Why Comprehensive Multimodal Corridor Plans (CMCPs)?

- Integrated multimodal transportation corridor planning, aligned with state goals and funding
- Details Complete Corridors included in the Regional Plan
- CMCPs suggested by California Transportation Commission to be competitive for SB1 and other state and federal funding
North Coast Corridor Plan – First Generation CMCP

Fully Integrated CMCP - Freeway
Fully Integrated CMCP - Urban

Phase 1 CMCP Draft Study Area Boundaries

1. Purple Line/I-805/Blue Line/I-5 South
2. Sea to Santee (SR 52)
3. San Vicente Corridor (SR 67)
4. North County Corridor (SR 78)
5. Central Mobility Hub and Connections
Phase 2 CMCPs

- North Coast Corridor/I-5 North
- High-Speed Transit/I-8
- High-Speed Transit/I-15
- High-Speed Transit/SR 56
- High-Speed Transit/SR 94
- High-Speed Transit/SR125
- Airport to Airport
  (Cross Border Xpress to San Diego International Airport)

Planning Considerations

- 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 communities
- Multimodal focus
- Preserve existing transportation infrastructure
- Prevent residential and small business displacement
- Public safety and security
- Reduce greenhouse gas emissions/vehicle miles traveled
- System operations and congestion relief
## Implementation Schedule

<table>
<thead>
<tr>
<th>Spring 2020</th>
<th>Summer/Fall 2020</th>
<th>Fall/Winter 2020/2021</th>
<th>Spring/Summer 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop Work Plans</td>
<td>Data Analysis</td>
<td>Community Outreach</td>
<td>Draft and Final Plans</td>
</tr>
</tbody>
</table>

## Planned Check-ins

- **Summer/Fall 2020**
  Present data analysis and stakeholder engagement findings for review and discussion

- **Fall/Winter 2020/2021**
  Conduct community outreach

- **Spring/Summer 2021**
  Present draft and final CMCPs
2021 Performance Management Rule 1
Safety Target Setting

Active Transportation Working Group
October 22, 2020

Performance Management Rules

• Performance Management 1: Fatalities and serious injuries on all public roads
• Performance Management 2: Pavement condition and bridge condition
• Performance Management 3: Reliable travel, congestion and delay, mode share, and emissions reduction
PM 1: Safety Performance Measures

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

Target Setting Process

- Caltrans established statewide targets on August 31, 2020
  - Targets are trend based
- SANDAG is required to set targets by February 28, 2021
  - Option to support the statewide targets or set MPO specific targets
Reporting and Funding Implications

• SANDAG reports targets to Caltrans
• Caltrans reports on targets and attainment to FHWA
• HSIP funding flexibility affected if statewide targets not met
• State must submit an annual implementation plan if targets not met
• Safety targets set annually

2018 Significant Progress Determination for California

• California did not make significant progress towards targets for 2018
• Significant progress is
  • Meeting or better than target
  • or be better than the baseline
  • for at least four out of the five measures.
• For 2018 three measures did not meet the target or baseline
  • fatality rate, serious injury rate, and number serious injuries
# 2021 Statewide Safety Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2021 Statewide Targets (5 year rolling average)</th>
<th>Percent Reduction for 2021 Statewide Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>3,624.8</td>
<td>2.9%</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)</td>
<td>1.044</td>
<td>2.9%</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>15,419.4</td>
<td>1.3%</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100 Million VMT</td>
<td>4.423</td>
<td>1.3%</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>4,340.8</td>
<td>2.9% for fatalities and 1.3% for serious injuries</td>
</tr>
</tbody>
</table>

## 1. Fatalities

![Graph showing San Diego County and Statewide Fatalities from 2010 to 2021 with data points for each year. The graph includes a trend line for each set of data, along with prior statewide targets and 2021 statewide target.](image)

- **San Diego County Fatalities**
- **Statewide Fatalities**
- **San Diego County 5-Yr Rolling Average**
- **Statewide 5-Yr Rolling Average**
- **Prior Statewide Targets**
- **2021 Statewide Target**

**DRAFT**
2. Fatality Rate by VMT

- San Diego County Rate of Fatalities/100 MVMT
- Statewide Rate of Fatalities/100 MVMT
- San Diego County 5-Yr Rolling Average
- Statewide 5-Yr Rolling Average
- Prior Statewide Targets
- 2021 Statewide Target
3. Serious Injuries

- San Diego County No. of Serious Injuries
- Statewide No. of Serious Injuries
- San Diego County 5-Yr Rolling Average
- Statewide 5-Yr Rolling Average
- Prior Statewide Targets
- 2021 Statewide Target

Serious Injuries and Population

- Proportion of Population and Proportion of Serious Injuries
- San Diego as Percent of Statewide Annual Serious Injuries
- San Diego as Percent of Statewide 5-Yr Rolling Average Serious Injuries
- San Diego County Population as % of California
4. Serious Injury Rate by VMT

- San Diego County Rate of Serious Injuries / 100 MVMT
- Statewide Rate of Serious Injuries / 100 MVMT
- San Diego County 5-Yr Rolling Average
- Statewide 5-Yr Rolling Average
- Prior Statewide Targets
- 2021 Statewide Target

5. Non-Motorized: Bicyclist and Pedestrian Fatalities & Serious Injuries

- San Diego County SUM fatalities and serious injuries
- Statewide SUM fatalities and serious injuries
- San Diego County SUM 5-Yr Rolling Average
- Statewide SUM 5-Yr Rolling Average
- Prior Statewide Targets
- 2021 Statewide Target
PM 1 Safety Target Setting

- Forth round of safety target setting
- Targets set annually for the following calendar year
- SANDAG supported the 2018, 2019, and 2020 statewide targets
If SANDAG Supports the Statewide Targets

• Do not set a regional numeric target

• Provide a resolution to Caltrans documenting support of the statewide targets

• Highlight projects which support the Statewide target in the Regional Transportation Improvement Program (RTIP) and Regional Plan

Next Steps

• Fall / Winter 2020: Collaboration with SANDAG Working Groups and Policy Advisory Committees

• February 28, 2020: SANDAG provides PM 1 targets to Caltrans

• 2021: Include summary of projects supporting the targets in 2021 Regional Transportation Improvement Program

• 2021: Include targets and document progress toward meeting the targets in San Diego Forward: The 2021 Regional Plan
Early Action Program Status

70 OF 77 MILES OPEN OR UNDER DEVELOPMENT

1. Planning: 7 miles
2. Preliminary Engineering and Environmental Clearance: 1.4 miles
3. Final Design: 43.3 miles
4. Construction: 16.1 miles
5. Project Complete: 8.8 miles
Georgia – Meade and Landis Bikeways

Progress Since March 2020
Progress Since March 2020
Other Improvements

- Raised crosswalks
- Curb extensions
- Speed cushions
- Streetlights
- Traffic Signals
- Paving
- Signs and Striping

Other Improvements

- Stormwater BMPs
- Storm drain improvements
Public Outreach

SANDAG - San Diego Association of Governments

@SANDAG News recently completed two more neighborhood traffic circles on Landis Street at Arnold Avenue and Utah Street as part of the #LandisBikeway. This project is part of the NorthParkMixCityBikeways in the City of San Diego. You can now bike, walk, skate, scoot, and roll on through!

The finishing touch? Sandblasted designs inspired by neighborhood architectural styles were added to the outer circle of the traffic circles!

KeepSanDiegoMoving.com/LandisBikeway

GO by BIKE – Recent News Coverage

PROGRESS MADE ON BIKEWAY PROJECTS
Thank You

Danny Veeh
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Natalie Cushman
Public Outreach Officer
GObyBIKE@sandag.org

OFF-STREET / “SHARED USE” BIKEWAYS
WHO WILL USE THESE BIKEWAYS?

PROTECTED BIKEWAYS
BIKE BOULEVARDS AND TRAFFIC CALMING

• Notes from Friday’s meeting with AMo and NCu, plus Monday meeting with CKL:
  • These designs are re-building a street where more than “bike lanes” are being constructed, how are you messaging these elements in the outreach?
  • What are some lessons learned
  • How have you addressed conflict points between roadway users at intersections?
  • Can you provide examples of pedestrian infrastructure that is being built mid-block or at major, minor, local, and private / alley intersections?
  • How have cost and schedule constraints affected the final designs and construction (materials) decisions in the above examples?

GEORGIA – MEADE AND LANDIS BIKEWAYS

• Notes from Friday’s meeting with AMo and NCu, plus Monday meeting with CKL:
  • These designs are re-building a street where more than “bike lanes” are being constructed, how are you messaging these elements in the outreach?
  • What are some lessons learned
  • How have you addressed conflict points between roadway users at intersections?
  • Can you provide examples of pedestrian infrastructure that is being built mid-block or at major, minor, local, and private / alley intersections?
  • How have cost and schedule constraints affected the final designs and construction (materials) decisions in the above examples?
District 11

District Caltrans Active Transportation (DCAT) Plan

October 22, 2020

DCAT Plan Vision

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.
Project Overview

• State Bicycle and Pedestrian Plan Implementation

• Purpose / Target Results
  • Identify Location-Based Needs
  • Connect to local networks
  • Strengthening partnerships
  • Develop performance measures

Final Deliverables

Map Based Tool
Prioritized List of Location Based Needs
Existing Conditions Report
Final Plan (PDF Format)
District 11 Plan

- Working Group, Partners and Advocates
  - Data Collection
  - Needs Analysis: Gaps and Barriers
  - Working Group Meetings
  - Public Engagement

Prioritizing Needs → Draft → Final Plan

Phase 1 | Phase 2

Public Engagement – Survey Data
Outreach Plan + Website

Project Description and Purpose

Caltrans District 11 (D-11) is developing its first district-specific active transportation plan. The District CAT (Creating A Transportation) Plan will identify strategies to increase use of active transportation for reduced congestion, improved safety, and enhanced quality of life. The CAT Plan will be developed in coordination with Caltrans Transportation Active Communities (TAC) and will be designed to connect and implement projects that support multi-modal transportation needs and promote safety and accessibility.

Outreach Goals

- Build awareness and understanding of the CAT Plan
- Communicate that active transportation options are available and accessible
- Engage the community and integrate them into the CAT planning process with an emphasis on engaging historically underserved and underrepresented communities
- Build on existing Caltrans' relationships with key transportation stakeholders
- Strengthen relationships between Caltrans and the community stakeholders
- Engage local agencies, and STIP grant partners
- Build support for effective transportation improvements outlined in the CAT Plan

Contacts

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Seth Cutter, Branch Chief
Multi-Modal Programs Branch
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Thank you for attending this presentation
Project Background

• County of San Diego HHSA receives funding from USDA through the CDPH for the CalFresh Healthy Living program

• Project goals are to improve the likelihood that residents will:
  ✓ Make healthy food choices
  ✓ Choose physically active lifestyles
Where you live where you = +/- health outcomes

Phase II

Part 1 – Vista/VCC

• Active transportation planning services

Part 2 – San Diego Jurisdictions

• Active transportation/active living/public health + planning technical assistance
Examples:

- Provide TA related to active transportation, active living, and public health + planning
- Present at forums, staff meetings, for decision makers, or others
- Participate in AT, SRTS, sustainable transportation, etc TACs
- Provide feedback on reports, studies, plans, and/or policies, especially as related to health
- Provide limited grant writing support
Contact:

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kristinhaukom@altago.com