



Complete Streets Forum Series

To view recording: <https://youtu.be/UDybk-cmbUg>

Week Four: 2024 SHOPP Project Review and Feedback

April 28, 2021 (1:00 – 2:30 p.m.)

Subject	Speaker
Intro/Welcome	Alexis Kelso
Proposed 2024 SHOPP Project List	Valency Fitzgerald
Opportunities	All
Conclusion/Questions	Alexis Kelso/All





Participant Q&A

1. When will complete streets assets be considered anchor assets?

Complete streets can be anchor assets. Conceptually, improving the anchor asset is the primary target for a project. Satellite assets improvements may be added to anchor project locations.

2. Is it allowable for you use quick-build techniques to add bike/ped infrastructure to projects without requiring an extensive additional public outreach effort?

The amount of outreach we will do depends on how impactful the improvement is. Projects that are transformative and have a large impact must include community outreach and input. There are a few scenarios where quick-build techniques may work, however. For example: if there is a known location where a crosswalk is needed, if we have already done outreach (a need is in an existing active transportation plan/other plan), or a project is smaller and doesn't change community character. Another example of a scenario where this might be possible is if we need to add/repair a small portion of sidewalk or fix a driveway or close a gap and the right-of-way process is not required.

3. What determined what was included in the partial 2024 SHOPP list presented?

Caltrans Headquarters asked District 1 to focus on pavement due to poor pavement condition based on federal standards. Headquarters performs modeling and communicates with District 1 regarding when certain work needs to be done based on projected condition. Timing of work is very important to avoid conditions worsening to the point that a full rehab is required, as in the case of a CAPM. Some areas are listed at future years based on condition of pavement and preservation needs at that future date in time.

4. Can you remind us about the status of funding dedicated for the Completed Streets Program, and clarify the relationship between the Complete Streets Program and SHOPP?

A standalone Complete Streets reservation was added to the 2020 SHOPP (\$100 million). All projects have been identified and are in the process of being programmed or added to existing programmed projects. Going forward, we will have Complete Streets targets starting with the 2024 SHOPP. There is a gap in time and funding for complete streets in the 2022 SHOPP.

5. Where did the “pins” come from on the map?

The “pins” came from our CAT Plan online partner and public surveys. We are no longer actively promoting the surveys as we did in September through December of 2020, but the surveys are still live so feel free to add “pins” at the links below. We will continue to download and consider new information as it comes in.

Partner survey: <https://clowder.tierraplan.com/caltrans/1>

Public survey: <https://survey.catplan.org/>

6. Is there a process for nominating for 2024 SHOPP? Timeline?

Caltrans Headquarters hasn't received approval for how funds will be distributed among the districts yet but expects to send out targets by the summer. District 1 will share this information with the TAG once it is available. The District is taking this time to identify all needs for existing anchor projects. If the District receives additional targets, we can add a complete streets anchor or consider adding to a drainage project because drainage projects are located on long segments with lots of room to add needs. If there are more needs than targets, the TAG will need to assist in decisions to remove a project(s) altogether, or to remove a little off a few/all projects. While we wait for targets, please review the preliminary project list below and the [map](#) that shows candidate project locations, public/partner survey results, and preliminary needs/priority.

Draft Pavement Anchors

1. MEN-101-PM 26.3/33.70, MEN-222 (In and Near Ukiah)
2. HUM-101-PM T0.0/R10.3 (Near Garberville)
3. MEN-1-PM 78.9/87.85 (DeHaven to Hardy)
4. DN-101-PM M0.1/R3.9, HUM-101- PM 125.7/R131.7 (Near Prairie Creek)
5. MEN-101-PM 81.4/R90.77 (Near Leggett)
6. LAK-29-PM 31.6/52.5 (In and Near Lakeport)

Draft Drainage Anchors based on Fish Passage Priority Locations

1. HUM-36-PM 9.17 and PM 5.18 (Fox and Wilson Creeks near Carlotta)
2. MEN-1-PM 88.71 (Powderhouse Gulch)