

# District 3—Colusa Market Street/ State Routes 20 & 45 Complete Streets

## Project Summary

Market Street serves as Colusa's Main Street, a regional thoroughfare for truck traffic, a local connection for traveling farm equipment and as the convergence of SR 20 and SR 45. MIG's Complete Streets team worked with Caltrans District 3, the City of Colusa and the community to identify safety and aesthetic improvement concepts along this rural corridor. Preliminary concepts were developed to make the corridor a safer place for pedestrians while maintaining mobility for vehicle travel and access to local businesses.



### Outreach Methods

- Flyers delivered to local businesses
- Press Release to local newspaper
- Workshop announcements: e-mail, Chamber of Commerce listserve
- Postcards



### Public Involvement Tools

#### Community Meetings

MIG hosted two community meetings. The first meeting presented the project and solicited input on assets and opportunities for improving the corridor. A set of preliminary improvement concepts was presented for discussion and review at a second community workshop.

#### Focus Workshops

MIG also held focus workshops with business owners along the corridor and Colusa Tribal representatives to solicit input specific to these groups.

#### Illustrative Drawings

MIG developed a series of plan views and sections to depict potential improvement options in the corridor. These drawings, along with built examples from other communities, helped residents understand how the potential improvement options might look along the corridor.

#### Environmental Justice Community Involvement

Colusa is a rural, agriculturally-based community with a strong historic small-town character, and concepts were developed with respect to these qualities. Project materials were developed in English, and Spanish translation services were available at the workshops. A special focus group session was held with Colusa Tribal representatives to solicit Tribal-specific input.



### Lessons Learned

Complete Streets concepts are not yet integrated into Caltrans Highway Design Manual, requiring an ongoing dialogue with Caltrans staff, the design team, and local partners. Early and ongoing stakeholder engagement increases the likelihood of designing concepts suitable to the specific conditions in a particular community. Not all Complete Streets elements are appropriate for all corridors.

Caltrans facilities in rural agricultural communities can be redesigned to accommodate truck traffic, agricultural equipment and recreational vehicles while increasing safety and mobility for bicyclists and pedestrians.

A budgetary decision was made to omit the stakeholder interviews, which would have occurred before the outreach process. In hindsight, this put the effort at a disadvantage, because key decision makers did not share the same level of enthusiasm for Complete Streets



### Deliverables

- Meeting Summaries
- Public Engagement Plan Postcards
- Proposed Concept Plan and Section Views
- PowerPoint Presentations
- Final Project Report

*continued next page*

# District 3—Colusa Market Street/ State Routes 20 & 45 Complete Streets

*continued from previous page*

planning as the general public. The Project Team would have benefited from having this information earlier in the process and would have modified the timing and approach for how these stakeholders were involved.

Communications between consultants, Caltrans headquarters, Caltrans District Project Managers and city staff should be well coordinated, and all public workshops, briefings and meetings should be completely documented. When introducing new transportation concepts to a community, the local governing board should be brought into the process as early as possible. City staff can also be the main speakers at workshops and briefings, with support from consultants and Caltrans, in order to gain greater receptivity on the part of local decision makers.

The development of support and capital cost estimate ranges for various types of Complete Streets components would be extremely useful to inform and assess local interest during feasibility studies.



## Results

MIG's designs were informed by an extensive public involvement process that included focus group discussions with property, business owners and Tribal representatives along the corridor. Two community workshops were held to solicit input and present preliminary concepts.

The Complete Streets concepts, which identify design treatments for the entry blocks and middle blocks along the corridor, will be prioritized by local officials for funding as it becomes available. Two final community-supported concepts were presented to the City Council, Planning Commission and County Transportation Commission during the fall of 2010. Implementation of these concepts depend on a variety of factors including funding and technical feasibility. The Colusa Complete Streets Concept Plan will serve as a basis for future efforts.