

Third Meeting for CAR-LESS California: Phase 1-Tier 1 Transit in Parks Program – Alternative Transit Planning in Central California

Thursday, March 1, 2012, 9:00 AM -3:00 PM

Conference Room C1003

Bureau of Land Management, 2800 Cottage Way, Sacramento, CA 95825

The Forest Service Pacific Southwest Region received a small planning grant from the Federal Transit Administration under the Paul S. Sarbanes Transit in Parks (TRIP) Program to conduct Phase 1 of a state-wide alternative transit planning project connecting underserved neighborhoods with federal public lands. Planning meetings to date have focused on establishing the project's overall conceptual design, organizational structure and methodology.

Meeting Agenda: Neighborhood, Destination and ATS Filter Development

9:00 - 9:20	Project Overview	Trinidad Juarez
9:20 - 9:40	Project Vision & Goals	Tamara Wilton
9:40 – 9:45	Mini - Break	
9:45 - 10:05	Tier 1 Process	Anita Bueno
10:05 - 10:20	Break	
10:20 - 10:45	Transit and Trails Demo	Ryan Branciforte
10:45 - 11:45	Neighborhood & ATS Mapping Demo Existing and Projected TRIP Projects	Ben Rasmussen Jaime Eidswick
11:45 - 12:45	Working Lunch	
12:45 - 1:30	Destination Filter Development and Ranking	Anita Bueno
1:30 - 2:00	Neighborhood Filter Development and Ranking	Anita Bueno
2:00 - 2:30	ATS Filter Development and Ranking	Anita Bueno
2:30 - 2:45	Next Steps, Calendar Coordination	Tamara Wilton
	Adjourn	

Attendance List

Name	Organization	Title	Phone Number	E-mail
Don Rodriguez	CSU-Channel Islands	Associate Professor	805-437-8494	donald.rodriguez@csuci.edu
Emilyn Sheffield	CSU-Chico	Professor	530-570-9055	ESheffiled@csuchico.edu
Nina Roberts	CSU-San Francisco	Associate Professor	415-338-7576	nroberts@sfsu.edu
Anita Bueno	USFS-Recreation Solutions	Landscape Architect	707-562-8873	atbueno@fs.fed.us
Tamara Wilton	USFS-Recreation Solutions	Recreation Planner/Scenic Byways	707-562-8965	twilton@fs.fed.us
Cathi Bailey	BLM	Recreation Program Lead	916-976-4644	c1bailey@blm.gov
Mark Conley	BLM	Program Manager	916-978-4641	mconley@blm.gov
Peg Henderson	NPS-RTCA	Planner	415-623-2324	peg_henderson@nps.gov
Don Brubaker	US Fish & Wildlife	San Pablo Bay Refuge Manager	707-769-4200	Don_Brubaker@fws.gov
Jaime Eidswick	TRIP TAC	Resource Manager	774-571-3503	jaime.eidswick@coe.montana.edu
Phil Shapiro	TRIP TAC	Deputy Director		pshapiro@stc@gmail.com
Ben Rasmussen	US DOT-VOLPE	Transportation Planner	617-494-2768	Benjamin.Rasmussen@dot.gov
Trini Juarez	USFS	Region 5 Landscape Architect	707-562-8844	tjuarez@fs.fed.us
Jila Priebe	Caltrans	Office Chief, State Transit Policy, Research, and Capital	916-651-8243	Jila_Priebe@dot.ca.gov
Sandra Macias	USFS	Urban & Community Forestry Program	707-562-9025	smacias@fs.fed.us
Curtis Grinnell	BIA	Highway Engineer	916-978-6038	curtis.grinnell@bia.gov
Ryan Branciforte	Bay Area Open Space Council	Director of Conservation Planning	510-809-8099 ext. 253	ryan@openspacecouncil.org

Meeting Notes – Sacramento CA

9:45 - 10:05

Project Overview, Vision, Goals

Trinidad Juarez

- Powerpoint and handouts – project review and discussion

Emilyn: How is ATS defined? Church buses, youth program buses, zip car fleet, computer fleet, non-medical, etc. Phil – Likes the question, his comment: Biggest expense is the

operating costs – having low cost alternatives could help solve the problem. Emily calls it the expanded or shadow fleet.

Jila: Grant programs that support elderly transportation and non-profit transit providers. Caltrans has lists and resources that could help once you identify areas. Regional transit districts and non-profits. Workshop – at these organizations to get this project out to these audiences. Once you decide how you will be focusing on the project Caltrans will be happy to help provide assistance and comments. Tribal – tribal government might also be an alternative ... 3.6 billion in bonds – not for operations but for rolling stock.

Jaime: Federal lands highways funding to LTBMU to do planning. Want to tie in with us. Contact info given to Anita.

Don: Discussed the gaps in public transit with refugees.

9:45 - 10:05 Tier 1 Process Anita Bueno

- Review of the flow chart and introduction to what our tasks are for today
- State Parks – involve them early on as a technical stakeholder
- Who would you recommend? – Jila will try and recommend someone. Peg might know someone. Mark suggested going directly to Ruth Coleman.
- Fish and Game would be another good partner/ stakeholder
- Mark – BLM suggests ...
- Emily – Will call Ruth Coleman – both State Parks and Fish and Game

10:20 - 10:45 Transit and Trails Demo Ryan Branciforte

- PowerPoint presentation
- Park Equity Analysis – found at this [link](#)
- He has taken folks out on trips to show how they get out of neighborhood. 20 minute bus trip, 2.5 mile hike.
- Working with lots of Partners. Provide content to Transit to Trails
- Open Space Council Boundary – 10 counties surrounding SF Bay
- Built on an open source platform so can work anywhere Google Transit works. Customized to SF but can grow to other areas. Tested in Fresno and works there.
- Limiting factor is amount and type of data in Google Transit One of the best things that small local transit systems can do is to get their data into Google Transit.
- Trusted partners can go in and edit the content.
- Very interested in incorporating longer distance transit.

Discussion:

Caltrans has funded smaller transit agencies to load their data into Google Transit. Jila mentioned Shasta, Modoc, etc. Anytime we can show jobs and resulting tourism, agency interest and ability perks.

Getting all transit agencies into Google Transit will make it work.

Significant barrier: example of Muir woods and the fact that transit is in 511 but not in Google transit.

Park equity analysis – Trust for public lands has done – spatial database utilizing census data and underserved communities and where parks are located. Report located at this link:

http://www.openspacecouncil.org/upload/files/20100914155644_Parks%20Connection_Summary_final.pdf

Outreach – twitter, Facebook, presentations, internal networks, blog just launched yesterday, train the trainer (outreach to kids)

Car-Less maybe can use their platform to map to destinations

Website Metrics – yes they are doing this

10:45 - 11:45 Neighborhood & ATS Mapping Demo **Ben Rasmussen**
Existing and Projected TRIP Projects **Jaime Eidswick**

MPO boundary's overlay with Central CA boundary:

- Jaime suggests option of using existing MPO boundaries to bound project area to simplify our outreach and communication/ involvement. Ben supports.
- Group agrees to follow the straight line MPO boundary to the south and go north further to include Yuba City and Santa Rosa MPOs.
- RTPAs and MPOs – two kinds of transit organizations (Regional Transit Planning Authority) (Metropolitan Planning Organization). List for CA found here:
- <http://www.dot.ca.gov/hq/tpp/corridor-mobility/mpo-rtpa-links.html>
- Peg – proposes to go south to incorporate the KCOG (Kern Council of Governments – regional transportation planning agency) and SBCAG (Santa Barbara County Assoc. of Governments)
- Jila – Caltrans is divided into 12 districts that incorporates MPOs and RTPAs
- Jaimie – next meeting will show entire state with overlays of Caltrans districts, MPOs and RTPAs

Map and excel spreadsheet outlining TRIP grant projects by agency and project details.

- How to use this data? Tie in with these projects, what this would like. All of these are the last mile solutions from the destination side. These could affect the choice of destinations. How to leverage these projects?

At last meeting we identified two urban centers – San Francisco neighborhood with environmental education program (Sanchez Elementary) and Fresno with CCC presence.

- 45 & 60 mile circles – mapped transit – very busy map with no detail at this time
- Includes Amtrak, bus, trail, bike lanes, bus routes, public lands (state parks, DOD, etc.), FCRTCA (?)

- CA Protected Areas Database (CPAD) – does a good job of mapping park boundaries –
- Fresno bus routes – some data was corrupted and not very useful, only within the city limits – further digging will be needed
- **Jila:** MPOs are getting better so finding the transit district maps might provide better information
- **Phil:** with the density of transit routes, may want to look at choosing origins and destinations and then figuring out how to connect the two
- Way too much information – what do we really need to answer our questions?
- Because we have to pull GIS info from so many different sources it does not always match up
- **Ryan:** bus stop information is available – specific locations of bus stops is really helpful

Ben: Neighborhoods and socio-economic data

- Sample mapping for two cities – San Francisco & Fresno
- See PowerPoint for specific info on source data/ demarcations
- Census track (more refined than zip code data)
- Used national numbers, can get more specific to CA if we choose
- Used same base map as Jaime
- Sample included 4 indicators - Nonwhite, Hispanic, medium household, and # of vehicles per household
- Minneapolis index example – children 5-14, elderly, % above poverty level, and households without cars. Combined this info into an index – looked at data in a low block area ... didn't weight the four indicators.
- Add layers – elderly? CA poverty threshold? Combine together but then should consider weights.
- What do we want for our next meeting? What would it look like?
- Layering vs. setting parameters ... layering can be difficult to portray
- How to indicate convergence?
- Can use proxy measures that are well correlated. E.g. at the neighborhood level - could use # of kids that are eligible to receive free or reduced lunch, to correlate combinations ... priorities for decisions. Can we identify one or two proxy that will relate to correlations?
- Social services might be a good source of data (elderly, disabled, etc.)
- Outdoor access is closely correlated with age.

11:45 - 12:45 Working Lunch

Ben's Bonus: Web site overview

- Introduced 2 pages for website
- Feedback included adding logos for extended team partners, keeping website on Volpe server, adding a way to share files with group, possibly with public

12:45 - 1:30 Destination Filter Development /Ranking Anita Bueno

- Filters, proxy, index, discussion
- Index vs. overlays – index gives us more range vs. overlay which will get very dark & hard to read.
- **Ryan:** has come across many studies that identify underserved communities – really should look at the work that the Trust for Public Lands has done. He also has statewide data studies.
- Take a look at statewide filters, and then refine based on other literature.

Neighborhood Filters:

- Added Population density
- Added Free/reduced lunch

Don: Demarcations within the neighborhoods, caution on how we identify the percentages to really target the intended populations. Gentrification of the inner city is a concern.

Neighborhood filters – see flip chart notes for details – chose 5 in order of rank (Household income-14, race-11, household car ownership-8, public health issues-5 and free/reduced lunch programs-5)

Ben: Measuring proximity to open space will be logistically difficult. Ben asks team to reallocate their dots to other filters.

1:30 - 2:00 Neighborhood Filter Development /Ranking Anita Bueno

- Ranking exercise results below

2:00 - 2:30 ATS Filter Development /Ranking Anita Bueno

- Ranking exercise results below

2:30 - 2:45 Next Steps, Calendar Coordination Tamara Wilton

- Next Meeting - May 30, 2012 in Sacramento, CA
- Talk to Ben and Jaime more tomorrow about products needed.

Ryan : Final points – Zim Ride and real time transit data are trending right now

Note: Check objectives for more filters that we have missed (economic and resource filters)

Possible Filter Ratings:

Neighborhoods:

- Household Income: 14
- Race: 11
- Household Car Ownership: 8
- Schools: free/reduced lunch: 8
- Public Health Issues: 3
- Age: 1
- Presence of Outdoor Education Efforts: 1
- Female Head of Household: 0
- Population Density: 0
- Education Levels: 0

Destinations:

- Site Amenities, (e.g. flush toilets, visitor center): 14
- Site Activities (e.g. water play, hiking): 9
- Current or Planned ATS Onsite: 7
- Relevant Onsite Programs: 6
- Within X Distance from Neighborhoods: 6
- Iconic Destinations: 5
- Ability to Handle Increased Visitation: 1

Corridors:

- Proximity of ATS to target neighborhoods & destinations: 14
- ATS is Convenient (Level of Service): 10
- ATS is Affordable (x% of household income): 7
- ATS is Easy to Navigate (based of field research): 7
- ATS Has Capacity to recreation Equipment (coolers, bicycles, etc.): 6
- Opportunities for Recreation on State/Regional lands Along Route: 1
- Services/Amenities Along Route: 0