

# District 5—State Routes 1 and 183 Corridor System Management Plan

## Project Summary

Caltrans District 5, with assistance from MIG, developed a plan to engage stakeholder agencies including the Transportation Agency for Monterey County (TAMC), Santa Cruz County Regional Transportation Commission (SCRTC), and the Association of Monterey Bay Area Governments (AMBAG) in the development of the SR 1/183 Corridor System Management Plan (CSMP). The District had intended to complement the work of this internal group by engaging a broader audience including other local cities, groups, and the public at strategic project milestones. The process was postponed due to technical issues that needed to be resolved before a productive public engagement process can occur.



### Outreach Methods

- Stakeholder recruitment through existing transportation committees and groups
- Electronic distribution including e-mail and website posting
- Informational webpage ([www.corridormobility.org](http://www.corridormobility.org))



### Public Involvement Tools

#### Fact Sheets and Graphics

MIG developed a corridor fact sheet for SR1/183, including an overview of the planned CSMP process, specific corridor descriptions, identification of preliminary corridor issues, a corridor map depicting locations of congestion and a list of Corridor Mobility Improvement Accounts (CMIA). Additionally, MIG developed a graphic that depicted the concurrent Transportation and Land Use planning activities in the corridor. The graphic illustrates the common timelines of these similar processes.

#### Project Website

Project information is available on the Corridor-specific pages of the statewide CSMP website at [www.corridormobility.org](http://www.corridormobility.org). This helped fulfill the SAFETEA-LU requirements regarding community involvement and use of visualizations, as specified under Section 450.210.

### Facilitated Technical Advisory Committee (TAC) Sessions

MIG staff facilitated TAC meetings in multiple corridors at key project milestones.

### Environmental Justice Community Involvement

The public outreach plan included the development of appropriate project materials in English and Spanish, and suggested that outreach efforts be designed to reach members of the Latino community living along the SR1/183 corridor.



### Lessons Learned

In most transportation planning processes, the technical data forms the foundation of facts upon which consensus with the community is built. Caltrans and its technical consultants must be in agreement on the timing and readiness of the technical data before the public is involved. In this project, Caltrans made a very important decision to delay engaging stakeholders and the public in this project until several issues were resolved. Timely engagement and coordination with key stakeholders will result in a more impactful public engagement process. Caltrans can serve as a lead agency in the development of coordinated outreach related to local transportation and land use planning programs.



### Results

Work completed on the SR1/183 CSMP resulted in a commitment on the part of stakeholder agencies to coordinate public engagement activities related to transportation and land use activities including the CSMP, Regional Transportation Plan (RTP), and Blueprint planning process. Agreed upon messages for the CSMP include:

- Traffic and transit are key to coastal access.
- Local and state governments are working together, coordinating efforts to increase value for the public.
- Preparing CSMPs will increase safety and economic vitality for the region as a whole.

## Deliverables

Fact Sheet  
Meeting Summaries  
Web Ready Content