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## Public comment - followup from 9/7 TAC meeting

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Tue, Oct 3, 2023 at 1:28 PM

Please accept this written comment letter, with attachments, as public comment for the upcoming meeting of the HCAOG Technical Advisory Committee on October 5, 2023.

The agenda item for this month's meeting is 2. Public Participation on Non-Agenda Items. The relevant agenda item for last month's meeting is 7. Discussion Items a. Draft Funding Consistency Analysis.

On the subject of reducing VMT and increasing mode shift, TAC members seemed in agreement that these required behavior shifts are difficult or even impossible to measure. For example, it was stated that it's not possible to know when a trail is used for recreational purposes or commuting purposes (mode shift). During the meeting, no alternate views or information were provided.

The area of data collection and analysis for transportation planning is advancing rapidly. I thought the committee would appreciate these updates:

- **New Tool Helps Planners and Public Visualize Vehicle Miles Traveled** Fehr & Peers' VMT+ tool uses fine-grained, census-block-level data from StreetLight, a company that collects and manages up-to-date travel information from a wide variety of sources. The data focuses specifically on home-based trips and commutes. The tool is designed to help people visualize how much driving happens locally and regionally, and can be used to help estimate transportation impacts for land use plans and projects.

FEHR & PEERS

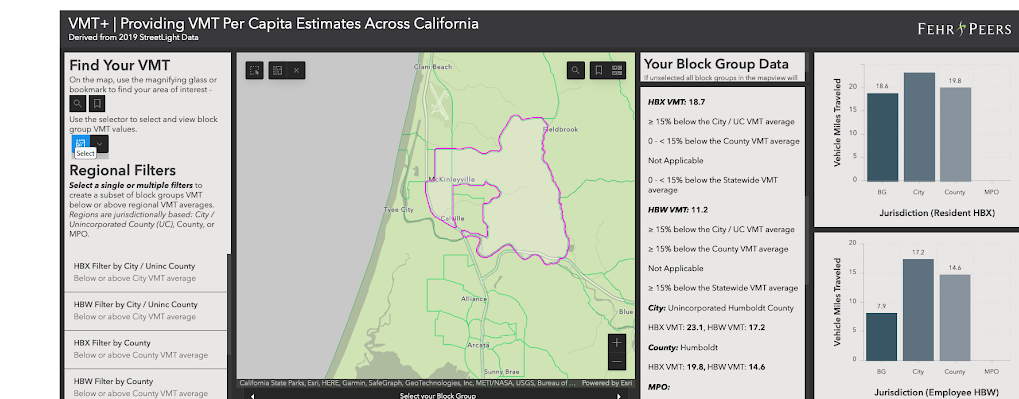
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### Find Your VMT With VMT+

A Tool to Support California Transportation Planning

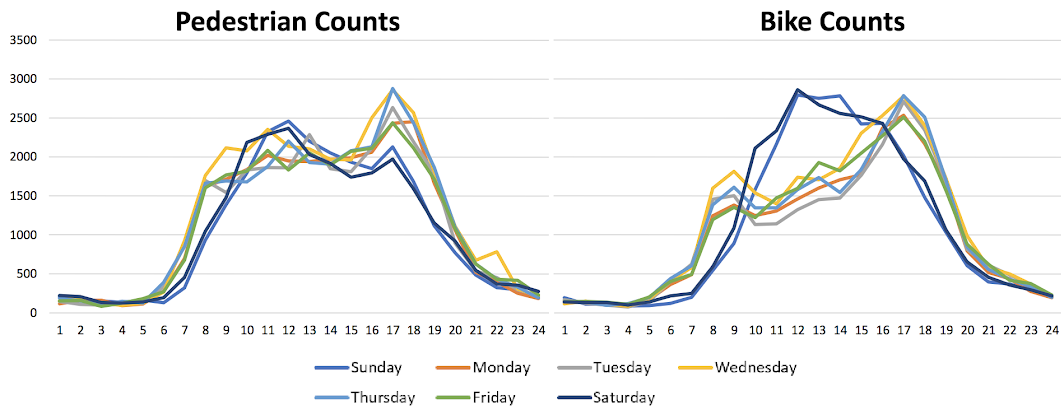
Planners are often required to estimate increases or decreases in driving to help describe the consequences of land use and transportation network decisions. Understanding the amount of vehicle miles traveled, or VMT, generated by a community provides a clearer picture of how integrated their transportation network is with existing land uses and offers insight to the experience of all people traveling.

Many states are beginning to estimate changes in VMT associated with land use and transportation projects as part of a project's evaluation. Frequently, these analyses of VMT require use of local and regional travel demand models, which may not represent current conditions, complete trip lengths, or unique land uses, and can also be time-consuming to operate. VMT+ provides recent estimates based on observed travel conditions with the capability of comparing VMT per capita across regions and the entire state, equipping planners with much more robust and reliable data. Find your VMT below.



- **SMART pathway counter data.** A visual representation of recent trail counter data is on slide 10 (see attached image). For bicycle traffic on this trail, you can clearly see increases in traffic around normal business commute hours. Data from our local trail counters should show this pattern as well.

# Travel Patterns: Peak Hours



- Pedestrian travel is steady throughout the day.
- Cyclists have a more defined peak period specific to weekday versus weekend trips.



While I could share additional context and my view on the potential implications of these tools, including how the state decides to fund future trail and road projects, the information would exceed the 3-minute public comment slot. Therefore I recommend that the TAC discuss at a future meeting how to keep up-to-date with tools and developments that affect its work.

Thank you for this opportunity to comment.

Regards,  
Elaine Astrue