

Active Transportation and Livable Communities (ATLC)

Advisory Group Meeting

Thursday, November 15, 2012 – 1:30 PM – 3:30 PM

California Department of Transportation, Headquarters

1120 N Street, Sacramento, CA -- Director's Board Room 2116

Meeting Summary Notes

1. Welcome and Introductions

Alyssa Begley, Department of Transportation (Caltrans) Division of Transportation Planning, Office of Community Planning, opened the November 15, 2012 meeting and requested introductions from the members present and on the telephone. The ATLC meeting dates for 2013 are: February 21, May 16, August 15, and November 21. Alyssa will send meeting invites to ATLC members.

ATTENDANCE

External Agencies

Barb Alberson, California Department of Public Health
Dave Snyder, California Bicycle Coalition
Jacquolyn Duerr, California Department of Public Health
Jeanie Ward-Waller, Safe Routes to School (National Partnership)
Jim Baross, San Diego County Bicycle Coalition (via telephone)
Laura Cohen, Rails-to-Trails Conservancy
Nancy McKeever, Strategic Growth Council
Ryan Wiggins, Transportation for America
Susan Handy, UC Davis
Teri Duarte, WALKS Sacramento
Wendy Alfsen, California WALKS

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Kome Ajise, Deputy Director, Planning and Modal Programs
Alyssa Begley, Community Planning
Ahmed Abou-Abdou, District 12 (via telephone)
Brad Mettam, District 9 (via telephone)
Brian Alconcel, Traffic Operations
Chris Ratekin, Community Planning
Dawn Foster, Local Assistance (via telephone)
Eric Fredericks, District 3 (via telephone)
Jerry Champa, Traffic Operations
Jila Priebe, Mass Transportation
Keith Robinson, Design
Leslie Mazzeo, Community Planning
Lisa Franco, Workforce Development
Marilee Mortenson, Regional and Interagency Planning
Sarah Chesebro, Travel Forecasting Analysis
Stephen Kent, Regional and Interagency Planning
Steve Takigawa, Maintenance (via telephone)
Terry Parker, Community Planning

2. Opening Comments

Kome Ajise, Deputy Director for Planning and Modal Programs, mentioned that a presentation on the new [State Rail Plan](#) will be given in February prior to being released to the public. He announced that the Fiscal Year 2013-14 Transportation Planning Grant application will be released in mid-December. The Department will be posting an on-the-job video series to inform others about the various activities Caltrans staff is engaged in. Also, the Department is currently seeking participants from Southern California for ATLC membership. If current members wish to refer someone for ATLC membership, e-mail the information to Alyssa Begley at alyssa_begley@dot.ca.gov.

3. DD-64-R1 Complete Streets Implementation Action Plan Updates

Chris Ratekin, Community Planning, stated that there is an ongoing effort being made to update the Complete Streets Implementation Action Plan (CSIAP). The Department values feedback from the ATLC group and will provide another opportunity for input on the recommendations possibly at the February 2013 ATLC meeting. An evaluation was performed last summer by a sub-committee of the Technical Advisory group to identify areas for opportunities to improve Complete Streets practices and procedures. One of the actions included raising awareness via trainings. In support of this action, the Planning Division is committed to developing complete streets training. The curriculum for this training, sponsored by the Office of Workforce Development, is currently being developed with the University of California, Berkeley and its consultant. Its intended audience is Caltrans Planning staff and staff of other functional areas within the Department. The objective of the training is to provide an overview of complete streets, the federal and state laws and policies related to complete streets, and how complete streets relates to staff work.

Lisa Franco, Office of Workforce Development, announced that the complete streets pilot training course is expected to be held in March 2013. A small group of Planning staff will be attending the training. The feedback received from those attending the pilot training will be used to make any changes to future training courses, the first of which is expected to be rolled out at district offices in July 2013.

Dave Snyder, California Bicycle Coalition, asked if the training will cover processes and exercises involving engineering designs. Specifically, will there be any emphasis on “political” decisions versus “engineering” decisions in relation to complete streets?

Chris Ratekin, Community Planning, explained that the training will include a couple of exercises which focus on an overview of all modes under the umbrella of complete streets, not necessarily engineering designs. However, Chris will bring Dave’s comments back to the training advisory team to consider. The intent of training is to also include discussion on the project development process and where context sensitive solutions and public engagement fits into the process.

Kome Ajise, Deputy Director for Planning and Modal Programs, added that the training will also provide participants an opportunity to bring issues such as the one Dave mentioned to the table and have those issues elevated and addressed.

Jacquolyn Duerr, California Department of Public Health, asked if there will be any value to having ATLC looking at the curriculum. ATLC members could help with public engagement as well.

Kome Ajise, Deputy Director for Planning and Modal Programs, made a commitment to bring Jacquolyn's suggestions back to the training advisory team to consider.

Barb Alberson, California Department of Public Health, asked if there is a compendium of best practices and successful case examples. The training should showcase and provide easy access to the resources that Caltrans offers.

Chris Ratekin, Community Planning, stated that the intent is to include this into the training. She added that the Office of Community Planning has posted fact sheets and products from the grant program, which showcases what various communities did with public engagement and Planning resources. Also, the Planning Horizons website includes webcasts of case studies.

Ahmed Abou-Abdou, Caltrans District 12, asked who the target audience is for the complete streets training. He emphasized that all divisions need to participate in this training.

Lisa Franco, Office of Workforce Development, responded that the target audience is Caltrans Planning staff statewide and staff from other functions within the Department who will also be able to attend.

5. Healthy Transportation Networks

Barb Alberson, California Department of Public Health (CDPH) - Safe and Active Communities branch, presented the PowerPoint [Healthy Transportation Network](#). The Healthy Transportation Network (HTN) has been developed by means of a collaborative process including such agencies as California Department of Public Health, University of San Francisco, Rails-to-Trails, Local Government Commission, and California Walks. The goal of the HTN is to increase the number of Californians safely walking and bicycling for transportation. Originally, the target audience was local elected officials, who felt the issue was important. Over time, the educational strategy was changed to include workshops, case studies, peer-to-peer conversations, a website, and technical assistance. Since then the target audience has expanded to city and county public works and planning staff, public health professionals, school district personnel, parks and recreation superintendents, and law enforcement and emergency services staff. The HTN has conducted more than 30 regional and local Designing for Bicycle and Pedestrian Safety workshops, which had a high rate of participant satisfaction. A number of project reports and surveys were also conducted. For more information, you may read the [Bicycle and Pedestrian Transportation Training for Caltrans Staff](#) report and the [HTN brochure](#).

6. Non-Motorized Travel: Analysis of the National Household Travel Survey California Add-On Data

Susan Handy, University of California, Davis, presented the PowerPoint [Walking and Biking in California: Analysis of the CA-NHTS](#). The analysis of the California Add-On to the National Household Travel Survey (CA-NHTS) is a project that Caltrans funded. The objective of the project is to improve understanding of non-motorized travel in California and the factors that influence that travel. UC Davis contracted with Nancy McGuckin, a Transportation Consultant based in Southern California who is very knowledgeable on the NHTS, to perform the analysis. The survey obtained data from nearly 45,000 people in 21,225 households, and includes characteristics of an estimated 6.27 billion walk trips and 659 million bike trips. The report is available through the ITS-UC Davis website: [Walking and Biking in California: Analysis of the CA-NHTS](#). The California Household Travel Survey data will be available in June 2013. If you

have questions or suggestions for additional analysis, you may contact Susan Handy at susan.handy@ucdavis.edu.

Dave Snyder, California Bicycle Coalition, asked if any data was found on people who have walking problems and use bicycles as their primary form of mobility.

Susan Handy, University of California, responded that they did not look at this type of data specifically but will look into including it.

Teri Duarte, WALKS Sacramento, observed that the data collected does not reveal the reason why people are more likely to walk and bike. Is it because shops and services are too far? Also, she was surprised that the data reflects that new immigrants walk and bike more than the general population.

Susan Handy, University of California, stated that her team did not develop the questions; however, she will look into whether or not that type of information was captured. The presentation did not go into much detail regarding the travel behavior of new immigrants but Evelyn Blumenberg at University of California, Los Angeles has done a lot of work with the census and NHTS data, looking at patterns of travel by immigrants. The data shows that after about five years, their travel behavior mimics the general population fairly closely.

Wendy Alfsen, California WALKS, thanked Caltrans for funding this work. The analysis has revealed that there is much room for active transportation and green house gas reductions.

7. Miovision Portable Video Detection

Brian Alconcel, Traffic Operations, reported on a new technology being utilized by Caltrans to help with traffic safety investigations. The Miovision Scout video collection unit collects traffic count data for various travel modes, including bike and pedestrians, in an area and also has the ability to analyze the counts. This system eliminates the need for manual counts by on-site engineers. Every Caltrans district has received two units. District 1 in particular has had a lot of success using this new tool. Additionally, a Caltrans Miovision unit will analyze pedestrian use of a Pedestrian Hybrid Beacon in the City of Sacramento. The PowerPoint [Miovision Technologies: Portable Video Data Collection and Cloud Software](#) explains the capabilities of the unit, how it is installed, and what types of data can be collected. For more information regarding Miovision Technologies video collection units, you may visit their website at www.miovision.com.

8. MAP-21 Implementation

Rachel Falsetti, Transportation Programming, provided an overview of MAP-21. Following the passage of the federal transportation legislation – Moving Ahead for Progress in the 21st Century (MAP-21) in July, 2012, the Federal Highway Administration (FHWA) began work on developing a Notice of Proposed Rulemaking (NPRM) for the provisions of the legislation—including the establishment and implementation of national performance measures. MAP-21 requires the United States Department of Transportation (U.S. DOT) to identify national-level performance measures for various performance management areas related to safety, pavements, bridges, freight, emissions, performance, and congestion. The rule-making for performance measures will take from 18 months to 2 years to roll out and another year for targets to be developed. MAP-21 will expand the National Highway System (NHS) to incorporate principal arterials not previously included. It also simplifies the complex array of existing programs, substantially consolidating the program structure into a smaller number of broader core programs. Many smaller programs are

eliminated, including most discretionary programs, with the eligibilities generally continuing under core programs. The state is currently working with AASHTO to affect the performance measures. An AASHTO report has been added to the Caltrans website. For more information on MAP-21 and the AASHTO report reflecting its recommendations on performance measures, go to <http://www.dot.ca.gov/hq/transprog/map21.htm>.

Laura Cohen, Rails-to-Trails Conservancy, heard about a new proposal to bundle funding programs, perhaps at Agency level. She asked for an update on the proposal and stated that it's likely it will show up as a bill or budget measure in January. The ATLC group would like to be involved in discussions regarding the proposal and would like to know what the process will be for stakeholder input.

Kome Ajise, Deputy Director for Planning and Modal Programs, referenced Brian Kelly's presentation to the Strategic Growth Council. The intent is to use the flexibility of federal funds to do more with alternate transportation. Some discussions are internal to Caltrans on ways to make the best of MAP-21 but there will be opportunities for stakeholder input.

Jacquolyn Duerr, California Department of Public Health, emphasized the concern to not lose the forward momentum with the increasing demand for active transportation support and infrastructure. She stated that attention should be given to measures that deal with the connection to communities so that the public can engage in active modes and suggested that ATLC members can help influence how the law is shaped. Can the ATLC group be involved in MAP-21 discussions as a partner with Caltrans?

Kome Ajise, Deputy Director for Planning and Modal Programs, responded that there will be opportunities for ATLC members to have a voice during the active rulemaking of MAP-21 through Caltrans and also directly as individuals.

Jacquolyn Duerr, California Department of Public Health, made a broad policy recommendation – the guidance in MAP-21 states that there should be more local discretion over the funds. However, it is important for guidance on best practices and the infrastructure for technical assistance training be maintained at the State level to ensure that the funds are used as effectively as possible.

Kome Ajise, Deputy Director for Planning and Modal Programs, responded that discussions concerning local control versus State control are currently taking place. He expressed his optimism that ultimately the right decision will be settled on. He added that if ATLC members hear anything outstanding, good or bad at a local level, give Caltrans a call as the Department may not be informed.

Jacquolyn Duerr, California Department of Public Health, asked when the language for the MAP-21 implementation will be made public.

Kome Ajise, Deputy Director for Planning and Modal Programs, responded that there is currently a placeholder bill which is probably the mode that will be used to inform the public. It would be realistic to expect this information in February.

Laura Cohen, Rails-to-Trails Conservancy, expressed the sentiment that active transportation has been significantly underfunded for a long time and there is a need for continued support and commitment from the State in relation to active transportation to help achieve high priority objectives in California.

Kome Ajise, Deputy Director for Planning and Modal Programs, stated that Caltrans feels active transportation is important. The challenge is not every region will not want to spend the same amount on active transportation. Ultimately, Caltrans has supported making the case for active transportation.

Ryan Wiggins, Transportation for America, stated that MAP-21 clearly shows that we are slowly moving towards a performance-oriented system. One program that expanded into this is the Highway Safety Improvement Program (HSIP). With the mandate to look at safety from a multimodal perspective, there is an opportunity to prioritize state goals through HSIP to fund bike and pedestrian programs.

9. Open Discussion and Closing Remarks

Alyssa Begley, Community Planning, highlighted the coming retirement of Terry Parker, Community Planning, and thanked her for all of her hard work.

Future Agenda Items:

Construction Evaluated Work Plan for Bicycles

Upcoming 2013 Meetings – February 21, May 16, August 15, November 21
1:30 to 3:30 PM, Caltrans Headquarters' Room 2116

Caltrans Contacts

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