

District 3–Corridor System Management Plan Transit/Bicycle Performance Measures

Project Summary

In developing Corridor System Management Plans (CSMPs) and the annual State of the Corridor (SoTC) Reports, Caltrans found that performance measures are an integral part of identifying the best improvement actions to generate desired results. The 2009 CSMP and 2010 SoTC for District 3 include numerous state highway system (SHS) performance measures. This data is regularly collected and reported, making it relatively easy to measure results. Caltrans is striving to provide more emphasis on non-SHS transportation modes in future plans and believes this can be achieved by developing similar performance measure for travel conducted on transit and bicycle. These measures are not readily available, and Caltrans requested assistance from MIG to involve stakeholders in identifying and developing bicycle and transit related performance measures that will help Caltrans determine if mobility is improving along the corridors.



Outreach Methods

- Bicycle and transit stakeholder outreach
- Workshop invitations: e-mails, formal letter, and phone calls
- Group interviews
- Working group sessions
- Meetings with Project Management Team (PMT)



Public Involvement Tools

Best Practices Discussion

MIG convened the PMT, consisting of stakeholders and agency partners, for a discussion of best practices to help inform development of the transit/bicycle performance measures.

Key Stakeholder Group Interviews

MIG conducted group interviews with key stakeholders early in the process to gather their advice on the project approach and best practices.

Working Group Sessions

MIG worked with the PMT to identify stakeholders willing to participate in working group sessions. MIG facilitated one two-hour bicycle working group session and one two-and-a-half-hour transit working group session. Key findings from the sessions established the foundation to develop, draft, review, and finalize the performance measures.

Environmental Justice Community Involvement

Environmental Justice communities, including low-income, limited-English proficiency, and minority populations, could benefit from enhanced transportation mode options along specific state highway corridors. Improved pedestrian and bicycle performance can increase low-cost mobility opportunities.



Lessons Learned

Developing the first transit and bicycle performance measures for identified state highway corridors required a clear purpose, method, and desired outcome. The process provided an opportunity for increased cooperation and collaboration with bicycle and transit advocates in CSMP planning. The process also provided an opportunity for stakeholders and the public to understand Caltrans' CSMP process and interest in bicycle and transit system improvement. These final performance measures will be used to inform future planning activities.



Results

Outreach participants identified opportunities 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. Participants agreed that improving transit and bicycle systems is a priority, though there was discussion regarding the most appropriate method to advance these modes. Participants requested clarification on the parameters of a corridor and how it applied to the mode and related travel patterns. Draft and final performance measures were developed in consultation and coordination with local partners and stakeholders. The performance measures will be incorporated into future CSMPs.



Deliverables

- Best Practices Summary Memo
- Stakeholder Groups Interview Summaries
- Bicycle and Transit Working Session PowerPoint Presentations
- Bicycle and Transit Working Session Summaries
- Draft and Final Bike/Transit Performance Measures