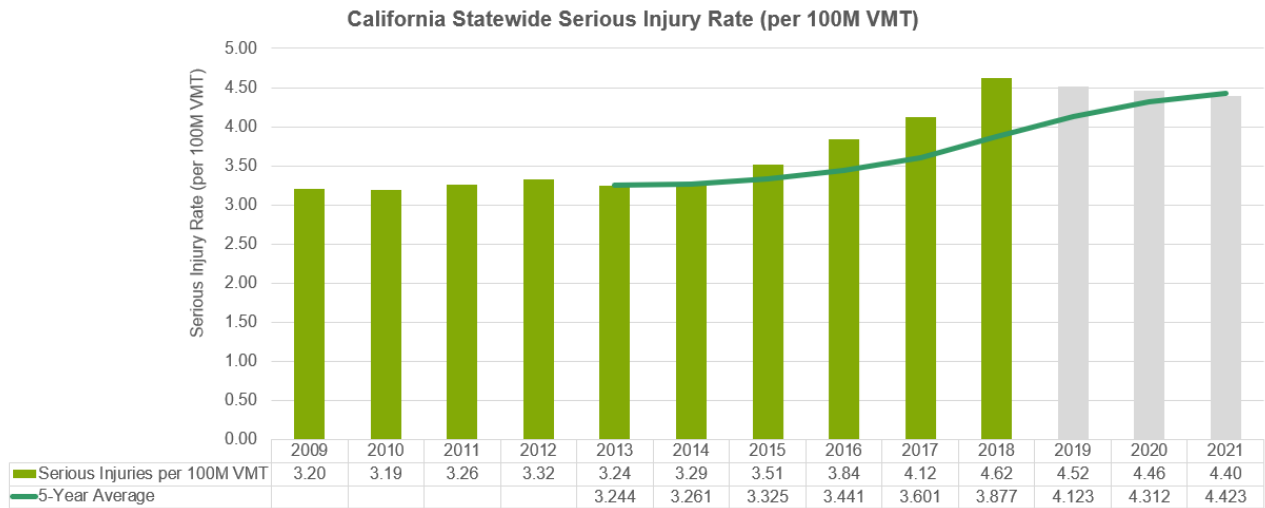


The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. For 2021, the target for serious injury rate is the five-year average of **4.423** with an annual rate of 4.40 for the same year. This includes a reduction of the annual serious injury rate from 4.62 in 2018 to 4.40 in 2021. For the serious injury rate calculation, the serious injury data and reduction of serious injuries of 1.3% from 2019 through 2021 from the number of serious injuries performance measure was used. The VMT data used was from the Highway Performance Monitoring System through 2018 and 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 (as is the case in calculating the fatality rate). In **Figure 5**, the dark green bars for 2009 through 2018 denote

the existing serious injury rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

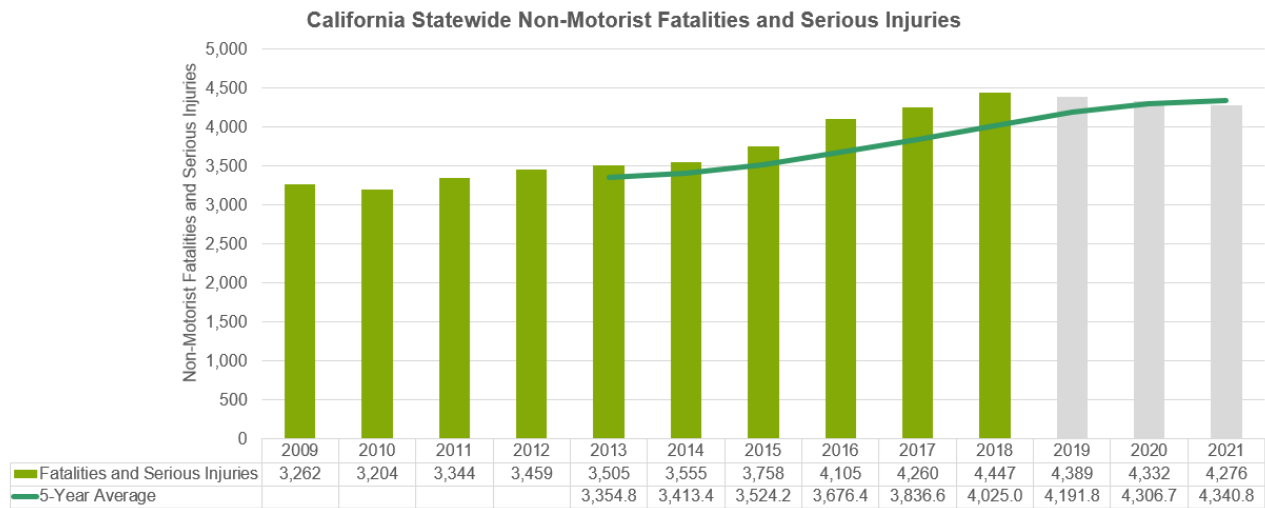
FIGURE 5 - CALIFORNIA STATEWIDE SERIOUS INJURY RATE



The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

In Figure 6, the darker green bars for 2009 through 2018 show the number of fatalities from FARS and serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars for 2019 through 2021 depict the decreasing number of fatalities and serious injuries. For 2021, the target for non-motorized fatalities and serious injuries is the five-year average of **4,340.8** with an annual frequency of 4,276 for the same year. This includes a reduction in the annual frequency from 4,447 in 2018 to 4,276 in 2021. This reduction is based on applying the 2.9% reduction for fatalities and 1.3% reduction for serious injuries discussed previously.

FIGURE 6 - CALIFORNIA STATEWIDE NON-MOTORIST FATALITIES AND SERIOUS INJURIES



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Further information with regards to the safety targets is accessible at:

<https://dot.ca.gov/programs/federal-liaison>.



Active Transportation Working Group

Item: **12**

October 22, 2020

Action: **Recommend**

Future Active Transportation Working Group Agenda Items

Introduction

At previous meetings beginning September 13, 2018, then March 14, 2019, and again at the June 13, 2019, meeting, Chair Everett Hauser and Chris Kluth, SANDAG, discussed with the Active Transportation Working Group (ATWG) the role their participation provides to local jurisdictions and invited a discussion of ideas to promote engagement for best practices for local and regional active transportation plans, projects, and programs. This will be a recurring item to solicit input from ATWG members.

Discussion

Below is a list of recommended agenda items for the next ATWG meeting. Members are asked to discuss and select a high-priority topic or propose a different topic for presentation at a future meeting.

Education, Encouragement, and Outreach Programs

Discussion of ongoing or future programs intended to increase awareness of active transportation in a community, city, or the region. Presenter(s) will share lessons learned from specific experiences - what's worked best, and where.

Coastal Rail Trail in the Central Mobility Hub/Naval Information Warfare Systems Command (NAVWAR)

Review the progress made on the development of a Central Mobility Hub in the Midway district. Provide an overview of how active transportation will be incorporated at the NAVWAR site and how the Central Mobility Hub connects to the SANDAG regional bikeways network.

CicloSDias and Regional Open Streets Events Past and Future

Present a recap of the planning day-of organizing experiences from CicloSDias staff and volunteers. Provide a good overview of the effort required to conduct these Open Streets events and discuss future opportunities to do similar events in jurisdictions throughout the region.

Request for Experimentation Process

City of San Diego to detail their process submitting a Request for Experimentation for the implementation of the Downtown Mobility Plan's Cycletrack network.

Successful Active Transportation Program applications

Review the application(s) from successful jurisdictions (e.g., Escondido, National City) awarded.

Active Transportation Program funds in Cycle IV. Discuss what it takes to be awarded funding amidst this highly competitive pool of applicants.

Next Steps

Choose one of the above as the high-priority discussion topic or propose a different topic for presentation at the next meeting, or for consideration as a topic at a future meeting.

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