

Public Outreach

This section presents information on public outreach done for this Transportation Concept Report along the route. State and federal laws require public involvement to be a part of transportation decision making. While such laws are meant to promote fairness and equity in decision-making, Caltrans realizes that there are recognizable benefits to involving the public early and continuously. Some benefits from public engagement include increasing credibility, strengthening public support, and improving public trust. Involving the public early can result in using resources more efficiently to address public concerns and reduce the need to re-evaluate decisions.

There are many opportunities for public input throughout the project development process. Caltrans solicits and records public input during the identification of a project need, during the environmental study process and at other relevant project milestones. Public involvement for route specific planning offers unique opportunities for Caltrans to obtain and use region-wide community input about a route. Because routes like SR 36 span multiple jurisdictions, planning efforts must take care to address individual community issues along with region-wide issues. These issues can include local traffic flow, economic/business development, multimodal opportunities, traveler information systems, regional mobility, and safety.

Key elements of public outreach efforts for the SR 36 Transportation Concept Report included:

- Media Outreach: notified the media about workshops to encourage event coverage, increase potential for public attendance, and promote input.
- Three Public Workshops held in 2010.



Red Bluff - July 21



Mad River - July 28



Chester - August 17

- Outreach to Native American Tribes.
- Meetings with the RTPA Executive Directors and Technical Advisory Committees to discuss key items to be included in the report. This process was used to determine what role the agencies desired to play in the process of developing the TCR, receive technical recommendations and key contacts for outreach, and determine each agency's preference for document acceptance.
- Internet Website. The draft document was posted on the Internet for public viewing and further comment.
- Local Transportation Commission Meetings.

See **Appendix I** - Public Involvement Outreach Activities and Public Workshop Comment Summaries. These appendices summarize outreach efforts and comments made by the public. Also, see **Appendix J** - Public Involvement Website Links. These links provide information about District 1 and 2 projects, and information about the project planning process.

Coordination With Other Agencies and Plans

During preparation of the TCR, local, and regional planning documents were reviewed. These documents include City and County General Plans, Regional Transportation Plans, Bicycle Transportation Plans, Coordinated Public Transit – Human Services Transportation Plans, Resource Management Plans, traffic studies, TCRs of adjoining Caltrans Districts, statewide planning tools (such as: Intermodal Transportation Management System - ITMS, California Transportation Investment System - CTIS, California Transportation Improvement Program System - CTIPS, etc.) and other related documents. Specific plans reviewed for the SR 36 TCR are listed in **Appendix M** - References.

Sixteen Counties in Northern California have formed a North State Super Region, which includes all seven Counties in District 2, and Humboldt County in District 1. The Super Region is conducting a Transportation and Economic Development Study. This collaborative effort will identify economic and transportation needs for this north state area and provide recommendations for transportation investments to support economic development. The Shasta County Regional Transportation Planning Agency (SCRTPA) will be the lead, and State Route 36 is one of the transportation corridors in this region that could be subject to findings from this study. Findings relevant to SR 36 will be incorporated as appropriate in future updates of this report.

It is also important for Caltrans to consider all modes of transportation, connectivity, area plans, projects and goals of other agencies when making management decisions for SR 36. As an example, when building a project in close proximity to a suggested future Intelligent Transportation Systems location, coordination with local and regional plans and agencies during the project development may help identify opportunities to install similar infrastructure and/or help to preserve opportunities for future installation.