



MEMORANDUM

to Kelly Eagan, Project Manager, Caltrans District 3

from Joan Chaplick, Public Involvement Specialist, MIG, Inc.

re Caltrans District 3 Corridor System Management Plan (CSMP)
Bicycle Performance Measurements Workshop – December 13, 2010

date 1/05/10

Workshop Participants

Jim Antone, Yolo Solano AQMD
Walt Seifert, Sacramento Area Bicycle Advocates
Tara Goddard, City of Davis Public Works Department
David Takemoto-Weerts, University of California, Davis
Stanley, Yuba County Trails
Lindell Price, El Dorado County Advocate
Joseph James Hurley, Sacramento AQMD
Ed Cox, City of Sacramento
Jim Konopka, City of Folsom
Mark Thomas, City of Rancho Cordova
Chris Dougherty, City of Sacramento
Greta Vohlers, City of West Sacramento
Jerry Barton, El Dorado County Transportation
Solvi Sabol, Placer County Transportation Planning

Participants from Project Team

Kelly Eagan, Caltrans District 3 Planning
Dawn Cheser, Caltrans District 3 Planning
Jeff Pulverman, Caltrans District 3 Planning
Nieves Castro, Caltrans District 3 Planning
Nick Compin, Caltrans District 3 Planning
Joan Chaplick, MIG, Inc.
Andi Nelson, MIG, Inc.

Introduction

Kelly Eagan welcomed the meeting participants and turned the meeting over to Joan Chaplick who served as the facilitator and moderator for the workshop. Ms. Chaplick reviewed the workshop agenda and asked participants to introduce themselves and identify their agency affiliation. She also reviewed the overall purpose of integrated multi-modal corridor management and provided background on Corridor System Management Plans (CSMPs).

Ms. Chaplick provided brief, opening remarks about the Caltrans District 3 Transit/Bicycle Performance Measures Project and project timeline. The desired outcome of the Transit/Bicycle Performance Measures Project is to improve mobility along the CSMP corridors by focusing on the integrated management of the entire transportation network, including select freeway and parallel roadways, transit, and bicycle components of the

corridor. She explained the objective of the bicycle workshop is to identify one to two bicycle performance measures that could help determine if mobility is improving on the corridor and identify potential data and reporting needs for performance measures.

She explained that Caltrans was seeking to work with existing data and did not intend to introduce any new requirements. Caltrans was seeking advice on how existing data and related measures could be used or adapted for inclusion in the CSMPs.

Best Practices

Moving into the Best Practices portion of the workshop agenda, Ms. Chaplick reviewed guiding principles of performance measure best practices. Before the workshop, the project team met with the SACOG Pedestrian and Bicycle Advisory Committee, Metropolitan Planning Organization, and the Regional Transportation Planning Agencies (RTPAs) to provide direction on what measures should be considered. Key findings and best practices from these meetings focused on the following key themes: safety, connectivity, facility specifications, and system completion. She then briefly reviewed example local, regional, State, and nationwide best practices.

Discussion

Joan invited workshop participants to engage in a discussion regarding bicycle performance measures; participants were encouraged to ask questions and provide comments. Participants had numerous questions about CSMP's and were seeking to understand how the corridors were defined. They were also having difficulty understanding how bicycle travel should be considered in the context of the corridor, especially where bicycles might not be allowed on sections of the roadway. They also noted that bicyclists travel a wide variety of routes and their route choices are usually influenced by safety and access. Bicyclists will regularly select the more bike-friendly route – even when it is longer.

It should be noted that the development of bike performance measures for corridor plans is a new activity and Caltrans recognizes that it needs the help of stakeholders to complete this effort. The participants included a mix of agency staff and advocates with different expertise and priorities. Feedback from participants indicated more detailed information about corridor planning and maps of the corridor would have aided the discussion.

The group's discussion has been organized as follows to help identify and group the points of greatest interest and concern.

Safety

Participants had several suggestions related to safety performance measures and available data sources.

- Potential safety performance measures for bikes along State corridors include:
 - Speed differential between bike and traffic by facility type. The greater the speed differential, the greater the risk for bicyclists. One way to address this is to reduce the speed of vehicular traffic. Most bicycles travel at 20 MPH and one can assume that vehicles travel at the speed of the posted traffic MPH

- o Severity of total accidents along the corridor within a certain time period.
- Participants identified the following potential safety data ideas and suggestions:
 - o Bicycles counts are available from: ACS, County, local TMA employee programs, and mechanical counters
 - o Evaluating safety performance based on collisions/accident data is a challenge because data is not comprehensive.
 - o The ACCMA and City of Seattle may have examples of bicycle safety performance measures.
 - o Participants suggested that Caltrans start gathering bicycle performance measure data now for the future.
- Participants commented on safety performance measures including:
 - o One participant commented that safety is not really a corridor mobility issue.

Connectivity and System Completion

Participants had several suggestions related to connectivity and system completion performance measures and available data sources.

- Potential connectivity and system completion performance measures for bikes along State corridors include:
 - o Bike access to and across the corridor, which could include cross-corridor east/west bike trips and the number of access points for bicycles.
 - o Number of miles of out-of-direction travel for bicycles. A minimal amount of out-of-direction travel is optimal for bicycles and improves connectivity. Participants suggested determining the number of miles by comparing direct, unobstructed route mileage and with actual bicycle route mileage. Ultimately, bicycles should have access to direct routes between activity centers and key destinations.
 - o Standard freeway crossing distance. Participants suggested minimizing the number of limited access freeways and increasing the frequency of crossings.
 - o Bicycle trip duration by time or distance. Data is needed for each bicycle trip; this information would need to be tabulated.
 - o Bicycle access to transit along the corridor.
 - o Number of difficult transitions in the bicycle system along the corridor.
 - o Number of bicycle signalization amenities. Potential aspects to measure include: the delay time of traffic signals and the number of times bicycles need to stop and/or reduce their momentum on the corridor.
- Participants identified the following potential connectivity and system completion data ideas and suggestions:
 - o Trip purpose and type of trip data is needed. SACOG has data from the May Bike Month regarding trip purpose and type of trip, but it is not comprehensive.
 - o Number of people at key destinations data is needed.
 - o Existing bicycle maps could provide exact bicycle routes within corridor, which would help to determine the system's baseline mileage.
 - o Data needed to determine how routes interface with bicycles.
 - o The grade of corridor roads could help to determine the momentum of bicycles.

- Number of cyclists and usage is needed. Caltrans has some district-level bicycle survey data, but need usage data. One participant suggested measuring bicycle usage on the American River parkway.
- Participants provided suggestions related to connectivity and system completion performance measures:
 - Create a bicycle-only corridor within CSMPs.

Facility Specifications

Participants had several suggestions related to facility specifications performance measures and available data sources.

- Potential facility specifications performance measures for bikes along State corridors include:
 - Continuity of bicycle paths along the corridor.
 - Number of Class II bike lanes along the corridor.
 - Quality of corridor crossings for bicycles. One participant suggested developing a corridor-specific rating system to determine if a corridor is bike-friendly; rating gradations could be high, medium, and low.
 - Quality of stress pavement and ratio of rumble strips along corridor. It was noted that this measure parallels an existing CSMP performance measure for vehicles.
- Participants identified the following potential facility specifications data ideas and suggestions:
 - Winter and summer month bicycle usage data should be collected and compared.

Questions and Comments

Participants had several questions and comments related to CSMPs, bicycle performance measures and available data sources. These included:

- What is the definition of a corridor in the CSMP? Does the corridor include parallel bike paths?
 - The corridor includes bicycle facilities in place or planned and parallel routes.
 - Yes, the corridor includes parallel bike paths.
 - *Follow-up response from Caltrans:* Several participants requested clarification regarding corridor limits and overall corridor system management. The corridor limits include a combination of distinct parallel and /or adjacent surface transportation networks (e.g., freeway, arterial, transit, and rail networks) that serve a particular travel market or markets and that are affected by similar transportation needs and mobility issues. Caltrans worked with local agency staff to identify these networks.
- Will Caltrans consider developing performance measures for pedestrians and corridor crossings?
- What is the definition of transportation services?
- Can performance measure data be compared year to year?

- How do bicyclists feel about travel on the corridor?
- How many bicycle commuters are on the corridor/ use the corridor?
- How does Caltrans intend to use the performance measures?
- Will Caltrans be focusing on the number of people or vehicles moving through the corridor? It may be beneficial to look at people and delay.
- What is the sphere of influence for Caltrans?

Summary and Next Steps

Joan thanked the participants for their ideas and suggestions. Workshop participants will be informed of upcoming advancements and, possibly, asked to review draft bicycle performance measures. If there were any questions, comments, or ideas, they were encouraged to contact Kelly Eagan, the Caltrans Project Manager.