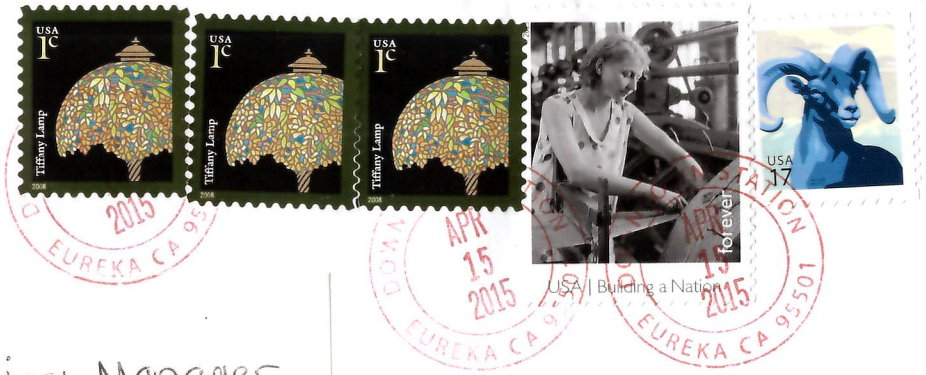
Oona Marie Smith
2067 Tina Ct
Arcata, CA 95521



Gabriel Corley, CTP Project Manager
Division of Planning, MS-32
Caltrans
P.O. Box 942874
Sacramento, CA 94274-0001

9427480001

April 13, 2015

Gabriel Corley, CTP Project Manager
Division of Planning, MS-32
Caltrans
P.O. Box 942874
Sacramento, CA 94274-0001
(Fax 916-653-4570)

Re: CTP 2040 draft – public comment

From: Cona Smith
2067 Tina Court
Arcata, CA 95521
ph. (707)825-6620 or (707)444-8208

Minor edits + typos:

1) Ch 1, pg 2, 2nd ¶. The first sentence reads, "...modes such as freight,..." Freight is not a mode.

2) Ch. 6, pg. 77. Under P2-S8, improve the syntax by using the
(a) proper pronoun: "Promote incentives that reward employers ~~that~~ who locate near transit or housing; and developers ~~that~~ who build housing near employment centers."

(b) P1-S4 language is awkward; do you mean "... for creating multimodal transportation facilities and ~~creating~~ sustainable infrastructure."?

3) Ch. 7, pg. 95, under 2nd heading (Caltrans' TMS MP Strategy): mid-¶ there is a typo that split the word "real": "All three processes rely on re-al-time, advanced detection systems."

4) Ch. 7, pg. 118, 5th bullet. End with a period (not semi-colon).

5) Ch. 7, pg. 124, 4th bullet. Change to "~~Siting~~ Site law enforcement,..."

Questions for clarity:

6) Ch 1, pg 6, Table 1.

(a) - PM6. "Non work mode share." Does this mean non-work trips? And then would it be the difference that is not PM3- Mode share Travel to Work? Or does it mean the share of non-work trips by a single mode, therefore requiring that we measure airplane, car, bike, walk, + transit trips?

(b) - Economic Vitality's PM16 is Travel time to jobs. Would it be worthwhile to measure travel time to school, or college/ university, as well?

(c) - Not readily apparent what Location Efficiency is.

(d) - Any PM for freight time?

7) Ch. 6, pg. 72, P3-S10. "Promote flexible funding... regardless of facility ownership and/or jurisdiction". As written, it seems to say that funds should be more flexible to use for private property, too (or it can be interpreted this way). It concerns me that spending public money on private facilities might have equal (or close to) ~~access as more to~~ weight as funds as a public facility. Is that the intent?

8) Ch. 6., pg. 78, P3-S10. "Develop models that integrate land use, transportation, health, and environment." What do you mean by models? Recommendations (written), and/or pilot projects, and more?
(¿ same # as above?)

9) Ch. 6, pg. 78, PM8. "Support for sustainable growth." What is counted or measured?

10) Ch. 6, pg. 78, PM9. "Equitable distribution of impacts." What would be measured here, money/funds, area (#), # of households, population?

11) Ch. 6, pg. 78, PM10. Same question for "Equitable distribution of access and mobility." How could we measure this? (Do you really distribute access? mobility? Awk.)

Ch. 7, pg. 93. For CTP 2040, Caltrans assumed that all transit services would be fare-free. More than "aggressive", the assumption seems strikingly unrealistic based on the state of federal funding and the Highway Trust Fund. (I do see that it "garnered a lot of attention as potentially unrealistic.") (Are government departments or legislators considering abolishing farebox ratio requirements then?)

Ch. 8, pg. 111, sixth bullet. "Promote Affordable Housing and Sustainable Communities Program." Is this a California DOT program?

Comments on reading/writing level:

The draft CTP 2040 is pretty well organized for following what are sometimes abstract goals and academic contexts. I appreciate the short and pithy language for the performance measures. Much of the plan is understandable for college-level readers, I think. But a lot is too complicated (syntax) for an 8th grade reading level. For example, from page 62,

> Innovative forms of transportation will become all the more important in the coming decades as California's demographics and attitudes about driving and vehicle ownership change. Much evidence shows that the millennial generation of younger people born in the 1980s to the early 2000s does not share their parents' and grand-parents' passion for driving and car culture.

Comment on content/plan:

I agree with all the focus and attention to improving "alternative" transportation modes and curbing the historic trajectory of expanding highways and mostly funding roads for drivers' needs.

I agree with all the policies that aim to confront global climate change – both causes and effects – and attendant sea level rise (as well as independent sea level rise, which we have in Humboldt Bay, due to subsidence).

I think the CTP2040 can serve as a good example for policies, measures, and other language that we can borrow for RTPs/SCSs. Though I do not know how local jurisdictions will be able to measure for most Performance Measures in the next 5-10 years. (i.e. collect data) Thanks!