



CAT Plan Meeting Summary

2021 District 1 TAG Meeting Minutes (all meetings held via Webex or Zoom)

Del Norte: Tuesday, January 19, 2021 (3:00 – 4:00 p.m.)
 Humboldt: Wednesday January 20, 2021 (1:30 – 3:00 p.m.)
 Lake: Wednesday, January 20, 2021 (10:00 – 11:00 a.m.)
 Mendocino: Thursday, January 21, 2021 (2:30 – 3:30 p.m.)

1. Welcome & Introductions:

In Attendance	
<p>Del Norte Rosanna Bower, County of Del Norte Amber Leavitt, CA Coastal Commission Tamera Leighton, DNLTC Linda Locklin, CA Coastal Commission Brandi Natt, Yurok Tribe Alexis Kelso, Caltrans District 1 Suresh Ratnam, Caltrans District 1 Kari Shelley, Caltrans District 1</p>	<p>Humboldt Colin Fiske, CRTP Hank Seemann, County of Humboldt Emily Sinkhorn, RCAA Oona Smith, HCAOG Jesse Willor, City of Eureka Patricia-Anne WinterSun, Humboldt Bay Bicycle Commuters' Association Jessi Downing, Caltrans Headquarters Alexis Kelso, Caltrans District 1 Kari Shelley, Caltrans District 1</p>
<p>Lake Dana Lewis, People Services John Speka, Lake APC Terre Logsdon, Scotts Valley Tribal TANF Alexis Kelso, Caltrans District 1 Saskia Rymer-Burnett, Caltrans District 1 Kari Shelley, Caltrans District 1</p>	<p>Mendocino Sonja Bural, Walk & Bike Mendocino Wade Gray, Resident/Member of cycling community Tom Murphy, Gualala Municipal Advisory Council/Walk Bike Gualala Alexis Kelso, Caltrans District 1 Kari Shelley, Caltrans District 1 Tatiana Ahlstrand, Caltrans District 1</p>

2. Public Engagement Summary





Caltrans[®]

ACTIVE TRANSPORTATION PLANS

The public and partner surveys closed on December 31, 2020. Alexis showed the results on the mapping (Clowder) tool; there were 454 unique survey takers and 1,439 pins (locations). Pins are well-distributed throughout the District.

The Outreach Report has been posted on the CAT Plan web page and provides outreach statistics and demographic information for those who took the survey. Please see the report for more information: <https://www.catplan.org/files/managed/Document/980/Outreach%20Report%20January%202021.pdf>.

The public and partner surveys will remain open at least an additional year until all districts have completed their CAT Plans. There was not much partner survey participation. Alexis suggested that RTPA and their consultants provide GIS data to ensure partner-identified needs are included in the plan. Kari is entering local plan data into the partner survey to supplement the lack of data. The Caltrans team can still use incoming survey responses from the public and TAG members/partners, and the team plans on going out for in-person outreach as soon as it is safe to do so. In addition, we will be reaching out to the community again to confirm all needs and how to meet those needs during project development.

Del Norte

TAG members advised staff are unavailable to complete the partner survey and no GIS data are available. Alexis understands other agencies may have the same resource issues. The TAG pointed out this is another example of a rural disadvantage. Tamera will bring this to the RTPA meeting next week. At suggestion of TAG, Kari will add all counties' ATP Plan high-priority projects as needs in the partner survey.

Humboldt

TAG requested the Caltrans team send partner survey link with instructions again. Humboldt a bit better at reaching targets that other counties, perhaps due to existing advocacy groups and some pre-pandemic promotion of Street Story.

Lake

TAG recommended Caltrans team look at Lake AT Plan appendix to review demographic data and public feedback.

Mendocino

Suggested reaching out to bicycle groups more during project development.

3. Data driven needs

Alexis shared a presentation and slides that Toole (consultant) gave District 1.





Caltrans Regional and Systems Planners will review the location-based needs data this week. Public and TAG members can still add needs through the public and partner surveys.

Humboldt

TAG asked if distance to nearest crossing is adjusted for land use context, or if it is consistent throughout. NAACTO recommends a crossing every 200 feet (or no longer than a 3-minute walk) to discourage crossing in undesignated areas. Should this be adjusted for main streets? Alexis will ask the consultant.

4. Prioritization/Performance Measures

There is a meeting scheduled this week to learn more; all TAG members are invited and should have received an invite. Alexis explained her current understanding of the prioritization/performance measures but let everyone know some aspects will be changing. The data methodology will be revised and provided to the Caltrans team in February; the old one is attached to the meeting invite. Updates will be shared with the TAG once they are received.

Measures of prioritization tie into four main goal areas in Toward and Active California Plan: mobility, safety, equity and preservation. Each goal includes both headquarters-required measures and optional measures. The list of optional measures can be used in any combination/number deemed by the TAG to be reflective of the unique needs of District 1, including measures not listed. A few measures listed as required are subjective or not applicable to District 1, and Alexis will ask if they can be removed/replaced. For example, **adjacency to major** transit station is subjective and Alexis is seeking a specific definition from the consultant. Another item listed as required is Cal Enviro Screen, but this measure is not applicable in rural districts with good air quality. Better to use reduced price school lunches and median household income or other measures as decided on by TAG.

Alexis showed the TAG an Excel document with the measures listed and let everyone know the spreadsheet will be used to weigh each prioritization measure. Weights are to be determined by the TAG. Minimum weights are assigned, but there is lots of room for the TAG to make decisions. Calculations will be performed on ~~each of the points or lines~~ highway segments to identify near/mid/long term priorities. Alexis clarified that another way to think of this is that ~~needs~~ highway segments which meet more performance objectives will rank higher in this exercise, but this doesn't mean the needs outside these areas are not priorities in a particular goal area. There is always room for something long-term priority to get done earlier based on funding. Regarding public input, survey points are not votes; Alexis will ask the consultant what the calculation is of input on demand.

Alexis asked the TAG to provide feedback on optional measures and weighting. The TAG recommended the following:





Caltrans[®]

ACTIVE TRANSPORTATION PLANS

- **Mobility**

- **Latent demand** – Humboldt and Mendocino recommend adding e-bike potential. Mendocino recommended a distance of 8 miles.
- **Existing walk and bike trips** – Humboldt and Mendocino feel this measure doesn't capture potential because people don't walk/bike in areas they feel unsafe.
- **Public stakeholder on demand** – HQ recommends removal. Discussed that public input may be helpful in underreported areas. Alexis will provide an analysis on comparison of Street Story with SWITRS. In areas with low population and low traffic volumes, collisions are relatively low and therefore harder to identify areas of concerns such as near misses.
- **Locally determined short-trip demand** – Humboldt and Mendocino like this measure because it is more indicative of demand than existing trips. Humboldt discussed land use context areas (main streets and intercommunity connectors) might be areas of demand. Mendocino discussed latent demand might be sufficient.
- **Existing walk/bike trips (relative)** - Humboldt recommends adding this measure. Alexis explained StreetLight is big data software and points are captured by GPS (auto or cell). Data is not as robust for walking and biking as automobile but can give relative volumes.
- **Destinations** – All TAGs agree destinations important; can use proximity to schools, transit/social services/healthcare connectivity for under-served population. Will ask consultant how to add.

- **Safety**

- **Schools** – Lake recommends adding distance from schools as a performance measure.
- **Weighted crash density** – Del Norte and Mendocino expressed concern with this measure due to lack of density in rural areas. Bike/ped collision rates are unavailable because we don't have bike/ped volume data. Alexis will ask consultant if this measure can be normalized by population or by number of relative trips. TAG and Caltrans need to decide if normalizing is desirable. Please note Caltrans has a separately funded Safety Program to address safety priorities.

- **Equity**

- **Access between transit and social services** - Del Norte recommends adding this measure. Alexis will check for available data. There are many persons experiencing homelessness along Highway 101. Alexis will contact HHS to see if they have a list of common destinations. Suresh mentioned Joe at Redwood Transit Auth should be part of the conversation. Will look at ridership information in ATP Plan and send Joe an email.
- **CalEnviroScreen** – This was proposed as a required measure but due to lack of TAG support from all counties, consultant agreed to remove.





Caltrans[®]

ACTIVE TRANSPORTATION PLANS

- **Health Outcomes** – Lake recommends adding this measure.
- **Non-White communities** – Mendocino supports this measure.
- **Seniors** – Del Norte, Lake, and Mendocino recommends adding this measure.
- **Youth** – Mendocino recommends adding this measure.
- **Disabled** – Mendocino recommends adding this measure.

5. Next steps

Caltrans team will compile notes from all TAG meetings and add measures to the spreadsheet. Will send out to TAG for review and feedback and discussion of assigning weights to measures. Schedule is posted on CAT Plan website. On February 8 consultants will begin prioritization. Feel free to contact Alexis with additional thoughts. TAG will also review in March to determine if it turned out as expected. Another meeting will be held in March/April to pull all four TAGs together to share more information on what Caltrans is doing regarding Complete Streets on a statewide level and how funding works. This is especially exciting now that Complete Streets finally has funding targets. Our vision is to engage TAGs more in future as projects are built.

