



California Transportation Plan 2035
Public Outreach Activities

CTP 2035 Focus Groups Summary

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EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) is updating the California Transportation Plan (CTP) for a 2035 planning horizon. The CTP 2035 provides a long-range policy framework for meeting statewide transportation needs, defining goals, policies, and strategies to achieve a collective vision for California’s transportation future that considers “the 3 Es” of sustainability—a prosperous Economy, quality Environment and social Equity.

State and federal guidelines prescribe that this planning process be undertaken with broad, inclusive participation of key stakeholder groups as well as members of the general public. To validate the direction of the 2035 update, six focus groups were conducted. In addition to validating the direction of the planning update, the objectives included:

- Three stakeholder focus groups in Sacramento to review selected draft strategies proposed to be included in the CTP; to address the “three E’s”; and to determine relevant and/or missing issues to address in the update;
- Three general public focus groups in geographically representative areas of the State—Fresno, Los Angeles and Redding— with results to feed into the six upcoming workshops around the state.

Sacramento Stakeholder Focus Groups:

MIG, Inc. recruited stakeholders as participants for each of the three Sacramento focus groups that addressed strategies supporting one of the 3 Es of Sustainability. The stakeholders were asked to review and discuss the strategies and to identify any other issues, missing strategies, or red flags.

The **three Sacramento stakeholder focus groups**, with themes of **Social Equity**, **Prosperous Economy** and **Quality Environment**, addressed similar overarching issues for transportation planning. The focus groups included participants targeted from representative federal, state, regional and local agencies; transit, bicycle and pedestrian advocates; community and environmental groups; and specific user groups such as the aging, disabled, and culturally diverse interests.

Several themes emerged at these meetings (see *Individual Focus Group Summaries* in Appendix B for full details) including: identifying the importance of integrated land use and transportation decisions; encouraging the role of transportation as economic stimulus; marketing the environmental, economic, and health benefits of active transportation modes; and considering incentives to change travel behavior.

Participants identified these missing strategies, including the interests of the elderly and disabled; addressing modal solutions for non-drivers; analyzing how each transportation mode complements a “complete streets” multimodal system; considering the full life-cycle costs of transportation and land use decisions in order to achieve sustainability; addressing ethnic and cultural diversity as well as the needs of low-income Californians; creating an institutional framework for regional vs. statewide transportation issues; identifying economic benefits for active transportation modes; addressing the needs of both recreational and utilitarian transportation; increasing opportunities for transit-oriented development (TOD)

including mixed use, infill development and re-urbanization of city centers; and building partnerships to address adaptation strategies for climate change and sea-level rise.

There were no red flags identified by these focus groups.

General Public Focus Groups:

MIG recruited the participants electronically by placing an advertisement on Craigslist, www.craigslist.org, in the various communities (Fresno, Los Angeles, and Redding) in which the focus groups were held. The participants were asked **to discuss statewide transportation challenges for the 2035 planning horizon** in relation to regional issues and challenges. Statewide challenges discussed included: population increase, aging population, goods movement, climate change, aging infrastructure, stable funding, preserving natural resources, low-density development, energy supply, and air quality.

Participants statewide ranked the top five transportation challenges as follows:

1) stable funding, 2) population increase, 3) aging infrastructure, 4) aging population, and 5) goods movement. The participants were also asked to identify any issues unique to their city or region; and to identify any missing issues or red flags. Participants were also informed that information collected from these focus groups would feed into the six statewide workshops in September and October 2009.

Participants identified the following missing issues: disincentive to driving single occupant vehicles and incentives to riding on transit in Fresno (such as increasing bus service to other cities, and tripling parking fees as a disincentive to driving single occupant vehicles and an incentive to riding on transit); perception that public transportation is unappealing and unsafe in Los Angeles; and smaller buses with more targeted routes in Redding.

Unique regional issues: A number of the transportation-related issues discussed by the focus groups emerged as unique to each region. Fresno issues included unhealthy air with the worst asthma death rate in the country and lack of convenient east-west routes; Los Angeles issues included a car culture where people love and are dependent on cars and a public transit system that is difficult to understand, unappealing, unsafe, and inconvenient; while Redding issues included barriers to east-west travel, a lack of safe bicycle and pedestrian crossings of these barriers, and remote areas with no viable alternatives to driving.

Finally, **once again no red flags** were identified by these focus groups.

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I. Introduction

The California Department of Transportation (Caltrans) is responsible for developing the California Transportation Plan (CTP) for a 2035 planning horizon. The current focus is to update the CTP by incorporating elements of the previous plans (*CTP 2025 and CTP 2030 Addendum*) and integrating new recommendations.

The CTP 2035 provides a long-range policy framework for meeting statewide transportation needs, defining goals, policies, and strategies to achieve a collective vision for California's transportation future. The plan envisions a sustainable system that improves mobility and enhances a quality of life. Key to this vision is considering “the 3 E's” of sustainability—a prosperous Economy, quality Environment and social Equity—in all transportation decisions.

State and federal guidelines prescribe that these planning processes be undertaken with broad, inclusive participation of key stakeholder groups as well as members of the general public. The outreach activities for the CTP 2035 include six focus groups and six public workshops throughout the state. This report summarizes the results of the six focus groups completed in April and May, 2009.

This CTP Focus Group effort has been tied in with other outreach including the CTP 2035 interactive web portal, www.californiatrnsportationplan2035. The recommendations for the process and format of these outreach efforts were completed as a result of the Public Participation Plan (PPP) for the CTP and Federal Statewide Transportation Improvement Program (FSTIP), completed by Caltrans in June 2008.



Sacramento Focus Group

II. Objectives and Format of the Focus Groups

To validate the direction of the CTP 2035 update, six focus groups were conducted:

- Three stakeholder focus groups in Sacramento to review pre-selected draft strategies proposed to be included in the CTP under each of the “three Es”; to determine relevant and/or missing issues to address in the CTP 2035 update; and to identify potential red flags.
- Three general public focus groups in geographically representative areas of the State—Fresno, Los Angeles and Redding—with results to feed into the six upcoming workshops around the state.

III. Focus Group Methodology

Each of the CTP focus groups was held at a local downtown community facility accessible by public transportation or private vehicle, and was conducted by two MIG staff—a facilitator and a graphic recorder who took notes on wallgraphic paper. Caltrans staff also attended the focus groups, but they did not participate in the conversation.

Participants were invited to sit at a U-shaped table facing the facilitator and graphic recorder at the front of the room. Observers were positioned at a back table. The facilitator opened the sessions by briefly explaining the purpose and structure of the meeting and describing the ground rules for participation. Attendees were then invited to introduce themselves and say a little about what community they live in, how long they've lived there, and what transportation issues they're particularly interested in.

Participants gave feedback both by completing written comment forms and participating in discussion. Caltrans observers also took notes. The Individual Focus Group Summaries (see Appendix B) provide the data obtained from written comments, Caltrans notes and a copy of the wallgraphics from the meeting. The written comments and notes from discussion (both wallgraphic and Caltrans notes) are not necessarily consistent with each other, since the written comments are the individual opinions of participants, not all shared with the group. Inclusion of *all of these* comments gathered (in the Individual Summaries) provides the full range of opinions held. The Overall Focus Group Summary (see V, below) is an overview/synthesis of all comments, presented as summaries of the two different formats.

Sacramento Stakeholder Focus Groups: These meetings were held in April 2009 at the YMCA meeting room from 2-4 pm or 9-11 am. Refreshments were served. For each focus group topic—social equity, prosperous economy, and quality environment—9 to 21



Fresno Focus Group

proposed strategies from the draft CTP 2035 were pre-selected by Caltrans staff for discussion. Remaining strategies were available to participants to review or take with them at the end of the meeting. At the beginning of the meeting, participants were introduced to background information including transportation challenges, approaches to meeting those challenges and a draft copy of the CTP brochure, the Scope Document, the Timeline, the Fact Sheet and the CTP 2030 graphic (see Appendix A). The stakeholders were asked to review and discuss the strategies and to identify any other ideas or missing strategies, and identify any potential red flags.

General Public Focus Groups: These groups were held in May 2009 in three cities—Fresno, Los Angeles, and Redding—in downtown meeting facilities from 6 to 8 pm. Ten transportation challenges for the 2035 planning horizon were discussed in relation to the regional issues for each location:

- Population increase
- Aging population
- Goods movement
- Climate change
- Aging infrastructure
- Stable funding
- Preserving natural resources
- Low-density development
- Energy supply
- Air quality

Additional discussion at the end of the session addressed meeting the transportation challenges, according to the five categories identified in the CTP 2035 brochure: addressing climate change, growing greener, building partnerships, investing strategically, and providing mobility choices.

The stakeholders were asked to review and discuss the transportation challenges and the identified approaches to meeting the challenges; to comment on these statewide issues; to identify any issues unique to their city or region; and to identify any missing issues or red flags. They were also informed that their inputs at the focus groups would feed into the six workshops around the state in September and October 2009.

IV. Overall Focus Group Summary

The three Sacramento stakeholder focus groups, with themes of Social Equity, Prosperous Economy and Quality Environment, addressed similar overarching issues for transportation planning. Each of these three focus groups included stakeholders from representative federal, state, regional and local agencies; transit, bicycle and pedestrian advocates; community and environmental groups; and specific user groups such as the aging, disabled, and culturally diverse interests. The following themes emerged at these meetings:

- The overall success of the CTP 2035 toward sustainability is dependent on wise and integrated land use and transportation decisions. Responding effectively to climate change will require more smart growth planning, addressing density and other land-use issues. We need to consider the full life-cycle analysis of impacts of our transportation and land use decisions in order to achieve sustainability.
- Current transportation planning is regionally based. What is the new paradigm or institutional framework to support statewide policies and decisions?
- How do we use transportation planning decisions and policies to help support the state's globally competitive economy? Considerations include using the current economic situation as an opportunity for change and making good transportation planning a factor in economic stimulus.
- Collaboration and partnerships among agencies and public/private parties should continue to be stressed.
- Public perception, education about transportation issues and training are key components to a successful transportation system. The Internet and other communication technology can be used as both a transportation tool and a green infrastructure education tool. Public understanding about 'sharing the road' among multiple modes is a significant need. Responsiveness to certain groups such as the aging community, teens/new drivers and/or socio-economic groups, to name a few, should be incorporated into educational outreach.
- Safety and accident reduction are significant goals. Safety needs to be defined, whether it's physical safety or the perception of safety, and for all modes and user groups.
- Connectivity is key for all travel modes and user groups. Integrating new modes into existing infrastructure is a complex issue, but must be addressed. Connectivity is especially vital to make transit effective for the disabled.
- Maximize the benefits and potential of each travel mode. All transportation modes have their value, and it is important to keep this in mind and work toward reducing tension between modes. Physical design is an important component of addressing transportation needs: a range of travel modes and various user groups must be accommodated, sometimes competing for limited space/budget.
- Caltrans needs more staffing for alternative/active modes. Addressing needs of bicyclists and creating a statewide pedestrian master plan were two issues raised.
- New performance measures need to be studied. Level of Service (LOS), the industry standard to vehicles, is not shared with other modes. Trip generation modeling, not throughput, should be the new standard. Design speed factors compete with safety. Additionally, reducing design speed to 35 MPH or lower on urban streets allows for bicycles and neighborhood electric vehicles (NEV) to share the road and helps mitigate climate change and air quality issues.
- Consider both incentives (HOV, HOT lanes, tax benefits for fuel-efficient, low emission vehicles, etc.) and disincentives (parking fees, increase in gas tax, congestion pricing, etc.) in changing user behavior and attitudes. Model good transportation choices in business/private sector and public agencies, in order to encourage the general public to make good choices.
- Development of alternative energy solutions (such as hydrogen vehicles, compressed natural gas fuels), new technologies and approaches for California (such as High

- Speed Rail, cap and trade) and emerging technologies (such as automated highways, vehicle control systems) should be considered.
- There is never enough funding. Funding must be found for new transportation projects and priorities, for maintenance and rehabilitation of existing infrastructure and programs, and to balance the needs of varying modes. New approaches to financing, expanding the ‘pool’ of funding sources, must be studied. Gas tax funds are primarily used for roads, but do not equitably address transit, bicycles or other active transportation modes.
 - Educate the business community on the importance of sound practices that integrate land use and transportation.
 - Address the trend of the elderly moving back to the urban areas in order to have more mobility options.
 - Encourage transit by integrating bus shelters into buildings rather than squeezing shelters into narrow, cramped sidewalks.

Participants identified these missing strategies:

- Ensure the interests of the elderly and disabled are well represented in planning efforts.
- Ensure plan addresses modal solutions for non-drivers, particularly the fear and intimidation that are barriers for the elderly.
- Prioritize various transportation modes and analyze how each transportation mode complements a “complete streets” multimodal system.
- Consider the full life-cycle costs when analyzing the impacts of transportation and land use decisions in order to achieve sustainability.
- Address ethnic and cultural diversity.
- Create an appropriate institutional framework for regional vs. statewide transportation issues.
- Create economic benefits for non-vehicular active (non-vehicular) transportation modes.
- Address the needs of both recreational and utilitarian transportation.
- Address the needs of low-income Californians.
- Increase opportunities for TOD including mixed use, infill development and re-urbanization of city centers.
- Build partnerships to address adaptation strategies for climate change and sea-level rise.

Detailed summaries of each Sacramento focus group are included in Appendix B.

The three geographically representative focus groups were held in Fresno, Los Angeles and Redding to address issues of Central, Southern and Northern California, as well as urban/rural issues. A total of 36 participants from the general public represented the three areas. Asked to review a list of transportation challenges and rate them as High, Medium or Low significance, participants overall ranked these top five challenges as High:

- **Stable Funding:** Rated High: 26. By far rated the highest priority, this topic was described in the comment form text and discussion to be about the state of the economy and its relation to transportation funding; and the decline of fuel tax revenue due to more fuel-efficient vehicles and/or reduced driving.
- **Population Increase:** Rated High: 20. This topic was described in the comment form text and discussion to be a significant increase in population by 2035 from 2009—52 million people projected, or 14 million additional people in California in the next 25 years.
- **Ageing Infrastructure:** Rated High: 19. This topic was described in the comment form text and discussion to be about maintenance of roadways and other facilities from repairing potholes to major replacements/upgrades.
- **Goods Movement:** Rated High: 18. This topic was described in the comment form text and discussion to be about goods movement in a global economy related to trucking on roadways and other forms of materials transport including shipping and rail.
- **Ageing Population:** Rated High: 18. This topic was described in the comment form text and discussion to be about the growing number of seniors in the population, and their increasing need for mobility choices including public transit and pedestrian amenities.

In addition to the many transportation-related issues held in common, a number of the transportation-related issues discussed by the focus groups emerged as unique to each region and are summarized below.

Fresno Issues

- Unhealthy air – the San Joaquin Valley has the worst asthma death rate in the country.
- Lack of convenient east-west routes through Fresno.
- Road accidents and closures caused by dust storms in summer, fog in winter.
- Fresno is an unfriendly environment for bicycles, pedestrians, and transit.
- The San Joaquin Valley doesn't receive an equitable share of state resources and attention.
- Low-density sprawl continues, in opposition to general plans.
- Ag-related transportation has gotten worse.
- Where Highway 99 is only two lanes, truck traffic is dangerous.

Los Angeles Issues

- LA is a car culture – people love and are dependent on cars.
- Wide streets are often unsafe for bicycles and pedestrians.
- I-710 can be dangerous due to heavy truck traffic.
- The needs of the non-English speaking immigrant population should be considered.
- Public transit system is difficult to understand, unappealing, unsafe, and inconvenient (especially with lack of late night service).

- Inland Empire is fastest growing area, with transportation and traffic impacts.
- There is a desire to take care of transportation improvements before climate change.

Redding Issues

- I-5 and the Sacramento River bisect Redding and create barriers to east-west travel; there are bottlenecks on bridges and a lack of safe bicycle and pedestrian crossings of these barriers.
- Truck traffic on I-5 and on mountain roads has a significant impact on safe travel in the region.
- Many people live in remote, isolated areas where there are no viable options to driving and roads are narrow and unsafe. These areas often contain seniors and low-income people.
- Natural resources and views are of key importance to local residents and could be threatened by transportation infrastructure expansion.
- There is interest in being part of the solution to problems like climate change as long as rural identity can be maintained.
- Extreme weather creates unusual travel conditions—summer heat over 110 degrees; high winds; fires, cold, rain and icy conditions.
- Sensitivity is needed to the preservation of cultural resources such as Indian trails, historic roads, towns, and monuments.
- If there wasn't a lack of cell phone coverage and high speed Internet, people might not have to drive so much

Detailed summaries of each General Public Focus Group are included in Appendix B.



Redding Focus Group

Appendix A:

A. Focus Groups: information available at each focus group

1. Posters showing background information at six focus groups

Poster 1: Projected Trends for 2035 Planning Horizon

Poster 2: Meeting the Challenges

Poster 3: The Three Es of Sustainability

2. Handouts given to participants and/or available at each focus group

CTP 2035 Scope Document

CTP 2035 Timeline.

CTP 2035 Fact Sheet

CTP 2030 Graphic

We will be addressing current and projected trends and challenges through the 2035 Planning Horizon that include:

- 52 million people by 2035
- Aging population
- Goods movement in a global economy
- Climate change
- Aging infrastructure
- Stable funding
- Preserving natural resources
- Low-density development
- Energy supply

We will be meeting the challenges through the 2035 Planning Horizon by:

- **Addressing Climate Change (adaptation to sea level rise, recognizing connections between land use and transportation, and mitigation by reducing greenhouse gas emissions)**
- **Growing Greener (sustainable and efficient land use, housing development near transit, balancing community values and transportation needs that are sensitive to their context)**
- **Building Partnerships (providing consensus on efficient land use and transportation planning supported by the Regional Blueprint Planning program)**
- **Investing Strategically (investing in comprehensive, multimodal funding; integrate all travel modes through corridor system management planning to increase transportation options and improve travel times)**
- **Providing Mobility Choices (integrating the needs of those traveling by active modes into active transportation projects using a "complete streets" approach)**



California Transportation Plan 2035 Scope Document

The *California Transportation Plan* (CTP) provides a long-range policy framework for meeting statewide transportation needs. The CTP defines goals, policies, and strategies to achieve our collective vision for California’s transportation future. The plan envisions a sustainable system that improves mobility and enhances our quality of life. Key to this vision is considering “the 3 E’s”—a **prosperous Economy**, **quality Environment** and **social Equity**—in all transportation decisions.

The current focus is to review and update the CTP for a 2035 planning horizon by incorporating elements of the previous plans (*CTP 2025 and 2030 Addendum*) and integrating new recommendations. Ongoing community outreach through an interactive website as well as workshops and focus groups throughout the State will be important elements of the plan’s development. By collaborating with us, the public can influence the content of the final plan and, ultimately, decisions about investing transportation dollars.

THE VISION **The Three E’s of Sustainability**



Working with transportation partners and stakeholders, Caltrans will take the following actions in developing the *California Transportation Plan 2035*:

- **Validate** and build on *CTP 2025* vision, goals, policies and strategies.
- **Review** current trends, challenges and emerging issues such as global warming, climate change and transportation financing.
- **Evaluate** all proposed policies in the broader context of sustainability considering how they impact California’s economy, environment and social equity.
- **Expand** the direction set in the *2030 Addendum* to include consideration of environmental issues early in the transportation planning process.
- **Enhance** existing planning by integrating the five “opportunity areas” identified in the *2030 Addendum*, such as coordination of State infrastructure planning.
- **Implement** a “complete streets” approach that integrates bicycling, walking and transit to provide mobility and access for all.

The *CTP 2035* is scheduled for approval in Fall 2010. To offer your input on this Scope Document and the *California Transportation Plan 2035*, go to <http://www.californiatransportationplan2035.org/> and leave a comment.



california transportation plan 2035

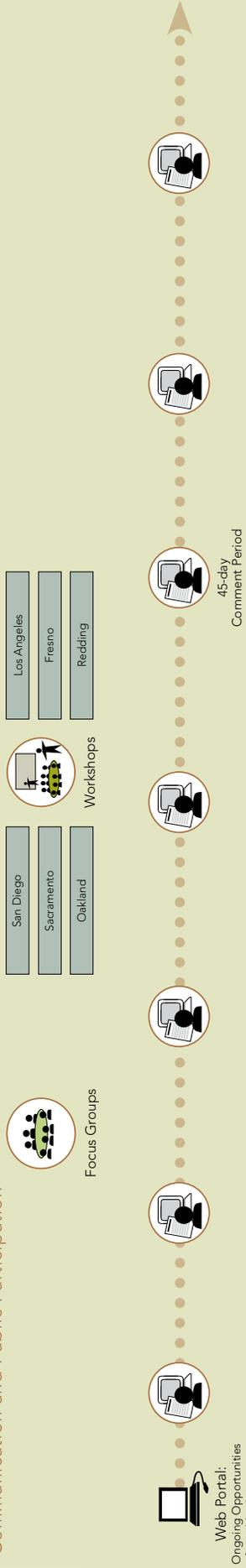
MOBILITY • ACCESS • CONNECTIONS



January 2009
www.californiatransportationplan2035.org

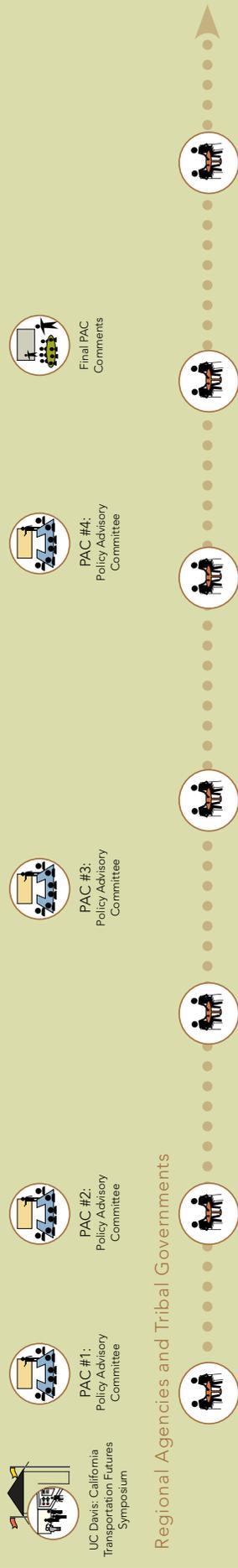
Timeline

Communication and Public Participation



OUTREACH

Technical and Advisory



CONSULTATION

PRODUCTS



2008

2009

2010



SEPT.

DEC.

MARCH

JUNE

SEPT.

DEC.

MARCH

JUNE

SEPT.



Fact Sheet

What? The California Transportation Plan (CTP) is a statewide, long-range transportation plan for meeting our future mobility needs. The CTP defines goals, policies, and strategies to achieve our collective **vision for California's future transportation system**. This plan, with a minimum 20-year planning horizon, is prepared in response to federal and State requirements and is updated every five years. The current California Transportation Plan, the CTP 2030, is now being updated for a 2035 planning horizon.

Why? The purpose of the CTP is to provide a **common policy framework** that will guide transportation investments and decisions by all levels of government and the private sector. This policy plan (which by statute does not include projects) provides strategic direction to the regional transportation plans prepared by California's 44 regional transportation planning agencies (RTPAs), who have responsibility for the planning, prioritizing and funding of transportation projects within their regions. The CTP is supported by the California Transportation Investment System Tool that maps short and long-range projects planned by the State and the regional transportation planning agencies.

When? The California Transportation Plan 2025 was approved in 2006 and updated by an Addendum in October of 2007 to comply with new federal planning requirements governing development of the plan. The 2035 update was initiated with a Futures Symposium in early September 2008 to explore emerging trends and challenges, and will conclude with plan approval by the Secretary of the California Business, Transportation and Housing Agency in September of 2010.

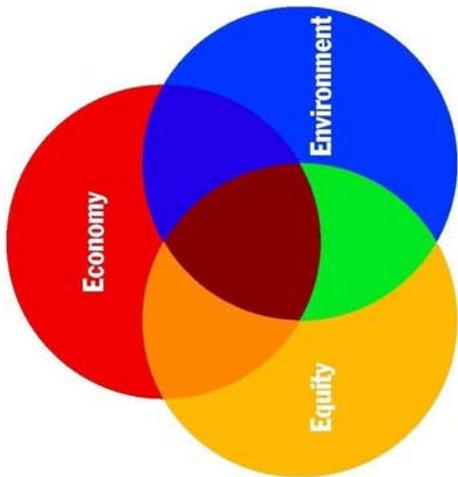
How? The California Transportation Plan 2035 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing public engagement as outlined in the State's CTP Public Participation Plan. The vision of the CTP 2030 is one of a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life – prosperous economy, quality environment, and social equity.

Beginning with the vision and policy framework of the 2030 plan (see reverse), this update will focus on updating that framework to meet new trends and challenges, such as climate change. In addition, the CTP 2035 will build on the foundation laid in the 2007 Addendum for SAFETEA-LU* compliance to better integrate transportation planning with environmental and natural resource planning.

Contact: Pam Korte, Project Manager, at (916) 653-2593 or Pam.Korte@dot.ca.gov. For more information see our web portal at <http://www.californiatransportationplan2035.org/>.

(continued on reverse)

* *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users* is the federal legislation authorizing transportation funding through 2009.



THE VISION

Sustainability

THE GOALS

Improve
Mobility
&
Accessibility

Preserve
the
Transportation
System

Support
the
Economy

Enhance
Public Safety
&
Security

Reflect
Community
Values

Enhance
the
Environment

THE POLICIES

Increase
System
Capacity

Preserve
&
Maintain
System

Enhance
Goods
Movement

Improve
System
&
System
User
Safety

Expand
Collaboration
in Planning
&
Decision-
Making

Conserve
Natural
Resources

Support
Research
to Advance
Mobility &
Accessibility

Provide
Viable
Transportation
Choices

Manage &
Operate an
Efficient
Intermodal
System

Provide
Additional
&
Flexible
Funding

Provide
for
System
Security

Manage
Growth

Commit
to Clean
& Efficient
Energy
System

Appendix B: Individual Focus Group Summaries

B1. Sacramento Stakeholder Focus Group Summary: Social Equity discussed through the topic of ‘Complete Streets’

The first stakeholder Focus Group in Sacramento was held at the YMCA meeting room at 1926 V Street, Sacramento on April 16th, 2009, from 9-11 am. MIG staff facilitated the meeting and graphically recorded the discussion on wallgraphic paper—see attached. Nine participants attended the meeting and participated in discussion. All participants were asked to complete and return comment forms during the focus group (seven participants turned in comment forms), followed by an opportunity to respond to a follow up email. Caltrans attended as observers. A full account of the results of the meeting includes the wallgraphic reduction supplemented by the participants’ written responses to the strategies and observer notes below.

Selected Strategies to Discuss: These thirteen strategies were preselected by Caltrans staff as a basis of discussion at the focus group. Strategies were discussed in order of preference by the stakeholders.

A. Integrate the needs of those traveling by active modes into transportation projects using a “complete streets” approach.

B. Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint.

C. Provide safe, convenient, and continuous routes for pedestrians and bicyclists of all types that interface with and complement a multimodal transportation system.

D. Consider people mobility rather than vehicle throughput in transportation planning and decision-making.

E. Enhance mobility within and between metropolitan areas by managing demand (including shifting trips to transit, bicycle and pedestrian modes) before expanding physical capacity of roadways.

F. Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.

G. Promote sustainable transportation funding criteria that incentivizes use of the healthiest, lowest carbon emitting, and most sustainable transportation choices.

H. Educate the public about the health-related impacts of mobility and land-use decisions, including near-roadway health, quality of life, and physical activity impacts.

I. Develop partnerships with schools to support increased use of public and mass transit options, walking, bicycling among students and teachers.

J. Reduce/prevent climate change-related impacts/injuries to human health, including designing facilities and surfaces to minimize heat absorption and off-gassing to help make cities safer during heat waves).

K. Improve safety for travelers of all ages and abilities.

L. Reduce likelihood and severity of transportation-related injuries, to bicyclists and pedestrians by reducing vehicle speeds in certain settings (similar to what is done in school zones).

M. Seek legislative, regulatory, and policy support for travel and congestion pricing strategies.

Discussion Notes: see attached wallgraphic reduction, Focus Group April 16, 2009. Additional notes from participant written comments and Caltrans staff notes are below.

Strategy (K) - Improve safety for travelers of all ages and abilities.

Participant Written Comments:

- Making the total transportation network more efficient by funding water and rail systems that eliminate truck trips will have a large beneficial impact on reducing accidents and improving safety.
- Integrate safety measures for multiple modes
- Incorporate SHSP implementation

Additional Caltrans Staff Notes:

Safety needs to be defined, whether it's physical safety or the perception of safety especially when dealing with seniors and children: 1) on the trip to transit either biking or walking, and 2) then during the ride on transit (on the bus). There is a need for good transit stops. Also need for education and training (see H below). Countdown timers for pedestrians at crosswalks are a good thing. Many undocumented workers use bikes for transportation, but there is no training in their language.

Strategy (E) - Enhance mobility within and between metropolitan areas by managing demand (including shifting trips to transit, bicycle and pedestrian modes) before expanding physical capacity of roadways.

Participant Written Comments:

- Assist or consolidate public transit agencies so as to improve regional coordination of transit routes from suburbs to downtown areas

Additional Caltrans Staff Notes:

Moving spillover funds to the general fund continues to hurt transit. The SGP bonds went to road capacity and expansion; the bonds do not address complete streets and multimodal transportation.

Need to emphasize housing and jobs balance, as well as TOD. HSR is also an important mode. In the Bay Area ROW is playing out as a big issue, so they are considering elevating HSR tracks in some locations. Another big issue in the Bay area is how to integrate new modes into existing system—very complex.

One of the issues addressed in the implementation of the SHSP is rural roads; mobility between rural roads; bicyclists' needs for paved, striped shoulders.

Strategy (H) - Educate the public about the health-related impacts of mobility and land-use decisions, including near-roadway health, quality of life, and physical activity impacts.

Participant Written Comments:

- Education: expansion of bike lane travel training, mobility training programs to increase ability to use alternatives
- Modify Strategy H to include the objectives of Strategy M.

Additional Caltrans Staff Notes:

Safety goes beyond the configuration and design of the complete street—we need to educate and train travelers on how to bike on the facilities, especially on streets not configured with bicycle lanes. The educational model should include training on sharing the road. Use the bicycle training facilities in Europe as the model. Consider partnership with DGS as they have urban bicycling classes. Also need training for teens as well as the aging population. There is also a socio-economic issue with a class of cyclists riding on roads not configured for bicyclists, like restaurant workers going to work at 2 AM.

Other issues include street crossings with transit and the huge road crossing to get to transit.

There is a trend toward more bicycle lanes and sidewalks, but the issue is always about money and funding, as the gas tax revenues are shrinking with the rising price of gas.

There is also the issue of competition for roadway space as cars and alternative fuel vehicles like hybrids and neighborhood electric vehicles (NEVs) and bicycles compete for a limited space.

Factoid: A vessel at the Port of Sacramento reduces 1,300 truck trips on the state's roads and highways, adding to safety and emissions reduction.

Deepening the channel at ports allows more ships access.

The CTP should model itself on the Implementation of the California Strategic Highway Safety Plan (SHSP) in order to move bike and pedestrian safety forward in an integrated fashion. The CTP should also include a focus on the travel needs of the children, elderly and those with disabilities (as much as 30% of the population not able to drive).

Strategy (D) - Consider people mobility rather than vehicle throughput in transportation planning and decision-making.

Participant Written Comments:

- Fund alternative modes for goods movement other than highway expansion which can never absorb the increase in goods movement with highway expansion alone
- Blueprint planning link with CTP 2035

CTP 2035

SOCIAL EQUITY COMPLETE STREETS.

K

SEVERAL TYPES OF SAFETY

- NEIGHBORHOOD, TRANSIT STOPS
- WALKING, BIKING
- ON BUSES
- FACILITIES, TRAINING (eg. bike)
 - Basic information on biking
 - Employee, urban cycling skills
- SOCIO-ECONOMIC ISSUES
 - Eg. restaurant workers biking
 - Cultural differences, practices
- ROAD CROSS-SECTIONS
 - Fitting everything in - how?
 - Modifying existing - reducing capacity or expanding (funding!!)
 - PW perspective - a puzzle!
- SHARING THE ROAD - 30% NON-DRIVERS
 - Education (AAA)
- TEEN, SENIOR DRIVER TRAINING
- COUNTDOWN CLOCKS ARE GOOD!
- NEVS - WHERE DO THEY GO? A challenge!
 - They're too quiet! Education needed
- PORTS - REDUCE TRUCK TRIPS, IMPROVE SAFETY
 - Include all modes
- NEED TO BE TRULY MULTI-MODAL
- INTEGRATE SAFETY PLANS

H

- PLANNING LAWS THAT PRIORITIZE TRAFFIC FLOW - LOOK AT THESE!
- MULTIMODAL TRAFFIC FLOW ANALYSIS
- EDUCATIONAL EFFORTS - NONPROFITS, CALTRANS, HEALTH AGENCIES
- TENSION BETWEEN HOME AFFORDABILITY, AQ, INFL
 - TODs → trip generation → LOS down, less mitigation needed.
 - Multi-modal LOS (eliminate #? SF has)

D

- PEDESTRIAN COUNTS
- NEED TO INCLUDE GOODS MOVEMENT
- WITHOUT LOS, HOW IS MITIGATION FUNDING DETERMINED?
 - VEHICLE TRIPS GENERATED (SF)
- LOS IS VEHICLE EXPERIENCE (subjective)
 - WHAT ABOUT OTHER MODES?
- NEED MORE CONNECTIVITY!!
 - FOR ALL MODES, BETWEEN NODES
 - PUBLIC TRANSIT + PRIVATE SHUTTLES

E

- TRANSIT FUNDING HIT!! Need \$ where mouth is
- BUT EXPANDING STREETS → COMPLETE STREETS
 - Buses use roads!
- EMPHASIZE TOD / (include in statement) ^{HSB}
- INTEGRATING VERY COMPLEX (esp. in existing communities)
- RURAL ROADS - paved, striped shoulders

F

- ID TRAIL SYSTEMS OUTSIDE ROADWAYS
- TENSION BETWEEN ROAD & TRANSIT INTERESTS
 - Everyone's entrenched, never enough \$!
 - Push for doing new projects
 - What about maintenance? A good measure to add - assists complete streets, older neighborhoods. Add rehabilitation.

G

- EXPAND THE POOL OF FUNDING
- EXPAND OPERATIONAL FUNDING
 - Bonds only usable for capital
 - Transit demand is up!
- TRUE COST/BENEFIT ANALYSIS NEEDED
 - Eg. Corps of Engineers (lifecycle costing)
- ALLOW GENERAL FUNDS FOR TRANSPORTATION!
- GAS TAX → ROADS; NOT FOR BIKE USERS, FOR MOTORISTS BUT ROADS ARE USED BY ALL!
- NEED MORE EQUITABLE (MODALLY) FUNDING
- NEW FUNDING SOURCE (VMT?)
- DISINCENTIVIZE DRIVING, INCENTIVIZE TRANSIT

M

- NEED LEGISLATIVE SUPPORT, VERY DIFFICULT
 - privacy issues
- PILOT PROJECTS, EG. OREGON
- ADD OTHER INNOVATIVE FUNDING SOURCES
- ELEMENTS INCLUDED, FOR EDUCATION (eg. complete streets)

I

- EDUCATION w AQ, SAFE ROUTES TO SCHOOL
- TIES BACK TO SAFETY
- EQUITY ISSUES, EG. LOWER INCOME NEIGHBORHOODS
- DISCONNECT BETWEEN SCHOOL PLANNING, TRANSIT, BKE-WALK FACILITIES
- NARROW SIDEWALKS, CUL-DE-SACS (subdivision Map Act)

C

- LACK OF TIE-IN TO LOWER INCOME NEIGHBORHOODS
- CAN ADDRESS IN GP UPDATES
 - e.g. requirements for sidewalks
- PUBLIC EDUCATION ABOUT SYSTEM AS A WHOLE - BENEFITS
- PENT-UP DEMAND FOR ALT. MODES, PEOPLE ARE READY - NEED SAFETY

MISSING

- STATEWIDE PEDESTRIAN PLAN? OR INTEGRATE

- PARTNERSHIPS, EG. SCHOOLS
- DISABLED INTERESTS
- EJ, EQUITY (overarching statement)
- ADDRESS DESIGN SPEED - traffic calming
- NO PRIORITIZING MODES, ASPECTS OF COMPLETE STREETS NEED GUIDELINES
- INCREASE TOD, INFL STRATEGY

L

- COMPLETE REVISION OF HIGHWAY DESIGN MANUAL

J

- SUPPORT SB 375 IMPLEMENTATION
- SUSTAINABLE COMMUNITIES STRATEGY AQ
- NEW PAVING MATERIALS
- TREES

- Transit/alt. Modeling vs. LOS, counter assumption adding bike/ped. facilities must increase congestion

Additional Caltrans Staff Notes:

The CTP should address bicycle level of service; education and continued funding for Caltrans to invest in education and training for bicyclists; and pedestrian counts.

There are tensions between infill development and affordable housing along with air quality and environmental justice concerns. How real are the concerns and how do we address them? Where does the affordable housing development go?

The Bay area is looking at trip generation modeling and trip generation is the basis for modeling in SF. Level of service (LOS) is the industry standard for vehicles, and therefore not shared with the other modes. SF is dropping vehicle LOS and going to a trip generation model—SF also uses trips generated as a measure to determine development impact fees. Measuring LOS comes at an expense to other modes and leads to wider streets.

We need a good substitute for measuring mobility other than vehicle throughput. As long as it's vehicle throughput, people on bikes and pedestrians are not counted. There are efforts to standardize methods for bicycle and pedestrian counts, so we need to figure out how to consider people throughput as a performance measure.

SACOG indicated that bicycling is considered only for the commute and not for recreation.

Connectivity is critical for all travel modes. Transit needs to be convenient for it to be a viable travel mode.

Strategy (M) - Seek legislative, regulatory, and policy support for travel and congestion pricing strategies.

Participant Written Comments:

- Keep it simple and have strategy: ‘Seek legislative, regulatory and policy support.) The phrase ‘for travel and congestion pricing strategies are a few of the examples and limit the strategy if they are the only ones mentioned.

Strategy (F) - Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.

Participant Written Comments:

- Emphasize good access between places to live and places to work as a true sustainability factor. This should go beyond downtown housing to office to include other non-neo traditional locations for jobs including industrial areas
- Maintenance & rehab should be strong measure of equity justice
- Is “access to” related to each item on list? Not clear on what these indicators are?

Additional Caltrans Staff Notes:

There is a tension between road and transit interests, and the issue of transit with limited funding availability. Transit needs more funding, but all sides are entrenched now. County self-help taxes are not helping projects unless they have a good mix of travel modes. One option to consider is creating trail systems that are separated from the roadway.

MPOs are concerned that the State might withhold their gas tax funds, but transit needs funding as well. There are never enough funds and SHOPP is really underfunded.

Maintenance on roadways is a good method to restripe a shoulder for complete streets. [Complete streets up to 20% federal requirement??]. California law now directs that general plan process must evaluate the circulation element to determine if bicycle, pedestrian, and transit needs are addressed for all travelers. Disabled travelers are not clearly acknowledged.

Maintenance tends to get lost in funding competition. We need to take care of what we have. Strategy F should include maintenance and rehab.

Strategy (G) - Promote sustainable transportation funding criteria that incentivizes use of the healthiest, lowest carbon emitting, and most sustainable transportation choices.

Participant Written Comments:

- Examine on a cost benefit basis, alternative modes for goods movement versus traditional highway construction / road construction
- Funding from commute trips only – expand kinds of trips considered
- Expand funding available for ped, bike improvements, maintenance, transit operations, plus incentivize infill, mixed-use, transit-oriented development that encourages use of alternative modes

Additional Caltrans Staff Notes:

It's not just the funding criteria; it's the need to expand the pool of funding and the amount of funding available. Need to change funding criteria to include operational funding as well as capital funding. Current funding includes capital funding, but not operations for transit, which means fewer buses operating on each route and fewer routes. Need to consider a life-cycle benefit-cost analysis that involves both capital and operations, so we can fund all modes of travel. Need to consider VMT for funding. Also need disincentive for driving and an incentive for transit.

Strategy (I) - Develop partnerships with schools to support increased use of public and mass transit options, walking, bicycling among students and teachers.

Participant Written Comments:

- Provide greater support to rural schools with greater challenges (lack of sidewalks, hills, narrow roads, distance), train school districts on safe routes planning for new schools; tie in to 'Safe Routes to School' and grant funding available; require city/county to assess as part of project consideration/approvals to insure safe routes for new schools

- Providing vehicle transportation for kids to get to school has impacts on air quality and climate change issues.
- Tie in to educational efforts, getting kids to understand the impacts of their transportation choices on the environment.

Strategy (C) - Provide safe, convenient, and continuous routes for pedestrians and bicyclists of all types that interface with and complement a multimodal transportation system.

Participant Written Comments:

- This ties in with connectivity, social equity and environmental justice issues. Economic issues as well.

Caltrans Staff Notes:

Pedestrian, bicycling and transit modes do not fit in as well in low-income communities as they do in more affluent communities. Need education for public to better understand that bike lanes and sidewalks have beneficial impacts—such as health benefits in the second strategy. There is a pent-up demand for alternative transportation and complete streets facilities. We are headed in that direction, but we can't overstate the need for education. Schools need better locations for pedestrian and bicyclist access.

Strategy (L) - Reduce likelihood and severity of transportation-related injuries, to bicyclists and pedestrians by reducing vehicle speeds in certain settings (similar to what is done in school zones).

Participant Written Comments:

- Seems limited – what about improving safety of crossings? Other strategies?

Additional Caltrans Staff Notes:

We need to pursue a complete revision of the Highway Design Manual (HDM) for rural highways, overcrossings, local street intersections at freeways, and design speed. Design speed competes with safety, especially for pedestrians.

Strategy (J) - Reduce/prevent climate change-related impacts/injuries to human health; design facilities and surfaces to minimize heat absorption

Participant Written Comments:

- Improve congestion of goods movement systems especially in rail corridors to prevent or reduce impacts on localized areas and regions due to rail congestion. Dedicated rail and freight systems can also reduce rail congestion impacts
- Further development of air quality mitigation for transportation facilities, infill development
- Support SB 375 implementation
- Need capacity at COG and community levels to address this.

Additional Caltrans Staff Notes:

Support the SB 375 legislation, but there aren't enough resources to meet the Sustainable Communities Strategy (SCS) targets, unless land use and transportation are linked. The highway policy to reduce trees in medians and ROWs is not good policy from an air quality or a climate change perspective. New paving materials.

Strategy (A) - Integrate the needs of those traveling by active modes into transportation projects using a “complete streets” approach.

Participant Comments:

- OPR needed
- Include safe routes to school & transit

Strategy (B) - Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint.

Participant Comments:

- Consider policies that allow cyclists to go through stop signs without stopping when no motorists are present – similar to Idaho (I think that's where state law permits this)

Please provide any additional comments related to the strategies that have been presented and/or missing strategies:

- Add strategy specifically on increasing TOD / mixed-use, mixed-income, infill development to support/increase ability to use modal alternatives
- More acknowledgement of low-income Californians

Additional Caltrans Staff Notes:

Need to prioritize the different modes of transportation, and analyze everything ranked high and how it helps complete streets.

Need to ensure mixed-income housing is available at TOD or infill development. Consider adding a strategy to encourage TOD infill.

Need to ensure that either a separate statewide pedestrian plan is produced or a pedestrian plan is integrated into the California Transportation Plan.

Need an overarching social and environmental justice statement. Disabled interests not represented well in planning.

B2. Sacramento Stakeholder Focus Group Summary: Prosperous Economy

The second stakeholder focus group in Sacramento was held at the YMCA meeting room at 1926 V Street, Sacramento on April 23rd, 2009, from 2-4 pm. MIG staff facilitated the meeting and graphically recorded the discussion on wallgraphic paper—see attached. Six participants attended the meeting and participated in discussion. All participants were asked to complete and return forms during the focus group, followed by an opportunity to comment in response to a follow up email. No participants turned in comment forms. Caltrans staff attended as observers. A full account of the results of the meeting includes the wallgraphic reduction supplemented by observer notes below.

Selected Strategies to Discuss: These twenty-two strategies were pre-selected by Caltrans staff as a basis of discussion at the focus group. Strategies were discussed in order of preference by the stakeholders.

- A. Educate public and stakeholders on economic benefits of sustainable infrastructure planning that includes consideration of our “green” infrastructure.*
- B. Integrate planning principles that provide real-cost valuation of environmental resources (in terms of ecosystem services) in order to determine the actual benefit-cost of these resources for transportation decision-making.*
- C. Seek legislative, regulatory, and policy support for travel and congestion pricing strategies.*
- D. Identify mobility improvements that support a vibrant economy. Give priority to low income, disadvantaged communities and support sustainable businesses.*
- E. Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.*
- F. Promote sustainable transportation funding criteria that incentivizes use of the healthiest, lowest carbon emitting, and most sustainable transportation choices.*
- G. Ensure that California continues to lead the energy efficiency and conservation industry, sustainable development, green building and green purchasing practices, the reduction of greenhouse gas emissions, and the creation of healthier environments in which to work, live and learn.*
- H. Ensure that efficient land use is linked to housing, transportation, and jobs in order to provide: more housing production, choice, and affordability; better mobility; conservation of natural resources and valuable habitat; and protected productive farmland.*
- I. Educate the public on green technology innovations that can lead to the creation of healthier environments to work, live, and learn.*
- J. Educate the public on the value of goods movement in a global economy.*

- K. *Support and implement local and regional economic development efforts such as California Urban Communities Collaborative and the California Partnership for the San Joaquin Valley.*
- L. *Identify measures to accelerate the Proposition 1B transportation bond programs in order to stimulate the economy.*
- M. *Assess economic benefits of implementing elements of Goods Movement Action Plan that support future State and federal funding for goods movement.*

Additional Discussion on Innovative Financing (as time allows)

- N. *Identify multimodal funding that invests in multiple strategies (see Mobility Pyramid) to yield the highest results and cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.*
- O. *Identify and educate the public on the benefits of innovative financing measures to ensure stable funding source for transportation investments.*
- P. *Determine public support for public-private partnerships (P3) initiatives that support a stable funding source for transportation investments.*
- Q. *Determine public support for local and regional tax measure initiatives that support a stable funding source for transportation investments.*
- R. *Determine public support for congestion pricing and other user fee initiatives that support a stable funding source for transportation investments.*
- S. *Consider a test program with a mileage-based user fee that supports a stable funding source for transportation investments.*
- T. *Determine public support for innovative financing strategies tied to greening such as a green user fee on the price of gas at the pump.*
- U. *Develop a climate adaptation decision matrix to identify options for protecting transportation infrastructure investments that also support a greening technology.*
- V. *Educate the public on transportation's role relative to economic stimulus that supports a prosperous economy.*

Discussion Notes by Caltrans staff:

Institutional framework is a real euphemism.

California in 20 years may see a revival of the mining industry, which will have an impact on rural roads and goods movement.

CTP 2035

A Prosperous Economy

A IMPORTANT! ESPECIALLY NOW, PRECARIOUS ECONOMICAL SITUATION TRANS. AS AN ECON. DRIVER MUST BE WELL-PLANNED!

H HSR - REMOVES CARS, CAN BE GREEN INTERNET AS TRANSPORTATION MODE FOR INFO, ENTERTAINMENT
 WHAT IS GREEN? MUCH WIDER ACCEPTANCE NOW HIGHER USE OF TRANSIT (LOOK BROADLY) LOOK AT TOTAL SOLUTION - MORE EFFICIENT USE OF WHAT WE HAVE

E BEST TO USE INCENTIVES FOR ALTERNATIVES BUS TICKETS AS GIFTS EG. INCENTIVES FOR BUYING HYBRIDS ROAD NARROWING SLOWS BUSES!! LARGER SIGNS FOR OLDER PEOPLE - SAFER!! GIVE INCENTIVES TO NOT DRIVE

B CHEAPER LAND OPTEN DICTATES BUSINESS LOCATION

D RURAL VS. URBAN TRANST DEMAND AFFORDABLE TAXIS, JITNEYS NEEDED!

L LOTS OF ROADS NOT SAFE FOR TRUCKS E.G. POTHOLES WILL 99 BE ALL TRUCKS? I-5? SAFETY ISSUE! SEPARATED TRUCK LANES? STREET SIGNALS TOO SHORT FOR PEDS BUS SHELTER "HOLLOW" - SAFER, MORE ATTRACTIVE

F STATEMENT NEED TO BE CLEARER LOCATION ON CHEAPER LAND IS ACTUALLY MORE COSTLY CONSIDER ENVIRONMENTAL COSTS IN EVALUATION, BUT ONLY ONE FACTOR! (BUS ACCESS) IMPLEMENTATION IMPORTANT!

J CONCERNED, BASED ON CURRENT BOND STRUCTURE ECONOMIC STIMULUS-WISE SPENDING THAT CREATES LASTING EFFECT CAN'T SELL BONDS - CALIF BUDGET ISSUE - LOOK AT NEW STRATEGIES

P DECLING GAS TAX REVENUES (COMPARED TO NEEDS) + SALES TAX DECLINES WHAT ABOUT RURAL RESIDENTS? GAS TAX → HIGHWAYS (A USER TAX - LOCAL) ALT. FUEL VEHICLES NEW REVENUE - NEED A RELATIONSHIP GOV. SHOULD LIVE WITHIN MEANS - BE EFFICIENT!! CHANGE GOVERNANCE!

Q PARKING METERS, ROADS PRICED HIGHER AT PEAK TIMES SOME OK - NOT TOO MUCH! MAKE IT FAIR, DON'T PENALIZE LOW INCOME DON'T HAVE OPTION; BUT OPENS UP CAPACITY

WE NEED TO FIND THE TRANSPORTATION SYSTEM TO BE ECONOMICALLY COMPETITIVE GLOBALLY

R NEED TO MAKE WORTHWHILE FOR PRIVATE SECTOR BUT RISKY USE OF RETAIL PARKING AS PARK & RIDE LOTS CHURCHES BETWEEN OFFICES TO SHARE PARKING

OTHER IDEAS

WORKS AT CACHE CREEK CASINO

→ EDUCATE BUSINESS ABOUT LOCATING CLOSE TO TRANSIT FOR EMPLOYEES. SHOULD LOOK AT TOTAL COST/BENEFIT (DIFFICULT!!) (LARGER PROBLEM - MORE RATIONAL LAND USE PLANNING)

→ OLDER PEOPLE (AND OTHERS) IN RURAL AREAS EXPECT SERVICES. A COUNTER TREND IS OCCURRING

D ← RELATES NEED EXAMPLES

→ CHANGE THE PARADIGM - DON'T NEED PERSONAL CAR ALL THE TIME

→ PREVENT INEFFICIENCIES E.G. HIGHWAY 88

→ MORE GREEN-CONSCIOUSNESS TODAY EFFICIENCY MEASURES WILL CHANGE THE DYNAMIC THINK BEYOND TODAY!!

→ GREEN IS SEPARATE FROM TRANSPORTATION IN MANY RESPECTS - EDUCATE ON DIFFERENCES

→ WE HAVE TO START MANUFACTURING, R&D

→ NEED NEXUS OF FUNDING, USE, SO THEY ARE COORDINATED

→ ECONOMIC BENEFIT TO NON-VEHICULAR MODES

→ CONTRA-FLOW BUSES: FASTER, SAFER

MISSING

→ INSTITUTIONAL FRAMEWORK COUNTY BOUNDARIES

→ MAY NEED TO REVIVE MINING SMALL TOWNS, RURAL ROADS, GOODS MOVEMENT ISSUE

→ HIGH SPEED RAIL AS AN ECONOMIC DRIVER

→ TRANSPORTATION TO SCENIC SPOTS, OTHER RECREATION; MULTI-MODAL; CONFLICT RESOLUTION NEEDED (E.G. GAMING)

→ HOW DO WE APPLY STRATEGIES TO CULTURAL DIVERSITY? LANGUAGES, ACCESSIBILITY, EDUCATION, COST TARGET OLDER ADULTS!! SOLUTIONS FOR NON-DRIVERS INTIMIDATION, FEAR BARRIERS FOR OLDER PEOPLE

→ SHOPPING BY LOW INCOME PEOPLE LIMITED BY TRANSIT. DELIVERY SYSTEMS IDEA. MANY PEOPLE LACK CHOICE. DESTINATIONS SHOULD INCLUDE SMALLER BUSINESSES.

Need strategies that target older adults. The aging population enjoys recreational travel to scenic locations and casinos, and access to these facilities will be important.

Caltrans needs to be prepared for dispute resolution for access to facilities like casinos and not block the facilities. The gaming community is very diverse, both culturally and in low English proficiency.

How do you have alternative transportation modes available for the aging? There is a large fear barrier of alternative modes for the aging population. Fear of other passengers is a real fear for the elderly, who feel like targets. One trend is that the elderly shop where they can get packages delivered to these older customers the next day. We should study trip choices, and determine if it's a real distinction they really want or it's just convenient. The elderly also prefer the older communities, not just the big boxes.

Businesses don't consider land use as much as they consider cheap land. Missing in the list of strategies is the reason these businesses move to that community in the first place. We need to educate the business community on why it's important for them to consider sound land use and transportation strategies.

Land use is almost impossible to deal within a way that's best for everyone. We continue to build houses in flood plains; the issue is difficult and needs more responsible leadership and less political solutions in land use. Land use has to be the key to solutions. Create a transportation system first and encourage businesses to move to good infrastructure.

There is a trend to re-urbanization (for older people to move back to the urban centers) as they have less mobility in the suburbs. The CTP 2035 should address this trend.

Traffic calming is very popular, but it slows down the buses. Road design also ignores the needs of older drivers. We need larger signage, etc. The elderly are driving past when they should drive, because there are no alternatives that are safe or convenient to get them to their destinations.

What is meant by "real-cost" valuation of environmental resources? Concept is difficult to understand. Environment should be a factor, but not the "driving" factor.

Integrate bus shelters into existing building designs rather than wedged on narrow sidewalks.

As we collect less from gas tax revenues as we shift to alternative fuels, how are we going to ensure revenues to repair roads? The gas tax is a fair tax because it taxes the user, which is a logical connection. Punitive incentives don't work as well as gas taxes hurt the low-income and students.

The taxpayer also expects the government to live within its means and choose better projects. That's California—a lot of people emigrated here from the east coast to get away from toll roads.

Some support for incentives like HOV, but punitive incentives (disincentives) like parking fees and toll roads (where the private interests make a profit) really ticks me off.

Some concerned that low-income drivers cannot use the toll roads. However, as the wealthy use HOT lanes, that frees up more space for low-income drivers.

Congestion pricing that is varied based on demand gives people options (New York City example cited). We should understand that we can't get transportation on the cheap--we will always need to find a way to fund it!

Consider making zoning codes a little smarter.

In 2035 there should be more green-conscious people in the US. Need to evaluate green technology, electric cars, ITS vehicle separation, think outside the box that we're in today, and look toward new technology (e.g., automated highways, vehicle control systems). We have to start by manufacturing rail in this country rather than overseas.

Internet is a "transportation" medium or substitute for transportation – "ether-transportation"

High speed rail is a "green" renewable energy option that will get people off the highways.

We need to understand the need for a good transportation system in order to be competitive in the world.

Define "green" – why and what is green!

Green is not necessarily economic for transportation—moving people out of cars can lead to less revenue for transportation. There are more subsidies for buses than there are for the automobile.

"Incentivize" the right choices – buying more fuel efficient, low emission vehicles

Inspire people give them an example to follow – play up the economic, environmental and health benefits of shifting modes. Educate people about the full cost of driving; perception is that transit is more heavily subsidized than cars.

Include consideration of full impacts and lifecycle costs (cradle to cradle) to improve decision-making.

What's missing?

- Need strategies to deal with ethnic and cultural diversity;
- Institutional framework;
- HSR missing as economic driver;
- Land use;
- Transportation to scenic spots/recreation;
- Conflict resolution over gaming;
- Solutions for non-drivers;
- Need to address intimidation and fear that are barriers for the elderly

B3. Sacramento Stakeholder Focus Group Summary: Quality Environment

The third stakeholder focus group in Sacramento was held at the YMCA meeting room at 1926 V Street, Sacramento on April 28th, 2009, from 2-4 pm. MIG staff facilitated the meeting and graphically recorded the discussion on wallgraphic paper—see attached. Eight participants attended the meeting and participated in discussion. All participants were asked to complete and return forms during the focus group, followed by an opportunity to provide comments by email. Four participants turned in comment forms. Caltrans attended as observers. A full account of the results of the meeting includes the wallgraphic reduction supplemented by the participants' written responses to the strategies and observer notes below.

Selected Strategies to Discuss: These twelve strategies were selected by Caltrans staff as a basis of discussion at the focus group. Strategies were discussed in order of preference by the stakeholders.

A. Provide the freedom for people to choose how they get around by designing streets that are safe and inviting for pedestrians, cyclists, and transit users.

B. Implement travel demand management: pricing measures, parking policies, travel demand management programs, mileage based insurance, traffic calming, complete streets policies, and telework.

C. Implement programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies.

D. Support the development of a California cap-and-trade program

E. Support implementation of high speed rail system.

F. Provide incentives to local governments for well-designed land-use planning and infrastructure projects could lead to short commutes and encourage walking, bicycling, and the use of public transit.

G. Inventory transportation infrastructure that is vulnerable to sea-level rise and develop mitigation strategies

H. Enable cities and counties to plan for Neighborhood Electric Vehicles (NEVs) as an alternative transportation mode on local arterials

I. Collaborate with government and private sector parties in the development of an integrated hydrogen solution that links facilities and vehicle assets into support for the State's Hydrogen Highway and Climate Change efforts.

J. Promote the development and improvement of alternative and renewable low-carbon fuels

K. Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.

L. Promote sustainable transportation funding criteria that incentivizes use of the healthiest, lowest carbon emitting, and most sustainable transportation choices.

Discussion Notes:

Strategy A: Complete Streets

Members were generally supportive of the CTP 2035 update effort. There was strong endorsement of what Caltrans is doing with Complete Streets. However, it's more than Complete Streets; it's about a complete transportation systems when you take into account travel over long distances—so strategies should address a complete transportation system that includes roads, railroads, etc., both in multimodality and completeness. They both help us to get around the State, and trails like the string of pearls along the California coast also help us get around.

It's important for the disabled community to have connectivity. There are different needs for different mobilities. The disabled have fewer options and need choices. They are tied to schedules for the train with transfers to buses to get to their destination. Because their special needs are often not met, the disabled often stay at hotels because the schedules broke down and they were stranded. The blind and deaf experience high fatality rates, so we need a better way to fund improved and safer travel.

The bicycle community thinks that Caltrans needs more staff resources for bicyclists--there are just two full-time staff dedicated to support of bicycle facilities. There is also a lack of funding for bicycling (Oregon dedicates one percent of its budget toward bicycle facilities).

The CTP should also address the need for more coordination between State, regional and county agencies. It must also address the freedom to choose, whether it's a bike commute or recreational bicycling, and to understand that bicycle commuters driving a lengthy 30 miles to work are not interested in a bicycle commutes. Both recreational and commuter bicycle facilities are important. We need infrastructure for both uses. We also need sound investments on short service trips. We concentrate on congestion, but outside of congestion we need to make short distance trips appealing for biking and walking.

Economist Walter F. Kieser claims that nearly all congestion problems could be solved with a 15% mode shift.

Transportation is about design, development, and how we choose to live in our communities outside of our working environment. A linchpin issue is that climate change will require more smart growth planning. Caltrans efforts are heading there, so we should be seeing multiple benefits.

Consider employee incentives to encourage people to bike, like incentives to participate during "May Bike Month."

CTP 2035

A QUALITY Environment

A COMPLETE STREETS
 ROADS, RAIL, BETWEEN TOWNS
 MODES, CONNECTIONS (eg. Coastal Trail, Bay Trail)
 MISSING SPECIAL NEEDS / CONNECTIVITY VERY IMPORTANT!!
 BLIND, DEAF NEEDS - SAFETY WAYFINDING IMPORTANT
 IS QUALITY OF LIFE
 GRID NETWORK → CONNECTIVITY
 MUST COORDINATE MANY AGENCIES
 DESIGN DEPENDS ON TRIP PURPOSE
 BUT - REC TRAILS ENCOURAGE OTHER BIKE TRIPS
 CHALLENGE - LONG-DISTANCE COMMUTING
 WAY NOT HAVE IT ALL? E.G. TRAILS, LANES
 FORT ORD TRAIL EG. PLEASURABLE + EFFICIENT!!
 SPEND MORE \$ ON SHORTER TRIP FACILITIES
 MOST TRIPS AREN'T WORK
 DON'T FOCUS ON CONGESTION - FOCUS ON SHORT TRIPS

OPTIONS AVAILABLE
 CALTRANS REDEFINING ITS MISSION TO INCLUDE ALL MODES
 SUPPORT THIS TREND!
 YOUNGER GENERATION MORE AMENABLE

C INCENTIVES NEEDED, E.G. MAY IS BIKE MONTH
 ALSO NEED DISINCENTIVES!! FREE PARKING ☹️
 CAL EPA - 7% ALT. MODE USE (restricted parking)
 NEED MORE FLEXIBILITY ON TRANSIT FOR WHEELCHAIRS
 ALL NEEDS!
 STATEWIDE PARKING POLICIES NEEDED
 PARKING POLICIES FOR DISABLED ARE ABUSED (placards)
 PLACARDS SHOULDN'T BE FREE! ELIGIBILITY TOO BROAD
 NEED TO ACCOMMODATE MOBILITY-IMPAIRED
 ALT. MODES NEED TO BE SAFE
 MONEY, SAFETY, ENFORCEMENT
 EFFECT OF THE ECONOMY ON ALT. MODE USE
 THIS IS KEY! REALITY + PERCEPTION (e.g. Highway 1 rail)
 COMMUNITY-BASED PROGRAMS GOOD

MARKETING CAMPAIGNS, E.G. EUROPE MOBILITY TRAINING WALKING!

H REDUCED SPEEDS GOOD FOR EVERYONE
 WHY HIGHER THAN 35 MPH?? BETTER FOR ENVIRONMENT, SAFETY
 NEVs DIFFICULT FOR BLIND, DEAF PEOPLE
 NEEDS TO EXIT A NOISE
 WHEELCHAIRS NEED CHARGING STATIONS TOO
 SHARING LANES - ISSUES!
 WHAT'S THE USE OF NEVs?

F LINGHPIN MEASURE
 REQUIRED BY CLIMATE CHANGE LEG.
 MULTIPLE BENEFITS
 ACTIVE TRANS → VIBRANT ECONOMY!!
 15% MODE SHIFT FROM SOV no more congestion
 CONSISTENT FUNDING FOR PLANNING
 TRANS - LAND USE CONNECTION - regulation
 Statewide oversight, local decisions, enforce plans

I NEED TO FOCUS ON ALT. ENERGY SOLUTIONS!
 DOWNGRADE HYDROGEN. CNG BETTER
 FOR ALL PERSONS! UNIVERSAL DESIGN ← but idealistic
 WE CAN ASPIRE TO THIS, PUBLIC DESIGN, NEW PROGRAMS

D CAP & TRADE TOO RESTRICTIVE! TOO SPECIFIC
 CARBON DISINCENTIVES BETTER
 GIVE GOOD EXAMPLES - CARBON SEQUESTRATION
 "TRADE" - ROBBING PETER TO PAY PAUL
 NEEDS TO BE APPROPRIATE
 THIS IS A POLITICAL CHOICE WITH ↑↓
 DOESN'T FEEL RIGHT (supported by current administration)
 DON'T USE WORD "SUPPORT" - USE "CONSIDER", "ADDRESS"
 CAN BE DAMAGING THROUGH UNINTENDED CONSEQUENCES
 BUT DO NEED TO BE ACTIVE! FIRST - DO NO HARM!!
 AVOID, MINIMIZE, MITIGATE

E HSR ← Not a strategy, is an action!!
 PLAN FOR INTEGRATION, CONNECTIONS
 DON'T HARM ENVIRONMENT
 IT'S MOVING FORWARD - SIGANTIC IMPACT ON ENVIRONMENT
 E.G. EIS RECOMMENDED WORST ROUTE FOR ENVIRONMENT
 WE DON'T KNOW THE IMPACTS YET + HIGH COST
 COST/BENEFIT ANALYSIS IS INSUFFICIENT!
 WEIGHTING OF CRITERIA - A QUESTION OF VALUES
 POSSIBLE CONFLICT BETWEEN ENVIRONMENT + CONNECTIVITY
 EUROPE - HSR STATIONS OUTSIDE OF CITIES, BUT CONNECTED

OTHER

- NOT ENOUGH RESOURCES TO IMPLEMENT COMPLETE STREETS, BIKE/WALK
- BARRIER-SEPARATED FACILITIES NOT ALWAYS SAFER
- MOBILITY TRAINING, AWARENESS REACH MORE PEOPLE, E.G. THROUGH SCHOOLS
FEWER KIDS HAVE DRIVERS LICENCES
- LAND-USE PLANNING HIGHER LEVEL STRATEGY HITS MANY ISSUES, E.G. WATER FINANCIAL INCENTIVES

G SEA-LEVEL
 ADD REPHRASE - "OTHER IMPACTS" OF CLIMATE CHANGE
 EROSION, FLOODING
 MULTI-MODAL "SURVIVABILITY" INCORPORATED IN ROADS, TRANSIT, TRAILS
 STRATEGIES (LIST COMING) PLANNED RETREAT ON COAST
 LAND USE POLICIES, CAUSEWAYS, OPP. TO SEPARATE MODES
 DYKES, RIP-RAP
 NEED STATEWIDE PLAN, INCENTIVES TO NOT BUILD IN DANGER AREAS - UNSUSTAINABLE NOW!

LAND USE - TRANSPORTATION
 WHICH COMES FIRST? IF LU FIRST, PLANNING MUST BE RECTIFIED, BETTER
 UNWISE LU WILL UNDERMINE CTP2035!!
 SHORT-TERM ECONOMIC BENEFITS RULE → LOOK AT LIFE-CYCLE COSTS!!
 WE WANT TO BASE DESIGNS ON VALUES

There should be more disincentives, like an increase in the gas tax (none since 1992) and realistic charging downtown parking (parking remains almost free in most places). Incentives are only half the issue; disincentives are more powerful. If parking were not subsidized by government agencies, there would be higher use of alternatives modes. Free parking leads to more congestion.

We need more connectivity with modes, for example, the plan should address flexibility in the design of public transportation like carrying wheelchairs (each transit car only carries two wheelchairs, so we need more folding seats on transit).

The plan needs to focus on connection between transportation infrastructure and land use planning. Regulations are needed as there are no disincentives for sprawl or for communities not following their general plans. The California Coastal Commission uses oversight to protect the State coastline, agrees as long as the local general plans comply with the statewide CCC policy to create a buffer between transportation and the ocean. We need more oversight, using the CCC and the BCDC as models.

Local communities are not addressing parking for people with special needs. Parking meters are free to placard holders who abuse the system and park free all day. That's bad in terms of lost revenue and lost business. We need strategies that discourage free parking in order to stop these abuses, perhaps by making it harder to get disabled placards and monitoring use of placards so only the appropriate people have access.

Unintended consequences: It all comes down to money. If we stop people from driving we better make the streets safer for non-motorized travelers to ride their bicycles. The key issues are funding, enforcement and safety. In terms of funding it all comes down to the economy.

Deputy Directive 64 (Complete Streets) is headed in a positive direction, as is the Complete Streets legislation, and all want that trend to continue. Options need to be available. This multi-modal planning is very important because the next generation may make different choices so options need to be there for them.

We need to ensure we don't overlook safety and take the chance that there is even a perception of lack of safety. When design employs barrier separated bicycle and pedestrian facilities, the usage goes up—increasing the perception of safety. However, the bicycling community disagrees and discourages barrier separated facilities—barriers cause safety issues as well, particularly at intersections.

Strategy H: neighborhood electric vehicles (NEVs)

Another issue is the conflict between bikes and NEVs using shared lanes that can cause conflicts in uses. All agree that reduced speeds (i.e., speeds below 35 MPH in all urban areas) would be a solution supported by all non-motorized travelers. NEVs could use the roads if we had overall 35 MPH speed limit. Reduced speeds would also mitigate for climate change and air quality.

The lack of sound in NEVs is an issue for the visually impaired; they need some kind of built-in noise to hear the vehicles.

Strategy I—‘Hydrogen Highway’

We need to focus on more than one solution or one choice, but rather focus on a broader diversity of choices. Putting all of our eggs in one basket puts us at greater risk to unintended consequences. Consider replacing this strategy with the following:

Collaborate with government and private sector parties in the development of alternative energy solutions (such as the hydrogen solution, and more realistic solutions like compressed natural gas, and others).

Strategy D—Strategies should not focus solely on “cap and trade.”

We should not risk everything on one solution--we need several approaches. There’s no one silver bullet, nor one design that fits all situations. Zip cars are an innovation, but even they are not accessible to everyone—the disabled can’t use them, which can lead to a segregated transportation system. However even though the goal may be to have access to all systems by all users, realistically everything can’t be open to everyone. If you try to make everything universal, you won’t accomplish anything. ADA wasn’t put in to preclude common sense, but you should avoid unnecessary barriers.

What this strategy is getting at is carbon sequestration. To address the GHG issue, we need a strategy that’s reframed to include a list of strategies to support climate change (i.e., Caltrans is shifting to fly-ash in their concrete to help sequester carbon; landscaping and promotion of greenways helps for air quality as well as it sequesters carbon).

Many of these programs are embroiled in special interests, and often result in “political choices.” Cap and trade, high speed rail, and hydrogen vehicles (strategies D, E, and I) are all programs supported by the current political administration. The issue is how to frame the long-term vision of the CTP 2035 to deal with these political choices. Rather than “support” each choice, consolidate these choices into one strategy and use the term “consider” instead. Look at replacing several of these strategies with the following:

Consider efforts to reduce GHGs such as cap and trade, high speed rail, and hydrogen vehicles.

High Speed Rail (HSR) is also a part of connectivity, but HSR could have unintended consequences—HSR could cut through valuable habitat, creating conflict between connectivity and creating negative impacts to the natural environment. We should also address many of the programs in terms of the environmental review paradigm—avoid, minimize, or mitigate impacts. Cost benefit analysis does not get you to a quality environment; in cost benefit analysis, natural resources are often the first to be sacrificed. Also, HSR success depends on connecting systems that are in place where you go.

Cap and trade, high speed rail, and hydrogen vehicles are not strategies as much as they are actions. Strategies I, D and E are incongruent with the rest of the list of strategies.

Public education is needed along with a marketing campaign like those in Europe. Programs like Feet First in Seattle offer mobility training classes and teach various modalities to look out for each other and operate compatibly.

There may be a generational shift happening. Fewer teenagers are getting their drivers' licenses.

Strategy G. Sea-level rise (SLR) and develop mitigation strategies

SLR is most severe in San Francisco and the Delta. We should rephrase this strategy to the following as it's not just about SLR:

Build partnerships to address the impacts of global warming including sea-level rise and accelerated shoreline erosion.

Consider other strategies such as lifting, armoring, and realignment choices:

- Consider **planning for raised facilities** to avoid flooding, such as the raised facilities like the Yolo Causeway, as lots of highways will need lifting to get separation from the rising sea).
- Consider **protecting existing transportation system by armoring** (such as rip-rap along water's edge) to protect existing structures at sea-level.
- Ensure coordination of land use and transportation includes room for **realignment of transportation facility** if we are forced to retreat to higher ground.
- Finally, ensure multimodal survivability through redundancy built into all new projects to counter the impacts of SLR (beyond a motorized facility, include rail and transit that are survivable).

Avoid development within the flood plains that is unsustainable. Consider land use planning within the strategies.

California Trails should be within the sight, sound and smell of the ocean. This requires transportation funding for additional ROW for the trails.

The overall success of the CTP 2035 toward sustainability is dependent on wise and integrated land use and transportation decisions. We need to consider the full life-cycle analysis of impacts of our transportation and land use decisions in order to achieve sustainability.

B4. Fresno Focus Group Summary

The focus group meeting in Fresno was held at the Fresno County Library conference room on May 12th, 2009, 6-8 pm. MIG staff facilitated the meeting and graphically recorded the discussion on wallgraphic paper. The purpose was to comment on the statewide issues addressed in the CTP 2035 Brochure, to identify any missing issues and red flags, and to identify any regional issues unique to Fresno or Central California.

Ten participants attended the meeting and turned in feedback forms, and two Caltrans staff members attended as observers to take notes. Demographics for the attendees were collected before (as part of Craigslist recruitment) and during the meeting. The following presents the participants' oral and written responses to the questions they were asked in the meeting.

Trends and Transportation Issues for the 2035 Planning Horizon

Asked to review a list of 10 trends and transportation issues and rate them as being of High, Medium or Low significance in the Central California region, participants ranked them in the following order of priority:

1. **Stable funding** (*related to the state of the economy, changes to current funding sources, and the need to provide reliable resources for transportation projects, maintenance and upgrades*)
2. **Air Quality**
3. (Tie) **Ageing infrastructure** (*requiring maintenance, major replacements and/or upgrades of roadways and other transportation modes including rail, transit, bicycle and pedestrian routes*)
3. (Tie) **Low-density development** (*resulting in more driving and more roads required to serve spread out development and isolated or rural communities*)
4. **Climate change** (*related to greenhouse gas emissions (GHG) and global warming*)
5. (Tie) **Ageing population** (*more seniors, as well as a larger youth population, both with higher need for public transit, bicycle facilities and pedestrian amenities*)
5. (Tie) **Goods movement** in a global economy (*materials transport including trucking, shipping and rail*)
6. **Increased population** (*52 million people projected in California by 2035, a 25% increase over 2009 population*)
7. (Tie) **Preserving natural resources**
7. (Tie) **Energy supply** (*related to fuel sources and mode of transportation*)

Other (write-in suggestions; all rated High)

- Bike lanes
- More lanes
- Not enough through roads to go from/to different areas of Fresno
- Providing more/better incentives for cleaner/greener vehicles

The following chart shows the distribution of votes among the 10 focus group participants:

	No. of Votes: High	No. of Votes: Medium	No. of Votes: Low
Stable funding	9	1	0
Air quality	7	3	0
Aging infrastructure	7	2	1
Low-density development	7	2	1
Climate change	5	3	2
Aging population	4	4	2
Goods movement	4	4	2
Increased population	3	6	1
Preserving natural resources	3	5	2
Energy supply	3	5	2

Discussion Notes:

- **52 million people by 2035**

There will be many people on the roads so congestion and safety will be huge issues. The cost of additional infrastructure will drain local communities. Toll roads like those in the Bay Area may be needed if communities lack funding for key infrastructure.

The Central Valley has issues not found in the rest of the State. First are two major highways that are two major north/south corridors (Hwy 99 & I-5) in the region, but few good east/west corridors to get around the region. There is no way to travel east-west. In addition, other big issues are dust storms (summer from agriculture) and fog (winter weather) that lead to big accident pileups on our roads. There is nothing on the horizon to resolve these issues.

Also, infrastructure is not expanding with the population increase. Infrastructure conditions are not the same in different areas of the city depending on the income levels or voting power of the neighborhoods. There also seems to be a lack of cooperation between city, county, region, and Caltrans.

Lack of connectivity for bikes is a huge issue in Fresno. Many are afraid to ride their bikes on certain streets because of parked cars (forcing bicyclists onto the sidewalks) and some streets have debris in the shoulders and are dangerous for bicyclist.

Fresno and smaller cities in the central valley will probably see a decrease in population as more people are leaving the area. The area is shriveling up as water and jobs are drying up in the valley. Bay Area residents sold high, bought cheaper houses in Fresno, but all went back to the Bay Area when the bottom fell out from the housing market and because of lack of

jobs here. There may be slim hope in the future as some people may be able to work remotely from their homes.

- **Aging population**

Lots of children unable to walk to school because of lack of safety and connectivity of sidewalks, and that's the same issue for the elderly. It's a big issue getting the elderly to health appointments; as doctors and hospitals are spread all over the city. Handy Ride is available to the elderly and disabled (Handy Ride is a reservation-based, demand responsive service, providing curb-to-curb transportation for qualified senior and disabled persons within the Fresno Area Express (FAX) service area). However, Handy Ride is inconvenient as elderly wait up to 2-3 hours after their appointments for return trips. There is also an issue with buses as they only hold two wheelchairs. And travel to appointments requires that the travelers leave two hours early or miss their appointments. Add 105-degree temperatures to these and you see how inconvenient and what little incentive there is for public transportation. The elderly don't feel safe or secure with public transportation with all these issues, but many don't have any alternatives.

- **Goods movement in a global economy**

Grade separating railroad crossings are some of the good things Fresno has done over that past five years, so we don't wait as long at railroad crossings, making it easier for east-west traffic flow as the trains are mostly north-south. Some of Highway 99 is only two-lane and there are lots of trucks, leaving only one lane for autos-only (none for autos-only when trucks are passing other trucks)

- **Climate change**

There are only a few "green" buses on CNG that help with the carbon footprint. While the decision-makers promote living green with energy-efficient cars, they don't practice that with purchases of a city-wide green fleet. We need to do a better job of educating the public on the consequences of not changing their habits.

- **Aging infrastructure**

Aging infrastructure does not compete well with public health and prisons, and other issues. The technology exists for better east-west traffic flow, simply by synchronizing traffic signals, but it's considered too expensive. We do a good maintenance by filling potholes, but not well in replacing our aging infrastructure. Same with aging buildings in downtown Fresno—the place is blighted and there are slumlords. Infrastructure improvements are connected to areas with income that are adequate to support shopping and the economy. Downtown Fresno is a transit center, but the land use and transportation mix downtown is not letting it work well and sprawl is another issue. We need more transportation connections, but decision-makers do not consider transportation in their land use decisions; rather they find more reasons to exempt the general plan than reasons to follow the plan; these politicians rarely consider the impact of land use on transportation.

- **Stable funding**

Reduced funding relates to low gas tax rate and the impacts of fuel efficient vehicles on decreasing revenues. We need to educate the public that everyone needs to help each other in this area. A few could not support tax increase in the State with the highest taxes (VLF is

increasing soon). We should consider taxing the gross polluters like the trucks that use our roads, and be more creative on spending money wisely (less wasteful). We would feel better if taxes spent on transportation improvements. Interest on bonds is taking money that could be spent on roads and other transportation improvements. Just return the tax dollars to Fresno if collected in Fresno, using money collected locally—locally. And spend it as fast as we can spend it, and not wait five years to start these projects. There are very few bike lanes, and that's why I sold my bicycle.

- **Preserving natural resources**

Fresno needs more bike lanes, showers, etc. as it is not a bicycle-friendly town. Even after a \$5M improvement in the AMTRAK station, there are fewer riders today. We should have spent the \$5M on bicycle improvements or CNG buses. We would like to see the state buy cleaner vehicles first. We need more information out there to inform the public.

- **Low-density development**

Sprawl is an issue with low-density development encroaching on agriculture, an issue based on developers and speculation on cheap land. Low-density development makes us all travel further for services and jobs. The general plan stops sprawl at the edges but it is spilling it the edges because developers get what they want from the decision-makers. The only way to stop this is to file lawsuits under CEQA, and Caltrans has to file lawsuits on traffic impacts of these developments. We need more Community Development Block Grants (CDBGs) to offset costs to developers in downtown Fresno, and we also need to ensure the Economic Development Corporations spend these CDBGs wisely. The issue is following the general plan in place and better use of funds.

- **Energy supply**

This is about fuel efficiency, alternative fuels, and active transportation modes. Accessibility to alternative fuel stations is an issue here and around the state, and the distribution of hydrogen and hybrid plug-ins are a huge issue. We need more State incentives for fuel efficient vehicles, like carpool lanes for hybrids.

- **Air quality**

Air quality remains a big issue in Fresno and at the front of all concerns. Air quality in the valley gets really bad in summer, combined with 105-degree temperatures, and makes life dangerous for children with asthma. Fresno is in the top-five worst for air quality in the nation, with mold in the winter, and ozone and dust in the winter. As the population increases, traffic goes up and along with agriculture leads to worse air quality.

Meeting the Transportation Challenges, 2035 Planning Horizon Written Comments and Notes on Discussion by Caltrans staff

1. Addressing Climate Change

- Need to increase bike lanes.
- More incentives for purchasing green vehicles.

- Make sure climate issues are of utmost concern when making any transportation changes.
- Make public more aware of other means of transportation and make it easy to get to.
- Greenhouse gas emissions are very important.
- Make cleaner burning fuel available; a choice.
- We lose 2” of land each year, so sinking houses are more an issue here than sea-level rise. People here are not worried about 2035.

2. Growing Greener

- Reduce urban sprawl
- Increase incentives that bring “green” to the region.
- More incentives for purchasing green vehicles
- Stop urban sprawl – stick to the general plan.
- Bike lanes
- If clean air is such an issue, then make sure any new modes of transportation are “green.”
- More incentives for recycling for a friendly environmental impact.
- Suggestion: mass transit system for public now riding buses, etc. Like Los Angeles has the Metro system and works quite well.
- The government needs to become our example. If they use more eco-friendly products/services, then we will start to see the effect trickle down.
- Sensitive solutions I feel would be to provide bus service between Fresno and the outlying cities.
- Plan our housing around transportation instead of the opposite, transportation should come first before building new developments.
- The number one issue is stopping sprawl. Real change like bike lanes, stations, and showers, and better lighting would get more people to ride bicycles. We don’t need to widen the roads for bikes; we just need to think about painting a white stripe for bikes. The huge issues here are ensuring that buses carry more than two bicycles, or two wheelchairs. There is no connectivity between modes.
- **AQ is at the front of all concerns in Fresno because it’s so bad in this natural “bowl” of a valley. We are number one in the nation in asthma-related deaths.**
- Let’s at least try not to make it worse.

3. Building Partnerships

- Reach out more to the public for input.
- Better representation; more community involvement and partnership.
- Better cooperation with local planning commissions and city councils.
- Involve community members in planning.
- Connecting seniors who ran our country before with the youth who will be.
- Distribute funds more efficiently.
- Build a partnership between the cities for transportation and efficient land use.

- New and old need a partnership, new development with old development, don't forget the old buildings, stop always allowing new development when older is available.
- Different responses to potholes depending on income-levels (we can determine the income levels of neighborhoods by the state of the transportation surface). We can get more done if we partner regionally and locally. We need fair allocation of funding that is available, need State and Caltrans to help us locally.
- Clovis succeeds because it is a more tight-knit community, Fresno is more fragmented.

4. Investing Strategically

- Build or dedicate one lane of Highway 99 to trucks.
- Get creative. Draw on more community involvement. More town hall meetings. Dialogue.
- Need those put in place (who are local) to make decisions for the best of their community (city) and able to coordinate (state wide) for the good.
- Major public transportation should be improved on, such as travel to other cities via public transportation.
- I feel they should invest in all fuel-efficient buses.
- Making it easy for lower income families to invest in these companies.
- Invest in the future and progressive methods when existing methods need replacement, i.e., greener buses.
- Fresno feels that they are not getting fair-share of attention from the State, even though it is California's fifth-largest city it does not get fifth-largest funding. San Joaquin is largely underrepresented at the State level. Since Fresno is not getting its fair share of the funding over the years, our infrastructure is behind everyone and our needs are even greater.
- We want to see the High Speed Rail (HSR) come through this area, but we also want something as simple as express buses from Clovis to Fresno that have more efficient schedules.
- The only way to get from outside Fresno to downtown is by car.

5. Providing Mobility Choices

- Bike lanes! Sidewalks! Better planning.
- Make it easier to travel by bike. Give incentives for public transport. Tax those who use the freeways most.
- Provide better and more available public transportation.
- Thinking through and having others (outside the plan) running the scenarios thoroughly.
- Need to have more transportation options for the disabled, blind, elderly, etc.
- We need streets, sidewalks and bike lanes improved to get more people to use other modes of transportation than by driving.

- Better equipped buses for elderly and bike riders (more seats for elderly/disabled; more bike racks available on busses).
- We need bike lanes, a reliable bus system, synchronized lights and revised speed limits according to volume.
- We need some sort of main route east to west in Fresno.
- Plan for the unexpected, prepare for population increase even if it doesn't happen.
- Fear of safety and security are huge impediments to alternative transportation in Fresno.
- Need more east-west connectors (Shaw and Herndon Avenues east-west, and Blackstone and Cedar Avenues and Hwy 99 north-south). There are so many impediments to mode choice, how can we possibly fund all the solutions.
- Consider incentives, like higher parking fees downtown, as there would be more people riding transit. If we get more people to change, it will spread.

6. Missing Issues:

- Increase bus service to other cities; better planning with more proactive, forward thinking; improving safety and allocation of resources; and encouraging different modes of transportation.
- Consider creative solutions like tripling the parking fees as an incentive to take transit and reduce single-occupant vehicles.
- Incentives and disincentives could include taxes on some businesses that add to the transportation issues.

POPULATION INCREASE

SAFETY, ACCIDENTS
MAINTENANCE, INFRASTRUCTURE
MAY NEED TOLLS
MORE JUST

NOT INCREASING SIZE OF ROADS
TO MATCH

FRESNO AREA MAY NOT GROW AS
MUCH AS NORTHERN, SOUTHERN CAL.
LACK OF JOBS, SMALL TOWNS MAY DIE
SHIFTING POPULATION LACK OF GOOD RESTAURANTS!
OR HIGH TECH MAY ALLOW LIVING IN FRESNO,
TELECOMMUTING ELSEWHERE
DONT REALLY KNOW !!

AGING POPULATION (AND KIDS)

MISSING SIDEWALKS BY BUS, 105°
HEALTH CARE SPREAD OUT, ACCESS ISSUE
MAY NOT BE ABLE TO DRIVE SAFELY!
HANDI-RIDE - INCONVENIENT; ONLY
2 WHEELCHAIRS ON BUSES
BUS TRIPS TOO LONG FOR ELDERLY
DRIVING BECAUSE TRANSIT NOT SEEN
AS SAFE

GOODS MOVEMENT

RR CROSSINGS BETTER THAN BEFORE
E-VI CROSSING DIFFICULT FOR CARS
99 ONLY 2 LANES ON STRETCHES! SCARY
ACCIDENTS EVEN AFTER IMP'S (152/156
GILROY)

CLIMATE CHANGE

GREEN TECHNOLOGY MORE \$
SPREAD OUT, MORE DRIVING
LOCAL GOV. NOT LEADING BY EXAMPLE
NEED MORE EDUCATION

AGING INFRASTRUCTURE

COMPETES WITH OTHER PUBLIC PRIORITIES
WHAT'S IMPORTANT?
SYNCHRONIZING TRAFFIC LIGHTS - NO \$!!
INEFFICIENT WORKERS!!
DECENT MAINTENANCE, BUT NO UPGRADES
ROTTING BUILDINGS - DOWNTOWN EYESORES
SLUM LORDS
PUSHES PEOPLE TO NEW AREAS, TOWN EDGES
IF DOWNTOWN DECLINES, A PROBLEM FOR TRANSIT
FOR COMMUNITY-BUILDING (COPPER RIVER)
MORE EXPENSIVE TO FIX UP

STABLE FUNDING

RECESSION LESSON → WE NEED EACH OTHER
DONT RAISE GAS TAX - LOOK OUTSIDE
TAX POLLUTING INDUSTRIES, TRUCKING MORE CREATIVE
STOP WASTING TAX \$ - OUT OF CONTROL SPENDING
DONT SPEND GAS TAX ON NON-TRANSPORTATION!
BUT DONT OVER-REGULATE - SCARES BUSINESS AWAY
SPENDING TOO MUCH ON INTEREST
RETURN TO SOURCE ON TAX REVENUE - LOCAL USE
TAKES TOO LONG TO BUILD PROJECTS AFTER FUNDING
IS THERE

PRESERVING NATURAL RESOURCES

NEED TO FIX BIKE CONNECTIVITY
BIKE LANES, BIKE STATIONS, SHOWE
FRESNO NOT BIKE, TRANSIT-FRIENDLY
BUSES NOT CLEAN - BURNING!
MINIMUM STANDARDS OF FUEL EFF.
INADEQUATE EDUCATION

LOW DENSITY DEVELOPMENT

WHO IS SPENDING \$ WHERE
CHOICE OF WHERE TO LIVE, EG.
HARLAN RANCH → ISOLATED
INCENTIVES, DISINCENTIVES NEEDED
CEQA LAWSUITS WOULD WORK /
DEVELOPER FUNDING OF CAMPAIGNS
INFILL - 2 PHASES → DEMOLITION,
CDBG FUNDING - BETTER BUILDING ACCOUNTABILITY

ENERGY SUPPLY

DONT HAVE ACCESS TO ALTERNATIVES
PLOG-IN HYBRIDS
NEED THE FUEL INFRASTRUCTURE
MIGHT BE TOO FAR AWAY
NEED INCENTIVES, NOT ENOUGH YET

ADDRESSING CLIMATE CHANGE

COASTLINE LOSS, SEA LEVEL
RISE → WON'T BE AN ISSUE
UNTIL IT'S BAD

GROWING GREENER

STOP THE SPRAWL
COMMIT TO CHANGES - BIKE
LANES, LIGHTING
JUST DONT STRIPES!!
MORE BIKE RACKS ON BUSES
SIMPLE, INEXPENSIVE CHANGES
JUST DO IT!! ON ALL LEVELS
AQ IS AT THE FOREFRONT
DONT GET WORSE
ALLOCATION OF TIME, RESOURCES

BUILDING PARTNERSHIPS

\$ ALLOCATIONS
EQUITY IN STREET REPAIRS;
DIFFERENCE IN NEIGHBORHOODS
DONT HAVE LOUD VOICES!
FRESNO IS THE POOR
NEIGHBORHOOD IN CALIF. /
LEGISLATURE + CALTRANS
CONSUMER WATCHDOG GROUPS
CLOVIS IS A COMMUNITY - WORKS BETTER

INVESTING STRATEGICALLY

NEED BETTER REPRESENTATION
FOR MORE \$ STATEWIDE
NOT A REASONABLE FAIR SHARE
NEEDS ARE BIGGER
NO BUSES ON WEEKENDS!!
HIGH SPEED RAIL
NO RELIABLE TRANSPORTATION IN
SMALLER CITIES TO LINK TO RAIL
LA METRO, TROLLEYS WOULD BE GOOD
BUT THEY MUST BE USED
PARK & RIDE LOTS FOR TRANSIT
SAFETY FEARS, THOUGH
CHANGING NEEDS
BAKERSFIELD HAS EFFICIENT
E-W EXPRESSWAYS, GRIDLIKE

PROVIDING MOBILITY CHOICES

SAFE PEDESTRIAN CROSSING IS
IMPORTANT
JAYWALKING SCHOOLKIDS! NEEDS
POLICING

REGIONAL ISSUES

DUST STORMS, FOE CLOSURES ON
I-50, 99 - ACCIDENTS!
HAVE LESS CLOUT, LESS \$
UNUSUAL CLIMATE CONDITIONS
COUNTY ISLANDS W/ CITY OF FRESNO →
FUNDING NOT EQUAL,
REZONING → CONFUSING WHO, WHAT YOU'RE VOTING FOR
NEIGHBORHOOD ISSUES, ALLOCATION OF \$
ACCESSIBILITY, ACCESS, SAFETY, CONNECTIVITY E-W
LACK OF AGENCY COOPERATION!
LARGE LAND MASS FOR POPULATION - SPREAD OUT
LACK OF SAFE BIKE ROUTES! BLACKSTONE, HERNDON BAD!
LACK OF CONVENIENT BUSES - TOO LONG, BIKE RACKS FULL
AQ CANT BREATHE IN SUMMER - PARTICULATES, OZONE
ENTIRE VALLEY - AG RELATED, TRANSPORTATION
HAS GOTTEN WORSE!
FRESNO GOOD ON RECYCLING !!
BAD LOCATIONS FOR DEVELOPMENTS - HOW DO YOU GET THERE?
EXPANDING INSTEAD OF CONSOLIDATING
LOCAL PLANNING, COMMISSIONS DONT FOLLOW PLANS!
NEED TO WORK BETTER WITH TRANSPORTATION!

MISSING ISSUES + LAST THOUGHTS

CREATIVITY!! TRIPLE COST OF PARKING DOWNTOWN
LITTLE STEPS
INCENTIVES, DISINCENTIVES - TAXES ON SOME BUSINESSES
SERVICES TO OTHER CITIES
BETTER PLANNING !!

SAFETY
\$ ALLOCATION OF RESOURCES
FAIR ALLOCATION

B5. Los Angeles Focus Group Summary

The focus group in Los Angeles was held at the Los Angeles County Metropolitan Transportation Agency (LACMTA) conference room on May 18th, 2009, 6-8 pm. MIG staff facilitated the meeting and graphically recorded the discussion on wallgraphic paper. The purpose was to comment on the statewide issues addressed in the CTP 2035 Brochure, to identify any missing issues and red flags, and to identify any regional issues unique to Los Angeles or Southern California.

A total of fourteen of fifteen previously committed participants attended the meeting and turned in feedback forms, and two Caltrans staff members attended to observe and take notes. Demographics for the attendees were collected before (as part of Craigslist recruitment) and during the meeting. The following summary is a synthesis of the participants' oral and written responses to the questions they were asked in the meeting.

Trends and Transportation Issues for the 2035 Planning Horizon

Asked to review a list of 10 trends and transportation issues and rate them as being of High, Medium or Low significance in Los Angeles and the Southern California region, participants ranked them in the following order of priority:

1. **Increased population** (*52 million people projected in California by 2035, a 25% increase over 2009 population*)
2. **Stable funding** (*related to the state of the economy, changes to current funding sources, and the need to provide reliable resources for transportation projects, maintenance and upgrades*)
3. **Goods movement** in a global economy (*materials transport including trucking, shipping and rail*)
4. **Ageing infrastructure** (*requiring maintenance, major replacements and/or upgrades of roadways and other transportation modes including rail, transit, bicycle and pedestrian routes*)
5. (Tie) **Low-density development** (*resulting in more driving and more roads required to serve spread-out development and isolated or rural communities*)
5. (Tie) **Ageing population** (*more seniors, as well as a larger youth population, both with higher need for public transit, bicycle facilities and pedestrian amenities*)
6. **Air Quality**
7. **Energy supply** (*related to fuel sources and mode of transportation*)
8. **Climate change** (*related to greenhouse gas emissions (GHG) and global warming*)
9. **Preserving natural resources**

Other (write-in suggestions):

- (3) Safety (noted on three forms, ranked (1)High, (1)Medium and (1)no ranking)
- More efficient public transportation – more Metro rail and bus lines and the Metro rail running later. These lines should not stop at the same time the bars and clubs close! (ranked High)
- Number of bus lines, penetration (ranked High)
- Need for more transit facilities (ranked High)
- Higher residential density near transit routes and stations (ranked High)
- Bus image and cleanliness

Comments related to missing trends or issues uniquely relevant to this region:

- Safety – first priority. Public awareness campaign. Develop new system to call out public transit site and overlay that location coding system with prominent building/business locations. Include that number in advertisements.
- How to get people to use transit. Cannot accommodate much more vehicles.
- MTA should endeavor to invest in forward thinking, visionary as opposed to “same-old” technologies...such as green and renewable power.
- Cost to the consumer. Also, how it will affect taxes.
- The bus should be at minimum competitive with the car in travel time. If the bus is stuck in the same traffic as cars, what’s the incentive?
- Make longer hours and increased frequency
- Provide ‘Safety Value Enforcer’—an additional staff person on each bus to help elderly and enforce cleanliness and rules
- Cleaner buses...but more so
- Provide incentives to ride public transportation such as free stuff—this motivates.
- I would like to see more trucking done at night to dawn.

The following chart shows the distribution of votes among the 14 focus group participants who ranked the trends and issues:

	No. of Votes: High	No. of Votes: Medium	No. of Votes: Low
Increased population	12	2	0
Stable funding	8	6	0
Goods movement	6	8	0
Aging infrastructure	6	6	2
Low-density development	5	5	4
Aging population	5	5	4
Air quality	4	6	4
Energy supply	3	10	1
Climate change	3	7	4
Preserving natural resources	3	6	5

Discussion Notes:

Discussion centered around ways to improve and make the public more aware of the benefits of riding transit. Solutions offered by attendees emphasized the need for educating the public about the benefits, costs, etc. of using transit, especially the environmental impacts.

Climate change is an issue that all attendees are familiar with, but they aren't aware that the State has established specific targets for the reduction of GHGs. Also, defining terms is important. Audience not supportive of toll roads, as the perception was that these would be separate infrastructure that would need to be built (rather than current strategies being considered such as HOT lanes).

52 million people by 2035

- Increase public awareness about availability of transit.
- Expand subway system. It doesn't add to congestion on freeways (like buses do) and provides a relaxing less stressful experience.
- Connectivity to other areas, such as Santa Monica important.
- Image of public transit is an issue; needs to be clean and safe. Also needs to be convenient, frequent and accessible.

Stable funding

- We should invest now for the future.
- Use public-private partnerships, giving business an ownership stake.
- Public frustrated that tax dollars for transportation get used elsewhere; need integrity in the system; don't have confidence that \$'s will be spent as described.
- Raise awareness about increasing population and traffic; will motivate people to take action and approve funding.
- Use marketing campaign to change public perception – using transit is intelligent (not stigmatized)
- Raise social value of transit and desire to use public transportation to get increased funding.
- Tell the public how much it really cost to drive a car (est. at \$.50 per mile?)

Low-density development

- LA so spread out difficult to serve with transit.

Climate change

- Market environmental benefits of transit over cars (note some in attendance did not believe that riding transit would improve air quality; feeling that buses pollute more than cars.)
- Work with large employers/businesses to get them to invest and incentivize their employees to ride transit.
- Use entertainment industry to raise awareness about transit (e.g., Brad Pitt riding a bus!)
- Need to offer incentives that reduce the cost of cleaner vehicles; too expensive for many.
- Transition is slow, but public seems more willingly now to purchase vehicles with increased fuel efficiency/electric vehicles. Willing to pay more because they feel they'll be doing something good for the environment. Concern for the environment is a motivator.

Aging population

- Have someone on each bus that helps passenger, especially the elderly and disabled to get on and off and with bags, etc. This would also increase the perception of safety on buses.
- Expand dial-a-ride services to serve growing needs of seniors.
- More older and younger people driving; need more education on rules of the road for drivers, pedestrians and bicyclists. Who's responsible DMV, law enforcement, etc.?

Goods movement in a global economy

- Concern about impact of goods movement on air quality and on system wear and tear. (Perception that trucks are responsible for a greater percentage of emissions than cars).
- Recognition that trucks provide goods, but need to find ways to move goods with less impact. Reduce trucks on 710 freeway.
- Build rail facility (similar to Alameda Corridor) to accommodate need to transport goods from Port of Long Beach to the Inland Empire.

Energy supply

Use alternative fueled vehicles; look to using solar power and other forms of energy for ancillary transit facilities.

Air quality

Clarify difference between air quality and climate change related issues.

Meeting the Transportation Challenges, 2035 Planning Horizon Written Comments and Notes on Discussion by Caltrans staff

1. Addressing Climate Change

- This can help to build the public image of buses.
- Cleaner buses are great!
- Not an issue I have. I have faith in others that better ideas will come out of the need for this.
- Most LA residents don't know what sea-level rise is – support can be built if public knows they can make a difference.
- Finding different types of energy that are not bad for the climate and air.
- It seems to be important to me of high value with climate.
- Get someone responsible to examine all choices of most efficient energy.
- Create no drive areas and encourage park-n-ride concept.

2. Growing Greener

- Nah. We can wait on this – there's more immediate issues.
- Provide more maintenance and higher fee of penalty if smog checks aren't passable.
- I think this has been a topic for more than a decade.
- Know your demographic!

- Efficient land use is more important than anything else.
- Cleaner burning vehicles for a more affordable price.
- Make streets more safe for cyclists and provide more bike racks around the city.
- Green is the only way or will be in the coming years.
- Make sure MTA is *safe* buses. Address *serious* issues.
- Understanding that population is difficult to serve with transit because LA region is so spread out; need to tie future development and transit together.
- Provide housing that allows for bicycling and walking to destinations.
- How about rideshare Fridays?

3. Building Partnerships

- Money is always good.
- Should be considered.
- Partner with green power industries for the right to power MTA and become their preferred green partner.
- Public and private partnerships.
- Media partnerships. I think the media needs to partner up with Department of Transportation to create a public interest in alternative transportation. Like they do in the California ad campaigns.
- I don't necessarily see point in building partnerships.
- Utilize land not used for Metro.
- Encourage private sector to build transit stations.
- Fund transit by making it a business and offering equity shares.

4. Investing Strategically

- Good idea.
- Partnerships with the private sector.
- Provide more double-decker buses like Europe, especially with population increasing more.
- Wind power! Wind farms!
- Investing is now future.
- I want to see where the money goes, I want to see the evidence that improvements are being made.
- I'm not certain.
- Maximize and utilize all modes of transportation and education.
- Educate the public about the need to maximize all modes in order to serve all needs most efficiently and sustainably!

5. Providing Mobility Choices

- Bus lines should increase their ability to carry more bikes. I've had to alter my travel plans several times because there was no room for my bike.

- Safety, have a moderator, make buses cleaner, longer hours.
- Incentives are great! Follow like the fast food freebies to get people motivated – I would use transportation more with incentives.
- Would be a positive approach to get more riders on public transportation.
- Offer better incentives to carpoolers and bicyclists.
- More choices – better transportation!
- This is probably highest on my priority list, I hate that everybody is so spread out. I want things to be more convenient to where I live or at least make it easier for me to get to. UNDERGROUND transportation is the key to solving many of the problems.
- ‘Bus Street’ for buses only is a great idea.
- Choosing the most efficient routes and streets to use for different modes of transportation.
- Create bus only lanes for faster, efficient service that can compete with cars.
- Offer more after-hours transit; allows night owls to get around and those employed in off hours.
- Advertise riding transit as part of an event, an experience; make it a cool thing to do!
- Offer free public transit one day a week to get more people to try it.
- Reduce the cost of riding transit rather than investing in new facilities or expanding highways. If the transit was only 25 or 50 cents, we might get the numbers needed to increase service.
- All buses need bike racks.

POPULATION INCREASE

- ▶ **TRAFFIC!**
 - MAY LEAD TO ↑ PUB. TRANSIT USE
 - CROWDED BUSES
- ▶ WHERE WILL PEOPLE GO?
 - HOW WILL THEY GET THERE?
- ▶ CONSIDER UNDERGROUND TRANSP.
- ▶ EXTEND SERVICE HOURS / FREQ.
- ▶ INCREASE PUBLIC AWARENESS // PROMOTE METRO NET!
 - BUSINESSES SHOULD ADVERTISE CLOSEST TRANSIT STOP
- ▶ PROVIDE MASS TRANSIT BTWN HIGH-GROWTH AREAS + EMPLOYMENT CTR.
- ▶ HI-DENSITY GROWTH AROUND TRANSIT
 - PLAN TRANSP. + DEVELOPMENT TOGETHER! (TOD)
- ▶ CONSIDER ↑ IMMIGRANT POP.

AGING INFRASTRUCTURE

- ▶ CONNECTIVITY
- ▶ ABOVE/UNDERGROUND SOLUTIONS **EXPENSIVE!!!**
- ▶ USE EXISTING INFRASTRUCTURE
 - RETROFITS!
- ▶ MUST INVEST NOW
- ▶ PROVIDE ^{QUICK} DIRECT ROUTES
- ▶ RULES OF THE ROAD (BIKES/PEDS/CARS)

FUNDING/INVESTMENT

- ▶ PUBLIC-PRIVATE PARTNERSHIPS
- ▶ PUBLIC AWARENESS RE SEVERITY OF ISSUES
- ▶ TAX THE ROADWAYS (TOLLS)
 - WHICH OUT FOR LEAKS LIKE ISSUE
- ▶ TRANSPORTATION BOND MEASURES
- ▶ FUND RAISING
 - DEBT/STOCKS
- ▶ ANALYZE COST OF DRIVING VS. TRANSIT (LONG-TERM)
- ▶ INCENTIVES FOR NOT DRIVING
 - CHARGE DRIVERS; SUBSIDIZE TRANSIT
- ▶ MAKE SURE \$\$ GOES WHERE ITS SUPPOSED TO GO!!!
- ▶ PROMOTE RIDERSHIP TO INCREASE REVENUE
 - GET THE INDUSTRY TO PROVIDE THE IMAGE OF TRANSIT!
- ▶ LOS COMES FROM ENTERTAINMENT INDUSTRY ADVERTISING

CLIMATE CHANGE

- ▶ NEW BUSES ARE MUCH CLEANER THAN BEFORE
- ▶ CONSIDER CARBON FOOTPRINT OF THE WHOLE PRODUCTION/TRANSPORTATION CYCLE
- ▶ GREENER/CLEANER VEHICLES NEED TO BE MORE AFFORDABLE!
- ▶ IS UNDERGROUND TRANSIT CLEANER?
- ▶ MARKET PUB. TRANSPORTATION AS A SOLUTION FOR COMBATING CLIMATE CHANGE

AGING POPULATION

- ▶ TRANSIT NEEDS TO BE SAFE
- ▶ ENCOURAGE ACTIVE LIFESTYLES FOR SENIORS (WALKING!)
- ▶ COMFORT FEATURES
- ▶ PLACES TO PUT THINGS
- ▶ GUARANTEED SEATS
- ▶ HAVE A SERVICE EMPLOYEE ON BUSES / ALSO SECURITY ENFORCEMENT PROVIDES JOBS!
- ▶ DEDICATED BUSES FOR SRG OR DEDICATED SECTIONS
- ▶ REQUIRE SEATING PRIORITY TO SENIORS
- ▶ EXPAND/IMPROVE RIDE-SHARE/ PARATRANSIT

GOODS MOVEMENT

- ▶ FID CORRIDOR EMBODIES THESE ISSUES
- ▶ THINK ABOUT TRUCKS / DELIVERY SYSTEMS + THEIR IMPACTS
- ▶ HOLD TRUCKING COMPANIES ACCOUNTABLE
- ▶ INCENTIVIZE CLEAN TRUCKING TECH.
- ▶ RAIL SOLUTIONS / NON-TRUCK SOLUTIONS TO CONNECT PORTS TO INLAND DISTRIB. CTRS.

ENERGY SUPPLY

- ▶ SOLAR POWERED BUSES
- ▶ USE OF SOLAR / ELECTRIC FOR AUXILIARY FEATURES (ON-BOARD SYSTEMS)
- ▶ HIGH GAS PRICES ALLOW ALTERNATIVES TO EMERGE
- ▶ PARTNER WITH RAIL RIGHTS-OF-WAY INTERESTS; ENERGY LAND USES

AIR QUALITY

- ▶ INCENTIVIZE GREEN VEHICLES; PROGRAMS

How to overcome bureaucratic impediments?



REGIONAL ISSUES

- ▶ MAKE SHARED STREETS SAFER! (CARS/BIKES/PEDS)
- ▶ DIFFICULT TO UNDERSTAND BUS ROUTES
- ▶ INLAND EMPIRE = FASTEST GROWING AREA → TRAFFIC IMPLICATIONS!
- ▶ NEED MORE TRANSPARENCY FROM METRO ON PLAN FOR LIGHTRAIL
- ▶ LOVE/DEPENDENCE ON AUTOS
- ▶ CREDIBILITY/RELIABILITY OF TRANSP. AUTHORITIES
- ▶ IMAGE OF LA: iCARS → INCREASE SOCIAL VALUE OF NOT DRIVING!
- ▶ FID FREEWAY IS SCARY/DANGEROUS
- ▶ LOTS TO DO W/ GOODS MVMT

OTHER ISSUES

- ▶ PUBLIC TRANSPORTATION = UNAPPEALING/UNSAFE
- ▶ MUST MAKE IT CONVENIENT - SAFE - ATTRACTIVE!

METRO BUS CARBON CYCLE WALK SUBWAY

B6. Redding Focus Group Summary

The focus group in Redding was held at the Shasta County Public Library on May 21st, 2009. MIG staff facilitated the meeting and graphically recorded the discussion on wallgraphic paper. The purpose was to comment on the statewide issues addressed in the CTP 2035 Brochure, to identify any missing issues and red flags, and to identify any regional issues unique to Redding or Northern California.

All eleven previously committed participants attended the meeting and turned in feedback forms, and three Caltrans staff members attended but did not participate. Demographics for the attendees were collected before (as part of Craigslist recruitment) and during the meeting. The following summary is a synthesis of the participants' oral and written responses to the questions they were asked in the meeting.

Trends and Transportation Issues for the 2035 Planning Horizon

Asked to review a list of 10 trends and transportation issues and rate them as being of High, Medium or Low significance in the Central California region, participants ranked them in the following order of priority:

1. **Stable funding** *(related to the state of the economy, changes to current funding sources, and the need to provide reliable resources for transportation projects, maintenance and upgrades)*
2. **Aging population** *(more seniors, as well as a larger youth population, both with higher need for public transit, bicycle facilities and pedestrian amenities)*
3. **Goods movement** in a global economy *(materials transport including trucking, shipping and rail)*
4. **Preserving natural resources**
5. (Tie) **Aging infrastructure** *(requiring maintenance, major replacements and/or upgrades of roadways and other transportation modes including rail, transit, bicycle and pedestrian routes)*
5. (Tie) **Low-density development** *(resulting in more driving and more roads required to serve spread out development and isolated or rural communities)*
6. **Increased population** *(52 million people projected in California by 2035, a 25% increase over 2009 population)*
7. (Tie) **Air Quality**
7. (Tie) **Climate change** *(related to greenhouse gas emissions (GHG) and global warming)*
8. **Energy supply** *(related to fuel sources and mode of transportation)*

Other (write-in suggestions; all rated High)

- Economy and sustainability of rural communities
- Land of the free so why so expensive to live?
- Urban sprawl
- Crowding

- Need for more rail use for goods and people moving
- Making public transit and active transportation modes “*more appealing*”
- Community involvement is essential!

Comments related to missing trends or issues uniquely relevant to this region:

- Wider roads and sides of the road—nowhere to pull over and you need somewhere to go.
- The rural viewpoint. Don’t saddle us with an urban footprint for rural areas and expect to make it work.
- Drill for oil statewide. Tax it! Oil prices down. Revenue up. Many problems solved.
- Impact of large number of low income households in rural Northern California.
- All of the electric lines throughout the city—why not underground?
- Lack of sidewalks in many communities.

The following chart shows the distribution of votes among the 11 focus group participants:

	No. of Votes: High	No. of Votes: Medium	No. of Votes: Low
Stable funding	9	1	1
Aging population	9	0	2
Goods movement	8	3	0
Preserving natural resources	7	3	1
Aging Infrastructure	6	4	1
Low Density Development	5	6	0
Increased Population	5	5	1
Air Quality	5	4	2
Climate change	4	7	0
Energy supply	4	4	3

Discussion Notes:

Similar to the Los Angeles focus group, the discussion heavily focused on public transit. The participants felt that their current bus system was not effective for a rural area. They recommended getting more community input to improve the transit situation. They thought that in a less populated rural area, smaller buses or vans with more targeted routes would be more effective. Ride share programs also might be a good alternative in rural areas.

Attendees tended to believe that by 2035 there will be a solution to climate change. Their biggest fear with Climate change was with increased frequency and severity of forest fires. The attendees would like to find solutions to problems like climate change and low-density development, however, they believe people should be able to live in rural areas if they choose that way of life. Attendees also didn't seem to understand transportation funding.

52 million people by 2035

- More congestion on I-5
- More congestion will lead to more accidents
- There aren't many bridges in Redding. It will be even harder to get across the river. The bridges are a big bottleneck.
- Transit not available to pockets of isolated people in rural places. Isolated pockets are often populated by low-income people.
- Limited bikeway system
- Lack of transit impacts the senior population
- There's a lack of resources for improvements
- Lots more cars on the roads causes health issues.
- Ride Share programs would help areas like Redding. Need incentives from the State for programs like Ride Share or employer incentives. Match people up for Ride Share and have procedures when someone has an emergency and needs a ride home.

Aging population

- Very dark at night in rural areas. Seniors can't see signs and fog lines. Need more safety features to help Seniors.
- Retirement areas aren't planned in appropriate areas. Need better planning for these kinds of developments.
- Extreme weather conditions in Redding cause more safety issues.
- There will also be more young people, so need more buses.

Goods movement in a global economy

- Trucks on I-5 really impact Redding. Trucks tear up the road and cause safety issues.
- Need more lanes to deal with the truck traffic and more turnouts.
- Need to use the railroad more to carry goods
- Need more safety inspections on trucks.

Climate change

- Climate change leads to more forest fires in already fire prone area.
- Need reporting system for cigarette litterers (major cause of fires)
- Need more fueling stations for alternative fuel vehicles
- People still want the independence of cars so need more infrastructure for alternative fuel vehicles.
- Make I-5 electric
- Needs to be easier for alternative modes. Alternative modes need to be convenient and safe.

- Consider a bullet train like in Japan
- Need affordable ways to move goods to rural areas
- Consider programs like if you drive a certain number of miles, you need to plant a tree
- Reuse methane from farms
- Rural people have to travel longer distances so they shouldn't be penalized. People in rural areas also having lower incomes.
- Some cars you can't use biodiesel or it will void the warranty
- Need more education on how people can help the earth. Need more incentives for things like moving closer to work.

Aging infrastructure

- Older roads aren't as safe, no shoulders and not multi-modal
- Lack of sidewalks and bike lanes
- Need better placement of sidewalks to encourage walking for short distance travel
- Need bike and ped bridges
- Need more bike rack and bike lockers around the city to encourage to people to use their bikes more.
- Need more bus shelters
- Need better coordination when improving infrastructure, projects aren't all happening at the same time
- Need more warnings on bad roads
- Use different materials to make roads last longer – like in Arizona
- Use new technology – don't keep rebuilding the same way

Stable funding

- Consider toll ways, but with accountability about where the money is going
- Money shouldn't be stolen from infrastructure for other uses
- Tax people with too many cars

Preserving natural resources

- Need programs where you can rent an SUV or big truck for when you need one, but you don't have to drive it all the time.
- Not much air service in Redding
- Also important to protect cultural resources – roads often follow Indian trails
- Waterways are very important in Redding

Low-density development

- More public transportation would help, but people don't ride the bus in Redding. They cut routes and stops
- May need smaller buses and community vans.
- Get more input from the community on what kind of transit service would work best.
- Fit the transit needs to particular communities

- Need essential services (ex. Grocery stores) near where people live so they don't have to drive to big box stores like Wal-Mart
- Need to plan for other modes of transportation like Segways

Energy supply

- Use byproducts of agriculture for fuel sources.

Air quality

- Plant more trees
- Build with non-polluting materials
- Fires cause very bad air quality. Sacramento's bad air comes to Redding and causes health issues.
- People won't want to ride bikes and walk if air quality is bad
- Transportation should help people to live in rural areas where they want to live.
- Need services in rural areas like high speed internet and cell phone services, so people don't have to drive everywhere.
- Provide services to smaller communities – not just the I-5 corridor
- Create jobs locally

Meeting the Transportation Challenges, 2035 Planning Horizon Written Comments

1. Addressing Climate Change

- Continue to conserve important areas & not expanding things just because it's the "American" thing to do. Must go smaller – create communities closer together.
- Increase of summer temperatures related to wild fires.
- Expand alternative fuel stations. Using more or other ways for transportation (i.e., light rail, bullet train, etc.)
- Increased forest fires impact northern California transportation issues.
- I'm an optimist – we have enough land for the automobiles, not the best outline for roadways though.
- Global problem. China's pollution and fires impact this area.
- Just keep dry grass away from the roads.
- Get everyone involved. Education on best ways to help the environment.
- Electric highways.
- This area already has an extreme climate, especially extreme summer heat – climate will only exacerbate our problems.

2. Growing Greener

- Buses can “go green.” Taxi service affordable, practical?
- Use of new science to change to better efficiency.
- Focus on other alternative fuels besides in cars (i.e., airplane, boats/ships, buses, etc.). Investment in scientific studies.
- Need more scientific funding, new technologies.
- In future smaller community oriented solutions will be better.
- Solutions that result in people not having to drive to Bay Area.
- Reuse materials in road construction (like recycling of old tires).
- User friendly for everyone, not more taxes for us. Use what we know.
- The natural beauty is the main attraction in this area – for tourism and residents – so maintaining that is essential.

3. Building Partnerships

- Inform community of increases in traffic and reasons. Create more jobs through transportation and at same time being conscious of environment and community.
- Community involvement in deciding its own needs.
- Help bring in new businesses.
- Keep having these types of meetings on all levels.
- Community involvement in land use planning.
- Compensate those who have houses next to new roads or have had a new road built on their land.
- Utilize business partnerships to build rideshare pools, incentives, etc.
- Car pool lanes and truckers’ own lane and stay in it as separate road for them.
- Working with local groups can help provide direction to solutions that would be most beneficial in that location.

4. Investing Strategically

- Make sure the people know where the money is going. Implement transportation that assists the most people (look at trends/costs/people’s income) – what can they spend?
- Safety
- Government use of money, taxes, fundraising.
- Wider freeways and highways. Prepare for the future influx of motorists.
- No new public taxes.
- Involve community members in the planning to utilize the money the best way possible.
- Roads going over or under railroad crossings or freeways instead of intersections and stopping.
- Even though it might cost more, a project should be designed for the long term and all uses.

5. Providing Mobility Choices

- More sidewalks! More bike racks! See more bikes!
- Provide variety of modes depending on distance.
- Providing more options for mobility as well as more access for existing options (i.e., sidewalks, bike lanes, etc.) Consider safety for all modes of transportation.
- Clearer street plans and schematics.
- Safety first so people have “true” mobility choices.
- Make these choices easier and more appealing. Make bikes more easily available and comfortable for those that aren’t in excellent shape.
- The more options offered, the greater the chance that less cars will be on the road.
- Local (smaller) buses to connect to city buses.
- Yes, this is essential to the health and well-being of people and the environment – very important.

CTP 2035

REGIONAL FOCUS GROUP, REDDING CA
MAY 21, 2009

INCREASE POPULATION

- MORE PEOPLE ON THE ROAD IMPACT ON CURRENT SYSTEMS
- INCREASED CONGESTION ^{TRAVEL TIME INCREASES} MORE ACCIDENTS
- POCKETS OF POP. FAR FROM FREEWAYS. ISOLATED COMM. "HOW DO YOU GET TRANSPORTATION THERE?"
- PUBLIC TRANS.; BIKES... => LONGER HOURS
- LOW INCOME POPS
- SAFETY
- COSTS... FINANCES (FIX)
- PLAN IMPROVEMENTS BEFORE INCREASES OCCUR
- HEALTH ISSUES
- NATURAL BEAUTY
- PROPER INFRASTRUCTURE
- INCENTIVES FOR PROGRAMS LIKE "RIDE SHARING"

AGING POPULATIONS

- BETTER SIGNAGE. BETTER LIGHTS. BETTER ROADS.
- CONSIDERATION OF SENIORS IN PLANNING EFFORTS
- TRANSPORTATION OPTIONS FOR SENIORS YOUTH
- INCREASED POSTS + STOPS
- CENTRALIZED STOPS - SAFETY ISSUES OF FREQUENT STOPS

GOODS MOVEMENTS

- TRUCK TRAFFIC (SEMI)
- ADDITIONAL LANES. RELIEVE SLOW TRAFFIC. MORE TURN-OUTS
- RAIL ROAD USE FOR TRANSPORTATION OF GOODS. IMPROVE INFRASTRUCTURES (IMPROVE CROSSINGS)
- SAFETY INSPECTIONS OF ALL TRUCKS
- AFFORDABLE METHODS OF TRANS OF GOOD

CLIMATE CHANGE

- ROADWAY FIRES / FOREST FIRES - CONCERNS IN INCREASES. INCREASE FINES?
- FLOODING. IMPACTS ON ROADS. IMPROVEMENTS.
- ALT. FUELS OPTIONS (BIO DIESEL) ETC
- I-5 TO BE ALL ELECTRIC?
- INCREASING OBTAIN AND MAKE ALT MODES SAFER AND CONVENIENT.
- "BUILD TRAINS" CONNECTING COMMUNITIES
- HOW DO WE DEAL WITH POLLUTION AT A REGIONAL AND GLOBAL LEVEL.
- MITIGATE "YOUR" TRAVELS (FAIRNESS)
- METRAN... FARM, HOMES OTHER ISSUES THAN CARS. MORE PERSONAL RESPONSIBILITY

AGING INFRASTRUCTURES

- UTILIZING EXISTING SYSTEM
- RAILS...
- NOT AS SAFE. NOT AS PED/BIKE FRIENDLY
- LACK OF SIDEWALKS. PROPER PLANNING OF SIDEWALKS
- OVER FREEWAY CROSSINGS (PED/BIKES) IMPROVEMENTS TO EXISTING TO INCLUDE
- BIKE PARKING (RACKS, LOCKERS)
- BUS SHELTERS
- COORDINATION, PROVIDING ALTERNATIVE DETOURS,

- PREVENTIVE MAINTENANCE. ONGOING.
- KEEP SAFE
- MATERIALS USED SHOULD LAST LONGER
- IMPACTS OF SERVICE LOWER TOLERANCE
- RECYCLED RUBBER => LAST LONGER BETTER EFFICIENCIES
- LONGEVITY OF PROJECTS.

STABLE FUNDING

- TOLL WAYS (ACCOUNTABILITY OF WHERE \$B GOES)
- UTILIZE MONEY FOR GOOD DECISIONS
- USE MONEY FOR TRANSPORTATION (PUBLIC KNOWLEDGE)
- HOUSEHOLD VEHICLES (INCENTIVES?) # PER PERSON.
- SUPPORT BY PRIVATE BUSINESSES
- "CAR SHARE" OPTIONS LOW COST RENTALS
- FUND RAISERS. IN-STORE DONATIONS YEARLY... VOLUNTARY
- BETTER MANAGEMENT OF FUNDS
- MORE INFO ON OPTIONS TO HELP

PRESERVING NATURAL RESOURCES

- LEASING OF VEHICLES ONLY WHEN NEEDED (CAR/BIKE SHARING)
- ALT. FUELS FOR AIR PLANE
- CULTURAL RESOURCES PRESERVATION
- MAINTAINING WATERWAYS CLEAN
- INCENTIVES FOR WATER REDUCTION

LOW-DENSITY DEVELOPMENT

- PUBLIC TRANSPORTATION TO AREAS (STOP CUTTING)
- SMALLER BUSES TO LD AREAS (COMMUNITY INVOLVEMENT TO IDENTIFY NEEDS)
- HOW DO YOU DEAL WITH THE URBAN CYCLE? IDENTIFY COMM NEEDS
- MAKE IT A LIVABLE COMMUNITIES (MAKE AFFORDABLE OPTIONS AVAILABLE)
- PROVIDE VARIOUS OPTIONS FOR ALL (SENIORS... YOUTH...) MEET NEEDS
- PLANS FOR ALT. MODES OF TRANS (SEGWAYS... ETC) @ THE LOCAL LEVEL

ENERGY SUPPLY

- FOREST PRODUCTS USE FOR BIO FUELS AG PRODUCTS (LOCAL BIO WASTE)
- COOPERATIVES TO PRODUCE

AIR QUALITY

- PLANTING OF MORE TREES
- USE ON NON-POLLUTING OPTIONS (BIKES... ETC)
- AFFECTS OF SACRAMENTO AND FIPES (HOW DO WE DEAL WITH THIS?)
- HEALTH ISSUES RELATED TO
- IMPACTS OF ACTIVITIES ONE PARTICIPATES IN BECAUSE OF AIR Q.

PROVIDING MOBILITY CHOICES

- SAFETY ASPECTS OF ALT. TRANSPORTATION NEED TO MAKE SAFER TO ENCOURAGE USE.
- STILL NEED TO PROVIDE FOR LARGER VEHICLES

INVESTING STRATEGICALLY

- PROVIDING SERVICES TO SMALLER COMM. HELP MEET NEEDS
- GOV. USE OF \$B
- CREATE LOCAL JOBS (KEEP JUST HERE)
- DO NOT "OVER HANDED" JOBS

BUILDING PARTNERSHIPS

- TIE IN TO ECONOMIC DEV. GROUPS
- HELP BRING IN NEW BUSINESSES

ADDRESSING CLIMATE CHANGE/ GROWING GREENER

- GREENER THAN GREEN BUSER
- INVESTMENT IN THE FUTURE \$B

REGIONAL ISSUES

- CROSS TRAFFIC @ RIVERS (BRIDGES) - BOTTLE NECKS
- NARROW ROADS IN MORE RURAL AREAS
- PROTECTION OF NATURAL RESOURCES
- EXTREME WEATHER -> HIGH WINDS RAIN FOG COLD (ICE)
- I-5 IMPACTS OF GOOD MOVEMENTS (SEMI TRUCK) SAFETY ISSUES + MAINTENANCE
- SLOW TRAFFIC @ MOUNTAINS DUE TO SEMI TRUCKS
- STAGED CONSTRUCTION. PHASING.
- CONCERNS IN FIPES NEXT TO FREEWAYS
- CHOICES IN ALT. FUELS
- IMPACTS OF FUTURE ELECT. LINES
- HILLTOP - PED CROSSING + IMPROVED SAFETY (GOOD FLASHING LIGHTS)
- EVERY BODY NEEDS TO DO THEIR PART.
- PROTECTION OF CULTURAL RESOURCES (ROADS, TOWNS, HISTORICAL MONUMENTS)
- TRIBAL ISSUES. HOW CAN TRANSPORTATION HELP PROVIDE SERVICES
- CELL PHONE/ HIGH SPEED INTERNET (LACK OF)

Appendix C: Demographic Profile of General Public Focus Group Participants

Following is an overall profile of participants (36 total) in all three regional general public focus groups (Fresno, Redding, and Los Angeles), broken down by the demographic and transportation use categories that were specified in the recruitment questionnaire to comply with Title VI of the Civil Rights Act of 1964, Nondiscrimination in Federally Assisted Programs.

Age:

Under 40: 21
Over 40: 15
(including
60+: 2; 70+: 1

Gender:

Female: 20
Male: 16

Residential Area Size:

Large Urban (>250,000): 20
Moderate Urban (50,000 - 250,000): 13
Small City or Town (<50,000): 3
Rural: 1

Race:

African American/Black: 4
African American/Hispanic: 1
Asian/ Pacific Islander: 4
Hispanic: 6
American Indian/Alaskan Native: 0
White (non-Hispanic): 20
Other (unidentified): 1

Education:

High School Graduate: 3
Currently in College: 5
Some College: 10
Associate Level Degree or Technical
Certification: 5
Bachelor's Degree: 9
Post-Graduate Degree: 4

Primary Mode of Transportation/Frequency of Use

(Note: Most participants utilized more than one form of transportation, on average about three. The information below shows primary mode of transportation. Secondary and other modes included walking, transit/bus, bicycle, motorcycle, rideshare, Cessna airplane. Only three participants named a single form of transportation used - driving their own automobile on a daily basis; all of these were Fresno residents.)

Auto: 30

Walking: 3

Public Transit: 1

Bicycle: 0

Other: 2

(Skateboard: 1; Commercial trucking: 1)

Disability: 0

Income: (only 21 respondents out of 36)

Less than \$21,200: 12
More than \$21,200: 9

Following are individual demographic profiles of each of the three focus groups.

Fresno Focus Group Demographics

Age:

Under 40: 7

Over 40: 3

Gender:

Female: 7

Male: 3

Residential Area Size:

Large Urban (>250,000): 9

Moderate Urban (50,000 - 250,000): 1

Small City or Town (<50,000): 0

Rural: 0

Race:

African American/Black: 1

African American/Hispanic: 0

Asian/ Pacific Islander: 0

Hispanic: 3

American Indian/Alaskan Native: 0

White (non-Hispanic): 6

Other (unidentified): 0

Education:

High School Graduate: 1

Currently in College: 0

Some College: 7

Associate Level Degree or Technical
Certification: 0

Bachelor's Degree: 0

Post-Graduate Degree: 2

Primary Mode of Transportation

Auto: 8

Walking: 1

Public Transit: 1

Bicycle: 0

Disability: 0

Income:

Less than \$21,200: 6

More than \$21,200: 4

Los Angeles Focus Group Demographics

Age:

Under 40: 8
Over 40: 7
(including
60+: 2; 70+: 1

Gender:

Female: 7
Male: 8

Residential Area Size:

Large Urban (>250,000): 11
Moderate Urban (50,000 - 250,000): 4
Small City or Town (<50,000): 1
Rural: 0

Race:

African American/Black: 3
African American/Hispanic: 1
Asian/ Pacific Islander: 3
Hispanic: 2

American Indian/Alaskan Native: 0
White (non-Hispanic): 6
Other (unidentified): 0

Education:

High School Graduate: 1
Currently in College: 2
Some College: 3
Associate Level Degree or Technical
Certification: 2

Bachelor's Degree: 5
Post-Graduate Degree: 2

Primary Mode of Transportation

Auto: 13

Walking: 1

Public Transit: 0

Bicycle: 0

Other (Skateboard): 1

Disability: 0

Income: No respondents

Redding Focus Group Demographics

Age:

Under 40: 6

Over 40: 5

Gender:

Female: 6

Male: 5

Residential Area Size:

Large Urban (>250,000): 0

Moderate Urban (50,000 - 250,000): 8

Small City or Town (<50,000): 2

Rural: 1

Race:

African American/Black: 0

African American/Hispanic: 0

Asian/ Pacific Islander: 1

Hispanic: 1

American Indian/Alaskan Native: 0

White (non-Hispanic): 8

Other (unidentified): 1

Education:

High School Graduate: 1

Currently in College: 3

Some College: 0

Associate Level Degree or Technical
Certification: 3

Bachelor's Degree: 4

Post-Graduate Degree: 0

Primary Mode of Transportation

Auto: 9

Public Transit: 0

Walking: 1

Bicycle: 0

Other (commercial truck): 1

Disability: 0

Income:

Less than \$21,200: 6

More than \$21,200: 5

Appendix D: Written Comment Forms

California Transportation Plan 2035

Focus Group: April 16, 2009, 9-11 am

Name: _____

Organization: _____

Contact Information: _____

Thank you for participating in this Focus Group to address the development of the CTP 2035 and to provide feedback on the policy framework, addressing current and projected trends and challenges through the 2035 planning horizon.

The CTP 2035 is a 20-year plan for all Californians that will address transportation as a focal point for sustainability and quality of life. The plan will provide a long-range policy framework (on the back of the CTP 2035 Fact Sheet handout) for statewide transportation needs: defining the six goals in the current approved CTP 2025 (April 2006), the thirteen policies, and numerous strategies to achieve our collective vision for California's future. The plan update will continue its strong link to the Three Es of Sustainability: a prosperous Economy, a quality Environment, and social Equity.

Today we will be beginning the dialogue on social Equity and the related key strategies proposed by the Policy Advisory Committee. The goal is to integrate bicycling, walking, and transit into a multimodal plan using a framework that considers the needs of all travelers and a "complete streets" approach.

The objectives of the discussion are to:

- 1) get your feedback on suggested or proposed strategies that support social equity, including a 'Complete Streets' approach to transportation and a discussion of any strategies that might be missing, and
- 2) get your input on any substantive or "red flag" issues that might be associated with these suggested strategies.

We will be discussing each of the following selected strategies as a group. Additionally, if you would like to make any notes for us to include in the summary of this focus group, you can use this comment form to record your leave with us at the end of today's meeting.

Selected strategies related to social Equity:

We will try to address each of the following strategies in our Focus Group today; to determine the approach to the dialogue, please consider the strategies in order of your priority for discussion.

- A. Integrate the needs of those traveling by active modes into transportation projects using a “complete streets” approach.
- B. Create more opportunities for bicycling and walking to both improve public health and reduce our carbon footprint.
- C. Provide safe, convenient, and continuous routes for pedestrians and bicyclists of all types that interface with and complement a multimodal transportation system.
- D. Consider people mobility rather than vehicle throughput in transportation planning and decision-making.
- E. Enhance mobility within and between metropolitan areas by managing demand (including shifting trips to transit, bicycle and pedestrian modes) before expanding physical capacity of roadways.
- F. Identify sustainability indicators (such as access to public transit, safe active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.
- G. Promote sustainable transportation funding criteria that incentivizes use of the healthiest, lowest carbon emitting, and most sustainable transportation choices.
- H. Educate the public about the health-related impacts of mobility and land-use decisions, including near-roadway health, quality of life, and physical activity impacts.
- I. Develop partnerships with schools to support increased use of public and mass transit options, walking, bicycling among students and teachers.
- J. Reduce/prevent climate change-related impacts/injuries to human health; design facilities and surfaces to minimize heat absorption and off-gassing to help make cities safer during heat waves.
- K. Improve safety for travelers of all ages and abilities.
- L. Reduce likelihood and severity of transportation-related injuries, to bicyclists and pedestrians by reducing vehicle speeds in certain settings (similar to what is done in school zones).
- M. Seek legislative, regulatory, and policy support for travel and congestion pricing strategies.

California Transportation Plan 2035
Focus Group: April 23, 2009, 2 - 4pm

Name: _____

Organization: _____

Contact Information: _____

Thank you for participating in this Focus Group to address the development of the CTP 2035 and to provide feedback on the policy framework, addressing current and projected trends and challenges through the 2035 planning horizon.

The CTP 2035 is a 20-year plan for all Californians that will address transportation as a focal point for sustainability and quality of life. The plan will provide a long-range policy framework for statewide transportation needs: defining the six goals in the current approved CTP 2025 (April 2006), the thirteen policies, and numerous strategies to achieve our collective vision for California's future. The plan update will continue its strong link to the Three Es of Sustainability: a prosperous Economy, a quality Environment, and social Equity.

Today we will be beginning the dialogue on a prosperous Economy and the related key strategies proposed by the Policy Advisory Committee for the CTP 2035 update. A selection was made from all potential strategies for our discussion today, based on prioritizing new strategies being considered. A complete list of all strategies is available to you if desired. The focus of the selection encompasses:

- 1) strategies that support transportation's major role as an economic stimulus for a prosperous economy, and
- 2) strategies that propose innovative financing to ensure a stable funding source for future transportation projects, and
- 3) strategies that foster economic development at the local level versus the potential of a statewide strategy requiring an Economic Development Element as a mandatory part of General Plan updates.

The objectives of this discussion are to get your feedback on these suggested or proposed economic strategies; to identify key strategies that might be missing, and to get input on any substantive or "red flag" issues that might be associated with these suggested strategies.

We will be discussing the strategies as a group; additionally, if you would like to make notes for us to include in the summary of this focus group, you can use this comment form to record your ideas and leave with us at the end of today's meeting.

Because we may not be able to address all of these strategies within our two hour time frame, please consider which of the strategies you would like to prioritize for our discussion today.

Selected strategies related to a prosperous Economy:

- A. Educate the public on transportation's major role as an economic stimulus that supports a prosperous economy.
- B. Identify mobility improvements that support a vibrant economy, and give priority to low income, disadvantaged communities and support sustainable businesses.
- C. Ensure that economic development efforts include investments in low-income communities to share equally in the benefits of economic growth and prosperity as the more affluent communities.
- D. Identify sustainability indicators (such as access to public transit, safe and active transportation, recreation, economic opportunities, and medical services) to enhance current transportation system performance measures.
- E. Promote sustainable transportation funding criteria that incentivize use of the healthiest, lowest carbon emitting, and most sustainable transportation choices.
- F. Integrate planning principles that provide real-cost valuation of environmental resources (in terms of ecosystem services) in order to determine the actual benefit-cost of these resources for transportation decision-making.
- G. Develop a climate adaptation decision matrix to identify options for protecting transportation infrastructure investments that also support a greening technology.
- H. Educate the public on green technology innovations that can lead to the creation of healthier environments to work, live, and learn.
- I. Educate public and stakeholders on economic benefits of sustainable infrastructure planning that includes consideration of "green" infrastructure.
- J. Identify measures to accelerate transportation bond programs in order to stimulate the economy.
- K. Assess economic benefits of implementing elements of Goods Movement Action Plan that support future State and federal funding for goods movement in a global economy.
- L. Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national security and economic vitality.
- M. Identify multimodal funding that invests in multiple strategies to yield the highest results and cost-effective strategies, such as intelligent transportation systems, that employ proven methods and technology to improve performance.

Innovative Financing

- N. Ensure the financial integrity of the Highway and Transit Trust Funds while pursuing innovative financing to ensure continued transportation investments.
- O. Evaluate the impact on transportation revenues of shifting to alternative fuels.
- P. Identify and educate the public on the benefits of pursuing innovative financing measures to ensure stable funding sources for transportation investments.
- Q. Seek legislative, regulatory, and policy support for congestion pricing strategies.
- R. Determine public support for public-private partnerships (P3) initiatives that support a stable funding source for transportation investments.
- S. Determine public support for congestion pricing and other user fee initiatives that support a stable funding source for transportation investments, such as mileage-based user fees.
- T. Determine public support for innovative financing strategies tied to greening including a green user fee on the price of gas at the pump.
- U. Conduct studies on states' and countries' efforts to move toward a user-based fee structure.

California Transportation Plan 2035
Focus Group: April 28, 2009, 2 - 4pm

Name: _____

Organization: _____

Contact Information: _____

Thank you for participating in this Focus Group to address the development of the CTP 2035 and to provide feedback on the policy framework, addressing current and projected trends and challenges through the 2035 planning horizon.

The CTP 2035 is a 20-year plan for all Californians that will address transportation as a focal point for sustainability and quality of life. The plan will provide a long-range policy framework for statewide transportation needs: defining the six goals in the current approved CTP 2025 (April 2006), the thirteen policies, and numerous strategies to achieve our collective vision for California's future. The plan update will continue its strong link to the Three Es of Sustainability: a prosperous Economy, a quality Environment, and social Equity.

Today we will be beginning the dialogue on a quality Environment and the related key strategies proposed by the Policy Advisory Committee for the CTP 2035 update. A selection was made from all potential strategies for our discussion today, based on prioritizing new strategies being considered. A complete list of all strategies is available to you if desired. The focus of the selection encompasses a focus on addressing climate change and strategies that:

- 1) support reducing greenhouse gas emissions contributed by transportation, and
- 2) recognize the connections between transportation and land use, and
- 3) encourage partnerships to develop adaptation strategies that address sea-level rise

The objectives of this discussion are to get your feedback on these suggested or proposed strategies; to identify key strategies that might be missing, and to get input on any substantive or "red flag" issues that might be associated with these suggested strategies.

We will be discussing the strategies as a group; additionally, if you would like to make notes for us to include in the summary of this focus group, you can use this comment form to record your ideas and leave with us at the end of today's meeting.

Selected strategies related to a quality Environment:

- A. Provide the freedom for people to choose how they get around by designing streets that are safe and inviting for pedestrians, cyclists, and transit users.
- B. Implement travel demand management: pricing measures, parking policies, travel demand management programs, mileage based insurance, traffic calming, complete streets policies, and telework programs.
- C. Implement programs to reduce vehicle trips while preserving personal mobility, such as employee transit incentives, telework programs, car sharing, parking policies, public education programs and other strategies that enhance and complement land use and transit strategies.
- D. Support the development of a California cap-and-trade program.
- E. Support implementation of high speed rail system.
- F. Provide incentives to local governments for well-designed land-use planning and infrastructure projects that could lead to short commutes and encourage walking, bicycling, and the use of public transit.
- G. Inventory transportation infrastructure that is vulnerable to sea level rise and develop mitigation strategies.
- H. Enable cities and counties to plan for Neighborhood Electric Vehicles (NEVs) as an alternative transportation mode on local arterials
- I. Collaborate with government and private sector parties in the development of an integrated hydrogen solution that links facilities and vehicle assets into support for the State's Hydrogen Highway and Climate Change efforts.

Trends and Transportation Issues for the 2035 Planning Horizon

Following our group discussion, please review the following trends and transportation issues to determine whether you believe them to have High, Medium or Low significance in the Central California region. (H, M, L)

- _____ *52 million people projected by 2035* (14 million additional people in California or a 25% increase over 2009 population)
- _____ *Aging population* (more seniors, as well as a larger youth population, both with higher need for public transit, bicycle facilities and pedestrian amenities)
- _____ *Goods movement in a global economy* (related to trucking on roadways and other forms of materials transport including shipping and rail)
- _____ *Climate change* (related to greenhouse gas emissions (GHG) and global warming)
- _____ *Aging infrastructure* (requiring maintenance of roadways and other facilities such as repairing potholes or major replacements or upgrades)
- _____ *Stable funding* (state of the economy and its relation to transportation funding; decline of fuel tax revenue due to more fuel-efficient vehicles or reduced driving)
- _____ *Preserving natural resources*
- _____ *Low-density development* (resulting in more driving 'Vehicle Miles Travelled' and more roads required to serve spread out development)
- _____ *Energy supply* (related to fuel sources and mode of transportation)
- _____ *Air Quality* (related to transportation uses)
- _____ *Other:* _____
- _____ *Other:* _____

Comments (please turn page over for additional comments):

Meeting the Transportation Challenges, 2035 Planning Horizon

Following our group discussion, please review the following approaches to meeting the transportation challenges over the next 25 years and make any additional comments you may have as to the significance in the Central California region.

1. Addressing Climate Change (such as adaptation to sea-level rise, recognizing connections between land use and transportation and reducing greenhouse gas emissions)

2. Growing Greener (including sustainable and efficient land use, housing development near transit, balancing community values and transportation needs and context sensitive solutions)

3. Building Partnerships (providing consensus on efficient land use and transportation planning)

4. Investing Strategically (investing in comprehensive, multimodal transportation planning, integrating all travel modes through corridor system management planning to increase transportation options and improve travel times)

5. Providing Mobility Choices (integrating the needs of those traveling by active modes into active transportation projects using a "complete streets" approach)

Appendix E: Recruitment Methodology

Recruitment methodologies similar to those used for the *Public Participation Plan for the CTP and the FSTIP* were used to recruit participants for the six focus groups. Two different formats of focus groups were used for the CTP 2035 Outreach, each with different target participants. The three Sacramento focus groups included knowledgeable stakeholders identified by Caltrans to address strategies related to social equity, prosperous economy and quality environment. The three geographically representative focus groups included members of the general public recruited from an Internet ad to address regional transportation issues and challenges.

Sacramento Stakeholder Focus Groups: Starting with the Stakeholder Interview List prepared for the PPP as well as additional targeted stakeholder agencies identified by Caltrans, the public involvement consultant, MIG, Inc., recruited the participants by direct phone and email contact. Each of the three Sacramento focus groups addressed strategies related to the “3 E’s”, but stakeholders interested in each topic area were invited to all three focus groups to get a wide perspective on the proposed strategies. MIG confirmed a minimum of ten to twelve participants at each meeting. Some stakeholders were unable to make it as planned; the three Sacramento focus groups had between six and nine participants.

General Public Focus Groups: MIG recruited the participants electronically by placing an advertisement on Craigslist, www.craigslist.org, in the various communities in which the focus groups were to be held. MIG’s goal was to recruit 12-15 participants from the immediate area for each of the four groups. The ad offered a \$60 stipend for participating, and specified that we were looking for active participants with an interest in learning about issues and stating their opinions. No compensation for transportation or parking was offered. A light dinner was also provided.

Applicants were asked to answer a series of questions regarding demographics and their preferred modes of transport (see Appendix F). Participants were then selected on the basis of ensuring as wide a representation of demographic variation and choice of transportation modes as possible. Follow-up phone calls were made to further screen participants and confirm that they could commit to attending. An attempt was also made in all three venues to include general public representatives of the aging community, although with limited success. While some participants dropped out of the Fresno and Los Angeles groups on the day of the meeting for various reasons, there were still between ten to fifteen participants in each of the three focus groups.