



2021 Regional Plan Social Equity Working Group Agenda

Thursday, January 6, 2022
10 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The 2021 Regional Plan Social Equity Working Group meeting scheduled for Thursday, January 6, 2022, will be conducted virtually in accordance with Governor Newsom’s State of Emergency declaration regarding the COVID-19 outbreak, Government Code Section 54953(e), Assembly Bill 361 (Rivas 2021), and the COVID-19 Emergency Temporary Standards issued by the California Department of Industrial Relations. Group members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

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Public Comments: Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference “Thursday, January 6, 2022, 2021 Regional Plan Social Equity Working Group Meeting,” in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Wednesday, January 5, 2022, will be provided to members prior to the meeting. If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and use the “Raise Hand” function to request to provide public comment. On a computer, the “Raise Hand” feature is on the Zoom toolbar. By phone, enter *9 to “Raise Hand” and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other “housekeeping” matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made via email or orally per the instructions above.



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Vision Statement

Pursuing a brighter future for all.

Mission Statement

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity

We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.



2021 Regional Plan Social Equity Working Group

Thursday, January 6, 2022

Item No.		Recommendation
1.	Welcome and Introductions	
2.	Public Comments/Communications/Member Comments Members of the public shall have the opportunity to address the Working Group on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to Working Group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.	
+3.	Approval of Meeting Minutes The 2021 Regional Plan Social Equity Working Group (SEWG) is asked to review and approve the meeting summary from its November 4, 2021, meeting.	Approve
4.	Chair's Report <i>Councilmember Vivian Moreno, SANDAG Board Alternate</i> An update on key programs, projects, and agency initiatives.	Information
Reports		
+5.	<i>TransNet</i> Regional Bike Early Action Program Updates <i>Chris Kluth, SANDAG</i> The SEWG is asked to discuss Regional Bike Plan Early Action Program project reprioritization, the proposed increase to the allocation of TransNet funds to the bike program, expanding the definition of major corridor projects, and proposals to improve efficiency of project delivery.	Discussion
+6.	Social Equity Baseline Conditions Report <i>Jane Clough, SANDAG</i> As an Early Action of the 2021 Regional Plan, SANDAG is developing a Social Equity Baseline Conditions Report to better understand existing conditions and equity disparities throughout the region. Staff will present an overview of the structure and suggested indicators and ask working group members to provide feedback.	Discussion

7. Possible Topics for Next Meeting

Discussion/Possible
Action

The SEWG is asked to discuss possible topics for the next meeting.

8. Upcoming Meetings

Information

The next SEWG meeting is scheduled for Thursday,
February 3, 2022, at 10 a.m.

9. Adjournment

+ next to an agenda item indicates an attachment

January 6, 2022

Action: **Approve****November 4, 2021, Meeting Minutes**

Chair Vivian Moreno (SANDAG Board Alternate) called the meeting of the 2021 Regional Plan Social Equity Working Group (Working Group) to order at 10:02 a.m.

1. Welcome and Introductions

Chair Moreno welcomed members and attendees.

2. Public Comments/Communications/Member Comments

There were no public comments.

3. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Brian “Barry” Pollard (Urban Collaborative Project) and a second by Carol Lewis (Nile Sisters Development Initiative), the Working Group approved the minutes with one correction made from its October 7, 2021, meeting.

The motion passed.

Yes: Craig Jones (Alliance for Regional Solutions), Rose Ceballos (Bayside Community Clinic), Lisa Cuestas (Casa Familiar), Azucena Lopez De Nava (Chula Vista Community Collaborative), Haneen Mohamed (City Heights Community Development Corporation), Carol Lewis, Konane Martinez (National Latino Research Center), Breanne Lash (Nile Sisters Development Initiative), Claire Groebner (Olivewood Gardens), Fe Seligman (Samahan Health Centers), Brian “Barry” Pollard, and Erica Leary (Vista Community Clinic).

No: None.

Abstain: None.

Absent: None.

Chair’s Report**4. Chair’s Report (Information)**

Chair Moreno provided an update on key programs, projects, and agency initiatives.

There were no public comments.

Action: Information.

Reports**5. SANDAG Equity Action Plan Update (Discussion)**

Principal Business Analyst Elizabeth Cox provided an update on the work to advance Diversity, Equity, and Inclusion (DEI) within the organization, early actions to implement the SANDAG

Commitment to Equity statement and plans for external engagement to continue development of the SANDAG Equity Action Plan in 2022.

Brian “Barry” Pollard (Urban Collaborative Project) commended staff on the fantastic equity update and commented on the need to promote brown and black middle managers internally and re-evaluate the hiring process within the organization.

Lisa Cuestas (Casa Familiar) commented on connecting and collaborating with MTS for equitable built environments within the community.

Craig Jones (Alliance for Regional Solutions) commented on continuing to work with SANDAG on multifaceted internal and external collaboration on transportation access to disadvantaged communities.

Carol Lewis (El Cajon Collaborative) commented on having an equity action plan update provided to the Committee members on a regular basis at monthly meetings.

Action: Discussion.

6. Housing Incentive Program Overview and Housing Acceleration Program and *TransNet* Smart Growth Incentive Program Call for Projects (Information)

Sustainable Communities Program Manager Tuere Fa'aola, presented an update on the Regional Housing Incentive Program and the upcoming call for projects.

Brian “Barry” Pollard (Urban Collaborative Project) commented on affordable housing units, stabilized housing, and creating appropriate outreach to residents first.

Claire Groebner (Olivewood Gardens) commented on anti-displacements and suggested short-term and long-term solutions such as home buyer’s programs to increase home ownership opportunities.

Lisa Cuestas (Casa Familiar) commented on grant funding, creating permanent home ownership program, and prioritizing incentive programs.

Konane Martinez (National Latino Research Center) commented on 2020 Census data, participation in Zoom meetings to discuss redistricting of San Diego County and major housing impacts to communities.

Rocina Lizarraga (Olivewood Gardens) commented on homeownership crisis, communities of concern, and lease displacement.

Craig Jones (Alliance for Regional Solutions) commented on allowing long-term renters to build equity, housing affordability, housing displacement, social equity, and state legislation.

Action: Information.

7. Harbor Drive 2.0 Concept of Operations (Discussion)

Technology Planning Manager, Alex Estrella, presented an overview of the initiated development of a Concept of Operations (ConOps) report using Harbor Drive 2.0. as a use case. This ConOps was developed to streamline activities along Harbor Drive through technological upgrades. A key element of the 5 Big Moves in San Diego Forward: The 2021 Regional Plan is Next OS – the brain of the system. The Working Group were asked to provide their initial input on needs.

Rocina Lizarraga (Olivewood Gardens) spoke about posting a link to a survey on the Concept of Operations.

Brian “Barry” Pollard (Urban Collaborative Project) inquired if the ConOps would be a model for local agencies in the area.

Lisa Cuestas (Casa Familiar) commented on impacts of connectivity in various communities with WiFi.

Craig Jones (Alliance for Regional Solutions) commented on lack of security maintained on the project.

Claire Groebner (Casa Familiar) commented on educational opportunities for communities on new technology on ConOps.

Chair Moreno spoke about the clarity needed for community participation on ConOps and allowing constituents an opportunity to engage in the development of activities.

Action: Discussion.

8. Upcoming Meetings (Information)

The next Working Group meeting is scheduled for Thursday, December 2, 2021, at 10:30 a.m.

9. Adjournment

Chair Moreno adjourned the meeting at 11:41 a.m.

Confirmed Attendance at SANDAG 2021 Regional Plan Social Equity Working Group Meeting

November 4, 2021

Organization	Name	Attended	Comments
SANDAG Board Alternate	Councilmember Vivian Moreno, Chair	Yes	
Alliance for Regional Solutions	Craig Jones	Yes	
	MaryLynn McCorkle, Alternate	No	
Bayside Community Clinic	Kim Heinle	Yes	
	Rose Ceballos, Alternate	Yes	
	Huy Tu, Alternate	No	
Casa Familiar	Lisa Cuestas	Yes	
	Monica Hernandez, Alternate	No	
	Goyo Ortiz, Alternate	Yes	
Chula Vista Community Collaborative	Brendaly Rodriguez	No	
	Azucena Lopez De Nava, Alternate	Yes	
	Angela Tomlinson, Alternate	No	
City Heights CDC	Randy Torres-Van Vleck	Yes	
	Haneen Mohamed	Yes	
El Cajon Collaborative	Carol Lewis	Yes	
	Dana Stevens, Alternate	No	
National Latino Research Center	Angelica Santiago, Alternate	Yes	
	Konane Martinez, Member	Yes	
Nile Sisters Development Initiative	Elizabeth Lou	Yes	
	Breanne Lash, Alternate	Yes	
	Mohammed Tuama, Newcomers	Yes	
Olivewood Gardens	Claire Groebner	Yes	
	Rocina Lizarraga, Alternate	Yes	
Samahan Health Centers	Fe Seligman	Yes	
	Lorna Delossantos, Alternate	No	
Urban Collaborative Project	Brian "Barry" Pollard	Yes	
Vista Community Clinic	Erica Leary	Yes	
	Carmela Muñoz, Alternate	Yes	
Other Attendees			
Robert Cálix	Don Murphy	Elizabeth Rodriguez	Nikki Tiongco
Ruth Martin	Noah Harris	Nilmini Silva-Send	Donaldo Martinez
Ruth Monroy	Sreedevi Ponduri	Catherine Thibault	

Travis Knowles

Patricia Trahin

Thomas K.

Matthew Cox

SANDAG Staff

Alex Estrella

Zaccary Bradt

Jack Christensen

Chris Velasco

Anna Lowe

Jenny Russo

Jane Clough

Zach Hernandez

Catherine Matel

Phil Trom

Melissa Coffelt

Kimberly King

Anna Van

Laura Valdes

Elizabeth Cox

Sam Solis

Linda Cimmino

Evelia Castellanos

Tracy Ferchaw

Krystal Ayala

Tuere Fa'aola

January 6, 2022

Action: Discussion

TransNet Regional Bike Early Action Program Updates**Introduction**

Consistent with the [SANDAG Commitment to Equity statement](#) and [Draft 2021 Regional Plan policies and programs](#), which emphasize mobility, safety, and Complete Corridors, this report includes proposed updates to the *TransNet* Regional Bike Early Action Program (Bike EAP). Proposed revisions include 1) reprioritizing criteria to incorporate social equity, 2) a proposed amendment to the *TransNet* Ordinance to increase the Bicycle, Pedestrian and Neighborhood Safety Program allocation, and 3) proposed actions to expedite delivery of the remaining projects in the Bike EAP.

Discussion*Criteria Update*

With SANDAG's recent initiative to address environmental justice and social equity, SANDAG is proposing to update the criteria used to prioritize projects in the Bike EAP to bring greater investments to historically underserved communities. The primary addition to the criteria is the consideration of whether a project is within a disadvantaged community as identified in the statewide CalEnviroScreen process. CalEnviroScreen was developed for the California Environmental Protection Agency by the California Office of Environmental Health Hazard Assessment. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The original Bike EAP prioritization criteria is provided as Attachment 1 and the draft updated criteria is provided as Attachment 2. Both sets of criteria are primarily based on demand, as the goal of the Bike EAP is to serve the most potential riders to support goals of mode shift, with bikeways that will make a trip by bike a more realistic option for more people. The original criteria used Smart Growth Opportunity Areas (SGOA) along with population and job density as primary attractors and generators for trips. To provide a demand-based approach consistent with the current Draft 2021 Regional Plan, the updated criteria still use populations and job density but substitutes Mobility Hubs in place of the older SGOAs.

Proposed Ordinance Amendment

At the September 24, 2021, Board meeting, staff provided an update on proposed amendments to Bicycle, Pedestrian and Neighborhood Safety (BPNS) percentage allocation in the *TransNet* Ordinance. In support of Board initiatives to promote active transportation, reduce greenhouse gas emissions, and improve roadway safety for people walking and bike, staff is proposing to increase the Bicycle, Pedestrian and Neighborhood Safety percentage allocation from 2% to 4%. It is estimated the 2% increase will bring approximately \$6 million annually of additional funding to the Active Transportation Program. In addition, staff is proposing to include active transportation projects in the Major Corridor Program, which will increase opportunities for the inclusion of active transportation into regional transportation project corridors as well as allow for more flexibility in other funding strategies

for active transportation. The additional funding from this amendment will directly support development of the next phase of the reprioritized Bike EAP projects located in disadvantaged communities. Additional *TransNet* funding for the BPNS will also give SANDAG greater flexibility to leverage local funds to pursue state and federal funding opportunities and prepare an updated comprehensive Regional Active Transportation Plan anticipated as an action from the Draft 2021 RTP. The existing flow of funds within the *TransNet* Ordinance is provided as Attachment 3. It is expected a comprehensive package of proposed amendments will be presented to the Board for consideration in February 2022.

Expediting Program Delivery

At the September Board meeting, staff was directed to report back with recommendations on how to expedite delivery of the remaining projects in the Bike EAP. Historically, reasons for projects not advancing as quickly as originally envisioned include, but are not limited to, extensive public outreach and accommodation, challenges reaching agreement with reviewing agencies on design details, difficulties advancing utility relocations, and complications coordinating with rail agencies.

Strategies to expedite project delivery include:

1. During the public outreach phase of future projects, SANDAG will apply the following principles for a thorough and timely process. Use a variety of methods to engage the community and maximize opportunities for involvement based on community characteristics and respect for and understanding of cultural identity, which may include design charettes. Clearly identify the goals of the project and set a defined project outreach timeline up front. Be open that it will not be possible to meet every need with this project. Fully understand community needs and concerns and build alliances.
2. Working with partner agencies to consider implementation of quick-build¹ bicycle facility design using low-cost, temporary measures to test design concepts using, for example, paint and bollards. While the initial measures are temporary, these improvements can be used to inform permanent design options based on local stakeholder feedback resulting in substantial time savings in designing and implementing projects.
3. During the environmental review phase, maintain standard timelines for public input as provided by California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) guidelines.
4. Establishing and implementing new procedures with reviewing agencies to allow input and review at the concepting, 30%, 60%, and 90% design levels rather than submitting final drawings for review. Staff will work with reviewing agencies to establish fixed timeframes for review and comment with the collaborative goal being to resolve differences of opinion on design elements quickly and efficiently. Executive leadership will be consulted at each design phase if staff is unable to reach consensus.
5. To expedite reaching agreement with reviewing agencies, staff will work with partner agency staff to support the adoption of the National Association of City Transportation Officials (NACTO) guidelines for bikeway design and support bikeway and pedestrian design standards approved for use by other agencies. In support of this objective, staff will

¹ Quick-build street projects are semi-permanent improvements that can be designed and constructed quickly. The process uses techniques that realign and reassign space on streets using paint and simple physical objects that can be purchased inexpensively and quickly installed.

work with regional agencies to adopt bicycle and pedestrian design standards consistent with the intent of the Federal Highway Administration (FHWA) Design Flexibility Memorandum (Attachment 4).

6. Working in partnership with local agencies, staff will identify non-bikeway related betterments requested by the local agencies early in the planning phase and work collaboratively to identify funding for these betterments to be provided by local agencies.
7. Working with utility companies to develop a clear understanding of each agency's responsibilities for design and cost sharing to ensure efficient utility relocation and system improvements in the future. A partnering agreement is being developed with SDG&E to develop a clear understanding of each agency's responsibilities for design and cost-sharing.
8. Partnering with rail agencies on identified required railway improvements to aging rail infrastructure early on and partnering with rail agencies to apply for grant funding to support identified improvements.
9. Staff will monitor, track, and report on planned and actual key performance indicators for initial budget, actual cost, and schedule for each project's phase (environmental clearance, preliminary design, final design, permit review and approval, bid/award, and construction), project miles, right-of-way acquisition, utility coordination, and construction to better identify where possible impediments and delays occur and may need to be addressed. Staff will also report on project revisions, including combining projects and/or breaking projects up into phases to facilitate project advancement.
10. Taking advantage of potential environmental and right-of-way permitting streamlining provisions included in the recently enacted Infrastructure Investment and Jobs Act (IIJA).
11. Identifying and securing potential revenue sources from the IIJA to help expedite program delivery, which includes funding for safe streets and roads.

Next Steps

Staff will continue looking for additional ways to deliver the Bike EAP more effectively and continue working with partner agencies and other stakeholders to better coordinate and expedite project delivery going forward. Staff will return with additional information pending feedback at the December 3, 2021, Board meeting. Additional details regarding funding, timing, and eligibility provisions under the new IIJA are anticipated to be available in the coming months.

A partnering agreement is being developed with SDG&E to develop a clear understanding of each agency's responsibilities for design and cost sharing.

SANDAG staff are working with BNSF to partner on applying for grants to support improvements to aging railroad infrastructure adjacent to bikeway projects requiring upgrades.

SANDAG staff will continue to work with partner agencies to support the adoption of NACTO guidelines for bikeway project improvements and development of bikeway project design standards.

Staff will monitor and report on the key performance indicators identified in effort 9, above.

Key Staff Contact: Chris Kluth, (619) 699-1952, Chris.Kluth@sandag.org

- Attachments:**
1. Existing Active Transportation Early Action Plan Project Prioritization Criteria
 2. Proposed Active Transportation Early Action Plan Project Prioritization Criteria
 3. *TransNet* Flow of Funds
 4. FHWA Design Flexibility Memorandum

TECHNICAL MEMORANDUM

(revised 12/24/08)

Segmenting and Prioritizing the San Diego Regional Bicycle Network

1.0 Introduction

This document summarizes a methodology for segmenting and prioritizing the regional bicycle network for the purposes of identifying high priority projects and providing a foundation for implementation phasing. The prioritization framework relies upon demand-based criteria and facility-based criteria, as described in the following sections. The memorandum concludes with an assessment of a cost-to-need ratio by segment as a preliminary mechanism for understanding the relative values achieved through implementation of each segment of the proposed bicycle network.

1.1 Demand-Based Criteria

Bicycle demand is conceptualized as a function of Smart Growth Areas and distances between the Smart Growth Areas along the proposed bicycle network, employing a gravity model approach where larger activity centers and shorter distances are assumed to create greater demand for travel.

The San Diego Regional Comprehensive Plan (RCP) identifies seven categories of smart growth place types, including the Metropolitan Center, Urban Centers, Town Centers, Community Centers, Rural Villages, Mixed-Use Transit Corridors and Special Use Centers. Each smart growth place type is associated with housing and employment density targets, as well as transit service thresholds. Using Smart Growth Areas as the basis for segmenting and prioritizing the regional bicycle network allows SANDAG to gain important synergies between its land use, transit and bicycle planning efforts.

Table 1.1 displays the seven smart growth place types and the respective residential, employment and transit targets.

Table 1.1
Land Use and Transit Targets for SANDAG Smart Growth Place Types

Smart Growth Place Type	Minimum Residential Target	Minimum Employment Target	Minimum Transit Service Characteristics
Metropolitan Center	75 du/ac	80 emp/ac	Regional Services
Urban Center	40 du/ac	50 emp/ac	Light Rail/Rapid Bus
Town Center	20 du/ac	30 emp/ac	Light Rail/Rapid Bus
Community Center	20 du/ac	N/A	High Frequency Local Bus within Transit Priority Areas based on the Urban Service Boundary in the 2007-2011 Coordinated Plan
Rural Village	10.9 du/ac	N/A	N/A
Special Use Center	Optional	45 emp/ac	Light Rail/Rapid Bus
Mixed-Use Transit Corridor	25 du/ac	N/A	High Frequency Local Bus

Source: Smart Growth Concept Site Descriptions June 6, 2008 (SANDAG)

1.2 Facility-Based Criteria

In addition to demand-based criteria, facility-based criteria were also analyzed. The proposed regional bicycle network was assessed and prioritized in terms of key facility-based criteria such as bicycle facility gaps, prior facility funding, incidence of bicycle crashes, and public comment related to facility deficiencies. Presence of a facility gap was assigned higher priority; segments with prior funding were assigned higher priority, high crash locations were assigned higher priority; and finally, segments that received more public comment were given higher priority.

2.0 Segmenting the Regional Bicycle Network

Segmenting the regional bicycle network is an important first step in prioritizing locations along the system. Given that some of the regional bicycle corridors are longer than 45 miles, and the total system is over 510 miles, it is necessary to divide the regional system into segments using justifiable and recognizable beginning and ending points. Smart Growth Areas are reasonable locations for segmenting regional bicycle corridors given their regional significance as activity centers and their recognition by multiple regional and local planning efforts.

Figures 2-1A and **2-1B** show the preferred regional bicycle network and SANDAG's Smart Growth Areas. The smart growth place types (except Rural Centers) were used to segment the regional bicycle network. This approach resulted in the 39 corridors being divided into approximately 100 segments, with almost all segments having a Smart Growth Area at its beginning and ending.

3.0 Segment Prioritization Approach

This section describes an approach to ranking and prioritizing the regional bicycle network's roughly 100 segments. The ranking and prioritization process takes into account type and concentration of Smart Growth Areas along each segment, the length of each segment, and the facility criteria.

3.1 Demand-Based Prioritization

3.1.1 Smart Growth Area Types

Priority was given to the first three categories of Smart Growth Area place types – the Metropolitan Center, Urban Centers and Town Centers. **Table 3.1** shows the point system applied to segments that had one of these place types as a beginning and ending point, including whether the Smart Growth Area was existing/planned or potential.

Figure 2-1A Regional Corridors and Smart Growth Areas - north

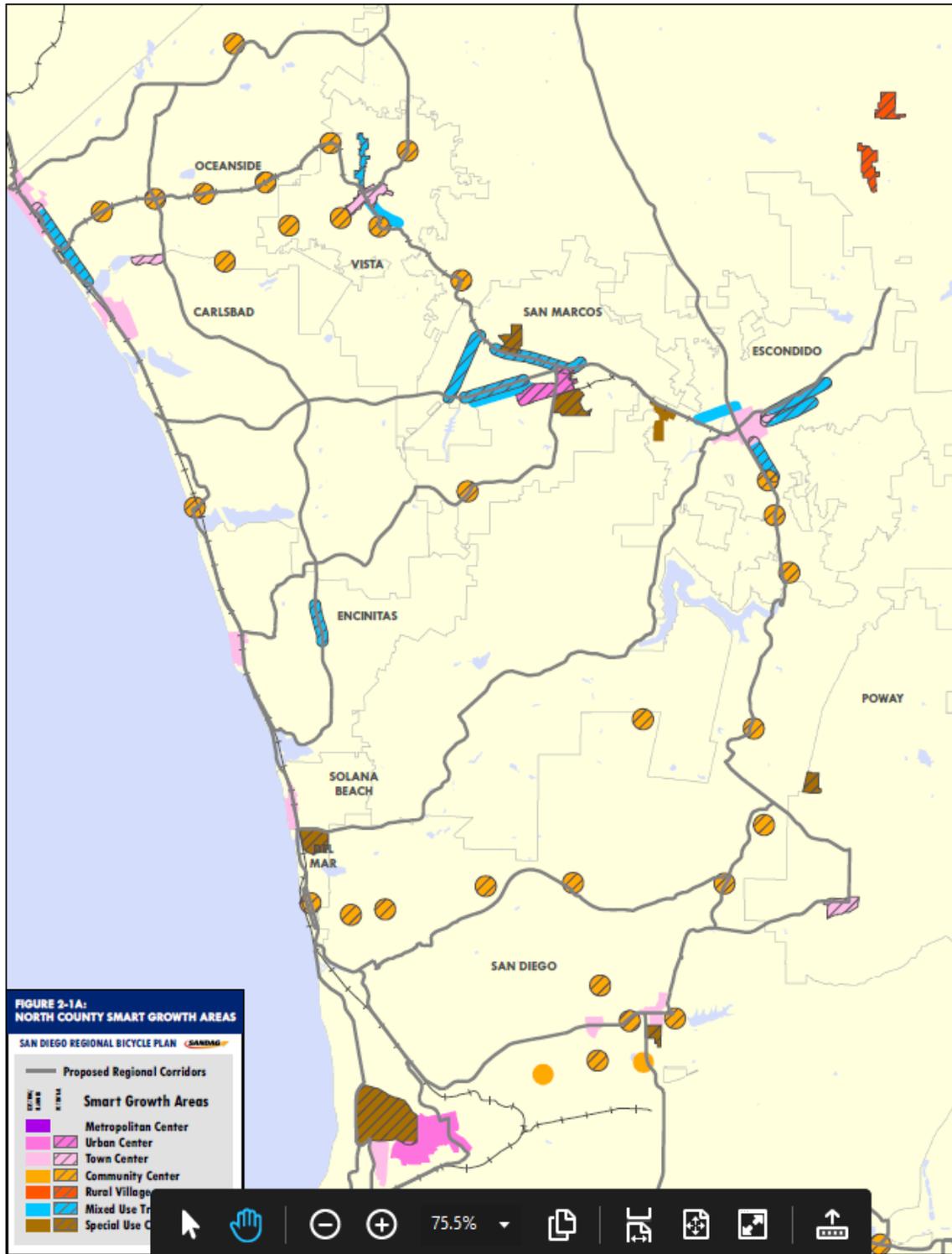


Figure 2-1B Regional Corridors and Smart Growth Areas - South

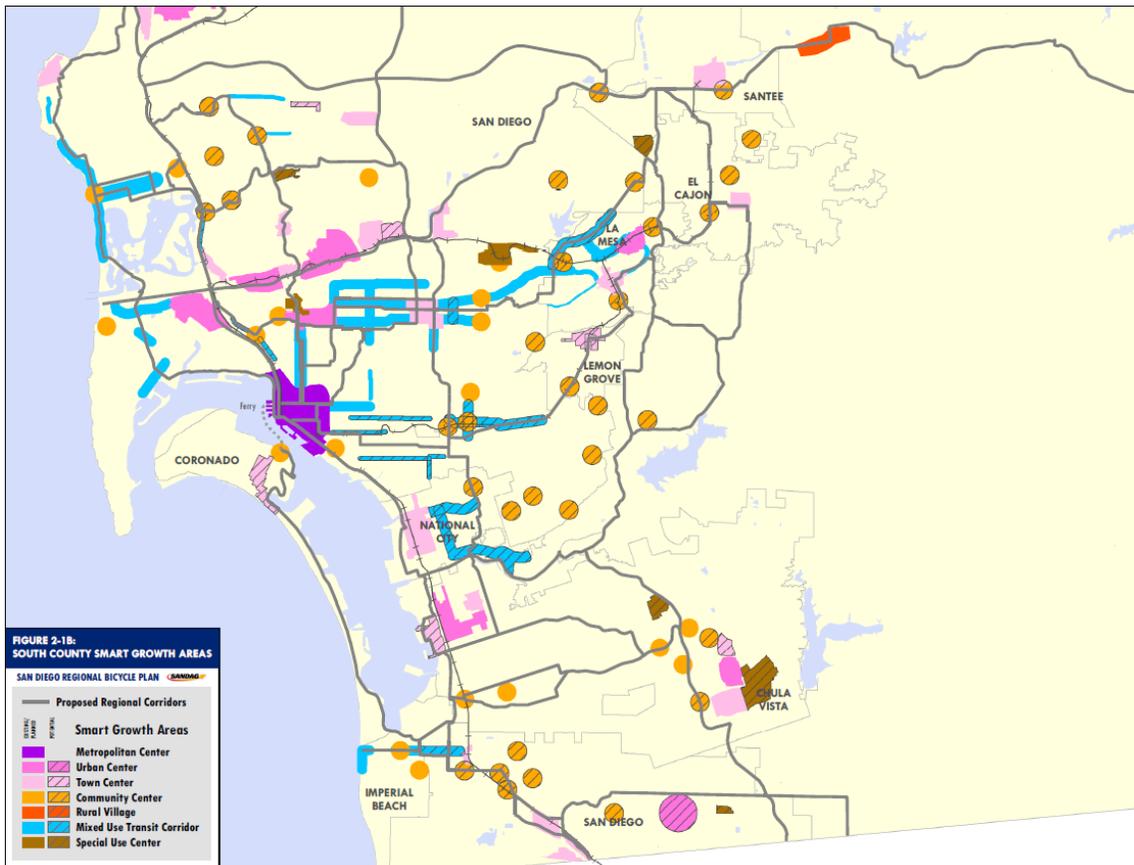


Table 3.1
Points Assigned to Segments Based upon
Origin/Destination Smart Growth Area Types¹

	Metro	Urban	Town
Metro	--	6 (3) ²	5 (2.5) ²
Urban	--	5 (2.5) ²	4 (2) ²
Town	--	--	3 (1.5) ²

Source: Alta Planning+Design, December, 2008

Notes:

1. College and university Special Use Centers were treated as Urban Centers when enrollment exceeded 25,000 students, and as Town Centers when enrollment exceeded 15,000 students.
2. This point value was assigned to a segment when either the origin or destination was a “potential” Smart Growth Area.

When a corridor segment could not be defined using the highest three categories of smart growth place types (or the Special Use place types), Community Centers were employed with a lower ranking system, as shown in **Table 3.2**.

Table 3.2
Points Assigned to Segments with
Community Center Origins/Destinations

	Community
Metro	3 (1.5) ¹
Urban	2 (1) ¹
Town	1 (0.5) ¹
Community	0

Source: Alta Planning+Design, December, 2008

Note:

1. This point value was assigned to a segment when either the origin or destination was a “potential” Smart Growth Area.

In the case where a segment did not have a Smart Growth Area at either the origin or destination, the following alternative point systems were applied:

- If a corridor segment origin/destination could only be defined by another corridor segment, then the nearest Smart Growth Area was used with a reduced ranking.
- If a corridor segment origin/destination occurred where there was no nearby Smart Growth Area, then a reduced ranking was used.

3.1.2 Distance Factor

A distance factor was developed to account for the fact that shorter segments by definition are in locations with greater proximity to a greater number of Smart Growth Areas. It is important for the ranking system to prioritize those segments of the regional corridor system penetrating or providing higher levels of access to land use opportunities. The following equation was used to calculate a distance factor for every segment of the regional bicycle corridor system:

$$\text{Distance Factor} = (10 - x) / 10,$$

where x = segment length in miles.

The range of Distance Factor values is 0 to 1, except in the case when there is a segment greater than 10 miles long, which would result in a negative Distance Factor value.

3.1.3 Mixed Use Transit Districts

The importance of Mixed Use Transit Centers is accounted for by calculating the percent of a corridor within a Mixed Use Transit Center and multiplying by 5 for existing/planned centers and by 2.5 for potential centers.

Figures 3-1A and 3-1B display the final results for the demand-based ranking and prioritization. As shown, there are concentrations of demand-based need along most corridors that serve Downtown San Diego, as well as corridors along the coast, and at the international border.

3.2 Facility-Based Prioritization

Table 3.3 displays the criteria and their respective rankings for the facility-based characteristics considered important indicators of facility improvement need. Facility gaps, prior funding, number of crashes, and public comment were used as the basis for assessing facility improvement needs.

Table 3.3
Bicycle Facility-Based Criteria and Ranking

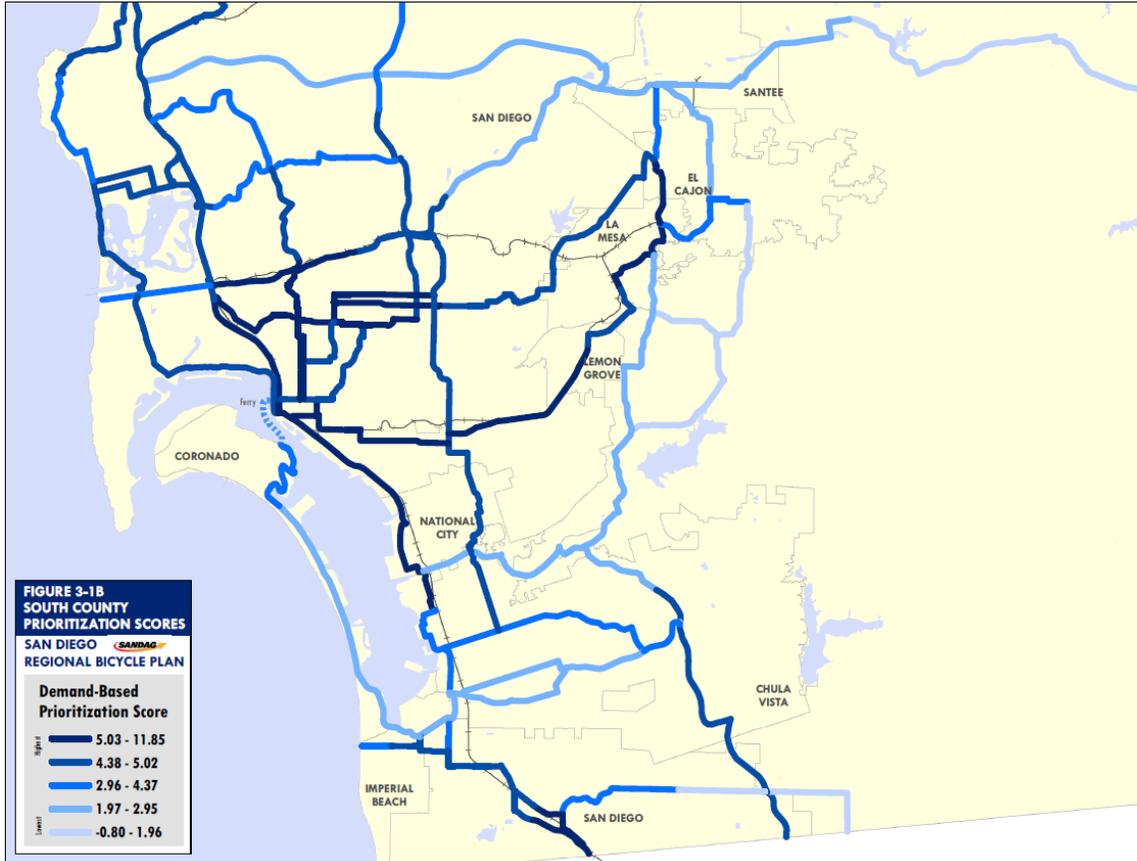
Facility Gaps	Score
Facility Gap (with no parallel facilities)	2
Facility Gap (with existing parallel facility)	1
Facility Not Built to Classification	0.5
Facility Built to Classification	0
Funding	Score
Funding Exists for Unbuilt Segment	2
No Funding Exists	0
Crashes	Score
Segment Located in High Crash Density Area	1
Segment Located in Medium Crash Density Area	0.5
Segment Located in Low Crash Density Area	0
Public Comment	Score
Segment Received Many Public Comments	1
Segment Received Some Public Comments	0.5
Segment Received No Public Comments	0

Source: Alta Planning+Design; December, 2008

Figure 3-1A Demand-Based Prioritization - north



Figure 3-1B Demand-Based Prioritization - south



Figures 3-2A and **3-2B** display the results for the facility-based ranking and prioritization. As shown, there are concentrations of facility-based need in central San Diego near downtown, as well as along the coast.

3.3 Final Prioritization of Regional Bicycle Network Segments

A final prioritization score was calculated for each of the regional bicycle network by summing the demand-based and the facility-based rankings. The final priority score ranges from 0 to 15. **Figures 3-3A** and **3-3B** show the regional bicycle network symbolized with five classes of priority scores using the quintile classification method.

Most of the corridor segments serving Downtown San Diego rank in the highest 20%, as do some portions of the Coastal Rail Trail and the Border Access Corridor. In the northern region, a majority of the corridors traverse low density areas and rank in the lowest 40%.

Based upon this prioritization system, the 30 highest ranking regional bicycle corridor segments were identified and displayed in **Figures 3-4A** and **3-4B**. These 30 locations will become the focus for high priority project development.

4.0 Assessment of Facility Segment Cost-to-Need Ratio

A cost-to-need ratio was calculated to provide an indication of the relative value associated with implementation of each segment within the proposed regional corridor system.

The following equation was used to calculate the cost-to-need ratio:

$$\text{Cost-to-Need Ratio} = (\text{Demand-Based Priority Score} + \text{Facility-Based Score}) / \text{Cost Weighting}$$

Table 4.1 displays the cost weightings used based upon unit costs per mile per facility type that are being employed for this planning process.

Table 4.1
Bicycle Facility-Based Criteria and Ranking

	Facility Type	Cost Weighting
Highest Cost	Class I	5
	Cycle Track	3
	Bicycle Boulevard	2
	Enhanced Class II	1
	Enhanced Class III	0.5
Lowest Cost	Existing, Built to Classification	0

Source: Alta Planning+Design; December, 2008

Figures 4-1A and **4-1B** show the regional bicycle corridors symbolized with the cost-to-need ratio by segment. A majority of the low cost-to-need segments of the proposed regional bicycle network are located within the central portions of the City of San Diego.

Figure 3-2A Facility-Based Prioritization - north

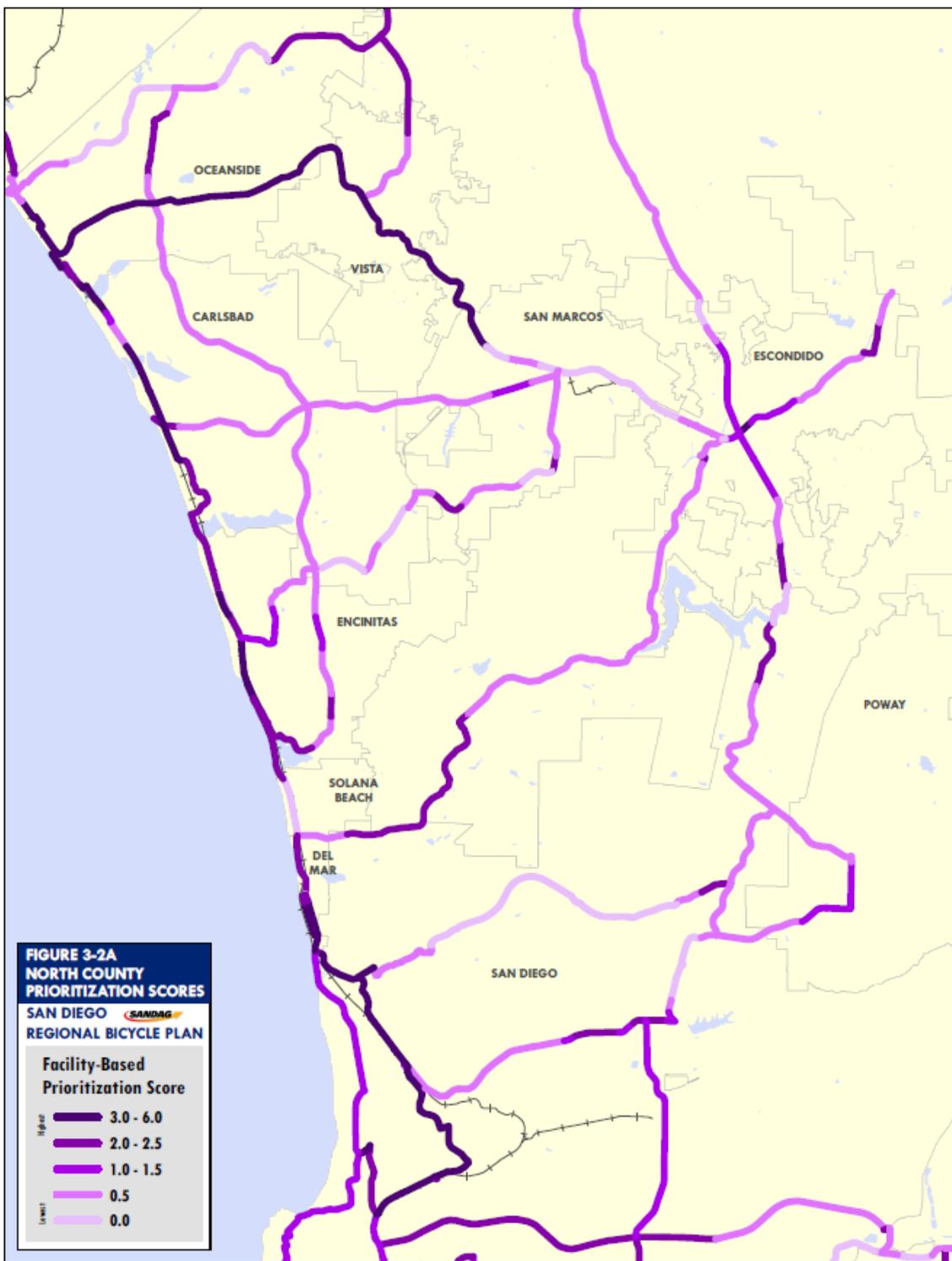


Figure 3-2B Facility-Based Prioritization - south

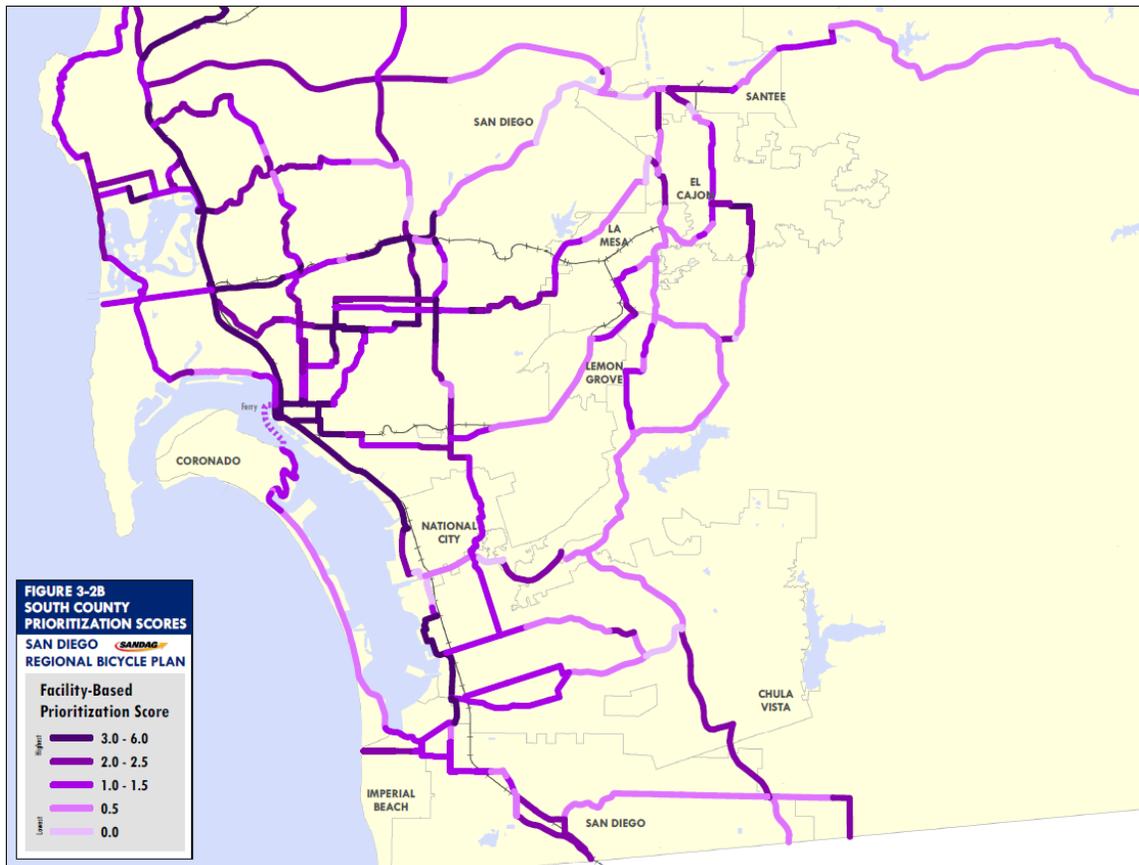


Figure 3-3A Combined Demand and Facility Prioritization - north

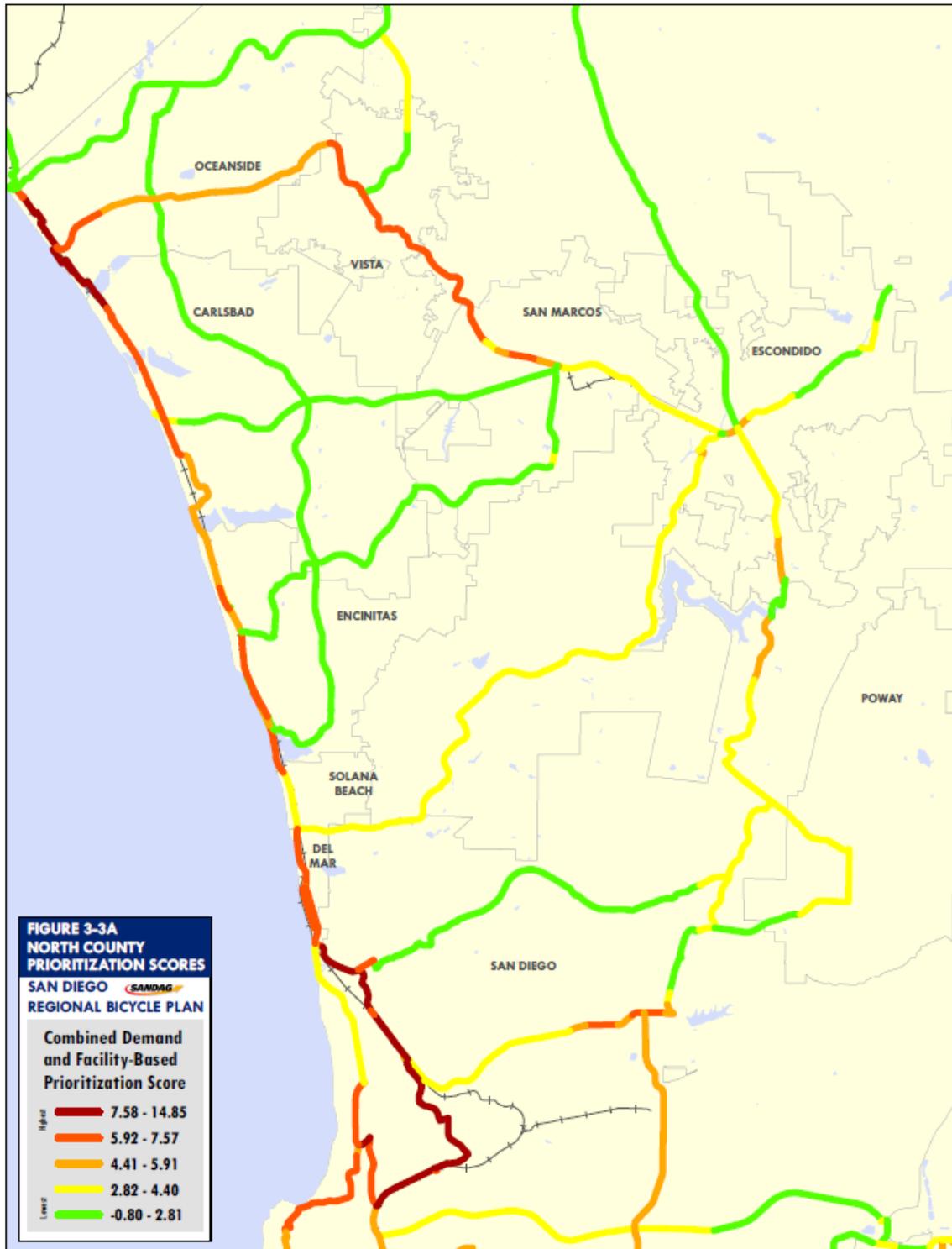


Figure 3-3B Combined Demand and Facility-Based Prioritization - south

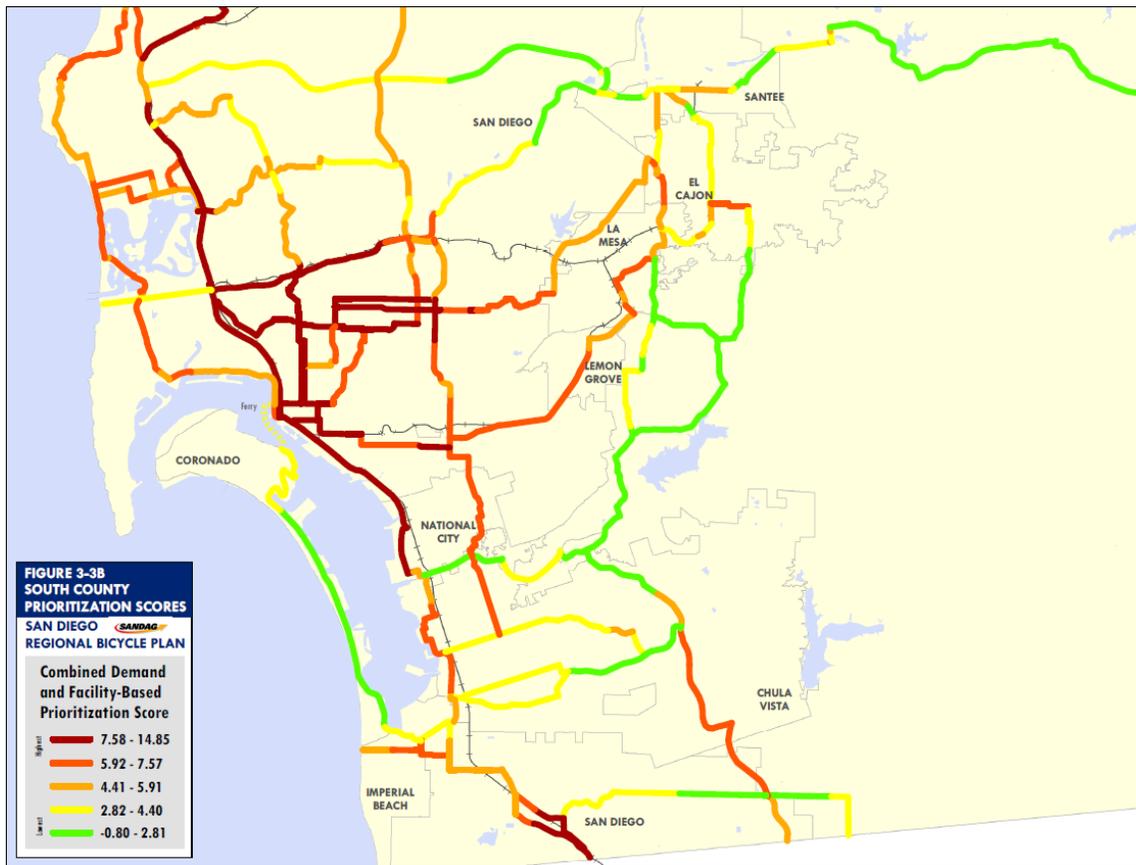


Figure 3-4A: Thirty highest ranking regional corridors segments



Figure 3-4B: Thirty highest ranking regional corridors segments

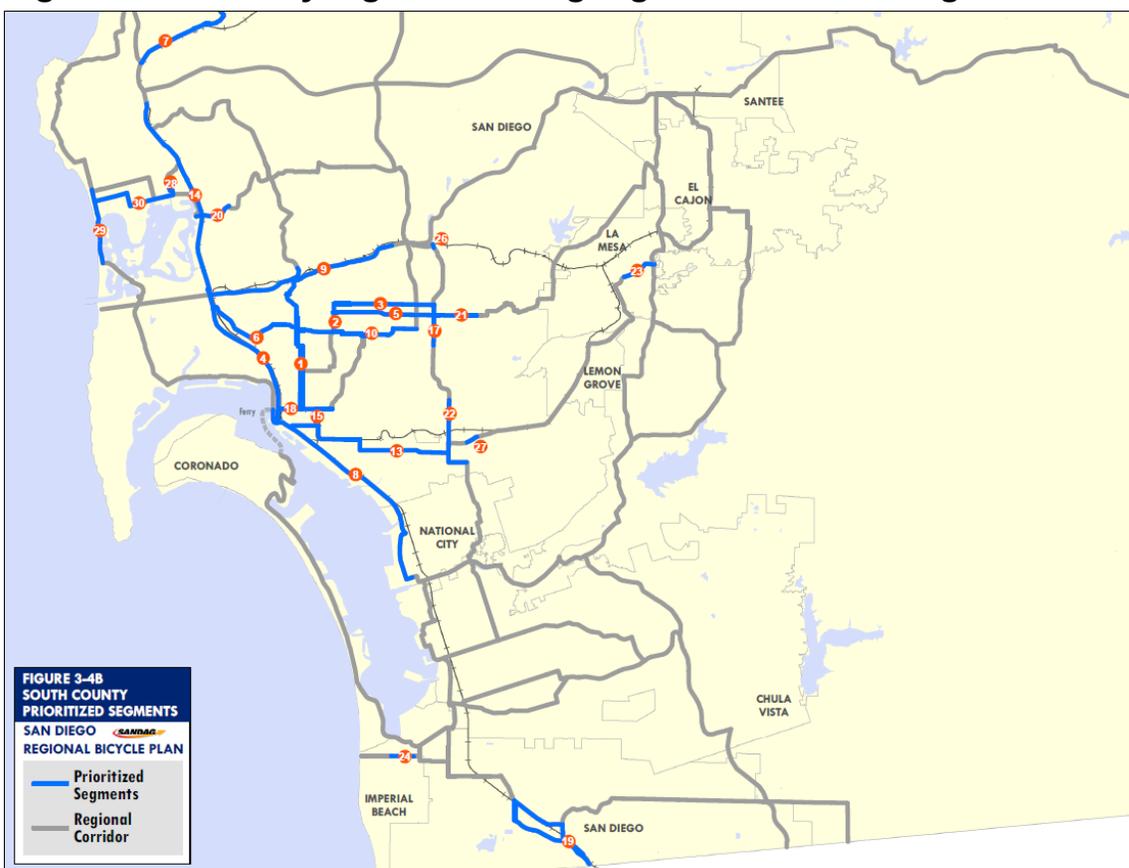
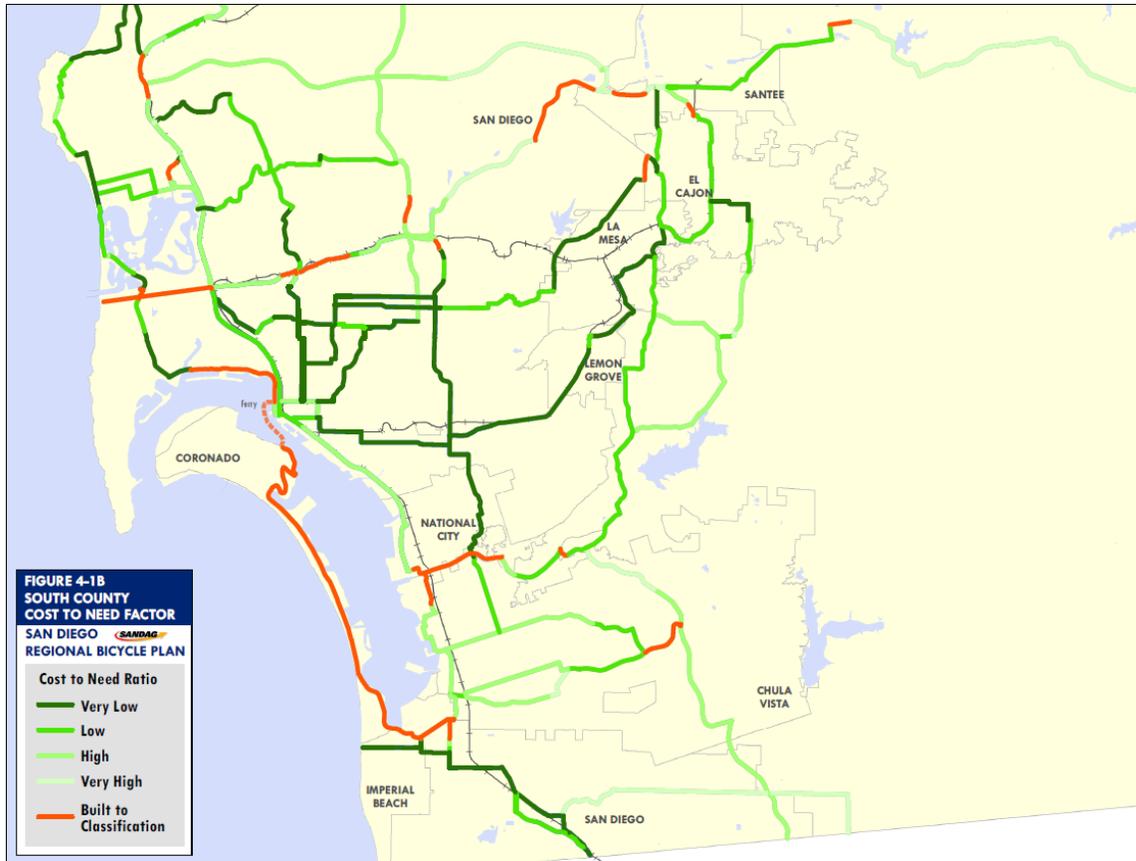


Figure 4-1A Cost to Need Factor - north



Figure 4-1B Cost to Need Factor – south



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SANDAG Bikeways Early Action Program (EAP): Reprioritization Memorandum

DRAFT 11/19/21

Introduction:

This document summarizes processes for segmenting and prioritizing a portion of the regional bicycle network to identify high priority projects and serve as a foundation for implementation phasing. The reprioritization framework relies upon demand-based criteria as described in the following sections. First, it is important to acknowledge earlier SANDAG-led work which defined the current iteration of the Adopted Regional Bicycle Network. There have been multiple similar efforts analyzing, segmenting, and ranking portions of the regional bicycle network which produced the subset of projects being re-prioritized now (please note the following list is not intended to be an exhaustive accounting of all work-to-date):

- 2000 Coastal Rail Trail **Project Study Report** and **Alignment Concept Plan**
- 2006 Bayshore Bikeway **Plan**
- 2010 San Diego Regional Bicycle **Plan, Appendices, and EIR**
- 2013 Early Action Program (**EAP**)
- Regional Bikeways **Projects**, e.g., the Capital Improvement **Program** (CIP)
- 2021 Draft Regional **Plan**

As a point of clarification, these bulleted documents might commonly be referred to as Projects, Plans, or Corridors but for the purposes of this effort we are discussing the synthesis of all these into the “Network” (which totals 580 centerline miles).

Segments of the Network which **are not** being re-prioritized during this process include:

- Existing Regional Bikeways (primarily Class I and ~106 miles total), with one project exception – Coastal Rail Trail San Diego - Rose Creek Mission Bay Connection
- Regional Bikeways Projects in the “above the line EAP,” the majority of these are CIP projects anticipated to be completed on or before 2025 (~77 miles total)
- The Regional Bikeways Projects identified as “Corridor” projects in the 2010 Regional Bicycle Plan which were not selected for prioritization in the 2013 EAP, these are primarily identified as the 2050 Phase Year projects (~300 miles total)

The list of bikeways being proposed for reprioritization in this effort are often referred to as the “below the line EAP” projects in the **EAP** table, specifically on page 6 (~97 miles total).

Demand-Based Criteria

“Bicycle demand” for this effort is conceptualized as a function of attractors or generators - including Population and Jobs (cumulative for intersected zones) along the proposed bicycle network’s project alignments using a spatial interaction approach. Additional criteria are included in this analysis using the same approach to help rank the project segments and determine the order by which these will be advanced out of the planning phase and into preliminary engineering, design, and construction. These additional criteria include the Mobility Hub sheds where greater regional access via transit is expected, and Disadvantaged Communities as they are identified consistent with the 2021 draft Regional Plan. Datasets used include the 2035 (and a few portions of 2050) Phases of the “Adopted Regional Bike Network” from the 2021 draft Regional Plan (as Target Features) with scoring applied using, at a minimum, the following intersecting Join Features:

- Population (DS39_Forecast_Data)
- Jobs (DS39_Forecast_Data)
- Mobility Hubs (Draft 2021 RTP)
- CalEnviroScreen 3.0 (AB805 Disadvantaged Communities, Additional CBO Network Communities)

Adopted Regional Bicycle Network

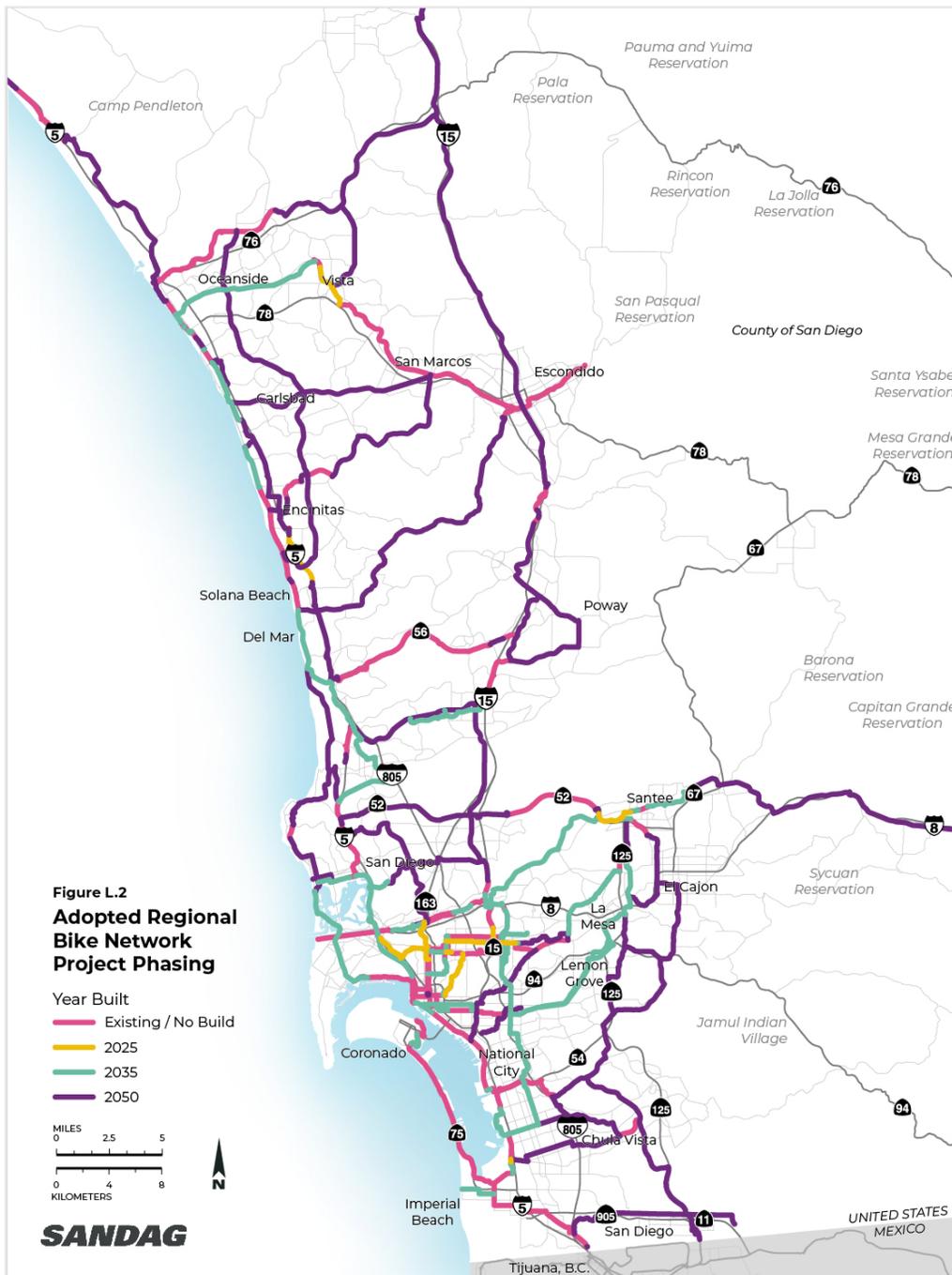
Figure A.1 shows the entire network from the Draft 2021 Regional Plan at full build-out in 2050. 35 “below the line EAP” projects to-be reprioritized in this effort (listed in in the **EAP** table on page 6) are primarily in the 2035 Phase Year (turquoise features) in Figure A.1.

Active Transportation

Active Transportation projects include both on- and off-street improvements to create a safe and comfortable space for people to walk, bike, and ride micromobility options. Regional Bike Network costs were updated in the Draft 2021 Regional Plan to reflect the comprehensive nature of active transportation projects, which often include retrofitting existing streets and roadways to meet the needs of users of all ages and abilities. These cost estimates are derived from projects already under construction or completed in the SANDAG Bikeways Early Action Program.

For more details on the inclusion of Active Transportation projects and programs in the **Draft 2021 Regional Plan**, please see specifically **Appendix A: Transportation Projects, Programs, and Phasing**, **Appendix B: Implementation Actions**, and **Appendix L: Active Transportation** and the Explore tab in the **Data Viewer**.

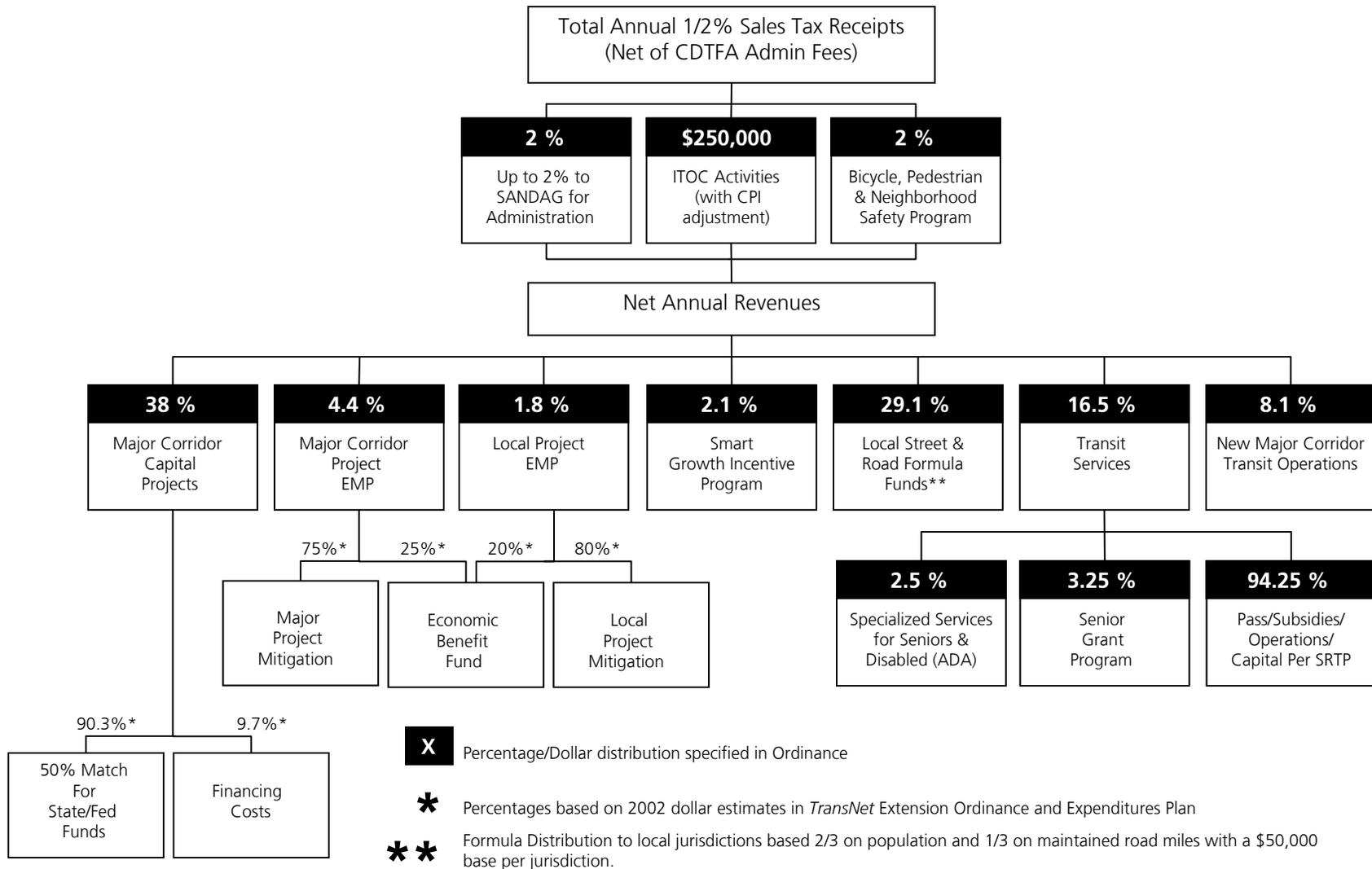
Figure A.1: Adopted Regional Bike Network, by Phase Year



TransNet Extension

KeepSanDiegoMoving.com

Flow of Funds — FY 2009 to FY 2048*



* On May 14, 2021, the SANDAG Board of Directors, acting as the San Diego County Regional Transportation Commission, approved an adjustment to increase the administrative expense limitation from 1% to 2% beginning in FY 2022.





U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

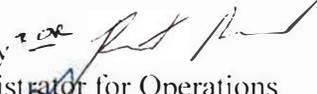
SENT BY ELECTRONIC MAIL

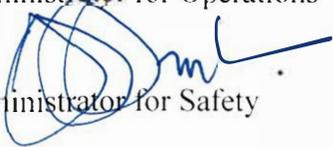
Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 20, 2013

From: Gloria M. Shepherd 
Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPH-10

Walter C. (Butch) Waidelich, Jr. 
Associate Administrator for Infrastructure

Jeffrey A. Lindley 
Associate Administrator for Operations

Tony T. Furst 
Associate Administrator for Safety

To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#) and the Institute of Transportation Engineers (ITE) [Designing Urban Walkable Thoroughfares](#) guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

AASHTO Guides

AASHTO publishes two guides that address pedestrian and bicycle facilities:

- [Guide for the Planning, Design, and Operation of Pedestrian Facilities](#), July 2004. (AASHTO Pedestrian Guide) provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.
- [Guide for the Development of Bicycle Facilities](#) 2012, Fourth Edition (AASHTO Bike Guide) provides detailed planning and design guidelines on how to accommodate bicycle travel and operation in most riding environments. It covers the planning, design, operation,

maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

NACTO Guide

NACTO first released the [Urban Bikeway Design Guide](#) (NACTO Guide) in 2010 to address more recently developed bicycle design treatments and techniques. It provides options that can help create “complete streets” that better accommodate bicyclists. While not directly referenced in the AASHTO Bike Guide, many of the treatments in the NACTO Guide are compatible with the AASHTO Bike Guide and demonstrate new and innovative solutions for the varied urban settings across the country.

The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process. That process is described in [Section 1A.10](#) of the MUTCD and a table on the FHWA's bicycle and pedestrian design guidance Web page is regularly updated ([FHWA Bicycle and Pedestrian Design Guidance](#)), and explains what bicycle facilities, signs, and markings are allowed in accordance with the MUTCD. Other elements of the NACTO Guide's new and revised provisions will be considered in the rulemaking cycle for the next edition of the MUTCD.

ITE Guide

In 2010, FHWA supported production of the ITE Guide [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#). This guide is useful in gaining an understanding of the flexibility that is inherent in the AASHTO “Green Book,” [A Policy on Geometric Design of Highways and Streets](#). The chapters emphasize thoroughfares in “walkable communities” – compact, pedestrian-scaled villages, neighborhoods, town centers, urban centers, urban cores and other areas where walking, bicycling and transit are encouraged. It describes the relationship, compatibility and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment and community interests when making decisions in the project development process.

Summary

FHWA encourages agencies to appropriately use these guides and other resources to help fulfill the aims of the 2010 [US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#) – “...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.”

Accompanying this memo are the latest versions of the: 1) AASHTO Bike Guide, 2) NACTO Bike Guide; and 3) the ITE [Designing Walkable Urban Thoroughfares](#) Guide.

The attachments provide two examples that demonstrate the use of treatments illustrated in the NACTO Guide (i.e., buffered bike lanes and green colored pavement for bicycle lanes) by State or local DOTs, and a list of FHWA staff that can help with questions about pedestrian and bicycle design issues.

Attachments

Attachment 1 – Example 1 & 2

Example 1: Michigan DOT's Buffered Bike Lanes

One of the innovative bicycle facilities discussed in the NACTO *Urban Bikeway Design Guide* is buffered bike lanes. Buffered bike lanes create more space between motor vehicles and bicycles by delineating extra space between the bike lane and parked cars and/or a motor vehicle lane. Buffered bike lanes can be implemented if the pavement markings and channelizing devices are compliant with the MUTCD (see [Bicycle Facilities and the Manual on Uniform Traffic Control Devices](#)). Michigan DOT developed a video that describes their efforts to install buffered bike lanes in Oakland County (see [Northwestern Highway Bicycle Lane: A Safer Place to Ride](#)). Michigan DOT also developed a brochure that explains buffered bike lanes to the public (see [What Every Michigan Driver Should Know About Bike Lanes](#)).

Example 2: Missoula's Colored Bike Lanes

MUTCD experimentation is a methodology that analyzes innovative traffic control devices through field deployment for the purpose of testing or evaluating its application or manner of use. An approved request to experiment numbered and titled as Official Ruling “3(09)-3(E) – Colored Bike Lanes – Missoula, MT” illustrates a successful experiment. The City of Missoula submitted a request to experiment in January 2010 in accordance with all Items in Paragraph 11 of [Section 1A.10](#) in the 2009 MUTCD.

The experiment was conducted for one year and revealed that approximately 70 percent of motorists noticed the color conspicuity enhancement to the bike lane. This was interpreted as an increased awareness by motorists of the potential presence of bicyclists at intersections where those motorists would be making a right turn.

The City also reported ancillary findings that were not anticipated in the original Evaluation Plan of the request to experiment. This included psychological discomfort of the cyclist with the lateral locations of the colored bicycle lane with respect to door zones in parallel parking corridors. In addition, the experiment revealed an unintended design weakness where colored bike lanes that achieve high compliance of little or no occupation of motorized vehicles can also be attractive to pedestrians who wish to use them to facilitate their travel in lieu of crowded sidewalks or to patronize parking meters. For these reasons, a successful experiment can reveal unanticipated findings, further demonstrating the value of official experimentation.

This particular experiment provided two conclusions that supported FHWA's decision to issue [Interim Approval](#) for green colored pavement for bicycle lanes in April 2011.

For more information see <http://mutcd.fhwa.dot.gov/reqdetails.asp?id=1135>.



Attachment 2

FHWA Bicycle and Pedestrian Staff Resources

Human Environment —Livability and Bicycle and Pedestrian Programs

- Shana Baker, Livability Team Leader, 202-366-4649, shana.baker@dot.gov: Livability, Context Sensitive Solutions
- Christopher Douwes, Trails and Enhancements Program Manager 202-366-5013, christopher.douwes@dot.gov: Transportation Alternatives Program/Enhancement Activities: Recreational Trails Program related activities: Bicycle and pedestrian policy and guidance
- Daniel Goodman, Transportation Specialist, 202-366-9064, daniel.goodman@dot.gov: Bicycle and pedestrian activities: Livability
- Wesley Blount, Program Manager, 202-366-0799, wesley.blount@dot.gov: Safe Routes to School, Discretionary programs

Planning

- Brian Gardner, 202-366-4061, brian.gardner@dot.gov: Modeling
- Jeremy Raw, 202-366-0986, jeremy.raw@dot.gov: Modeling
- Harlan Miller, 202-366-0847, harlan.miller@dot.gov: Planning Oversight
- Kenneth Petty, 202-366-6654 kenneth.petty@dot.gov: Planning Capacity Building

Policy

- Steven Jessberger, 202-366-5052, steven.jessberger@dot.gov, Traffic Monitoring Guide

Infrastructure — Design (including accessible design)

- Michael Matzke, 202-366-4658, michael.matzke@dot.gov

Resource Center— Design (including accessible design)

- Brooke Struve, Safety and Design Team, 720-963-3270, brooke.struve@dot.gov
- Peter Eun, Safety and Design Team, 360-753-9551, peter.eun@dot.gov

Operations — Manual on Uniform Traffic Control Devices

- Kevin Dunn, Transportation Specialist, 202-366-6054, kevin.dunn@dot.gov: MUTCD Team

Pedestrian and Bicycle Safety

- Gabe Rousseau, Safety Operations Team Leader, 202-366-8044, gabe.rousseau@dot.gov: Bicycle and pedestrian safety programs
- Tamara Redmon, Pedestrian Safety Program Manager, 202-366-4077, tamara.redmon@dot.gov: Pedestrian safety

Pedestrian and Bicyclist Safety Research

- Ann Do, 202-493-3319, ann.do@dot.gov
- Jim Shurbutt, 202-493-3420, jimmy.shurbutt@dot.gov

Civil Rights — Accessibility Policy and Compliance

- Patrick Gomez, Resource Center Civil Rights Team, 720-963-3269, patrick.gomez@dot.gov
- Candace Groudine, Director of External Civil Rights Programs, 202-366-4634, candace.groudine@dot.gov

January 6, 2022

Action: Discussion

Regional Social Equity Baseline Conditions Report

Introduction/Overview

On January 22, 2021, the SANDAG Board of Directors adopted the SANDAG Commitment to Equity Statement. As a result, SANDAG will develop an Equity Action Plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data, and set expectations for companies and stakeholders that work with us.

The 2021 Regional Plan adopted on December 10, 2021 was informed by the Regional Social Equity Planning Framework (Framework), which centers equity in the development of the Plan. Data accountability is one of the five inter-reliant actions that form the Framework. Data is inherently biased, which can perpetuate decisions that harm communities and result in inequitable access to opportunities. Since SANDAG will use data to inform the planning process, it is important that we utilize human centered design, dialogue, and partnership to arrive at an understanding of equity that reflects our stakeholder concerns.

As an early action of the 2021 Regional Plan, SANDAG is developing a Social Equity Baseline Conditions Report to understand existing conditions and equity disparities in the region. The report will highlight the impacts and consequences of past transportation and housing policies and practices that have sustained systemic inequitable conditions throughout the San Diego region. This report is a near-term implementation action of the 2021 Regional Plan and will serve as a baseline for the 2025 Regional Plan. Staff will present a preliminary structure and best practices from other regions as well as samples of results to engage in a discussion on the most relevant indicators for this region. Ultimately, the intention is to create a public facing portal showing the relative equity in the region that can be tracked moving forward.

Next Steps

Based on the feedback from the Working Group, SANDAG staff will further refine the indicators and bring back results for consideration at subsequent meetings. Through ongoing engagement with the Social Equity Working Group, SANDAG staff will apply initial recommendations and provide an update at its February 3, 2022, meeting for feedback.

Key Staff Contact: *Jane Clough, Ph.D., (619) 699-1909, jane.clough@sandag.org*

Attachment: 1. Regional Social Equity Baseline – Possible Indicators

Social Equity Baseline Conditions Report

*MSA = metropolitan statistical area

Demographics

1. Total Population by subregion/MSA
2. Race Distribution by subregion/MSA
3. Age Distribution by subregion/MSA
4. Linguistic Isolation
5. % Population with a Disability by subregion/MSA
6. % Female Headed Households by subregion/MSA

Economic Vitality

1. % Households Below 200% Poverty Line by subregion/MSA
2. % Workers Earning at least \$15/hour by Race
3. Unemployment Rate by Race.
4. % Households Living in High-Poverty Neighborhoods by Race
5. Median Household Income by Race and Hispanic or Latino Origin of Householder

Healthy & Complete Communities

1. Housing Characteristics by subregion/MSA
2. Home Ownership by Race
3. Housing Burden by subregion/MSA
4. Housing Burden by Race
5. Broadband by Race
6. Health Insurance Coverage by Race (Civilian noninstitutionalized population)
7. SNAP (Supplemental Nutrition Assistance Program) by subregion/MSA
8. Life Expectancy

Mobility Access

1. % of Income Consumed by Out-of-Pocket Transportation Costs
2. Average Potential Particulate Matter (PM 2.5)
3. % Population within 0.25 miles of a Bike Facility
4. % People within 0.4 miles of a Commuter Rail, Light Rail, or Next Gen Rapid Transit Stop
5. Access to Employment Centers
6. Access to Open Space & Parks
7. Access to Retail
8. Access to Medical Facilities
9. Access to Higher Education

Travel Patterns

1. Trip Purpose by Race
2. Method of Getting to Transit from Origin by Race
3. Method of Getting from Transit to Destination by Race
4. Time Walked to Transit from Origin by Race
5. Method of Getting from Transit to Destination by Race
6. Time Walked to Transit from Destination by Race
7. Number of Transfers From Origin to Route Survey by Race
8. Total Number of Transfers for Trip by Race
9. Boarding Time for Routes Surveyed
10. Age of Transit Passengers
11. Transit Frequency in Days

Safety and Climate Equity

1. Collision Risk by subregion/MSA
2. Wildfire Risk by Race
3. (CalEnviroScreen 4.0) Pollution Vulnerability by Race