



## February/March 2021 Monthly Report

### **District 1 Active Transportation Performance Measures and Prioritization**

The TAG and Caltrans internal working group held meetings to discuss the prioritization guide spreadsheets. They discussed priorities, performance measures, and weights. Prioritization performance measures are tied to the four main goal areas in Toward and Active California Plan: mobility, safety, equity and preservation. Each goal includes both statewide required measures and district optional measures. The District 1 TAG was permitted to identify any combination/number of performance measures to be reflective of the unique needs of District 1.

The Caltrans team compiled notes from January TAG meetings and updated the prioritization measures spreadsheet based on TAG input. The D1 project team then met with the Caltrans Internal Working Group (IWG) for feedback, and then held a joint TAG/IWG meeting to finalize prioritization. The final prioritization measures were sent to Toole on February 10. Follow up and refinement occurred between the D1 project team and Toole during the rest of February. Toole delivered the draft prioritization results on March 9, which the District project team then put online and circulated to the TAG and IWG for comment. Comments were consolidated and sent to Toole on March 22.

### **Transit Discussion (HCAOG McKinleyville Transit Study; Caltrans District 1 Bike/Ped Plan)**

The Caltrans team met with Andrea Hamre, David Kack and Jonathan Fisher of Montana State University to discuss the HCAOG McKinleyville Transit Study and review similar/overlapping areas their study shares with the CAT Plan. The group discussed methodology and details regarding Level of Traffic Stress for transit, bicycle, and pedestrian access and mobility, bike-bus integration, the most recent California Household Travel Survey, and the development of propensity indices and issues to consider. We touched on the importance of considering youth, 1-car households along with 0-car households, and the potential data sources to examine differences in automobile reliability (as measured by categories such as vehicle year and odometer) and access (as measured by categories such as vehicles per household member and per household worker) among different sociodemographic groups.



Information from this discussion informed setting prioritization measures for transit and equity.

### **Complete Streets Forum Series**

The Caltrans team began organizing, promoting and finding speakers for the upcoming Complete Streets Forum Series. The Complete Streets Forum Series will consist of four weekly 1.5-hour meetings focused on providing a foundation of understanding to strengthen relationships and allow for enhanced partner engagement and participation. The series will cover how projects are funded, changes Caltrans is making to build more complete streets facilities, and effective collaboration methods. We'll hear from Caltrans D1 and HQ staff, Regional Transportation Planning Agencies, Tribal partners, and advocates. With this foundation, the final meeting will provide a review and discussion of the proposed 2024 SHOPP project list.

This event will be held via WebEx in April, one session per week each Wednesday. Invites and requests for speakers were sent to internal Caltrans stakeholders in the District and at Headquarters, local agencies, and other partners and stakeholders. The Caltrans team worked with the District 1 Native American Liaison to communicate with tribal leaders and sent invites to all tribes in addition to finding participants who would like to share their experience working with Caltrans. Members of all four TAGs were invited, and the vision is to form a permanent Bicycle and Pedestrian Advisory Committee after the D1 Active Transportation Plan is complete.

### **Street Story Evaluation**

The District project team began an evaluation of Street Story reports to explore patterns compared to reported collision patterns. Early results show census tracts with higher shares of Street Story reports or reported collisions. The team is also exploring ways to identify hotspot areas of Street Story reports. This analysis is ongoing. Results will likely not influence the content of the D1 Active Transportation Plan but may inform outreach and proactive safety projects.

### **TAG Meetings**

Special meetings were held to complete the performance measure identification and weighting task, so no separate general TAG meetings were held.