

Appendix A. Public Outreach

This document includes:

- **Appendix A. Public Outreach**, including a summary of Phase I and Phase II community outreach
- **Appendix A.1. Results from the Online Survey**
- **Appendix A.2. WikiMap Comment Locations**

Phase I Community Outreach Summary

As part of the GoShasta Active Transportation Plan development process, a variety of outreach and engagement strategies were used to gather input from Shasta County residents on existing conditions, opportunities, and challenges related to walking and biking. This section summarizes these strategies, and the input received.

Pre-Charrette Outreach

Leading up to the opening outreach campaign, the consultant team worked with SRTA to engage stakeholders through consultation with two Citizen Advisory Committees, conduct online and off-line outreach, and ultimately engage hundreds of people in the active transportation planning process.

Citizen Advisory Committees

Prior to the February workshops, the consultant team and SRTA met twice with SRTA's GoShasta Citizen Advisory Group and once with the City of Redding's Active Transportation Advisory Group. Committee members completed an initial online survey to help identify specific locations to evaluate for bicycle and pedestrian safety, as well as to make recommendations for community outreach. Of 42 respondents, 30 represented the Redding area, and two represented the Cities of Anderson and Shasta Lake, with the remaining representing the outlying unincorporated areas. Most respondents (78 percent) indicated that they were recreational cyclists, with many also indicating they were commuting cyclists or mountain bikers as well. Approximately 50 percent of survey respondents indicated that all types of active transportation should be the focus of the active transportation plans, including: walking, biking, access for disabled individuals, and transit connections.

Q6 Please select the top focus priority for accessing these destinations

Answered: 34 Skipped: 8

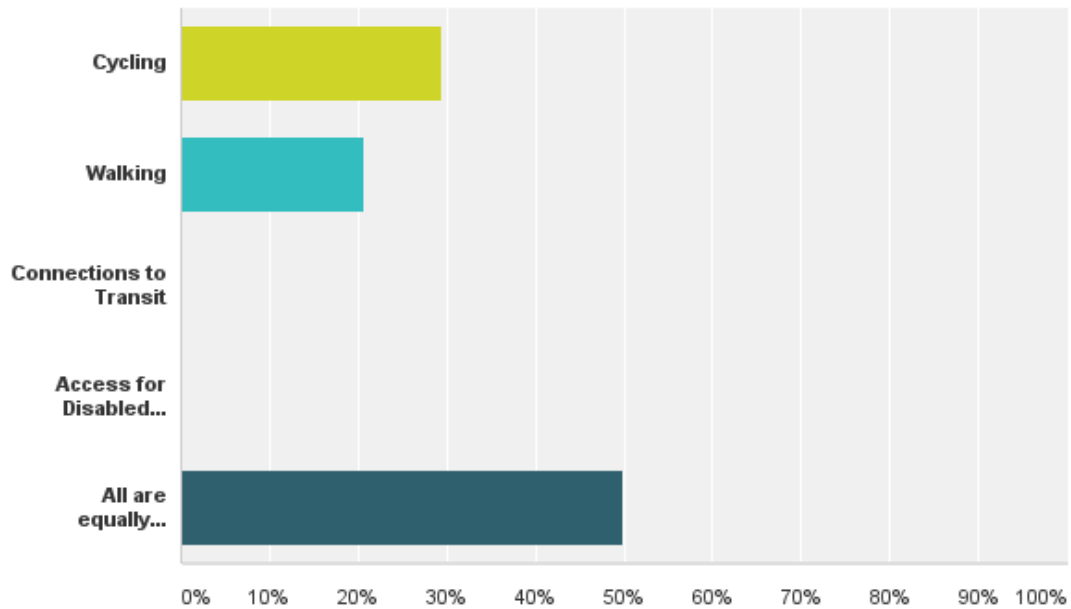


Figure A.1. Response to the top focus priority for accessing destinations.

Q11 Which type of cyclist best reflects those that you represent?

Answered: 32 Skipped: 10

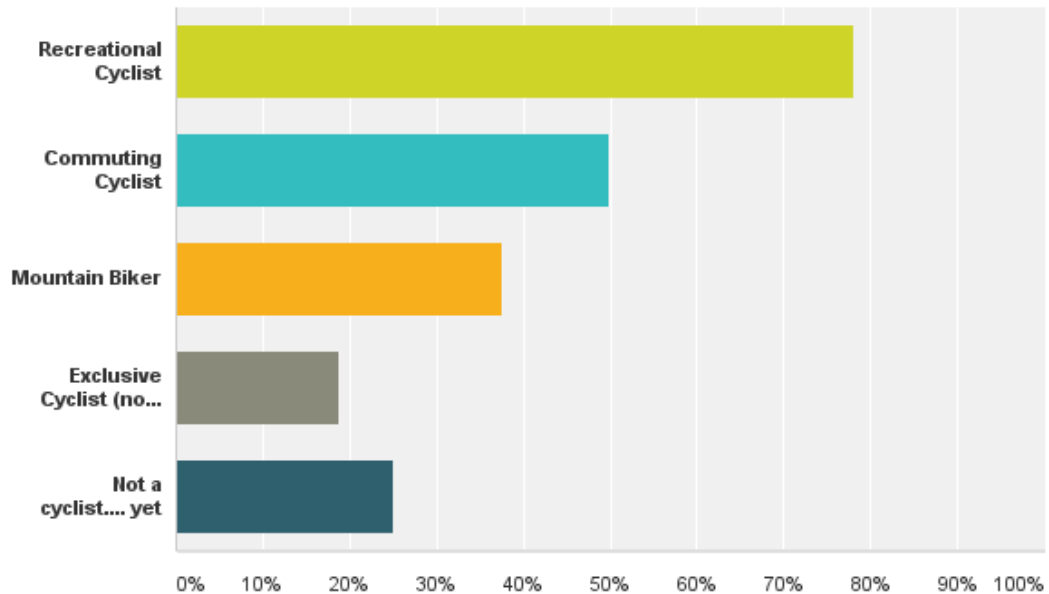


Figure A.2. Response to what type of cyclist are you most like.

A survey taken by the Advisory Committees provided insights on the most important issues related to walking and biking within the Shasta region.

Project Website and Online Tools

The goshasta.org website was launched in January 2017 to provide a virtual project interface. An online survey and WikiMap (i.e., online map that allows viewers to add comments) provided an online venue for public participation, effectively expanding ways for the public to get involved in the project without the need to travel to a workshop. The website was promoted through social media, event flyers, print media, and targeted outreach to stakeholders. The results of online engagement are discussed in detail in the “Online Engagement Tools” sections that follows.

Media

A mixed media approach was utilized to publicize the launch of the GoShasta Regional Active Transportation Plan and the City of Redding Active Transportation Plan. Media outreach focused on educating the public about the planning process and promoting public involvement. A media release was distributed to the region’s print media and newspapers, supported by a social media campaign and bi-lingual charrette event flyers. Local agencies and organizations assisted SRTA and the City of Redding in distributing the media release to press contacts, as well as with boosting the social media campaign on Facebook and Twitter.

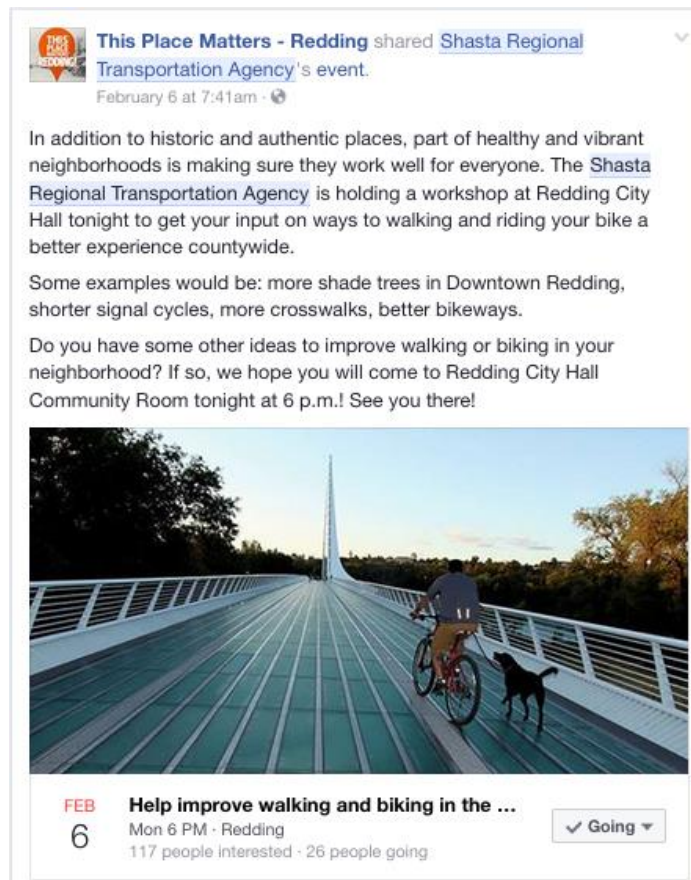


Figure A.3. Social media outreach for the Plans

A charrette flyer (see Figure A.4) was distributed electronically, in print, and via social media to promote in-person and online participation. A Spanish language flyer was also provided.



Get involved in walking and biking in the Shasta Region!

The GoShasta Regional and City of Redding Active Transportation Plans provide a coordinated approach to active transportation, resulting in plans that enable the region to compete for funding that supports walking and biking.

It's easy to participate:

- Attend one of the community workshops
- Provide input online

For more information and to participate online:
GoShasta.org

The GoShasta Regional and Redding Active Transportation Plans are funded through California's Active Transportation Program, awarded to the Shasta Regional Transportation Agency.

Monday, February 6
Redding Workshop
6:00-8:00 pm
Redding City Hall | Community Room | 777 Cypress Ave.

Tuesday, February 7
Burney Workshop
5:30-7:30 pm
Burney VFW Hall | 37410 Highway 299 East

Wednesday, February 8
Shasta Lake Workshop
5:30-7:30 pm
John Beaudet Community Center | 1525 Median Ave.

Thursday, February 9
Anderson Workshop
5:30-7:30 pm
Community Center | 1887 Howard St.

Refreshments provided!

¡Participe en mejorar las condiciones para caminar y andar en bicicleta en la región de Shasta!

El plan regional GoShasta (Vamos Shasta) y el plan de transporte activo de Redding incluirán una estrategia coordinada para mejorar el transporte activo. Los planes ayudarán a la región a competir para fondos que apoyen el caminar y andar en bicicleta.

Es fácil participar:

- Asista a uno de los talleres comunitarios
- Dénos sus comentarios por Internet

Para más información y para participar por Internet:
GoShasta.org

El plan regional GoShasta (Vamos Shasta) y el plan de transporte activo de Redding están siendo financiados a través de una subvención del Programa de Transporte Activo de California otorgado a la Agencia Regional de Transporte de Shasta.

Lunes, 6 de febrero
Taller en Redding
6:00 a 8:00 pm
Ayuntamiento de Redding | Salón Comunitario
Avenida Cypress 777

Martes, 7 de febrero
Taller en Burney
5:30 a 7:30 pm
Salón VFW de Burney | Carretera 299 Oriente 37410

Miércoles, 8 de febrero
Taller en Shasta Lake
5:30 a 7:30 pm
Centro Comunitario John Beaudet | Avenida Median 1525

Jueves, 9 de febrero
Taller en Anderson
5:30 a 7:30 pm
Centro Comunitario | Calle Howard 1887

Habrà refrigerio








Figure A.4. Flyer in English and Spanish advertising the charrette.



Figure A.5. In Burney, a light-up message board was used to promote the workshop.

Targeted Outreach and Personal Invitations

In addition to promoting participation through mass media and social media, the Local Government Commission worked with SRTA to engage local agency staff, decision makers, area Tribes and local organizations. Through personalized emails and phone calls, agency staff, active transportation advocates, and Tribal leaders were invited to participate in a series of stakeholder meetings, walk audits, and the workshops. The Burney and Shasta Lake Chambers of Commerce promoted the workshop events to their membership as well as the public at large.

Citizen's Advisory Committee Meeting

On Monday, February 6, 2017, the project team met with the Citizen's Advisory Committee (CAC). The project team presented on the status of the project and the Level of Traffic Stress (LTS) Methodology. The CAC discussion centered around projects and policies that would improve walking and biking conditions in the Shasta Region.

A key discussion point was the presence of barriers. Neighborhood streets, while sometimes lacking sidewalks, are generally thought of as pleasant and safe places to walk or bike. However, to access services and use walking and biking as a mode of transportation, the connections out of the neighborhoods and to different parts of town are very lacking. Many people agreed that the Shasta Region has excellent recreational biking opportunities, but biking for transportation is difficult. Walking sometimes feels like an afterthought; crosswalks are lacking and sidewalks are not always present or adequate.

The perception of crime in the region is also a factor in people's choice to walk or bike. Participants suggested lighting and emergency call buttons may help ease people's fears about walking in the region.

Specific projects that were discussed include the desire for a trail along the Anderson Cottonwood Irrigation District (ACID) Canal, a Class I path through the mall parking lot, and non-motorized trails between population centers, similar to Colorado's network of trails connection several mountain towns.

Redding ATP Advisory Group Meeting

On Monday, February 6th, the project team met with the Redding ATP Advisory Group. The project team presented on the status of the project and the Level of Traffic Stress (LTS) Methodology. The discussion centered around projects and policies that would improve walking and biking conditions in Redding and included a visioning exercise.

Advisory Group members highlighted motor vehicle speeds as a major issue. People do not feel safe walking and biking where speeds are high. For example, posted speeds downtown are 30mph, but one-way streets, wide lanes, and freeway-style signage encourage people to drive much faster.

Making connections was another topic of discussion. There is evidence, as indicated by the large numbers of people walking and biking on the Sacramento River Trail, that many people have a desire to walk and bike but only do so on safe, comfortable facilities. If the trails were connected to downtown and economic centers via low stress facilities, many more people might choose to walk and bike for transportation purposes. Hilltop, Turtle Bay, and Downtown were suggested as neighborhoods that should be prioritized for connections because they are already relatively high density, walkable areas.

Visioning Exercise

ATP members were asked to form small groups to discuss their vision for the plan. Groups reported three key words that describe what they would like to see from the plan. In addition to safety, which was the most common term, the following words (similar concepts are grouped together) were mentioned:

- Connections, Seamless, Saturated
- Enjoy, Lifestyle, Beauty
- Historical
- World-Class, Infrastructure
- Data Driven

Stakeholder Meetings

City of Redding

The Redding stakeholders' meeting held on February 6, 2017, was well attended, including representatives from the Parks, Planning, Communications Public Works, Fire and Police Departments, the Shasta Union School District and Turtle Bay. Stakeholders identified a number of challenges and opportunities related to walking and biking in Redding.

Challenges

The Chief of Police pointed out that they do not have the resources to patrol the existing trails, much less any new miles of trail. Police can be assigned to the trail but they use overtime pay; it is not a sustainable solution. The Chief stated that Redding and the trails are actually very safe, but incidents receive heavy coverage by the media, which influences people's perception of safety.

Additional funds for policing, lighting, and emergency call boxes on the trail may help influence people's perception of safety and willingness to use the trails.

Education for bicyclists, motorists, and pedestrians was discussed. Infrastructure is often disconnected, so bicyclists and pedestrians may take risks to cut across traffic or cross the street without the benefit of a crosswalk, while motorists may speed and not be aware of other road users. Additional infrastructure and speed management may help address these issues and could be accompanied by education and outreach.

Opportunities

The Redding area has some great recreational trails. If these trails could be connected to downtown (potentially through Turtle Bay) and other commercial centers, there is a potential for economic benefits from tourists, and increased recreational and transportation options for residents.

Specific projects discussed include a trail on Churn Creek, which the parks department has identified as a north-south trail arterial. The planning and development of this trail are in the preliminary stages, and property must be acquired first.

Stakeholders were very positive about the opportunities for additional infrastructure on City streets. Road diets have been well received in the past, which is an opportunity to add bicycle lanes to a street. The fire department understands the potential for narrower travel lanes to slow traffic and accommodate bike lanes, with assurances that response vehicles will still be able to make necessary turning movements.

The Redding school district does not bus any children that are less than three miles away from school. With the support of the Shasta Safe Routes to School program, providing routes for children to walk and

bike to school could be a huge opportunity. This would reduce school drop-off and pick-up activity and increase children's activity levels.

Shasta County

The Shasta County stakeholders included representatives from the Shasta County Office of Education and the Health and Human Services Agency. The Health and Human Service Agency started Healthy Shasta, which leverages resources to improve public health throughout the county. Major challenges to walking and biking in the Shasta Region included speed limits; many miles of rural two-lane roads with narrow or no shoulders; decentralized schools; "stranger danger" perception; and schools with policies discouraging or prohibiting children from walking or biking to school. A master plan for bike and pedestrian improvements could help communities envision improvements. Unincorporated areas have a lack of accountability and potentially a mentality that small communities don't need bicycle and pedestrian improvements. Opportunities include some small communities that have made progress, including Burney and Fall River. Healthy Shasta has excellent relationships and a good community reputation and can leverage non-infrastructure grants to support walking and biking.

City of Shasta Lake

Stakeholders that attended the City of Shasta Lake Stakeholder meeting included representatives from the City, Healthy Shasta, Shasta County Health and Human Services, and the Shasta County Sheriff's office. One of the main challenges in Shasta Lake is that there are many roads without any bicycle or pedestrian facilities, including roads with more rural character and higher speed traffic, such as Cascade Boulevard. Even with the lack of facilities, there are still many people who walk and bike in the area.

Similar to other communities, the issue of safety on the River Trail and issues of education and predictable behavior for bicyclists, pedestrians, and motorists was discussed. The stakeholders also discussed need for connections to bus stops and newer subdivisions, as well as regional connections to Redding and other communities. Connecting the BMX park to town and providing safe connections to schools were other priorities discussed.

City of Anderson

The Anderson stakeholder meeting included representatives from Healthy Shasta, Caltrans, and the City of Anderson. The biggest safety issue cited in Anderson is Highway 273, which cuts through the middle of town and has a speed limit of 45mph. Intersections along Highway 273 were of particular concern.

Anderson does have several trails that connect the River Park and a trail along 273 that connects downtown with the Walmart and nearby businesses. There are still gaps that need to be connected; for example, along Balls Ferry Road and Stingy Lane. Extending this trail to connect to employment and residential areas to the northwest was mentioned as an important connection. The Anderson Police Department supports several programs that promote safe walking and biking including volunteer patrols, deployment of speed feedback signs, crossing guard training, and Safe Routes to School. One of the main challenges facing Anderson is finding funding for bicycle and pedestrian projects; as a small town with limited city staff, there is rarely time to find and apply for necessary grants.

Walk Audits

Walk audits and bicycle assessments were conducted in four communities during the February 6-9 charrette week. Audits were held in downtown Redding, Burney, Shasta Lake, and Anderson. Discussion focused on the safety and quality of the pedestrian and bicycle environments, and how facilities could be improved to support walking and cycling.



Figure A.6. Despite record rainfall, advocates and agency staff joined SRTA staff, City of Redding staff, and the consultant team for walk and bike audits.



Figure A.7. The Redding walk audit focused on the downtown area surrounding the pedestrian mall. Concerns about a lack of designated bike lanes, gaps in pedestrian infrastructure, ADA accessibility and vehicle speeds were raised. Recent improvements to pedestrian facilities along Placer Street were noted as examples of a safe and enjoyable pedestrian environment.

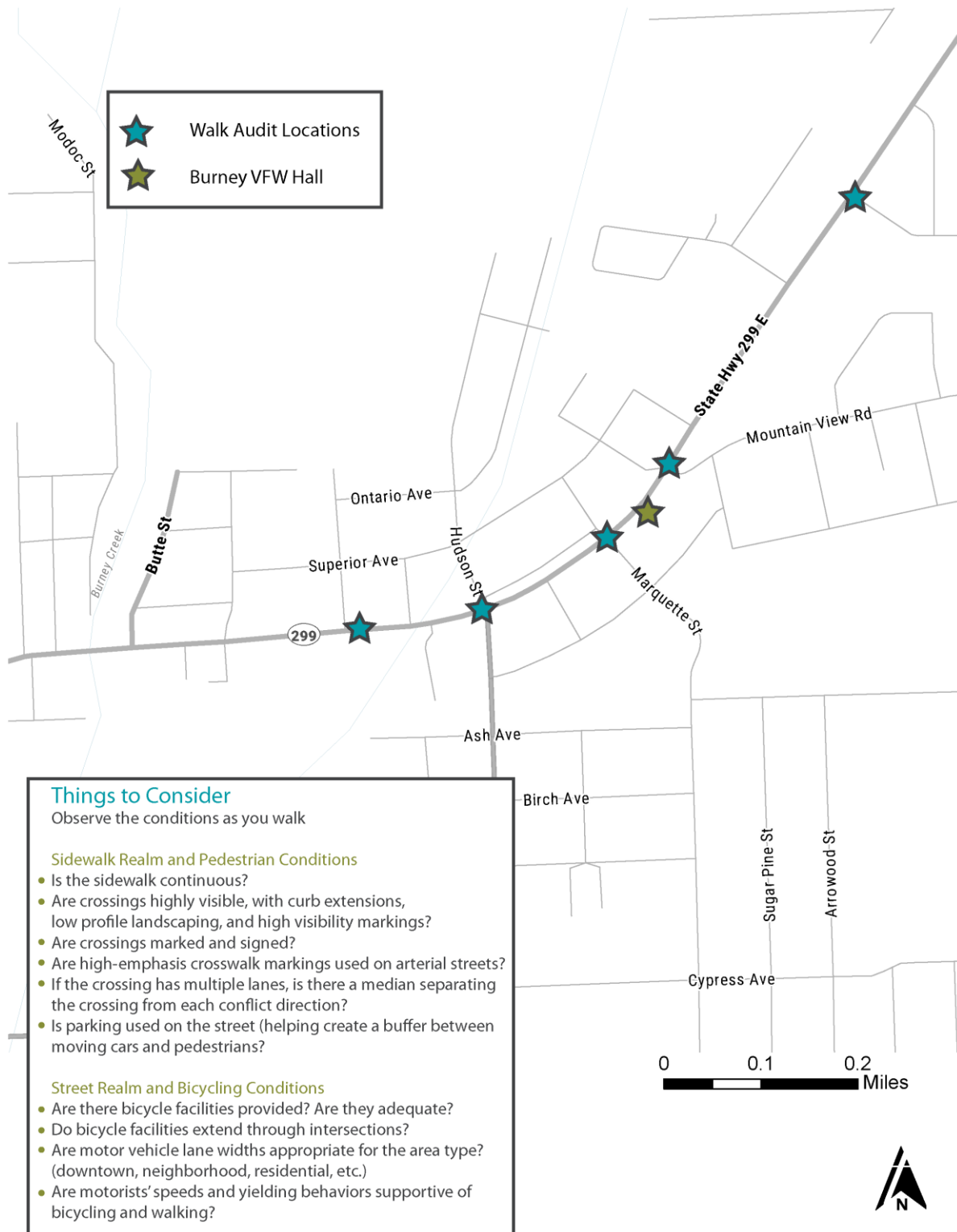


Figure A.8. The Burney audit zeroed in on State Route 299 through downtown Burney, which also serves as Burney's main street.



Figure A.9. A lack of safe pedestrian crossings along State Route 299 and reducing speeds were the top concerns identified during the walk audit. Pedestrian crossings were unmarked, poorly marked, or not highly visible.

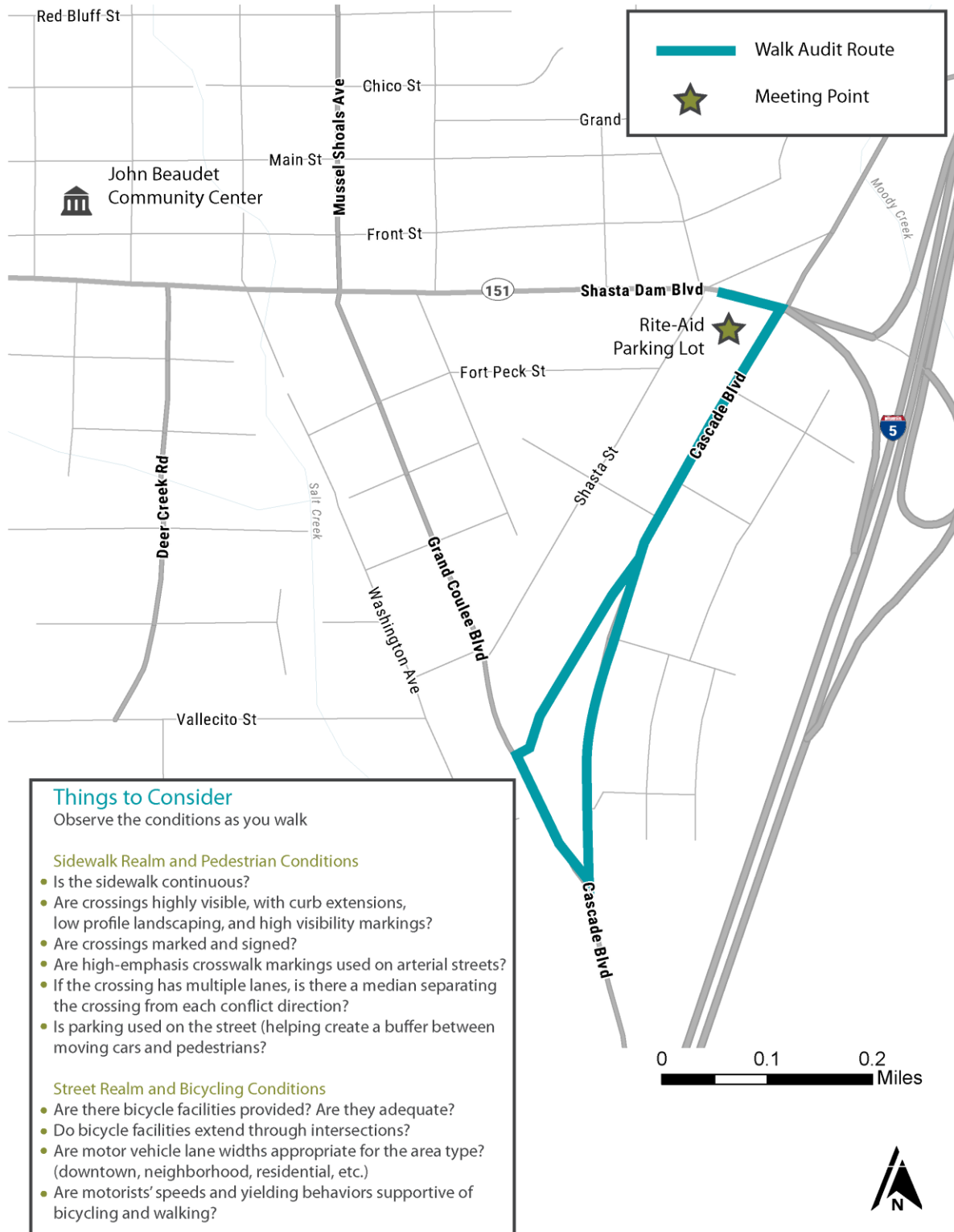


Figure A.10. The walk audit in Shasta Lake focused on the triangle formed by Shasta Lake Boulevard, Grand Coulee Boulevard and Cascade Boulevard.

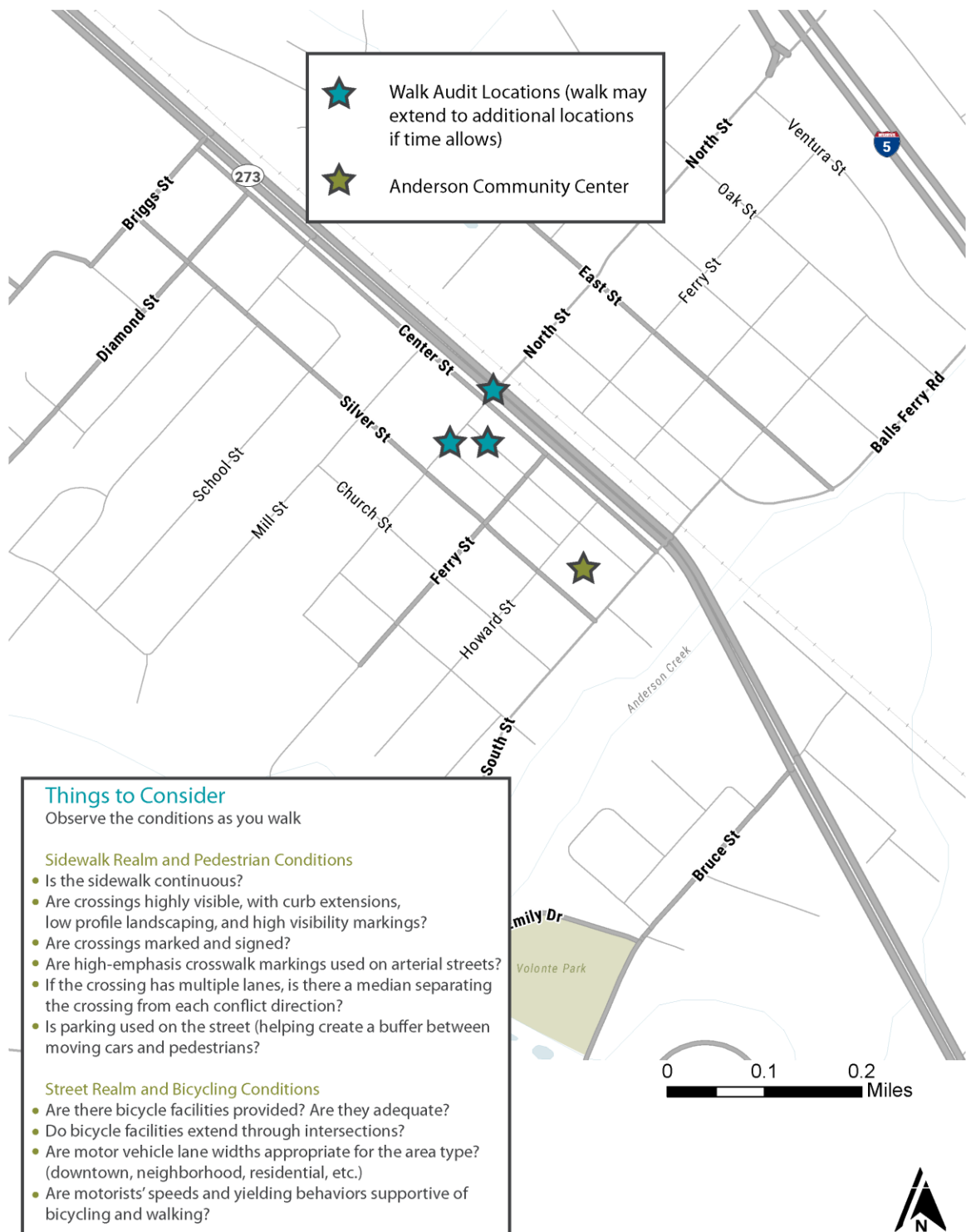


Figure A.11. Additional walk about route



Figure A.12. The Anderson walk audit was conducted on both sides of State Route 273. The pedestrian/bicycle crossings over SR 273 and the railroad tracks were identified as a concern.

Public Workshops

From February 6-9, 2017, public workshops were held in Redding, Burney, Shasta Lake and Anderson. Attendance was greatest at the Redding workshop, with many participants traveling from outlying areas to attend the event. Following introductions, each of the workshops opened with a 20-minute presentation on Active Transportation by Paul Zykofsky of the Local Government Commission. Visual examples were provided of complete streets, traffic calming techniques, good sidewalk design, high visibility and protected pedestrian crossings, and different types of bicycle facilities. Following the presentation, participants were invited to visit a series of stations to provide input on active transportation needs and priorities, summarized in the “Workshop Comments” section below. A visioning exercise was conducted during the Redding workshop and is discussed in the “Active Transportation Vision” section. Free refreshments were provided at each of the workshops, made possible by funding the Local Government Commission received from The California Endowment.

Workshop Comments

City of Redding

The Redding workshop had the most participants, and many people at this workshop also commented on barriers and issues in Shasta Lake, Anderson, and the surrounding communities. Comments on these communities are summarized in the appropriate workshop summaries that follow.

The project team received many comments specific to Redding. Two maps were provided for people to input their comments. Some of the most common comments included opportunities for new trails, such as along the ACID canal, Churn Creek, Oregon Gulch, and Jenny Creek. Many comments expressed a desire for safe crossings of roadways, such as Eureka Way and Cypress Ave.

Burney and Unincorporated Shasta County

The workshop in Burney had four participants that provided excellent input. Because of low turnout, the project team structured the workshop as a focus group, with discussions on issues facing Burney and unincorporated Shasta County. Participants stressed a need for crossings of Highway 299. Comments gathered at other workshops concerning unincorporated communities echo the need for safe crossings and traffic calming of state highways that run through the town center.



Figure A.13. The Redding workshop was attended by residents of the City and the greater Shasta region.



Figure A.14. Area residents visited stations to identify barriers, opportunity sites, and to assist with prioritization.



Figure A.15. The project team lead participants at the Burney workshop in a discussion about bicycle and pedestrian issues in the community.

City of Shasta Lake

Participants in Shasta Lake mentioned barriers along Shasta Dam Blvd and near on and off ramps leading to I-5. Many areas in Shasta Lake don't have sidewalks or shoulders, yet many people walk. Participants mentioned the role of Shasta Dam Blvd as a recreational corridor, especially in the summer, which brings an economic benefit to the town.

City of Anderson

Participants at the Anderson workshop saw many opportunities to connect destinations within the city to each other. Anderson already has several trails, one from downtown to Wal-mart, and one that leads to Anderson River Park. There are many opportunities to connect these trails further in to town, via Balls Ferry Rd and other routes. The main barrier, similar to other areas in the Shasta Region, is the highway running through town.



Figure A.16. A computer station was set up at each community workshop to help participants take the online

Active Transportation Vision

During the February 6 workshop in Redding, participants were asked to imagine their active transportation future. Responses were written on index cards and represent participants' vision for active transportation in Redding and the Shasta region.



Figure A.17. Clear themes emerged through the visioning exercise.

The following visions were collected from workshop participants.

- Planning, building and maintaining facilities for all modes with safe options with a complete network – collaboration.
- I would like to see multiple ways for people to get around the County safely and timely without having to rely on vehicles.
- Redding is like Paris.
- Make Shasta County Great Again. Clean up the bike lanes. Repaint the Class II lanes. Fill the potholes. Have safer road for bikes. Extend the fog lines and mark them. Have signs on the road that read, "Bikes on the roadways".
- Alternative transportation to shopping and recreation. More respect for the cyclist/pedestrian. Covered bike parking. More greenways with bike/pedestrian paths.
- Diagonal parking spaces throughout the downtown are for ease of access to businesses, including through downtown mall area. Sidewalks, sidewalks, sidewalks! Especially in business areas, with flashing, well-marked crosswalks in major traffic areas.

- A system of trails, bikeways and complete streets that line neighborhoods, communities, and destinations. This system will be suitable for all ages and abilities, providing safe, secure, enjoyable and convenient options for travel.
- Protected bike/walk corridors. Connecting the cities and towns in the region. Allowing safe non-motorized travel between the various population areas.
- A robust active transportation network that lets people of all ages and abilities safely walk or bike for pleasure, commute or errands. An equitable network that will unlock our economic potential, result in better health outcomes, and help build a more sustainable community.
- Connect Millville to Shingletown. Connect Shasta Lake City to Lakehead. Connect Anderson to Red Bluff. Connect Redding to Lewiston. Try to use paved trails for these connections. South 273 between the Mission and Westwood Village there is no safe pedestrian bike crossing. Lights are timed for cars.
- Bike trails without cars. Downtown no cars, walkable, well-lit for safe walking in evenings. Bike routes away from busy, fast streets. Bike lockers at train, bus, and malls.
- A world-class network of trails, separated bikeways, and neighborhood streets to connect to all schools, destinations, shopping and residential. Where everyone will have access to a bikeway from their neighborhood and 90% of school kids will walk, bike or ride transit to school.
- Bicycle rentals throughout town. Bicycle repair co-op. Wider bike lane on Eureka Way.
- Expanded urban, city streets that are safe and well connected to services, residential, work and recreation. i.e. Diestelhorst to downtown.
- Safe, connected dedicated bike paths that connect to hot beds of activity, i.e. 299 Redding to Wiskeytown, Placer to Igo/Ono, Redding to Anderson via ACID.
- Bike lockers or bike check-in at stores and restaurants. North and southbound bike-lanes over Shasta lake "new bridge".
- To be able to ride a bike on every street. Would include marked bike lanes that are kept clean. All businesses have bike racks.
- Convenient, safe, inviting, easy to use of all ages and fitness levels. Contiguous facilities (no gaps). Connected to nature. Shade. Fun.
- The City of Redding is a community that makes walking easy between neighborhoods and core areas; a city where bicycle commuting is fun, easy and safe. Around the town are recreational walking and biking trails that are the envy of many other cities. Our trails are safe, scenic and valuable for exercise, family fun, walking for pleasure, biking to work and more.
- In 10 years... Every road will have a bike lane. Most people in urban areas would be able to opt out of using a car. In 20 years... Cars would no longer be the dominant form of transportation, rather: bikes, transit, walking.
- Vibrant arts community with well-developed infrastructure. Safe streets via both the ability to readily walk or bike throughout the greater Redding area and regarding crime rates.
- In 10 years... Protected bike lanes throughout the City. Safe access to all paved and/or unpaved trails surrounding Redding Electric, solar-powered mass transit. In 20 years... Less reliance on internal combustion, increased solar/electric powered vehicles, more ped/biking opportunities.
- A paved trail bordering the ACID Canal from Turtle Bay to beyond Anderson. A trail bordering the west side of the Sacramento River from Turtle Bay to Cypress. A trail following Caboose Creek from the hill to the river.
- Create a network of complete streets and trails for walking and biking that are so well connected and attractive for all ages and abilities that driving a car is an option not a necessity.
- Completely protected multi-use network covering the region including the ability to connect to nearby counties and safe and convenient bike parking at all destinations. This will help solve poverty here.

- Full inclusion of people with disabilities in the planning process. Robust backbone of Class I separated paths away from autos.
- Major roads with proper bike lanes, including rural and mountainous routes like Keswick Dam road and Dry Creek Road. Safe Routes to Trails. Safe crossings with LEDs. Bike lockers or safe places to lock them.
- Safe street crossings. Connectivity of bike paths.
- Improved running/biking path along the length of the Sacramento. More hiking and biking at both lakes. Pedestrian-only thoroughfares in downtown.
- Totally walkable and bike-friendly trails and streets. Make it easy for people to walk/bike from outlying areas to downtown shops, restaurants hotels/motels, etc. without conflict with motor vehicle traffic.
- I can safely get anywhere I need to go on a dedicated walking/biking path without getting in my car. Biking is safe for children. Vibrant center of town.
- A lot of river access points. More extensive river trails system.
- An interlinked network of trails and bike lanes connecting Shasta Lake, Redding, Anderson, Cottonwood, Palo Cedro, old Shasta and Centerville that allows safe recreational and commuter cycling to/from the urban centers and connections to rural areas.
- More green space in and around transit routes. Diminished use of cars as a whole. Link to major recreational areas for bikes. Safe bike paths connecting all major business and residential areas. Pedestrian links to river from downtown. Easy and convenient transit.
- Develop Park Marina area into mixed public use, a cycling hub with food, activities, parks, retail, with full access to river.
- Bike only trails from outer communities into the downtown area for safer commuting. Trails for road bikes throughout the County for enjoyment.
- Pedestrian connection between Turtle Bay and the waterfront along Park Marina over/under Hwy 44. Well-established river walk along Park Marina, with restaurants, businesses, outdoor activity areas.

Online Engagement Tools

Online Survey

An online survey was made available from January 10th to February 28th. Survey respondents were asked questions regarding what type of bicycle rider type they identify themselves as, barriers to riding a bicycle and walking, strengths and weaknesses of the bikeway and sidewalk network, open comments, and typical demographic information. Aggregate responses for each question can be viewed in Appendix A.1.

Bicycling Results

Personal security was reported as a concern for many people who are interested in bicycling but are concerned with the perception of crime in the area, particularly as it relates to being alone and outside at night. In addition to personal security, the lack of safe places to secure a bicycle at destinations was a common theme, which was a moderate reason why some people choose not to ride their bicycle. Some respondents suggested that popular destinations should provide secured bicycle lockers to eliminate or reduce the possibility of bike theft or theft of bicycle accessories, which would encourage people to choose to ride their bicycle more often.

Large distances between desired destinations and survey respondents' homes make bicycling a relatively unattractive mode of transportation. In addition to the lack of close-by destinations, people stated that it

is difficult to carry goods/packages and/or children on their bicycles, which is made more difficult when having to bicycle on uncomfortable roadways with far apart destinations.

Debris in bike lanes causing flat tires and unsafe riding conditions is a concern that was voiced by many survey respondents. Complaints of rocks, thorns, trash, and sharp objects within bike facilities or on shoulders make it unappealing to ride a bicycle and potentially unsafe. Some people mentioned they ride exclusively on off-street trails due to damaging debris that is in the roadway. While this barrier to bicycling was not a major reason identified when directly asked whether maintenance was a barrier, this was a reoccurring theme in the write-in comment section.

Weather also impacts peoples' decision to ride a bicycle. In the summer, temperatures rise to an uncomfortable level and cause a higher amount of perspiration. Many respondents stated they do not want to arrive to their destinations sweaty and avoid riding a bicycle for commuting or utility purposes during the summer months.

Traffic-related reasons that discourage bicycling had strong effect on whether people choose to ride a bicycle in Shasta County. Motor vehicle speeds, motorists being inconsiderate or inattentive, existing bicycle facilities do not feel safe, and existing bicycle facilities do not go to desired destinations. Motor vehicle speeds and motorist actions were a strong theme that emerged through the write-in comment sections.

If bicycling in Shasta County improved and felt more comfortable and safer, 68% of respondents reported they would regularly ride a bicycle or at least five or more days a week, a large increase from the current share of respondents (31%) who ride regularly or more than 5 days a week. To assess what type of bicycle facilities are desired, survey respondents were shown images of different types of bike facilities and asked how comfortable that feel or would feel riding on each bicycle facility. Bicycle facilities that provide the least amount of physical separation between bicyclists and motorists have the lowest levels of comfort and conversely is true with bicycle facilities with higher levels of physical separation. Rural roadways and marked shared lanes were found to be the least comfortable bike facility types and multi-use trails and protected bike lanes with curbs and/or vertical separation have the highest report level of comfort (see Table A.1).

How Often Would You Ride A Bicycle?

Current condition vs. safer future conditions

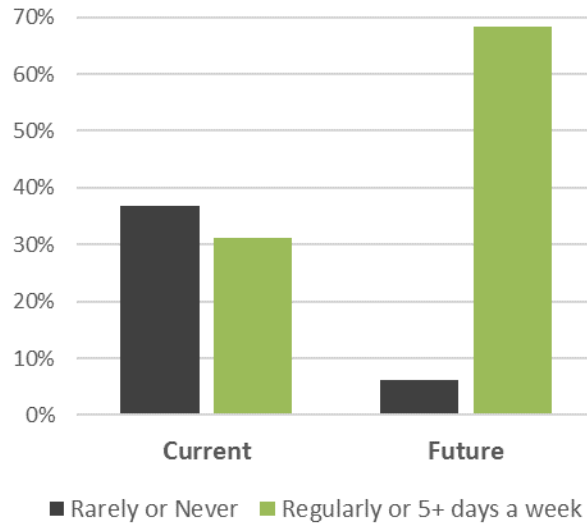


Figure A.18. Current and Future Preference to Bicycling

Bike Facility Type	Very uncomfortable	Somewhat uncomfortable	Somewhat comfortable	Very comfortable	% Feel At Least Somewhat Comfortable
Rural Road w/ Litter to No Shoulder	44%	35%	15%	6%	21%
Marked Shared Lane	33%	33%	26%	7%	33%
Bike Lane with Painted Buffered	6%	19%	45%	30%	75%
Bike Lane	3%	21%	43%	33%	76%
Rural Road w/ Wide Shoulder	7%	16%	42%	35%	77%
Neighborhood Street w/ Low Traffic Volumes	2%	7%	34%	56%	90%
Bike Lane with Painted Buffer and Vertical Objects	4%	4%	21%	72%	92%
Bike Lane w/ Curb Barrier	3%	4%	22%	71%	93%
Multi-Use Trail w/ Separated Walking Area	2%	3%	6%	89%	95%
Multi-Use Trail	2%	1%	14%	82%	96%

Table A.1. Level of Comfort by Bike Facility Type

Walking Results

Numerous people commented that many areas within Shasta County and the City of Redding felt unsafe and creates a barrier to walking for recreation and for running errands, similar to the reason why some choose not to ride a bicycle. Disconnected sidewalks and long distances between destinations discourage many people from choosing to walk in Shasta County. Many people noted there are not enough pedestrian accommodations to make people feel safe and comfortable walking, particularly too

many large parking lots, high speed roadways, lack of sidewalks, lack of shade, unsafe roadway crossings, and not enough space separating motorists from pedestrians. Destinations are too far apart, not connected to existing or non-existent transit service, and there is not enough shade to make it comfortable to walk in the summer.

Many of the write-in other comments stated that crime is a serious issue in Shasta County, particularly in the City of Redding which makes walking around, especially at night, uncomfortable and potentially unsafe.

WikiMap Results

An online map was made available between January 10th and February 28th to allow people to identify specific locations where there are walking and/or bicycling issues, missing connections, locations where bike parking improvements are needed, and where there are strong bicycle and/or pedestrian facilities in place. For each point placed on the map, the user could manually write a comment to describe in detail the issue or opportunity impacting active transportation. Approximately 90 individuals contributed to the online map, placing a total of 464 comments.

Location	Bicycling Comments	Walking Comments	Comment "Likes"	Total Comments	% of Total
Anderson	4	1	5	5	1%
City of Shasta Lake	10	0	8	10	2%
Redding	189	101	667	290	65%
Unincorporated County	104	14	155	118	27%
Big Bend/Burney/Fall River Mill Unincorporated Area	13	7	21	20	5%
Total	320	123	856	443	100%

Table A.2. Number of WikiMap Comments by Comment Type and Location

Reoccurring themes from WikiMap input:

- Debris in roadway/bike facility and poor pavement conditions
- Safe routes and connections to schools, park, and institutions are needed
- Demand for connections to local and regional destinations and to other nearby cities
- More space for people riding a bicycle and walking
- High vehicle speeds contributing to uncomfortable and potentially unsafe pedestrian and bicyclist environments
- Improved crossings for pedestrians and bicyclists at major roadways
- Lack of sidewalk network and pedestrian amenities
- Need for off-street paths connecting to other communities
- Current bike and pedestrian infrastructure and accommodations are not meeting current needs

A large majority of map comments were within the City of Redding. Nearly all walking concerns were located within the City of Redding. However, concerns outside of Redding echoed the same issues; high speed vehicle traffic, disconnected sidewalks, need for improved connections to parks, schools, and institutions, and improved crossings. Other comments noted lack of crosswalks, number of vehicle travel lanes, and need for of traffic controlling devices in some locations. Commenters also recommended more bicycle infrastructure such as bike boxes, green pavement markings at intersections, narrower and

fewer vehicle travel lanes, and safer bike lanes Details related to map comments received within the City of Redding can be read in the Phase I Community Outreach Summary report for the City of Redding.

In unincorporated areas of Shasta County respondents requested that there be wider shoulders or bike lanes on existing roadways, or trails connecting Whiskeytown, Shasta, Kett, and Keswick. Some of the identified roadways for bicycle infrastructure to connect those communities are State Highway 299, Rock Creek Road, Iron Mountain Road, Keswick Dam Road, and Swasey Road. These roadways were identified as a popular route for bicyclists and potentially pedestrians, and it was suggested they would become more popular if there were more bicycling and walking accommodations. Difficult crossing for motorists to see bicyclists and pedestrians crossing Keswick Dam Road at the Sacramento River Trail due to the curve of the road. Additional signage and striping may improve the crossing. Keswick Dam Road was also identified as being a very uncomfortable road to ride a bike on due to how much the roadway curves, hills, and the narrow shoulder.

Several respondents noted that it is uncomfortable to cross State Route 273 in Anderson as a bicyclist. The roadway is very wide and when waiting at a red traffic signal there is no designated place for people riding bikes. In addition to the need for improving the crossing at State Route 273, protected bike lanes or wide bike lanes were suggested to connect people from Anderson to surrounding communities.

Crossing and traveling along State Highway 299 was reported to be an issue in Burney. Responses included suggestions to have a continuous sidewalk throughout the length of the town on State Route 299, providing a bike lane or multi-use path to promote safe bicycling and walking, and improving crossings. Installing a traffic signal at Marquette Street was one specific suggestion. Providing sidewalks on at least one side of the street near schools was recommended to provide a safe space for children to walk to and from schools.

Several comments requested new paths to connect Shasta Lake to surrounding communities. A path that follows Churn Creek was suggested as well as paths connecting to Redding, Mountain Gate, and to local parks. Poor pavement conditions were a reoccurring theme for roadways in Shasta Lake which contributes to making riding a bicycle uncomfortable.

There were many comments requesting traffic calming measures to be implemented to improve corridors and intersections that would make it more comfortable and safer to walk and bike to and from schools, institutions, medical clinics, libraries, and parks throughout the region. One location that had a concentration of requests for roadway improvements to allow students to get to Shasta College was along Old Oregon Trail.

Loose gravel and debris in the roadway making riding a bicycle dangerous or uncomfortable was an issue commented on throughout Shasta County and the City of Redding.

Summary

A tremendous amount of valuable input was received during Phase 1 of the GoShasta public outreach efforts. Below are common themes from stakeholder meetings, public workshops, the citizen advisory committee, walk audits, and online engagement tools:

- There is strong public demand for safer, more connected, and convenient bicycle and pedestrian infrastructure including on-street and off-street bike facilities, sidewalks, secured bicycle parking, and traffic calming measures.

- When stakeholders were asked what type of bike facilities they prefer and would encourage them to ride a bike, protected bike lanes and off-street trails received the most positive feedback, and would result in the highest increases in people bicycling more often.
- Motor vehicle speeds and dangerous motorist behaviors were reported as contributing factors that make walking and biking uncomfortable and potentially unsafe.
- Debris on the roadway and bike facilities was identified as a barrier to bicycling throughout the region.
- Intersections and corridors near schools, trails, parks, and other popular destinations received the highest number of comments regarding bicycle and walking concerns.
- Improving connections to schools, libraries, open spaces and recreational areas, institutions, and regional assets is a common theme among Shasta County stakeholders.
- Improving walking and biking connections to transit will assist people to reach destinations that are too far away to solely walk or ride a bicycle to as well as avoid high temperatures in the summer months.
- Perception of high crime rates discourage people from walking and riding a bicycle.
- Safe crossings on major roadways, directness, access to shared use paths, greenspace and shopping was identified as priorities during the public charrette process.
- Positive feedback surrounded the concept of a north/south off-street trail that follows Churn Creek and new trails along the ACID canal, Oregon Gulch, and Jenny Creek.
- Neighborhood streets, while sometimes lacking sidewalks, are generally thought of as pleasant and safe places to walk or bike. However, to access services and use walking and biking as a mode of transportation, connections beyond neighborhoods are critical.

Phase II Community Outreach Summary

During the second and final phase of community outreach, SRTA and the City of Redding, with support from the consultant team and partner agencies, conducted outreach on-line and in-person. On-line outreach was conducted through the goshasta.org website and four in-person events provided opportunities for the public to comment on elements of the draft plans.

Project Website and On-line Engagement

The goshasta.org website was updated to provide a summary of the GoShasta Regional and City of Redding Draft Active Transportation Plans. The website was promoted through social media, GoShasta cards, print media, outreach to stakeholders, emails to participants generated during the first phase of outreach, and promoted at each of the in-person events.

The following draft elements of each plan were provided online for public comment.

City of Redding Active Transportation Draft Plan Elements:

- Existing Bike Facilities in the City of Redding
- Draft Recommended Citywide Bike Facilities for the City of Redding
- Draft Recommended and Existing Bike Facilities for the City of Redding
- Draft Recommended Biking Recommendations for Downtown Redding
- Draft Recommended Citywide Pedestrian Facilities for the City of Redding

Go Shasta Regional Active Transportation Draft Plan Elements:

Proposed Bicycle Improvements

- Anderson Area
- Shasta Lake Area

- Palo Cedro Area
- Happy Valley Area
- Fall River Mills & McArthur Area

Proposed Pedestrian Improvements

- Anderson Area
- Burney & Johnson Park Area
- Cottonwood Area
- Fall River Mills & McArthur Area
- Happy Valley Area
- Palo Cedro Area
- Shasta Lake Area

In addition to receiving comments on draft plan elements, interactive Wikimaps for each of the plans were available for review and comment. A total of 157 comments were received on the GoShasta Regional Wikimap and 77 in-person comments.

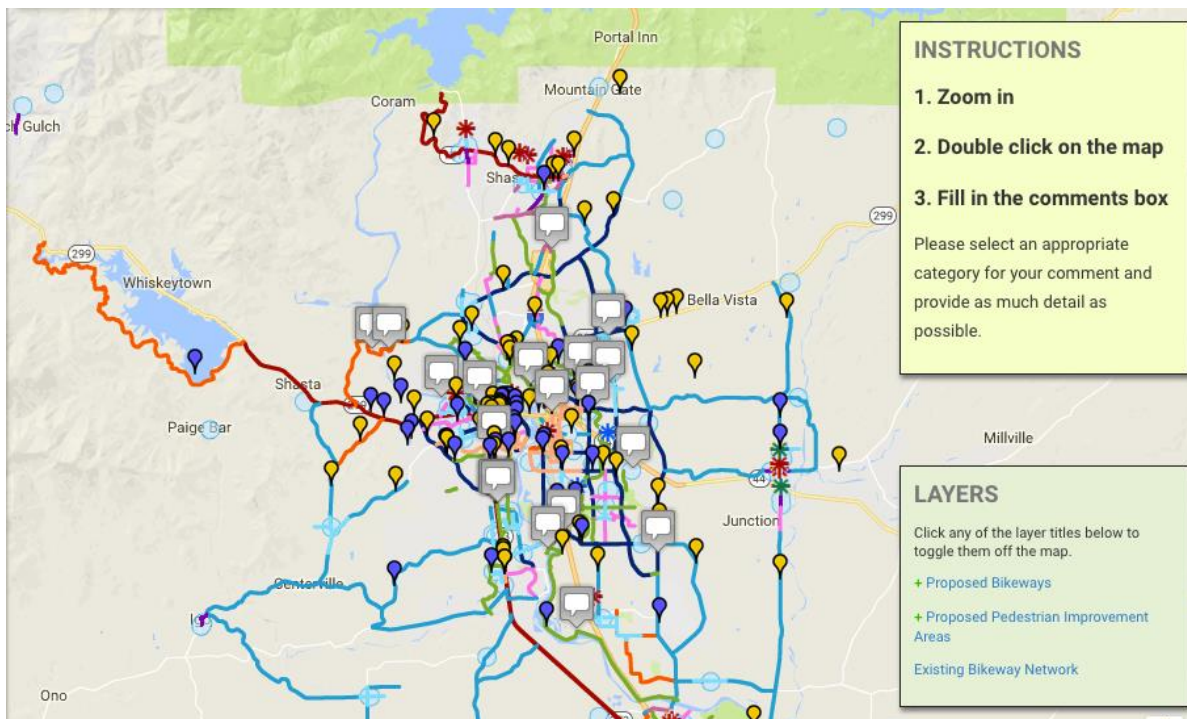


Figure A.19. Interactive Wikimaps at goshasta.org indicated proposed bicycle and pedestrian routes and provided a forum for partner agency and public comment.

In-Person Outreach Events

In October 2017, staff from SRTA, City of Redding, Caltrans, Shasta County Public Health, and the Local Government Commission hosted outreach events in the cities of Anderson, Redding, and Shasta Lake. Staff hosted informational booths at the following events:

Date	Time	Location	Tandem Event
Friday, October 20 th	5:30 – 7:30PM	Anderson River Park, City of Anderson	Food Truck event
Saturday, October 21 st	7:30AM – Noon	Redding City Hall, City of Redding	Farmers Market
Sunday, October 22 nd	9:00AM – Noon	Sundial Bridge, City of Redding	N/A
Thursday, October 26 th	3:00 – 6:00PM	Sentry Market Grocery Store, City of Shasta Lake	Weekly Barbeque

During the events, staff received written comments, interviewed residents on their favorite projects and their vision for active transportation in the Shasta Region, and assisted participants with commenting online. Staff provided leaflets, so people could also later review the recommendations and comment online. In contrast to an evening workshop format, the following outreach booths were effective at engaging a broader demographic of community members, such as people of all ages, people with disabilities, and people who are experiencing homelessness who are often full-time pedestrians.



Figure A.20. Participants and staff at the outreach events.

Anderson outreach event on October

20th: Hundreds of people attended the event which was advertised by the K-Shasta radio station; SRTA received dozens of comments on the project list.

Redding Farmers Market outreach event on October 21st: The event was promoted in conjunction with the bicycle valet, helmet give-away and “freedom from training wheels” event organized by Shasta Living Streets. Approximately 100 people visited the information booths on Saturday.

Redding Sundial Bridge outreach event on October 22nd: The informational booth captured morning walkers, joggers, and cyclists of all ages. Approximately 75 people stopped by the information booths to review draft plan elements, proposed projects, and to submit comments.

Shasta Lake outreach event on October 26th: This event was organized similarly to the other events and provided Shasta Lake residents an opportunity to provide their input on the recommendations. SRTA received dozens of comments.

Methods of Outreach

Leading up to the closing outreach campaign, the consultant team worked with SRTA and the City of Redding to engage the public in the final phase of the active transportation planning process.

Outreach was focused primarily on steering people toward the project website to submit feedback, and secondarily, encouraging attendance at one of the in-person events. A mix of media outlets was utilized to publicize the final phase of the plan. A media release was distributed via SRTA and the City of Redding to the region's print media and newspapers, supported by a social media campaign. Local, state, and federal agencies, Tribes, and other organizations were contacted through email encouraging comments on the draft plan elements. Emails were sent to participants in the February workshop series who provided their email contact. Healthy Shasta and Shasta Living Streets helped to promote the events through their networks.



Figure A.21. SRTA staff conducted interviews on October 21-22 with individuals who shared their vision for active transportation.

Network Map Summary

The draft proposed active transportation network for the Shasta Region and the City of Redding was presented to the public via an online map and public events at the Redding Farmer's Market, Sun Dial Bridge, City of Anderson (Food Trucks at Anderson River Park) and City of Shasta Lake (Sentry Market). The public was asked to comment on the proposed network, and in the case of the online map indicate whether they "like" a given recommendation or have a "concern" by placing a point on the map. A large majority of comments on the online map were supportive of the proposed network or called for a network improvement that was already being proposed, indicating that the user may not have been clear about what was being shown on the map. Still other comments were general in nature (e.g., "make river path safer", "buffer bike lanes [on all roads].") Many requests for specific facilities were related to Caltrans roadways, which are subject to their separate project development process. Comments relating to potential changes to the proposed network include:

Shasta County

Wiki Map Comments

- Designate bike routes in Mountain Gate
- Preference for buffered bike lane on Deschutes Road due to high vehicle speeds.
- Add bike lane on Old 44 Drive from Swede Creek Road to Oak Run Road
- Buffered bike lane on Old Oregon Trail/Airport Road for the entire corridor
- Adding a bikeway facility on Crooked Oak Drive and Twin View Boulevard to connect north to bikeways in Shasta Lake area
- Add a bike lane or provide widened shoulder on Lower Springs Road from Swasey Drive to Eureka Way (SR-299)

- Change from bike route to bike lanes on Iron Mountain and Keswick Dam Road
- Add sidewalk/path on Old Alturas north of Boyle Road to connect homes to school bus stop.
- Add path from northern county boundary to Shasta Lake to form US Bicycle Route 87
- Change from bike route to bike lanes on Iron Mountain and Keswick Dam Road
- Keswick Dam Road needs to have pedestrian connections to the river trail.
- Route 151 should be connected to the Shasta Dam with bike lanes

Public Outreach Comments

- Lower Springs Road between Eureka Way and Swasey Road is very narrow and difficult for bicyclists and motorists to share.

City of Anderson

Wiki Map Comments

- Connect isolated bike boulevard on the southeast end of the City.

Public Outreach Comments

- Need wide bike lanes on Olinda Road and Ferry Street connecting to Anderson High School.

City of Shasta Lake

Wiki Map Comments

- Add sidewalks from Shasta Dam Boulevard to Vallecito Street to connect to Shasta Lake School.
- Add sidewalks along Laurel Street
- Add sidewalk and/or bike lanes on Grand Coulee Road

Public Outreach Comments

- Route 151 should be connected to the Shasta Dam with bike lanes (also under Shasta County since a major portion of 151 is under County control)

CALTRANS

The following comments pertain to Caltrans-owned facilities.

Shasta County

Wiki Map Comments

- Add side path in Shingletown parallel to SR-44
- Add bike lanes on SR 299 or a parallel path instead of existing shoulder

City of Shasta Lake

Wiki Map Comments

- Add sidewalks along Shasta Dam Boulevard

Public Outreach Comments

- Route 151 should be connected to the Shasta Dam with bike lanes

Other Comments

The following comments were received in October 2017.

Comment	
1	Designate Space for bikes in all areas of city (too much pavement) especially on Athens St.
2	Crosswalk, yielding needs to be a better enforcement.
3	Bike Registry for public: Required a hidden number for I.D of any stolen bikes.
4	Throughout Anderson river park needs improvement for the safety of bikes and pedestrian.
5	This person wants a trail added in Henderson Open Space.
6	A person wants good connectivity for bicyclist.
7	Requiring all roads in Redding for a bike box.
8	Considering a safe direct routes around new Turtle Bay Hotel.
9	From trail behind Hilltop stores (B/w Browning and Dana Drive) to south end of Palisades Trail.
10	He/she wants better parking for bikes in downtown Redding.
11	Situations happening at Buenvetura and Eureka Way. Safety concern for students who are riding or walking to U Prep , Shasta High School or any schools.
12	Consideration for buffered bike lanes for more streets that do not have any.
13	From Downtown Anderson to Anderson River Park (Dog park). Redding is too far?
14	Crossing major roads between neighborhoods like Mary Lake and Ridgeview.
15	For all roads/streets must have the respect and safety for pedestrians and bicyclist.
16	This person wants these specific requirements for the downtown corridor: buffered bike lanes, protected bike lanes and sharrows.
17	Gaps in sidewalks. Fix and connect sidewalks for pedestrians.
18	A safety and connectivity with bus routes at ends of trails
19	A rail loop around City of Redding
20	Rectangular Rapid Flash Beacons
21	ADA- Compliant Sidewalks
22	Modern Islands
23	River Trail Safety for bikes and pedestrians
24	Wants protected Intersection
25	Wrong way bike sign would be great on Placer street
26	Bicycle safety in schools
27	Bike park in Redding by engaging different generations.
28	Downtown pedestrian priority area to promote safety and use. Improving lifestyle.
29	Sacramento River trail in Anderson has not been open since the storm ended.
30	Redding Downtown neighborhoods need to enliven downtown and offer connectivity
31	Priority shared lanes for busy lanes and for the safety of bicyclists.
32	Class 1 bikeway parallel 273 S to Clear Creek Greenway for Placer west to Swasey.
33	On Riverside Center to Court St. because of cars being too close.
34	Placer alongside of Court St to Airpark Drive needs access to shopping and business.
35	Eureka Way needs access to shopping and businesses.
36	On Victor St., where a roundabout is located at, a person suggested to add sidewalks for pedestrians and cyclists, so it could be used by cars, bicyclists, and pedestrians.
37	Enterprise needs excellent connectivity for bikes.
38	Separating bike and walk lanes.

	Comment
39	Trails need more separated paths.
40	Recreational Trails on outskirts of city
41	Transit past 6:30 p.m. Transit needs more hours because this person has night classes at a college, and this person wants smaller buses.
42	Requiring to connect all trails in community.
43	Connective bike trails to business district and neighborhoods.
44	(City) decided long distance commutes.
45	Churn Creek to 273 needs improvement for safety
46	Cypress needs to extend longer especially when the traffic is on Bechelli Lane intersection, and the one coming from the freeway.
47	All schools should have protected bikeways and pedestrians for kids/teenagers.
48	Better bike/walking facilities. It's better for health and mental fitness.
49	Improve driver behavior. Better Signage (more intuitive).
50	This person wants better transportation projects downtown, so it can be a safer environment to walk, ride a bike, or drive a car.
51	There is not enough intersection to cross.
52	This person wants more trees because it keeps our environment clean and fresh.
53	Anderson to Redding needs more connectivity
54	Connect river trails to more bike paths.
55	Route 273 is hard to cross, and it's hard to reach the button.
56	Old Alturas to north alongside of Boyle need something to get kids to and from school on the bus stop safer.
57	Develop Bike group for people with disabilities.
58	Better bike detection at signals.
59	Maintenance schedule for bikeways. Dedicated resources? If not, need them.
60	Encourage cyclists to use bells to indicate the need to pass pedestrians
61	Some elderly can be hard of hearing, and they need more advanced notice from passing cyclists.
62	Illegal camping in the city of Redding, so homeless population needs access to outlying areas.
63	Discuss social equity with homeless people
64	Bike repair/ Maintenance class
65	More security on trails for safety.
66	Transit stop bike lane bypass
67	Rhonda Rd needs a bike lane or pigment treated shoulder from Gas Point Rd to pleasant hills drive.
68	Separation between motor vehicles and bikes is very important
69	Protected intersection
70	Trail connections- Trunk Line to S.L.C from C.O.R.
71	Would love to see walking/biking lanes with wall buffer. This would encourage more parents to walk with their children.
72	Good Infrastructure, but not safe to walk and bike.
73	Street Light safety and cameras
74	Drivers yelling at my wife and I just for riding in the bike lane

Comment	
75	Signs say "Bike Route" going out of town (Shasta Lake). Do not believe it!
76	Walking connections to open space and public land
77	Choice to be biker and pedestrian as lifestyle.

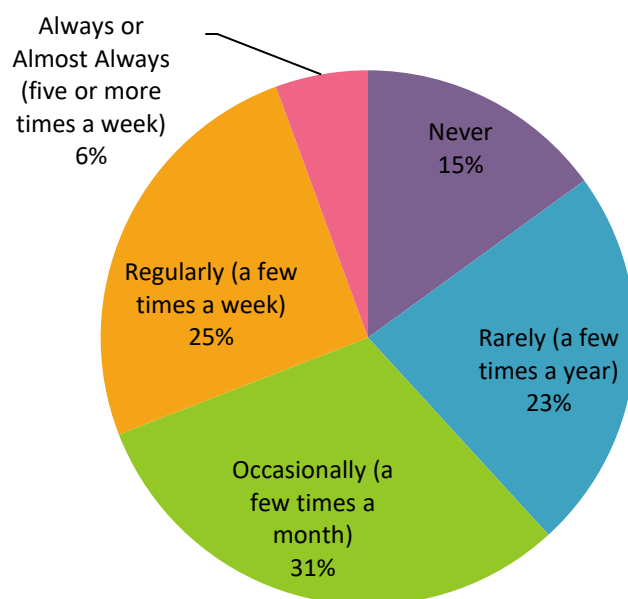
Appendix A.1. Results from the Online Survey

The online survey was open from January 10 to February 28, 2017. The following is an overview of the results.

Response Statistics

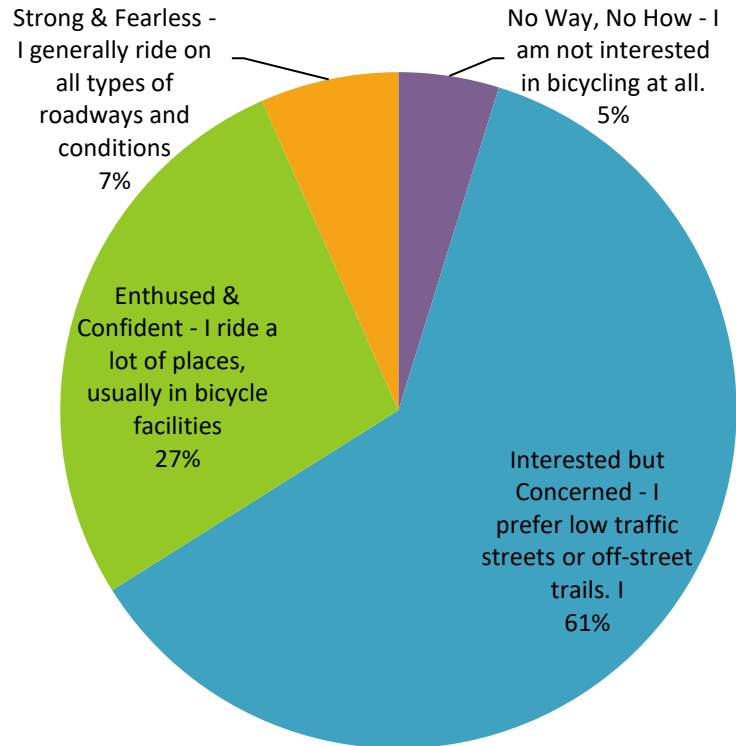
	Count	Percent
Complete	212	75.7
Partial	68	24.3
Disqualified	0	0
Total	280	

In general, how often do you bicycle to get where you need to go, or for exercise?



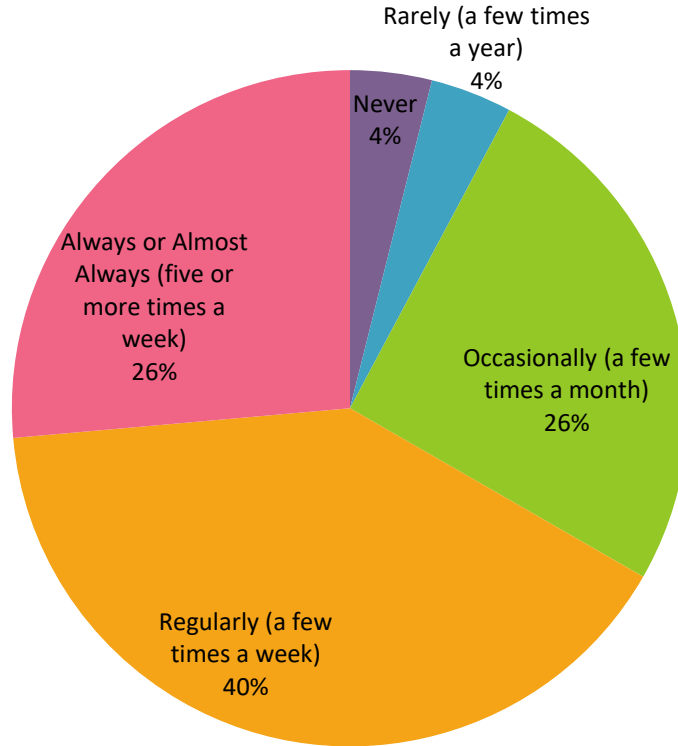
Value	Percent	Count
Never	15.0%	35
Rarely (a few times a year)	23.2%	54
Occasionally (a few times a month)	30.9%	72
Regularly (a few times a week)	25.3%	59
Always or Almost Always (five or more times a week)	5.6%	13
Total		233

Please tell us how comfortable you feel cycling on the existing cycling network in the Shasta Region. Please select ONE.



Value	Percent	Count
No Way, No How - I am not interested in bicycling at all.	4.8%	11
Interested but Concerned - I prefer low traffic streets or off-street trails. I might ride more if there were more or better bicycle facilities.	61.2%	139
Enthused & Confident - I ride a lot of places, usually in bicycle facilities, but I am comfortable on some roadways without bicycle facilities. I still generally avoid roads that feel dangerous for bicycling.	27.3%	62
Strong & Fearless - I generally ride on all types of roadways and conditions.	6.6%	15
Total		227

If bicycling felt safer and more pleasant, how often would you want to bicycle?



Value	Percent	Count
Never	3.9%	9
Rarely (a few times a year)	3.9%	9
Occasionally (a few times a month)	25.5%	59
Regularly (a few times a week)	40.3%	93
Always or Almost Always (five or more times a week)	26.4%	61
Total		231

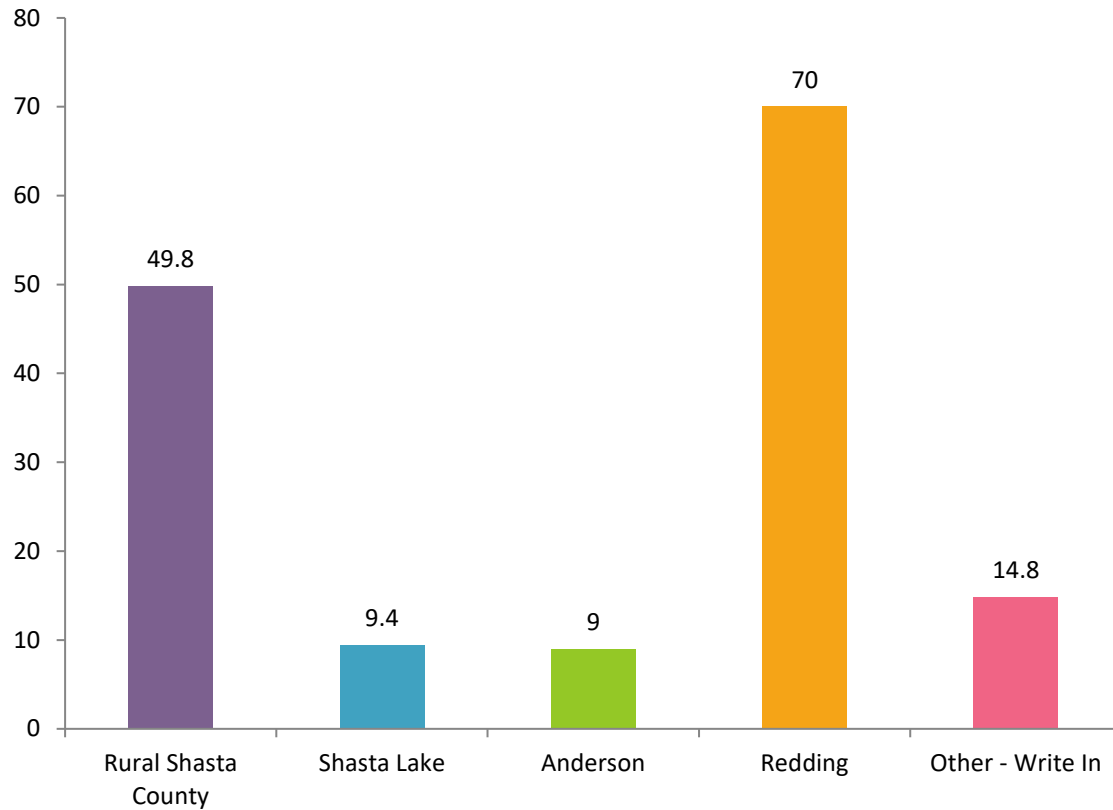
Following is a list of common reasons why people do not bicycle. How important are each of these to your decision to bicycle to get somewhere, like to a job or to run errands?

	This is not a reason why I don't bike (or this situation does not apply)	Sometimes I do not bike for this reason	This is a big reason why I don't bike	Don't know
	Count	Count	Count	Count
The area feels unsafe due to crime.	112	60	50	3
There are not many destinations (grocery stores, jobs, shops, schools, parks, bus stops) near my home.	120	52	50	1
I don't own a bicycle.	204	3	13	2
I cannot safely carry packages, children, etc.	93	95	36	1
I don't enjoy riding a bicycle or it is difficult for me.	194	14	11	2
There is no place to safely lock my bicycle.	92	79	47	3
In winter, bicycling feels unsafe due to snow and ice.	114	57	50	1
I don't know anyone else who rides a bicycle.	198	11	10	3
I'm physically unable to ride a bicycle.	204	10	7	1
I don't want to arrive at my destination sweaty or wet.	81	108	33	1
There are too many hills on streets I would take.	148	65	10	2
Destinations are too far to ride a bicycle and bus service is nonexistent or inconvenient.	92	77	50	4

Following is a list of common traffic-related reasons that discourage people from bicycling. How important are each of these to your decision to ride a bicycle in the Shasta Region?

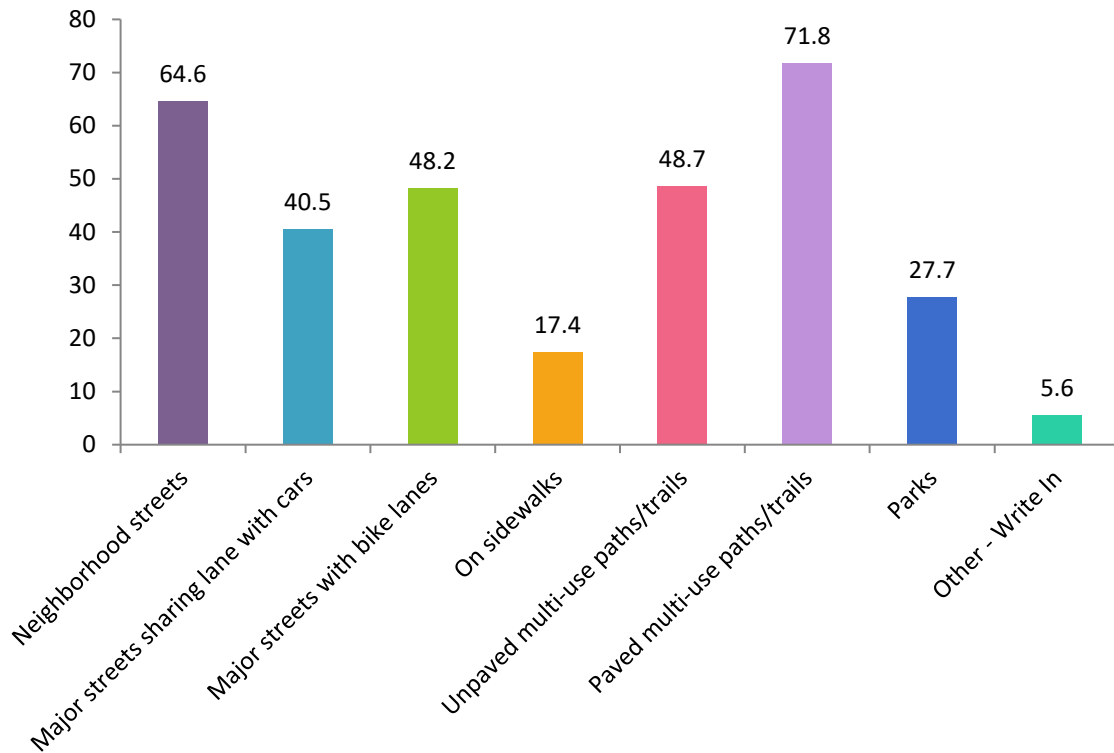
	This is not a reason why I don't bike (or this situation does not apply)	Sometimes I do not bike for this reason	This is a big reason why I don't bike	I don't know
	Count	Count	Count	Count
Motor vehicle drivers go too fast.	63	80	80	1
Motor vehicle drivers are inconsiderate or inattentive.	42	85	96	2
The existing bicycle facilities do not go where I need them to go.	71	82	63	8
The existing bicycle facilities do not feel safe.	74	80	63	8
The existing bicycle facilities are not maintained properly.	112	72	27	12

Where do you ride your bike most of the time? (If you don't ride, where do you spend most of your time?) You may check multiple options.



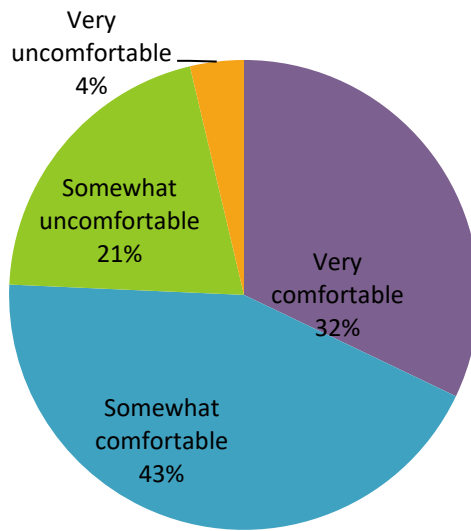
Value	Percent	Count
Rural Shasta County	49.8%	111
Shasta Lake	9.4%	21
Anderson	9.0%	20
Redding	70.0%	156
Other - Write In	14.8%	33

What type of facility do you usually ride on? (Choose any that apply).



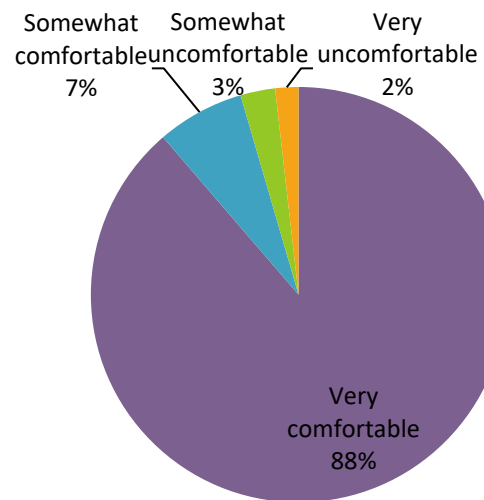
Value	Percent	Count
Neighborhood streets	64.6%	126
Major streets sharing lane with cars	40.5%	79
Major streets with bike lanes	48.2%	94
On sidewalks	17.4%	34
Unpaved multi-use paths/trails	48.7%	95
Paved multi-use paths/trails	71.8%	140
Parks	27.7%	54
Other - Write In	5.6%	11

Bike Lane: How comfortable would you feel biking here?



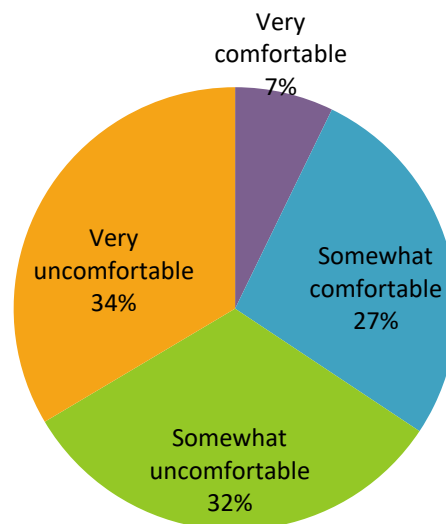
Value	Percent	Count
Very comfortable	32.1%	70
Somewhat comfortable	43.6%	95
Somewhat uncomfortable	20.6%	45
Very uncomfortable	3.7%	8
Total		218

**Multi-Use Trail with Separated Walking Area:
How comfortable would you feel biking here?**



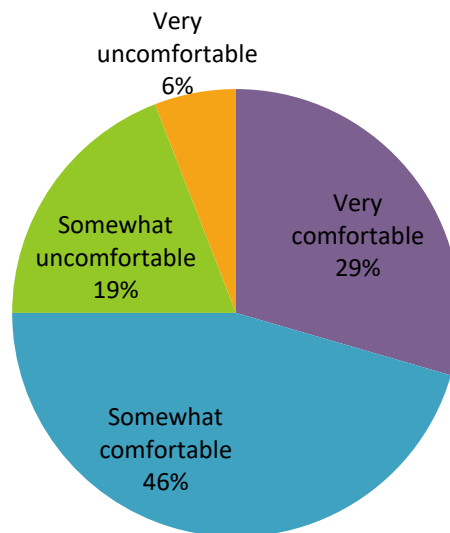
Value	Percent	Count
Very comfortable	88.6%	195
Somewhat comfortable	6.8%	15
Somewhat uncomfortable	2.7%	6
Very uncomfortable	1.8%	4
Total		220

Sharing a Lane with Motor Vehicles: How comfortable would you feel biking here?



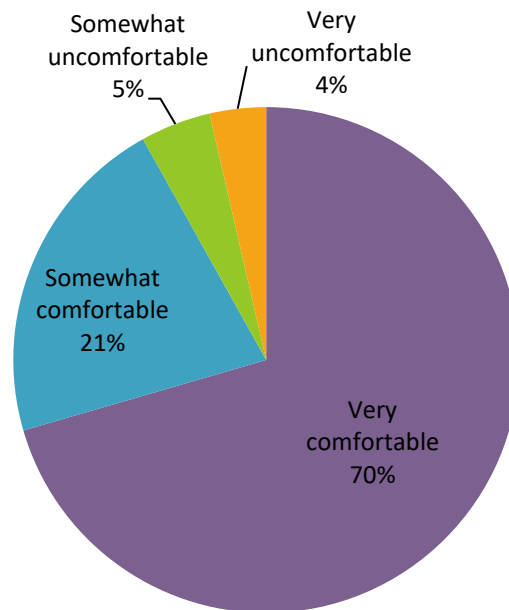
Value	Percent	Count
Very comfortable	7.2%	16
Somewhat comfortable	27.1%	60
Somewhat uncomfortable	32.1%	71
Very uncomfortable	33.5%	74
Total		221

**Bike Lane with Painted Buffer Next to Vehicle Lane:
How comfortable would you feel biking here?**



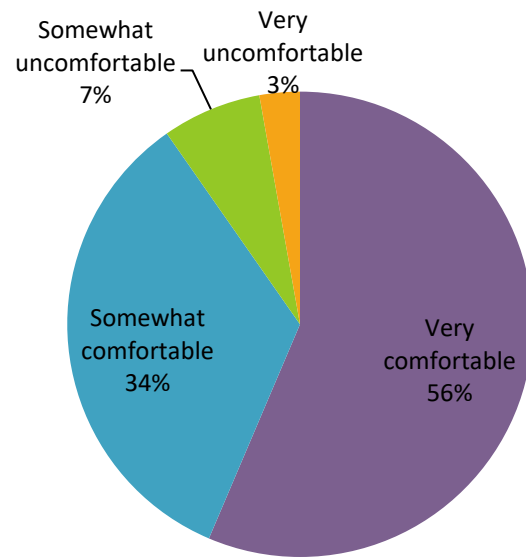
Value	Percent	Count
Very comfortable	29.5%	65
Somewhat comfortable	45.5%	100
Somewhat uncomfortable	19.1%	42
Very uncomfortable	5.9%	13
Total		220

**Bike Lane with Painted Buffer and Vertical Objects:
How comfortable would you feel biking here?**



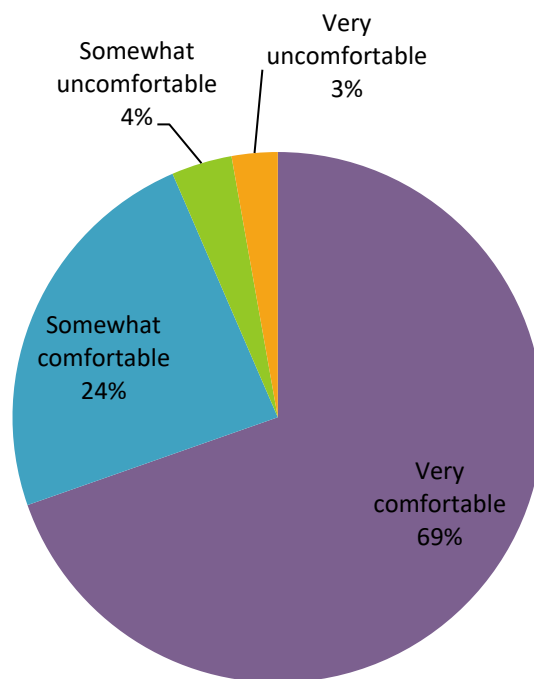
Value	Percent	Count
Very comfortable	70.5%	155
Somewhat comfortable	21.4%	47
Somewhat uncomfortable	4.5%	10
Very uncomfortable	3.6%	8
Total		220

**Neighborhood Street with Low Traffic Volume and Slower Speeds:
How comfortable would you feel biking here?**



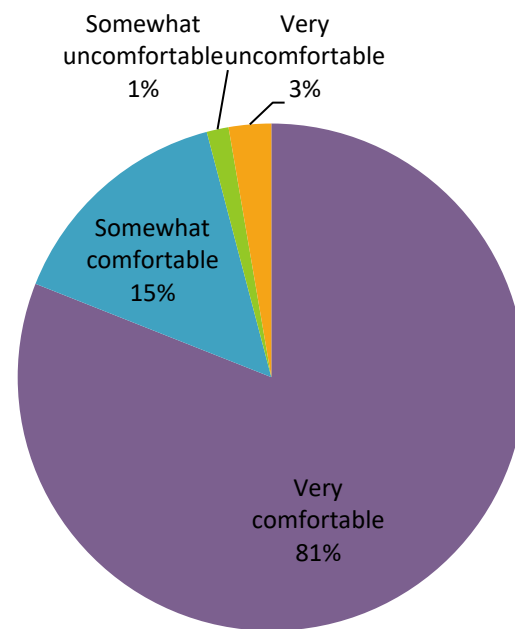
Value	Percent	Count
Very comfortable	56.4%	123
Somewhat comfortable	33.9%	74
Somewhat uncomfortable	6.9%	15
Very uncomfortable	2.8%	6
Total		218

**Bike Lane with Curb Barrier Next to Vehicle Lane:
How comfortable would you feel biking here?**



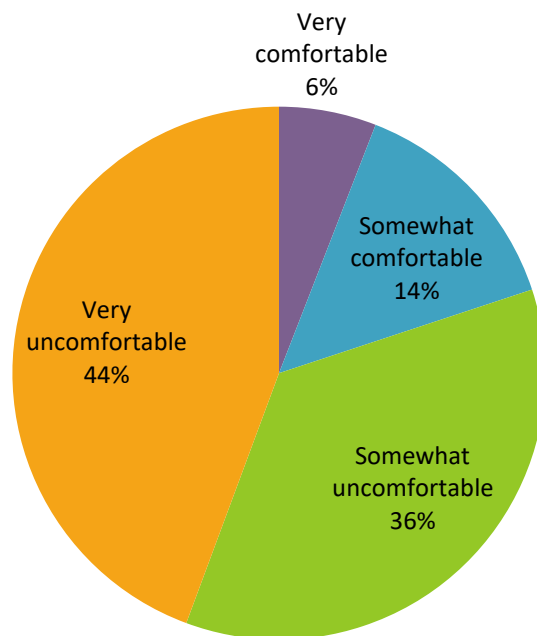
Value	Percent	Count
Very comfortable	69.7%	152
Somewhat comfortable	23.9%	52
Somewhat uncomfortable	3.7%	8
Very uncomfortable	2.8%	6
Total		218

Multi-Use Trail: How comfortable would you feel biking here?



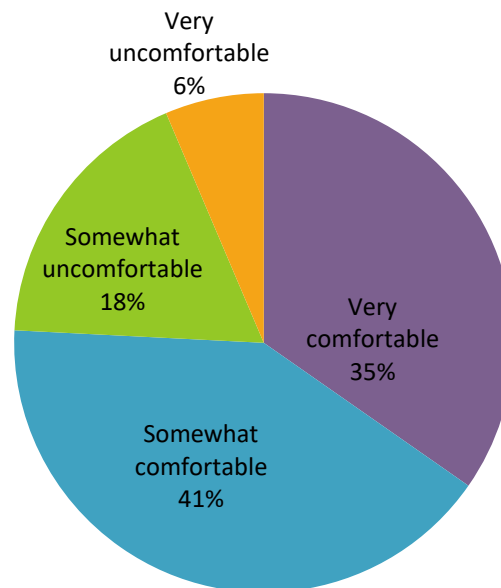
Value	Percent	Count
Very comfortable	81.0%	179
Somewhat comfortable	14.9%	33
Somewhat uncomfortable	1.4%	3
Very uncomfortable	2.7%	6
Total		221

Rural Road, Little or No Shoulder: How comfortable would you feel biking here?



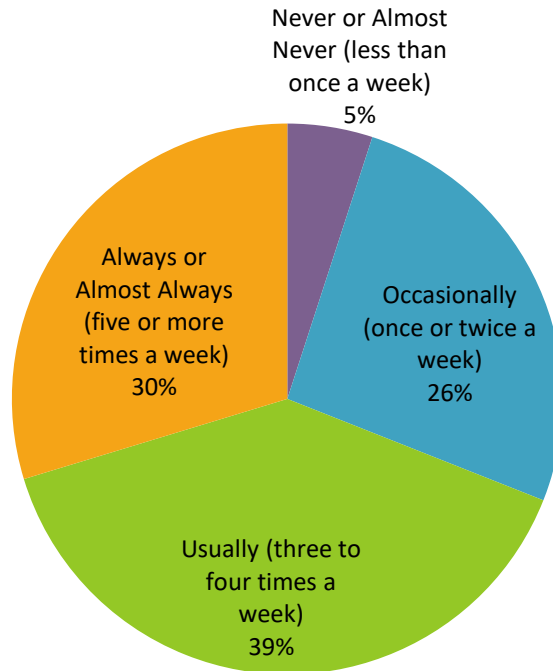
Value	Percent	Count
Very comfortable	5.9%	13
Somewhat comfortable	14.0%	31
Somewhat uncomfortable	35.7%	79
Very uncomfortable	44.3%	98
Total		221

Rural Road with Wide Shoulder: How comfortable would you feel biking here?



Value	Percent	Count
Very comfortable	34.7%	76
Somewhat comfortable	41.1%	90
Somewhat uncomfortable	17.8%	39
Very uncomfortable	6.4%	14
Total		219

If walking felt safer and more pleasant, how often would you want to walk?



Value	Percent	Count
Never or Almost Never (less than once a week)	5.0%	11
Occasionally (once or twice a week)	26.0%	57
Usually (three to four times a week)	39.3%	86
Always or Almost Always (five or more times a week)	29.7%	65
Total		219

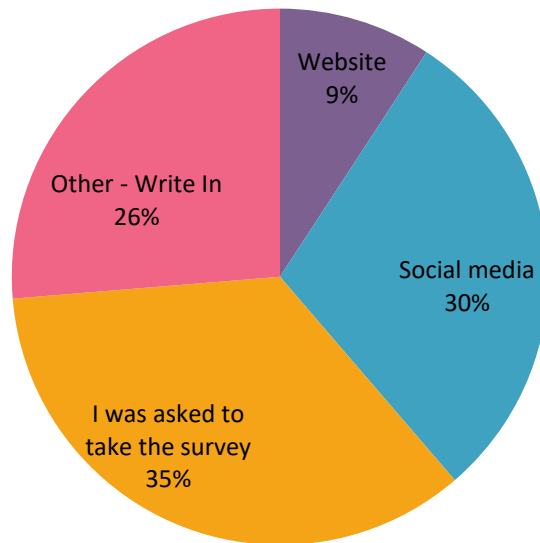
Following is a list of common reasons that discourage people from walking. How important are each of these to your decision to walk?

	This is not a reason why I don't walk (or this situation does not apply)	Sometimes I do not walk for this reason	This is a big reason why I don't walk	I don't know
	Count	Count	Count	Count
The area feels unsafe due to crime.	83	74	57	0
There are not many destinations (grocery stores, jobs, shops, schools, parks, bus stops) near my home.	82	74	58	0
I don't have anyone to walk with me.	153	46	14	0
I don't enjoy walking or it is difficult for me.	194	15	3	0
In winter, the sidewalks feel unsafe due to snow and ice.	159	34	20	0
I'm physically unable to walk.	198	10	3	1
In summer, walking is too hot because there is not enough shade.	54	93	68	0
I don't want to arrive at my destination sweaty or wet.	114	78	19	0
Destinations are too far to walk and bus service is nonexistent or inconvenient.	64	71	75	1

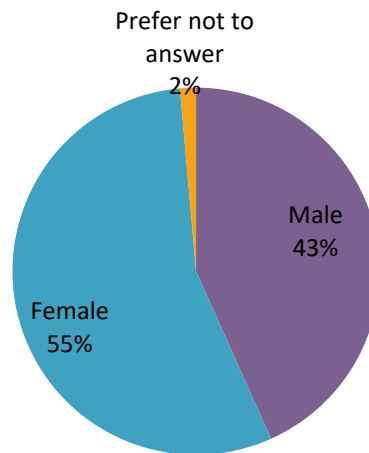
Following is a list of common traffic-related reasons that discourage people from walking. How important are each of these to your decision to walk?

	This is not a reason why I don't walk (or this situation does not apply)	Sometimes I do not walk for this reason	This is a big reason why I don't walk	I don't know
	Count	Count	Count	Count
The sidewalks are too close to the road.	155	44	13	1
Cars are going too fast.	106	70	36	1
Not enough places to cross the street safely.	108	72	32	0
I have to wait too long to cross the street.	154	39	19	1
Crossing the street feels too dangerous.	119	72	21	0
The existing sidewalks are not maintained properly.	134	52	25	2
There are no sidewalks where I want to walk.	92	62	60	0

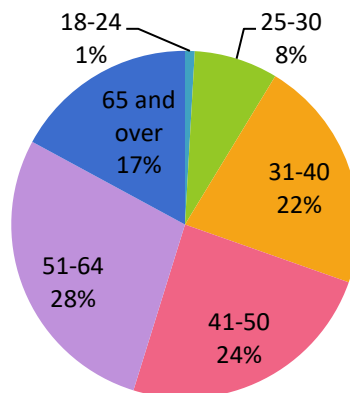
How did you find out about this survey?



Value	Percent	Count
Website	9.2%	20
Social media	29.5%	64
I was asked to take the survey	35.0%	76
Other - Write In	26.3%	57
Total		217

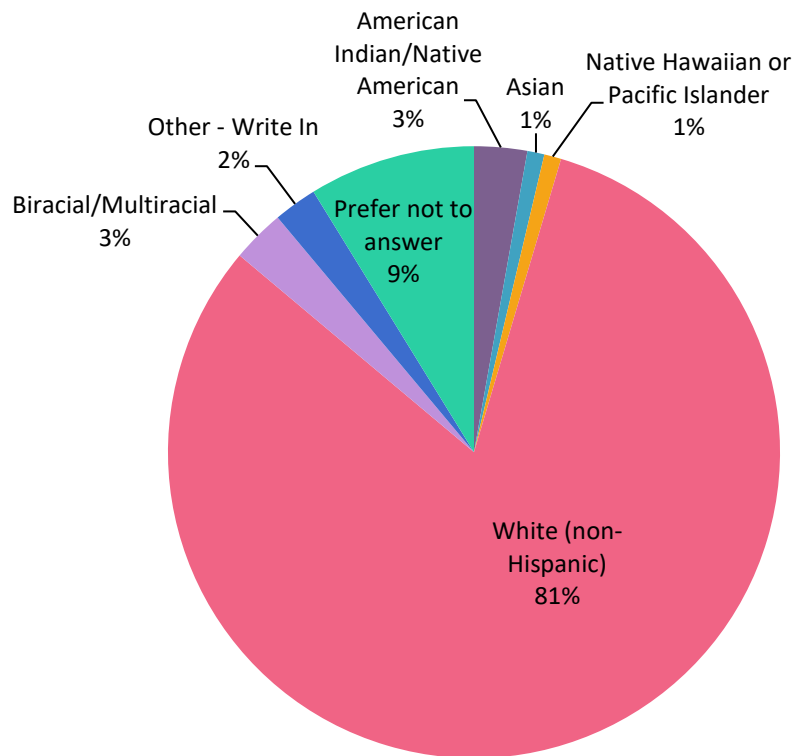
Your gender?

Value	Percent	Count
Male	43.3%	94
Female	55.3%	120
Prefer not to answer	1.4%	3
Total		217

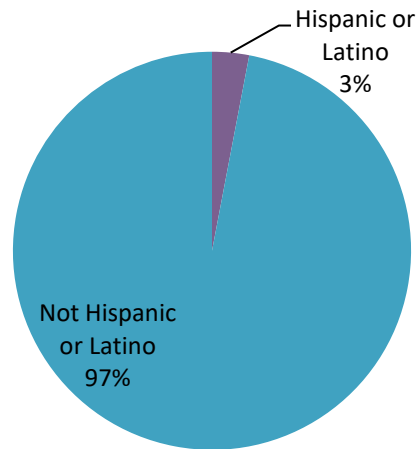
Your age?

Value	Percent	Count
18-24	0.9%	2
25-30	7.8%	17
31-40	21.7%	47
41-50	24.4%	53
51-64	28.1%	61
65 and over	17.1%	37
Total		217

What is your race?

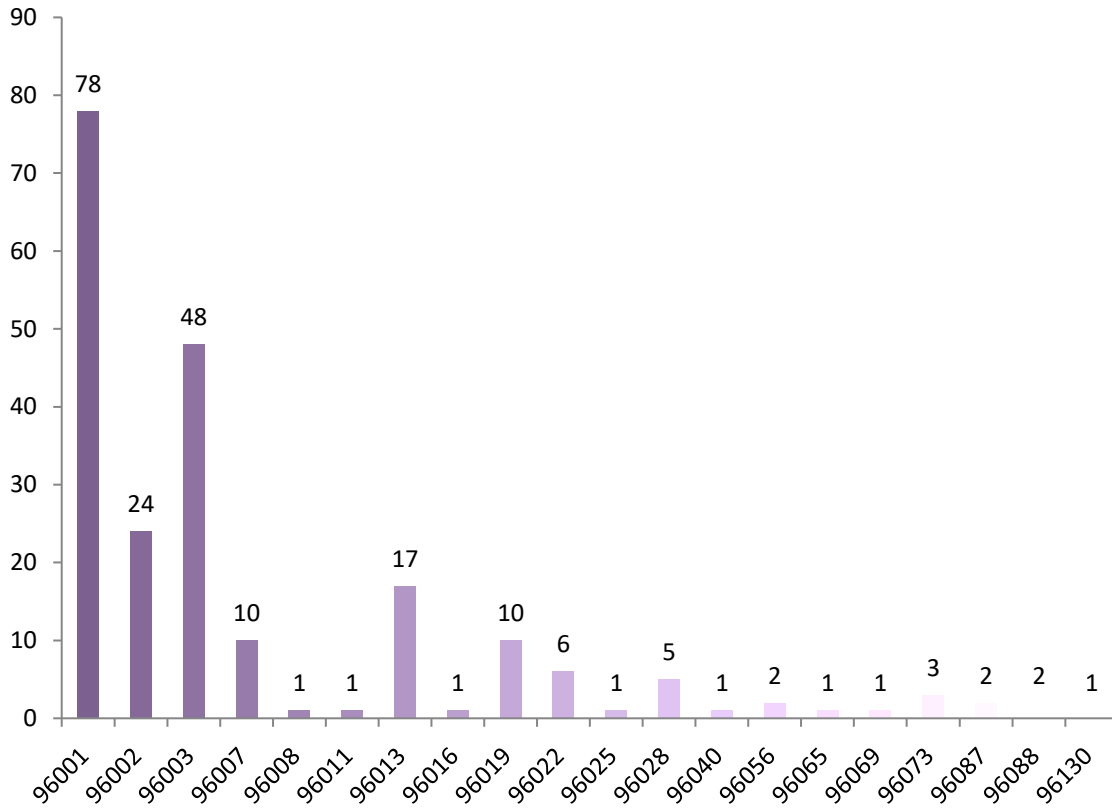


Value	Percent	Count
American Indian/Native American	2.8%	6
Asian	0.9%	2
Native Hawaiian or Pacific Islander	0.9%	2
White (non-Hispanic)	81.6%	177
Biracial/Multiracial	2.8%	6
Other - Write In	2.3%	5
Prefer not to answer	8.8%	19
Total		217

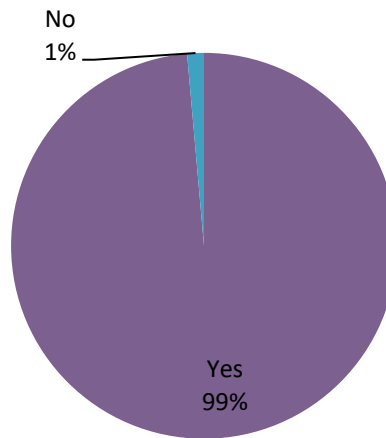
What is your ethnicity?

Value	Percent	Count
Hispanic or Latino	3.0%	6
Not Hispanic or Latino	97.0%	194
Total		200

What is the ZIP code where you live?



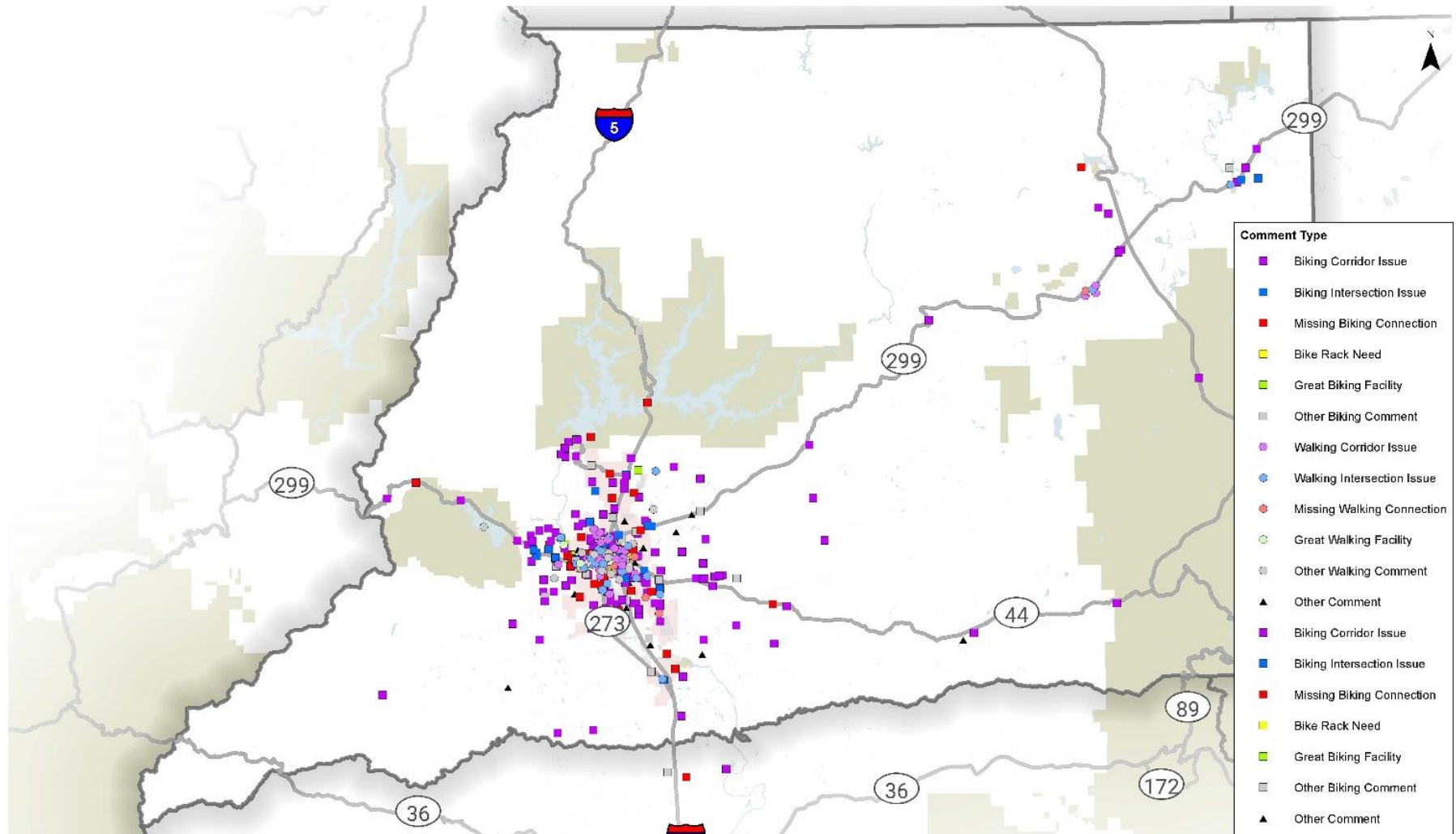
Count	Response
78	96001
24	96002
48	96003
10	96007
1	96008
1	96011
17	96013
1	96016
10	96019
6	96022
1	96025
5	96028
1	96040
2	96056
1	96065
1	96069
3	96073
2	96087
2	96088
1	96130

Do you own a car?

Value	Percent	Count
Yes	98.6%	214
No	1.4%	3
Total		217

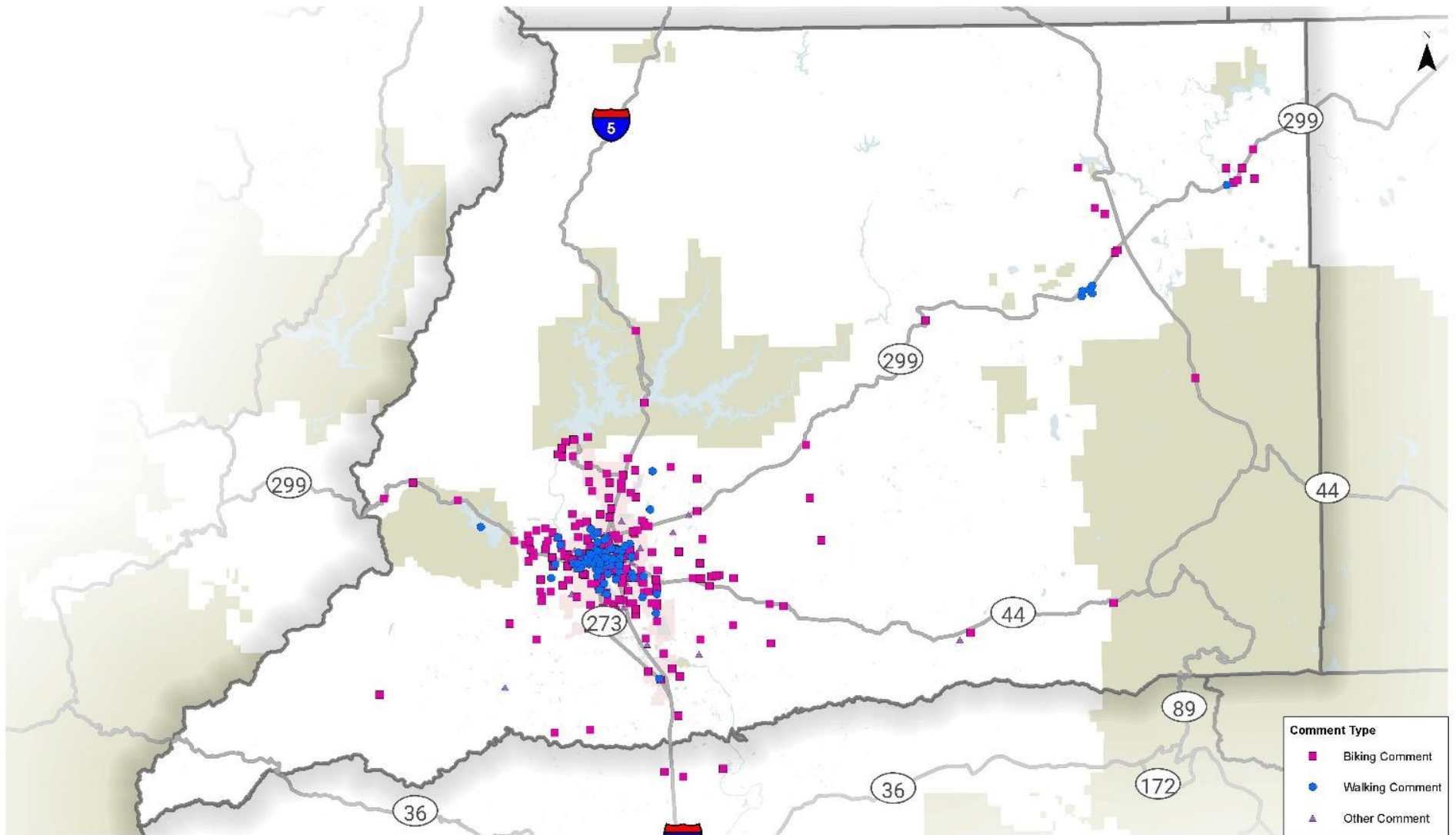
Appendix A.2. WikiMap Comment Locations

The following maps are the outputs from the Shasta County Wiki Mapping exercise used to collect public input on bicycle and pedestrian issues and opportunities. Downtown Redding maps can be viewed in the City of Redding Phase I Community Outreach Summary.



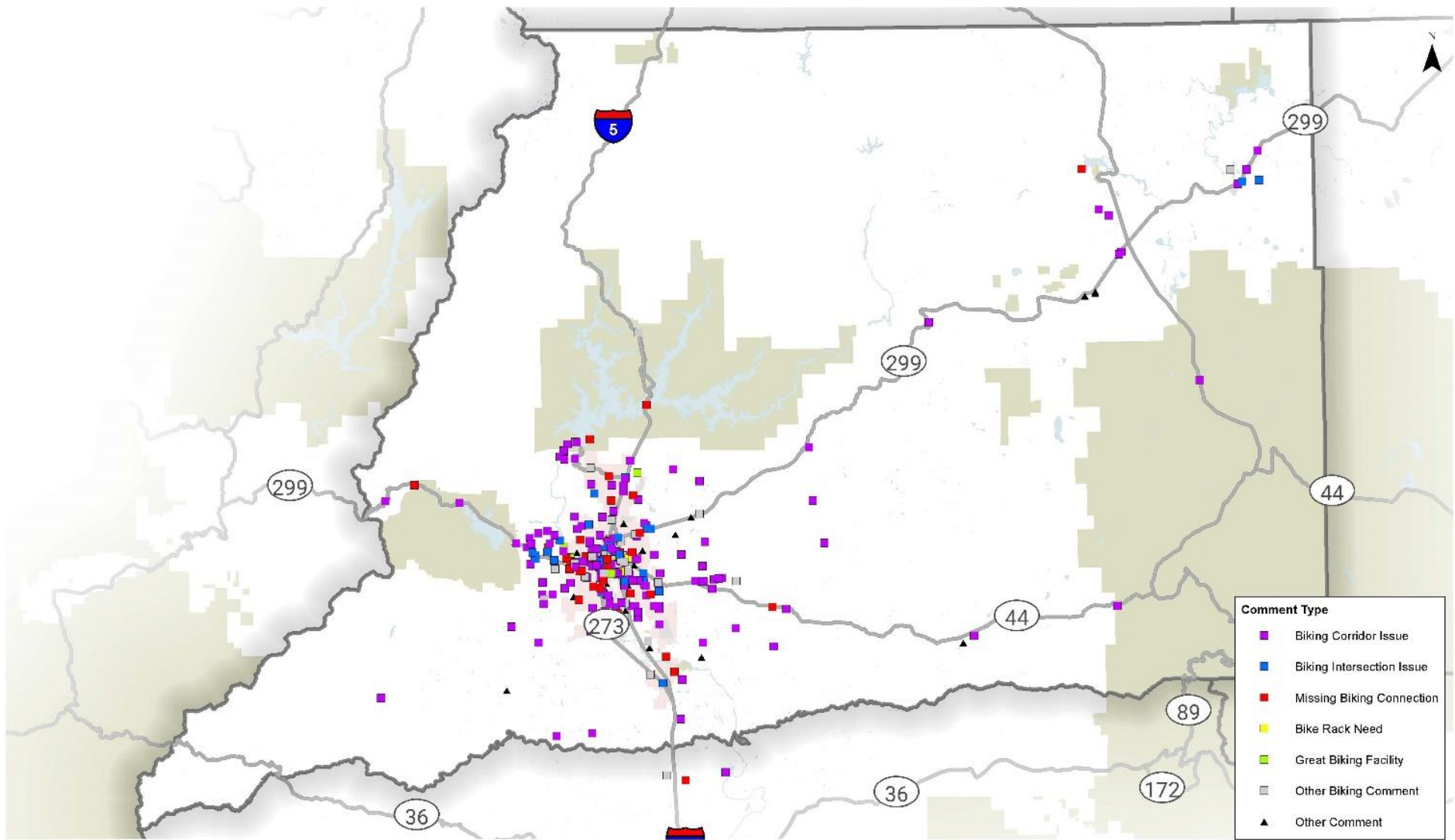
All Regional Outreach Comments

Shasta Region



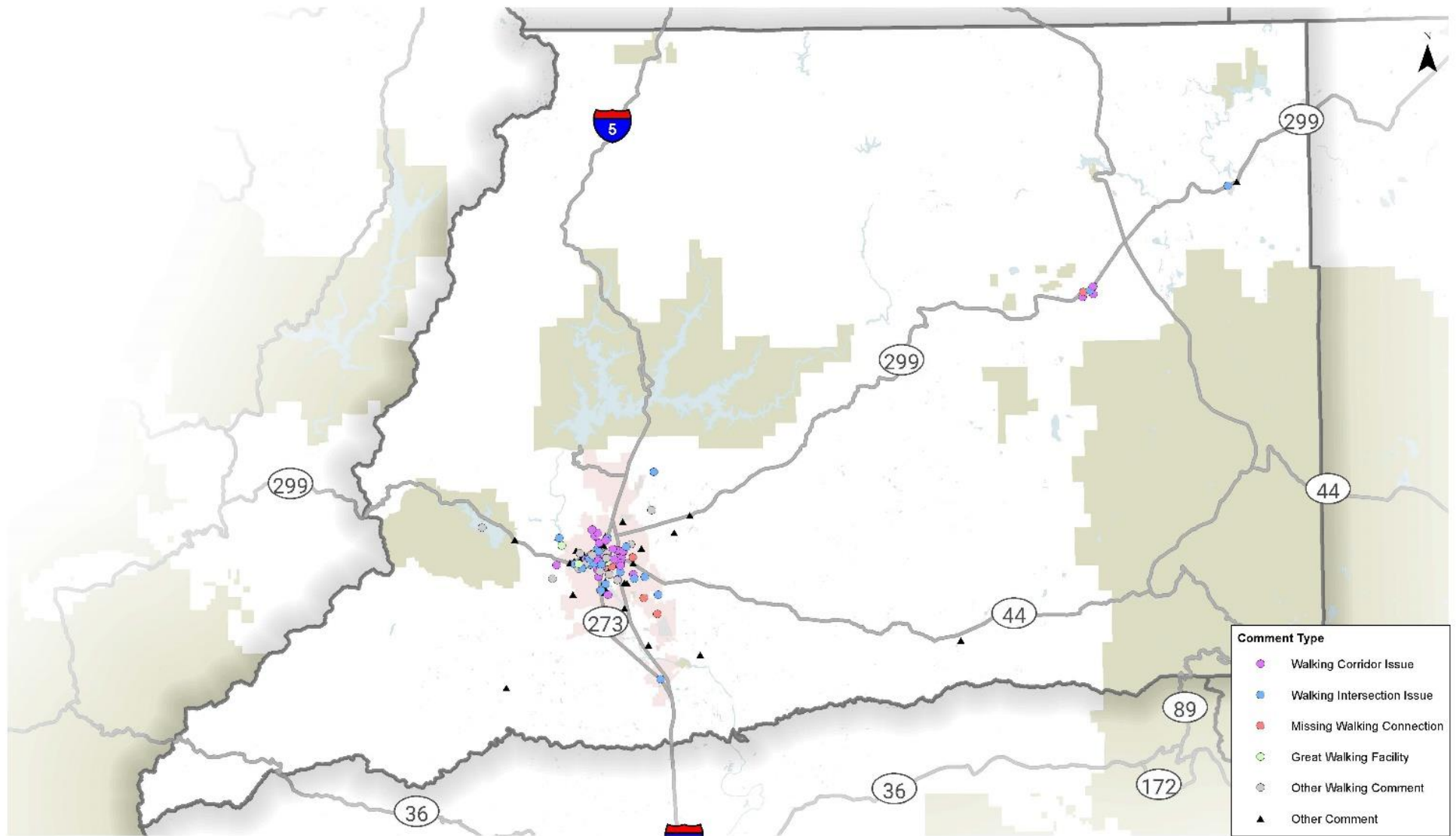
Regional Outreach Comments by Mode

Shasta Region



Biking-Related Regional Outreach Comments

Shasta Region



Walking-Related Regional Outreach Comments

Shasta Region

