LOW-STRESS SHASTA

ATP CYCLE 7



This project was funded by a combination of SB1 planning and local funds.

SHASTA REGIONAL TRANSPORTATION AGENCY

LOW-STRESS SHASTA

March 2025

Prepared For:

Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Prepared By:

Kittelson & Associates, Inc.
2510 J Street, Suite 200
Sacramento, CA 95816

In Association With:

Evan Brooks Associates
AIM Consulting

Project No. 29896

Cover Image: Link Shasta Walk Audit
Credit: Kittelson & Associates, Inc.

CONTENTS

1. INTRODUCTION & HISTORY 1
   - California Transportation Commission's Active Transportation Program 1
   - Grant Application Assistance History 2
2. PROJECT KICKOFF 4
3. COMMUNITY ENGAGEMENT 6
   - Engagement in Redding 6
   - Engagement in Shasta Lake 8
   - Engagement in Burney 10
4. VICTOR AVENUE NORTH IMPROVEMENT PROJECT 12
   - Project Background & Scope 12
   - Existing Conditions 13
   - Project Development 14
   - Final Project Concept 14
5. HILLTOP IMPROVEMENT PROJECT 16
   - Existing Conditions 17
   - Project Development 18
   - Final Project Concept 18
6. LINK SHASTA ACTIVE TRANSPORTATION NETWORK 20
   - Existing Conditions 21
   - Project Development 22
   - Final Project Concept 22
7. TÓÓLOL ITT^{H}Ú MANÍKCAN (ALL MY CHILDREN) WALKING + BIKING NETWORK 24
   - Existing Conditions 25
   - Project Development 26
   - Final Project Concept 26
8. LOMA VISTA IMPROVEMENT PROJECT 28
   - Project Background & Scope 28
   - Existing Conditions 29
   - Project Development 30
   - Final Project Concept 30
9. JENNY CREEK TRAIL IMPROVEMENT PROJECT 32
   - Project Background & Scope 32
   - Existing Conditions 33
   - Project Development 34
10. NEXT STEPS 35

APPENDICES

Appendix A: Engagement Summary

Appendix B: Victor Avenue North Improvement Project Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

Appendix C: Hilltop Improvement Project Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

Appendix D: Link Shasta Active Transportation Network Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

Appendix E: Tóólol ittʰú maníkcan (All My Children) Walking and Biking Network Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

Appendix F: Loma Vista Improvement Project Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

Appendix G: Jenny Creek Trail Improvement Project Existing Conditions Technical Memorandum

1. INTRODUCTION & HISTORY

The Shasta Regional Transportation Agency (SRTA) led the regional active transportation assistance program, Low-Stress Shasta (LSS), to assist local jurisdictions in Shasta County preparing project designs and competitive grant applications for high-quality walking and biking facilities. LSS brings to a close the grant application assistance effort initiated under the Shasta Regional Active Transportation Network (SRATN), the previous grant-funded iteration of the regional assistance program. Before SRATN, a separate phase of the regional assistance program began under a grant-funded effort called "Sustainable Shasta."

SRTA has been working to advance a community-driven vision for a regional, interconnected, low-stress, active transportation network that is safe, comfortable, and intuitive for people of all ages and abilities. Benefits abound from closing walking and biking gaps and identifying solutions to build out low-stress networks in the region. The projects stemming from this effort are identified, developed, and designed strategically to safely connect people of all ages, abilities, and backgrounds to important local destinations, providing viable, healthy transportation alternatives. SRTA provides technical assistance and collaborates with partners to develop grant-competitive projects so local agencies may secure funding to implement those projects.

California Transportation Commission's Active Transportation Program

Limited resources can often prevent local agencies and partners in the Shasta Region from even seeking necessary funding to achieve their own goals. SRTA developed its regional active transportation assistance program to help partners secure active transportation grant funding. The greatest source of active transportation funding in the state is the California Transportation Commission's Active Transportation Program (ATP). Since 2013, the state of California has released calls for ATP grant applications every other year. Created by Senate Bill 99 and Assembly Bill 101, the program is also the most competitive source of active transportation funding in the state, aiming to achieve the following goals, as defined on the ATP website:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health.
- Provide a broad spectrum of projects to benefit many types of users, including disadvantaged communities.

Eligible applicants include most government agencies, tribal governments, schools, nonprofits, and others. Eligible project types include:

- **Infrastructure Projects:** capital projects like building paths, bikeways, and walkways.
- **Non-Infrastructure (NI) Projects:** active transportation related education, encouragement, and enforcement activities.
- **Combination Projects:** projects that combine infrastructure and non-infrastructure projects.
- **Plans:** communitywide active transportation plans in disadvantaged communities.

Grant Application Assistance History

SRTA, local jurisdictions, and regional partners developed the GoShasta Regional Active Transportation Plan in 2018, which defines the policies, programs, and projects for a safer, more connected active transportation network in Shasta County. Since then, SRTA has assisted local jurisdictions and regional partners with public engagement, conceptual design, and grant preparation to secure funding to build active transportation infrastructure projects. To date, three such rounds of assistance have been conducted (including this effort):

Sustainable Shasta | 2017-2021

Sustainable Shasta was the first round of grant application assistance, in which SRTA assisted local partners with project development and grant applications for the California Transportation Commission's (CTC's) Active Transportation Program (ATP) Cycle 5 call for projects. The following applications were submitted:

Project	Applicant	Funding Program
Ashby-to-Downtown	City of Shasta Lake	ATP Cycle 5
North Redding Active Transportation Trunk Line (NRATTL)	RTPA	ATP Cycle 5
Cottonwood Active Transportation Trunk Line (CATTLE)	Shasta County	ATP Cycle 5
Cottonwood Lasso Loop	Shasta County	ATP Cycle 5
West Cottonwood School Connector	Shasta County	ATP Cycle 5
Victor Avenue & Cypress Avenue Active Transportation (VCAT) Project	City of Redding	ATP Cycle 5
Turtle Bay to Downtown Gap Completion Project	City of Redding	ATP Cycle 5
California Street Bikeway Project	City of Redding	ATP Cycle 5

Shasta Regional Active Transportation Network | 2020-2023

In the second round of grant application assistance, Shasta Regional Active Transportation Network, SRTA was able to expand the program to consider other funding sources. Assistance was provided in preparation for the call for projects related to the CTC's "ATP Cycle 6" and "Clean California." The following applications were submitted:

Project	Applicant	Funding Program
Butte Street Boogie	City of Redding	ATP Cycle 6
Victor Improvement Project	City of Redding	ATP Cycle 6
Hilltop Improvement Project	City of Redding	ATP Cycle 6
Park Marina Drive Rapid Implementation Project	City of Redding	ATP Cycle 6
Oregon Street Improvement Project	City of Redding	Clean California Cycle 2
Calaboose Creek Core Revitalization Project	City of Redding	Clean California Cycles 1 and 2

In addition to the noted applications, project development and a field visit were conducted with the Pit River Nation for the Munik'Chun Walking + Biking Network. Based on discussions with the Pit River Nation and their desire for more familiarity with the project before proceeding with a grant application, it was decided that an application would not be submitted as part of this cycle, as the planning process could benefit from additional discussions and coordination. These discussions would aim to provide clarity on ATP funding mechanisms and potential alternative approaches to implementation, such as multiple responsible parties.

The project team also considered updating the North Redding Active Transportation Trunk Line (NRATTL) grant application from Cycle 5 for re-submittal. After conversations with the City of Redding and Caltrans, the update was put on hold to be reconsidered in a future cycle.

Low-Stress Shasta | 2023-2024

The third round of grant application assistance began under the Shasta Regional Active Transportation Network program assistance effort and wrapped up under the Low Stress Shasta assistance effort. SRTA assisted with project development and grant applications for ATP Cycle 7. The following applications were submitted:

Project	Applicant	Funding Program
Victor Avenue North Improvement Project	City of Redding	ATP Cycle 7
Hilltop Improvement Project	City of Redding	ATP Cycle 7
Link Shasta Active Transportation Network	City of Shasta Lake	ATP Cycle 7
Tóólol itt^{h}ú maníkcan (All My Children) Walking and Biking Network	Pit River Tribe	ATP Cycle 7

The Hilltop Improvement Project was refined and resubmitted under ATP Cycle 7 after not receiving ATP Cycle 6 funds. The Pit River Nation's Munik'Chun Walking + Biking Network was refined and submitted for competition in this grant cycle. The project was also renamed as the "Tóólol itt^{h}ú maníkcan (All My Children) Walking and Biking Network," based on community input.

Project development was also conducted for the Loma Vista Improvement Project and the Jenny Creek Trail Improvement Project, both in the city of Redding. Based on discussions with staff, it was determined that the City would not submit grant applications for either project during this cycle. Concept designs were initiated for the Loma Vista Improvement Project, and all work begun on these projects is summarized in this report. As project development may continue, associated materials in this report are subject to change based on new needs identified or additional community input.

2. PROJECT KICKOFF

The first step in project assistance was to identify eligible and competitive projects that local jurisdictions wanted to move forward. Projects must be included in an adopted plan, at least at a conceptual level, to be eligible for funding. GoShasta serves as the regional guide for future active transportation projects in Shasta County. Local planning efforts also informed this process. The City of Redding developed its Active Transportation Plan as part of the GoShasta planning process, and the City of Shasta Lake adopted the GoShasta Regional Active Transportation Plan as its local plan. The Pit River Nation and the community of Burney jointly developed the Pit River Tribe / Burney Bicycle and Walkway Plan in 2012, which helped inform GoShasta. The GoShasta Plan is home to all the projects in this report and served as the baseline for project selection.

SRTA initiated coordination with local partners for the Active Transportation Program (ATP) Cycle 7 application effort in Spring 2023, following the grant application assistance effort for the Clean California Cycle 2 call for projects. Conversations with partners began by reviewing current, recognized best practices for active transportation planning, design, and engagement strategies which, if employed, would prepare partners' projects to compete well for grants. SRTA and partners brainstormed which projects and high-level designs should be presented to the public and potentially developed for competition in the ATP as part of this round of project assistance. This effort included consideration of enhancing unsuccessful projects from previous grant program assistance efforts.

The following partners confirmed with SRTA the desire for project development assistance: the City of Redding, the City of Shasta Lake, and the Pit River Nation (in conjunction with Shasta County). These conversations resulted in the projects described in the following sections of this report.

Project Partners

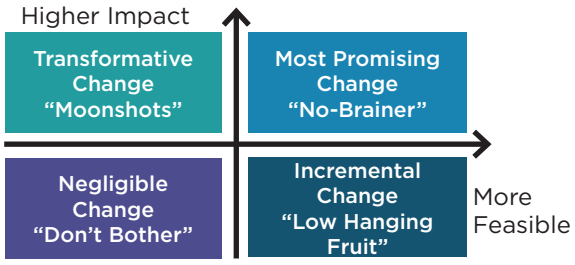
Caltrans · Shasta Regional Transportation Agency · County of Shasta California · Pit River Tribe · City of Redding California · City of Shasta Lake Established 1993

Designing Impactful Active Transportation Projects

Impactful Projects...

- **Close gaps & connect destinations**
- **Address real & perceived safety needs**
- **Design for people of all ages and abilities**
- **Make it visible through wayfinding & awareness**

Types of Projects



Provide Low-stress Connections to Destinations	Don't Give Up at the Intersection
Identify destinations, barriers, & routes through public engagement	Intersections are frequent points of conflict
Identify low-stress networks & solutions to close gaps and cross barriers	Separation between modes increases safety and comfort
Design context-sensitive facilities & multimodal amenities	Special care to be taken at major street crossings

Competitive Projects + Grant Applications

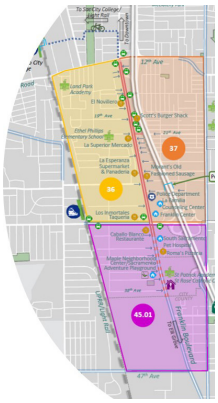
Connecting Gaps

Gap Types

Physical Gaps | Barriers | Desire Lines

Strategies for Success

- Connect people to destinations
- Follow desire lines
- Provide access to key services
- Provide for local trips
- Bridge barriers and close gaps



Addressing Safety

The Known & Unknown

Crash History | Identified Barriers | Proven Solutions

Strategies for Success

- Plan for the most vulnerable users
- Use data-informed project development
- Prioritize projects on high-injury networks
- Implement proven & research-backed solutions
- Weave in community concerns & lived experience



Engaging the Community

Strategies for Success

- Advance community-driven projects
- Be open to changing projects to reflect community desires
- Build on previous public engagement efforts
- Partner with community groups
- Use demonstration projects to introduce ideas and build support

Community-driven projects can help uplift people and address historic underinvestment





3. COMMUNITY ENGAGEMENT

Engagement and consensus building are critical elements to successful, implementable projects. SRTA and all its partners recognize this and undertook multiple engagement efforts throughout and prior to Low Stress Shasta (LSS) which informed project development and conceptual design for each project alignment. Graphic, easy-to-understand materials were produced for each meeting. All of the City of Redding's projects were covered in each Redding engagement activity, while separate engagement activities were conducted in Burney and Shasta Lake. In-person engagement events were accessible by Redding Area Bus Authority (RABA) bus service. Engagement opportunities were advertised by SRTA and partners via social media; postcards were mailed to all residents in Shasta Lake and Burney, and to households living in proximity to the Redding projects. The engagement activities are summarized in this chapter. **Appendix A** describes the engagement activities in full.

Engagement in Redding

Engagement efforts in the City of Redding can be summarized as follows:

Note: Additional engagement such as community meetings, school outreach, and an online survey was conducted in the City of Redding through 2022, prior to LSS. Those engagement processes are documented in the Shasta Regional Active Transportation Network final report (May 2023), and high-level summaries can be found in Chapters 4, 5, 8, and 9.

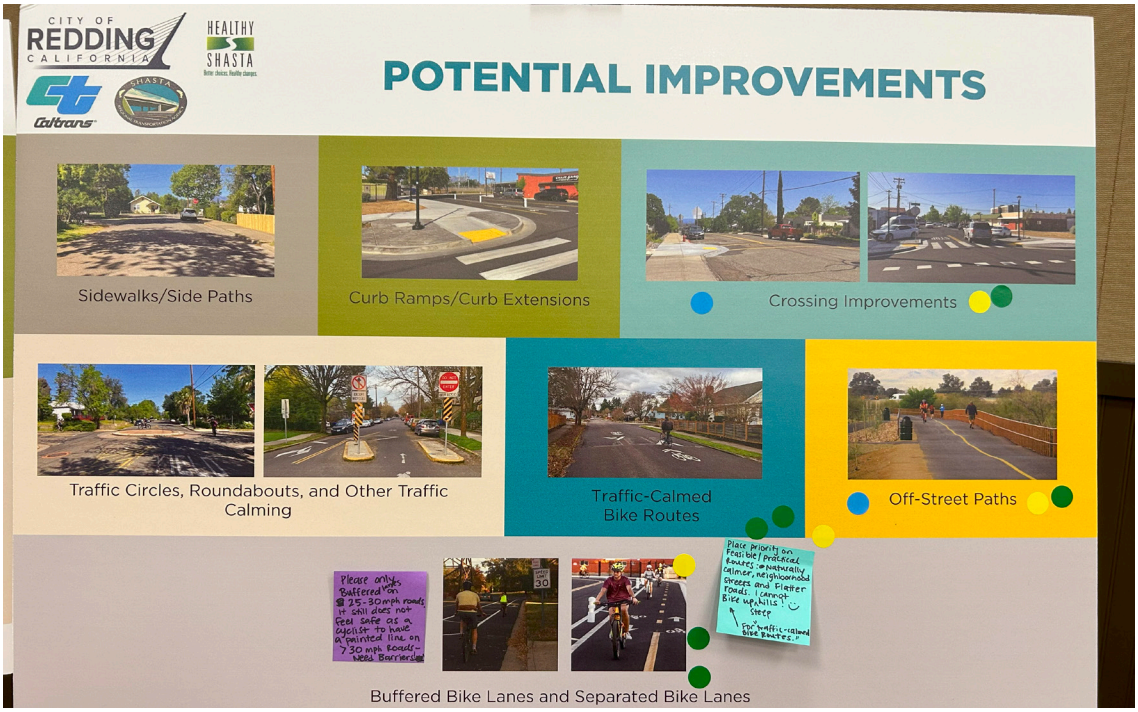
Redding Active Transportation Network Expansion Community Meeting

November 30th, 2023, 4:00 p.m. - 6:00 p.m. | Attendees: 15

On November 30th, the City of Redding, in partnership with SRTA, Caltrans, and Healthy Shasta held an in-person community meeting to gather the community's thoughts on opportunities and challenges to improve walking and biking around the City of Redding. The meeting was held at City Hall. Key takeaways from the meeting included the following:

- Participants expressed their support for traffic calming improvements that could slow vehicles down along Victor Avenue, filling sidewalk gaps, and installing crosswalks and curb ramps.
- Participants expressed a desire to slow traffic along Hilltop Drive, link neighborhoods via shared-use paths (SUPs), connect and expand trail/off-street facilities, and develop comfortable walking/bicycling crossings at I-5.
- Participants requested separated bike lanes on high-speed roads and prioritized off-street paths and trails.

Redding Community Comment Board



Redding Active Transportation Online Survey

November-December 2023 | Responses: 16

In addition to the November community meeting, the City of Redding conducted an online-only survey with SRTA and the project partners. Responses are summarized below:

- Respondents said they would bike or walk more with improved or more complete bike lanes and paths (67%), improved or more complete sidewalks or paths (44%), or slowing or calming cars/ vehicle traffic (44%).
- 78% of respondents supported new traffic calming improvements to help slow speeding vehicles and improve road safety.

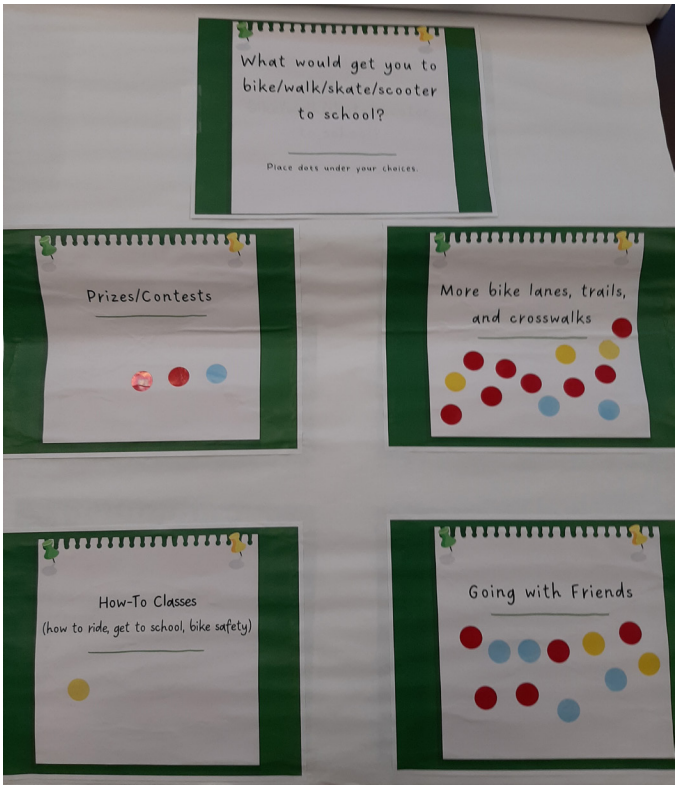
School Outreach

Winter 2023 | All Enterprise High School, Pioneer High School, and Shasta High School Students Invited

The team held pop-up engagement activities at three high schools in Redding: Enterprise High School, Pioneer High School, and Shasta High School. In addition to interactive activities to illustrate the types of improvements that students wanted to see, activities included asking students what improvements would encourage them to bike, walk, skate, or scooter to school. The most popular responses by students were:

- More bike lanes, trails, and crosswalks
- Going with friends

Enterprise High School Board



Redding Active Transportation Stakeholder Meeting

February 12, 2024, 1:30 p.m. - 3:30 p.m. | Attendees: 12

On February 12, the City of Redding and SRTA conducted a meeting with key stakeholders in the community. The meeting was both virtual and in-person, held at the SRTA office in Redding. The purpose of the meeting was to review the project locations, existing needs to address, envisioned project elements and goals, community input received to date, and potential improvements.

Shasta Bike Depot Event

May 3, 2024, 4:00 p.m. - 6:00 p.m. | Attendees: 22

In May 2024, the City and SRTA held a close-out engagement event at the Shasta Bike Depot to discuss the final project concepts and to confirm residents' support for the project alignments and proposed improvements.

Photo from Shasta Bike Depot Event



Engagement in Shasta Lake

Engagement efforts in the City of Shasta Lake can be summarized as follows:

Link Shasta Community Workshop

November 29, 2023, 4:00 p.m. - 6:00 p.m. | Attendees: 12

On November 29, SRTA and the City of Shasta Lake held a community workshop at the City's Community Center, which is located in Census Tract 117.02, a census tract designated as disadvantaged according to the California Healthy Places Index. The purpose of the workshop was to identify critical needs areas for improvement within the city. Community input included specific walking/biking improvement recommendations at locations such as Deer Creek Road, Shasta Street, Vallecito Street, Cascade Boulevard, and Grand Coulee Boulevard. Other comments included:

- A desire to avoid parked cars next to paths in order to improve visibility
- Inclusion of trees with sidewalk improvements
- Safe comfortable access to Rite Aid, the only pharmacy in town.

Photo from Shasta Lake Community Workshop



Shasta Lake Tree Lighting Ceremony

December 6, 2023, 5:30 p.m. - 7:00 p.m. | Engaged over 200 attendees

The City of Shasta Lake included information about the project at one of its booths at its Tree Lighting Ceremony, held at the Larry J. Farr Community Center on December 6, 2023. This provided the opportunity to discuss the project and gather feedback from community members of all ages.

School Outreach

Winter 2023 | All Shasta Lake School and Central Valley High School Students Invited | Engaged over 50 attendees

The team held pop-up engagement activities at two schools in Shasta Lake: Shasta Lake School and Central Valley High School. Students and parents were asked to provide their thoughts on walking and biking conditions in the city, including around their schools. In addition, students provided input on the types of improvements that would encourage them to try out walking and biking to and from school. At both schools, most responding students indicated that more bike lanes, trails, and crosswalks would encourage them to walk and bike to school.

Photo from Shasta Lake School Outreach



Shasta Lake Active Transportation Stakeholder Meetings

November 28, 2023, and January 11, 2024, 10:00 a.m. - 11:00 a.m. | Attendees: 14 and 12

SRTA, in partnership with the City of Shasta Lake, held two stakeholder meetings with community representatives to ensure that diverse voices were heard and incorporated into the projects.

The first meeting (in-person) was held on November 29, 2023, in order to obtain stakeholders' thoughts on existing walking and biking conditions in the city. Input included the following:

- Improvements should not impact native plants and riparian habitat.
- Preferred improvements include rectangular rapid flashing beacons (RRFBs), lighting, and wide paths that support both biking and walking.
- Improvements would need to account for landscaping maintenance and runoff.
- Speed tables should be avoided.

The second meeting (in-person and online) was held on January 11, 2024, engaging community members to inform design decisions and improvements. Project representatives shared potential project corridors and elements and answered questions about specific design proposals.

Photo from Stakeholder Meeting



Link Shasta Online Survey

November-December 2023 | Responses: 17

In addition to the community meetings, the City of Shasta Lake, SRTA, and project partners conducted an online-only survey with 17 respondents all of whom identified themselves as residents. Responses are summarized below:

- Residents showed a strong interest in improved and more complete sidewalks and paths (15 respondents), improved lighting (13 respondents), improved or more complete bike lanes and paths (12 respondents), and/or more or improved sidewalks (11 respondents).
- Twelve respondents said they would support new traffic calming.
- All respondents indicated they would walk or bike more with improved lighting or improved or more complete bike lanes and paths. They also supported new sidewalks or paths.
- Respondents ranked the need for crossing improvements as being most important at: schools, residential areas, trails/recreational access, and major roadways.

Boomtown Festival

June 1, 2024, 10:00 a.m. - 9:00 p.m. | Attended by over 1,000 people

A closeout information booth was hosted at one of the City's largest annual events, the Boomtown Festival, held at Clair Engle Park and attended by about 1,000 community members and visitors. Project representatives met with community members to discuss the project and receive input on the final design. Residents shared approval for the selected routes and noted it was a good foundation to create the City's first complete active transportation route. They noted high support for improvements on Cascade Boulevard and on Grand Coulee Boulevard.

Engagement in Burney

Engagement efforts in the town of Burney can be summarized as follows:

Note: Additional engagement such as community meetings and school outreach were conducted in Burney through 2022, prior to LSS. Those engagement processes are documented in the Shasta Regional Active Transportation Network final report (May 2023), and high-level summaries can be found in Chapter 7.

Tóólol itt^{h}ú maníkcan (All My Children) Walking and Biking Network Community Meeting

Held On: December 3, 2023 | Attendees: 20

On Sunday, December 3rd from 12:00-3:00 p.m., SRTA, in partnership with the Pit River Nation, Shasta County Public Works, Caltrans, and Healthy Shasta, held a community meeting at VFW Veterans Memorial Hall. The purpose of the meeting was to obtain the community's thoughts on opportunities and challenges to improve walking and biking around Burney and to get feedback on potential improvements. Community members generally noted the following:

- There are few sidewalks and drivers occasionally speed on local streets.
- Crossings are limited, infrequent, and/or uncomfortable along Main Street and other streets.
- Lighting should be improved, including as part of the project's recommended facilities.

Photo from Burney Community Meeting



Burney Online Survey

November-December 2023 | Responses: 3

In addition to the community meeting, an online-only survey was conducted by the Pit River Nation, Shasta County Public Works, SRTA and the project partners. Responses are summarized below:

- All respondents indicated they would bike or walk more with improved lighting or improved or more complete bike lanes and paths.
- Two of the respondents indicated they would walk or bike more with improved or more complete sidewalks or paths
- All three respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was as follows: schools, residential areas, major roadways, and trails/recreational access.
- Two of three respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.

Burney / Pit River Tribe Stakeholder Meeting

February 22, 2024, 1:30 p.m. – 3:30 p.m. | Attendees: 20

On February 22, SRTA, Shasta County, Caltrans, and the Pit River Nation conducted a virtual and in-person meeting with key stakeholders in the community at Burney Lions Club. The purpose of the meeting was to discuss specific improvements being recommended as part of the design concepts. The stakeholder group provided input regarding:

- Roundabouts and other potential improvements along Main Street.
- Effects of improvements on parking supply, school buses, and trucks.
- Future maintenance of proposed improvements, including snow plowing.
- Lighting concerns along Tamarack and other streets.
- Confirming community support of the recommended improvements.

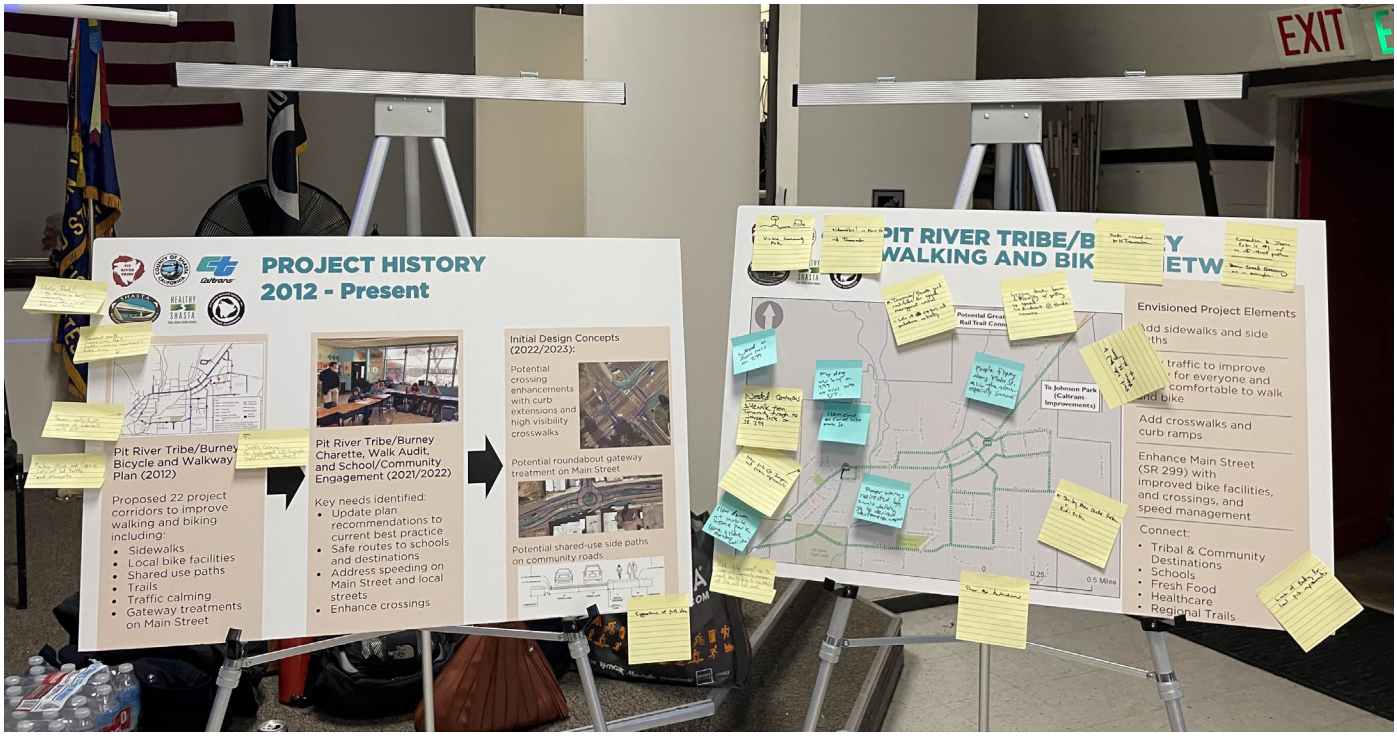
Pit River Tribe Earth Day Event

April 22, 2024, 10:00 a.m. - 2:00 p.m. | Engaged with 12 attendees

SRTA and the County hosted a project information at the Pit River Nation's annual Earth Day celebration located at the tribal office, providing project representatives the chance to discuss the project alignment and improvements with members of the local community of all ages. Community input included support for improvements such as:

- Traffic calming to slow down speed vehicles.
- Facilities separating pedestrians and bicyclists from vehicles.
- Crossing improvements such as curb ramps.

Burney Stakeholder Comment Boards



4. VICTOR AVENUE NORTH IMPROVEMENT PROJECT

The Victor Avenue North Improvement Project (VAN) consists of low-stress active transportation facilities along Victor Avenue and other streets north of State Route 44 (SR-44), bridging an active transportation network gap for residents to access retail, recreation, and other destinations. The VAN project will develop a low-stress active transportation network along Victor Avenue, Old Alturas Road, Dana Drive, and Bradford Way to connect retail, recreation, and other destinations including local schools to the southwest and open space and trails to the north.

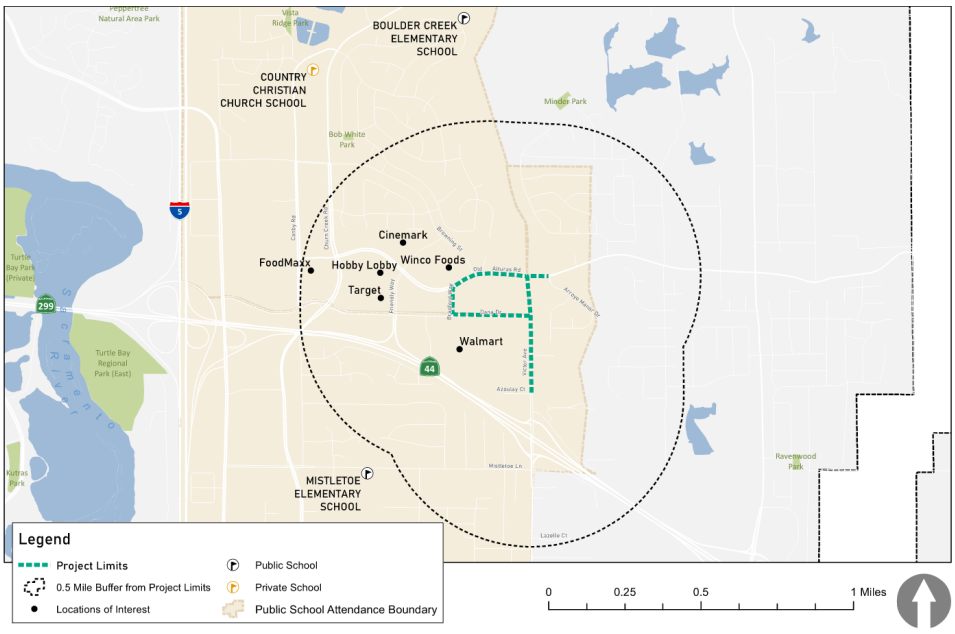
Project Background & Scope

The VAN project will develop a low-stress active transportation network along Victor Avenue, Old Alturas Road, Dana Drive, and Bradford Way to connect retail, recreation, and other destinations including local schools to the southwest and open space and trails to the north. The Victor Avenue corridor is currently a high-speed, auto-centric facility, and SR-44 serves as a barrier to north-south walking and bicycling travel. This project would include the construction of 1.1 miles of shared-use paths (SUPs), two roundabouts, 0.7 miles of buffered bike lanes, 39 Americans with Disabilities Act (ADA)-compliant curb ramps, 13 crosswalks, 300 feet of conflict zone markings, two rectangular rapid flashing beacons (RRFBs), and 0.5 miles of sidewalk.

The project will address barriers to comfortable and convenient walking and bicycling trips in northeast Redding by completing sidewalks, constructing shared-use paths, providing enhanced mid-block crossings and ADA-compliant ramps, reducing speeds through roundabouts, and having highly visible active transportation infrastructure such as RRFBs to increase driver awareness of potential conflicts. It helps provide a complete, connected network of low-stress active transportation facilities that connect Disadvantaged Communities (DACs) to locations of interest such as retail, employment, recreation, and bus stops, as well as connections to a broader network of existing and planned active transportation facilities.

The VAN project will build upon the Active Transportation Program (ATP) Cycle 6 “Victor Avenue Improvement Project (VIP)” and ATP Cycle 5 “Victor Ave & Cypress Ave Active Transportation (VCAT)” projects to the south to continue to improve a comprehensive low-stress active transportation corridor in northeast Redding. A final phase addressing the SR-44 interchange (including the bridge and two ramp terminal intersections) has already been designed and is in discussions with Caltrans for future funding.

Figure 1 Victor Avenue North Improvement Project Alignment & Destinations



Existing Conditions

An analysis of the existing conditions was conducted to understand traffic volumes, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. Below is a summary of the findings. Further details can be found in the **Victor Avenue North Improvement Project Existing Conditions Technical Memorandum** in Appendix B. Note that the existing conditions information in this section (such as study area transit service) may differ from the memo that was written when the project was being developed (as of October 2023).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- **Population:** approximately 10,000
- **Median age:** approximately 30 years old; more than one-third of people are either under 18 or over 65
- **Median Income:** $57,538 (northern study area) and $69,236 (southern study area) (less than 80% of statewide median household income)
- **Travel Patterns:** approximately 5% of people walk, less than 1% ride transit to work, and none bike; 86% drive

Based on these findings, the entire area qualifies as a DAC under per ATP guidelines.

What is it Like to Walk, Bike, Roll, Ride Transit, & Drive?

Walking, Biking, and Rolling

There are multiple sidewalk gaps, and shoulder widths vary from no shoulders to wide parking lanes. There are bike lanes in both directions on Dana Drive and on Old Alturas Road west of the Churn Creek Bridge. While Victor Avenue is a bike route, vehicle speeds are generally high.

Transit

Redding Area Bus Authority (RABA) Route 4 operates in the study area, with multiple bus stops along Old Alturas Road, Victor Avenue, and Dana Drive. In addition, the area falls within the East Redding zone of RABA's Runabout on-demand microtransit service; Runabout provides customized door to door or curb to curb service weekdays (6:20 a.m. - 6:20 p.m.) and Saturdays (9:20 a.m. - 5:20 p.m.) within this zone.

Driving

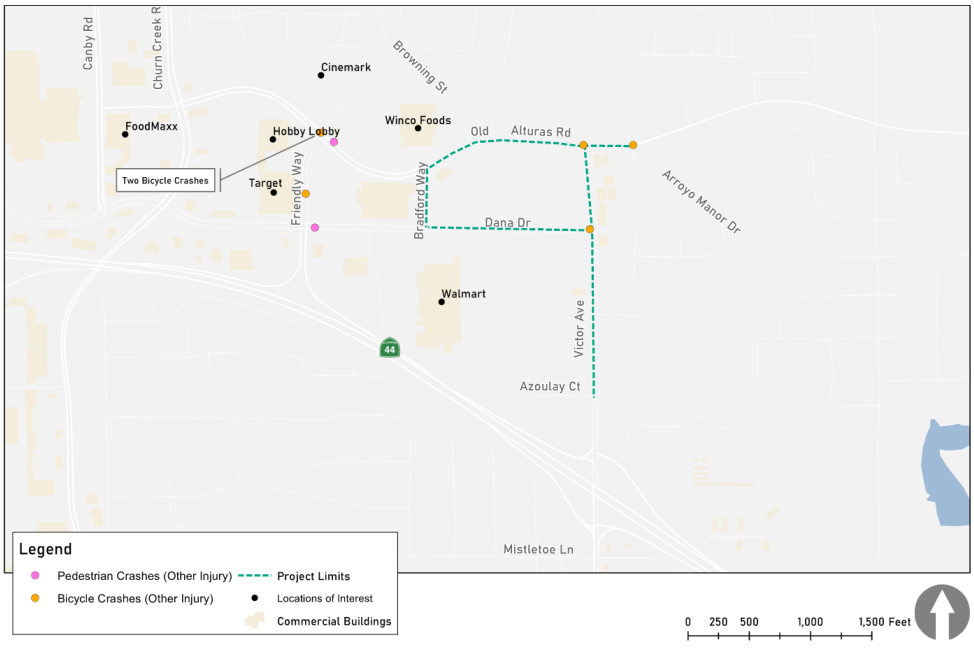
Victor Avenue is a high-volume arterial with a posted speed limit of 40 miles per hour; vehicles have been observed exceeding the speed limit. This street and the SR-44 interchange serve as barriers to walking and biking in the study area. Speed limits on other streets in the alignment such as Dana Drive are 35 miles per hour (mph) or lower.

Safety Findings

(TIMS, 2012-2023)

- **Ped/Bike Crashes:** 8
- **Severity:** None resulted in fatalities or severe injuries
- **Common Bike Crash Types:** Broadside, head-on
- **Common Pedestrian Crash Locations:** Crossing at a location without a crosswalk

Figure 2 Victor Avenue North Improvement Project Crash History



Project Development

The Victor Avenue North Improvement Project was developed to meet the transportation needs of residents and create a safer, more accessible corridor for pedestrians, cyclists, and other nonmotorized users. The alignment was informed by studies such as the Victor Avenue Corridor Study, which identified Victor Avenue as a key opportunity for connecting residents to important destinations. Throughout the public engagement process, it was determined that residents desired improved, separated walking and bicycling facilities and strategies to manage vehicle speeds. A full description of the project development process can be found in the **Victor Avenue North Improvement Project Alignment Technical Memorandum** in Appendix B. It can be broken into the following phases:

1. **Desktop Analysis:** The study area was reviewed to understand traffic volumes, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, Caltrans, and the Consultant team conducted a field visit to assess existing conditions along Victor Avenue (north of Mistletoe Lane) and surrounding streets. This visit was informed by community feedback gathered through earlier engagement efforts and by the team's own observations of the area's challenges.
3. **Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held. In general, community members were supportive of the project and the proposed improvements. In this phase, the project was changed or refined based on the following community engagement input that informed the project's development:
   - **Provide buffered bike lanes.**
   - **Provide shared-use paths in addition to buffered bike lanes on Victor Avenue and on Dana Drive.**
   - **Use roundabouts to lower vehicle speeds along Victor Avenue.**
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was informed by community input and technical analysis. Based on the City's coordination with Caltrans on the SR-44 interchange, it was determined that the project should not be delayed by the extra time needed to properly navigate the Caltrans process for a final alignment across the interchange. The segment of Victor Avenue between Azoulay Court and Mistletoe Lane (which includes the bridge and two ramp intersections) was removed from this phase of the project. A final phase addressing the SR-44 interchange has already been designed and is being discussed with Caltrans for a future collaborative effort to seek discretionary funds.

Final Project Concept

Typical images from the final conceptual design can be found in **Figure 3** and are included in full in Appendix B. Generally, the project alignment and features can be described as follows:

- 10' SUP, six-foot sidewalk, six-foot bike lanes (with two-foot buffers), and two RRFBs along Victor Avenue between Old Alturas Road and Azoulay Court
- Two roundabouts along Victor Avenue (at the intersections with Old Alturas Road and Dana Drive)
- Six-foot sidewalk infill along Old Alturas Road between Victor Avenue and Bradford Way
- 10' SUP and six-foot sidewalk along Old Alturas Road between Victor Avenue and Arroyo Manor Drive
- 10' SUP along Bradford Way (including the removal of parking on one side of the street)
- 10' SUP, six-foot sidewalk, and six-foot bike lanes (with two-foot buffers) along Dana Drive between Bradford Way and Victor Avenue (including the reduction of two travel lanes).

Figure 3 Victor Avenue North Improvement Project Typical Concepts



5. HILLTOP IMPROVEMENT PROJECT

The Hilltop Improvement Project (HIP) (**Figure 4**) addresses significant barriers to safe walking and biking by creating a low-stress, interconnected network that improves access for the North Hilltop and Bluffs neighborhoods. This project will connect residents to key destinations, including schools, commercial areas, and Redding's extensive trail system, through new sidewalks, Americans with Disabilities Act (ADA)-compliant ramps, shared-use paths (SUPs), and Class IV separated bike lanes.

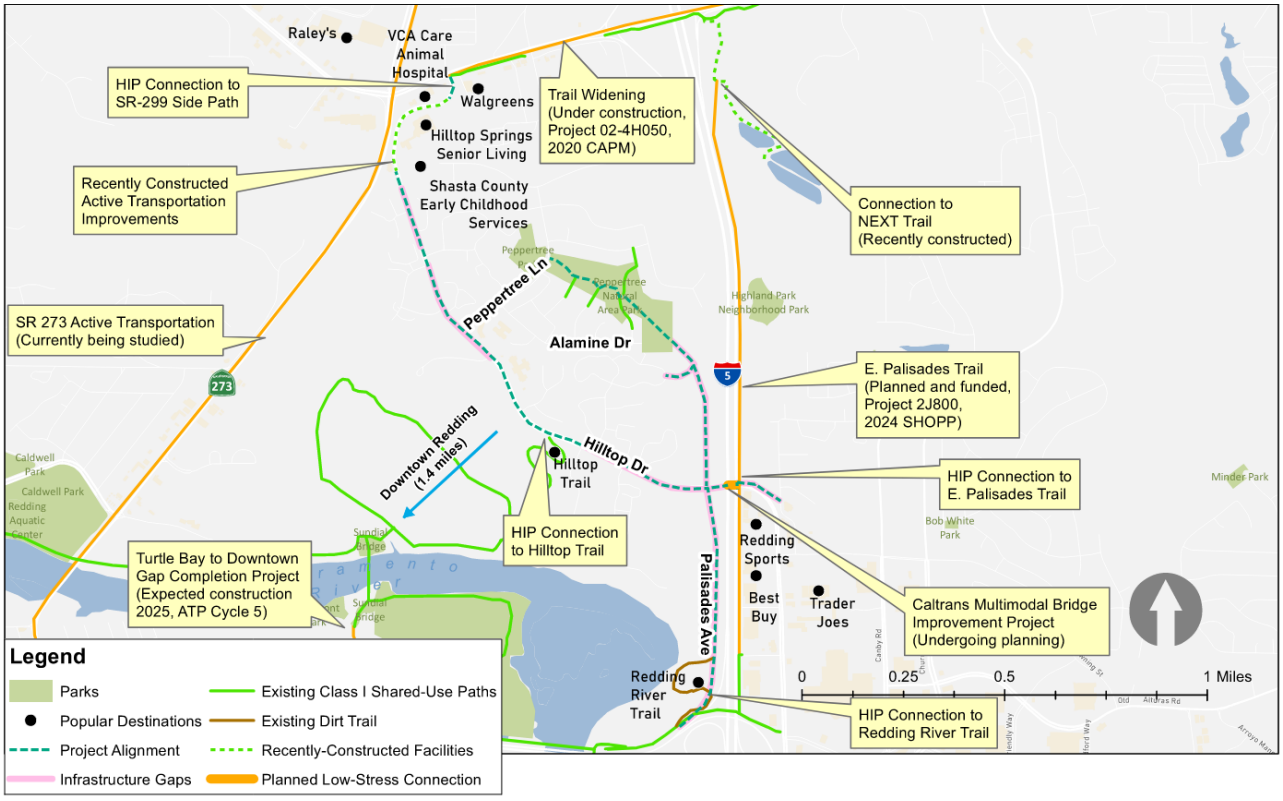
Project Background & Scope

Hilltop Drive is a key multimodal connection in northeast Redding and is the only through-route in a largely residential area. Many multi-family housing units are located on Hilltop Drive, some of which are senior housing. Hilltop Drive is currently a five- or three-lane street (depending on the location within the corridor) with consistent Class II bicycle facilities and a narrow path largely in poor condition on the west side of the roadway. Given its location in between Interstate 5 and State Route (SR) 273/299 (N Market Street/Lake Boulevard) and its proximity to Downtown Redding via the Sundial Bridge, safe walking and bicycling infrastructure is vital to improving non-motorized access to destinations within and outside of the corridor area.

Currently, Hilltop Drive is characterized by high-speed, auto-centric traffic, with limited facilities for pedestrians and cyclists. The HIP will transform approximately 2.5 miles of Hilltop Drive into a multimodal corridor designed for safety, accessibility, and connectivity to close a gap in the multimodal network. Several infrastructure improvements were proposed to create a safer, low-stress environment, linking the North Hilltop and Bluffs neighborhoods to key destinations, including the City's extensive trail network and nearby schools, commercial areas, and recreational spaces.

The Hilltop Improvement Project will connect people walking and bicycling to community destinations such as an elementary school, the Arboretum and botanical gardens, and the Sundial Bridge into Downtown, and other trails. The project will also close a critical gap in the multimodal network and connect to existing and planned active transportation facilities including the Lake Boulevard/SR-299 side path, Hilltop Trail, NEXT Trail, East Palisades Trail, Redding River Trail, and recently constructed active transportation improvements along Hilltop Drive south of SR-299.

Figure 4 Hilltop Improvement Project Alignment, Destinations, and Other Existing and Planned Facilities



Existing Conditions

An analysis of the existing conditions was conducted to better understand who might use the project, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the **Hilltop Improvement Project Existing Conditions Technical Memorandum** in Appendix C. Note that the existing conditions information in this section (such as study area transit service) may differ from the memo that was written when the project was being developed (as of November 2023).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- **Population:** approximately 3,600
- **Median age:** 42 years old; approximately 16% of people are under 18 and 27% are over 65
- **Median Income:** $52,988 (less than 80% of statewide median household income)
- **Travel Patterns:** approximately 5% of people walk or bike to work and 3% take transit; 80% drive

Based on these findings, the entire area qualifies as a Disadvantaged Community (DAC) per Active Transportation Program (ATP) guidelines.

What is it Like to Walk, Bike, Roll, Ride Transit, & Drive?

Walking, Biking, and Rolling

There are sidewalks and bike lanes along most of Hilltop Drive, however, there are gaps in the facilities. Although there are Class II bike lanes, cars often park in the lanes and the level of traffic stress for biking is high. Crossings are limited; there is one marked crosswalk and one rectangular rapid flashing beacon. In addition, curb ramps are mostly not ADA-compliant.

Transit

Redding Area Bus Authority (RABA) Route 11/14 operates on Hilltop Drive, providing connections to destinations like Mt. Shasta Mall and Downtown Redding; this route operates on weekdays and Saturdays with a frequency of 60 minutes. Along Hilltop Drive, there are 10 bus stops serving local residents. There are few amenities located at bus stops, but restaurants and retail are nearby. Many bus stops have sidewalk access, with the exception of the bus stop at Palisades Avenue.

Driving

The speed limit on Hilltop Drive is 45 miles per hour (mph) and field reviews noted high speeds by vehicles on Hilltop Drive.In many sections there are 4-5 lanes of traffic along Hilltop Dr. All neighborhood streets are 10-25 mph with low traffic volumes.

Safety Findings (TIMS, 2012-2023)

- **Ped/Bike Crashes:** 4
- **Severity:** 1 person killed while walking; 1 person severely injured while biking

It should be noted that according to TIMS and as also shown in Figure 8, crashes have occurred on major streets that connect to Hilltop Drive during the same reporting period. For instance, there have been three crashes at the intersection of Hilltop Drive and Browning Street, located east of the project area. Additionally, Lake Boulevard, where Hilltop Drive terminates to the north, has had eight crashes within one mile of Hilltop Drive.

Figure 5 Hilltop Improvement Project Crash History



Project Development

The Hilltop Improvement Project was developed to meet the transportation needs of residents and create a safer, more accessible corridor for pedestrians, cyclists, and other nonmotorized users. The alignment was informed by the City of Redding's Active Transportation Plan (2018) and the GoShasta Regional Active Transportation Plan (2018), both of which emphasized the need for improved bicycle and pedestrian infrastructure. These plans identified Hilltop Drive as a critical north-south corridor that connects residential neighborhoods to key destinations, including schools, recreational areas, and trails. The development of this project was a continuation of work conducted in preparation for an ATP Cycle 6 grant application. The competitive application missed receiving a grant award by only one point. The project includes a road diet, new Class IV separated bikeways, and other improvements to upgrade an existing bikeway to be safe and comfortable for people of all ages and abilities; new SUPs to connect neighborhoods to destinations; and upgrades to sidewalks and curb ramps. Throughout the engagement process, it was determined that other improvements were needed to address walking needs and access, as well as traffic calming in the area. A full description of the project development process can be found in the **Hilltop Improvement Project Alignment Technical Memorandum** in Appendix C. Project development can be broken into the following phases, which spanned ATP Cycle 6 and Cycle 7:

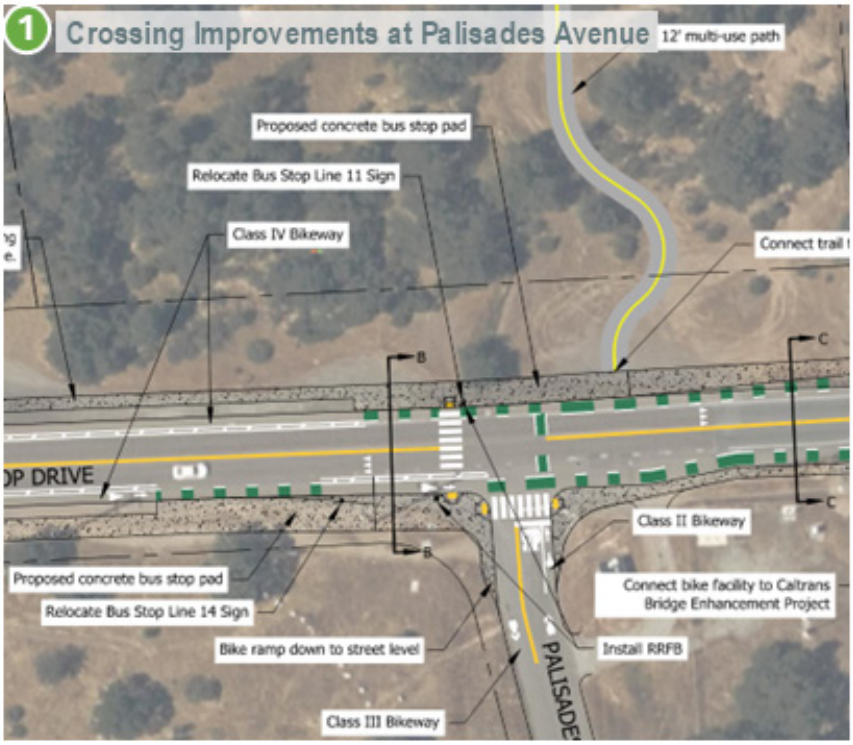
1. **Desktop Analysis:** An initial review of the existing conditions was conducted to understand traffic volumes, elevation, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. This resulted in the identification of the corridor for a road diet, the need for sidewalk improvements, and the need for SUPs to connect to nearby destinations and low-stress routes.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, Caltrans, and the Consultant team conducted two field visits (a bike ride and a walk audit) along the potential alignment. These site visits were informed by summaries of comments staff had received through community engagement, and personal experience walking and biking in the area. Based on these site visits, a detailed review of topography and elevations, and input from Caltrans, the alignment was refined to consider a connection to the Sacramento River trail via Palisades Avenue and the Redding River Trail, an active transportation ramp connection from Hilltop Drive to the planned East Palisades Trail, an SUP from Hilltop Drive to Mission Del Oro Drive, and SUPs connecting Palisade Avenue to an existing path network terminating at Peppertree Lane.
3. **Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held in preparation for the two grant cycles. Community feedback revealed strong support for the project and reinforced the need for traffic calming, expanded bike lanes, and safer crossings. The designs were refined to reflect desires for widening shared-use paths, expanding off-street trail connections, and multimodal crossings at I-5.
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed and refined to reflect previous phases, ongoing community input, and design feasibility assessments. The sidewalk design shifted during the project in terms of which side of Hilltop Drive the new sidewalk segments would be located on, as well as the width of the sidewalks. In addition, the routing of the proposed SUPs north of Palisades Avenue was refined.

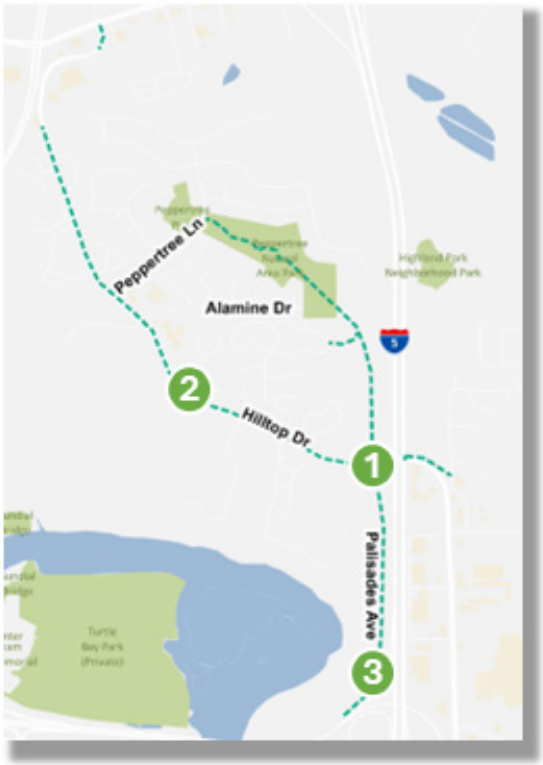
Final Project Concept

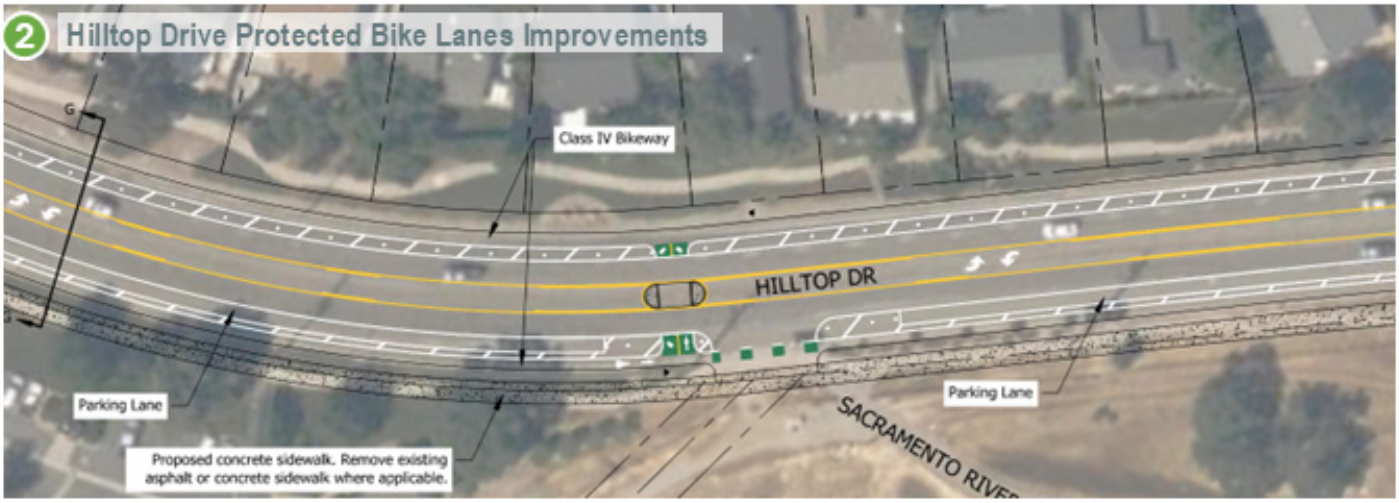
Typical images from the final conceptual design and cross sections can be found in **Figure 6** and are included in full in **Appendix C**. Generally, the project alignment and features can be described as follows:

- A road diet, repaved and widened existing paths, and the installation of sidewalks, Class IV separated bike lanes, conflict zone and crosswalk markings, midblock crossings, and traffic-calming elements (such as reduced turn radii and median refuge islands) along Hilltop Drive between I-5 and SR-299
- New 12' SUPs and repaved existing paths between Palisades Avenue and Peppertree Lane
- 12' SUP between Hilltop Drive and planned East Palisades Trail
- 12' SUP along north side of Hilltop Drive between I-5 bridge and Mission Del Oro Drive
- Class III bike route with sharrows along Palisades Avenue between Hilltop Drive and the Redding River Trail access point, and Class I bikeway south to connect to the Redding River Trail

Figure 6 Hilltop Improvement Project Typical Concepts









6. LINK SHASTA ACTIVE TRANSPORTATION NETWORK

The Link Shasta Active Transportation Network is the City of Shasta Lake's first large-scale active transportation network project, focused on creating opportunities for walking, biking, and rolling between households and key destinations within the city. This will be accomplished by expanding on existing bike and pedestrian facilities in the area as well as recently funded improvements along Shasta Dam Boulevard in coordination with Caltrans. The Link Shasta network of improvements consists of shared-use paths (SUPs), low-stress neighborhood greenways, pedestrian facilities and enhancements, as well as traffic calming improvements to reduce vehicle speeds and improve walking and bicycling comfort. The network includes walking, bicycling, and crossing improvements on streets including Cascade Boulevard, Grand Coulee Boulevard, Vallecito Street, Ashby Road, La Mesa Avenue, and Shasta Dam Boulevard.

Project Background & Scope

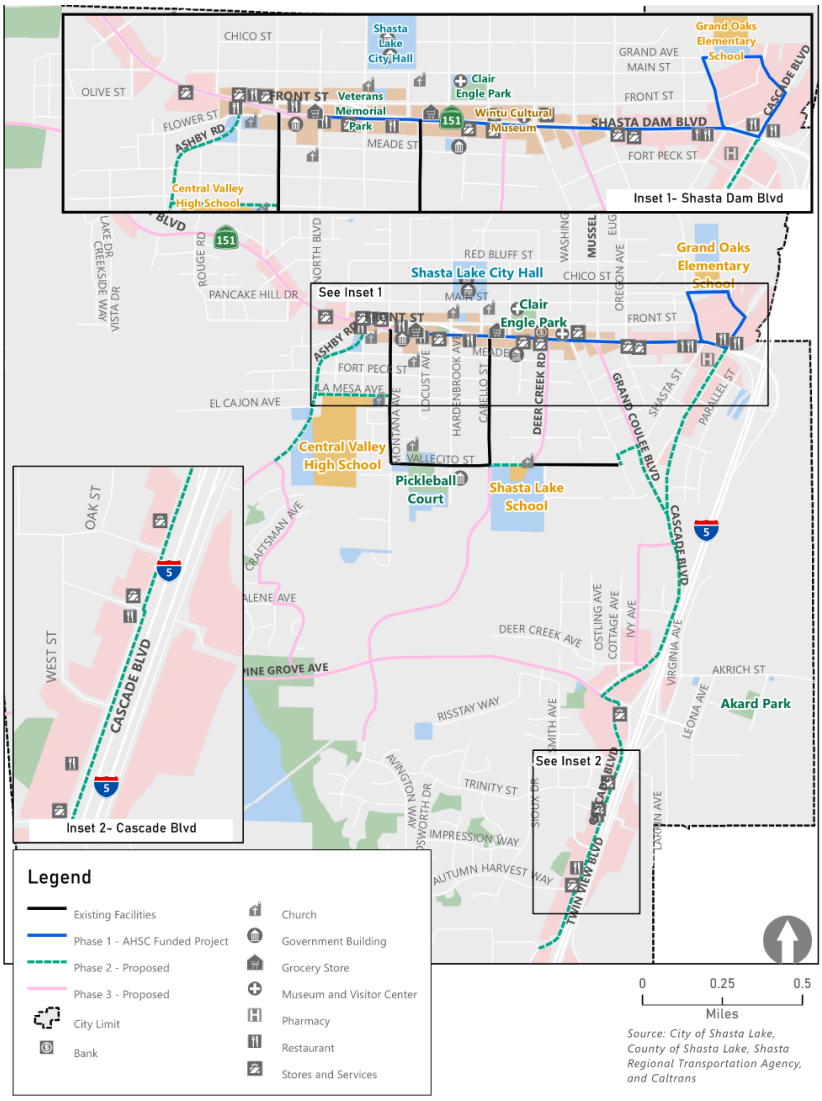
Link Shasta connects residents to key destinations and fills gaps between existing non-motorized facilities and other planned facilities. This project builds off community needs revealed during and prior City efforts to secure Active Transportation Program (ATP) funding. The City has redeveloped its active transportation strategy to incorporate community needs into a transformative, community-wide project. The Link Shasta project is the second phase of a citywide active transportation network aimed at connecting neighborhoods, schools, parks, and job centers with safe, low-stress facilities for cycling and walking. The first phase on Shasta Dam Boulevard and connecting to Grand Oaks Elementary School (on Grand Avenue) received grant funding and has manifested community support for expanding the network.

Link Shasta improves non-motorized access between residential neighborhoods and key destinations such as grocery stores, medical facilities, the pharmacy, the post office, transportation hubs, and schools, as well as connecting to the Affordable Housing and Sustainable Communities (AHSC) grant-funded improvements along Shasta Dam Boulevard. Notably, Shasta Lake School on Vallecito Street and Central Valley High School on La Mesa Avenue will benefit from improved routes and safer intersections, while Grand Oaks Elementary School on Grand Avenue will connect to a bikeway segment funded by an AHSC grant.

Shasta Lake residents desired safer, more comfortable connections for people walking, biking, and rolling. This project will include pedestrian-scale lighting, new sidewalks, crossing enhancements, and separated SUPs, accommodating non-motorized travel between residential neighborhoods and key destinations.

.

Figure 7 Link Shasta Active Transportation Network Alignment & Destinations



Existing Conditions

An analysis of the existing conditions was conducted to better understand who might use the project, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the **Link Shasta Active Transportation Network Existing Conditions Technical Memorandum** in Appendix D. Note that the existing conditions information in this section (such as study area transit service) may differ from the memo that was written when the project was being developed (as of December 2023).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the area around the project:

- **Population:** approximately 10,400
- **Median age:** between 35 and 40; approximately 45% of people are either under 18 or over 65
- **Median Income:** $51,713 (less than 80% of statewide median household income)
- **Travel Patterns:** approximately 7.5% of people walk, bike or ride transit to work; 85% drive

Based on these findings, the entire area qualifies as a Disadvantaged Community (DAC) per ATP guidelines.

What is it Like to Walk, Bike, Roll, Ride Transit, & Drive?

Walking, Biking, and Rolling

There are bike lanes present on Shasta Dam Boulevard, Ashby Road, Lake Boulevard, and Pine Grove Avenue. There are also bike routes on roadways such as Grand Coulee Boulevard, Vallecito Street, and Red Bluff Street, which are generally not well-connected with other bikeways. Sidewalks are provided intermittently along corridors.

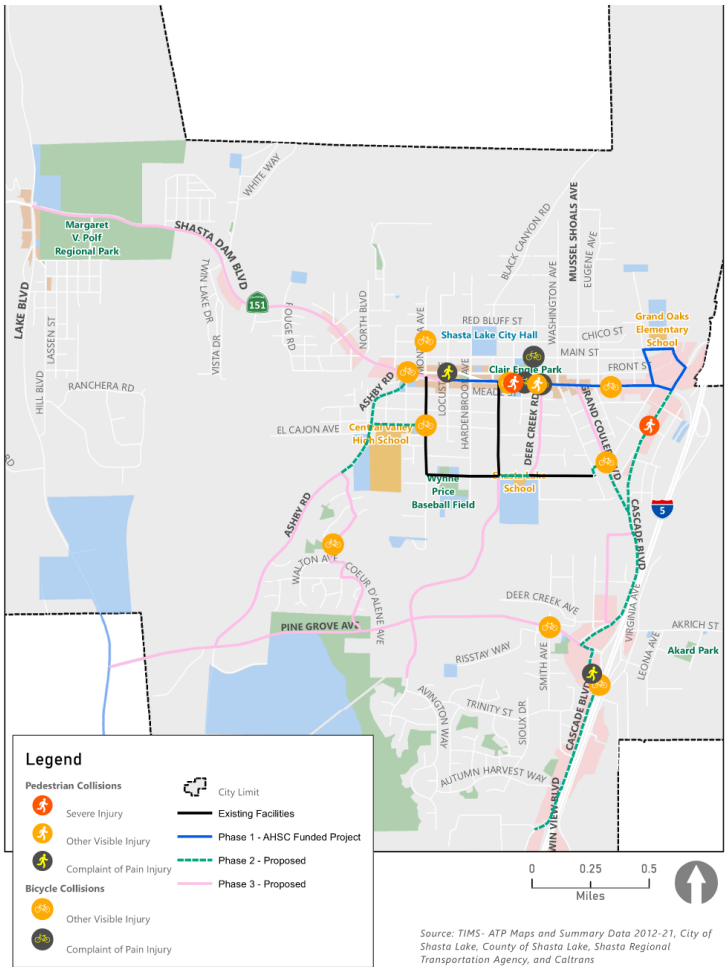
Transit

Redding Area Bus Authority (RABA) Route 1 circulates through the City of Shasta Lake along Shasta Dam Boulevard and Cascade Boulevard, providing a connection to Redding's Downtown Passenger Terminal. In addition, the city falls within the Shasta Lake/Mountain Gate zone of RABA's Runabout on-demand microtransit service; Runabout provides customized door to door or curb to curb service during weekdays (5:20 a.m. - 6:20 p.m.).

Driving

Shasta Dam Boulevard is an east–west Caltrans-maintained arterial that extends from I-5 to the western City limit, just west of Lake Boulevard, with a speed limit of 40 miles per hour (mph). The remainder of roads in the study area are generally two-lane collector and local streets, with speed limits ranging from 25 mph to 40 mph.

Figure 8 Link Shasta Active Transportation Network Crash History



Source: TIMS- ATP Maps and Summary Data 2012-21, City of Shasta Lake, County of Shasta Lake, Shasta Regional Transportation Agency, and Caltrans

Safety Findings (TIMS, 2012-2021)

- **Ped/Bike Crashes:** 17
- **Severity:** 3 people severely injured while walking
- **Concentrations of Crashes:** Shasta Dam Boulevard, Cascade Boulevard
- **Common Causes:** Vehicles fail to yield to pedestrians crossing the street, disregarding traffic sign or signal, unsafe speed, driving on the wrong side, improper turning

Project Development

Link Shasta was developed to create opportunities for walking, biking, and rolling between households and key destinations within Shasta Lake. Through the engagement process, the alignment, corridor improvements, and intersection improvements were refined to address residents' needs. A full description of the project development process can be found in the **Link Shasta Active Transportation Network Alignment Technical Memorandum** in Appendix D. It can be broken into the following phases:

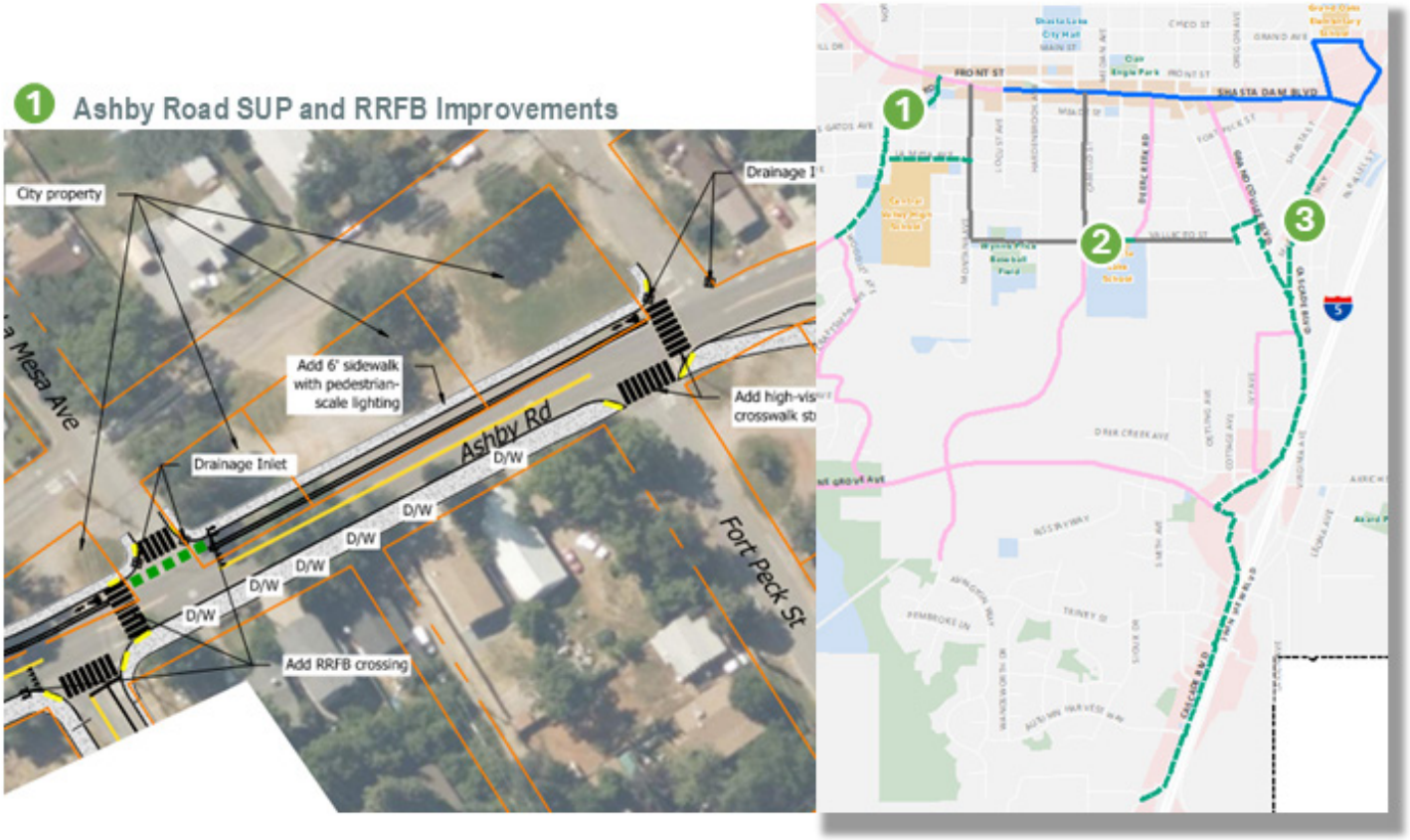
1. **Desktop Analysis:** An initial review of existing conditions for the area roughly bound by Shasta Dam Boulevard, Ashby Road, Pine Grove Avenue, and Cascade Boulevard was conducted to understand current transportation plans, community characteristics, physical characteristics, crash data, connectivity to destinations, and gaps in existing infrastructure. This resulted in the identification of initial project alignments and potential treatments.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, the City of Redding, Caltrans, other stakeholders, and the Consultant team conducted a site visit of the initial proposed network alignment. This visit was informed by summaries of comments staff had received from residents as well as their familiarity with potential issues to address through the project or barriers to implementing improvements. This visit and the resultant discussion helped further refine the network alignment and potential improvements.
3. **Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held. Community members voiced their support for crossing improvements, addressing vehicle speeds, improving visibility, and comfortable and continuous walking/biking facilities. In response to these insights, the project's final design prioritized targeted safety improvements at intersections and the establishment of SUPs in areas with gaps in the transportation network. Feedback advocating for enhanced pedestrian visibility led to the integration of rectangular rapid flashing beacons (RRFBs). In addition, the southern end of the Cascade Boulevard alignment was extended from Pine Grove Avenue south to Riddle Road to close a gap in the proposed network and connect the rest of the project to the residents and key destinations south of Pine Grove Avenue.
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect community feedback, technical work conducted during previous phases, and opportunities and constraints determined during the design process. In this phase, the major design changes included shifting some of the project corridors to a later phase of the project to align with anticipated local funding constraints. This was accomplished by reviewing the priorities identified during the extensive community engagement process to make sure the highest priority treatments remained in this current phase.

Final Project Concept

Typical images from the final conceptual design can be found in Figure 3 and are included in full in **Appendix D**. Generally, the project alignment and features can be described as follows:

- Pedestrian-scale lighting improvements along Shasta Dam Boulevard between Locust Avenue and Shasta Street
- SUP, sidewalk, crosswalks, raised intersections, and pedestrian-scale lighting along La Mesa Avenue (between Montana Avenue and Ashby Road) and Vallecito Street (between Cabello Street and Deer Creek Road)
- SUP, bike lane, sidewalk, crosswalks, an RRFB, and pedestrian-scale lighting along Ashby Road between Woodley Avenue and Shasta Dam Boulevard
- SUP, an RRFB, and pedestrian-scale lighting along Cascade Boulevard between Pine Grove Avenue and Shasta Dam Boulevard
- Sidewalks, improved crosswalks, and pedestrian-scale lighting along Grand Coulee Boulevard between Cascade Boulevard to Shasta Street
- Sidewalk and pedestrian-scale lighting along Cascade Boulevard between Riddle Road and Pine Grove Avenue

Figure 9 Link Shasta Active Transportation Network Typical Concepts



7. TÓÓLOL ITTʰÚ MANÍKCAN (ALL MY CHILDREN) WALKING + BIKING NETWORK

The Tóólol ittʰú maníkcan (All My Children) Walking + Biking Network is a community-wide project to create a low-stress, interconnected, active transportation network in the unincorporated community of Burney in eastern Shasta County. The phrase Tóólol ittʰú maníkcan means "All My Children" in Achumawi, the native language of the Pit River Pit River Nation, and was selected by individuals from the Pit River Nation to denote the project and whom it shall serve. The project will connect homes to tribal facilities, several schools, and recreational facilities, and many community destinations. Phase I of the project includes a network of shared-use path (SUP) facilities throughout the community, associated crossing improvements, and traffic calming, formalizing connections between Tribal services and community destinations as well as residential areas, schools, and parks. Caltrans recently striped bike lanes along State Route (SR) 299/Main Street, which bisects the proposed network and represents a barrier for both east-west and north-south travel; funding for Phase II of this project will be sought under a subsequent Active Transportation Program (ATP) cycle, or other discretionary grant program, to enhance walking, biking, and rolling on SR 299/Main Street in coordination with Caltrans. The project has been developed after multiple cycles of public engagement with the local community, including the Pit River Nation.

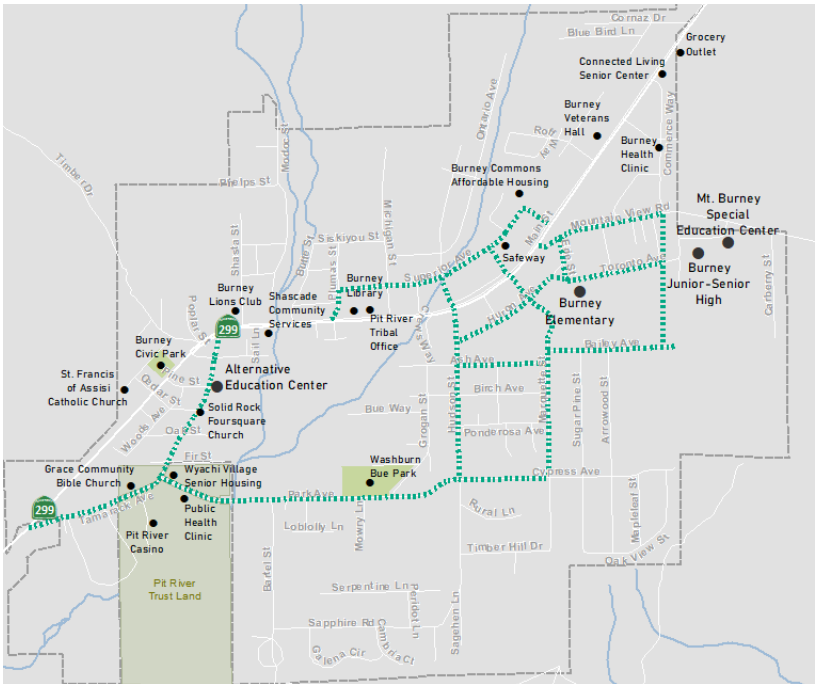
Project Background & Scope

The Pit River Nation, Shasta County Public Works, and the community of Burney have expressed a desire for traffic calming and better walking and biking facilities. Part of this desire stems from crashes which resulted in the deaths and serious injuries of people on foot or using mobility devices, including Tribal Elders. Additionally, residents have noted difficulties getting to retail and community destinations by walking, biking, or rolling. Students are also unable to access the schools and recreational facilities comfortably using non-motorized modes. There are currently very few sidewalks or multimodal facilities on most local streets, and SR 299/Main Street lacks comfortable crossings and continuous walking facilities. In 2012, the Pit River Tribe/Burney Bicycle and Walkway Plan was created, which identified a baseline network for walking and biking improvements. However, the plan is yet to be implemented. The TTóólol ittʰú maníkcan (All My Children) Walking + Biking Network builds off the 2012 plan and introduces current best practices in active transportation planning and design in a context-sensitive manner.

The main features of the project are a network of SUPs that connect residents to Tribal destinations, retail, schools, and recreational facilities. The project is intended to be designed in such a way as to help calm traffic and create comfortable multimodal facilities for people of all ages and abilities. The project extents, alignment, and destinations can be seen in **Figure 10**.

This walking and biking network aligns with the Pit River Tribe's goals of reducing traffic speeds, improving safety, and fostering a more connected, inclusive community. By creating intuitive, comfortable, and safe connections between homes, schools, senior housing, employment centers, and commercial areas, the project elevates active transportation as an attractive, all-ages-and-abilities alternative to car travel. In doing so, it addresses long-standing safety concerns, promotes public health, stimulates the local economy, and supports healthier, more sustainable transportation habits.

Figure 10 Tóólol ittʰú maníkcan (All My Children) Walking and Biking Network Project Alignment and Destinations



Existing Conditions

An analysis of the existing conditions was conducted to better understand who might use the proposed improvements, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the **Tóólol itthú maníkcan (All My Children) Walking + Biking Network Alignment Technical Memorandum** in Appendix E. Note that the existing conditions information in this section (such as study area transit service) may differ from the memo that was written when the project was being developed (as of May 2023).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the study area:

- **Population:** approximately 4,268
- **Median age:** 41 years old; approximately 29% of people are under 18, and 26% are over 65
- **Median Income:** $64,655 (less than 80% of statewide median household income of $91,905)
- **Travel Patterns:** approximately 6% of people walk and none bike or take transit; 93% drive

Based on these findings, the entire area qualifies as a Disadvantaged Community (DAC) per ATP guidelines.

What is it Like to Walk, Bike, Roll, Ride Transit, & Drive?

Walking, Biking, and Rolling

There are no existing low-stress bicycle facilities in the study area. Caltrans recently striped Class II bike lanes along SR 299/Main Street. Sidewalks are disconnected or missing, even on higher speed roads. There are very few safe and comfortable crossings.

Transit

Redding Area Bus Authority (RABA) operates Route 299X bus connecting Burney to Downtown Redding along SR 299. The bus runs three times a day in each direction in the morning, afternoon, and evening. There is no service on weekends and some holidays.

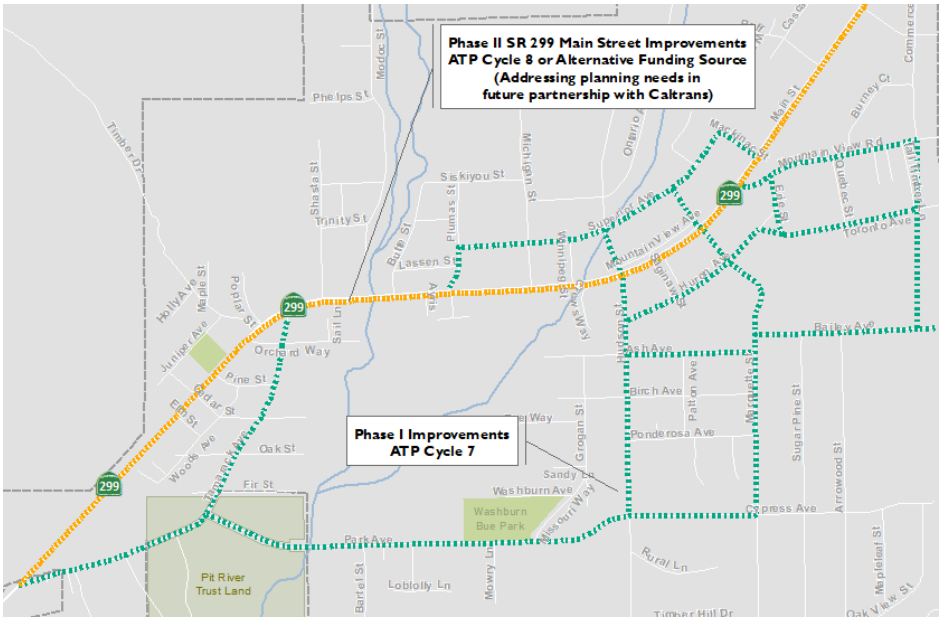
Driving

The speed limit along SR 299/Main Street is 55 miles per hour (mph) outside Burney and reduces to 30 mph within town, and field walks revealed high speeds on SR 299/Main Street and other collector roadways. All other streets are 25 mph. Tribal staff and residents noted drivers sometimes cut through local streets to avoid SR 299/ Main Street, and stated drivers often exceed the speed limit on these streets.

Safety Findings (TIMS, 2012-2023)

- **Ped/Bike Crashes:** 18
- **Severity:** 3 people killed and 2 people seriously injured while walking, none killed or seriously injured while biking
- **Concentrations of Crashes:** Along SR 299/ Main Street and at the intersection of Tamarack Avenue and Park Avenue
- **Common Causes:** Crossing outside of crosswalk and speed related crashes

Figure 11 Tóólol itthú maníkcan (All My Children) Walking + Biking Network Project Alignment and Phasing



Project Development

The project development process spanned two grant cycles. The project builds on the 2012 Pit River Tribe/Burney Bicycling and Walkway Plan, addressing long-standing safety and connectivity challenges in Burney. Key priorities included managing traffic speeds, enhancing pedestrian crossings, and creating safe, accessible routes for the community, including Tribal Elders, students, and other vulnerable populations. A full description of the project development process can be found in the **Tóólol itt^{h}ú maníkcan (All My Children) Walking + Biking Network Alignment Technical Memorandum** in Appendix E. It can be broken into the following phases:

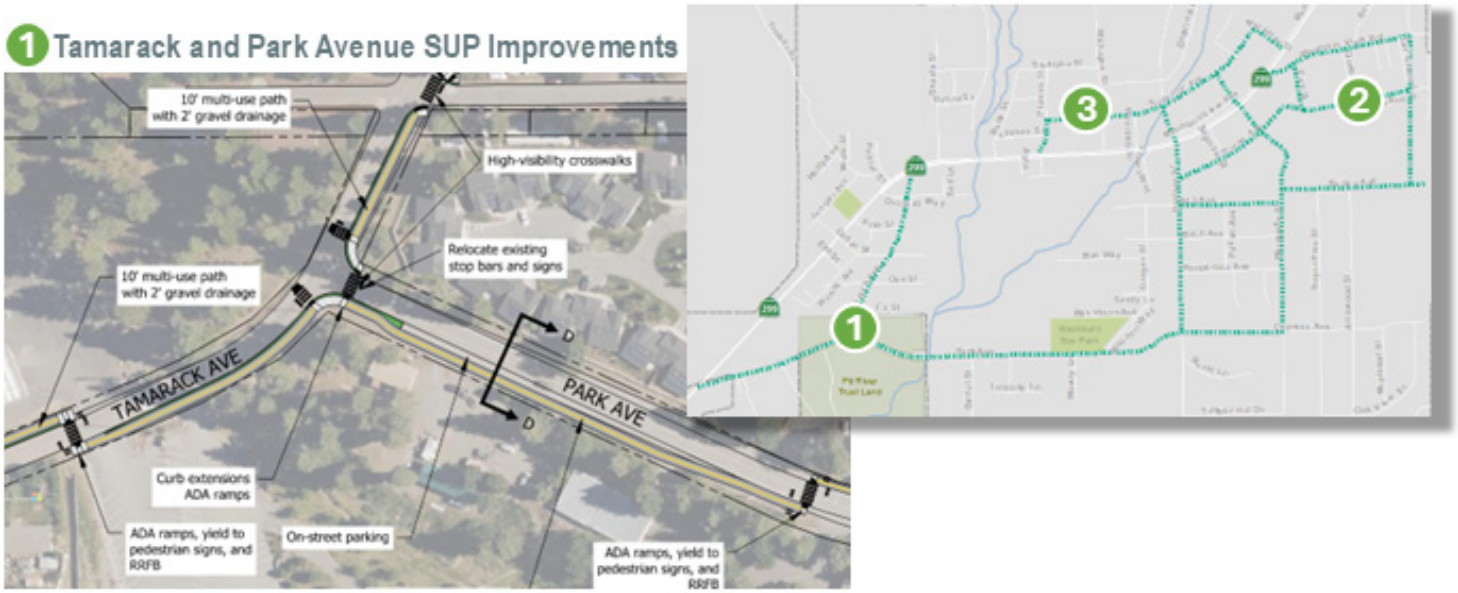
1. **Desktop Analysis:** Every street in the community was considered for elements including route directness, traffic volumes, elevation, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. However, the community's previously developed plan was used as a focus to build on prior community engagement and needs identification.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, the Shasta County Public Works, the Pit River Nation, and the Consultant team conducted a half-day design charrette and walk audit along the potential alignment streets. The team continued discussions with Tribal members to refine the alignment and potential improvements.
3. **Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held throughout the two grant cycles. In general, community members were supportive of the project and the traffic-calming elements. In this phase, the project was changed or refined based on the community engagement as follows:
   - **Final selection and confirmation of the alignments along Tamarack Avenue and Park Avenue including relocation of enhanced pedestrian crossings to better align with planned improvements by the Pit River Tribe and other feedback.**
   - **Widening SUPs to 10'-12' wherever possible (from eight feet).**
   - **Additional crossing locations were explored and added where possible – specifically near Burney Elementary and Junior/Senior High Schools.**
   - **Additional details were developed to ensure the design of the SUPs throughout the community would not interfere with snow removal operations and ensure stormwater drainage was appropriately accounted for given current drainage concerns.**
   - **Modification of treatments at the intersections of Tamarack Avenue with SR 299.**
   - **Adjustments to routing of bike routes north of SR 299.**
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The final design was developed to reflect feasibility considerations and community input. In this phase, the major design changes included the removal of paths outside the County's right of way due to right of way concerns and potential security access concerns regarding the paths' connections to the community's schools, modifying sidewalk alignments and SUP widths to accommodate right-of-way constraints, and removing bike lanes on private property while maintaining essential crossing improvements, and updating drainage designs to reflect comments received from Shasta County Public Works. In addition, the decision was made to postpone seeking funding for Phase II improvements along SR 299 as part of the network until Caltrans and partners are able focus exclusively on this corridor's unique and dynamic needs.

Final Project Concept

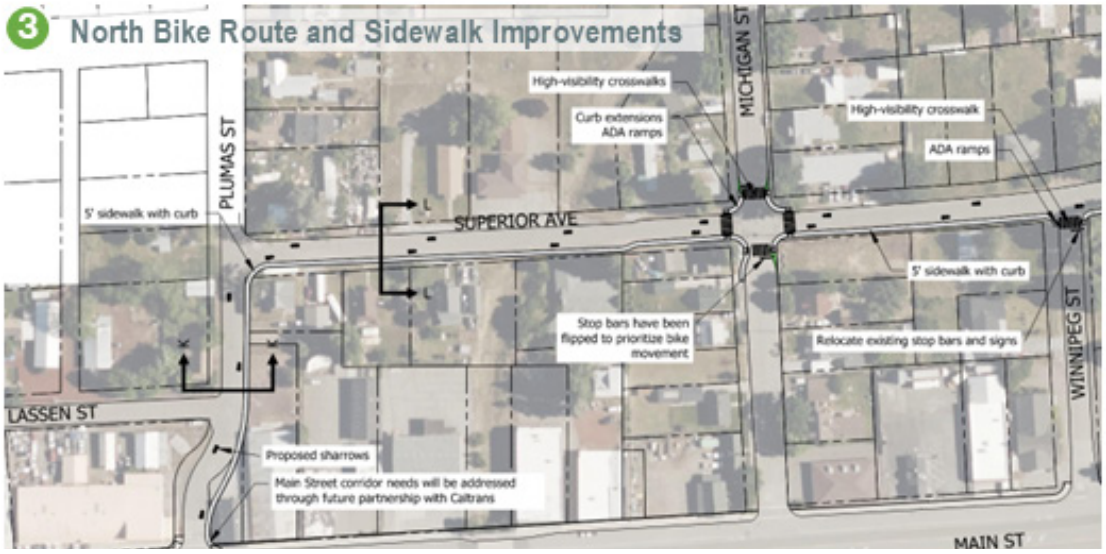
Typical images from the final draft conceptual design can be found in **Figure 12** and are included in full in **Appendix G**. Generally, the project alignment and features can be described as follows:

- Class I SUPs on the following corridors: Tamarack Avenue, Park Avenue/Cypress Avenue, Hudson Street, Ash Street, Marquette Street, Huron Avenue, Mountain View Street, Toronto Avenue, Bailey Avenue, as well as additional short connections between these primary corridors
- Two Class I SUPs through Burney Elementary and Junior/Senior Schools' right of way to connect between Toronto Avenue and Bailey Avenue to facilitate safe routes to both schools for students walking or biking
- Sidewalk infill and a Class III bikeway network (denoted with sharrow markings) north of SR 299/Main Street along Hudson Street, Superior Avenue, Plumas Street, Marquette Street, and Mackinac Street, which have speed limits of 25 mph.
- Curb extensions and intersection tightening with enhanced crosswalk markings and rectangular rapid flashing beacons (where needed) to facilitate pedestrian crossings and calm traffic along all project corridors.

Figure 12 Network Typical Concepts







8. LOMA VISTA IMPROVEMENT PROJECT

SRTA assisted the City of Redding in exploring the Loma Vista Improvement Project, which would develop a low-stress active transportation facility along the utility right-of-way east of Loma Vista Drive, connecting to destinations such as Enterprise Park and Clover Creek Preserve. The project aims to address a barrier to comfortable and convenient walking and bicycling trips in southeastern Redding by repurposing a utility corridor. While the City did not proceed with submitting a grant application for this project during this cycle, the project alignment (**Figure 13**) and concept designs were refined based on technical analysis and stakeholder discussions and are included in this report.

Project Background & Scope

East-west non-motorized travel in southeastern Redding faces physical barriers that can hinder comfortable and convenient walking and bicycling trips. These barriers include Interstate 5 (I-5), Churn Creek, and multi-lane north-south streets such as Victor Avenue and Shasta View Drive.

Benefits of providing a low-stress facility along this alignment would include addressing barriers to comfortable and convenient east-west walking, biking, and rolling in southeastern Redding, providing connectivity to other active transportation facilities that connect with community destinations. The low-stress facility would also connect to recreational amenities, providing comfortable, off-street facilities for residents of all ages and abilities.

Figure 13 Loma Vista Improvement Project Alignment & Destinations



Existing Conditions

An analysis of the existing conditions was conducted to better understand who might use the proposed improvements, how they travel, and what their needs might be. Below is a summary of the findings. Further details can be found in the **Loma Vista Improvement Project Existing Conditions Technical Memorandum** in Appendix F. Note that the existing conditions information in this section (such as study area transit service) may differ from the memo that was written when the project was being developed (as of April 2024).

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the study area:

- **Population:** approximately 17,100 residents
- **Median age:** 35-39 years old; Approximately 30% of people are children and 15% are seniors
- **Median Income:** between $50,000 and $74,999 (dependent on census tract)
- **Travel Patterns:** approximately 2% of people bike or walk to work and less than 1% take transit; 89% drive

What is it Like to Walk, Bike, Roll Ride Transit, & Drive?

Walking, Biking, and Rolling

Currently, there are painted bike lanes along Victor Avenue and Shasta View Drive. Sidewalks are generally provided in the study area on residential neighborhood streets parallel and perpendicular to the utility right-of-way, but are missing on sections of the west side of Victor Avenue; buffers such as landscaping are not provided between sidewalks and vehicular traffic. In addition, there are off-street shared-use paths (SUPs) in Enterprise Park and in Clover Creek Preserve. Local residents who wish to travel east-west have limited uninterrupted options as other crossing opportunities to the north and south of Loma Vista Drive are beyond walking distance.

Transit

The Redding Area Bus Authority (RABA) Runabout operates on-demand transit service in the project area, connecting to East Redding destinations such as Enterprise Park, Canby Transfer Center, and retail centers such as Mt. Shasta Mall. Route 4 connects Lassen View Elementary School and Enterprise High School (both are near project limits) to Parsons Junior High and retail. Some vehicles are outfitted with bike racks.

Driving

Within the project area, Victor Avenue is a north-south, major collector with two travel lanes in each direction and left-turn lanes; the posted speed limit is 40 mph. Alta Mesa Drive is a north-south, two-lane major collector with a posted speed limit of 25 miles per hour. Shasta View drive is also a north-south two-lane road, with left-turn lanes and a posted speed limit of 40 mph.

Safety Findings (TIMS, 2012-2022)

- **Ped/Bike Crashes:** 1 pedestrian crash, no bicyclist crashes
- **Severity:** Did not result in fatality or serious injury
- **Locations of Crashes:** Intersection of Alta Mesa Drive/Galaxy Way

Project Development

Before the City elected not to proceed with a grant application for this project during this cycle, the project alignment and potential improvements had been refined based on technical analysis, stakeholder discussions, and community input. A description of the project development process can be found in the Appendix F. The project development process can be broken into the following phases:

1. **Desktop Analysis:** the project team reviewed existing conditions to understand existing facilities, connectivity to destinations, potential for off-street improvements, and gaps in existing infrastructure. This included reviewing conditions for crossing Churn Creek.
2. **Field Visit & Stakeholder Discussions:** The project team conducted a field visit to assess existing conditions along the utility corridor, around Churn Creek (between Churn Creek Road and Victor Avenue), and on surrounding streets. Discussions included the form and feasibility of treatments across and along Churn Creek.
3. **Community Engagement:** As described in **3. Community Engagement**, several community engagement events were held. While the City ultimately decided not to proceed with a grant application for this project, it was discussed with the community during engagement events. In general, residents stated their desire to see a low-stress, east-west connection in the area that would allow them to cross barriers such as Churn Creek.
4. **Final Design Refinements based on Feasibility and Stakeholder Coordination:** The alignment and designs were refined based on community engagement and technical analyses. Due to concerns regarding the feasibility of facilities crossing Churn Creek or being implemented along the creek, the project alignment was updated so that its western terminus would be at Victor Avenue. At its eastern terminus, the alignment would branch into two segments, connecting to Clover Creek Preserve to the north and to Goodwater Avenue to the south. The project would also include a segment between the Saffron Way cul-de-sac and Clover Creek Preserve and short improvements along Alta Mesa Drive and Shasta View Drive.

Final Project Concept

Typical images from the most recent iteration of the conceptual design can be found in **Figure 14** and are included in full in **Appendix F**. Generally, the project alignment and features can be described as follows:

- 12’ SUP along the utility corridor from Victor Avenue to Clover Creek Preserve and Goodwater Avenue
- Midblock crossing improvements such as high-visibility crosswalks and rectangular rapid flashing beacons at the path’s intersections with Victor Avenue, Alta Mesa Drive, Shasta View Drive, and Meadow Oak Way
- 12’ SUP from Saffron Way cul-de-sac to Clover Creek Preserve
- Sidewalk gap infill along Alta Mesa Drive
- 330’ of bike lanes along Shasta View to Galaxy Way

Figure 14 Loma Vista Improvement Project Typical Concepts



9. JENNY CREEK TRAIL IMPROVEMENT PROJECT

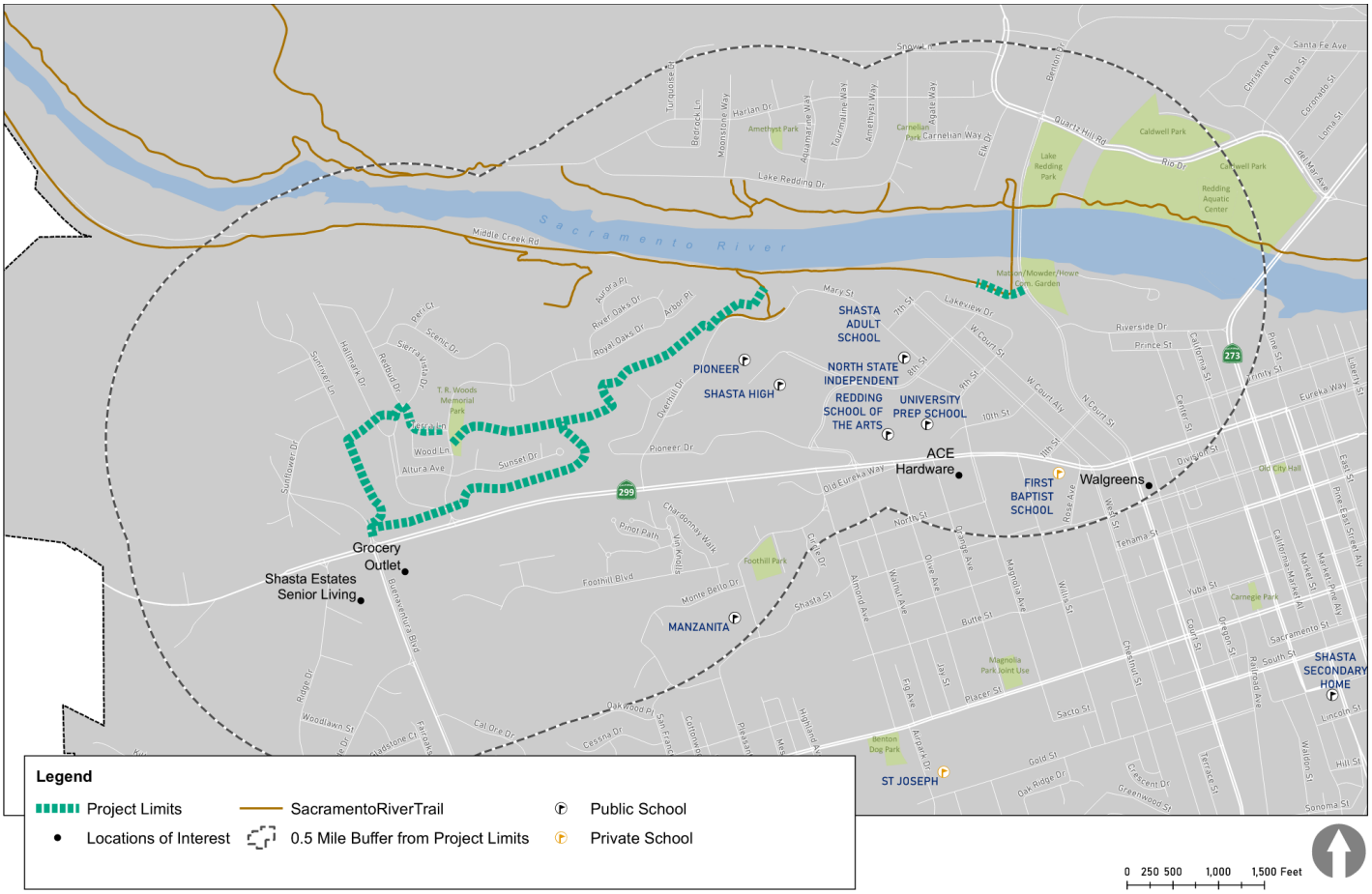
SRTA assisted the City of Redding in exploring the Jenny Creek Trail Improvement Project, which would develop a low-stress active transportation facility through the Sunset neighborhood between Eureka Way/State Route (SR) 299 and the Sacramento River Trail (see **Figure 15**). The project aims to address barriers to accessing an important regional active transportation facility. SRTA did not finalize recommended improvements nor prepare concept design plans, as the City elected not to submit a grant application for this project. Therefore, a full project development summary and design concept are not included in this report.

Project Background & Scope

Local residents along and around Eureka Way and the Sacramento River Trail have expressed a desire for walking and bicycling facilities to provide connections between neighborhoods and the Sacramento River trail, a key regional facility for low-stress active transportation and recreation. Currently, there are limited direct walking and bicycling connections to the Sacramento River Trail from the Sunset neighborhood. In addition, access to the trail from the east via Benton Drive puts pedestrians and bicyclists in conflict with vehicles parking at the South Diestelhorst Bridge trailhead on Middle Creek Road (an access road for the Sacramento River Trail).

The main benefit of the project would be to provide low-stress facilities to and from the Sacramento River Trail from the Sunset neighborhood as well as from people coming to the trail via Eureka Way, Buenaventura Boulevard, and Benton Drive.

Figure 15 Jenny Creek Trail Improvement Project Alignment & Destinations



Existing Conditions

An analysis of the existing conditions was conducted to better understand who might use the proposed improvements, how they travel, and what their needs might be. Below is a summary of the findings.

Who Lives Here & How Do They Travel?

The following conclusions describe the demographic makeup of the census tract encompassing the study area (roughly bound by the Sacramento River to the north, Mary Lake to the west, Placer Street and Eureka Way to the south, and Market Street to the east):

- **Population:** approximately 5,300 residents
- **Median age:** 46 years old; approximately 25% of people are under 18 and 25% are 65+
- **Median Income:** $61,690 (less than 80% of statewide median household income)
- **Travel Patterns:** approximately 3% of people bike to work and none walk or take transit; 87% drive

Based on these findings, the entire area qualifies as a Disadvantaged Community (DAC) per Active Transportation Program (ATP) guidelines.

What is it Like to Walk, Bike, Roll, Ride Transit, & Drive?

Walking, Biking, and Rolling

The transportation network in the immediate project area (the Sunset neighborhood bounded by the Sacramento River to the north and by Eureka Way to the south) has limited active transportation facilities, with gaps in the sidewalk network and no bicycle infrastructure or signage. Although the Sacramento River Trail runs along the northern edge of the neighborhood, access to the trail is limited due to few designated access points, steep topography, and a lack of wayfinding. Where the trail intersects vehicle parking and traffic at Middle Creek Road and Benton Drive, limited signage and wayfinding could contribute to conflicts with vehicles that are parking.

The Sacramento River Trail runs along the Sacramento River along the northern edge of the project area. This 12' wide shared-use path (SUP) facilitates two-way traffic with dashed striping down the center and provides people walking, biking, or rolling a scenic, low-stress way to travel completely separated from vehicle traffic.

Transit

The Redding Area Bus Authority (RABA) Runabout on-demand transit service operates on in the project area. RABA Routes 11 (no Saturday service) and 14 operate on Benton Drive along the eastern end of the project area, and Route 19 loops along Eureka Way, Buenaventura Boulevard, and Placer Street. Nearby bus stops for these bus routes are on Benton Drive north of the Sacramento River at Lake Redding park, on Court Street north of Eureka Way, and on Buenaventura Boulevard south of Eureka Way.

Driving

Also known as SR 299, Eureka Way is an arterial road with a five-lane cross-section (two travel lanes in each direction and a two-way center left-turn lane) plus on-street parking in the study area; posted speed limits range from 30-55 miles per hour (mph). In the project area, Benton Drive is a three-lane (one lane in each direction with a center turn lane) collector street with a posted speed limit of 35 mph. Observed speeds on SR 299 and Benton Drive have been higher than the posted speed limits. Vehicles can access the South Diestelhorst Bridge trailhead parking lot via Middle Creek Road at its intersection with Benton Drive. Residential streets within the project area are generally low-speed two-lane streets.

Safety Findings (TIMS, 2012-2022)

- **Ped/Bike Crashes:** 2 bicyclist crashes, no pedestrian crashes
- **Severity:** None resulted in fatalities or serious injuries
- **Locations of Crashes:** Intersections of Middle Creek Road/Benton Drive and Sunset Drive/Redbud Drive

Project Development

While the City elected not to proceed with a grant application for this project and a final design was not developed, the project alignment and potential improvements were discussed as part of staff, stakeholder, and community engagement. The project development process can be broken into the following phases:

1. **Desktop Analysis:** Local streets and potential off-street alignment opportunities in the area were reviewed for elements including route directness, traffic volumes, elevation, connectivity to destinations, potential for traffic calming, potential for off-street paths, and gaps in existing infrastructure.
2. **Field Visit & Stakeholder Discussions:** Staff from SRTA, City of Redding, other stakeholders, and the consultant team conducted a field visit along a potential off-street facility alignment and at the South Diestelhorst Bridge trailhead. This site visit was informed by the field visit participants. The input received helped identify the most comfortable and feasible routes for connecting to the Sacramento River Trail on foot or by bicycle. Based on this site visit and related discussions, the alignment shown in Figure 13 was developed, consisting of three components and potential improvements:
   - **Low-stress bike routes on local streets west of T. R. Woods Park**
   - **An off-street SUP between T. R. Woods Park and the Sacramento River Trail**
   - **On-street facilities (including potentially shared with vehicles) between the South Diestelhorst Bridge trailhead and Benton Drive**
3. **Community Engagement:** As described in 3. Community Engagement, several community engagement events were held. While the City ultimately decided not to proceed with a grant application for this project, it was discussed with the community during engagement events. In general, community members were supportive of the project's potential for improving access to the Sacramento River Trail, with a majority valuing the connection and desiring improvements such as better lighting.

10. NEXT STEPS

The next steps for the Low Stress Shasta project can be summarized as follows:

- **Continued Project Development:** As noted previously, the Loma Vista Improvement Project and the Jenny Creek Trail Improvement Project did not proceed during this grant cycle. SRTA and the City of Redding will reassess the potential to refine project alignments and designs for future grant applications. In addition, coordination will continue for projects with components that were identified for future phases (Victor Avenue North Improvement Project, Link Shasta Active Transportation Network, and Tóólol ittʰú maníkcan Walking and Biking Network).
- **Projects Not Awarded | Reassessment:** None of the projects developed as part of this project were selected for Active Transportation Program Cycle 7 funding, largely due to reduced state funding for the program. SRTA and its partners will reevaluate the projects to determine whether the projects will be updated and resubmitted or funded through other sources.
- **Continued Community Engagement:** For all projects, engagement will be ongoing. Specific opportunities will be determined based on how SRTA and partners choose to proceed with the projects described in this report as noted above.
- **New Projects:** The Victor Avenue North Improvement Project, Link Shasta Active Transportation Network, and Tóólol ittʰú maníkcan (All My Children) Walking + Biking Network include components that were separated from the project alignments for a future phase. These projects may be developed for future grant application cycles and will require new engagement efforts. SRTA will continue to coordinate with partners in the region to identify potential future project opportunities.



APPENDIX A
Engagement Summary

City of Shasta Lake Documentation

City of Shasta Lake Link Shasta Active Transportation Loop
Community Meeting – November 29, 2023
Meeting Summary

Introduction:

On Wednesday, November 29th, the City of Shasta Lake, in partnership with Shasta Regional Transportation Agency (SRTA), Caltrans, and Healthy Shasta held an in-person Community Meeting for the Link Shasta Active Transportation Loop project at the City of Shasta Lake Community Center from 4:00 to 6:00pm. Below is a list of project team members that were in attendance:

- Shelby Millingar, City of Shasta Lake
- Keith Williams, SRTA
- Cristina Prosperi, Saron Hagos, & Sergio Amezquita, Caltrans
- Sara Sundquist & Kathryn Dill, Healthy Shasta
- Matt Braughton, Kittleson & Associates, Inc.
- Katie DeMaio, AIM Consulting



The meeting was advertised using numerous methods including post cards sent to every property owner within the vicinity of the project in the City of Shasta Lake, social media and website postings by the project partners, flyers posted throughout the community area and on RABA buses, as well as calls and e-mails to community partners in the City of Shasta Lake from SRTA's engagement database. Translation and/or interpretation were available upon request in over 200 languages. The community meeting was served by Redding Area Bus Authority Route 1 with hourly stops until approximately 7:30pm within short walking distance of the venue along Shasta Dam Boulevard.

The objective of the community meeting was to get the community's thoughts on opportunities and challenges to improve walking and biking around the City of Shasta Lake. The City and its partners are working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

About the Project:

The City of Shasta Lake's purpose for this network project and meeting is to prepare grant-competitive strategies and improvements for the local roadway network to:

- increase safety and mobility for all modes of travel;
- enhance public health;
- increase the number of walking and biking trips; and,
- ensure underrepresented communities fully share in project benefits.



Project Information and Presentation:

Keith Williams from SRTA opened the meeting, introducing the team and explaining the overall project background, goals, and information to the attendees. This focused on how the City and SRTA get projects funded and built, how they are identified from prior planning efforts, and what makes them competitive for grants. He explained the background of the Active Transportation Program and how competitive it is. The City and SRTA's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for successful grants starts with public engagement before moving into context-appropriate designs to address safety issues and city and regional goals, and putting into context how important meetings like the one held are for creating community-driven projects. Keith ended by encouraging community members to reach out to the project team after the meeting to share stories and experiences with walking and biking around town, as personal stories received directly from the community help support this project and the future grant effort.



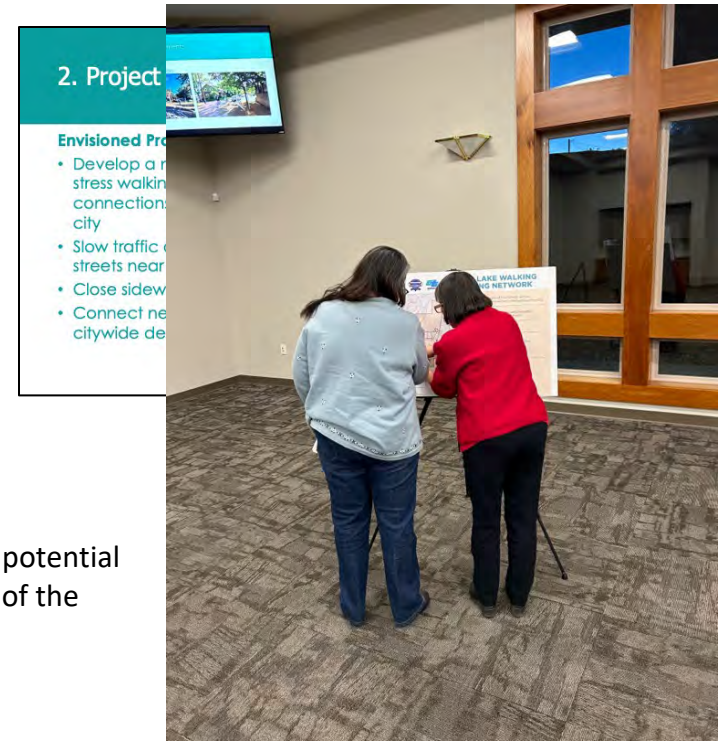
Shasta Lake Project Locations

Keith then introduced Matt Braughton from Kittleson & Associates to discuss the potential project corridors and elements. He identified the project's main elements as developing a low-stress walking and biking network throughout the city, slowing traffic, closing sidewalk gaps, and connecting neighborhoods and city-wide destinations.

Needs Identified:

Matt continued the presentation by covering the needs for the Shasta Lake project that have been identified so far. These included:

- Sidewalk and curb ramp gaps that are missing on some residential streets
- Curves limit visibility on higher-speed roads
- Intersection crossings could be improved for people walking and biking
- Bicyclists share the road with vehicles on some higher-speed roads



Potential Improvements

Next, Matt Braughton continued to talk about the potential improvements that could be implemented as part of the project including:

- Sidewalks, side paths, and curb ramps
- Crossing improvements
- Traffic calming and neighborhood bike routes
- Off-street paths, buffered bike lanes, separated bike lanes

Community Feedback and Board Notes:

Feedback received at the workshop and on comment cards included:

- Why I came: I work at Rite Aid Pharmacy in Shasta Lake. Half of the customers walk to get medications, at least one-eighth of people arrive in wheelchairs to get meds. So, this is real life in Shasta Lake. I also ride/commute on a one-wheel daily and "see" we need funding.
- I would love sidewalks at least on one side of roads continuously. Deer Creek Rd to Vallecito East to Shasta St down/up the hill to Grand Coulee Center Rd and on Cascade Blvd towards Pine Grove. We have blind hills and bends on the roads that cars drive in the middle of the road due to narrow roads.
- Kids walk in the middle of the street, especially in the afternoon on Deer Creek. Cars must stop to allow students to cross the road.
- When you are considering a "buffered path" please do not use the one where the bike path is by the curb then parked cars then traffic flow. This method creates a blind area for the driver because the cyclist is not seen when cars are turning.



- A. Please show creeks on your maps! 1. Please include trees but not just setbacks in our top roads. 2. Please plan sidewalks preserving native oaks + include planting native oaks on all sidewalks as part of the grant 3. Ensure trash cans are placed to avoid trash on any trails. 4. Build bridges if any trails cross creeks. 5. Please do not reduce riparian vegetation for new paths or trails. Build a pump track and add a mountain bike course. A trail to the Dam Boomtown BMX course is closed to the public except on race days, opening a mountain bike course, pump track, and bike lane to the dam would bring more business to Shasta Lake.

Comments on the board of potential improvements included:

- Sidewalk at least one side of Deer Creek
- Sidewalk on Shasta especially to connect to Vallecito and on the hill!
- Blind hill by Meade
- Cascade and Grand Coulee sidewalk or bike path on one side.
- Widen shoulder – too tight around blind bend must cross to walk to the other side to be safe. I almost got hit when staying on the west side of the road
- Concern with creek water runoff and impact
- Bike connection to Lake Shasta
- Pump track
- BMX park and mountain bike trails







Votes on the current conditions identified all four conditions as high need with priorities highlighted in bold:

- **Sidewalks and curb ramps are missing on some residential streets" (5 votes)**
- Curves can limit visibility on higher speed roads (1 vote)
- **Bicyclists share the road with vehicles on some higher-speed roads" (5 votes)**
- **Intersection crossings could be improved for people walking and biking (3 votes)**

For the voting on potential improvements, the following improvement types received votes by the participants:

- Crossing improvements (9 votes)
- Sidewalks/side paths (7 votes)
- Bike routes (7 votes)
- Curb ramps/curb extensions (5 votes)
- Off-street paths (4 votes)
- Buffered bike lanes and separated bike lanes (2 votes)

No votes were received for traffic circles, mini-roundabouts, and other traffic calming.

Feedback received by the Healthy Shasta team at the event included:

- A woman who works at the Rite-Aid pharmacy shared that many people do not have access to vehicles and walk to pick up their prescriptions. She told us that having walking paths would be beneficial to this population. Sara took note of her contact number to help her connect with the pharmacy supervisor to discuss community engagement ideas.
- Someone shared that the logging trucks were a danger to the main corridor. Another road had been added to take the pressure off the main routes, however the logging trucks still use the main access. Someone commented that since the log company brings lots of jobs to the city, no one wants to give them any push-back.

Next Steps

The meeting concluded with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- Receive additional public comments on the proposed improvements
- Preparation of project drawings and initial grant writing
- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
- Wrap up grant writing, expert panel review, and submit applications

Active Transportation Network Survey Summary

In addition to the community meeting, the City of Shasta Lake conducted a survey with SRTA and the project partners. The survey results are summarized below, and full survey responses are provided in the attachment. 17 responses were received for the Link Shasta Active Transportation Loop project. Responses for the project are briefly summarized below and have been edited for clarity.

Link Shasta Active Transportation Loop Project

- All 17 respondents indicated they live in the community area.
- Eight respondents (47%) have family or friends in the community.
- Six respondents (35%) often travel through the area on the way to/from other destinations
- Four respondents (24%) work in the community.
- Three respondents (18%) own a business in the community.
- One respondent goes to school in the community and another respondent indicated they volunteer in the community.
- For transportation in Shata Lake, 15 respondents indicated they walk (88%), 7 indicated they bike (41%), two take the bus (12%), and two (12%) only drive.
- Most respondents indicated they would walk or bike more with improved or more complete sidewalks and paths (15 respondents), improved lighting (13 respondents), improved or more complete bike lanes and paths (12 respondents), and/or more or improved crosswalks (11 respondents).
- Eight respondents indicated support for slowing or calming cars/vehicle traffic.
- The following additional comments were provided for potential improvements:
    - Create a 3-mile continuous potted pine trees corridor with signs all the way to Shasta Dam. It will bring small town character where people will like the atmosphere!
    - I see so many dangerous crossings from the school kids on Shasta Dam Blvd, especially West of Ackrich.
    - I enjoy walking. It is very dangerous walking on Cascade Blvd. I think it needs a walk and bike path with good lighting.
- All respondents indicated they would bike or walk more with improved lighting, or improved or more complete bike lanes and paths.
- Two of the respondents indicated they would walk or bike more with improved or more complete sidewalks or paths.
- One respondent indicated support for slowing or calming cars/vehicle traffic and another for more and/or improved crosswalks.
- Destinations they would like to visit in the project area, or limitations to walking and biking included:
    - From Lake Blvd/SR 151 intersection, east to "downtown". No place to safely walk, no lighting, and high speed limit.
    - I go to the park a lot with my son for the playground.
    - I go to the Dollar Tree weekly and there is only sidewalks in between not the whole way
    - Around North Blvd and Pancake Hill need better sidewalks and crossing.
    - Access from Windsor estates.
    - Not enough pathways for walks and bikes on Pinegrove. Cascade also needs a walkable pathway to the dog park on Akrich.
    - Need better sidewalk transportation on Fort Peck Street near the fire station. Having easy paths to Old Mill Eatery, Heritage, etc. would make it easier to support their businesses.
    - Store and school destinations. Curtailed by some blind, dangerous intersections.

  - Two museums in the city and parks
  - Shasta Lake, shopping, need more restaurants!
  - Wish there were bike lanes all the way up to the dam from downtown Shasta Lake. There are a lot of bicyclists on this route, and I see a lot of close calls where the bike lanes are not well marked or non-existent.
  - Shasta Dam - a bike lane is desperately needed. I ride there often knowing that I am at risk of being hit by a vehicle. Families cannot safely walk or bike the loop.
  - A mountain bike/hiking trail, the Dam, and a pump park would greatly improve business and tourism and provide more possibilities for our city.
  - All destinations
- Areas where respondents felt unsafe biking or walking included:
  - Cascade Blvd – Not enough shoulder in the curve
  - All of Cascade. It is narrow dark. Needs at least a safe walking path.
  - I feel safe on Shasta Dam Blvd where there is a bike lane and sidewalks. I do not feel safe on the loop to the dam. I do not feel safe crossing Shasta Dam Blvd walking due to lack of crossings with blinking lights or refuge area in the median.
  - Margaret Polf Park to the main town is bad for walking. No lighting and high-speed traffic
  - No sidewalks or incomplete
  - All areas without bike lanes or walking areas
  - Most main streets to and from ballparks, schools, playgrounds, Shasta Dam, and outdoor adventure are not pedestrian friendly.
  - Cascade by Grand Coulee – there are blind spots when crossing the road or no safe area to walk off the roadway. No sidewalks on the hill on Deer Creek or Shasta St.
  - Ashby Rd - no sidewalks and bad lighting.
  - Just west of Ackrich where the kids try to cross. And better crosswalks all down Shasta Dam Boulevard
  - Unsafe off the beaten path, near creeks! Need cleared/clean creek walking paths!
  - The area after the railroad tracks, there are no sidewalks and needs more lighting
  - Walking around the neighborhood of Fort Peck Street near the fire station makes it hard to feel safe while staying out of the way of traffic. Some areas have sidewalks like on Montana Ave, but they are not very complete around the neighborhood. It would be nice to have designated walking paths/crosswalks around this part of the neighborhood
- Comments on locations with a near miss or crash included:
  - Lots of crashes and close calls on Cascade Blvd
  - Bicyclists crossing the roads!
  - Shasta Dam & Median; Shasta Dam & Oregon; Shasta Dam at Taco Den; Shasta Dam at the railroad over cross; Shasta Dam & Ashby.
  - The couple of crosswalks we have need better lighting. Sun is an issue, as Shasta Dam Boulevard runs east to west.
  - Near the playground, Clair Engle Park, near supermarket
  - Montana & Shasta Dam Blvd, Cascade onto Grand Coulee
  - Along Ashby I wrecked my bike twice.

  - I watched about 20 cars NOT stop of kids trying to cross in the crosswalk at the Big Dipper.
  - Cascade is dark and narrow. Speed there is fine. Akrich is very narrow. There are kids that walk to the park. I walk to the park. The road needs to be widened with better lighting.
  - On the cross section of Montana Ave and La Mesa Ave. I was riding my bike heading south on Montana Ave and a car almost did not stop for me at the 4-way stop right there.
  - Seen near miss on Lake Blvd on the way up to dam
  - Near the Farmer's Marketplace crossing
  - Right after the railroad tracks, once you go under towards the dam, there is a road directly to the right. There have been so many close calls.
- Comments regarding senior or assistive living near the project included:
  - Lack of continuous sidewalks on some feeder side streets makes rolling difficult
  - Lack of sidewalks and crosswalks on various streets, poor lighting.
  - Congestion in school area's that don't have room for high volume of cars let alone pedestrian traffic.
  - Traffic on blind hills and curves with no sidewalks.
  - Need better bus systems, private vans to take people shopping, maybe a local service within Shasta Lake only!
  - Not at the moment. They are too frail to walk or bike ride.
- All 17 respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was as follows:
  1. Schools
  2. Residential Areas
  3. Trails/Recreational Access
  4. Major Roadways
- 12 of 17 respondents (71%) would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified for bike connections included:
  - Cascade Blvd
  - Crossing Shasta Dam Blvd – bike lanes on our busy residential streets!
  - Shasta Dam Loop
  - All around the scenic loop around the dam, and towards the downtown
  - Around the park downtown, not the baseball park
  - Around schools
  - With Shasta Lake and connecting roads to Redding
  - Between Akrich and Shasta Dam. There are always people biking there and it always looks unsafe.
  - Windsor Estates
  - Cascade. Pine Grove. Akrich. Mussel Shoals. Shasta Dam Blvd past the railroad
  - From each neighborhood area to the nearby Shasta Lake schools and parks
  - Schools and our Boomtown BMX area
  - By schools or routes kids use consistently

    - We do not bike
- Additional comments included:
    - The western side of Hwy 151 needs street lighting badly
    - More trails throughout the community
    - If you make walkable paths and bike paths remember to leave the native trees that have been there a long time and put the path around it. Also, put in benches so you can rest. Have great lighting. And make sure there are trash cans so there is no garbage around.
    - I would love to be able to have sidewalks that connect to each other in the Shasta Lake neighborhoods that are behind the Fire Station and Heritage. It is very close to the high school, and I think having connecting sidewalks throughout the community would be very beneficial to people of all ages!
    - Please put a bike path all around the Shasta Dam loop. Please install multiple crosswalks blinking lights or better warning devices for drivers
    - I would love to see a pump track area and a mountain bike/hiking trails in the area
    - We need improvement in getting to and from Shasta Lake and Redding
    - Keep Improving! Make this town better. We have a bad reputation!

KITTELSON & ASSOCIATES
2510 J Street, Suite 200
Sacramento, CA 95816
P 916.266.2190

MEETING AGENDA

January 11, 2024

Project# 29896

Project Name: Low-Stress Shasta: City of Shasta Lake Link Project

Meeting Location: MS Teams

10:00am	Welcome and Introductions	Matt Braughton / Shelby Millingar
10:10am	Project Introduction	Matt Braughton
10:25am	Proposed Improvements Discussion	Matt Braughton
10:55pm	Next Steps and Meeting Close	Matt Braughton





City of Shasta Lake
Link Shasta Active Transportation Loop

Stakeholder Meeting #1

January 11, 2024

Agenda

1. Purpose
2. Existing Conditions
3. Needs Identified
4. Community Engagement
5. Proposed Improvements
6. Next Steps

1. Purpose

The purpose of this project is to prepare grant-competitive strategies and improvements for the local roadway network in order to:



- Increase safety and mobility for all modes of travel
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

1. Purpose

- Get projects, identified from prior planning efforts, **grant ready**.

- Discuss community needs and develop project corridors and concepts to serve those needs

- **Active Transportation Program**
  - Greatest source of funding for walking and biking projects
  - Competitive
  - Which projects succeed (public engagement, high-quality and context-appropriate designs, convincingly address safety issues, schools, transit, housing, seniors, gap-closing, new AT infrastructure, networks, underrepresented communities, etc.)

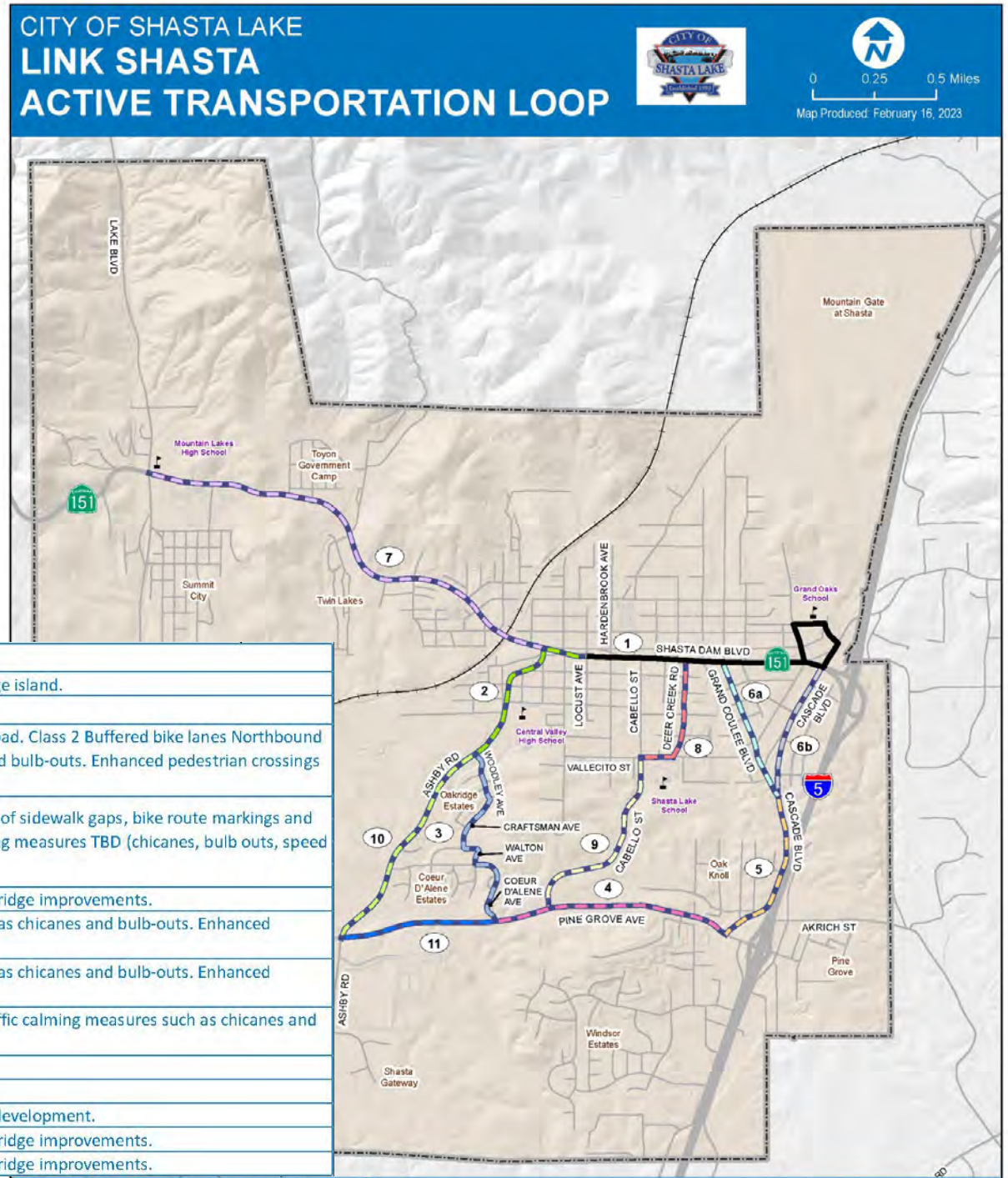
2. Existing Conditions



2. Existing Conditions

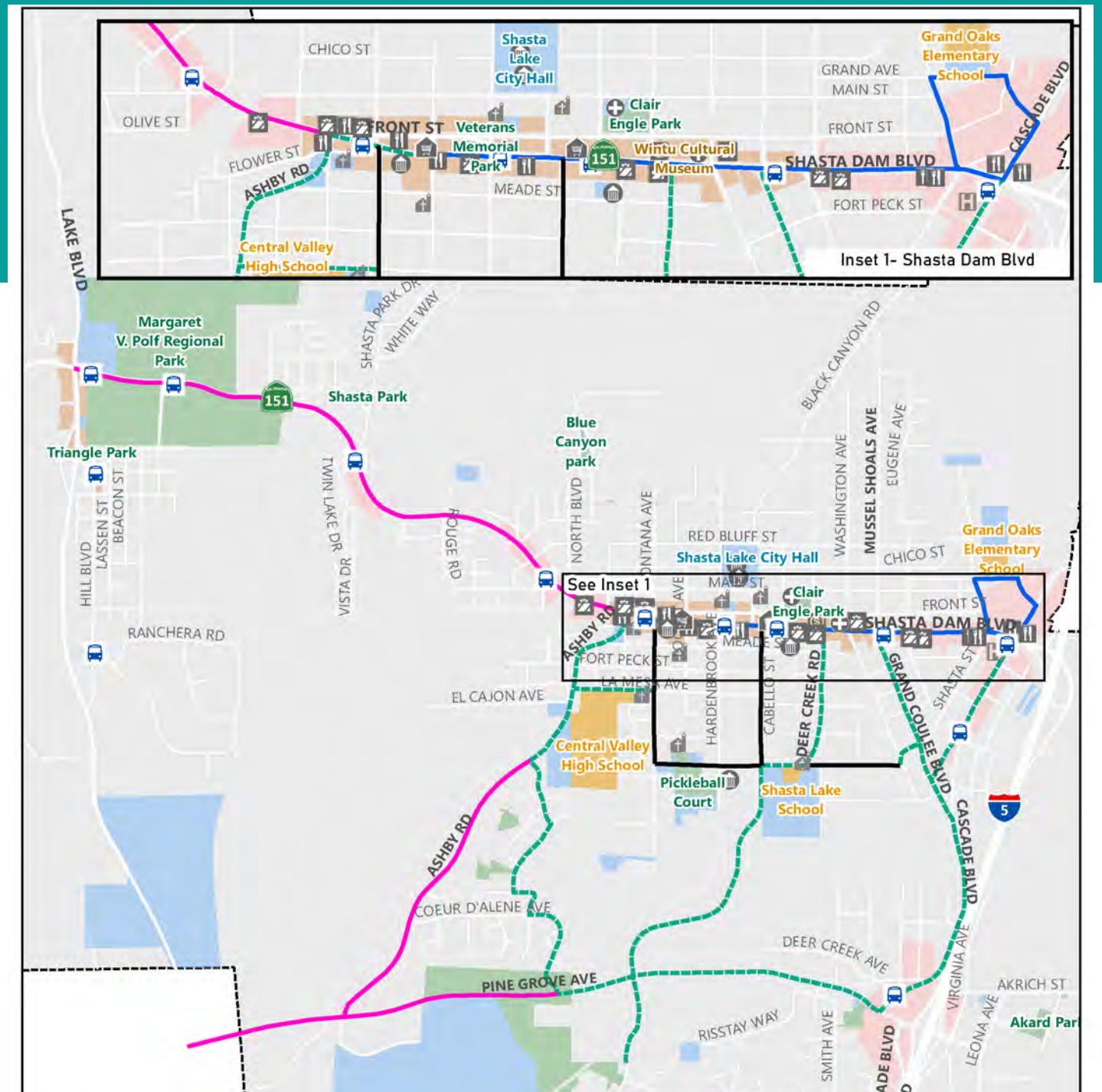
- Build off prior planning
- Connect to AHSC grant project
- Link destinations and homes

Phase 1 - AHSC Funded Project	Street Name	Amenities
1	Shasta Dam Boulevard	Sidewalks, bike lanes, safety lighting, enhanced pedestrian crossings with refuge island.
Phase 2 - Proposed Priority Routes	**Street Name**	**Proposed Amenities**
2	Ashby Road/Shasta Dam Boulevard	Shared Use Path (minimum 8' width) along the East and West side of Ashby Road. Class 2 Buffered bike lanes Northbound and Southbound on Ashby Road. Traffic calming measures such as chicanes and bulb-outs. Enhanced pedestrian crossings with refuge island.
3	Woodley Avenue	"Neighborhood Greenway" improvements such as wayfinding signage, closure of sidewalk gaps, bike route markings and signage, and enhanced pedestrian crossings. Context appropriate traffic calming measures TBD (chicanes, bulb outs, speed tables, traffic circles, etc.)
3	Craftsman Avenue	
3	Walton Avenue	
3	Coeur D' Alene Avenue	
4	Pine Grove Avenue	Separated shared use path, bike lanes, intersection enhancements, potential bridge improvements.
5	Cascade Boulevard	Shared Use Path/sidewalks, bike lanes. Possible traffic calming measures such as chicanes and bulb-outs. Enhanced pedestrian crossings. Details TBD.
6a	Grand Coulee Boulevard	Shared Use Path/sidewalks, bike lanes. Possible traffic calming measures such as chicanes and bulb-outs. Enhanced pedestrian crossings. Details TBD.
6b	Cascade Boulevard	Alternative route (see 6a). Shared Use Path/sidewalks, bike lanes. Possible traffic calming measures such as chicanes and bulb-outs. Enhanced pedestrian crossings. Details TBD.
7	Shasta Dam Boulevard	Separated shared use path, bike lanes, enhanced pedestrian crossings.
8	Deer Creek Road	Sidewalks, enhanced pedestrian crossings.
9	Cabello Street	Shared Use Path, sidewalks, bike route. Ultimate facilities TBD, dependent on development.
10	Ashby Road	Separated shared use path, bike lanes, intersection enhancements, potential bridge improvements.
11	Pine Grove Avenue	Separated shared use path, bike lanes, intersection enhancements, potential bridge improvements.



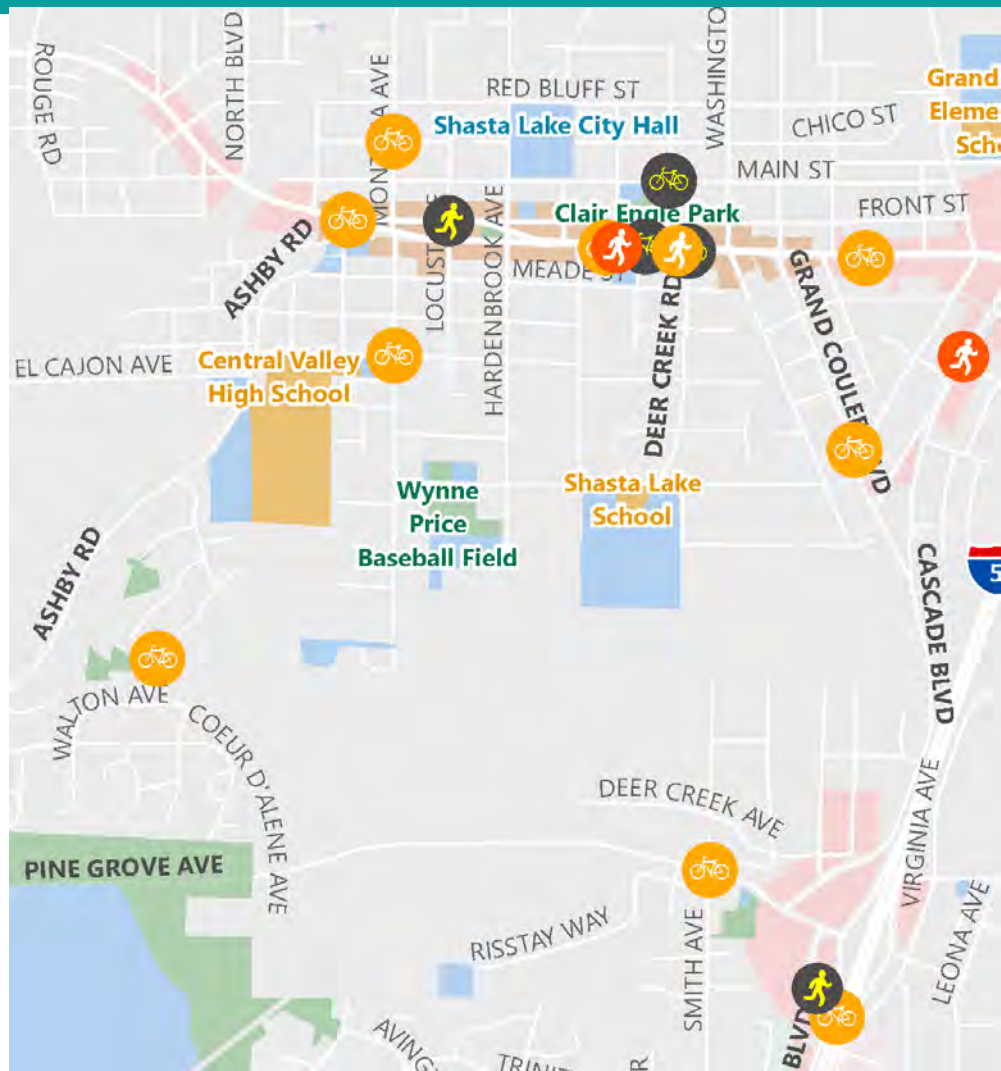
Key Destinations

- Schools:
  - Central Valley High School
  - Shasta Lake School
  - Grand Oaks Elementary School
- Shops
- Restaurants
- Churches
- Museums
- Parks
- Civic Buildings



Pedestrian and Bicycle Safety

- Over the past 10 years (2012-2021) there have been **17 collisions involving people walking or biking** in Shasta Lake**.**
- **3 people were severely injured** while walking.
- Most collisions occurred at intersections on major routes.



3. Needs Identified



3. Needs Identified

Sidewalks and curb ramp gaps are missing on some residential streets





3. Needs Identified

Curves limit visibility on higher-speed roads



3. Needs Identified

Intersection crossings could be improved for people walking and biking



3. Needs Identified

Bicyclists share the road with vehicles on some higher-speed roads





4. Community Engagement





Community Support

- Sidewalk and side paths
- Bike routes
- Crossing and intersection improvements
- Off-street paths
- Concerns about riparian impacts and preserving/planting native oaks



5. Proposed Improvements



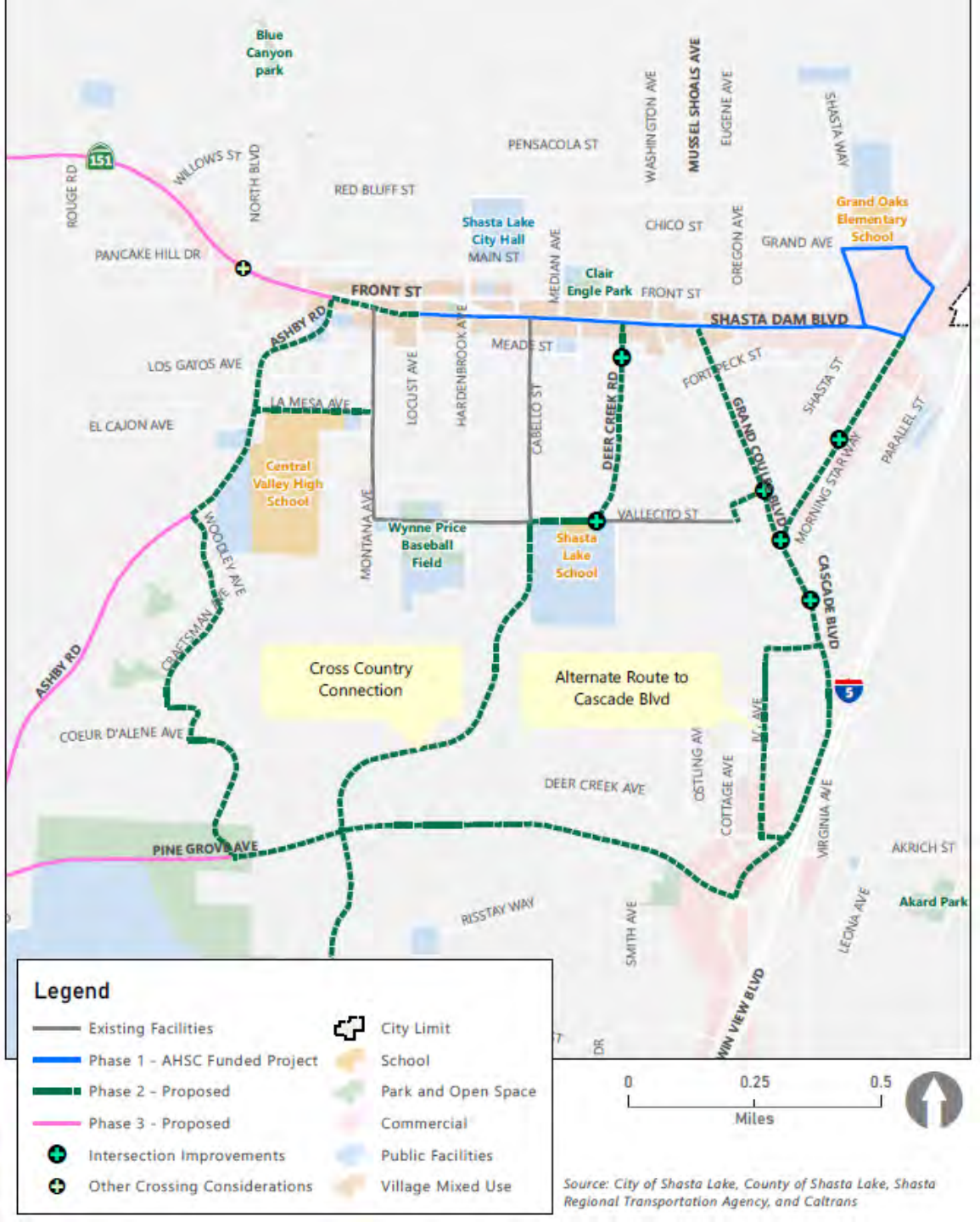
Proposed Improvements

Envisioned Project Elements:

- Develop a network of low-stress walking and biking connections throughout the city
- Slow traffic on residential streets near schools
- Close sidewalk gaps
- Connect neighborhood and citywide destinations

Project Corridors

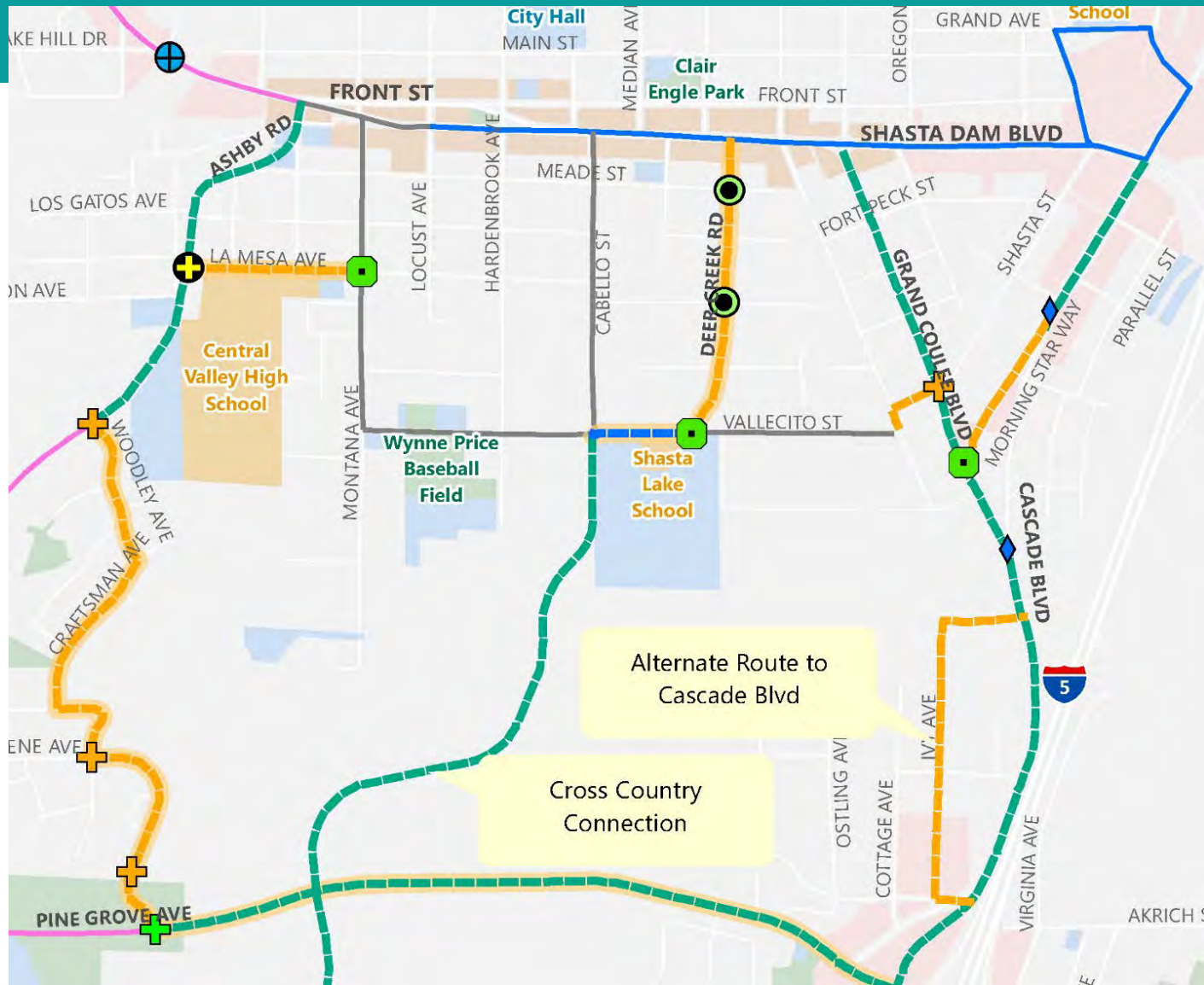
1. Ashby Road
2. Deer Creek Road
3. Grand Coulee Boulevard
4. Morningstar Way
5. Cascade Boulevard
6. Ivy Avenue (Alternate to Cascade Boulevard)
7. Pine Grove Avenue
8. Cross Country Connection (Future Road)
9. Woodley Avenue
10. Craftsman Avenue
11. Coeur D' Alene Avenue
12. Walton Avenue
13. La Mesa Avenue
14. Vallecito Street



Project Corridors

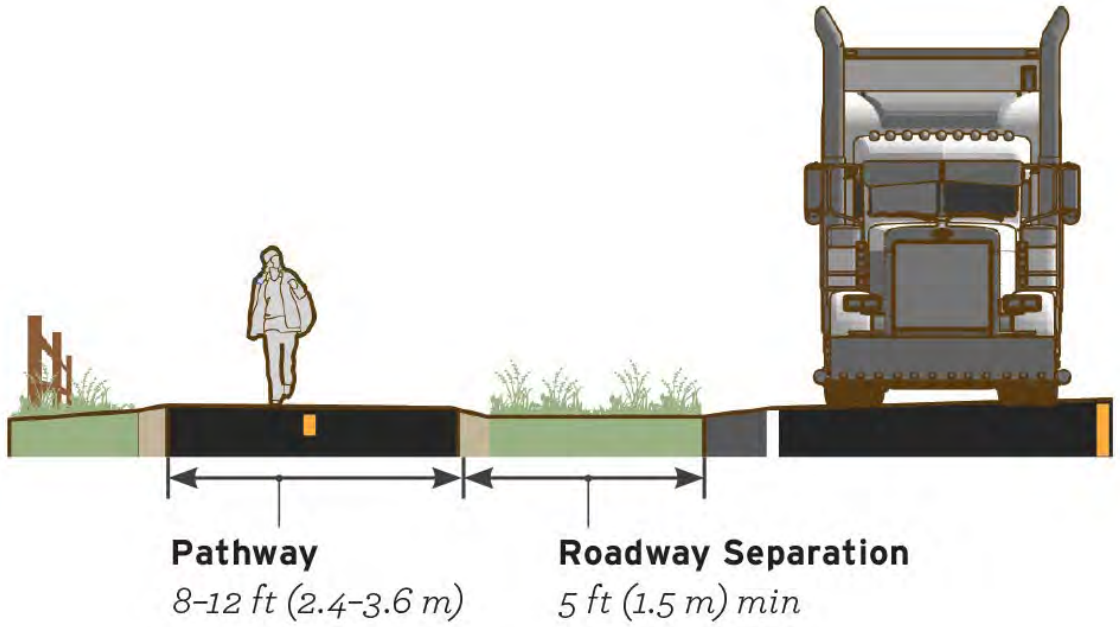
Improvement Types

1. Side Paths/Shared Use Paths
2. Traffic Calmed Bike Boulevards
3. Sidewalk
4. Bike Lanes
5. Intersection Crossing Enhancements

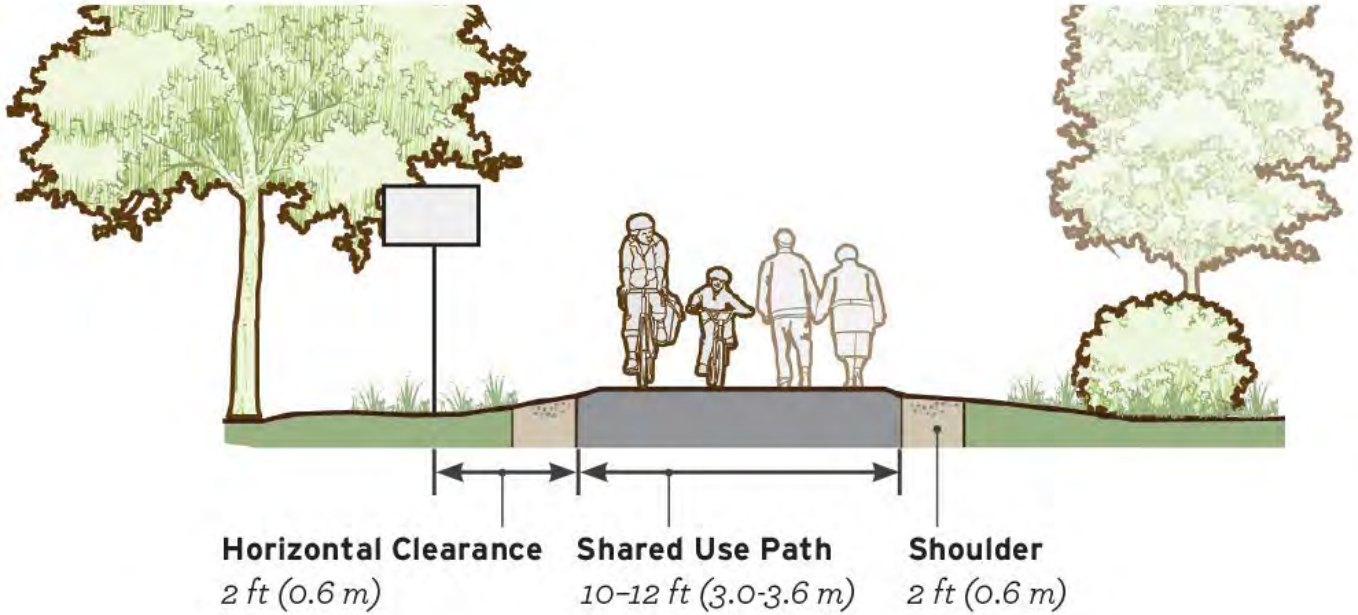


Side Paths or Shared Use Paths

Side Path



Shared Use Path



Side Path or Shared Use Path Examples

Side Path



Victor Avenue, Redding, CA

Shared Use Path



Yacolt, WA

Potential Side Path or Shared Use Path Locations:

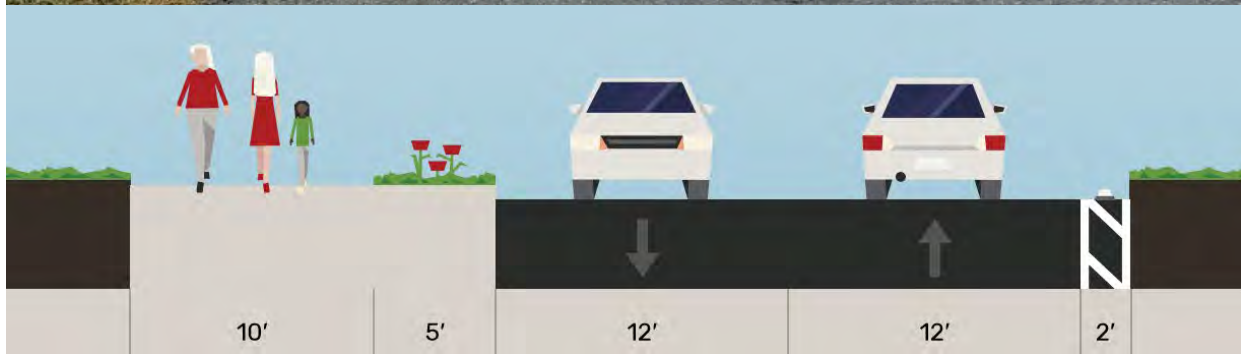
Side Paths

1. Ashby Road
2. Grand Coulee Boulevard
3. Cascade Boulevard
4. Pine Grove Avenue

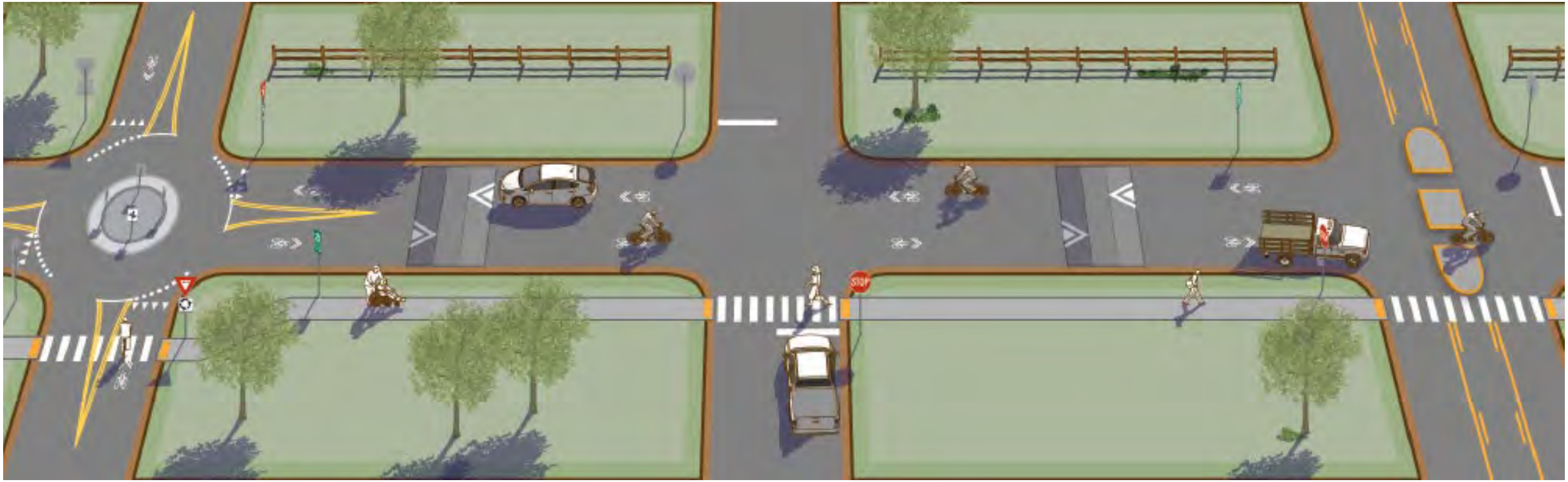
Shared Use Path:

1. Cross Country Connection (Potential Future Road)





Traffic Calmed Bike Boulevards



Bike Boulevard Examples



Ennis, MT



Arcata, CA

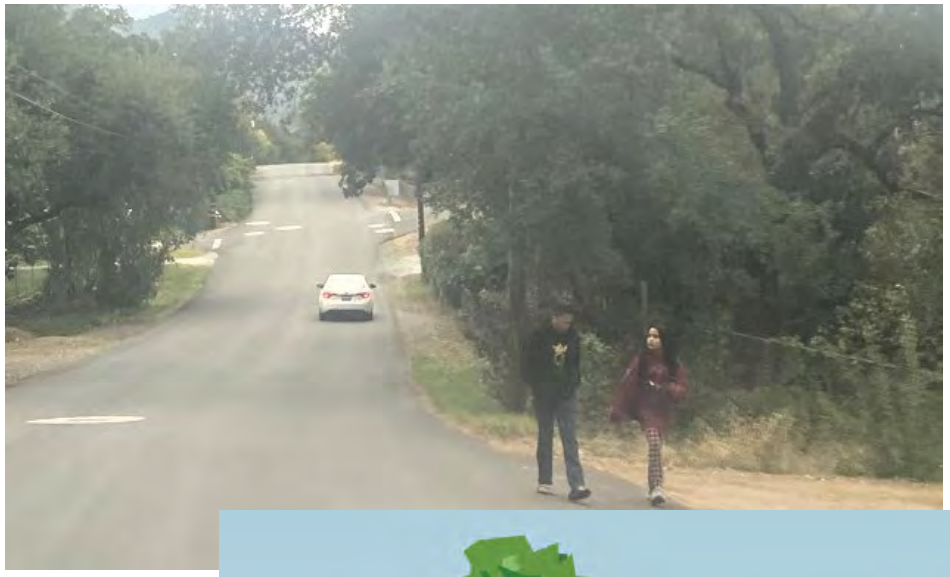
Local Bike Boulevard Example

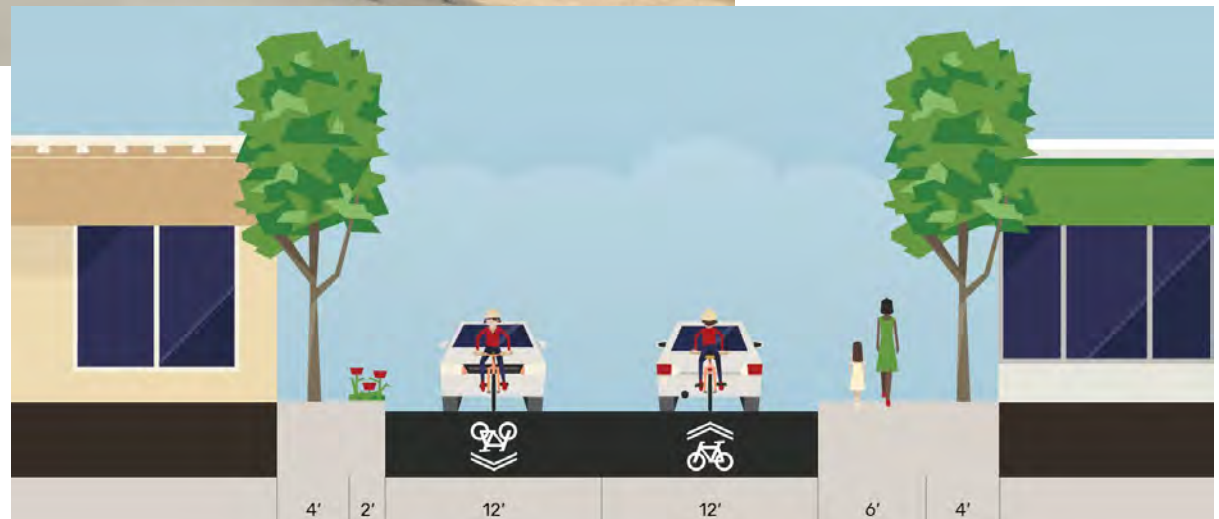


Butte Street Boogie Project, Redding, CA

Potential Bike Boulevard Locations:

1. La Mesa Avenue
2. Deer Creek Road
3. Morningstar Way
4. Woodley Avenue
5. Craftsman Avenue
6. Walton Avenue
7. Coeur d'Alene Avenue
8. Ivy Avenue/Walker Street





Intersection Enhancements

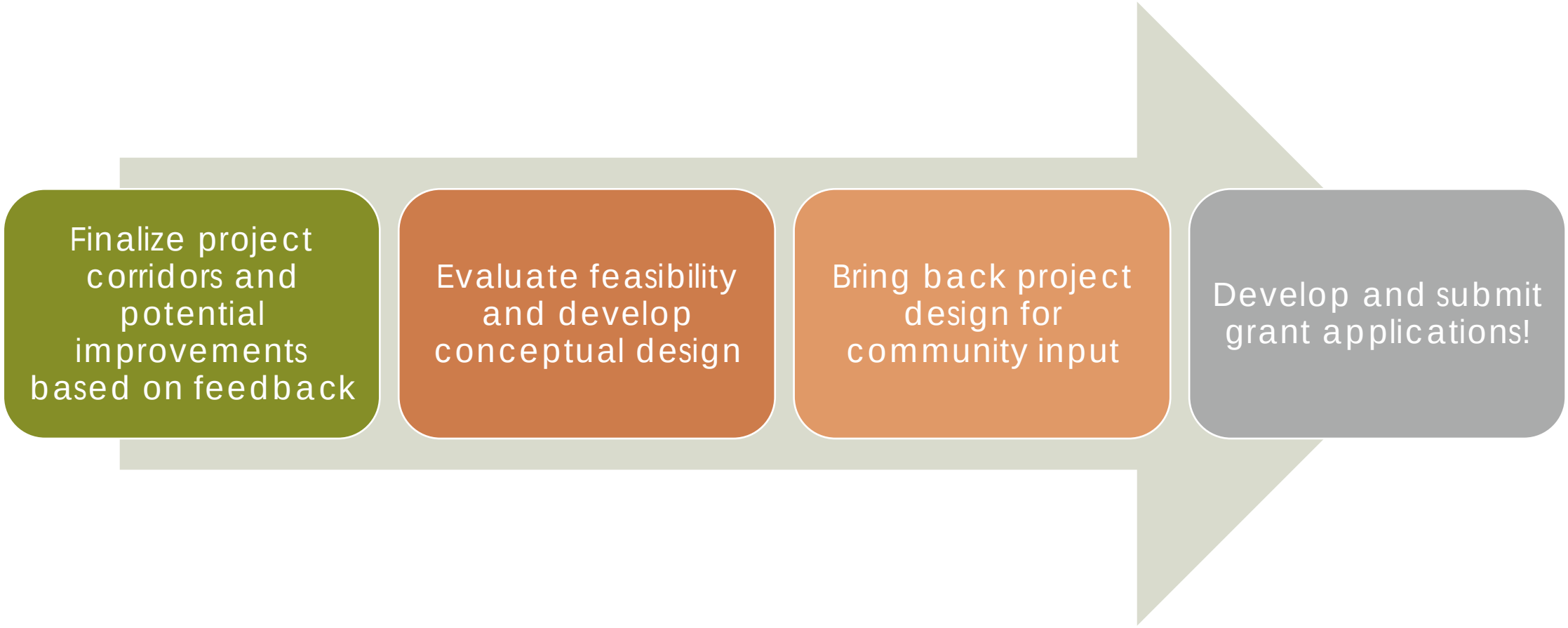
Enhanced crosswalks



Curb ramps and curb extensions



5. Next Steps


Finalize project corridors and potential improvements based on feedback
Evaluate feasibility and develop conceptual design
Bring back project design for community input
Develop and submit grant applications!

Low Stress Shasta: City of Shasta Lake Link Project

Stakeholder Meeting #1

Thursday, January 11, 2024

Sign In Sheet

Location: Shasta Lake City Hall / Microsoft Teams

Name	Title	Affiliation	Phone	Email
Shelby Millingar	Associate Civil Engineer	COSL	530-275-7469	smillingar@cityofshastalake.org
Whitney Zeller	Community and Economic Development Manager	COSL	530-275-7427	wzeller@cityofshastalake.org
Peter Bird	Senior Planner	COSL	530-275-7416	pbird@cityofshastalake.org
Cheryle Yednak	Shasta Lake Garden Project		831 406 7819 530 605 0941	cyeddey@aol.com
DARLENE BROWN	Planning Commissioner	COSL	530-604-7771	crepam@gmail.com
Thurvel Kirkland	Planning Commissioner	COSL	530 510 9988	ckirkland realtor@gmail.com
CALEB MACGREGOR	SHASTA COUNTY SHERIFF	COSL	(530) 245-6080	cmacgregor@co.shasta.ca.us
Keith Williams	Sr. Transp. Planner	SRTA	530-524-9486	kwilliams@srta.ca.gov
Cindy Hogue		Winnemem Tribe of Northern CA / SCOE		
Christina		Caltrans		

KITTELSON & ASSOCIATES
2510 J Street, Suite 200
Sacramento, CA 95816
P 916.266.2190

MEETING NOTES

January 11, 2024

Project# 29896

Project Name: Low-Stress Shasta: City of Shasta Lake Link Project

Meeting Location: MS Teams

ATTENDEES:

- Darlene Brown, Planning Commissioner
- Cherrel Kirkland, Planning Commissioner
- Caleb MacGregor, Shasta County Sherriff Department
- Cindy Hogue, Wintu Tribe of Northern California/Shasta County Office of Education
- Christina Prosperi, Caltrans
- Nicole Fortner, Caltrans
- Shelby Millingar, City of Shasta Lake
- Whitney Zeller, City of Shasta Lake
- Peter Bird, City of Shasta Lake
- Keith Williams, SRTA
- Matt Braughton, Kittelson
- Ben Demonbreun, Kittelson
- Dhawal Kataria, Kittelson

MEETING NOTES

1. **Welcome and Introductions**
2. **Project Introduction**
    a. Purpose of this meeting is to start making design decisions with everyone
        i. Connecting Schools/City Services/Pharmacy and other key destinations
        ii. Taking the benefits of successful AHSC grant
        iii. Two Community Engagement events held
            1. Student and parents provided positive feedback
            2. Recommendation on type of facility was collected
    b. Purpose
        i. Key is getting these projects as competitive as possible. Grant ready!
        ii. Community driven process
3. **Proposed Improvements Discussion**

a. Don't want to impact native oaks/riparian habitats
b. Parents in favor of RRFBs and safety lighting
c. Everyone in favor of wide side paths/ sidewalks that can support both walking and biking
d. Keith/Peter: We want to go back to records we have of community feedback to make sure we're considering those and not proposing anything brand new
    i. ***Action:*** *Kittelson to review the files that were shared earlier and document prior engagement*
e. Side Paths and Shared Use Paths Discussion
    i. Shelby Millinger: City of Redding uses the term shared use path more loosely (8-foot sidewalk can also be considered as Shared use path)
    ii. Question: Is there room for this?
        1. Yes, in some locations, but we're not buying ROW, so it has to fit in existing ROW.
    iii. Keith: What we're discussing is a design palette. We will apply what we can where it makes sense and where there's room to deliver the safe comfortable experience.
f. When we are doing improvements on one side, project will need to consider which side has the most destinations to reduce crossings.
g. On shared use path/bike lane segments, are we also designing to slow speeds of autos?
    i. Depends, the project will integrate treatments to slow vehicles at conflict points and along the corridor generally, but not typically using traffic calming treatments on higher volume roadways
        1. Examples: narrower cross section, tighter curb returns, etc.
h. Question: What should go in the buffer area?
    i. Not able to landscape all of them since landscaping maintenance staff is stretched thin.
        1. Options include:
            a. Planting without irrigation
            b. Hardscaping, river rock cobble
            c. Bioswale to help with runoff
            d. Concrete (essentially wider ped/bike area or opportunity to includes benches, bike parking, etc.)
            e. Stamped concrete
            f. Vertical barrier, especially at pinch points where we don't have full five-foot buffer
        2. Given maintenance concerns we want to make sure it won't become overgrown and impact path operations.
        3. Prefer not to use loose rocks because they can be disturbed
        4. Street trees would provide shade and reduce path temperatures but there are maintenance concerns with this
        5. Cherrel: Would side path help reduce speed?
    ii. Will one type of buffer make us more competitive than others?

1. No as long as we're documenting the community engagement process and proposing something that matches community needs and desires
2. Christina says that *safety* is the key thing in the grant proposal, not aesthetics.

iii. Action: Kittelson to share examples of different landscaped buffers

i. Traffic Calmed Bike Boulevard Discussion

i. Noted that there was some concern from the community about traffic calming treatments, so we want to discuss and make sure we are selecting appropriate treatments for the City of Shasta Lake.
ii. Roundabouts are not desired by the community
iii. Would the historical society's walk/bike tour be able to be integrated with the project? (Grant pursued)
    1. Matt says we can add some wayfinding signage to identify these sites, support the historical tour
iv. Mountable curb on traffic circles/mini roundabouts allow emergency vehicle access
v. Concern about speed tables/humps not provided a visually appealing appearance and may not be effective in slowing vehicles.
vi. Are traffic circles reimbursable under ATP grant?
    1. Keith thinks roundabouts are not but team has funded traffic circles as part of Redding's project
vii. Concern that installing traffic calming devices will make the people to use a different street and drive fast there.
    1. "People don't like change… and… people don't want to slow down (unless it's on their street)"
    2. Concern if you traffic calm a given street, traffic will just move to a parallel route
        a. Parallel route may be a better route for higher volume/speed of traffic if it has appropriate facilities for people walking/biking?

j. Shelby Q: When will Kittelson have initial cross sections ready?

i. ***Action:*** *Kittelson will follow up with Shelby with our schedule/any questions we have for cross section development.*

4. Next Steps

a. Develop draft design
b. Present to community
c. Develop grant applications



City of Shasta Lake
Link Shasta Active Transportation Loop

Stakeholder Meeting #2

April 8, 2024

Agenda

1. Purpose
2. Existing Conditions
3. Community Engagement
4. Project Corridors
5. Needs Identified
6. Potential Solutions
7. Next Steps

1. Purpose

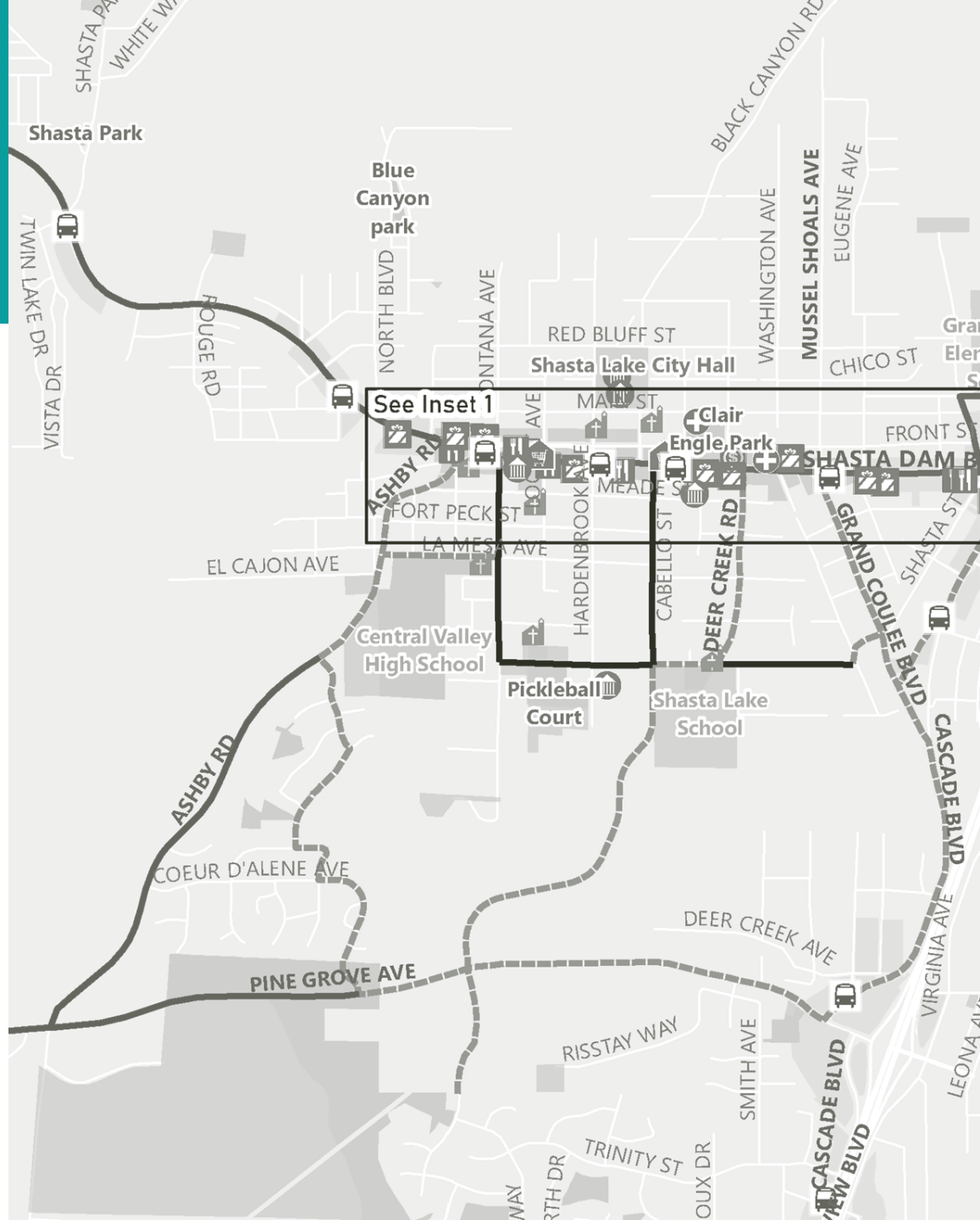
The purpose of this project is to prepare grant-competitive strategies and improvements for the local roadway network in order to:



- Increase safety and mobility for all modes of travel
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

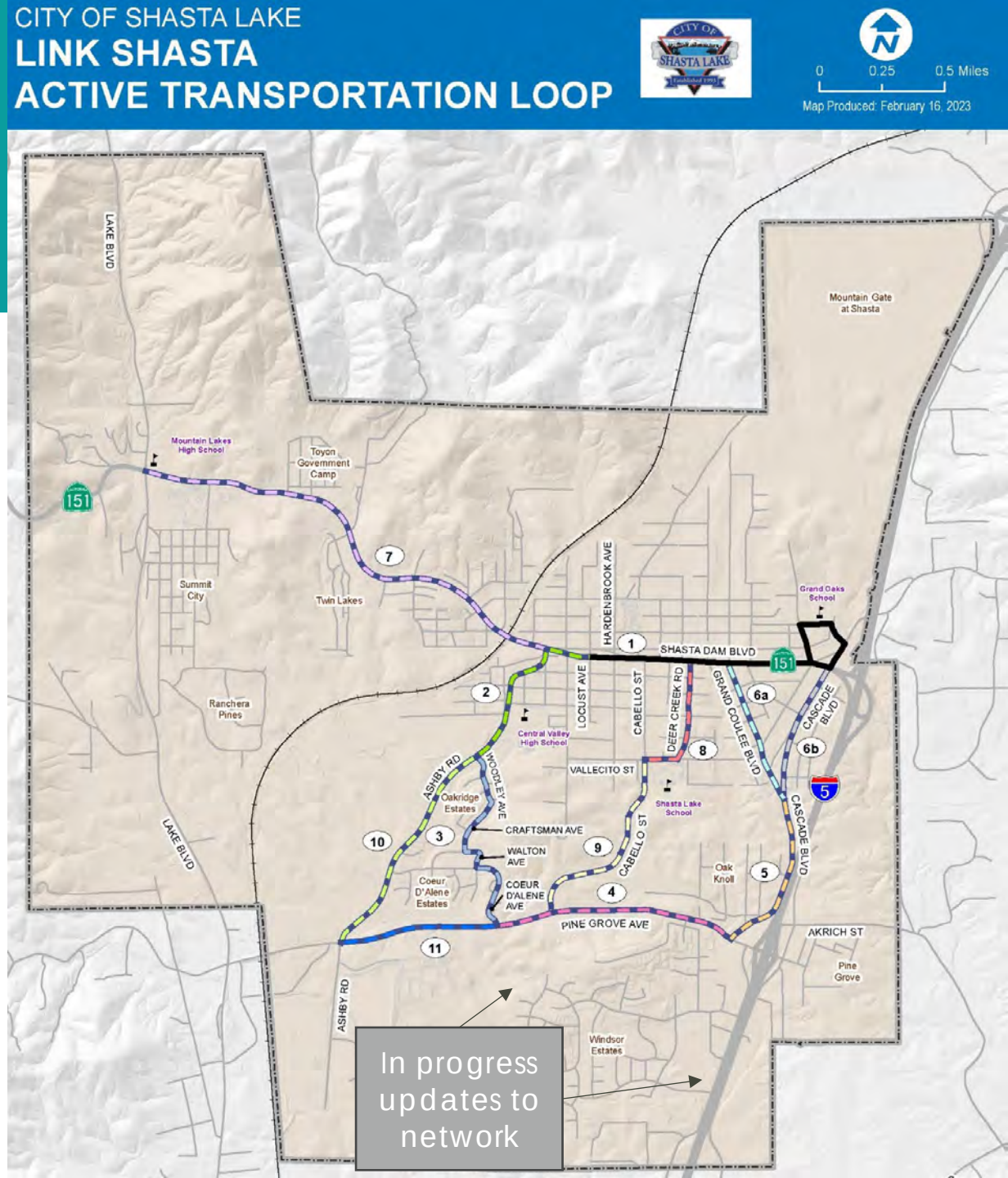
Feedback from Meeting #1

- Support for more RRFBs for school trips
- Strong support for pedestrian lighting as a safety measure
- Strong support for side paths and sidewalks
- Consider destinations when choosing side of improvements when only on one side.
- Would like to see buffer areas landscaped or otherwise beautified to the extent possible (within maintenance constraints)
- Supportive of traffic calming efforts but concerns about speed humps and roundabouts



Project Extents Overview

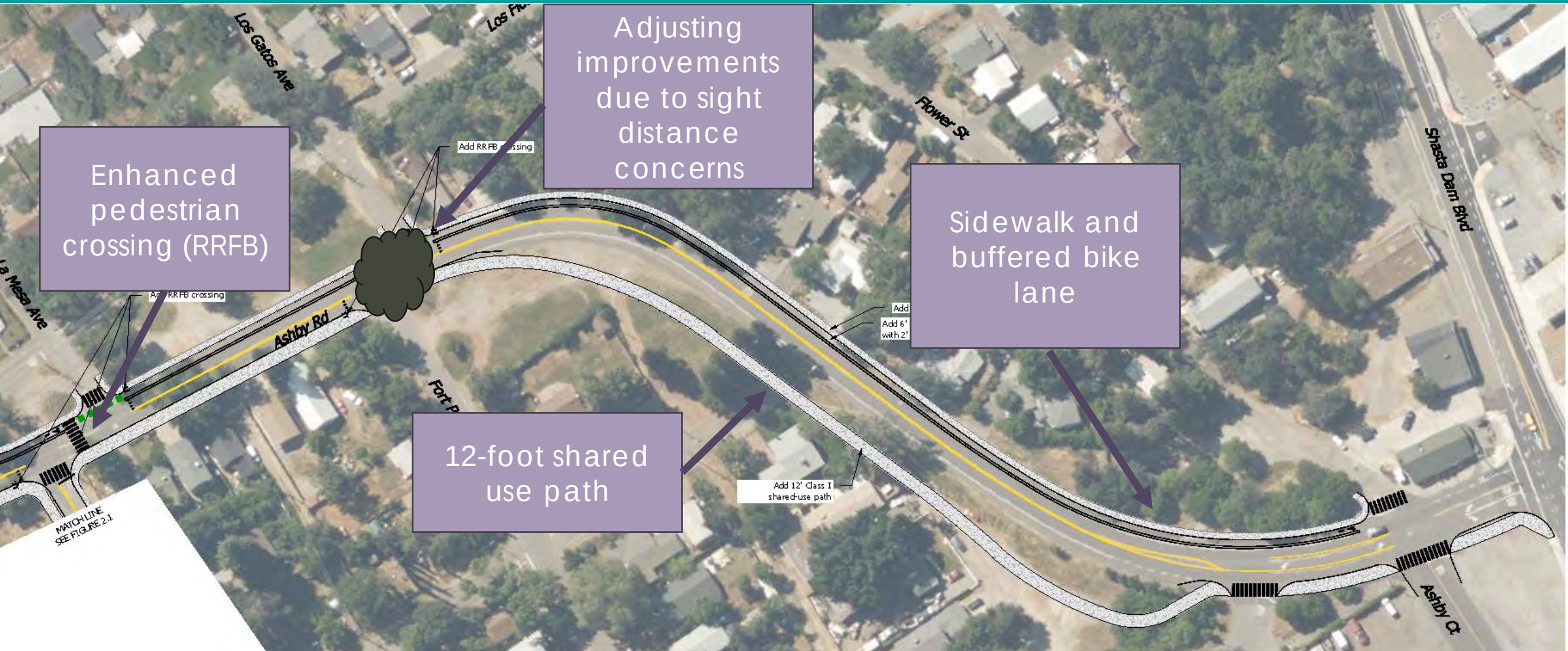
1. Shasta Dam Boulevard (Lighting only)
2. Ashby Road/La Mesa Avenue
3. Woodley Ave/Coeur d'Alene Ave
4. Pine Grove Avenue
5. Cascade Boulevard
6. Grand Coulee Boulevard
7. Deer Creek Road/Vallecito Street
8. Cabello/Churn Creek Phase 1 Trail



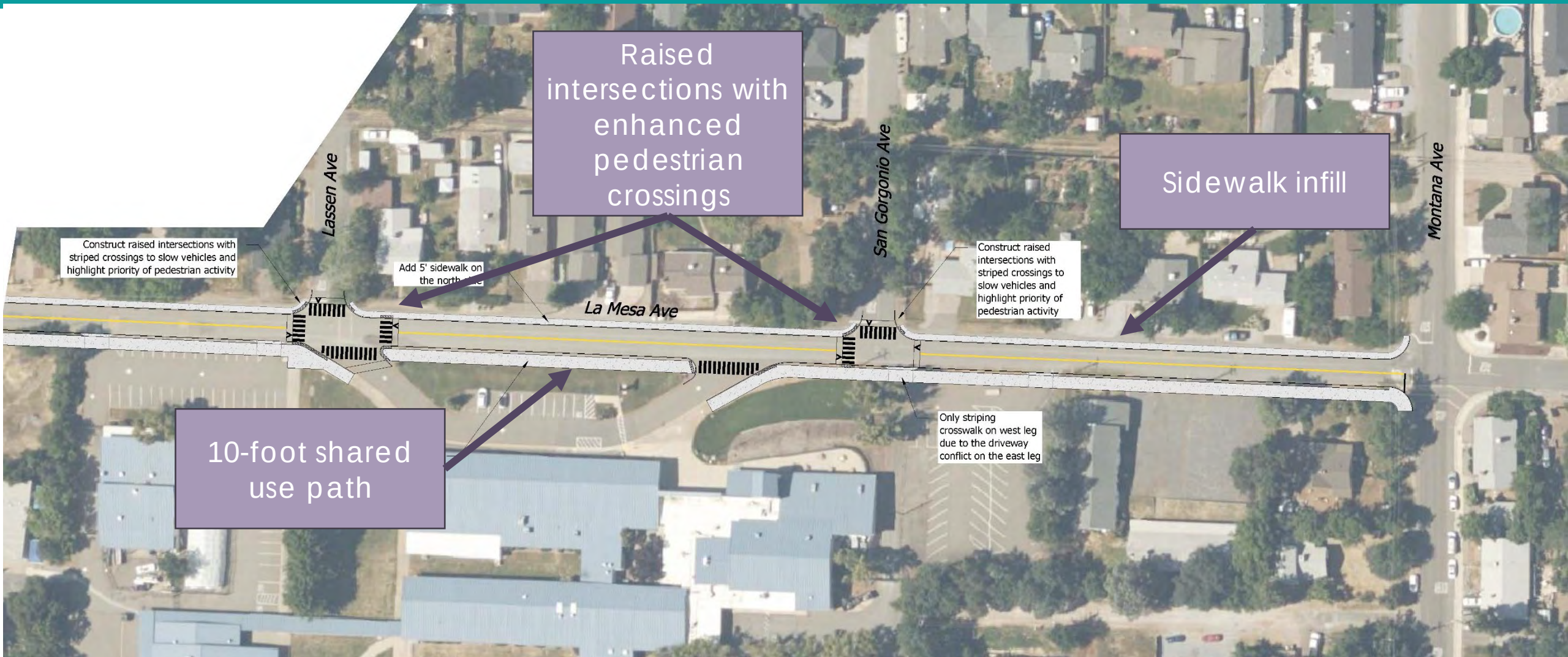
4. Project Corridors



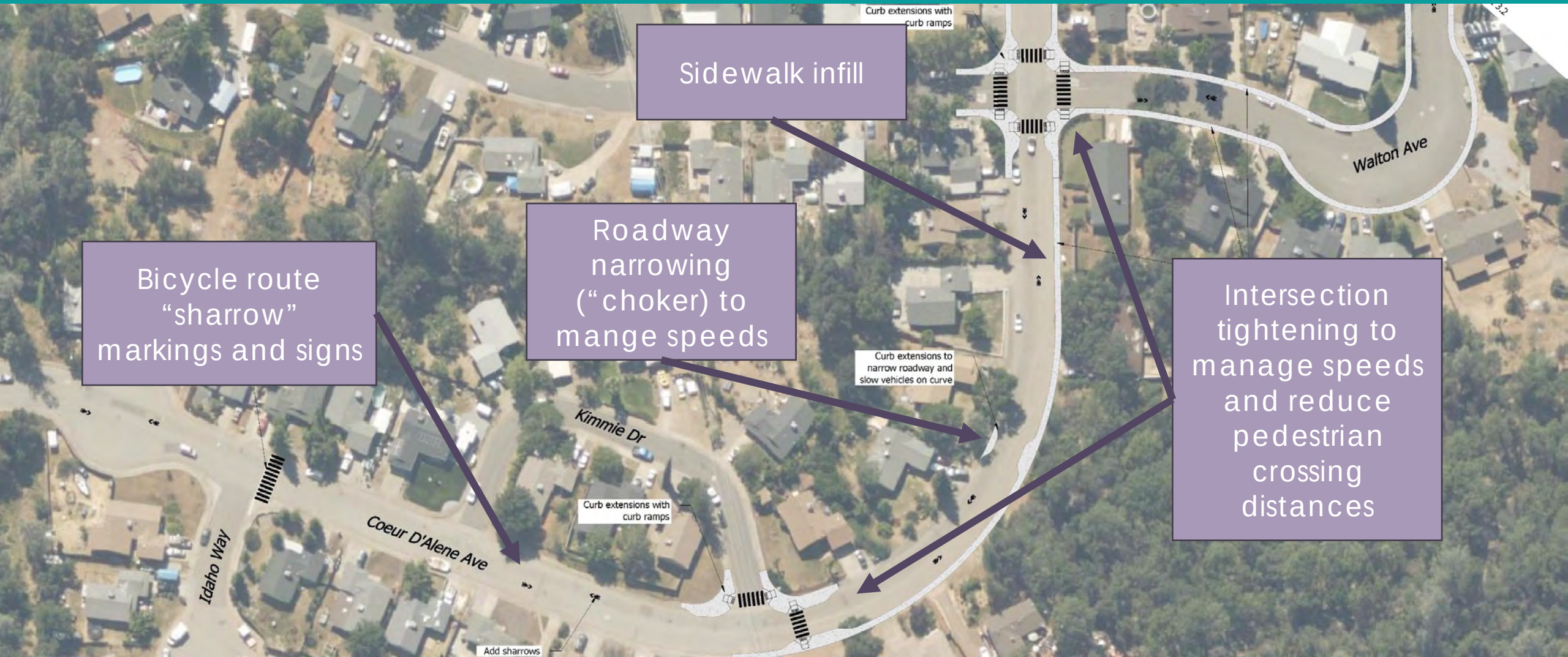
2. Ashby Road


Adjusting improvements due to sight distance concerns
Enhanced pedestrian crossing (RRFB)
Sidewalk and buffered bike lane
12-foot shared use path
Los Gatos Ave
Flower St
Shasta Dam Blvd
Ashby Rd
Add RRFB crossing
Add 6' with 2'
Add 12' Class I shared-use path
MATCH LINE SEE FIGURE 2.1
Ashby Ct

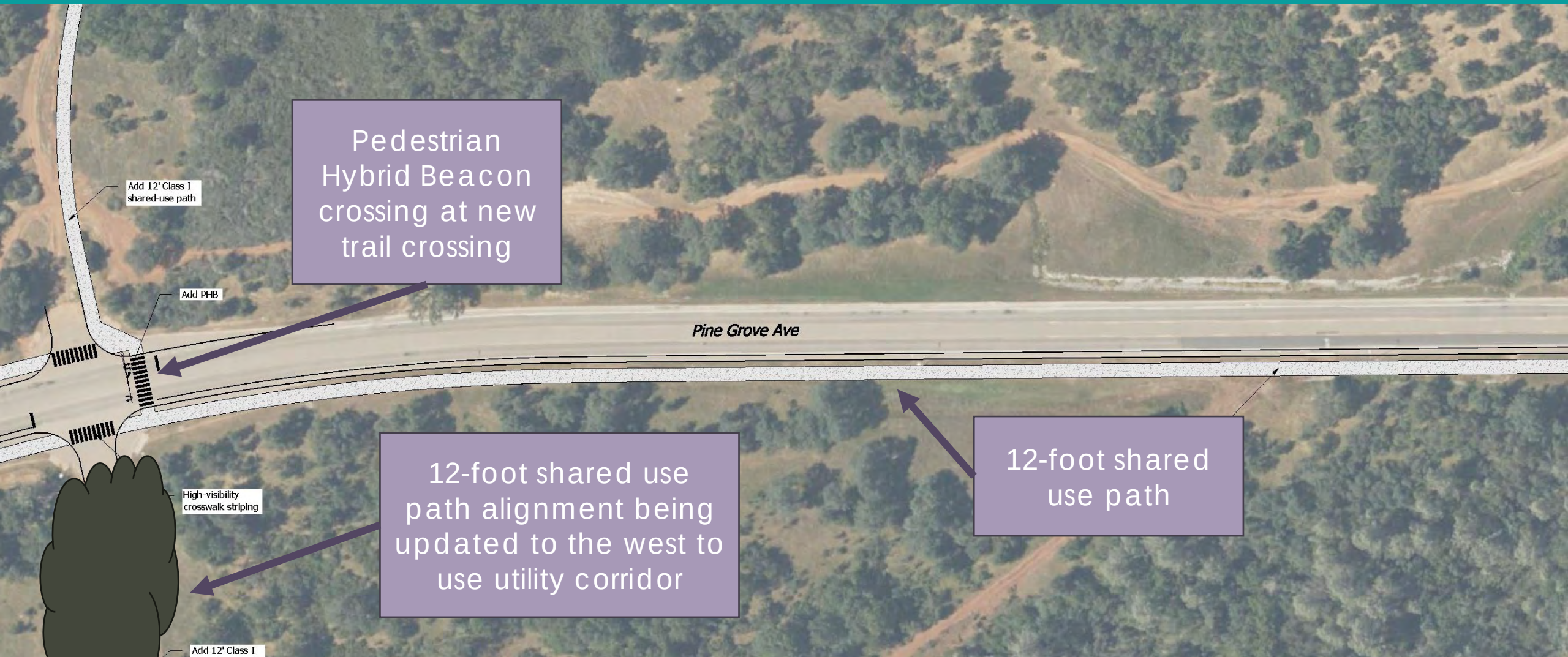
2. La Mesa Avenue



3. Woodley Avenue/Coeur d'Alene Avenue



4. Pine Grove Avenue



Pedestrian Hybrid Beacon crossing at new trail crossing

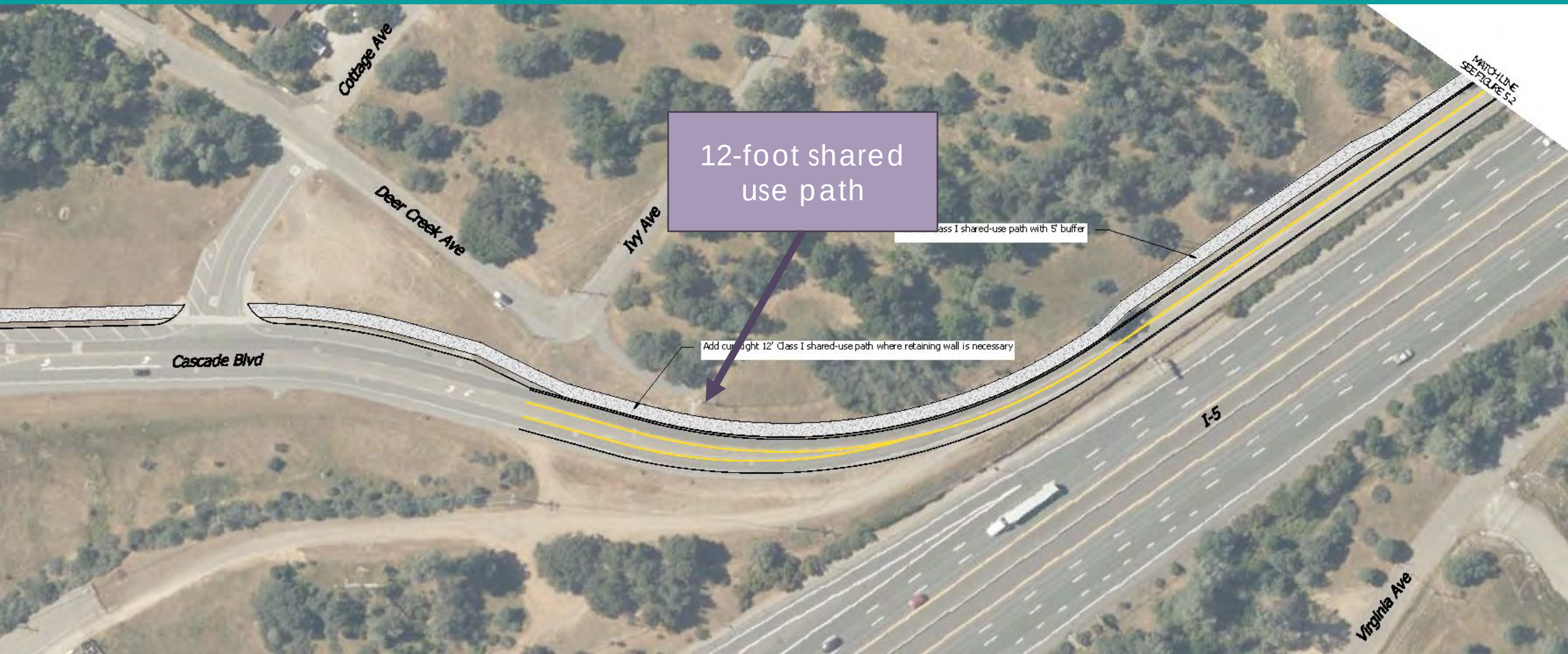
12-foot shared use path alignment being updated to the west to use utility corridor

12-foot shared use path

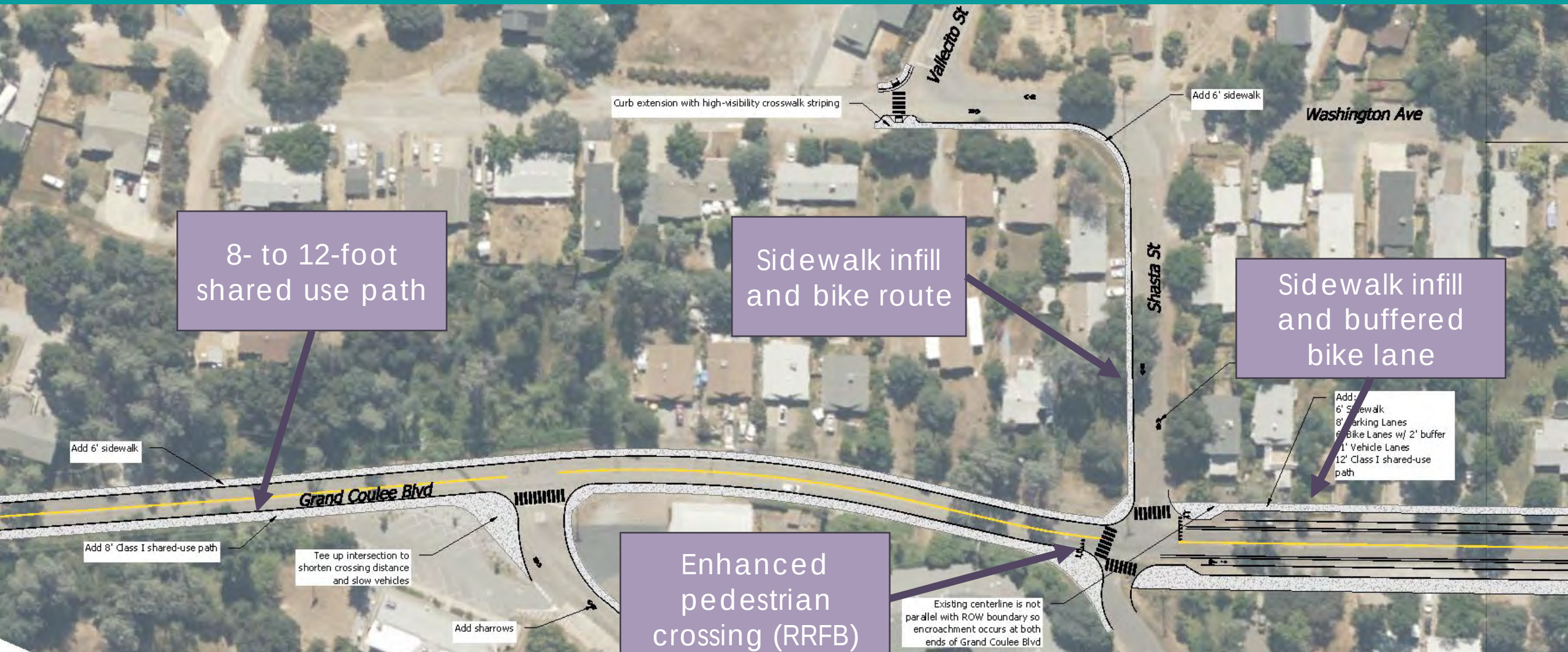
5. Cascade Boulevard + Morningstar Way



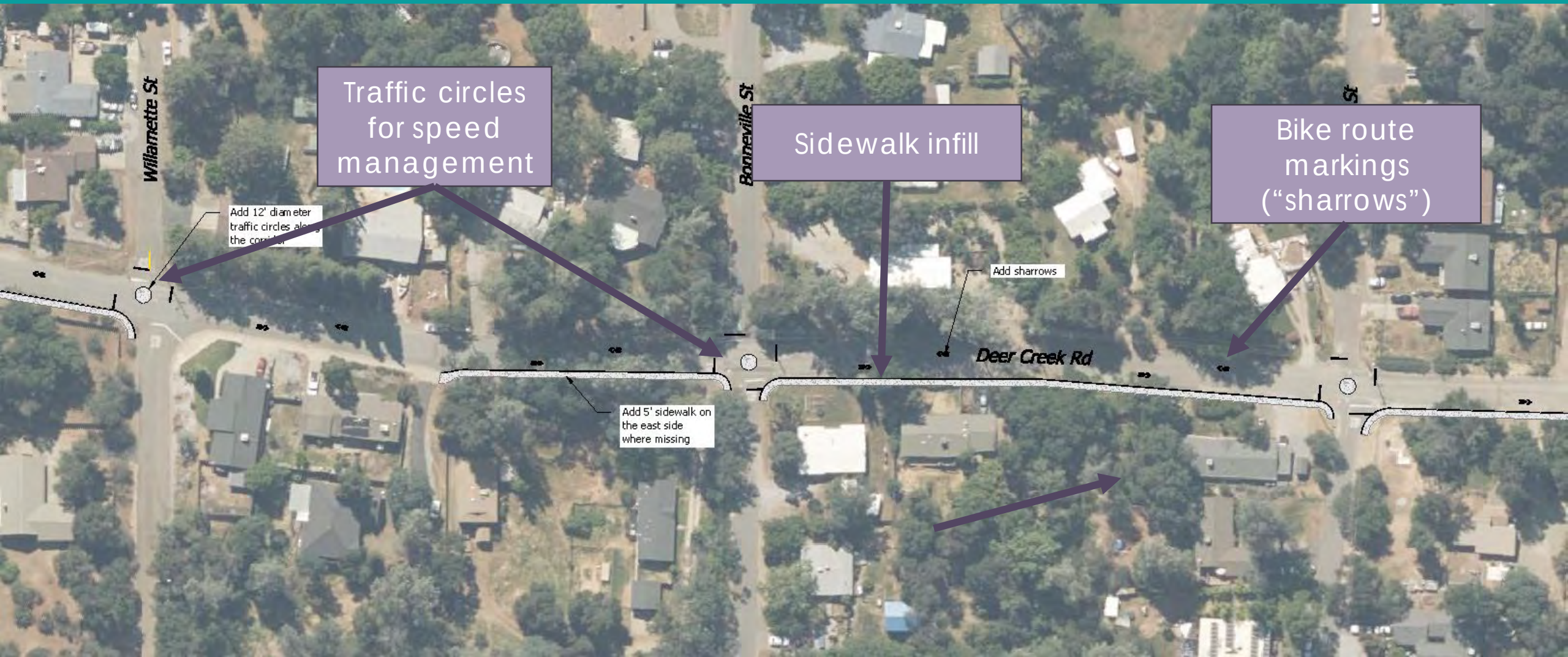
5. Cascade Boulevard



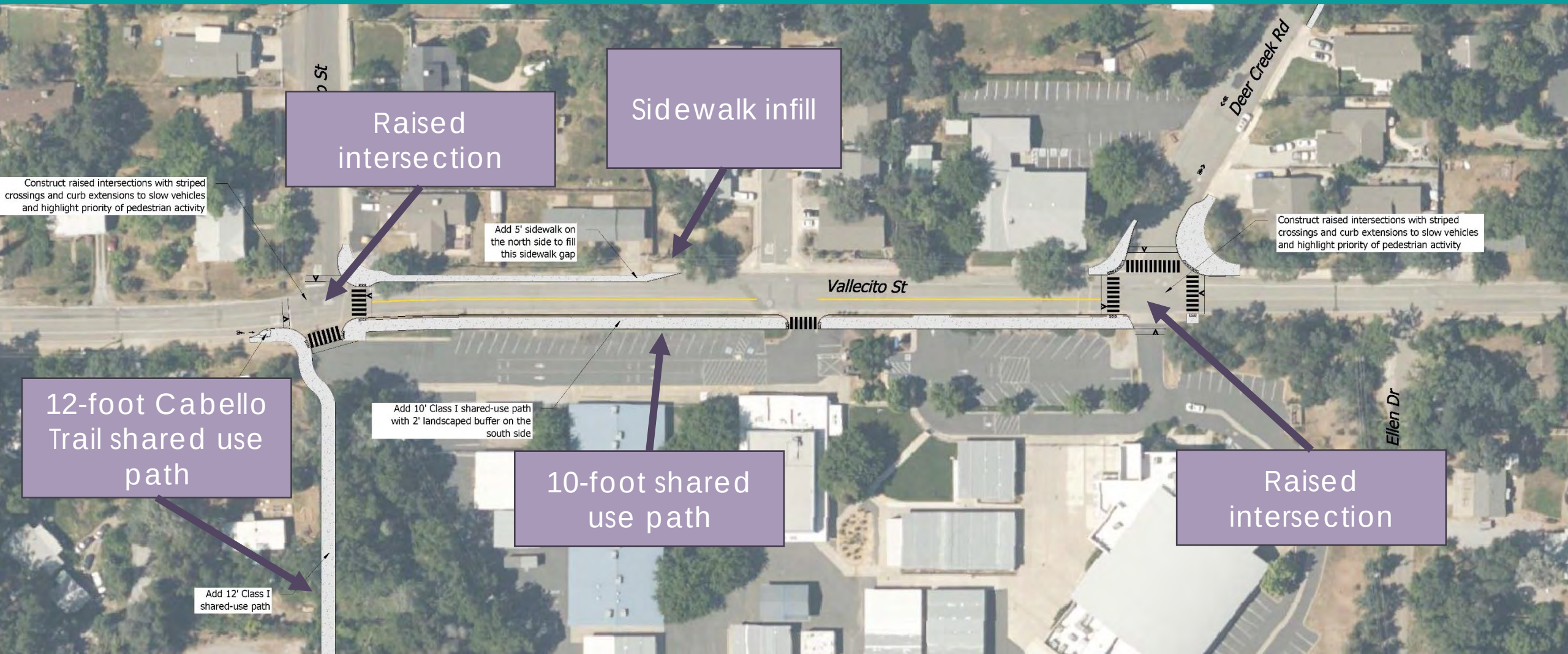
5. Grand Coulee Boulevard / Shasta Street



6. Deer Creek Road



6. Vallecito Street

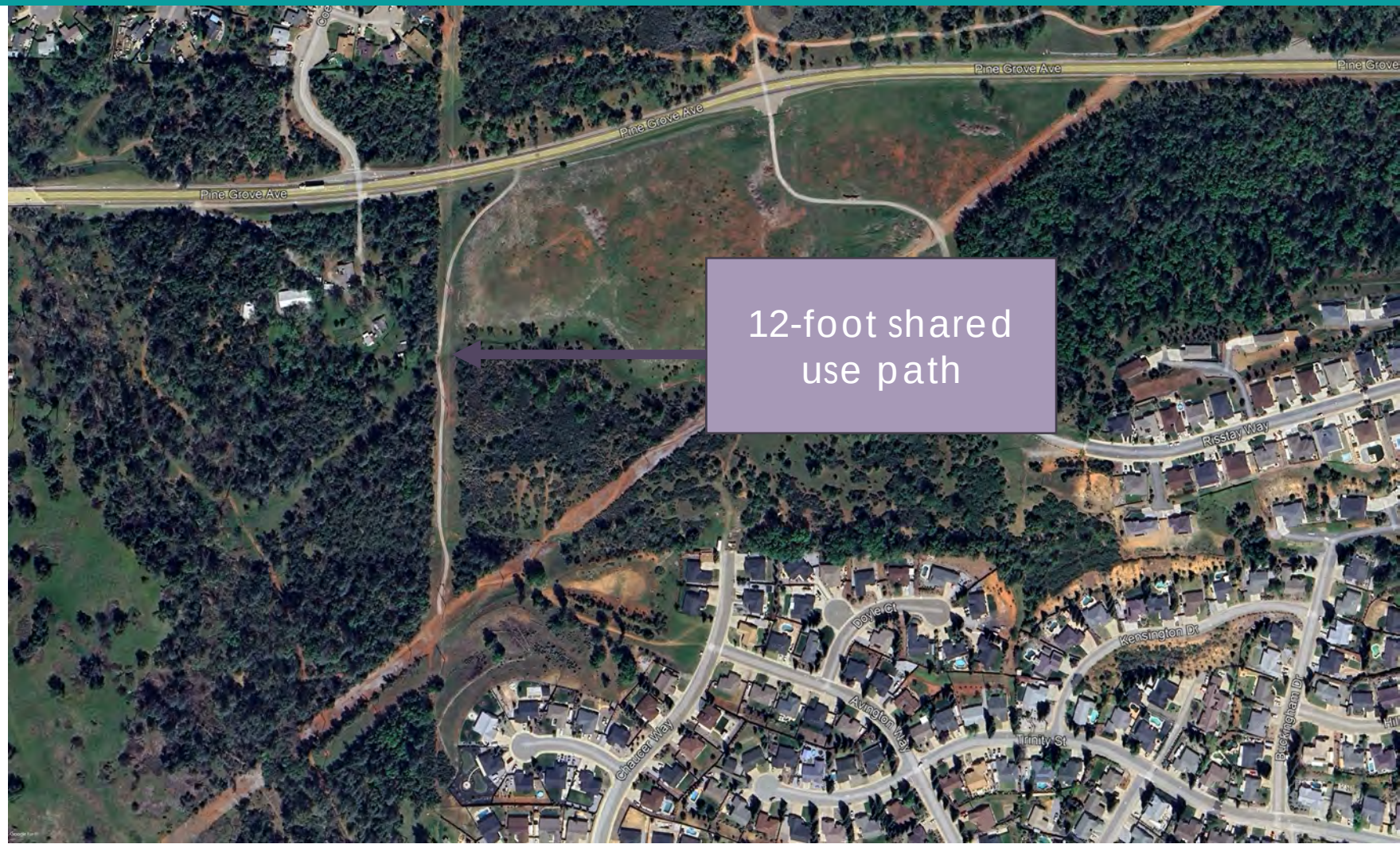


6. Cabello Trail / Churn Creek Trail Phase 1



6. Cabello Trail / Churn Creek Trail Phase 1

- Recent change (in progress)
- Add shared use path connection from Pine Grove Avenue to Windsor Estates via Avington Way



7. Cascade Boulevard (South)

- Recent addition (in progress)
- Fill sidewalk gaps on Cascade Boulevard from Pine Grove Avenue south to Riddle Road



7. Next Steps


CURRENT CONDITIONS
IN SHASTA LAKE
POTENTIAL IMPROVEMENTS

Next Steps

- Finalize project corridor improvements based on feedback
- Bring back project design for community input at Boomtown Festival (May 4th)
- Develop and submit grant application



Thank you!

Matt Braughton, RSP$_1$
Consultant Project Manager
mbraughton@kittelson.com
916.822.5351





City of Shasta Lake
Link Shasta Active Transportation Loop

Community Workshop

November 29, 2023

Agenda

1. Purpose
2. Project Corridors
3. Needs Identified
4. Potential Solutions
5. Next Steps

1. Purpose

The purpose of this project is to prepare grant-competitive strategies and improvements for the local roadway network in order to:



- Increase safety and mobility for all modes of travel
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

1. Purpose

- Get projects, identified from prior planning efforts, **grant ready**.

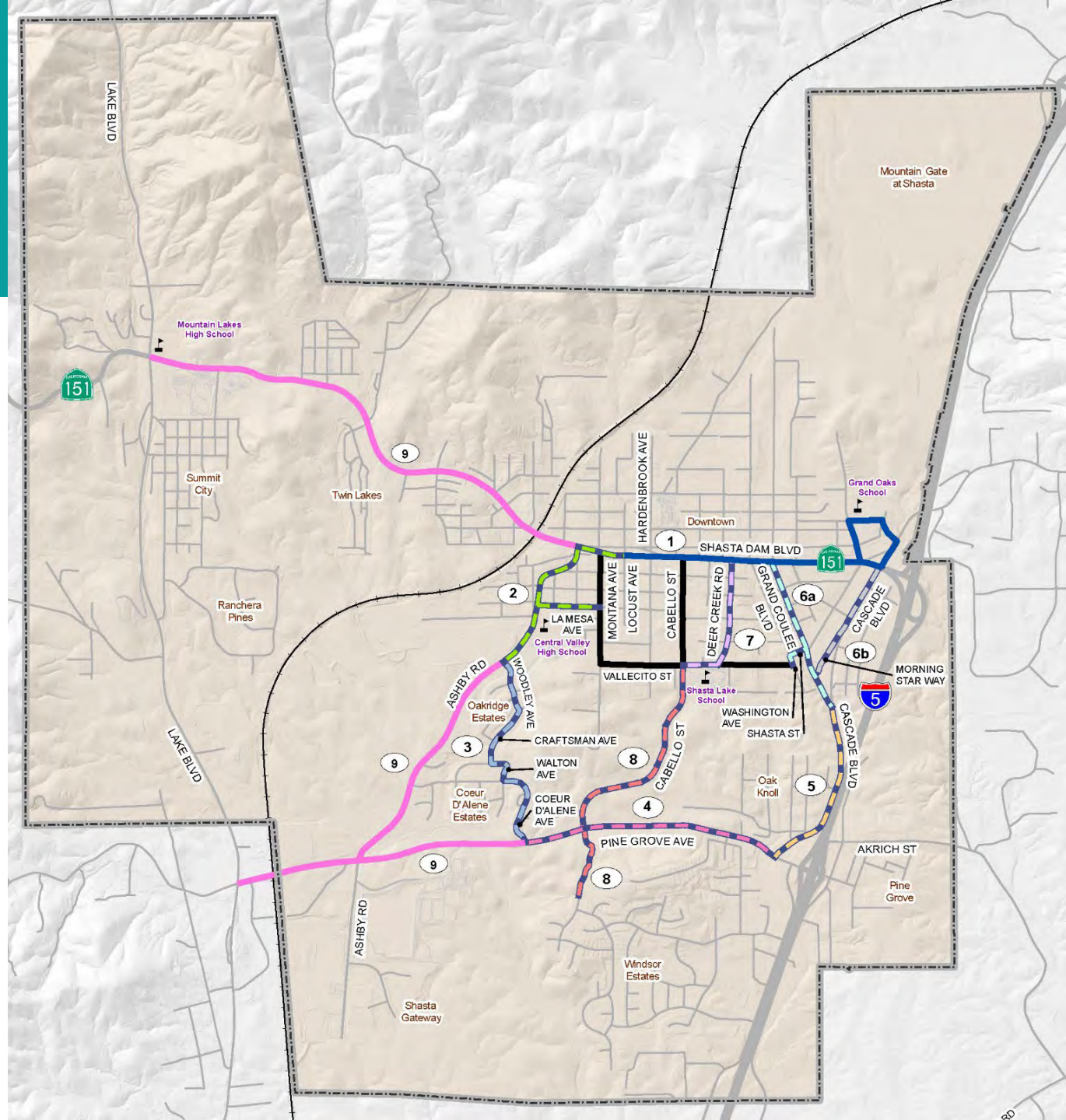
- Discuss community needs (**why we are here!**) and develop project corridors and concepts to serve those needs

- **Active Transportation Program**
  - Greatest source of funding for walking and biking projects
  - Competitive
  - Which projects succeed (public engagement, high-quality and context-appropriate designs, convincingly address safety issues, schools, transit, housing, seniors, gap-closing, new AT infrastructure, networks, underrepresented communities, etc.)

2. Project Corridors

Envisioned Project Elements:

- Develop a network of low-stress walking and biking connections throughout the city
- Slow traffic on residential streets near schools
- Close sidewalk gaps
- Connect neighborhood and citywide destinations



3. Needs Identified

Sidewalks and curb ramp gaps are missing on some residential streets





3. Needs Identified

Curves limit visibility on higher-speed roads



3. Needs Identified

Intersection crossings could be improved for people walking and biking



3. Needs Identified

Bicyclists share the road with vehicles on some higher-speed roads





4. Potential Improvements

Sidewalks or side paths



Curb ramps and curb extensions



4. Potential Improvements

Crossing improvements





4. Potential Improvements

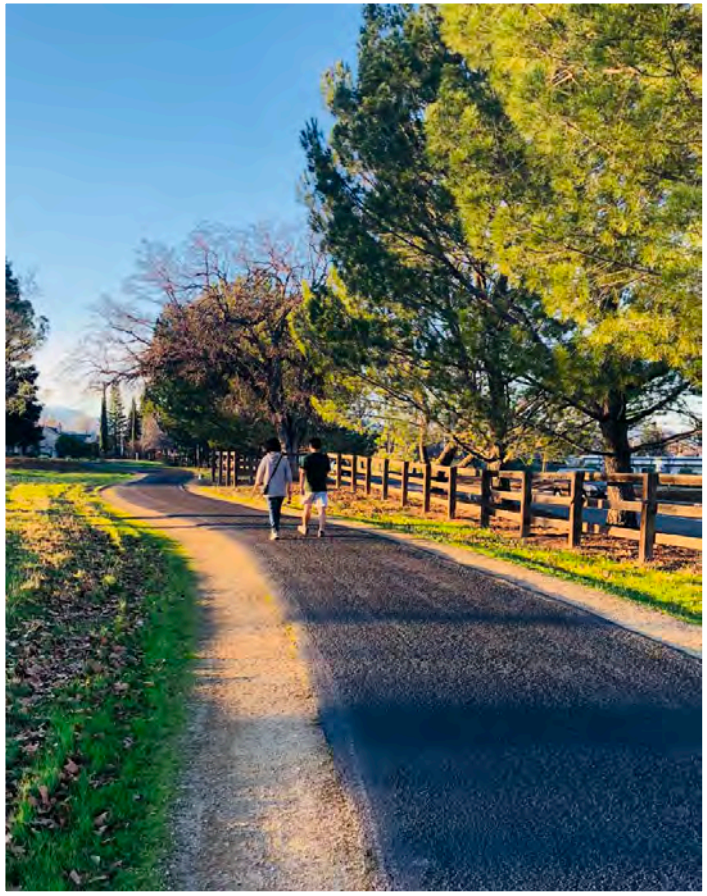
Traffic calming & bike routes



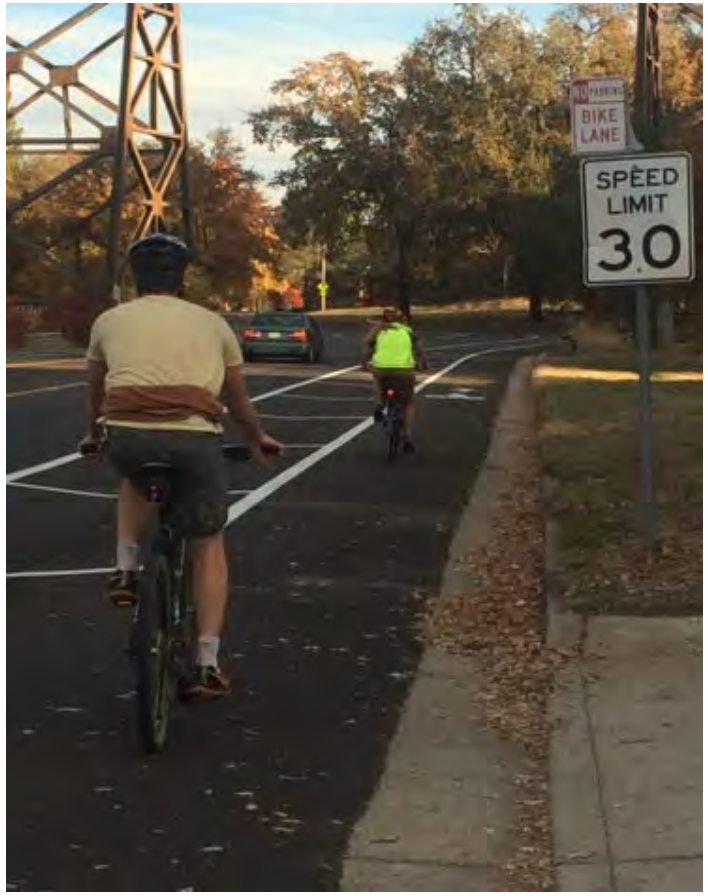


4. Potential Improvements

Off-street paths



Buffered bike lanes



Separated bike lanes



5. Next Steps

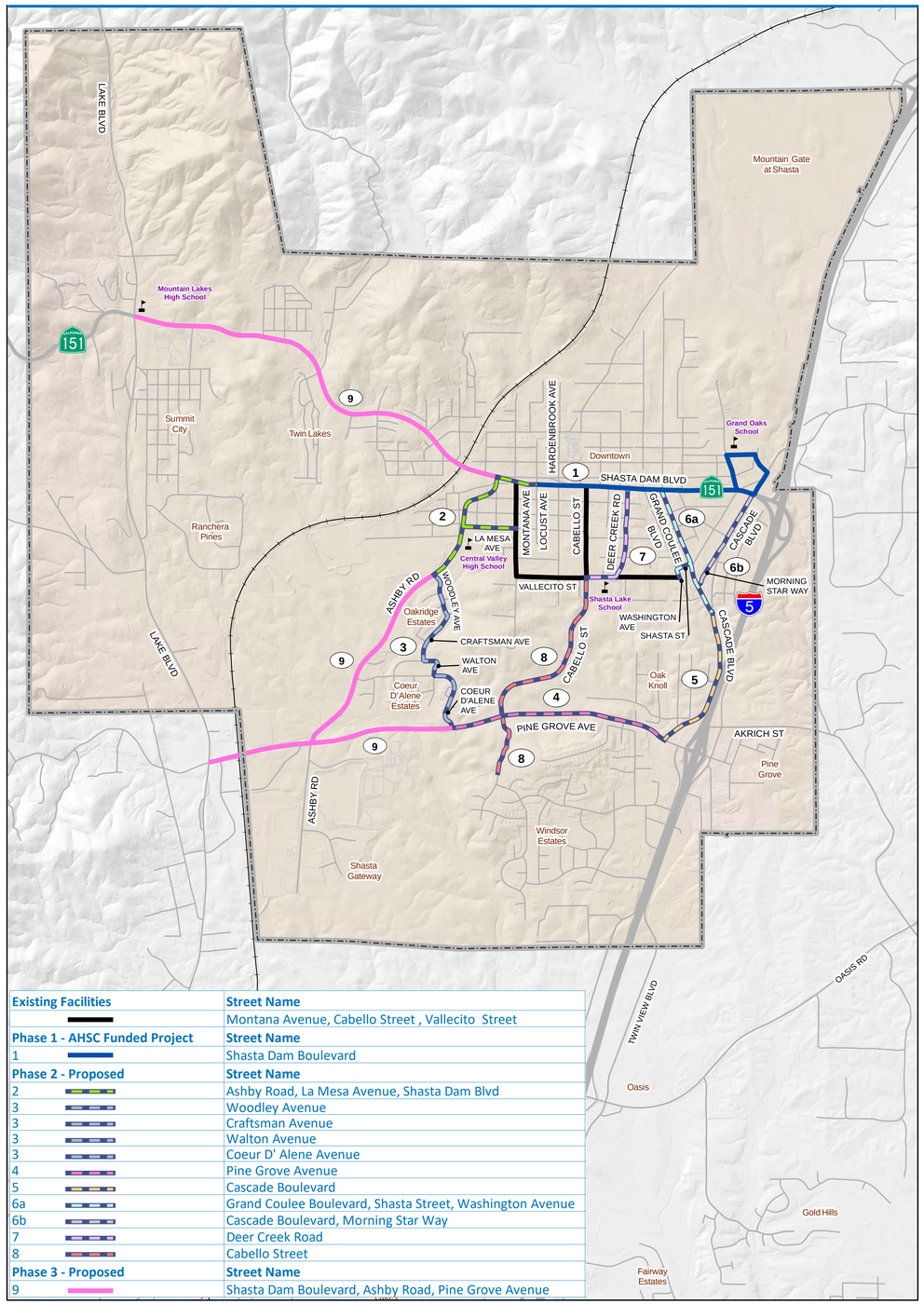
- Finalize project corridors and potential improvements based on feedback
- Evaluate feasibility and develop conceptual design
- Bring back project design for community input
- Develop and submit grant applications!



Thank you!

Matt Braughton, RSP$_1$
Consultant Project Manager
mbraughton@kittelson.com
916.822.5351

SHASTA LAKE WALKING AND BIKING NETWORK



Existing Facilities	Street Name
	Montana Avenue, Cabello Street , Vallecito Street
Phase 1 - AHSC Funded Project	**Street Name**
1	Shasta Dam Boulevard
Phase 2 - Proposed	**Street Name**
2	Ashby Road, La Mesa Avenue, Shasta Dam Blvd
3	Woodley Avenue
3	Craftsman Avenue
3	Walton Avenue
3	Coeur D' Alene Avenue
4	Pine Grove Avenue
5	Cascade Boulevard
6a	Grand Coulee Boulevard, Shasta Street, Washington Avenue
6b	Cascade Boulevard, Morning Star Way
7	Deer Creek Road
8	Cabello Street
Phase 3 - Proposed	**Street Name**
9	Shasta Dam Boulevard, Ashby Road, Pine Grove Avenue

Develop a network of low-stress active transportation connections throughout the city

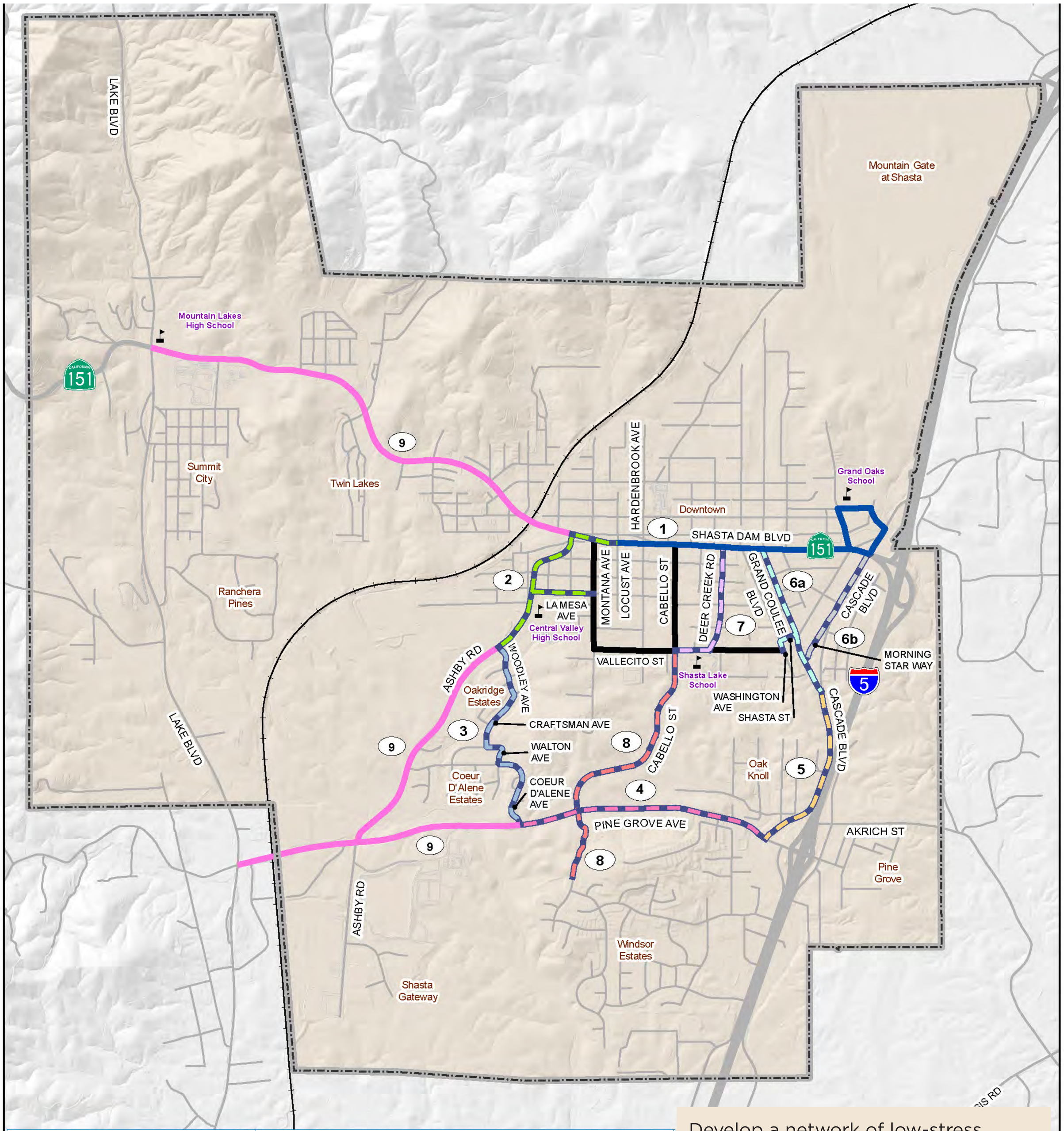
Improve safety by slowing vehicle traffic on residential streets near schools

Close sidewalk gaps

Connect:

- Existing walking and biking facilities
- Schools
- Parks and open space
- Retail and services

SHASTA LAKE WALKING AND BIKING NETWORK



Existing Facilities	Street Name
	Montana Avenue, Cabello Street , Vallecito Street
Phase 1 - AHSC Funded Project	**Street Name**
1	Shasta Dam Boulevard
Phase 2 - Proposed	**Street Name**
2	Ashby Road, La Mesa Avenue, Shasta Dam Blvd
3	Woodley Avenue
3	Craftsman Avenue
3	Walton Avenue
3	Coeur D' Alene Avenue
4	Pine Grove Avenue
5	Cascade Boulevard
6a	Grand Coulee Boulevard, Shasta Street, Washington Avenue
6b	Cascade Boulevard, Morning Star Way
7	Deer Creek Road
8	Cabello Street
Phase 3 - Proposed	**Street Name**
9	Shasta Dam Boulevard, Ashby Road, Pine Grove Avenue

Develop a network of low-stress active transportation connections throughout the city

Close sidewalk gaps

Improve safety by slowing vehicle traffic on residential streets near schools

Connect:

- Existing walking and biking facilities
- Schools
- Parks and open space
- Retail and services

CURRENT CONDITIONS IN SHASTA LAKE





Sidewalks and curb ramps are missing on some residential streets.



Curves can limit visibility on higher-speed roads.



Intersection crossings could be improved for people walking and biking.





Bicyclists share the road with vehicles on some higher-speed roads.

POTENTIAL IMPROVEMENTS



Sidewalks/Side Paths



Curb Ramps/Curb Extensions





Crossing Improvements





Traffic Circles, Mini-Roundabouts, and Other Traffic Calming



Bike Routes



Off-Street Paths





Buffered Bike Lanes and Separated Bike Lanes

Link Shasta Engagement Activities in Disadvantaged Community



Community mailer



Community flyer

Stakeholder meeting





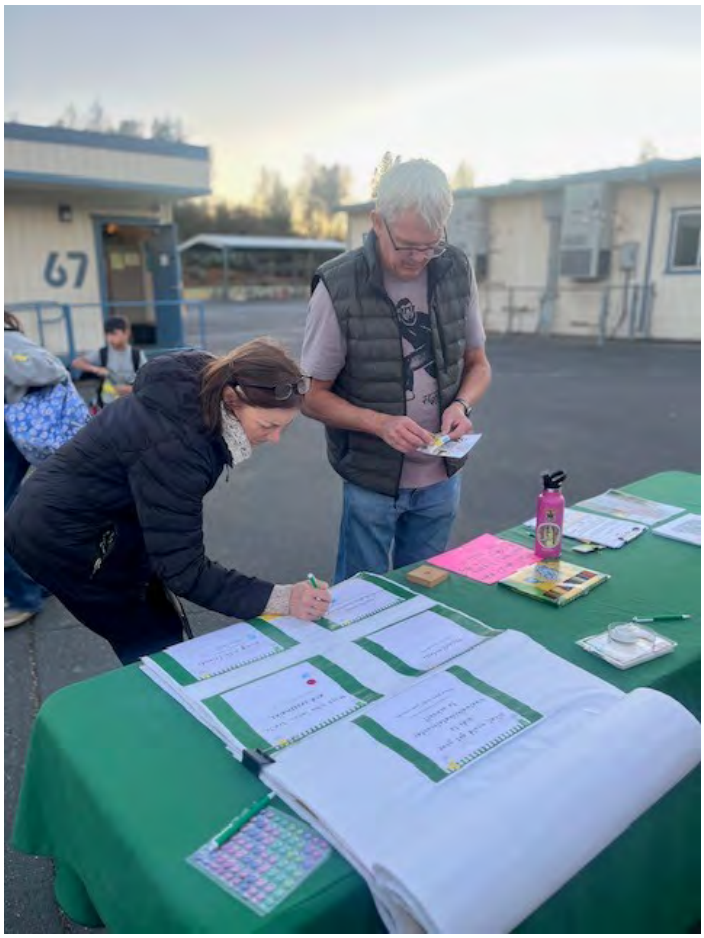
Engagement at Central Valley High School







Engagement
at Shasta Lake School









Boomtown Festival booth – June 1, 2024









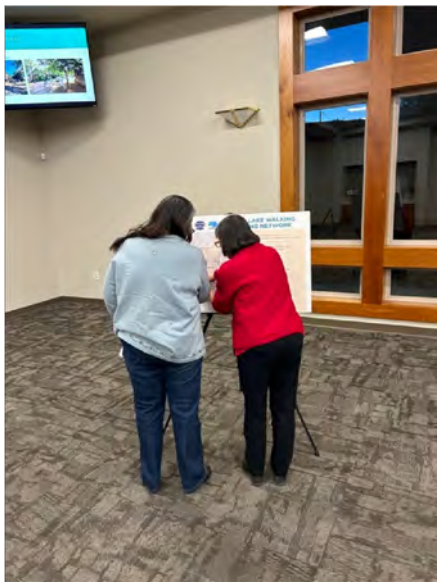








Community meeting – November 29, 2023





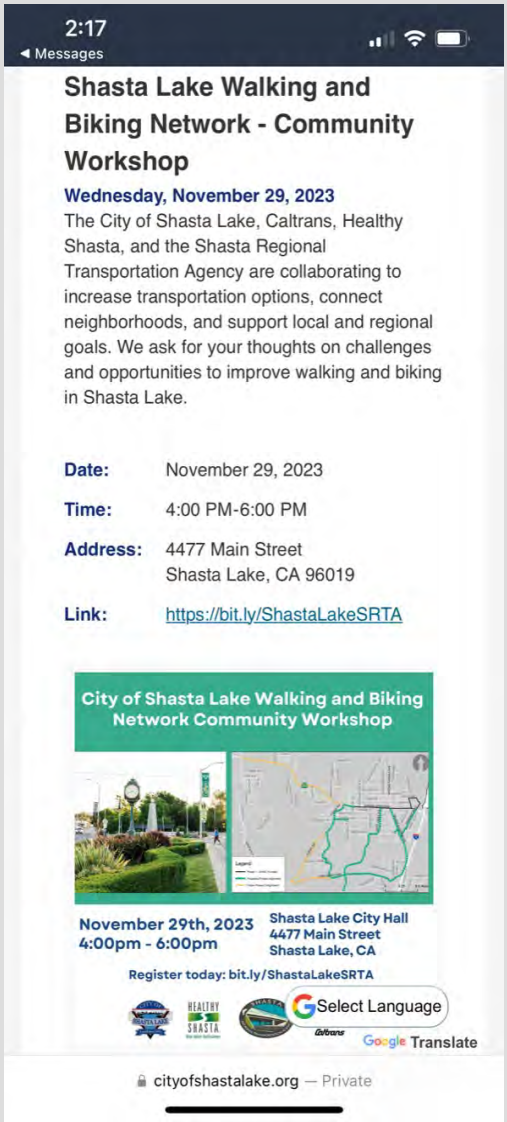


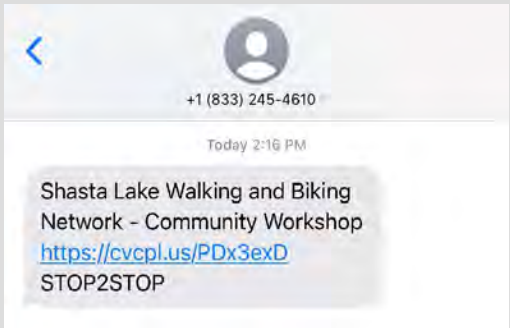




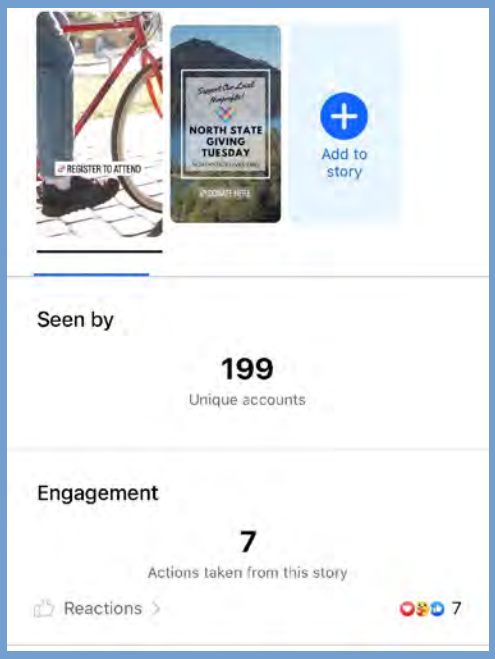
Online community engagement

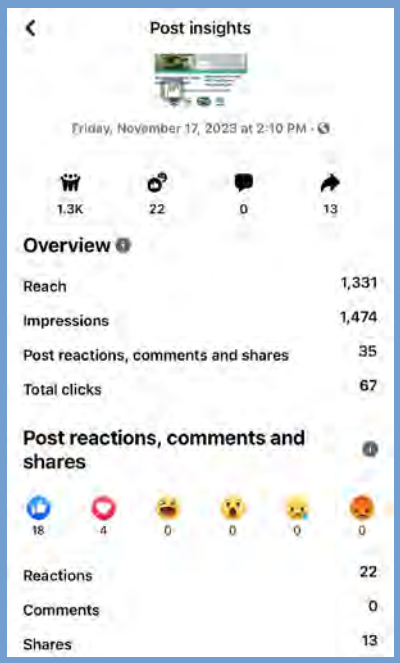
Text alerts



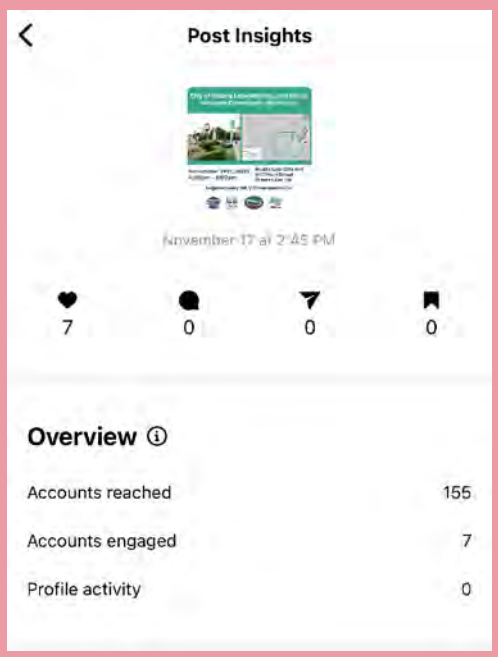


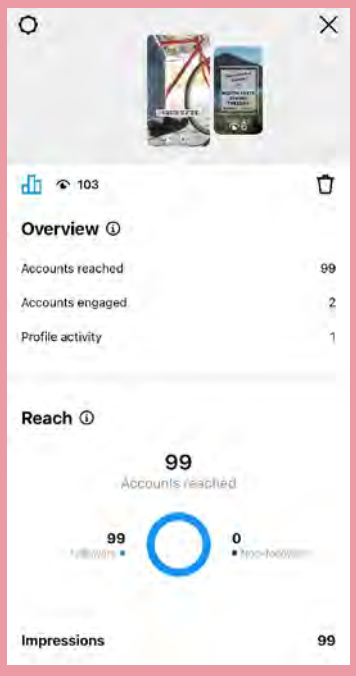
Facebook post and story statistics





Instagram post and story statistics





Pit River Tribe/Burney Documentation

Tóólol itthú maníkcan (All My Children) Walking + Biking Network Community Meeting – December 3, 2023

Event Summary

Introduction:

On Sunday, December 3rd from 12:00-3:00 p.m., Pit River Trib and Shasta County Public works in partnership with the Shasta Regional Transportation Agency (SRTA), Caltrans, and Healthy Shasta held a Community Meeting for the Tóólol itthú maníkcan (All My Children) Walking + Biking Network. Below is a list of project team members that were in attendance:

- Morning Joy Martinez, Pit River Tribe
- Sean Ankeny, Shasta County Public Works
- John Heath, Shasta County Public Works
- Charleen Beard, Shasta County Public Works
- Cristina Prosperi, Caltrans
- Kathyrn Dill, Healthy Shasta
- Keith Williams, SRTA
- Matt Braughton, Kittelson & Associates
- Ben Demonbreun, Kittelson & Associates



Community Engagement Event Attendees

A total of approximately 20 community members attended the community meeting.

The objective of the community engagement event was to get the community's thoughts on opportunities and challenges to improve walking and biking around Burney and to get feedback on potential improvements. The Pit River Tribe and Shasta County Public Works are working together to:

- increase transportation options;
- connect neighborhoods; and,
- implement the community's prior walking and biking plan.

Understanding the community's goals around walking and biking improvements is critical to ensure that these improvements will best serve the community.



About the Project:

The Pit River Tribe, Shasta County, and Caltrans' purpose for this network project and meeting is to prepare grant-competitive strategies and improvements for the local roadway network in order to:

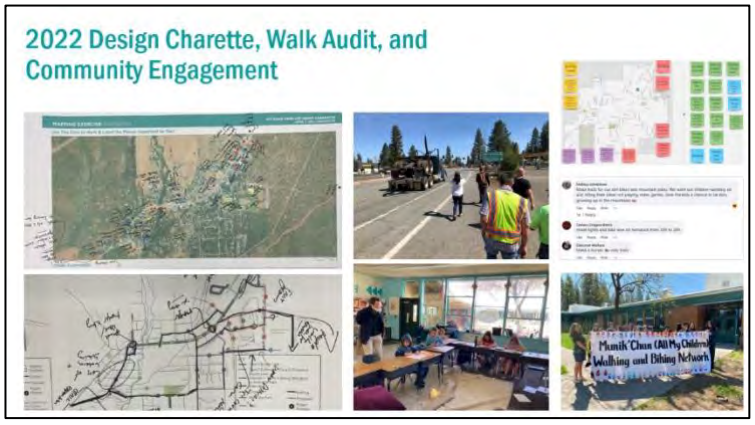
- increase safety and mobility for all modes of travel;
- enhance public health;
- increase the number of walking and biking trips; and,
- ensure underrepresented communities fully share in project benefits.



Event Format, Objectives, and Purpose

The event was held in person at the VFW Veterans Memorial Hall in Burney, CA at a Pit River Tribe meeting to which the broader community of Burney was invited. After lunch was served, Keith Williams and Matt Braughton gave a presentation on the background of the project, walking and biking issues that had already been identified in Burney, and potential improvements. After the presentation, community members were encouraged to come up to review poster boards with additional information and talk with the project team regarding questions or comments they had. Community members were also invited to vote for the most important existing issues and potential improvements by placing stickers on the poster boards.

Presentation Overview:



To begin the presentation, Keith Williams from SRTA explained the overall project background, goals, and information. This section covered the history of the project related to the Pit River Tribe and others creating an active transportation network for the Town of Burney in 2012. Then, Keith focused on how SRTA gets projects to be grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. Keith's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues

and goals through the public input putting into context how important meetings like these are for input. Keith ended by encouraging community members to reach out to him directly after the meeting to share stories and experiences with transportation around town. He emphasized that personal stories direct from the community will really support this grant effort.

Keith then handed the presentation off to Matt Braughton from Kittelson & Associates to cover what has happened with the project since 2012 and provide an overview of the current conditions in Burney and the specific countermeasures being considered to improve walking and biking. The details of these current conditions and countermeasures can be found in the section below.



Community Feedback

After the presentation, community members had a chance to talk with members of the project team to ask questions and provide comments. They also got to cast their votes on the most problematic existing conditions and the most beneficial countermeasures.

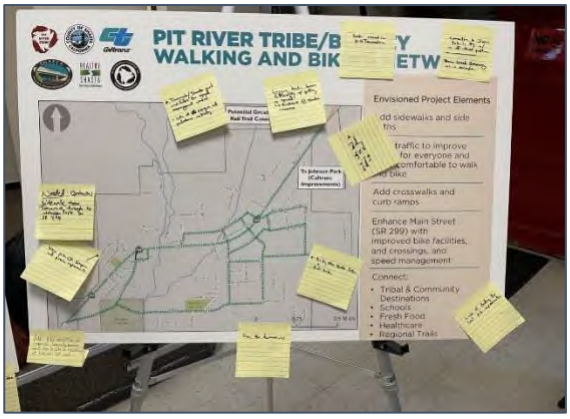


The results of the voting are as follows:

1. Current Conditions in Burney
    1. 6 votes: There are very few sidewalks and drivers sometimes speed on local streets.
    2. 4 votes: Local street crossings are limited or uncomfortable.
    3. 4 votes: Main Street has uncomfortable bike lanes with no separation from vehicles and missing sidewalks.
    4. 2 votes: Main Street has infrequent, uncomfortable crossings with high-speed traffic.
2. Potential Improvements
    1. 4 votes: Buffered or separated bike lanes
    2. 4 votes: Off-street paths
    3. 3 votes: Sidewalks/side paths



4. 3 votes: Crossing improvements
5. 1 vote: Curb ramps and/or curb extensions
6. 1 vote: Traffic calmed neighborhood bike routes



A summary of community feedback, both oral and written, is provided below:

- Prayer walks are redirected because cannot safely go to the desired destination, the casino.
- Need to slow cars on SR 299.
- People are “flying” down Main Street all the time. Especially in the summer.
- Slow cars on the curve into Main Street.
- The traffic coming and going east into town (cars and 18 wheelers) go too fast.
- My dog was hit on SR 299 on the hill into Downtown.
- Need continuous sidewalk from Tamarack to Johnson Park on SR 299.
- Logging trucks have difficulty with getting up to speed on the hill into town. Need to make sure a roundabout addresses these concerns.
- Highway 299 buffer for any recommended biking path.
- Anything to make SR 299 more safe
- Sidewalks on Main Street and Tamarack!
- Slow cars at mobile home park and near Tribal elder housing
- Add bike connection to the lumber mill. Community member would love to bike to their job there but does not feel it is safe.
- North Tamarack/Shasta are good candidates for speed management control. There are many people crossing in this area.
- East side trail to Main Street from high school.
- Prefer connection to North Tamarack.
- Connection to Johnson Park would be best with an off-street path.
    - Bear Creek Greenway as an example.
- Elders accessing the casino with mobility devices – a Tribal elder died on the route between their home and the casino.
- Need improved lighting but should be done to minimize dark sky impacts.
- Supportive of side path idea.
- Curb extensions desire - hard to see, easily trip without flared “wings” to the ramp.
- Concerns about whether a sidewalk(s) will fit on Tamarack because of narrow cross section.
- Bailey Ave, Cypress Ave, and Marquette Street have lots of kids traveling on them, so traffic calming and other improvements need to be prioritized.
- Wants traffic calming for very high-speed cut-through traffic on Park Ave.
- Need to make sure snow/ice does not make walking and biking facilities unusable. Maybe there is some kind of porous pavement material that inhibits ice formation?
- Pit River Tribe Elder Housing

  - The project team should visit the elder housing
  - Find ways to get better, healthier ways for people to get around town
- In a competitive arena, it would seem that an award would be made for a plan that included a pathway to and from Burney Falls State Park.
  - Lighting would good
  - Security patrols for safety on out-of-sight paths
- A well-lit walkway sounds great and more street lights
- Gateway improvements - stoplight at Tamarack Ave
- Not supportive of roundabouts.
- Prefer no roundabouts
- There is an upcoming park called Lion's Civic Park at the Burney Civic Park location.
  - Need to prioritize traffic calming here because there will be a lot of kids crossing the road.
- Desire for improvements to the rudimentary skate park.
  - A big desire in the youth community and could spur walking and biking trips
- A visible community park to attract people to stay on Main Street. Local parks are hidden so people just pass through to the next destination.
- There is going to be a new park at Juniper and other park improvements.
- Need to promote healthy living and activity.
- Lack of funding for local park improvements
- Request to show more destinations on future maps to help orient people to the improvements shown.

Next Steps

The meeting concluded with the project team encouraging the public to reach out to them with any questions or concerns and highlighting the next steps as follows:

- Send us additional thoughts on the proposed improvements
- Finalize project corridors and potential improvements based on feedback
- Evaluate feasibility and develop conceptual design
- Bring back project design for community input
- Develop and submit grant applications!

Active Transportation Network Survey Summary

In addition to the community meeting, a survey was conducted by the Pit River Tribe, Shasta County Public Works, SRTA and the project partners. The survey results are summarized below, and full survey responses are provided in the attachment. Three responses were received for the Tóólol itthú maníkcan (All My Children) Walking + Biking Network project. Responses for the project are summarized below:

Tóólol itthú maníkcan Walking + Biking Network (Pit River Tribe/Burney)

- All three respondents indicated they live in the community area.
- Two respondents also work in the area.

- One respondent indicated that they own a business in the community, and another has family or friends in the community.
- One respondent indicated they only drive, another indicated they bike, and the final respondent indicated they walk in the community.
- All respondents indicated they would bike or walk more with improved lighting, or improved or more complete bike lanes and paths.
- Two of the respondents indicated they would walk or bike more with improved or more complete sidewalks or paths.
- One respondent indicated support for slowing or calming cars/vehicle traffic and another for more and/or improved crosswalks.
- Two of three respondents walk or bike in the project area.
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
    - Few neighborhood sidewalkst
    - There are few sidewalks in Burney, and nothing connecting Johnson Park to Burney other than SR 299.
- Areas where respondents felt unsafe biking or walking included:
    - Hudson street, Marquette street, and really everywhere but Main Street – no sidewalks
    - Lighting would be a huge part as to why people may feel unsafe
    - Biking and walking on SR 299 seems unsafe due to the speed of cars. Within the last year, there was a fatality of a bicyclist on SR 299.
- Comments on locations with a near miss or crash included:
    - I see kids crossing SR 299 after school. Cars at times do not seem to stop or slow down for them.
- Senior or assistive living near the project was noted near the Burney post office. The respondent was not sure if they were able to get around or if they knew of any additional information.
- All three respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was as follow:\
    1. Schools
    2. Residential Areas
    3. Major Roadways
    4. Trails/Recreational Access
- Two of three respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
    - Overall, in the Burney community
    - Burney to Johnston Park

STAKEHOLDER MEETING #1 AGENDA

Date: February 22, 2024 – 1:30-3:30pm
Location: Burney Lions Club and Virtual (Microsoft Teams)

ATTENDEES

- Kathryn Dill, Healthy Shasta
- Brody Wilbourn, Shasta Connect/Dignity Health Connected Living
- John Andoh, RABA
- Andrew Petersen, Pit River Health Service
- Lisa Barry, Shasta County Health and Human Services Agency & Burney Chamber
- Heather Aubuchon, Shasta County Sheriff's Office
- David Schlegel, Shasta County Planning Department
- Nicole Fortner, Caltrans
- Suhitha Votturu, Caltrans
- Linda Murray, Burney Chamber of Commerce
- Mike Shultz, Burney Lions Club
- Jim Glazer, Burney Lions Club
- Greg Hawkins, FRJUSD Superintendent
- Marissa Martin, Tri County Community Foundation
- Cat Morton, FRJUSD Continuation High School, Independent Study, Adult Education
- Herb Quinn, Pit River Tribe Roads Coordinator
- Shawn Ankeny, Shasta County Public Works
- Don Renz, Shasta County Public Works
- Keith Williams, SRTA
- Matt Braughton, Kittelson & Associates, Inc.

MEETING NOTES

1. The school district has concerns about school buses' ability to turn around at the district office with the new improvements and existing parking demand.
2. The Chamber of Commerce representative recommended moving the roundabout at Shasta Street and SR-299 further west, even just a block or two would be good. There is concern over potentially eliminating parking for the bookstore.
3. The Pit River Tribe (Herb) has concern regarding how busy Tamarack gets because so many people use that corridor to access businesses.
    a. It's really dark at night. Pedestrian lighting is needed.

   b. Solar lighting is likely the solution, because there is no lighting district to pay for the electricity, and it is highly unlikely that a measure to create such a district would pass in Burney.
4. Cat Morton (from continuing education school) says students do not come to school if it is snowy/icy/freezing/slippery. With poor crossing opportunities and facilities, the trip to school can take up to 45 minutes or more!
5. Cat also mentioned that students walking commute would be cut tremendously and made more safe if there were a crossing at/near Cedar and SR-299.
   a. Right now, students must choose between walking in the road with cars or walking a route occupied by homeless encampments.
   b. Students have safety and security concerns.
6. Lisa Barry (Shasta County Health and Human Services Agency & Burney Chamber) – Main Street's sidewalk essentially only serves in a recreational capacity, because there are so many destinations that are not connected with continuous sidewalk.
   a. It is nice to walk the sidewalk for exercise, but it would be great to be able to walk to destinations too.
7. Heather Aubuchon (Sheriff's office) wonders if freight trucks will be able to navigate the roundabouts.
   a. Matt (Kittelson & Associates) confirmed that they would be able to handle the single-lane roundabouts proposed for the corridor when designed correctly.
8. Shawn Ankeny (County Public Works) had expressed their maintenance crew's concern regarding the risk of hitting curbs and damaging equipment when plowing snow. However, he later qualified this concern by stating that he thought the maintenance crew might be okay with light poles or other poles in a buffer between the path and the vehicle lane, which would help maintenance crew identify the boundary of the curb and allow them to safely plow the snow.
   a. He needs to check with the crew to see if that would be okay.
9. Greg Hawkins expressed full support for the project and mentioned that principals from the elementary and junior/high schools were supportive.
   a. When asked if the school district would also be able to maintain the path, Greg confirmed this would be fine.
10. The stakeholder meeting attendees (including Chamber of commerce reps) preferred the "raised cycle track" alternative on Main Street. This would comprise generous sidewalks on both sides of the street which would also include one-way cycle tracks.
11. Safe highway crossings are needed at both ends of Tamarack on SR-299, and soon.
12. Mike and Jim (Burney Lion's Club) think a safe crossing is needed on SR-299 at Les Schwab, so people waiting for their cars to be repaired can safely cross the road to access the senior center, day care center, Blackberry Patch Restaurant, Grocery Outlet, Subway, etc.
13. Meeting attendees were supportive of single-lane roundabouts at both ends of town in Burney, to serve as gateway treatments that slowed traffic. The attendees discussed gateway treatments at Black Ranch Road and Tamarack Avenue (South) as good options).
14. Herb (Pit River Tribe) mentioned that the tribe will be building a path connecting to Tamarack. He thinks this may go to construction this summer. He will look into

that and how much the tribe is investing in that path, as this information could be useful for the narrative of the grant application.

15. John Andoh (representative from RABA, the operator of the Burney Express bus service) mentioned that the planning process associated with its recently approved Short Range Transit Plan (January 2024) yielded demand for shelters, benches, and lighting for the Burney Express bus stop in Burney to make people walking to/waiting at the bus stop more comfortable in the heat/cold weather and at night.
16. Brody Wilbourn (ShastaConnect/Dignity Health Connected Living) mentioned that ShastaConnect could help with education to the public regarding how to use the project once it is built.
17. Kathryn Dill indicated that Healthy Shasta could help with education and encouragement as well. Healthy Shasta and Shasta Connect will coordinate on this together to maximize the reach of their efforts.
18. Attendees discussed the potential parking loss associated with the side paths and overall were supportive but wanted to ensure the community understand the potential changes to their street.
19. When asked whether the stakeholders wanted to meet again to review drawings before taking them to the public, they opted to just bring the drawings to the public.
    a. SRTA and Kittelson & Associates may meet with Lieutenant Estes in advance of the public meeting if he has questions, as he was not able to attend today.
20. A few public engagement dates were discussed for revealing the final drawings to the public. The preferred option is April 22 (Earth Day).
    a. Herb will look into details related to the tribe's plans for an event on that day.
    b. If this does not look feasible, Marissa Martin (Tri County Community Network) may have a few alternative suggestions for consideration.
21. Some meeting attendants wanted to make sure the network connected to popular destinations (e.g. "Circle of Friends," the community pool, etc.).

Shasta Regional Transportation Agency (SRTA)
Youth Engagement Activities
April 11, 2022

Introduction

The Pit River Tribe, Shasta County, Caltrans, and Shasta Regional Transportation Agency are collaborating to prepare walking and biking improvement projects within Burney. This effort is aimed at securing grant funding to develop safe routs to school in Burney, as part of a broader, interconnected community-wide walking and biking network. Critical to the success of this effort is community engagement and input. This study evaluates factors such road conditions, safety concerns, and various modes of transportation

Shasta Regional Transportation Agency implemented a survey to be facilitated in-person at local schools. The survey engaged students to provide their input on what they experience when getting to school and how those traveling conditions can be improved.

Methodology

The community survey provided participants an opportunity to give their feedback on road and walking conditions and provide their thoughts on infrastructure improvements that can be made in the area. The survey was an in-person paper survey. The project team received a total of 314 survey responses across two schools.

Elementary Students	144
Jr/Sr High School Students	150
Faculty	20
Total Surveyed	314

A full list of comments submitted is available in the Appendix.

The in-person paper survey consisted of 4-8 questions depending on the age of the audience. These questions focused on:

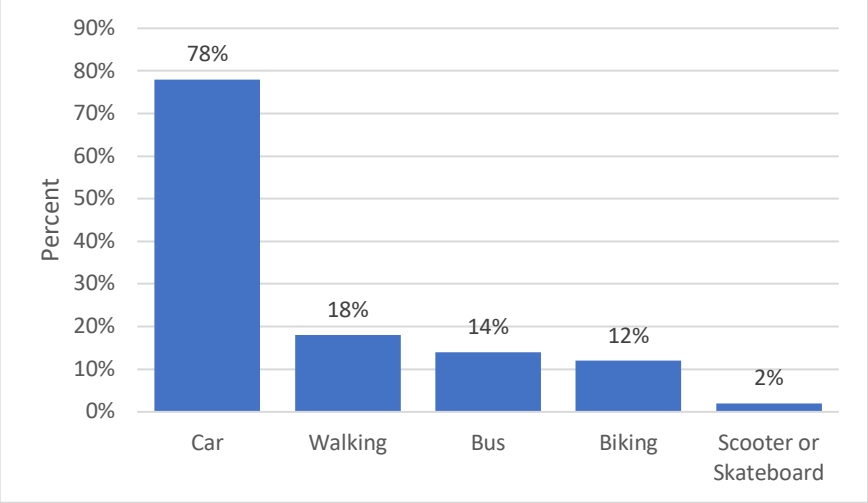
- Mode of transportation typically used
- Safety issues and concerns when traveling
- Suggested improvements that can be made to local infrastructure

Overview of Results

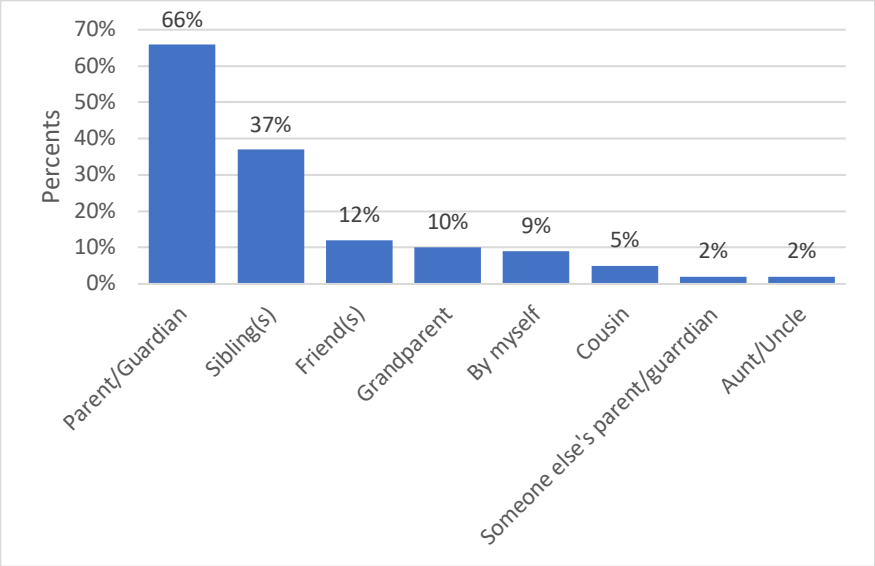
Elementary School

Students were able to select all that applied to them when answering all questions.

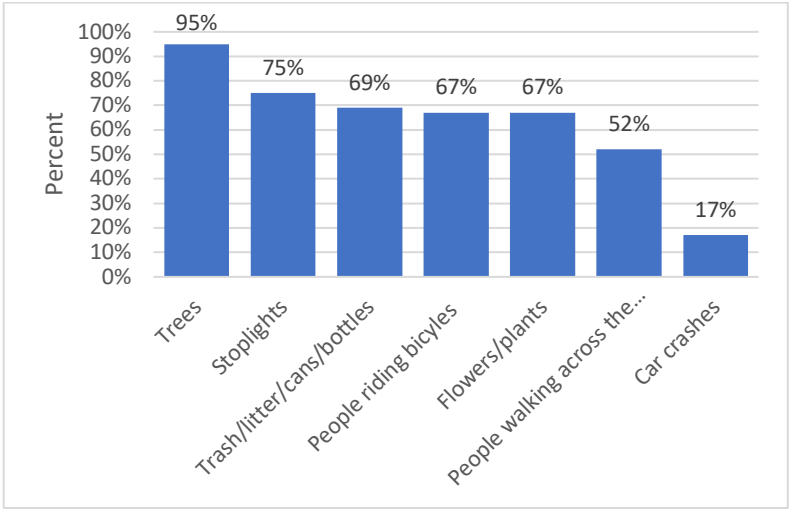
1. **How do you get to school?**



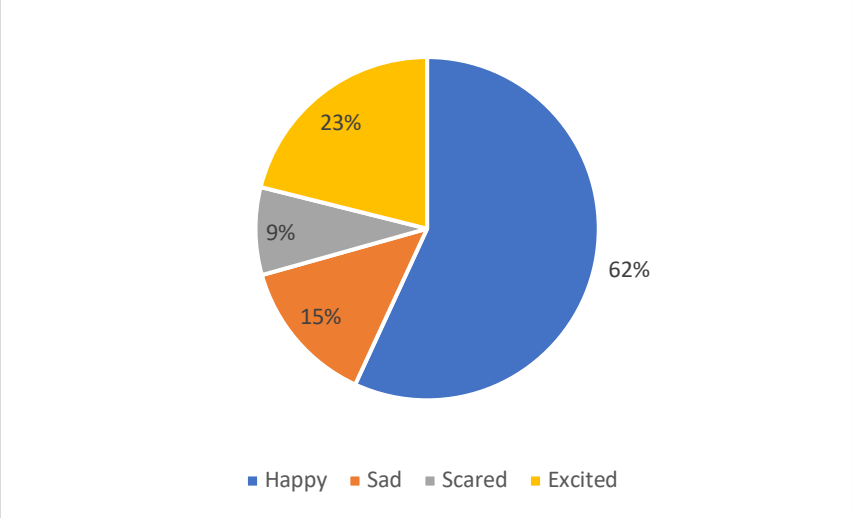
2. Who are you with?



3. What do you see on your way to school?



4. How do you feel on your way to school?



Junior Senior High School

1. **How do you get where you need to go?**

How do you get to where you need to go?	I use it.	I don't but would like to.	I don't use it and I'm not interested
Driving	61%	33%	8%
Biking	25%	28%	50%
Walking	60%	17%	26%
Scootering or Skateboarding	21%	24%	56%
Bus	12%	4%	86%

2. **On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.**



1=super safe	2	3	4	5=no way!
50%	15%	12%	12%	14%



1=super safe	2	3	4	5=no way!
14%	8%	18%	23%	36%



1=super safe	2	3	4	5=no way!
22%	14%	24%	22%	22%



1=super safe	2	3	4	5=no way!
17%	22%	34%	15%	12%

3. When you walk in Burney, what issues do you experience? (select all that apply)

There are not enough sidewalks, or sidewalks are broken.	42%
There are not enough safe places to cross the street.	25%
It's too dark during winter or at night.	25%
Cars drive too fast or don't stop for me when crossing the street.	24%
This doesn't apply to me. I don't walk around.	23%
None of the above. Walking in Burney is easy, safe, and convenient.	18%
I'm worried about my physical safety (i.e., crashes or injuries)	12%
The places I want to go are too far to walk.	12%

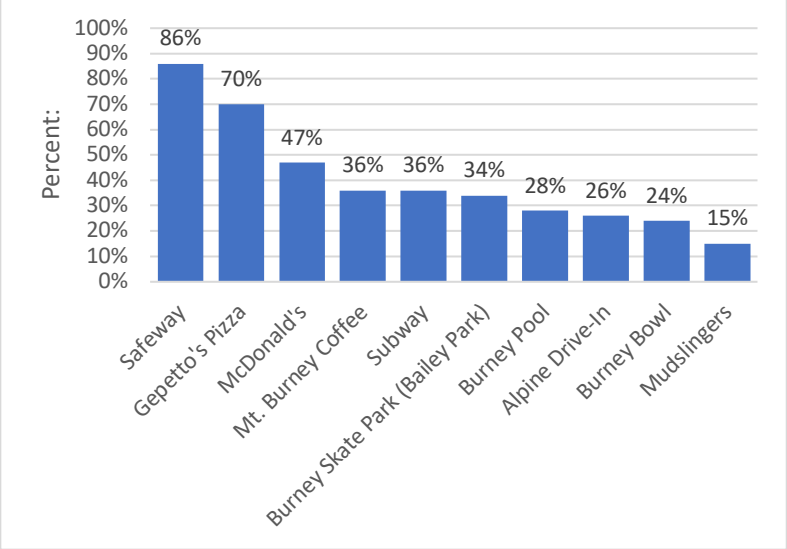
4. When you bike in Burney, what issues do you experience? (select all that apply)

This doesn't apply to me. I don't bike around.	50%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	25%
Security (i.e., not enough bike racks at my destination).	20%
None of the above. Biking in Burney is easy, safe, and convenient.	15%
It's too dark during winter or at night.	13%
I'm worried about my physical safety (i.e., crashes or injuries)	8%
Cars drive too fast and don't stop for me.	8%
The places I want to go are too far to bike, or it takes too long by bike.	2%

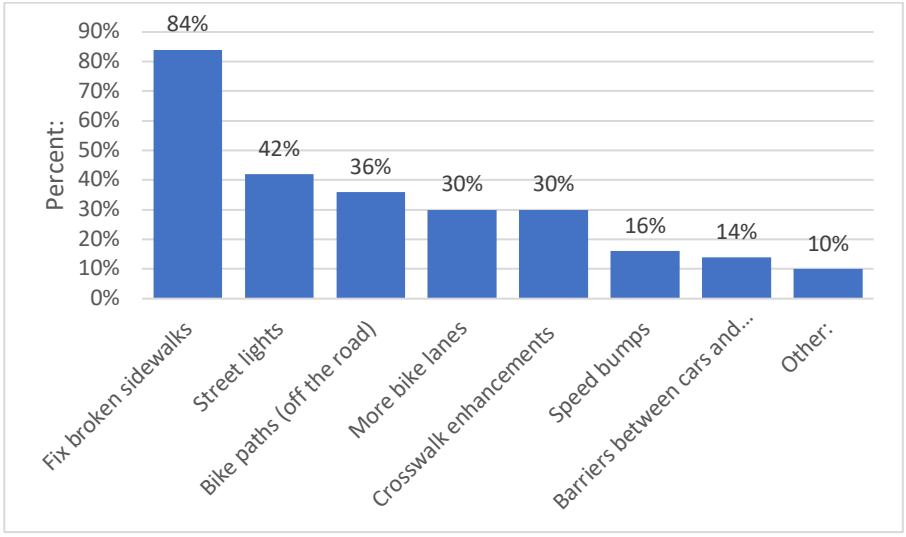
5. Because of walking and biking issues, I have trouble getting to: (select all that apply)

None of the above. I don't have trouble getting to where I need to go.	70%
Fun activities like movies, shopping, or sports	17%
Family or friends	14%
School	12%
Parks, playground	11%
Other:	9%

6. Which of the following do you visit at least twice a month? (select all that apply)



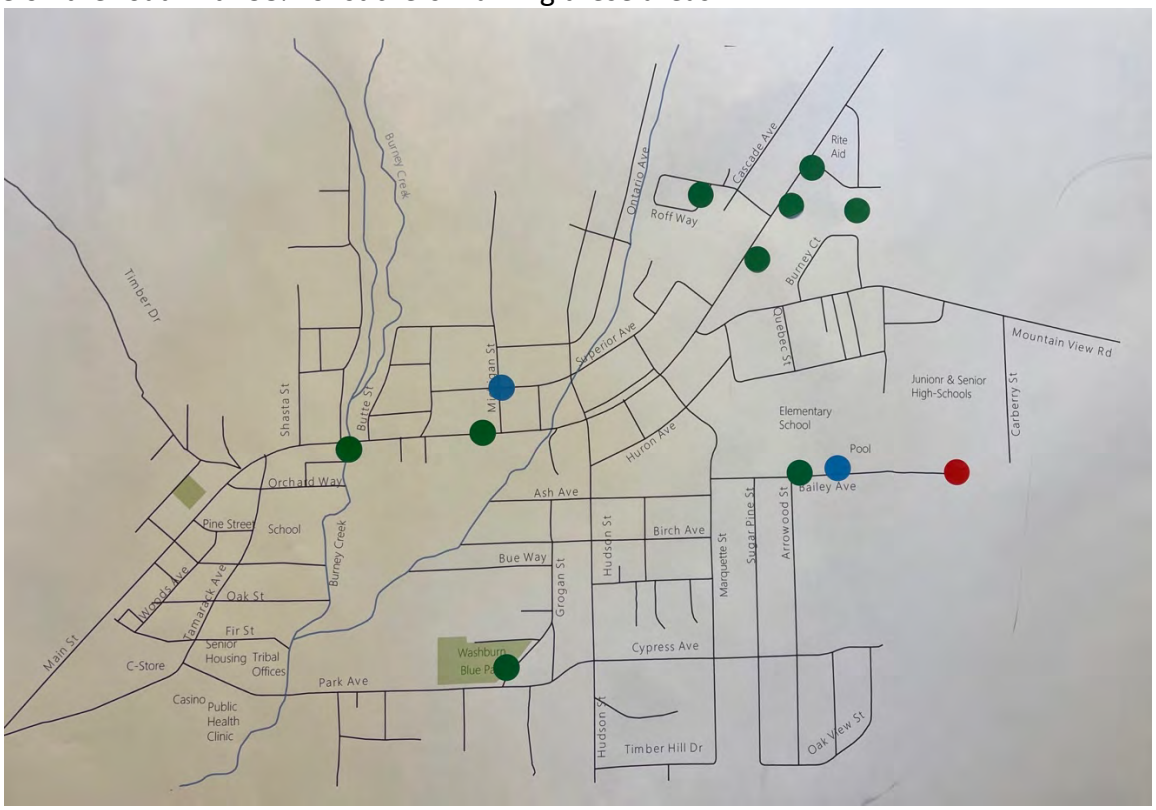
7. Which improvements will have the biggest impact improving biking and walking in your area? (select top 2)



Infrastructure Concerns Mapping Activity

After completing their survey, students were asked to locate areas in Burney that needed infrastructure repairs or improvements by placing a sticker on the area needing attention. A red sticker means there is a broken sidewalk, green means trash or litter in the area, yellow is no bike lane available, and blue means no crosswalks and/or lights to help cross the street.

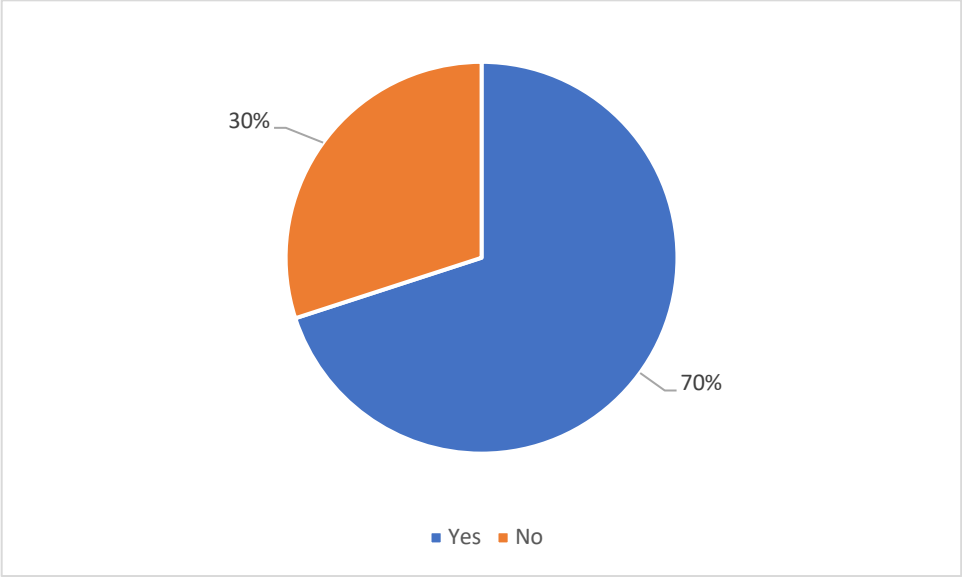
The images below show the areas where students thought improvement could be made. Of the 45 areas marked for attention, 46% of the areas flagged were for trash around the city. The second biggest concern was no bike lane on the road with 38% of stickers marking these areas.





Faculty Surveys

1. **Do you live in Burney?**



2. **How do you get to where you need to go?**

How do you get to where you need to go?	I use it.	I don't but would like to.	I don't use it and I'm not interested
Driving	100%	0%	0%
Biking	30%	45%	20%
Walking	55%	15%	30%
Scootering or Skateboarding	0%	10%	55%
Bus	0%	5%	60%

3. **On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.**



1=super safe	2	3	4	5=no way!
70%	5%	10%	5%	5%



1=super safe	2	3	4	5=no way!
10%	0%	5%	15%	65%

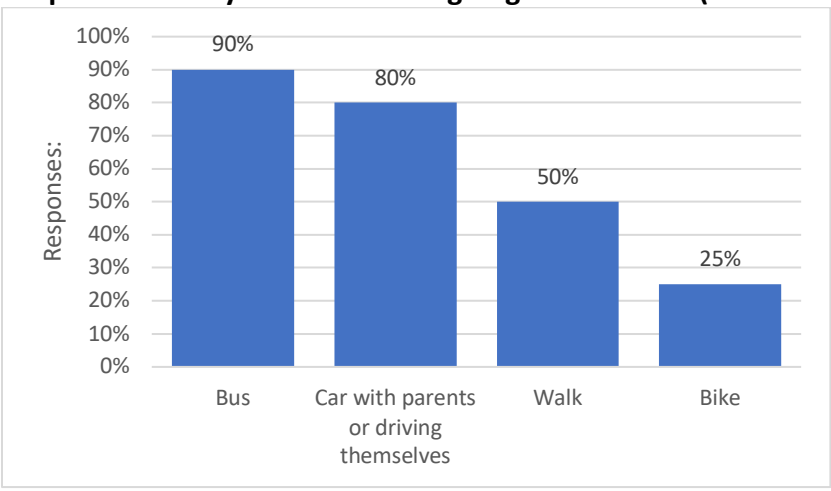


1=super safe	2	3	4	5=no way!
5%	15%	30%	40%	15%



1=super safe	2	3	4	5=no way!
15%	25%	15%	30%	15%

4. Which mode of transportation do you see kids using to get to school? (select all that apply)



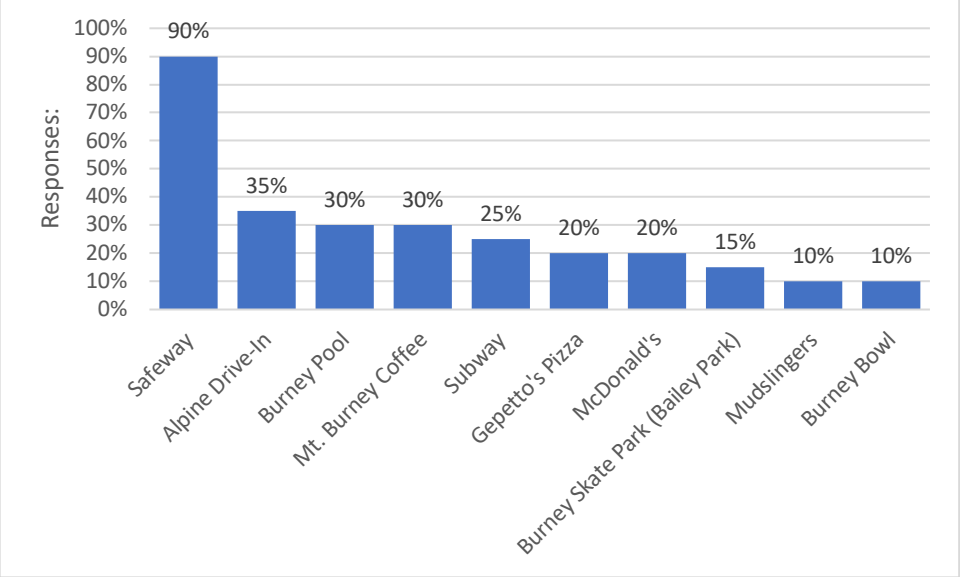
5. When you are walking and biking around, what issues do you encounter? (select all that apply)

Cars drive too fast and don't stop for me.	65%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	55%
It's too dark during winter or at night.	35%
I'm worried about my physical safety (i.e., crashes or injuries)	35%
Security (i.e., not enough bike racks at my destination).	30%
This doesn't apply to me. I don't walk or bike in the area.	20%
The places I want to go are too far to bike, or it takes too long by bike.	10%
None of the above. Walking and biking in Burney is easy, safe, convenient, and affordable.	0%

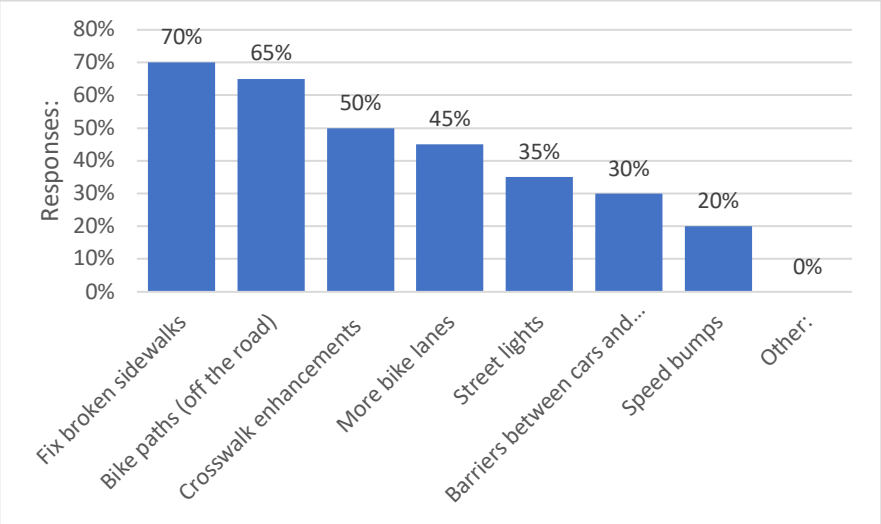
6. What transportation issues do you see or hear students encounter? (select all that apply)

Cars drive too fast and don't stop for me.	75%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	56%
It's too dark during winter or at night.	55%
Security (i.e., not enough bike racks at my destination).	40%
I'm worried about my physical safety (i.e., crashes or injuries)	40%
The places I want to go are too far to bike, or it takes too long by bike.	20%
None of the above. Walking and biking in Burney is easy, safe, convenient, and affordable.	10%

7. Which of the following places do you visit a least twice a month? (select all that apply)



8. Which improvements will have the biggest impact improving biking and walking in your area? (select top 2)



Appendix

- List of community member comments

Community Member Comments

Elementary School Students

- On my way to school if I'm walking there's a 4 road way and it can get confusing on who goes first and I almost got hit. And there are some ways like Hudson where I live there's no space from the road on the side of it.
- Cars sometimes get a little too close for comfort.
- I was once walking on the side of the street because there is no sidewalk there and someone wasn't looking and almost hit me.
- I almost got hit two times. One walking the dog and another walking to the movie theater.
- My sister almost got hit.
- A year ago, my mom got hit by a car on her leg she broke 4 bones and she was severely injured. And got flown across the Mountain View Street. ("This happened during the day. Mom was walking down road when she was hit." - teach comment)
- My sister saved her friend's life. What she did was she saw her friend and she saw her friend not looking both ways and she ran and pulled her friend back before the car ran her over and said "you saved my life".
- I ride with my dad in the car. It takes us about 21 minutes. Then we wait for my mom to come to school.
- I drive with my mom and brother. The drive is about 5 mintues. I am happy to see my friends.
- I skateboard when it's warm. It takes like 20 minutes. Sometimes I go on jumps.
- I drive with my mom and it takes 5 minutes. And I walk with my aunt to school. And I take the bus sometimes.
- I ride in our car with my mom/dad sometimes Anthony and my sister and it usually takes about 5 minutes and I am excited to see my friends when I get there.
- I ride in the car with my mom. We drive about 5 minutes to school. And when I get to school I'm usually late. But I'm not always late just sometimes.
- I ride in the car with my mom and brother. It is usually about 30 minutes. I usually read but sometimes look out the window.
- I ride with my sister and my aunt. I see a lot of cars going down main street. When we get there I am excited to see my friends!
- I see people ride bikes. And I also play on my phone and before school I eat breakfast.
- I want to bike
- I can't walk cause I am a girl and there's creeps and hobos will steal me.
- My mom works at the school.
- I live 30 minutes away.
- Why I don't walk to school is because I don't want to!
- My mom is scared for students but my dad will let me go.
- They don't let me because I live too far.
- My mom doesn't let me ride a bike to school cause I don’t have a bike or bike chain.
- The reason why me grandma won't let me walk to school is because kidnappers and we're too far.
- My parents don't let me walk to school because I live 20 min away.
- My mom doesn't trust people and cars.

- When I was walking by DG and someone (adult) got hit by a car and flew into a ditch and got hurt.
- I see some cars that were upside down where I live and I take a car because I live in Cassle and there are people that speed and my uncle got hit by a car by the main street.
- One time I was walking to school this guy in a matte black dodge challenger white license plate and they hit me on Marquette. ("this child tends to tell tall tales." - teacher comment)
- I was walking around my house by the red school (Tamarack St), and I had almost got hit by a red car. And also there has been many people (older) people that have gotten hit on the highway I'm not sure the reason but..
- When me and my dad and my sister were at Safeway and now there is a bench for him and it was my friend's cousin ("this is when Gage was killed" - teacher comment)
- I can ride a bike to school!
- My parent do not care that much when I walk to school because I do it 24/7 aka 7 days a week.
- My mom is strict about having robbers and people who can kidnap you but she lets me walk home and she is weird because she had…
- There was someone biking in Burney on Mountain View Road and I was driving past and I seen the ambulance and I didn't see it happen but I seen the after.
- I saw someone get hit by a big truck. ("This was when Gage was killed" - teacher comment)
- The cars zoom by where I walk to school.
- One day when I was talking to my mom and then we called my grandpa to help fix the garage and when he was coming I was playing with my dog and I throw the ball it to the road and my dog when to get it and got hit by my grandpa's car on Oak View Street.

Faculty Comments

- Student George Sealander hit and killed on skateboard in crosswalk in front of Safeway
- Melissa Sweet's mom hit on the corner of Hudson and Main on SR 99 in middle of the night 12 months ago
- Man preparing for 4th of July parade hit and killed near there (SR 299 Shasta/Tamarack)
- Hudson Street Nick Dore got clipped on bicycle 6 years ago
- My personal kids had a close call with a car walking home on Tall Timber (no sidewalks on "main" route to get to school.
- My daughter nearly got hit by a car coming down Makinac St on the sidewalk by Chevron when a car coming from Main St East pulled into the gas station
- Several time we had cars turn in front of us (both from Mountain View/Safeway) when using the crosswalk between Speedway and Chevron (East side of Main/Mtn View intersection)
- The library needs a bike rack :)
- Much could be improved on the streets. However, the humans also need improvement. Teenage drivers at lunch time and before and after school are a problem. They are new drivers- sometimes distracted and present a hazard. A child was killed on 299 under the back wheels of a delivery truck in the crosswalk at Marquette. As I understand it, the child was on a skateboard and thought he could beat the truck. the driver never saw him and was traumatized. Another problem is that the kids who die on the road here are venerated, rather than used as an example of tragic poor judgement. Let's teach kids responsibility.

Burney High School Survey

1. In general, how do you get where you need to go?

	I use it	I don't but would like to.	I don't use it, and I'm not interested.
Driving (yourself)			
Biking			
Walking			
Scootering or Skateboarding			
Bus			

2. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.



○ 1 ○ 2 ○ 3 ○ 4 ○ 5



○ 1 ○ 2 ○ 3 ○ 4 ○ 5



○ 1 ○ 2 ○ 3 ○ 4 ○ 5



○ 1 ○ 2 ○ 3 ○ 4 ○ 5

3. When you walk in Burney, what issues do you experience? (select all that apply)

- ◯ This doesn't apply to me. I don't walk around.
- ◯ Cars drive too fast or don't stop for me when crossing the street.
- ◯ There are not enough safe places to cross the street.
- ◯ There are not enough sidewalks, or sidewalks are broken.
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to walk.
- ◯ None of the above. Walking in Burney is easy, safe, and convenient.

4. When you bike in Burney, what issues do you experience? (Select all that apply)

- ◯ This doesn't apply to me. I don't bike around.
- ◯ Cars drive too fast and don't stop for me.
- ◯ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ◯ Security (For example: Not enough bike racks at my destinations).
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to bike, or it takes too long by bike.
- ◯ None of the above. Walking and bicycling in Burney is easy, safe, and convenient.

5. Because of walking and biking issues, I have trouble getting to (select all that apply):

- ◯ School
- ◯ Parks, playground
- ◯ Work or job interviews
- ◯ Family or friends
- ◯ Fun activities like movies, shopping or sports
- ◯ Other: _____
- ◯ None of the above. I don't' have trouble getting to where I need to go.

6. Which of the following places do you visit at least twice a month? (Select all that apply)

- ◯ Safeway
- ◯ Mt. Burney Coffee
- ◯ Gepetto's Pizza
- ◯ Subway
- ◯ Mcdonald's
- ◯ Burney Pool
- ◯ Burney Skate Park (Bailey Park)
- ◯ Alpine Drive-In
- ◯ Mudslingers
- ◯ Burney Bowl

7. Which improvements will have the biggest impact improving biking and walking in your area? (Select your top 2)

- ◯ Fix broken sidewalks and create more sidewalks
- ◯ Bike paths (off of the road)
- ◯ Barriers between cars and bicycles
- ◯ More bike lanes
- ◯ Speed bumps
- ◯ Street lights
- ◯ Crosswalk enchancements
- ◯ Other: _____

Burney High School Survey

1. Do you live in Burney?

◯ Yes ◯ No

2. In general, how do you get where you need to go?

	I use it	I don't but would like to.	I don't use it, and I'm not interested.
Driving (yourself)			
Biking			
Walking			
Scootering or Skateboarding			
Bus			

3. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.



◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5



◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5



◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5



◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

4. At the Burney Junior/Senior High School, which mode of transportation do you most witness your students currently using to get to school? (Select all that apply)

- ◯ Car with parents or driving themselves
- ◯ Bike
- ◯ Walk
- ◯ Bus
- ◯ Other:

5. When you are walking and biking around Burney, what issues do you encounter? (Select all that apply)

- ◯ This doesn't apply to me. I don't walk or bike in the area.
- ◯ Cars drive too fast and don't stop for me.
- ◯ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ◯ Security (For example: Not enough bike racks at my destinations).
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to bike, or it takes too long by bike.
- ◯ None of the above. Walking and bicycling in Burney is easy, safe, convenient, and affordable.
- ◯ Other: _____

6. What transportation issues do you see or hear students encounter? (Select all that apply)

- ◯ Cars drive too fast and don't stop for me.
- ◯ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ◯ Security (For example: Not enough bike racks at my destinations).
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to bike, or it takes too long by bike.
- ◯ None of the above. Walking and bicycling in Burney is easy, safe, convenient, and affordable.
- ◯ Other: _____

7. Which of the following places do you visit at least twice a month? (Select all that apply)

- ◯ Safeway
- ◯ Mt. Burney Coffee
- ◯ Gepetto's Pizza
- ◯ Subway
- ◯ Mcdonald's
- ◯ Burney Pool
- ◯ Burney Skate Park (Bailey Park)
- ◯ Alpine Drive-In
- ◯ Mudslingers
- ◯ Burney Bowl

8. Which improvements will have the biggest impact improving biking and walking in your area? (Select your top 2)

- ◯ Fix broken sidewalks and create more sidewalks
- ◯ Bike paths (off of the road)
- ◯ Barriers between cars and bicycles
- ◯ More bike lanes
- ◯ Speed bumps
- ◯ Street lights
- ◯ Crosswalk enchancements
- ◯ Other: _____



HOW I GET AROUND





Think about how you get to school! Draw or write your answers in the boxes below.

HOW DO YOU GET TO SCHOOL?

WHO ARE YOU WITH WHEN YOU GO TO SCHOOL?

CIRCLE ALL THE THINGS YOU SEE ON YOUR WAY TO SCHOOL















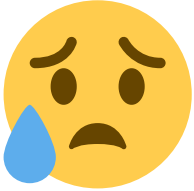
CIRCLE HOW YOU FEEL ON YOUR WAY TO SCHOOL:



Happy



Sad



Scared



Excited

DRAW A PICTURE OF YOU ON YOUR WAY TO SCHOOL



Pit River Tribe/Burney Walking and Biking Network and Connection to Johnson Park

"Tóólol itt^{h}ú manikcan (All My Children)"

Community Workshop

Pit River Tribe Earth Day Event

APRIL 22, 2024

36970 Park Avenue
Burney, CA 96013

(All Burney/Johnson Park Residents Welcome!) **10:00AM - 2:00PM**

- Complimentary food from the Pit River Tribe
- Walk/Bike Network Presentation at 12:15PM
- Review FINAL community-informed walk/bike network drawings
- Dancers (11:30AM & 12:30PM)

See the FINAL Drawings for the Walking and Biking Network in Burney informed by you!

The Pit River Tribe, Caltrans, Shasta County (Public Works and Planning), Healthy Shasta, Pit River Health Services, and the Shasta Regional Transportation Agency are collaborating to improve safety, increase transportation options, connect neighborhoods, and support local and regional goals. Informed by public input received on how to improve walking and biking mobility and accessibility and safety for all modes of transportation, our project team has developed designs to include in a grant application for competitive funding. Bring the family, break bread with us, and review what we created together! We look forward to seeing you on Earth Day!

OUR GOALS:

- Increase safety and mobility
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Si se necesita información en español u otro idioma para poder participar, comuníquese con la SRTA lo antes posible o una semana antes del evento (530) 262-6190.

Questions about the workshop?
Contact Keith Williams: **kwilliams@srta.ca.gov** or **(530) 524-9486**

Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting – May 4, 2022
Meeting Summary

Introduction

On Wednesday, May 4th from 5:30-7:00 p.m., the Shasta Regional Transportation Agency (SRTA) in partnership with the Pit River Tribe, County of Shasta, Caltrans, and the Shasta County Health and Human Services Agency held a virtual community meeting for the Pit River Tribe/Burney Walking and Biking Network. Below is a list of project team members that were in attendance:

- Herb Quinn, Pit River Tribe
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittleson & Associates
- Chris Romano, Kittleson & Associates
- Katie DeMaio, AIM Consulting
- Fionna Ferreras, AIM Consulting
- Dan Bartleson, Evan Brooks Associates

A total of 17 community members attended the Virtual Open House via Zoom.

The objective of the meeting was to gather community feedback on challenges and opportunities that would improve walking and biking in Burney. The agencies were working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

Project Description

Shasta Regional Transit Agency's purpose for this network project and meeting was to prepare grant-competitive strategies and improvements for the local roadway network in order to: increase safety and mobility for all modes of travel, enhance public health, increase the number of walking and biking trips, ensure underrepresented communities fully share in project benefits.

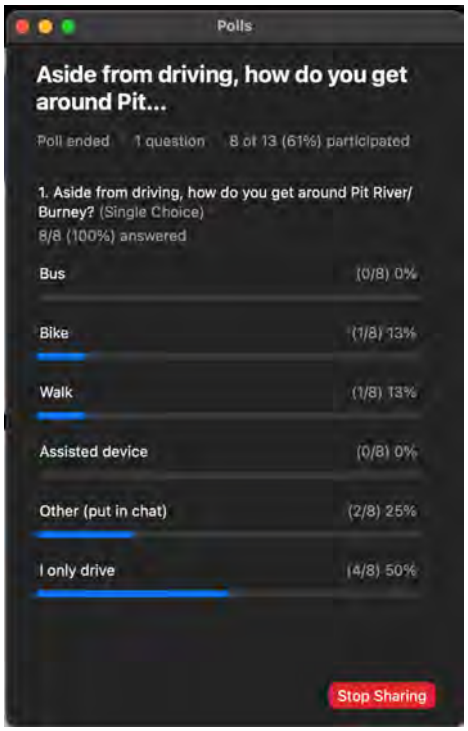


Meeting Format, Objectives, and Purpose

The meeting was held online through Zoom. First, Katie DeMaio with AIM Consulting welcomed attendees, went through a zoom orientation, and introduced the project team and agenda. Next Katie introduced a live "Let's Meet You" poll where the participants were asked a series of three questions with the results below:

- What brings you to Pit River/Burney
- Aside from driving, how do you get around Pit River/Burney?
- What would encourage you to walk and bike to your destinations?







Pit River Tribe Welcome

Katie next introduced Herb Quinn from the Pit River Tribe for a short welcome. Herb talked about the importance of improving the transportation network in the community and what safer transportation could look like. He mentioned previous work on the Pit River Tribe/Burney Bicycle Walkway Plan and how improvements like these are already making the community a better place to travel around. He is looking forward to working with SRTA on this grant application.

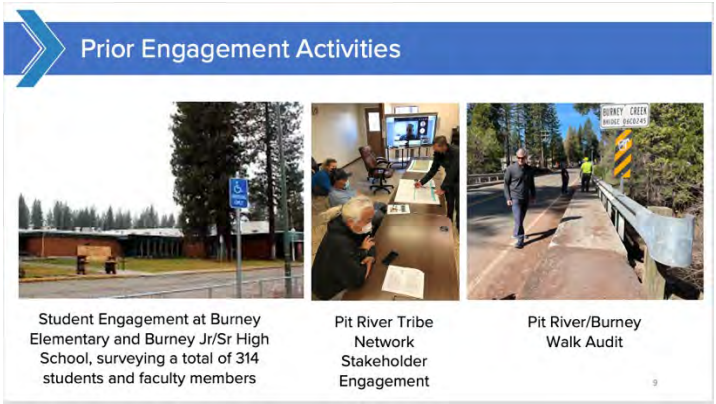


Project Information

The program then turned to Keith Williams from SRTA who explained the overall project background, goals, and information. Much of this section was focused on how SRTA gets projects, identified from planning efforts and what makes them grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. Keith's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals through public participation, putting into context how important meetings like these are for input. Keith ended by encouraging community members to reach out to him directly after the meeting to share stories and experiences with transportation around town, personal stories direct from the community will really support this grant effort.

Prior Engagement Activities

Keith then introduced Matt Braughton from Kittleson & Associates to talk about prior engagement activities for the network projects so far. Matt explained that they started with the student population at the local schools where we were able to engage over 300 faculty and students at the two schools. Students shared many comments including a story of a student's mom who was hit on Hudson street and emphasized the importance of having continuous facilities to help connect them to schools, stores, and friends' homes. In addition, we held a full-day walk audit for the Pit River Tribe Network where we were able to walk around the community and talk about what design processes could be implemented for improvement.



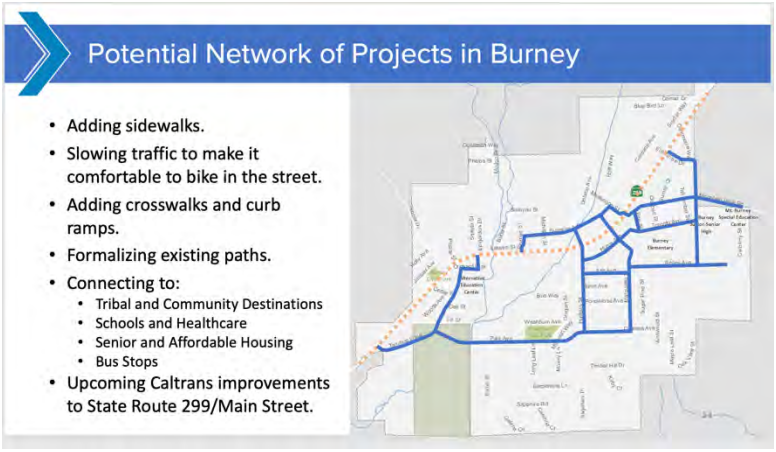
Current Conditions in Burney

The next few slides from Matt's presentation highlighted the current conditions in Burney both identified by the students and through the walk audit with stakeholders.

- There are no sidewalks and drivers sometimes speed
- Street crossings are limited and/or uncomfortable
- Desire lines and informal paths for walking and biking routes
- Limited uncomfortable crossings. Speeding drivers. No sidewalks and uncomfortable bike lanes with no separation from vehicles on SR299/Main St.

Potential Network of Projects in Burney

Matt then showed in a slide the opportunities to add sidewalks, slow traffic to make it comfortable to bike in the street, add crosswalks and curb ramps, formalize existing paths, connect to different tribal and community destinations, and upcoming Caltrans-Improvements to State Route 299/Main Street.



Map Activity/Question & Answer Session

To get an understanding of the public's thoughts on the active transportation network potential Katie DeMaio from AIM Consulting came back to facilitate a map activity using a MIRO map. Questions were asked to the community and each answer was populated on the map into the section corresponding to the questions. Below is a summary of the results.



Miro Map Comments

Question: Do you walk or bike? If not, why?

- Use a bike every day
- Bike rack outside of the casino
- No kids riding bikes
- Walk to the shore
- More bike racks in safe places
- Walks and runs in the region of work
- Hudson snow issue
- 299 and Johnson Park, bike lane issue
- Durability all season
- Have an entrance on Park Avenue to West and Longleaf
- No bike shop in town
- Only bike shop in Redding, need a local bike shop

Question: What are some key places you would like to travel to on foot or bike, or that you think others might want to travel to?

- Easy access from Les Schwab to the shopping center
- Bike lanes along Hudson and Marquette
- Burney Creek

Question: Are there areas where you feel unsafe biking or walking? Be specific: what makes you feel unsafe about these places?

- Park Avenue to Hudson, no streetlights and street signs
- Unsafe along 299
- Safeway
- Hudson and Main

Question: Are there any places or locations where you or someone you know has had a near miss or crash?

- To slow traffic, add rumble strips on 299 entering town
- Kids go to Gepetto's for lunch
- Tamarack leads to 299 from casino
- Corner by McDonald's
- Library

Transit and Housing Question: Do you know of anyone in assisted living. How do they get around?

- Planning to design a road and bridge, leads to the tribe
- Park Avenue by the casino, Pit River Health service for transportation
- Sidewalks near Pit River Health Service would be wonderful
- Wyachi Village near store & casino – elder went uphill in wheelchair and driver coming out of casino hit the woman

Zoom Chat Comments –

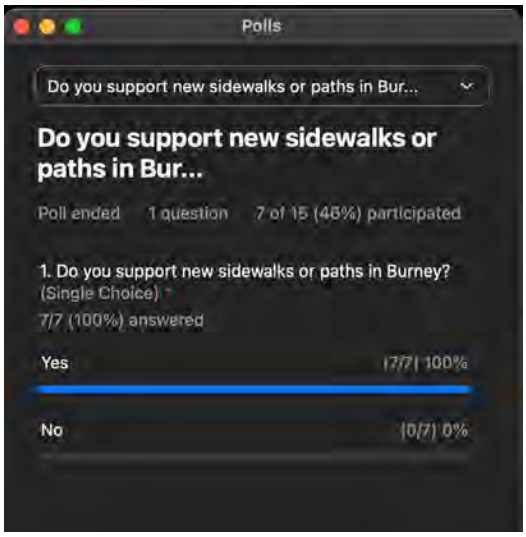
Map comments/General locations people would like to see improved:

- Easy access from Les Schwab to the shopping center across the street
- Bike lanes along Hudson Park and Marquette
- Unsafe along/across 299
- I concur that Park is a little scary
- I think the corner by McDonald's is unsafe. People pull out onto 299 like they are trying to race traffic. Would love to see a stoplight there.
    - I agree, I've seen people pull out quickly in front of others, maybe misjudging the speed
- I don't know if the lights in town have sensors for bikes
- Sidewalks near Pit River Health Service would be wonderful!
- To slow traffic, add rumble strips on 299 entering the town, starting after Jack Rabbit Flat
- Buffered lanes on 299
- Park Ave from Cameron to Hudson – fast traffic and no streetlights or signs
- Tamarack Ave where cars go fast to get to the casino or the gas station where it is the cheapest in town

Potential Improvements

After the informative map activity, Matt Braughton brought the group back together to talk about what potential improvements could look like around the Burney area and polled the community members to see if they support these improvements.

- Sidewalks/Side Paths and Curb Ramps
- Crossing Improvements
- Traffic Calming and Bike Routes
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes







Next Steps

The meeting came to conclusion with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- As soon as possible:
  - Send us additional thoughts on the proposed improvements
  - Send us accounts of close-calls or crashes with vehicles and people walking/biking on or near project corridors
  - Contact us for a video interview regarding these close-calls/crashes or how walking and biking will improve your life
- Preparation of project drawings and initial grant writing
- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
- Wrap up grant writing, expert panel review, and submit applications



Workshop Flyer

#1

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 3:57:12 PM
Last Modified:	Thursday, May 12, 2022 3:59:14 PM
Time Spent:	00:02:02
IP Address:	98.97.36.247

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#2

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 5:54:49 PM
Last Modified:	Thursday, May 12, 2022 5:59:37 PM
Time Spent:	00:04:48
IP Address:	172.79.65.172

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Just walking for exercise. Bue Park location.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

At night anytime

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

I see elders using power chairs on the edge of the streets often with no safe shoulder or bike lane away from cars.

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

No

Q13

Where do you see the greatest need for bike connections in the community?

Main Street and near school

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#3

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 6:12:45 PM
Last Modified:	Thursday, May 12, 2022 6:24:12 PM
Time Spent:	00:11:27
IP Address:	172.58.38.137

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I own a business here,

I often travel through the area on the way to/from other destinations.

,

Other (please specify):

I ride a one wheel for my in town commute

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Other (please specify):

One wheel

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Not much light in the hwy through town after dark.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Crashed in front of us bank. There's a sewage cap with a square 1 in deep hole. 2x2 ft. lengthx width. Looks to be man made but not flatten after job completed. I hit it while riding at night (low light area) and it threw me of my one wheel.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Ots mainly at road crossings that dangerous as drivers tend not to look both ways due lack of signal lights. I believe.

#4

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 6:53:14 PM
Last Modified:	Thursday, May 12, 2022 7:04:45 PM
Time Spent:	00:11:30
IP Address:	64.188.177.169

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Getting from Park Avenue to Hwy. 299 is a problem. It is a huge block and is only intersected by Tamarack and Hudson. Would like a walking/biking trail on Burney Creek. Would have to contact the Desmond Family for land. Would be a beautiful, natural trail.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No sidewalks, lack of shoulder area (especially on Tamarack), too high of speed limit coming into town on 299 from Redding, lack of safe places to cross 299, commercial traffic.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Commercial and Hwy 299, no light, traffic coming from the east doesn't slow down until "in town". Park Avenue in Burney, baseball kids running out of the park to go home.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Yes, some have three wheel bicycles and would like safer bike lanes to the grocery store, especially from the apartments on the top of Hudson Street and the senior apartments on Roff Way. Elders have difficulty getting from their housing on Park Avenue to the convenience store on Tamarack.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Mountain View to the High School, Hudson Street especially, Tamarack, areas around the Elementary School, painted bike lanes to Johnson Park. Johnson Park has many low income people with zero transportation, a lot of walkers, disability scooters, and cyclists.

Q14

Do you have any additional comments or feedback for this project?

Lanes need painted and highly visible.

#5

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 7:08:11 PM
Last Modified:	Thursday, May 12, 2022 7:20:59 PM
Time Spent:	00:12:47
IP Address:	172.77.161.34

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Lack of sidewalks and lighting leaves these roads unsafe for walking and biking, especially during winter and inclement weather.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

See 6.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

I have experienced that pedestrians are not always visible to vehicle traffic.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

There is no separation between the road for vehicles and safe travel for wheelchairs, or bicycles and skateboards which many students use to get to school.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Along school routes

Q14

Do you have any additional comments or feedback for this project?

The crosswalks on 299 must be improved to alert vehicles of pedestrians

#6

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 7:23:17 PM
Last Modified:	Thursday, May 12, 2022 7:28:36 PM
Time Spent:	00:05:18
IP Address:	172.79.65.149

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The schools. We need to be able to walk kids safely to all the school sites and to places like the pool, the parks, and the community center.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

All of it. There are no sidewalks, just dirt sides and road. Biking is almost non existent without off-road bikes. And walking is uncomfortable when it is rainy or cold because the sides of the road is muddy. And there's nowhere safe to walk along the highway.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

All long 299. Hudson street. Tamarack ave by the school. And especially in front of the elementary school

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Not personally. But they don't get around due to no sidewalks or paths. they have to be driven.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

On 299

Q14

Do you have any additional comments or feedback for this project?

This is great! Hurry up! And thank you! :)

#7

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 12, 2022 10:46:04 PM
Last Modified:	Thursday, May 12, 2022 10:51:40 PM
Time Spent:	00:05:35
IP Address:	172.79.77.95

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Yes, they walk

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#8

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Saturday, May 14, 2022 10:50:02 AM
Last Modified:	Saturday, May 14, 2022 10:53:49 AM
Time Spent:	00:03:46
IP Address:	75.140.118.213

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

Other (please specify):

My tribal lands

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Most areas in Burney are not safe to walk or bike

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Tribal grounds has senior housing

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

No

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#9

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Saturday, May 14, 2022 9:53:31 PM
Last Modified:	Saturday, May 14, 2022 9:56:25 PM
Time Spent:	00:02:54
IP Address:	64.188.177.175

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I go to school here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Dogs off leash are a huge problem

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#10

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Sunday, May 15, 2022 7:39:29 AM
Last Modified:	Sunday, May 15, 2022 7:42:22 AM
Time Spent:	00:02:52
IP Address:	64.188.177.130

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#11

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Sunday, May 15, 2022 11:30:59 AM
Last Modified:	Sunday, May 15, 2022 11:38:05 AM
Time Spent:	00:07:06
IP Address:	107.77.212.183

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

Other (please specify):

Vacation in area. Retiring in area in future possible.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Burney falls

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Hwy 89

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Burney falls to town of Burney

Q14

Do you have any additional comments or feedback for this project?

No

#12

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Sunday, May 15, 2022 6:50:14 PM
Last Modified:	Sunday, May 15, 2022 7:02:52 PM
Time Spent:	00:12:38
IP Address:	64.188.177.185

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

My family likes to make a loop west from Bailey park to Washburn park, then up to tamarack road, and then back east down the highway toward Bailey park. The roads are not in good shape making bicycling and walking with strollers uncomfortable. There are virtually no sidewalks, no bike lanes, and on some roads, barely even a shoulder.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Park avenue, South Hudson st, cypress avenue, and Marquette st: no paved shoulders, sidewalks, or bike lanes. Cars travel too quickly.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No crashes but plenty of times where cars have shot by within two feet of my family.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

I see lots of older folks walking the very narrow shoulder on streets. Cars have to slow or move into the other lane to get past them.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Tamarack Ave, Park Ave, South Hudson st, cypress Ave, and Marquette st.

Q14

Do you have any additional comments or feedback for this project?

No thank you!

#13

COMPLETE

Collector: Social Media Post 2 (Facebook Link)
Started: Monday, May 16, 2022 2:55:13 PM
Last Modified: Monday, May 16, 2022 3:06:13 PM
Time Spent: 00:11:00
IP Address: 64.188.177.157

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

tamarack and cyprus streets

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

299 and marquette intersection

Q9

Respondent skipped this question

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Q10

Yes

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Yes

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Respondent skipped this question

Where do you see the greatest need for bike connections in the community?

Q14

Respondent skipped this question

Do you have any additional comments or feedback for this project?

#14

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Tuesday, May 17, 2022 2:42:29 AM
Last Modified:	Tuesday, May 17, 2022 2:48:34 AM
Time Spent:	00:06:04
IP Address:	172.77.31.237

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

cars speeding and not lit at night

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

cars speeding on pine and tamarack and steeet is dark. lot of traffic

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#15

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Wednesday, May 18, 2022 7:31:25 AM
Last Modified:	Wednesday, May 18, 2022 7:33:32 AM
Time Spent:	00:02:06
IP Address:	172.79.73.134

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#16

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Wednesday, May 18, 2022 9:34:40 AM
Last Modified:	Wednesday, May 18, 2022 9:45:18 AM
Time Spent:	00:10:38
IP Address:	71.6.4.49

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:
Because it is unsafe due to the poor lighting at night/evenings. Cars are speeding and don't look out for pedestrians.

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Everywhere is accessible it's just getting there safely.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Hudson street. People speed and don't pay attention. Main Street is also very bad. The cross walk in front of Safeway. It's hard to see pedestrians walking across the street coming from down town. Have had a few accidents there and one fatality. Over by Bailey park the roads over there like arrowood etc. Cars drive very fast and there are many kids playing. There isn't a lot of parking over there so all the residents of the houses park on the street.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Hudson street, arrowood area, Main Street park ave.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Yes I do, there is a couple elders I see out and about on Hudson and they ride their motorized scooter and has to drive off of the road in the dirt to get out of the way when traffic comes. There was also a woman who was walking in the evening time after she got done shopping using a walker on Main Street. She got hit from behind while in the bike lane walking and got killed. The car was speeding. I also think there needs to be more enforcement of the speed and laws. We need to have more coverage than we do up here.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Over by the pool and Bailey park area. Lots of kids riding bikes in those areas.

Q14

Respondent skipped this question

Do you have any additional comments or feedback for this project?

#17

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, May 19, 2022 1:17:21 PM
Last Modified:	Thursday, May 19, 2022 1:25:10 PM
Time Spent:	00:07:48
IP Address:	64.188.177.138

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

There are certain busy street (ie: Park Ave.) that are great residential neighborhoods but traffic is busy and there are not sidewalks or bike lanes.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

The turn on Marquette by the church has had some near misses throughout the years, due to the high traffic volume and no sidewalks/bike lanes.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Yes, I do know of senior citizens who don't feel safe to walk in some areas due to the roads but do anyways because they need the exercise.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

I see the greatest need on main street (hwy 299), for bike connections and main residential street. Many kids bike/walk to school in the warmer months so they would be utilized alot.

Q14

Do you have any additional comments or feedback for this project?

Sidewalks, bike lanes and crosswalks are so needed in our community and I know my family/friends would utilize them every day!

#18

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Monday, May 23, 2022 10:28:39 PM
Last Modified:	Monday, May 23, 2022 10:37:50 PM
Time Spent:	00:09:11
IP Address:	66.189.172.194

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic,

Other (please specify):

Separated paths

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Doesn't feel safe.

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The schools, Safeway, going for coffee, etc.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Park Avenue

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Paths to school

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#19

COMPLETE

Collector: Social Media Post 2 (Facebook Link)
Started: Friday, May 27, 2022 3:21:48 PM
Last Modified: Friday, May 27, 2022 3:27:00 PM
Time Spent: 00:05:11
IP Address: 64.188.177.255

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

It would be nice to have some smooth areas for roller skating and skating. The smooth areas would also be nice for my 14 year old, disabled son (cerebral palsy) to be able to ride his adult tricycle without so many rock hazards.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Residential Areas	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#20

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Tuesday, May 31, 2022 6:19:35 PM
Last Modified:	Tuesday, May 31, 2022 6:24:28 PM
Time Spent:	00:04:52
IP Address:	64.188.177.244

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Generally, lack of sidewalks

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

299 between Winnipeg and Safeway. No sidewalks.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Cars crash into buildings here all the time!

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

No

Q13

Where do you see the greatest need for bike connections in the community?

Anywhere that accesses trailheads.

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#21

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Tuesday, May 31, 2022 6:24:28 PM
Last Modified:	Tuesday, May 31, 2022 6:26:39 PM
Time Spent:	00:02:10
IP Address:	64.188.177.244

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Any routes that lead to trailheads

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

298 between Winnipeg and Safeway. No sidewalks

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Everywhere!

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

No

Q13

Where do you see the greatest need for bike connections in the community?

Anywhere that leads to nature

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#22

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 10:44:38 AM
Last Modified:	Thursday, June 02, 2022 10:53:23 AM
Time Spent:	00:08:45
IP Address:	192.182.120.130

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

parks, pool, trails

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

main street, limited crossings, fast traffic

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

n/a

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

n/a

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

everywhere

Q14

Do you have any additional comments or feedback for this project?

thank you for working on our rural communities, we often feel that the HWY/MainStreet becomes our identity (in a bad way)

#23

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 10:51:46 AM
Last Modified:	Thursday, June 02, 2022 11:12:36 AM
Time Spent:	00:20:50
IP Address:	192.182.123.18

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

,

Other (please specify):

Within or nearby Tribal lands.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Tribal lands and the gas station. No limitations besides narrow and soft shoulders, and shaded rest stops.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

The beforementioned narrow and soft shoulders. If there are bikes with training wheel or young riders, the tires slide around. The areas are also troublesome for strollers. The stretches have limited visibility, signage, and lights, often making it difficult to be seen or to see. There is also a trail/road that parallels the Burney Creek, going north from Park Avenue to the Continuation/FRJUSD District Office that is shady.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

None come to mind.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

The Pit River Tribe has an elders housing. Some walk, but others get around by wheelchair, electric wheelchair, and walkers. The shoulder is narrow.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Between places of interest; fishing access points, other trail heads or dirt roads, access points to forested lands. Somewhere away from OHV and travelled roadways. There are trails that are utilized by community members, it would be worthwhile to tie into these systems.

Q14

Do you have any additional comments or feedback for this project?

There are trails that are utilized by locals. They have been around for decades, and are still used to this day. It would be interesting to tie into these trail ways.

#24

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 10:41:16 AM
Last Modified:	Thursday, June 02, 2022 11:32:16 AM
Time Spent:	00:51:00
IP Address:	170.144.196.156

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic,

Other (please specify):

Security

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Do not like to walk on the roadway

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Quiet or scenic areas, destinations with a resting/picnic area. I would also like to see west end of town made into a "Boardwalk" type of area that connects to a parking structure. This would utilize the vacant building and make a tourist destination.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

So many encampments in town, fear of walking into one accidently; fear of getting turned around, prefer an established and marked route.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Pedestrians crossing Highway 299 between US Bank and Alpine Drive in, crossing at west end of town near Shasta Street is dangerous because traffic coming off of the hill does not slow down in time to see pedestrians

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Not enough areas in the community that support walkers or wheelchairs, need better crossings, curbs, and sidewalks. Steep slopes need to be minimized, and benches or resting areas need to be frequent.

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**4**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Throughout Burney

Q14

Do you have any additional comments or feedback for this project?

I highly support the Pit River Tribe/Burney Project. It needs to be taken further in subsequent projects. Perfect for revitalizing our community.

#25

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 11:38:22 AM
Last Modified:	Thursday, June 02, 2022 11:45:18 AM
Time Spent:	00:06:56
IP Address:	172.77.21.74

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The community park. The traffic big diesel trucks it can be dangerous for our little children

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Yes main st & neighborhood streets. The diesels trucks traveling through, tourists that can't drive, and teenagers that try to race their hot rods.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Near Safeway. 8 years ago a 10 year old boy got hit by a diesal truck

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

In residential area main st is too dangerous

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#26

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 11:42:25 AM
Last Modified:	Thursday, June 02, 2022 11:50:57 AM
Time Spent:	00:08:31
IP Address:	198.45.3.27

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Other (please specify):

LESS HOMELESS

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

TOO MANY HOMELESS, NOT SAFE.

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

NONE

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

ALL ARE UNSAFE, TOO MANY HOMELESS & DRUGS

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

YES, THEY WALK OR GET TRANSPORT. BUT IT IS NOT SAFE FOR THEM DUE TO ALL THE HOMELESS & DRUS USERS

Q10

Do you support new sidewalks or paths in the community?

No

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

KIDS GETTING TO SCHOOL

Q14

Do you have any additional comments or feedback for this project?

IF THERE WAS NO HOMELESS & LESS DRUGS THIS WOULD BE A GOOD IDEA BUT AS OF RIGHT NOW I DO NOT SUPPORT THIS PROJECT, IT IS NOT SAFE ENOUGH FOR OUR CHILDREN & ELDERS.

#27

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 11:38:05 AM
Last Modified:	Thursday, June 02, 2022 11:52:32 AM
Time Spent:	00:14:27
IP Address:	198.45.3.32

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here,

Other (please specify):

My children attend Munik'Chun

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The main street area, better lighting

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Main street and all side street, the lighting is horrible or most side streets don't have lighting

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Main street and Hudson intersection, needs better lighting and flashing crosswalk lights

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

The Park Ave street outside the senior living does not have sidewalks or street lights

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**4**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Everywhere

Q14

Do you have any additional comments or feedback for this project?

Traffic coming into Burney on Hwy299 that comes off the hill speed and don't pay attention to the significant speed limit drop from 40mph to 30mph

#28

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 11:46:10 AM
Last Modified:	Thursday, June 02, 2022 11:52:33 AM
Time Spent:	00:06:23
IP Address:	198.45.3.100

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I work here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Streets are getting old and not much room for walking

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

cars going beyond the listed speed limit

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Elders walk across the street on park avenue to the clinic.

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

A lot of natives and others use bikes here in Burney. wherever you can improve the roads for these would be of great importance

Q14

Do you have any additional comments or feedback for this project?

Appreciate any help you can do on these projects.

#29

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 11:44:54 AM
Last Modified:	Thursday, June 02, 2022 11:53:54 AM
Time Spent:	00:09:00
IP Address:	198.45.3.27

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I go to school here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
Speeding traffic and no safe sidewalks/walkways (especially for my kids)

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Burney Creek, no safe trails.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Lack of sidewalks, lighting, crosswalks, and law enforcement.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

stop sign at the corner of Park St and Tamarack. cars roll through the stop sign without completely stopping.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

N/A

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

School areas.

Q14

Do you have any additional comments or feedback for this project?

None at the moment.

#30

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 11:05:19 AM
Last Modified:	Thursday, June 02, 2022 12:19:14 PM
Time Spent:	01:13:55
IP Address:	166.205.87.110

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Safety

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Na

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Main Street

Q8

Respondent skipped this question

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Wheel chair safe

Q10

Yes

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Yes

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

Main

Q14

Do you have any additional comments or feedback for this project?

No

#31

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 12:19:14 PM
Last Modified:	Thursday, June 02, 2022 12:20:51 PM
Time Spent:	00:01:36
IP Address:	166.205.87.110

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk,

Assisted device,

Other (please specify):

Wheel chair

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#32

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 1:23:55 PM
Last Modified:	Thursday, June 02, 2022 1:34:31 PM
Time Spent:	00:10:35
IP Address:	198.45.3.27

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better lighting,

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

drug traffic, speeding vehicles

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

corner of Tamarack and Park

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

yes, Wiyachi Village is senior living and some use wheelchair

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

tamarack

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#33

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 1:38:08 PM
Last Modified:	Thursday, June 02, 2022 1:44:07 PM
Time Spent:	00:05:58
IP Address:	198.45.3.100

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Respondent skipped this question

Q5

Do you currently walk or bike in the project area?

No

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#34

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 1:29:19 PM
Last Modified:	Thursday, June 02, 2022 3:06:31 PM
Time Spent:	01:37:11
IP Address:	198.45.3.26

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

,

Other (please specify):

It is within the Ancestral Homelands.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#35

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Thursday, June 02, 2022 10:34:22 PM
Last Modified:	Thursday, June 02, 2022 10:40:56 PM
Time Spent:	00:06:34
IP Address:	107.77.212.142

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks

Q5

Do you currently walk or bike in the project area?

No

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

At night a lot of wild animals

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Friends or family

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Main street

Q14

Do you have any additional comments or feedback for this project?

No

#36

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Friday, June 03, 2022 10:01:39 AM
Last Modified:	Friday, June 03, 2022 10:03:43 AM
Time Spent:	00:02:04
IP Address:	198.45.3.26

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better or more complete sidewalks,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

No

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#37

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Friday, June 03, 2022 2:13:15 PM
Last Modified:	Friday, June 03, 2022 2:33:01 PM
Time Spent:	00:19:46
IP Address:	198.45.3.27

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or better crosswalks,

Better lighting,

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

HWY 299 IN FRONT OF SAFEWAY. A YOUNG CHILD WAS HIT AND KILLED BY A SEMI TRUCK DRIVER.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

SENIORS ON PARK AVE. REALLY NEED BIKE/WALKING PATH

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

RESIDENTIAL AREAS TO SCHOOLS

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#38

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Monday, June 06, 2022 11:28:24 AM
Last Modified:	Monday, June 06, 2022 11:33:56 AM
Time Spent:	00:05:32
IP Address:	64.188.177.231

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better or more complete sidewalks,

Better or more complete bike lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

lots of seniors do walk to get around

Q10

Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

people come into town too fast. traveling from west to the east, at the top of main street especially

#39

COMPLETE

Collector:	Social Media Post 2 (Facebook Link)
Started:	Tuesday, June 07, 2022 10:03:00 AM
Last Modified:	Tuesday, June 07, 2022 10:06:40 AM
Time Spent:	00:03:39
IP Address:	198.45.3.100

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk,

Other (please specify):

RIDE WITH RELATIVE

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Better or more complete sidewalks,

Better or more complete bike lanes,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

NO BIKE

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

NO LIMITATIONS

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

FAST CARS DRIVING NEAR CLINIC AND TRIBAL OFFICE

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

NOT AT THIS TIME

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

SOMETIMES SEE THEM IN THIER MOTOR WALKERS

Q10 **Yes**

Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Q13

Where do you see the greatest need for bike connections in the community?

NEAR TAMARACK

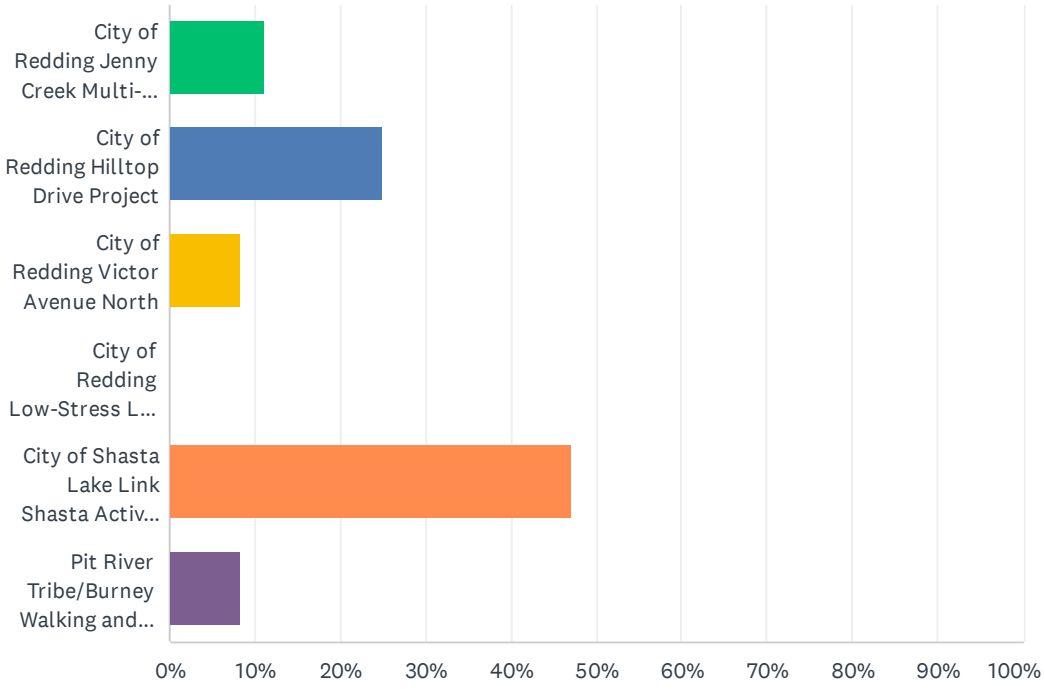
Q14

Do you have any additional comments or feedback for this project?

NO, ALTHOUGH IT WILL BE EXCITING

Q1 Which project are you interested in providing feedback on? (Choose One):

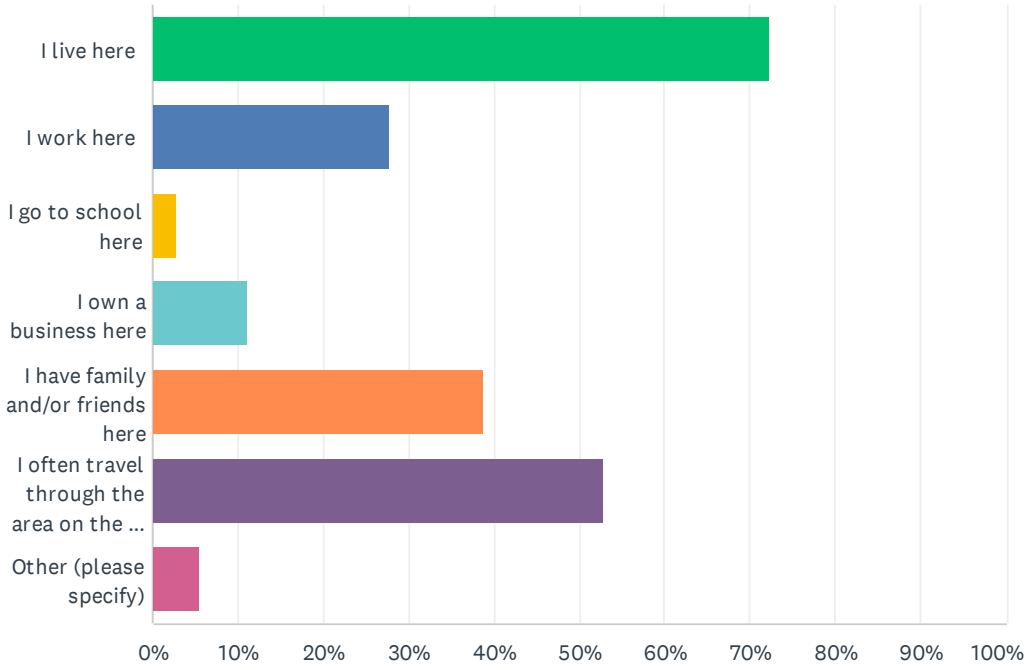
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor	11.11%	4
City of Redding Hilltop Drive Project	25.00%	9
City of Redding Victor Avenue North	8.33%	3
City of Redding Low-Stress Loma Vista	0.00%	0
City of Shasta Lake Link Shasta Active Transportation Loop	47.22%	17
Pit River Tribe/Burney Walking and Biking Network	8.33%	3
TOTAL		36

Q2 What brings you to the project's community area? (Check all that apply)

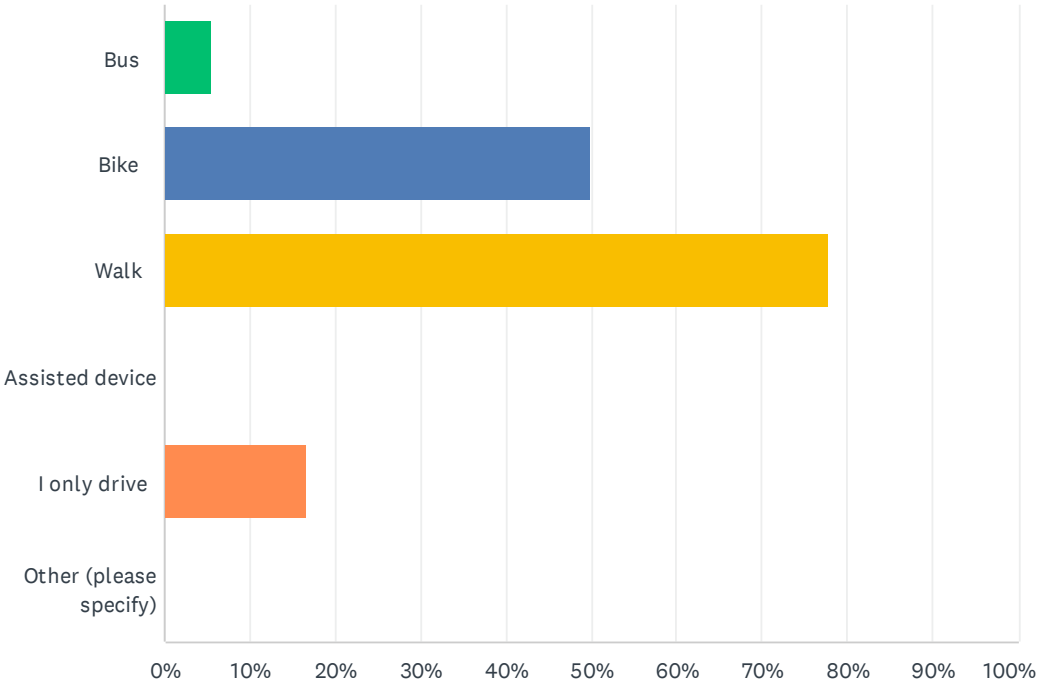
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live here	72.22%	26
I work here	27.78%	10
I go to school here	2.78%	1
I own a business here	11.11%	4
I have family and/or friends here	38.89%	14
I often travel through the area on the way to/from other destinations.	52.78%	19
Other (please specify)	5.56%	2
Total Respondents: 36		

Q3 Aside from driving, how do you get around the community? (Check all that apply)

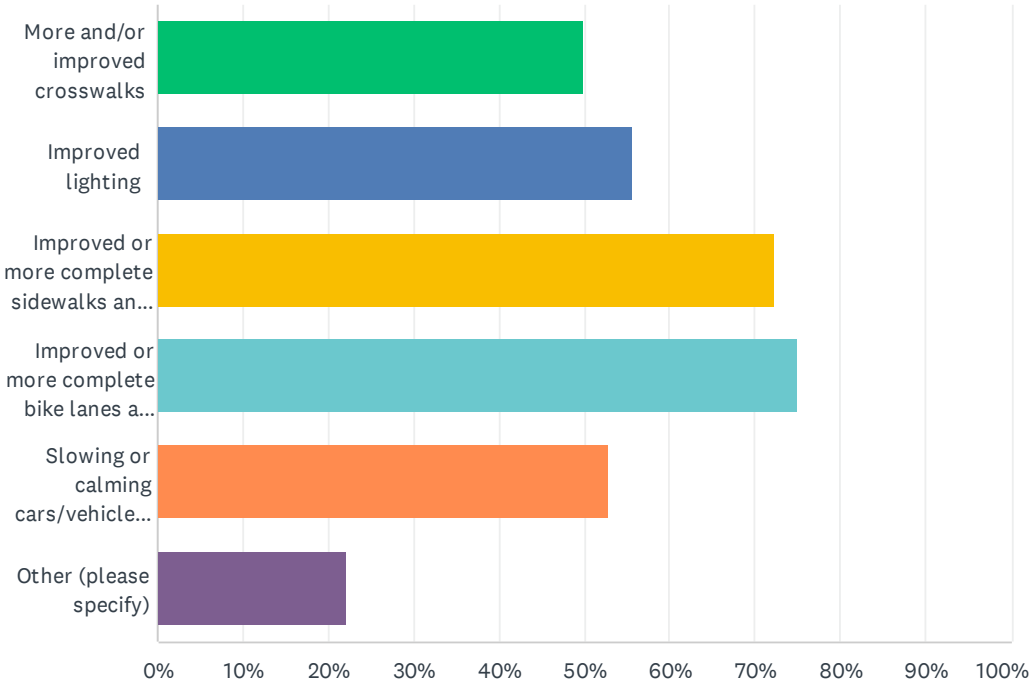
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bus	5.56%	2
Bike	50.00%	18
Walk	77.78%	28
Assisted device	0.00%	0
I only drive	16.67%	6
Other (please specify)	0.00%	0
Total Respondents: 36		

Q4 What would encourage you to walk or bike more to your destinations? (Check all that apply)

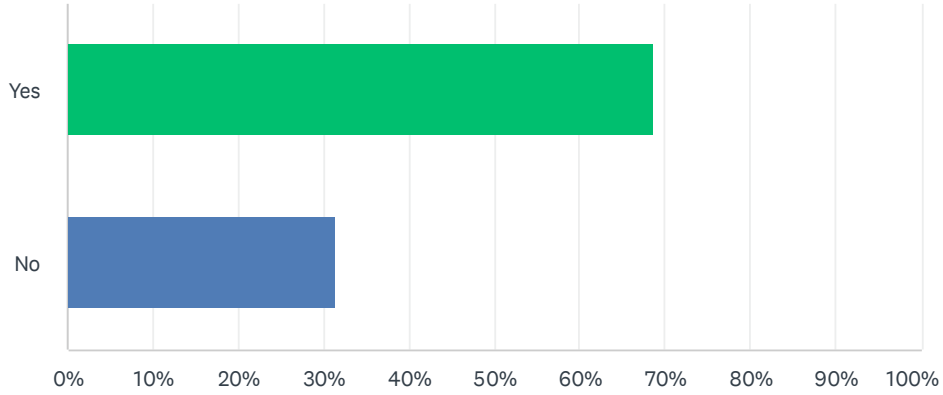
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
More and/or improved crosswalks	50.00%	18
Improved lighting	55.56%	20
Improved or more complete sidewalks and paths	72.22%	26
Improved or more complete bike lanes and paths	75.00%	27
Slowing or calming cars/vehicle traffic	52.78%	19
Other (please specify)	22.22%	8
Total Respondents: 36		

Q5 Do you currently walk or bike in the project area?

Answered: 35 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	68.57%	24
No	31.43%	11
TOTAL		35

Q6 Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Answered: 32 Skipped: 4

Q7 Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Answered: 32 Skipped: 4

Q8 Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

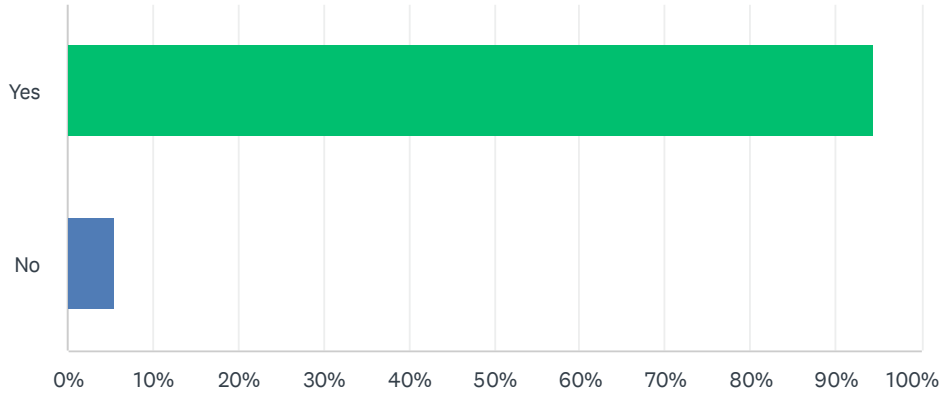
Answered: 29 Skipped: 7

Q9 Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Answered: 28 Skipped: 8

Q10 You're getting close to the end!Do you support new sidewalks or paths in the community?

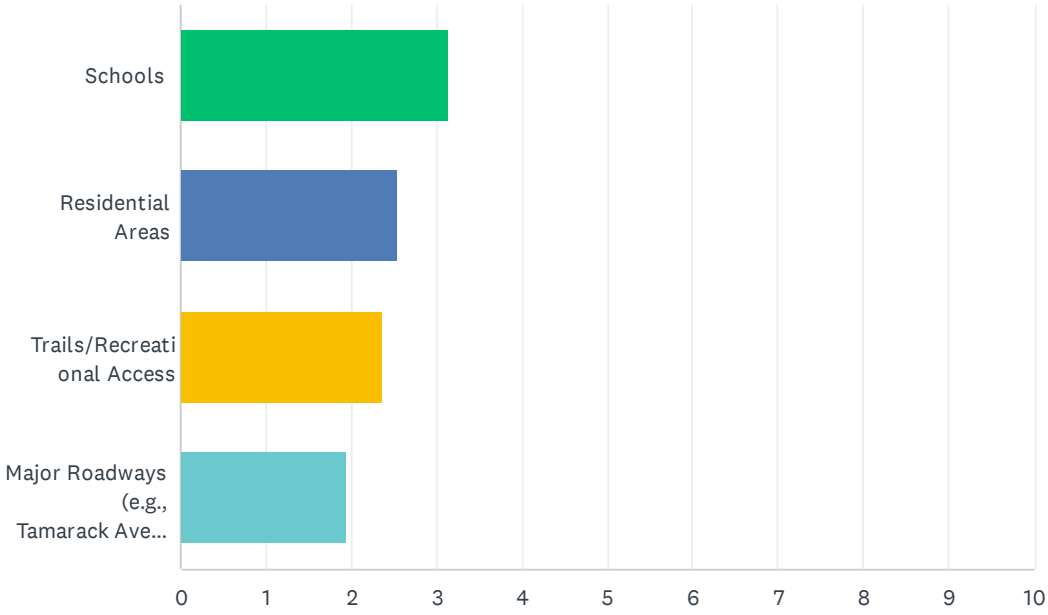
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.44%	34
No	5.56%	2
TOTAL		36

Q11 Rank where do you see the greatest need for crossing improvements in the community?

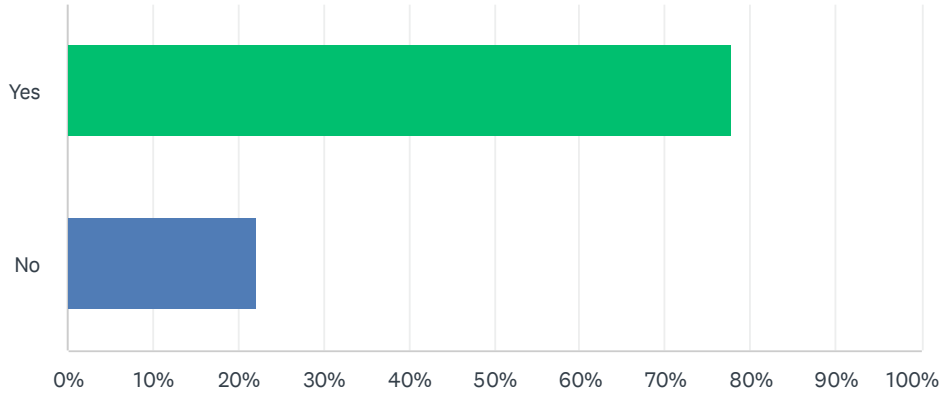
Answered: 35 Skipped: 1



	1	2	3	4	TOTAL	SCORE
Schools	42.86% 15	31.43% 11	22.86% 8	2.86% 1	35	3.14
Residential Areas	17.14% 6	40.00% 14	22.86% 8	20.00% 7	35	2.54
Trails/Recreational Access	22.86% 8	14.29% 5	40.00% 14	22.86% 8	35	2.37
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	17.14% 6	14.29% 5	14.29% 5	54.29% 19	35	1.94

Q12 National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	77.78%	28
No	22.22%	8
TOTAL		36

Q13 Where do you see the greatest need for bike connections in the community?

Answered: 31 Skipped: 5

Q14 Do you have any additional comments or feedback for this project?

Answered: 22 Skipped: 14

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2023 4:48:26 PM
Last Modified:	Monday, November 27, 2023 4:56:32 PM
Time Spent:	00:08:05
IP Address:	50.120.42.2

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

There are few sidewalks in Burney, and nothing connecting Johnson Park to Burney other than Hwy 299.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Biking and Walking on Hwy299 seems unsafe due to the speed of cars. Within the last year, there was a fatality of a bicyclist on 299.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

I see kids crossing 299 after school. Cars at times dont seem to stop or slow down for them .

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

NA

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **No**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Burney to Johnson Park

Q14

Do you have any additional comments or feedback for this project?

NA

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2023 4:57:11 PM
Last Modified:	Monday, November 27, 2023 5:02:25 PM
Time Spent:	00:05:14
IP Address:	50.120.42.2

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Lighting would be a huge part as to why people may feel unsafe

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

There is one near the Burney post office. Not sure if they are able to get around or if they know of any information

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

overall in Burney community

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 4:16:34 PM
Last Modified:	Wednesday, November 29, 2023 4:22:30 PM
Time Spent:	00:05:56
IP Address:	134.16.86.223

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Trail and street slopes.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Eureka way.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Respondent skipped this question

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Bypassing the North market cardiac hill.

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#4

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 4:39:08 PM
Last Modified:	Wednesday, November 29, 2023 5:04:12 PM
Time Spent:	00:25:03
IP Address:	47.35.38.139

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Victor Avenue North

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

I Drive

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The apartments nearby, road feels unsafe with Traffic

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Victor/Dana Drive. Poor visibility turning off of Dana, crosswalks not always get respected by drivers (flashy light please?)

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Victor Ave /Old Alturas intersection- Did not stop at Stop sign. Dana Drive /Victor Ave intersection, Cannot see oncoming traffic well- people pulling well over the line to see if it's clear. The Victor exit off 44N has low visibility, difficult to turn safely.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

From the intersection of Hartnell/Shasta view to the intersection of Rancho Road /Shasta View. New Hiliday shopping center, new rancho estates, plus access to the preserve and alternative access to airport road for bikes.

Q14

Do you have any additional comments or feedback for this project?

Consideration for more benches- if it's going to be a walkable city, people need to be able to stop and rest, be it on foot or bike. Simple benches can be wonderful rest points.

#5

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 5:39:10 PM
Last Modified:	Wednesday, November 29, 2023 5:44:08 PM
Time Spent:	00:04:57
IP Address:	47.45.99.31

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Na

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Biking almost anywhere in town can be intimidating with the amount of homeless

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Na

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Na

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Na

Q14

Do you have any additional comments or feedback for this project?

Na

#6

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 4:51:05 PM
Last Modified:	Wednesday, November 29, 2023 6:16:51 PM
Time Spent:	01:25:45
IP Address:	35.131.69.26

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Store and school destinations. Curtailed by some blind, dangerous intersections

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Cascade by grand coulee,blind spots when crossing road or so safe area off roadway. No sidewalks on hill on deer creek or Shasta st.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

See above and cascade.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Traffic on blind hills and curves with no sidewalks

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

By schools or ways kids use consistently

Q14

Do you have any additional comments or feedback for this project?

Thank you

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2023 6:09:40 PM
Last Modified: Wednesday, November 29, 2023 6:52:56 PM
Time Spent: 00:43:16
IP Address: 174.208.104.197

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I own a business here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

If not, why?:
occasionally, mostly in the Summit city area

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

a mountain bike/hiking trail, the Dam, and a pump park would greatly improve business and tourism and provide more possibilities for our community

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

most main streets to and from ballparks, schools, playgrounds, the Dam, and outdoor adventure are not pedestrian freindly.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

n/a

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

congestion in school area's that don't have room for high volume of cars let alone pedestrian trafic

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **No**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

schools and our boomtown bmx area

Q14

Do you have any additional comments or feedback for this project?

I would love to see a pump track area and a mountain bike / Hiking trails in the area

#8

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 7:20:43 PM
Last Modified:	Wednesday, November 29, 2023 7:24:13 PM
Time Spent:	00:03:29
IP Address:	108.147.93.74

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Other (please specify):

No changes needed.

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

No

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10	**No**
You're getting close to the end!Do you support new sidewalks or paths in the community?	

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12	**No**
National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?	

Q13

Where do you see the greatest need for bike connections in the community?

No need

Q14

Do you have any additional comments or feedback for this project?

Don't do it

#9

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 7:39:59 PM
Last Modified:	Wednesday, November 29, 2023 7:47:52 PM
Time Spent:	00:07:52
IP Address:	68.189.49.235

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Other (please specify):

No desire for bike lanes and sidewalks

Q5

Do you currently walk or bike in the project area?

No

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

My apartment

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

I answered above that I do not bike. I use a car. This survey should be revised.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Places or locations? Where? In the USA? in China? Maybe specify.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

RABA

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

No

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

This is an extremely biased survey. Especially question 12. Atleast cite the source. Maybe don't use leading questions. Please do not hide records of those who oppose your one sided transportation projects.

#10

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, December 01, 2023 8:03:40 PM
Last Modified:	Friday, December 01, 2023 8:12:40 PM
Time Spent:	00:08:59
IP Address:	68.189.50.181

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here,

Other (please specify):

I volunteer here.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

two museums in the city and parks

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

near the Farmers Marketplace crossing

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 3:18:36 PM
Last Modified: Monday, December 04, 2023 3:37:55 PM
Time Spent: 00:19:18
IP Address: 174.87.100.86

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
walk yes, but I'd like to be able to safely bike to the rivertrail from my house (I don't feel comfortable on 10 bridges)

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Accessing the river trail from my home as a way to connect into downtown, Turtle Bay/Sundial/Civic Center and then up to Hilltop for date night, grocery shopping, and fun days out with the kids

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Crossing 299 is scary because vehicle speed and running the red light. 10 bridges is beyond my biking level of comfort, we need lighting for these winter times!

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

299 and Buenaventura intersection, it's a very wide road and it's concerning to try to cross. Also there have been many near misses with people coming out of the medical centers on northside of 299 trying to cross traffic towards downtown (very limited visibility with cars parking on 299 and the speed is way too fast). It's a serious accident waiting to happen

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Yes, Shasta Estates Senior living. Not sure how they get around beside their bus

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Westside to downtown (Placer at Buenaventura). Have signation for a bike route through the Magnolia Neighborhood or make a nice big Class I multi-use separated path on Placer. So many people use Placer already but it feels very unsafe. The Caltrans improvement on 273 is OK but now the city has to complete the path with access points from Buenaventura. As it stands right now, it's completely unsafe to ride to the trail. It would be nice to have safe bike routes on eastside and westside roads instead of 273 would be preferred (who wants to bike/walk next to traffic going 65mph). Biking/walking improvements all along Hartnell b/w Bechelli to Shasta View (or Airport). Tons of people and kiddos walk/bike around and it's super unsafe.

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 4:11:31 PM
Last Modified: Monday, December 04, 2023 4:31:30 PM
Time Spent: 00:19:59
IP Address: 192.159.8.107

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
There are sections between the stores and the apartment complexes that have incomplete walking paths with narrow shoulder and little lighting.

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

mentioned in q #5

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Narrow road on overpass (over 44), sidewalk is only on one side of the road and is incomplete. Little or no lights.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Browning and the road by Little Country Church. Folks using walkers and motorized electric chairs have no sidewalk to commute forcing them into the road. The shoulder is narrow an electric chair won't fit on the shoulder. Lighting is poor in this area. In order to push the crosswalk button on Browning, you have to go into the dirt (off the pavement), I have seen older folks have to ditch their walker to push that button. This section of road is near a senior living facility, lots of older folks walk to the nearby markets and stores.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Mentioned in q #8

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Hilltop overpass (over 44); lots of improvements have already been made. This would make walking to the stores more accessible by foot or bike and would serve lots of folks living in apartment complexes.

Q14

Do you have any additional comments or feedback for this project?

Traffic calming off Browning, especially near the residential area (Qual Ridge) is needed. I have seen lots of car wrecks likely due to folks speeding on Browning when residents are pulling out. I am worried about the new crosswalk placed on Browning near this neighborhood especially since there has been no infrastructure to help with traffic calming/slowing.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 5:39:46 PM
Last Modified: Monday, December 04, 2023 5:46:14 PM
Time Spent: 00:06:27
IP Address: 35.151.57.139

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Wish there was bike lane all the way up to dam from downtown SLC. A lot of bicyclists on this route and I see a lot of close calls where the bike lanes aren't well marked or non-existent

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Seen near miss on Lake Blvd on the way up to dam

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#14

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 04, 2023 6:02:25 PM
Last Modified:	Monday, December 04, 2023 6:16:51 PM
Time Spent:	00:14:25
IP Address:	68.189.63.49

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Need better sidewalk transportation on Fort Peck Street near the fire station. Having easy paths to Old Mill Eatery, Heritage, etc. would make it easier to support their businesses.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Walking around the neighborhood of Fort Peck Street near the fire station makes it hard to feel safe while staying out of the way of traffic. Some areas have side walks like on Montana Ave but they aren't very complete around the neighborhood. It would be nice to have designated walking paths/ crosswalks around this part of the neighborhood

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

On the cross section of Montana Ave and La Mesa Ave. I was riding my bike heading south on Montana and a car almost didn't stop for me at the 4-way stop right there.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

N/A

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

From each neighborhood area to the nearby Shasta Lake schools and parks

Q14

Do you have any additional comments or feedback for this project?

I would love to be able to have sidewalks that connect to each other in the Shasta Lake neighborhoods that are behind the Fire Station and Heritage. It is very close to the high school and I think having connecting sidewalks throughout the community would be very beneficial to people of all ages!

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 6:20:28 PM
Last Modified: Monday, December 04, 2023 6:28:38 PM
Time Spent: 00:08:10
IP Address: 192.159.8.106

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic,

Other (please specify):

trails (and not having homeless camps set up on trails, saw that in several locations just last weekend where tents or carts were blocking a paved trail)

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Access river trail from the schools without having to take the trail that is stairs; get from the schools to neighborhoods to the west

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

stairs not convenient; unsafe in this area is if run into scary people or groups of men

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

crossing Eureka from Shasta or UPrep

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

take van run by senior living complex

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

from housing neighborhoods to trails, schools, destinations (ride from home)

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#16

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 04, 2023 7:01:21 PM
Last Modified:	Monday, December 04, 2023 7:20:53 PM
Time Spent:	00:19:32
IP Address:	47.32.172.57

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Other (please specify):

I enjoy walking. And it's very dangerous walking on cascade blvd. I think it needs a walk and bike path. With good lighting

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Not enough pathways for walks and bikes on pinegrove.cascade. also needs a walkable path way to the dog park on ackich.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

All of cascade. It's narrow dark. Needs at least a safe walk path.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Cascade dark and narrow. Speed there is fine. Akrich is very narrow. There are kids that walk to the park. I walk to the park. Road needs to be widen and better lighting.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Not at the moment. They are to frail to walk or bike ride

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

Cascade. Pine grove. Akrich. Muscle shoals. Shasta dam blvd pass the railroad tracks

Q14

Do you have any additional comments or feedback for this project?

If you make walkable paths and bike paths. Remember to leave the native trees that have been there along time put the path around it. Put some bench so you can rest. Have great lighting. And make sure there are trash cans so their is no garbage around.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 7:47:03 PM
Last Modified: Monday, December 04, 2023 7:58:46 PM
Time Spent: 00:11:43
IP Address: 35.132.93.153

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
Traffic crossings

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Better connective routes from West Redding to downtown

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Crossing over major highways or busy roads, defensive riding to anticipate drivers turning

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Placer, Railroad Ave, Eureka Way, S Bonnyview

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

273 and SW Redding area

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 8:56:24 PM
Last Modified: Monday, December 04, 2023 9:04:25 PM
Time Spent: 00:08:00
IP Address: 71.130.162.154

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Palisades connector trail; Hilltop Drive businesses

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Redding to Enterprise (west-east connectors) Hwy 273 area

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#19

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 04, 2023 9:13:28 PM
Last Modified:	Monday, December 04, 2023 9:24:10 PM
Time Spent:	00:10:42
IP Address:	172.77.16.104

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Few neighborhood sidewalks

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Hudson street, Marquette street, and really everywhere but Main Street; no sidewalks

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 05, 2023 10:13:57 AM
Last Modified: Tuesday, December 05, 2023 10:23:51 AM
Time Spent: 00:09:54
IP Address: 97.94.137.21

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The I-5 overpass on Hilltop is uncomfortable to bike over and because of this I usually drive to the stores. The high speeds and speed limits on Hilltop make biking uncomfortable, even with the bike lane. Cars frequently parked in bike lane by apartments result in basically no bike lane for some sections.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Cars parked in the bike lane by apartments and trail head. High speeds. No bike lane over I-5 overpass. When making a left turn from Peppertree ln onto Hilltop the light frequently turns red before I can bike across the street.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No but I am very conservative when crossing the street on my bike at the trailhead.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**4**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Freeway crossings such as Hilltop Dr over I-5 and Butte St over Hwy 44

Q14

Respondent skipped this question

Do you have any additional comments or feedback for this project?

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2023 7:20:19 PM
Last Modified: Wednesday, December 06, 2023 7:24:08 PM
Time Spent: 00:03:49
IP Address: 174.193.48.41

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Access from Windsor estates

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

We don’t bike

Q14

Do you have any additional comments or feedback for this project?

No

#22

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2023 7:05:34 PM
Last Modified:	Wednesday, December 06, 2023 7:25:04 PM
Time Spent:	00:19:30
IP Address:	174.193.129.72

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Not enough sidewalks

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Access from Windsor estates

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Windsor estates

Q14

Do you have any additional comments or feedback for this project?

More trails throughout the community

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2023 12:09:15 PM
Last Modified: Thursday, December 07, 2023 12:19:34 PM
Time Spent: 00:10:19
IP Address: 97.94.136.157

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Maybe a better connection from the Bluffs to North hilltop

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Crossing the I five Bridge

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Sundial to downtown

Q14

Do you have any additional comments or feedback for this project?

No

#24

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, December 09, 2023 3:41:08 AM
Last Modified:	Saturday, December 09, 2023 3:59:18 AM
Time Spent:	00:18:10
IP Address:	71.84.102.78

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic,

Other (please specify):

For bikes, better safety with guarded lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

the shasta mall, The Goodwill store

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

the area where Hilltop crosses the freeway, very narrow bike lanes. when biking, right turn or cars is difficult for me to go straight

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Crossing at the Dana intersection coming from the river trail. And, the area from Hilltop to next to the Casa Ramos business, there is easy way for bike access to the community behind.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

I do not know anyone in assisted living there,

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

hilltop and highway 44 interchange is terrible for biking or walking. the area behind goodwill to Church Creek rd is not safe at all.

Q14

Do you have any additional comments or feedback for this project?

thanks for listening.

#25

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 3:59:20 PM
Last Modified:	Wednesday, December 13, 2023 4:05:08 PM
Time Spent:	00:05:48
IP Address:	47.27.248.103

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Other (please specify):

I see so many dangerous crossings from the school kids on Shasta Dam Blvd. especially West of Ackrich.

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Around North Blvd and Pancake Hill need better sidewalks and crossing.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Just west of Ackrich where the kids try to cross. And better crosswalks all down Shasta dam Blvd

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

I watched about 20 cars NOT stop of kids trying to cross in the crosswalk at the Big Dipper.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Between Ackrich and the dam. Always people biking there and always looks unsafe.

Q14

Do you have any additional comments or feedback for this project?

Thanks!

#26

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 5:14:36 PM
Last Modified:	Wednesday, December 13, 2023 5:23:02 PM
Time Spent:	00:08:25
IP Address:	172.56.168.174

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bus,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

I go to the dollar tree weekly and there is only sidewalks in between not the whole way

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Yes Ashby Rd , no sidewalks bad lighting

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Yes along Ashby I wrecked twice on my bike

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Shasta lake City and connecting roads to Redding

Q14

Do you have any additional comments or feedback for this project?

We need improvement in getting to and from Shasta lake and Redding

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 13, 2023 6:38:32 PM
Last Modified: Wednesday, December 13, 2023 6:53:56 PM
Time Spent: 00:15:24
IP Address: 47.32.167.245

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
Live in an area where there are no sidewalks

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

The area after the rail road tracks, there are no sidewalks and needs more lighting

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Right after the railroad tracks, once you go under towards the damn there is a road directly to the right. So many times there have been close calls

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Around schools

Q14 **Respondent skipped this question**

Do you have any additional comments or feedback for this project?

#28

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 7:46:54 PM
Last Modified:	Wednesday, December 13, 2023 7:55:07 PM
Time Spent:	00:08:12
IP Address:	174.87.116.71

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

All areas without bike lanes or walking areas

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Montana & shasta dam blvd, cascade onto grand coolee

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Lack of sidewalks and crosswalks on various streets, poor lighting,

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#29

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 7:54:36 PM
Last Modified:	Wednesday, December 13, 2023 8:01:04 PM
Time Spent:	00:06:28
IP Address:	47.32.167.50

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

I go to the park alot with my son for the playground

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No sidewalks or incomplete

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Near the playground, Clair Engle park, near supermarket

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Around the park downtown, not the baseball park

Q14

Do you have any additional comments or feedback for this project?

No

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 13, 2023 8:59:41 PM
Last Modified: Wednesday, December 13, 2023 9:14:19 PM
Time Spent: 00:14:37
IP Address: 134.16.75.39

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

From Lake Blvd/151 intersection, east to "downtown". No place to safely walk, no lighting, and high speed limit

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Margaret Polf Park to the main town is bad for walking. No lighting and high speed traffic

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

The couple crosswalks we have need lots of lighting. Sun is an issue, as the boulevard runs east to west

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

What senior/assisted living?

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

All around the scenic loop around the dam, and towards the main town

Q14

Do you have any additional comments or feedback for this project?

The western side of Hwy 151 needs street lighting badly

#31

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, December 14, 2023 1:50:03 PM
Last Modified:	Thursday, December 14, 2023 2:00:22 PM
Time Spent:	00:10:18
IP Address:	75.128.18.52

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Shasta Dam - a bike lane is desperately needed. I ride there often knowing that I am at risk of being hit by a vehicle. Families cannot safely walk or bike the loop.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

I feel safe on Shasta Dam Blvd where there is a bike lane & sidewalks. I do not feel safe on the loop to the dam. I don't feel safe crossing Shasta Dam Blvd walking due to lack of crossings with blinking lights or refuge area in the median.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Shasta Dam & Median; Shasta Dam & Oregon; Shasta Dam at Taco Den; Shasta Dam at the railroad over cross; Shasta Dam & Ashby.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Lack of continuous sidewalks on some feeder side streets makes rolling difficult

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Shasta Dam loop

Q14

Do you have any additional comments or feedback for this project?

Please put a bike path all around the Shasta Dam loop. Please install multiple crosswalk blinking lights or better warning devices for drivers

#32

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 18, 2023 5:46:36 PM
Last Modified:	Monday, December 18, 2023 5:52:22 PM
Time Spent:	00:05:45
IP Address:	174.87.118.231

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Victor Avenue North

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic,

Other (please specify):

Easier and safer way across 44

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Not safe

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Mistletoe school, my dentist at victor and cypress

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Victor from Hartnell to Old Altutas. No place to ride that’s safe. I’d like a multi use path and slowed traffic

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

East side of town needs more paths and trails. Placer too to connect trail systems to housing especially to ride all the new mountain biking trails

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#33

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, December 19, 2023 9:58:22 AM
Last Modified:	Tuesday, December 19, 2023 10:06:43 AM
Time Spent:	00:08:20
IP Address:	149.136.17.250

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

,

Other (please specify):

ride my bike through area

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

fast cars on hilltop dropping down the hill, the I5 overcrossing on hilltop always feels sketchy.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

east side; this community is decently connected to west side via river trail etc, but east side connection feels bad.

Q14

Do you have any additional comments or feedback for this project?

thank you!

#34

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, December 30, 2023 7:21:12 AM
Last Modified:	Saturday, December 30, 2023 7:39:43 AM
Time Spent:	00:18:30
IP Address:	47.35.52.206

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Victor Avenue North

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Incomplete sidewalks on my route, high speeds on streets

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

A friend's house

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Rancho Road

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 05, 2024 11:16:45 AM
Last Modified: Friday, January 05, 2024 12:27:49 PM
Time Spent: 01:11:04
IP Address: 174.208.104.154

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Other (please specify):

Create a 3 mile continuous potted pine trees (?) With signs all the way to the dam! Bring small town character where people will like the atmosphere!!!

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:
Had several surgeries. Will in my future!

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Lake, Local Shopping, NEED MORE RESTAURANTS!!!

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Unsafe off the beaten path, near creeks! NEED CLEARED/CLEAN creekside ealking paths!!!

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Bicyclist crossing the roads!!!

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Need better bus systems, private vans to take shopping, maybe a local service within Shasta Lake only!!!

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Crossing Shasta Dam Blvd - Bike lanes within our busy residential streets!!!

Q14

Do you have any additional comments or feedback for this project?

Keep Improving!!!! Make this town better. We have a Ghetto reputation!

#36

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, January 14, 2024 8:54:11 PM
Last Modified:	Sunday, January 14, 2024 8:59:08 PM
Time Spent:	00:04:56
IP Address:	47.45.98.163

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I go to school here,

I own a business here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bus,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

All

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Cascade Blvd. Not enough shoulder in the curve

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Lots of crashes and close calls on cascade

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **No**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Cascade

Q14

Do you have any additional comments or feedback for this project?

No

Virtual Community Meeting

Pit River Tribe/Burney Walking and Biking Network

May 4, 2022 - 5:30-7:00 PM

PIT RIVER TRIBE

Shasta County Health & Human Services Agency

SHASTA REGIONAL TRANSPORTATION AGENCY

Caltrans

COUNTY OF SHASTA CALIFORNIA

Agenda

- Welcome, Introductions, Meeting Orientation
- Live Polling
- Pit River Tribal Member Address
- Project Background and Goals
- Introduction of the Network
- Q&A
- Breakout Rooms & Map-based exercise
- Proposed Improvements
- Wrap-up and Closing

Project Team

- Herb Quinn, Pit River Tribe
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittelson & Associates
- Chris Romano, Kittelson & Associates
- Katie DeMaio, AIM Consulting
- Angelika Williams, AIM Consulting
- Fionna Ferras, AIM Consulting
- Dan Bartelson, Evan Brooks Associates

Live Polling – Let's Meet You!



1. **What brings you to Pit River/Burney?**
   - o I live here
   - o I work here
   - o I go to school here
   - o I own a business here
   - o I have family and friends here
   - o Other (put in chat)

2. **Aside from driving, how do you get around Pit River/Burney?**
   - o Bus
   - o Bike
   - o Walk
   - o Assisted device
   - o Other (put in chat)
   - o I only drive

3. **What would encourage you to walk and bike to your destinations?**
   - o More crosswalks
   - o Better lighting
   - o Better or more complete sidewalks
   - o Better or more complete bike lanes
   - o Slowing down cars/vehicle traffic
   - o Other (put in chat)

Pit River Tribal Member Address: Herb Quinn



Project Background and Goals

The purpose of this project is to prepare grant-competitive strategies and improvements for the local roadway network in order to:



- Increase safety and mobility for all modes of travel
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Project Information

- Get projects, identified from planning efforts, grant ready.
- Active Transportation Program
  - Greatest source of AT funding
  - Competitive
  - Which projects succeed (public engagement, high-quality and context-appropriate designs, convincingly address safety issues, schools, transit, housing, seniors, Tribes as applicants, gap-closing, new AT infrastructure, networks, underrepresented communities, etc.)
- How to get projects "grant-ready."

Prior Engagement Activities



Student Engagement at Burney Elementary and Burney Jr/Sr High School, surveying a total of 314 students and faculty members



Pit River Tribe Network Stakeholder Engagement



Pit River/Burney Walk Audit

Current Conditions in Burney

There are no sidewalks, and drivers sometimes speed.





Current Conditions in Burney

Street crossings are limited and/or uncomfortable.





Current Conditions in Burney

Desire lines and informal paths for walking and biking routes.





Current Conditions in Burney (SR 299 / Main St)

Limited, uncomfortable crossings.

Speeding drivers.

No Sidewalks.

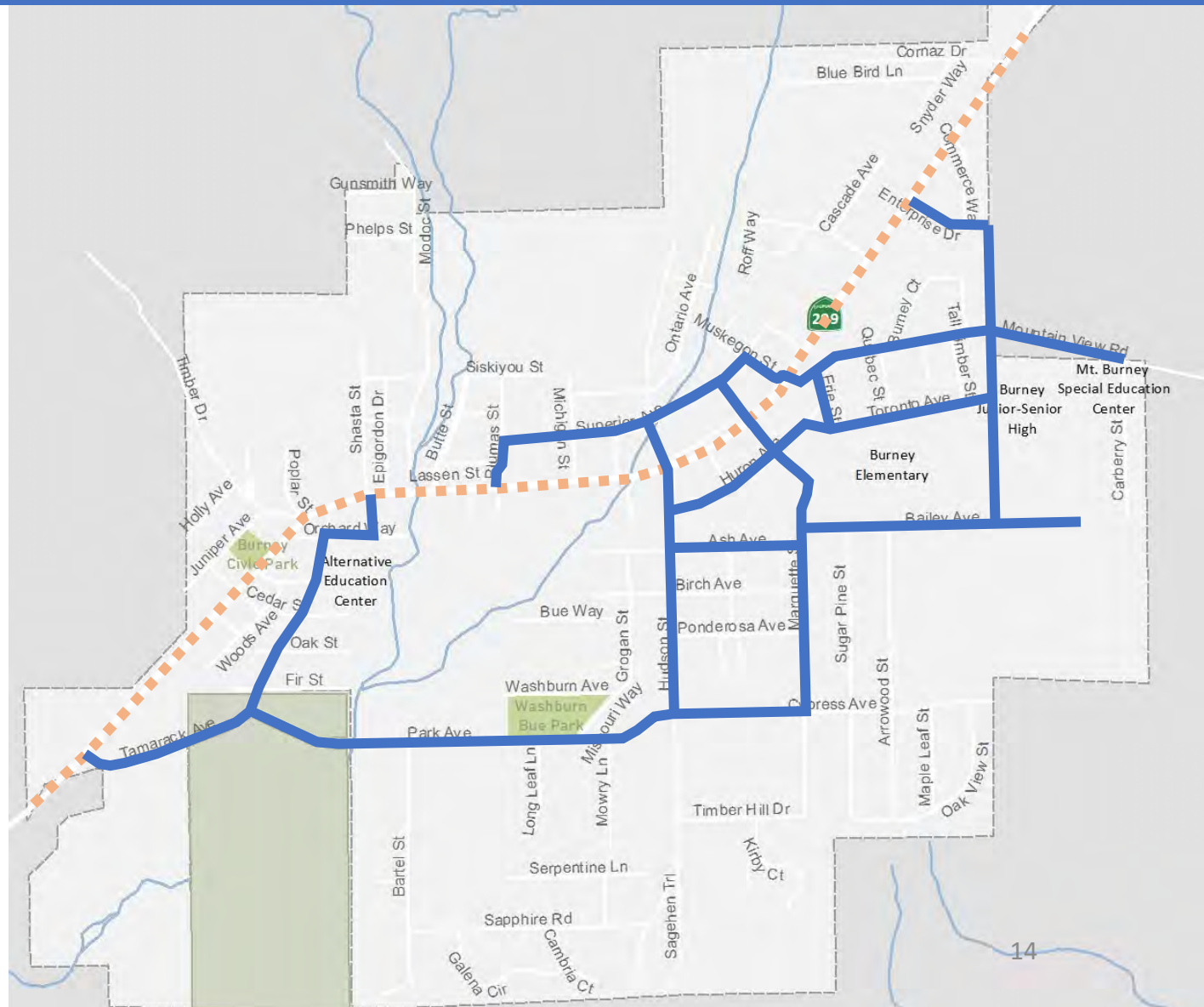
Uncomfortable bike lanes with no separation from vehicles.





Potential Network of Projects in Burney

- Adding sidewalks.
- Slowing traffic to make it comfortable to bike in the street.
- Adding crosswalks and curb ramps.
- Formalizing existing paths.
- Connecting to:
  - Tribal and Community Destinations
  - Schools and Healthcare
  - Senior and Affordable Housing
  - Bus Stops
- Upcoming Caltrans improvements to State Route 299/Main Street.

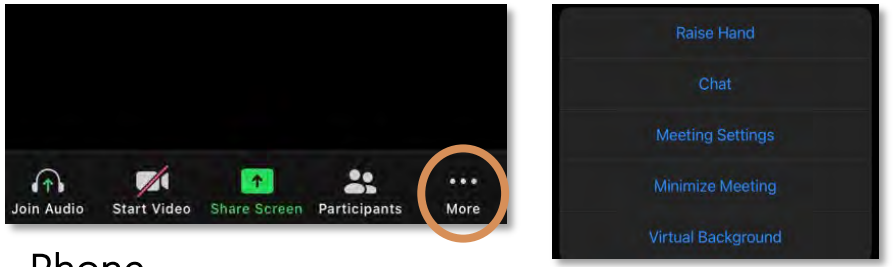


Question and Answer Session
We want to hear from you!

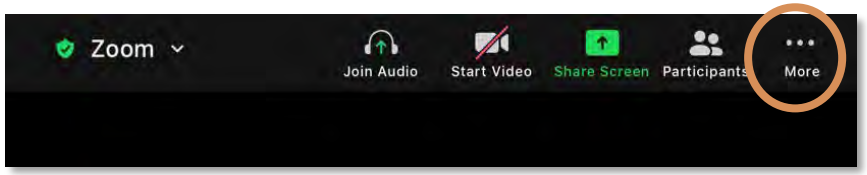


To Participate

- Raise your hand and our staff will unmute you OR
- Put your comment or answer in the chat box



Phone



Tablet

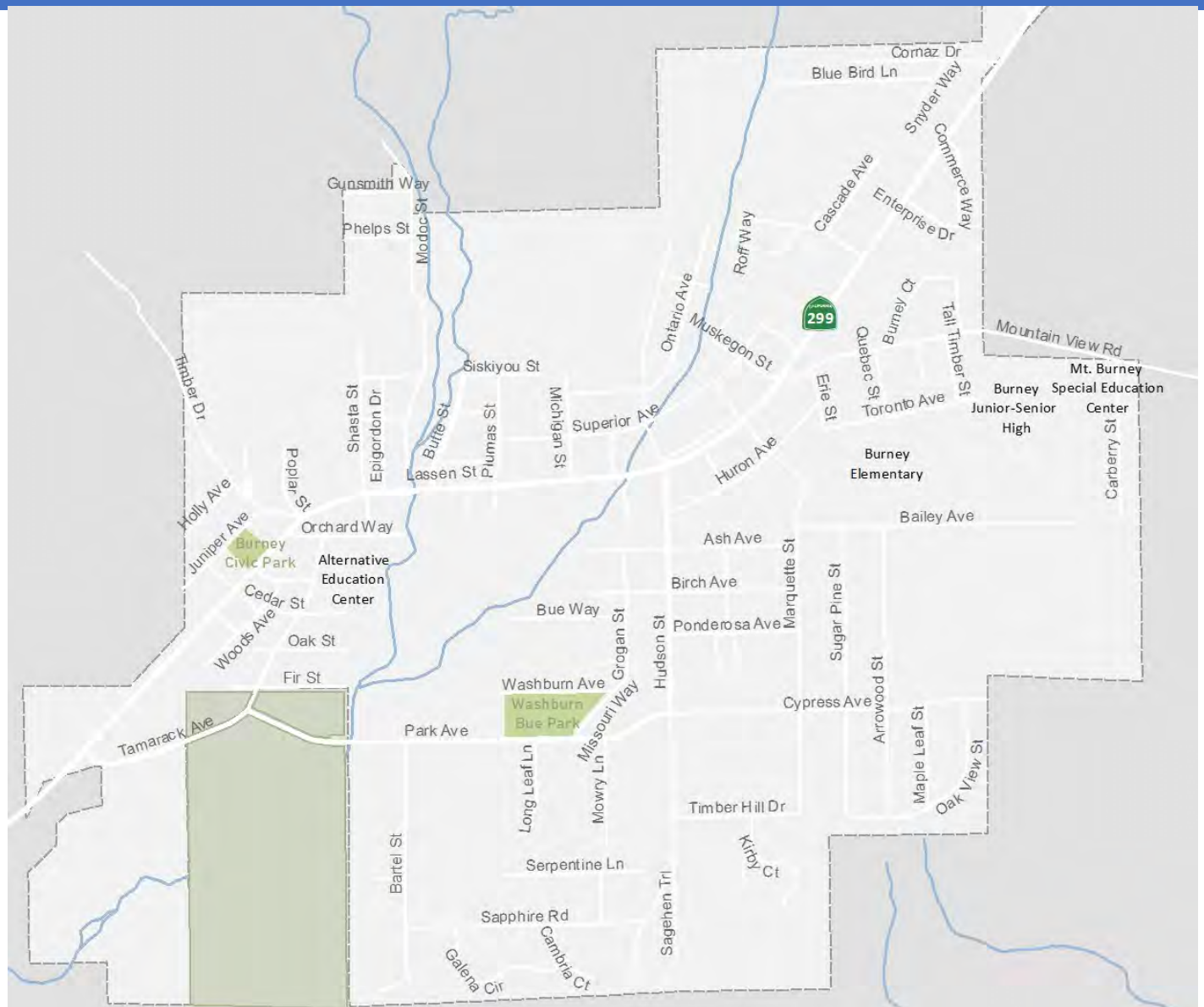


Computer

Breakout Sessions: Map Activity



Map Activity: Miro



Group Report Out/Feedback



Potential Improvements

Sidewalks / Side Paths and Curb Ramps





Potential Improvements

Crossing Improvements





Potential Improvements

Traffic Calming and Bike Routes



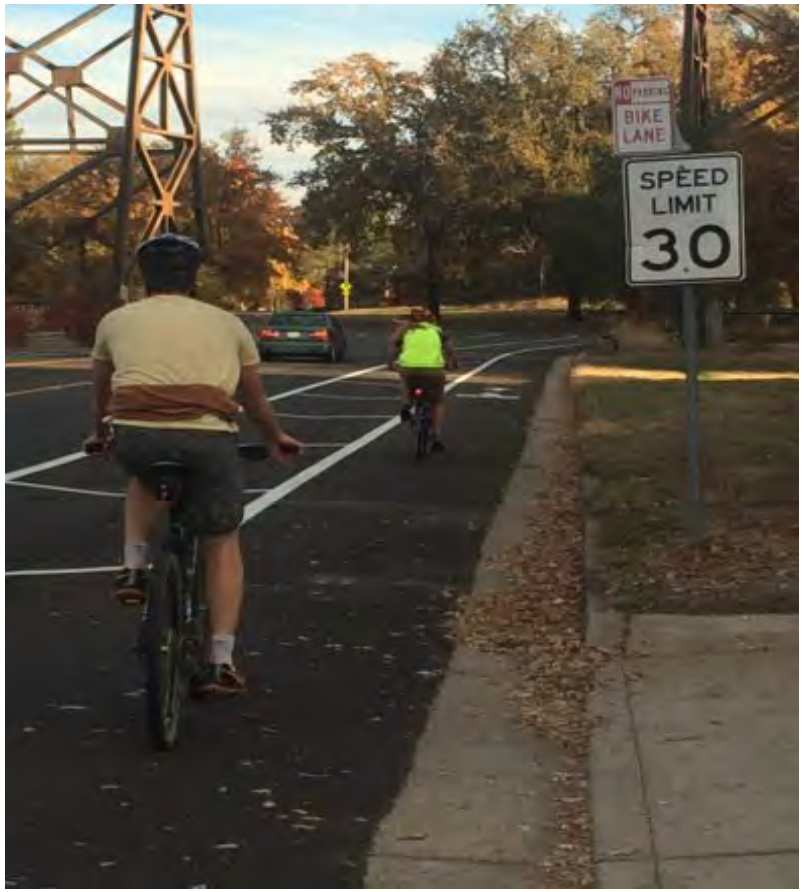


Potential Improvements

Off Street Paths



Buffered Bike Lanes



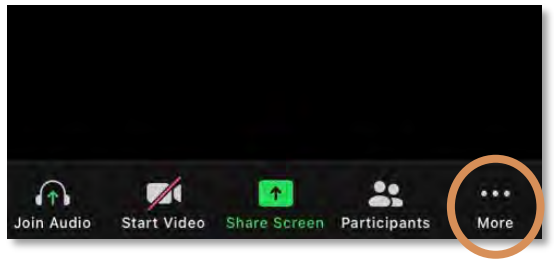
Separated Bike Lanes

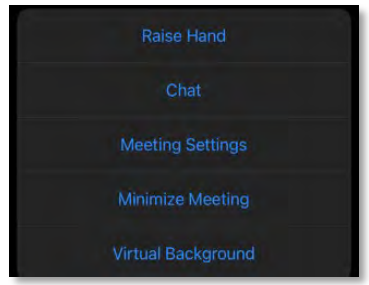


Feedback
We want to hear from you!

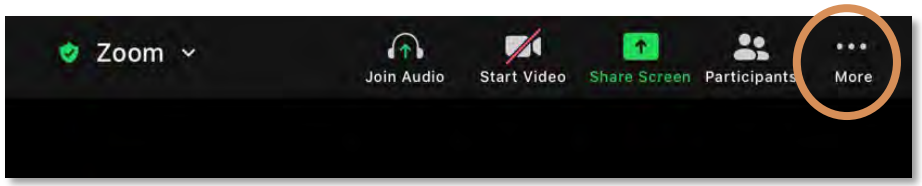
To Participate

- Raise your hand and our staff will unmute you OR
- Put your comment or answer in the chat box.





Phone



Tablet



Computer

Wrap Up and Next Steps

1. As soon as possible:
   a. Send us additional thoughts on the proposed improvements.
   b. Send us accounts of close-calls or crashes with vehicles and people walking/biking on or near the project corridors.
   c. Contact us for a video interview regarding these close-calls/crashes or how walking and biking will improve your life.
2. Preparation of project drawings and initial grant writing.
3. Stakeholder meetings on project details.
4. Reveal public-informed designs for final comments.
5. Wrap up grant writing, expert panel review, and submit applications.

Contact:
Keith Williams Email: kwilliams@srta.ca.gov

THANK YOU!

Keith Williams
Senior Transportation Planner, SRTA
Email: kwilliams@srta.ca.gov

Burney/Pit River Tribe
Munik'Chun (All My Children) Walking and Biking Network

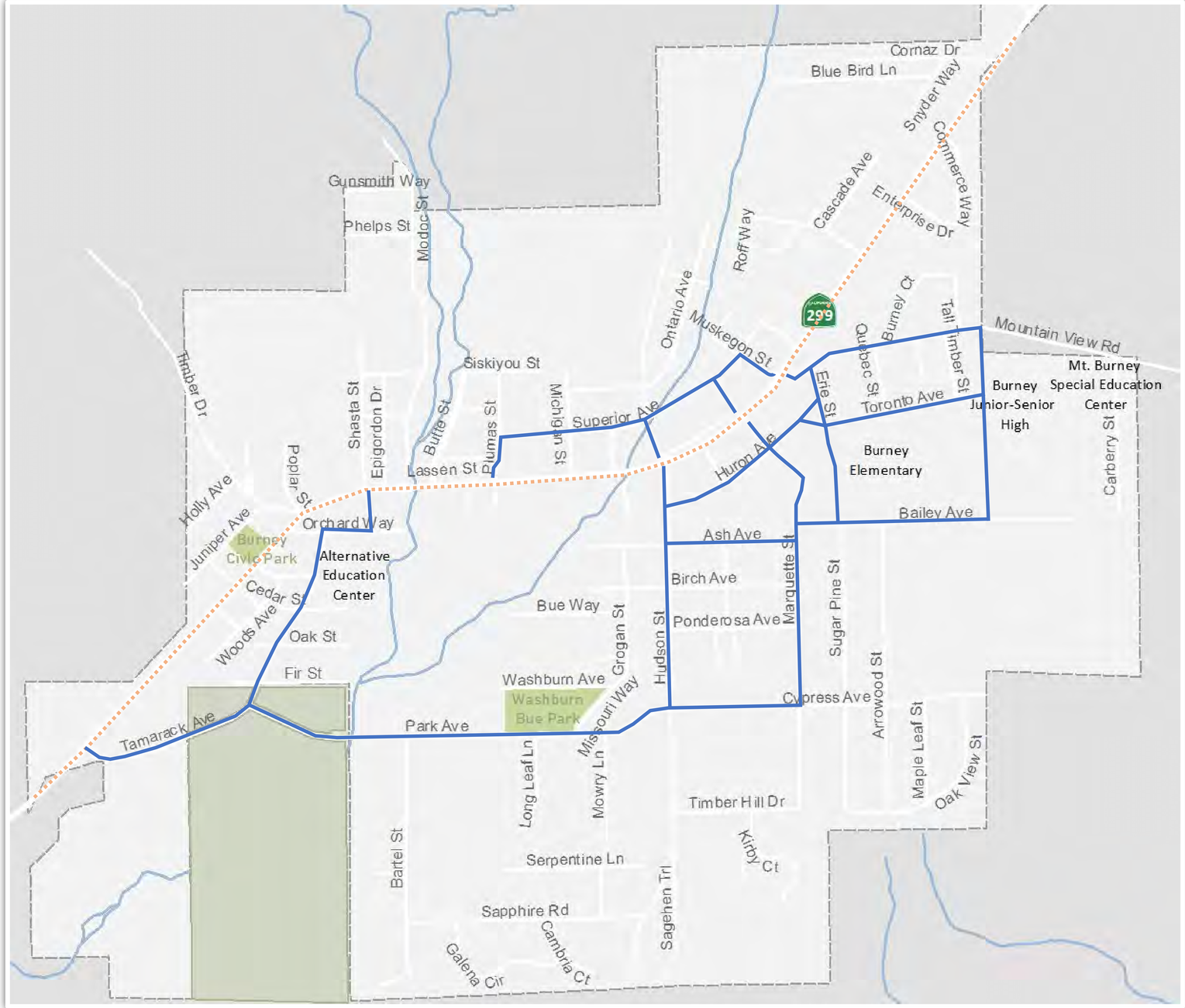
- Slowing traffic to make it comfortable to bike in the street
- Adding sidewalks
- Adding crosswalks and curb ramps
- Formalizing existing paths
- Improving connections to schools & destinations

Separately, Caltrans is considering improvements to Main Street (State Route 299) such as buffered bike lanes & more visible crossings

Tribal languge experts needed to weigh in and change the name to arrive at the true translation of "All My Children," a daunting task as the language struggles to survive.

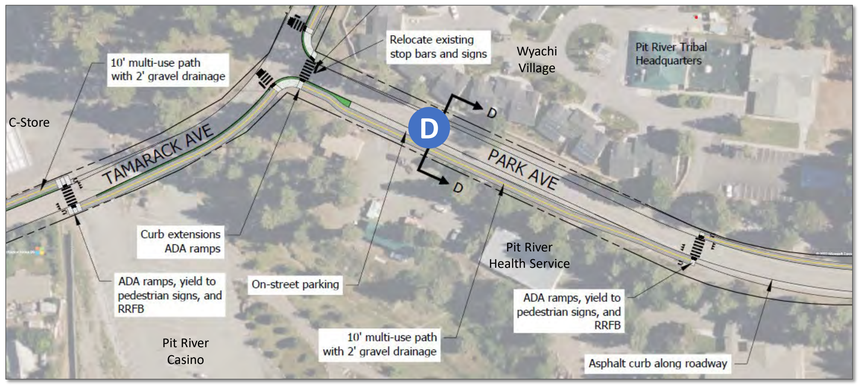


Project Banner Created by Students at Burney Jr. Sr. High School

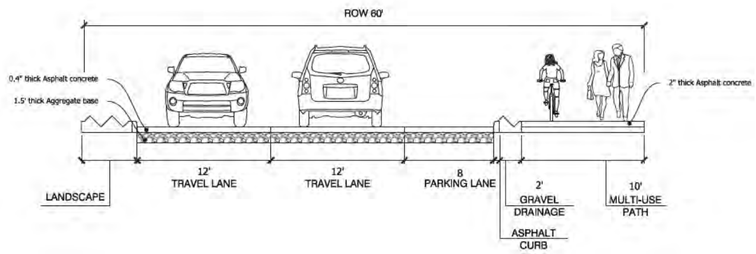


Munik'Chun (All My Children) Walking and Biking Improvements

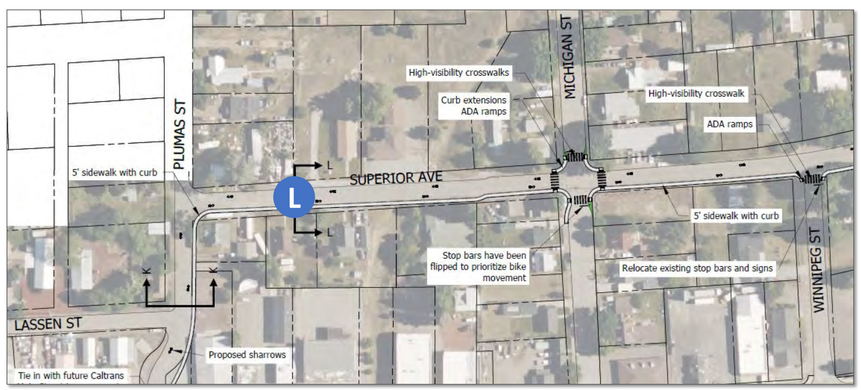
1 Side Path and Crossing Improvements on Park Ave & Tamarack Ave



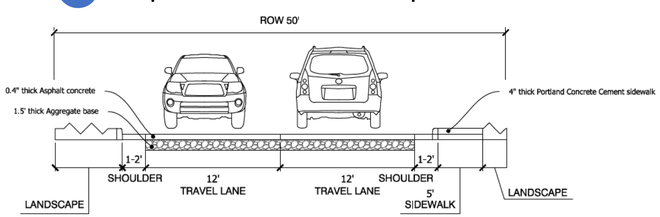
D Proposed Section on Park Ave



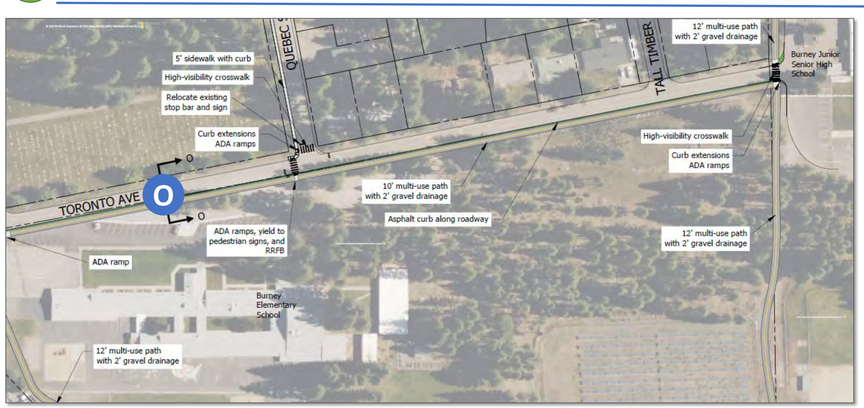
2 Sidewalk, Crossing Improvements, and Bike Markings on Superior Ave



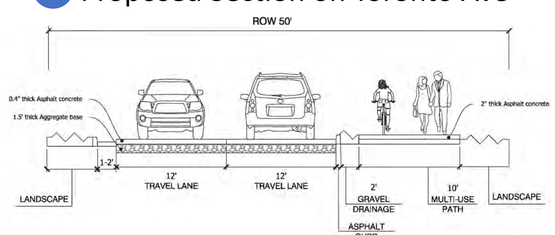
L Proposed Section on Superior Ave

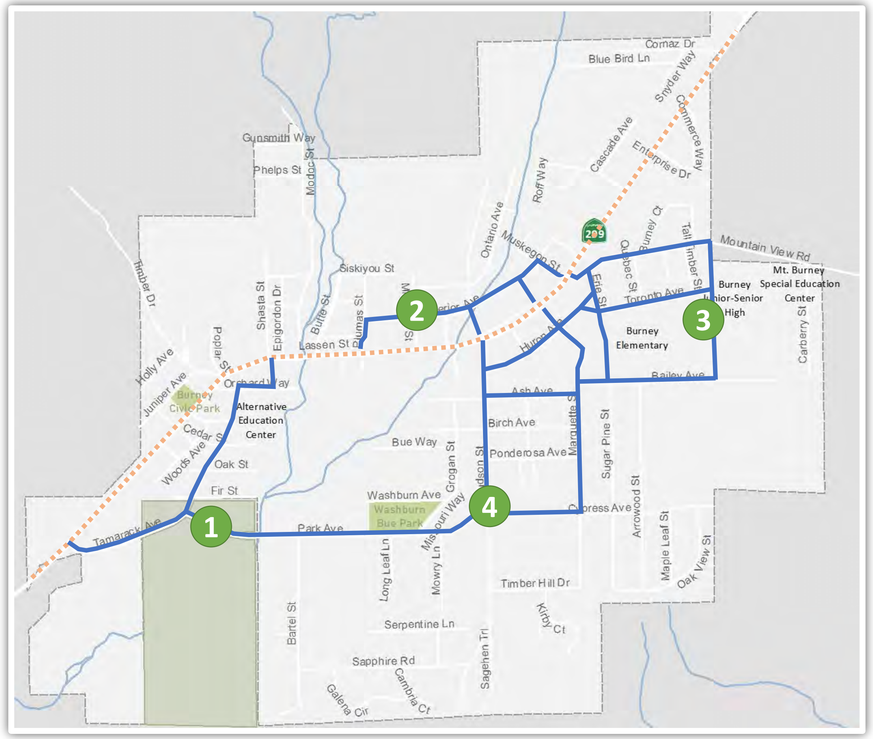


3 Off-Street Paths and School Connections

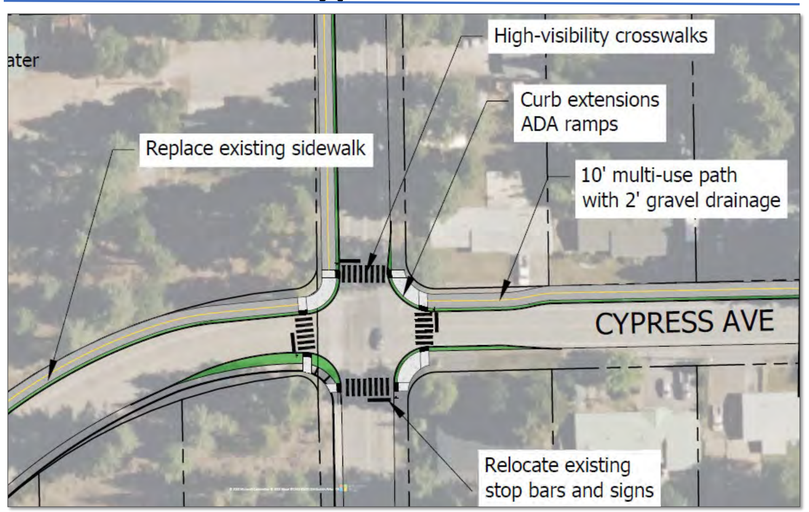


O Proposed Section on Toronto Ave

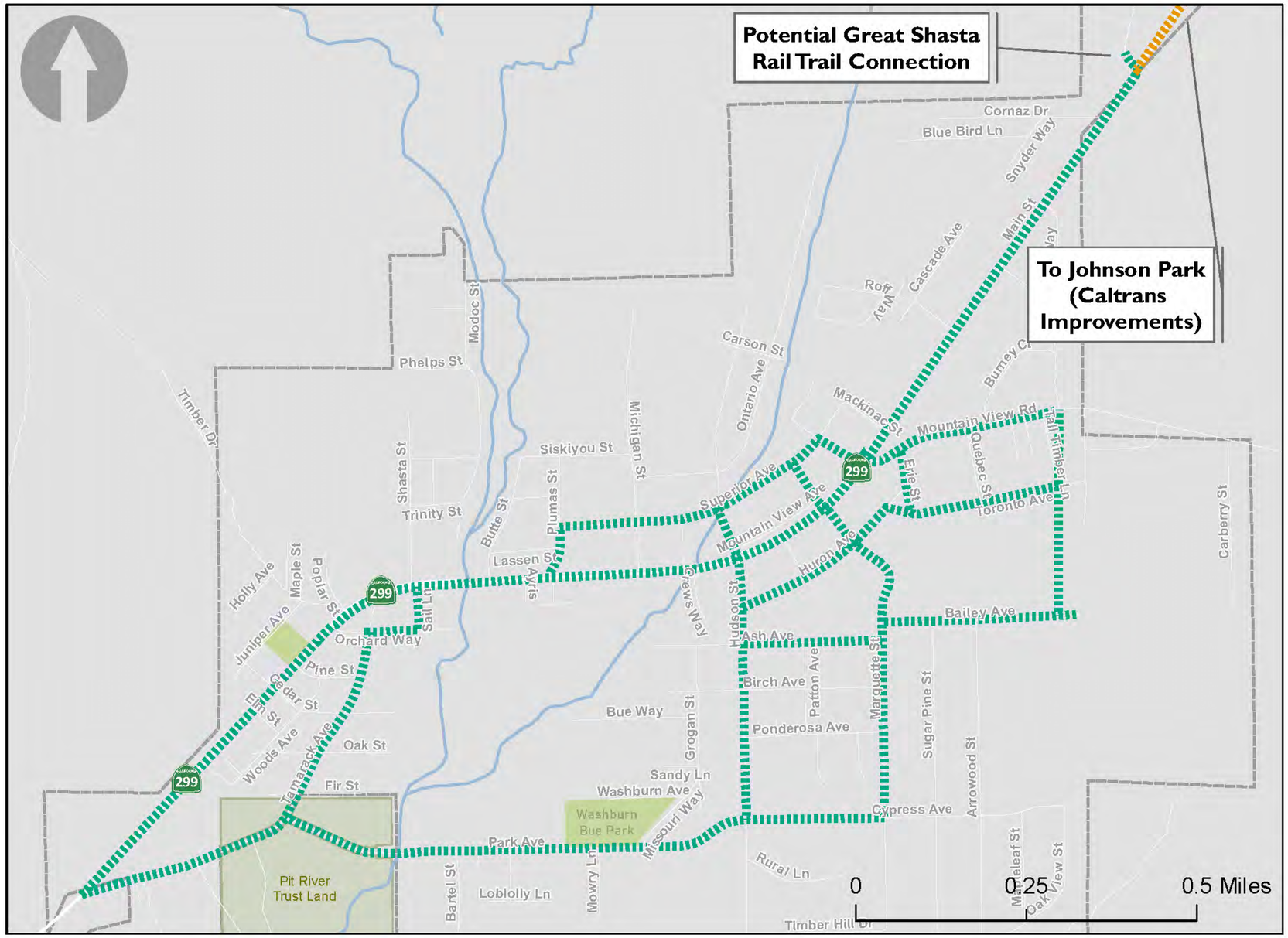




4 Crossing Improvements & Traffic Calming at Hudson St & Cypress Ave



PIT RIVER TRIBE/BURNEY WALKING AND BIKING NETWORK



Envisioned Project Elements

Add sidewalks and side paths

Slow traffic to improve safety for everyone and more comfortable to walk and bike

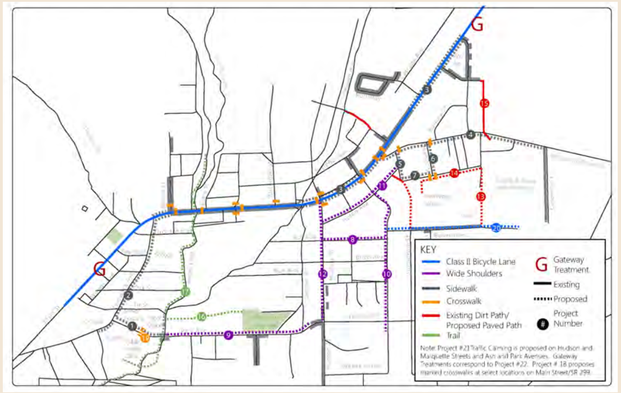
Add crosswalks and curb ramps

Enhance Main Street (SR 299) with improved bike facilities and crossings and speed management

Connect:

- Tribal & Community Destinations
- Schools
- Fresh Food
- Healthcare
- Regional Trails

PROJECT HISTORY
2012 - Present



Pit River Tribe/Burney Bicycle and Walkway Plan (2 12)

Proposed 22 project corridors to improve walking and biking including

- Sidewalks
- Local bike facilities
- Shared use paths
- Trails
- Traffic calming
- ateway treatments on Main Street



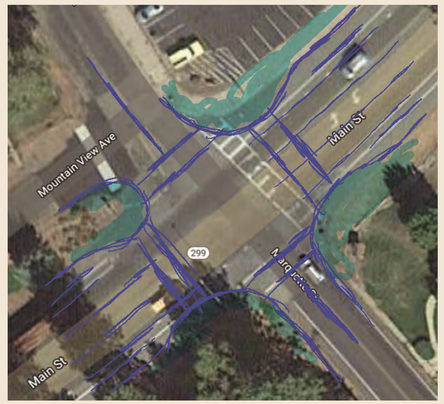
Pit River Tribe/Burney Charette Walk Audit and School/Community Engagement (2 21/2 22)

ey needs identified

- Update plan recommendations to current best practice
- Safe routes to schools and destinations
- Address speeding on Main Street and local streets
- Enhance crossings

Initial Design Concepts (2 22/2 23)

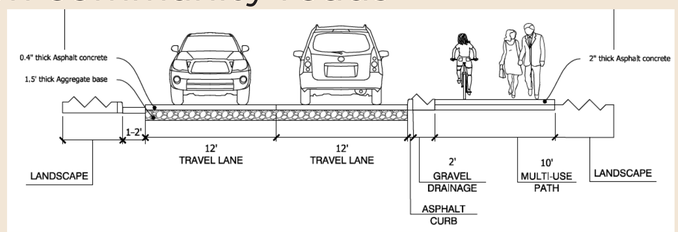
Potential crossing enhancements with curb extensions and high visibility crosswalks



Potential roundabout gateway treatment on Main Street



Potential shared-use side paths on community roads



CURRENT CONDITIONS IN BURNEY





There are very few sidewalks and drivers sometimes speed on local streets.





Local street crossings are limited or uncomfortable.



Main Street has infre uent uncomfortable crossings with high-speed traffic.



Main Street has uncomfortable bike lanes with no separation from vehicles and missing sidewalks.

POTENTIAL IMPROVEMENTS



Sidewalks/Side Paths



Curb Ramps/Curb Extensions





Crossing Improvements





Traffic Calmed Neighborhood Bike Routes



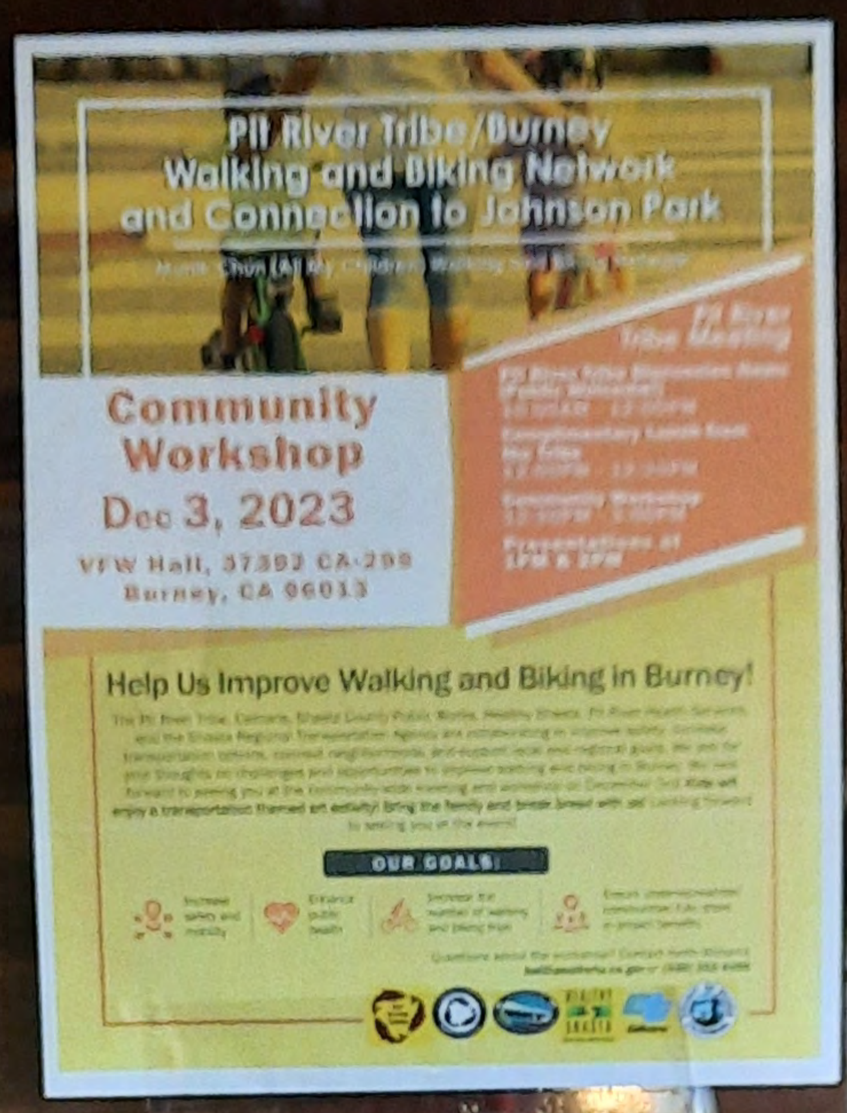


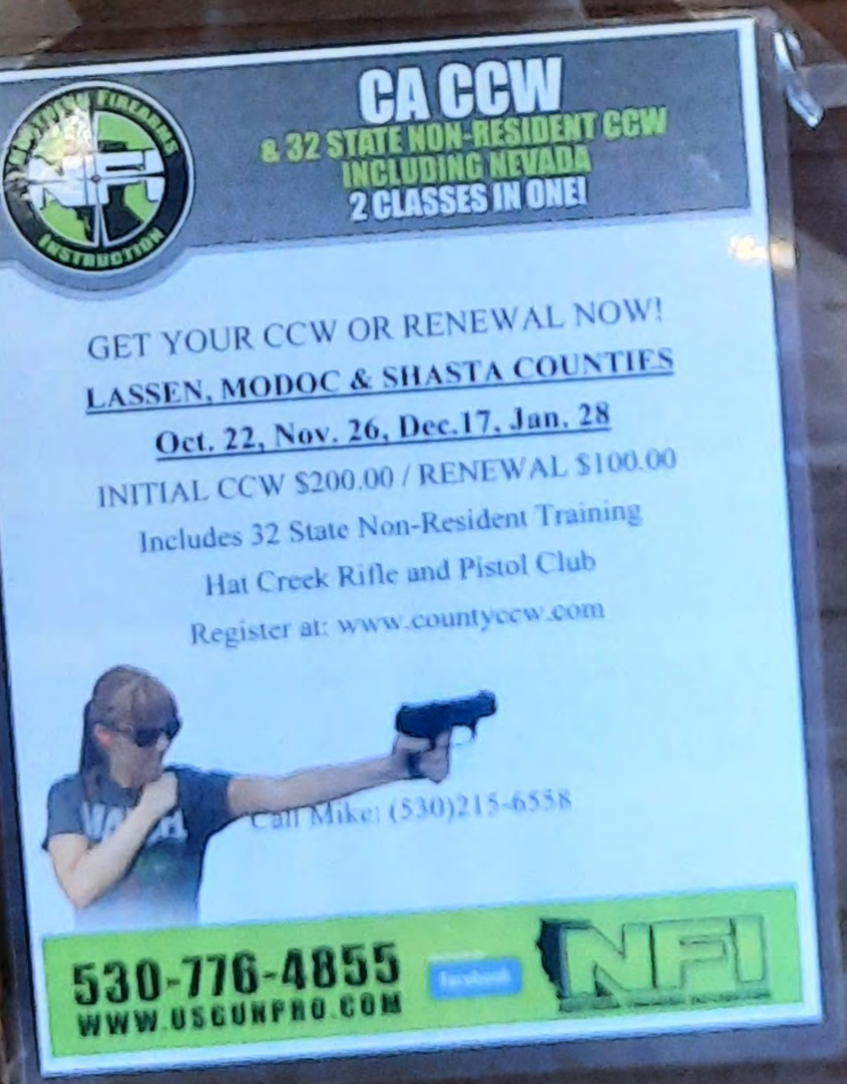
Buffered or Separated Bike Lanes



Off-Street Paths


INTERMOUNTAIN
BAPTIST CHURCH


Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park
Community
Workshop
Dec 3, 2023
VFW Hall, 37393 CA-299
Burney, CA 96013
Help Us Improve Walking and Biking in Burney!
OUR GOALS:


CA CCW
& 32 STATE NON-RESIDENT CCW
INCLUDING NEVADA
2 CLASSES IN ONE!
GET YOUR CCW OR RENEWAL NOW!
LASSEN, MODOC & SHASTA COUNTIES
Oct. 22, Nov. 26, Dec.17, Jan. 28
INITIAL CCW $200.00 / RENEWAL $100.00
Includes 32 State Non-Resident Training
Hat Creek Rifle and Pistol Club
Register at: www.countyccw.com
Call Mike: (530)215-6558
530-776-4855
WWW.USGUNPRO.COM
NFI


Pizza
Gepetto's
Coors
OPEN

Pit River Tribe 'Burney
Walking and Biking Network
and Connection to Johnson Park

Tribe Meeting

Community Workshop

Dec 3, 2023

VFW Hall, 37392 CA-299
Burney, CA 96013

Complimentary Lunch from the Tribe
12:00PM - 12:30PM

Community Workshop
12:30PM - 3:00PM

Presentations at 1PM & 2PM

Help Us Improve Walking and Biking in Burney!

OUR GOALS

Directions about the workshop? Contact Kevin Williams

JOINT UNIFIED
FALL RIVER
SCHOOL DISTRICT

"Education is Power"

"JOB OPPORTUNITIES"

THE FALL RIVER JOINT UNIFIED SCHOOL DISTRICT

IS ACCEPTING APPLICATIONS FOR THE FOLLOWING OPEN POSITIONS:

DISTRICT

BUS DRIVER / Full Time w/Benefits - 35 Hours / $20.39 - $22.66 Per Hour / Paid Training Provided

MECHANIC/BUS DRIVER / Full Time w/Benefits - 35 Hours / $24.35 - $24.41 Per Hour / Paid Training Provided

CERTIFICATED SUBSTITUTE TEACHER / CLASSIFIED SUBSTITUTES

Call for information about these classifications. Assignments start June 10, 2024. (530) 336-4556

FALL RIVER ELEM./STAFF SCHOOL

TEACHER – 1st/2nd Grade Combo / Full Time - 1.0 FTE / Annual Salary - $61,376 - $72,858

Apply on EDJOIN at

FALL RIVER JR SR HIGH SCHOOL

PARAPROFESSIONAL / 30 Hours Per Week w/Benefits / $16.98 - $20.

ALL APPLICANTS MUST: Pass DOJ Fingerprint Clearance, Pre-placement Physical, & Provide Proof of a Negative TB Test.

*** PARAPROFESSIONALS MUST HAVE** an AA degree and/or 2 years of college (48) units, OR a passing grade on the Shasta County Paraprofessional Exam.

CLASSIFIED APPLICATIONS CAN BE DOWNLOADED AT www.frjusd.org (Our District / Departments / Human Resources / HR Documents / Applications / Classified application) or can be picked-up at the District Office @ 20375 Tamarack Ave. Burney, CA. Call 335-4556 for info.

Closing Dates for ALL Positions are Until Filled unless otherwise noted.

(September 2023)

"AN EQUAL OPPORTUNITY EMPLOYER"

20375 TAMARACK AVENUE BURNEY, CALIFORNIA 96013 – TELEPHONE (530) 335-4556 – FAX (530) 335-3175

Governing Board
President: Rick Dougherty
Clerk: Megan Elliott
Trustee: John Hamilton
Trustee: Jack Hathaway
Trustee: Jeanne Harris

Superintendent
Greg F. Hamilton

NOTICE
ACCOUNTABILITY
FOR THE 2022-2023
FUND 09 ACCOUNTABILITY

As required by Government Code
Joint Unified School District is
Report available for public
review of the information and

Resolution 5 2023-2024
Year in the Developer Fees Fund
Unified School Board of Trustees
Meeting. A public review and hea

The 2022-2023 fiscal year report
available for review starting
document can be reviewed at the
located at 20375 Tamarack Avenue
www.frjusd.org

Date: November 8, 2023

Time:

Location: District Office
20375 Tamarack Avenue
Burney, CA 96013

Burney Elementary
SCHOOL
STOP

1:16PM

Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park

"Munik Chun (All My Children) Walking and Biking Network"

Community Workshop

Dec 3, 2023

VFW Hall, 37392 CA-299
Burney, CA 96013

Pit River Tribe Meeting

Pit River Tribe Discussion Items (Public Welcome!)
10:00AM - 12:00PM

Complimentary Lunch from the Tribe
12:00PM - 12:30PM

Community Workshop
12:30PM - 3:00PM

Presentations at 1PM & 2PM

Help Us Improve Walking and Biking in Burney!

The Pit River Tribe, Caltrans, Shasta County Public Works, Healthy Shasta, Pit River Health Services and the Shasta Regional Transportation Agency are collaborating to improve safety, increase transportation options, connect neighborhoods, and support local and regional goals. We ask for your thoughts on challenges and opportunities to improve walking and biking in Burney. We look forward to seeing you at the community-wide meeting and workshop on December 3rd! **Kids will enjoy a transportation themed art activity! Bring the family and break bread with us!** Looking forward to seeing you at the event!

OUR GOALS:

- Increase safety and mobility
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Questions about the workshop? Contact Keith Williams
kwilliams@srta.ca.gov or (530) 262-6190

HEALTHY SHASTA · Caltrans

DON'T F
STAY HOME WH

Tell your mom, c
you come to sch
an adult if you

cough

Shortness
or problem

sore throat

loss of
or smell

OTHER SY
INCLU

fever, runny nose, diarrh
or vomiting, feeling
and poor ap

CDC

AlphaProTech

Positive


HOME OF THE RAIDERS
SR. HIGH SCHOOL





SHASTA COUNTY DEPARTMENT OF RESOURCE MANAGEMENT
ENVIRONMENTAL HEALTH DIVISION

PERMIT TO OPERATE

IS HEREBY GRANTED A REVOCABLE PERMIT TO OPERATE



JR. LADY RAIDERS 2023



Community Workshop
Dec 3, 2023



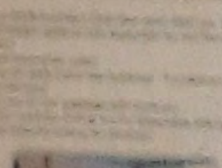
Tawfik Update



Thank you so much for supporting [illegible] Youth Sports Show. Your contribution and continued support are greatly appreciated! Because of companies and people like you we are able to continue providing youth sports opportunities to the Intermountain Community!

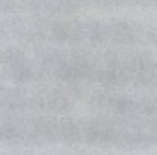
Chi Alpha Chico State

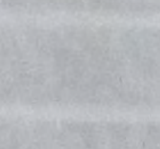


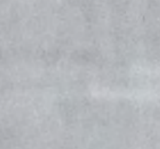


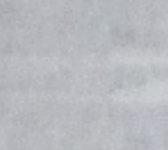
SWEET LIFE CONFERENCE

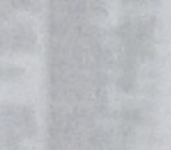
FAITH UNSEEN



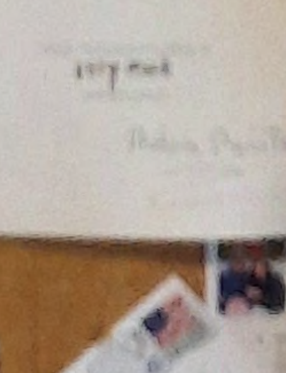








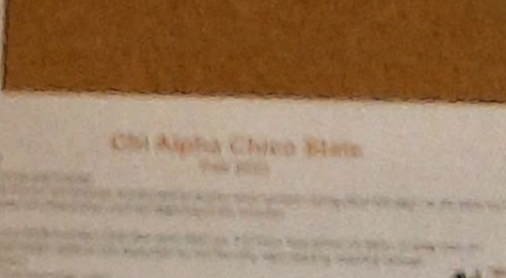




RIDER GUIDE

Dignity Health

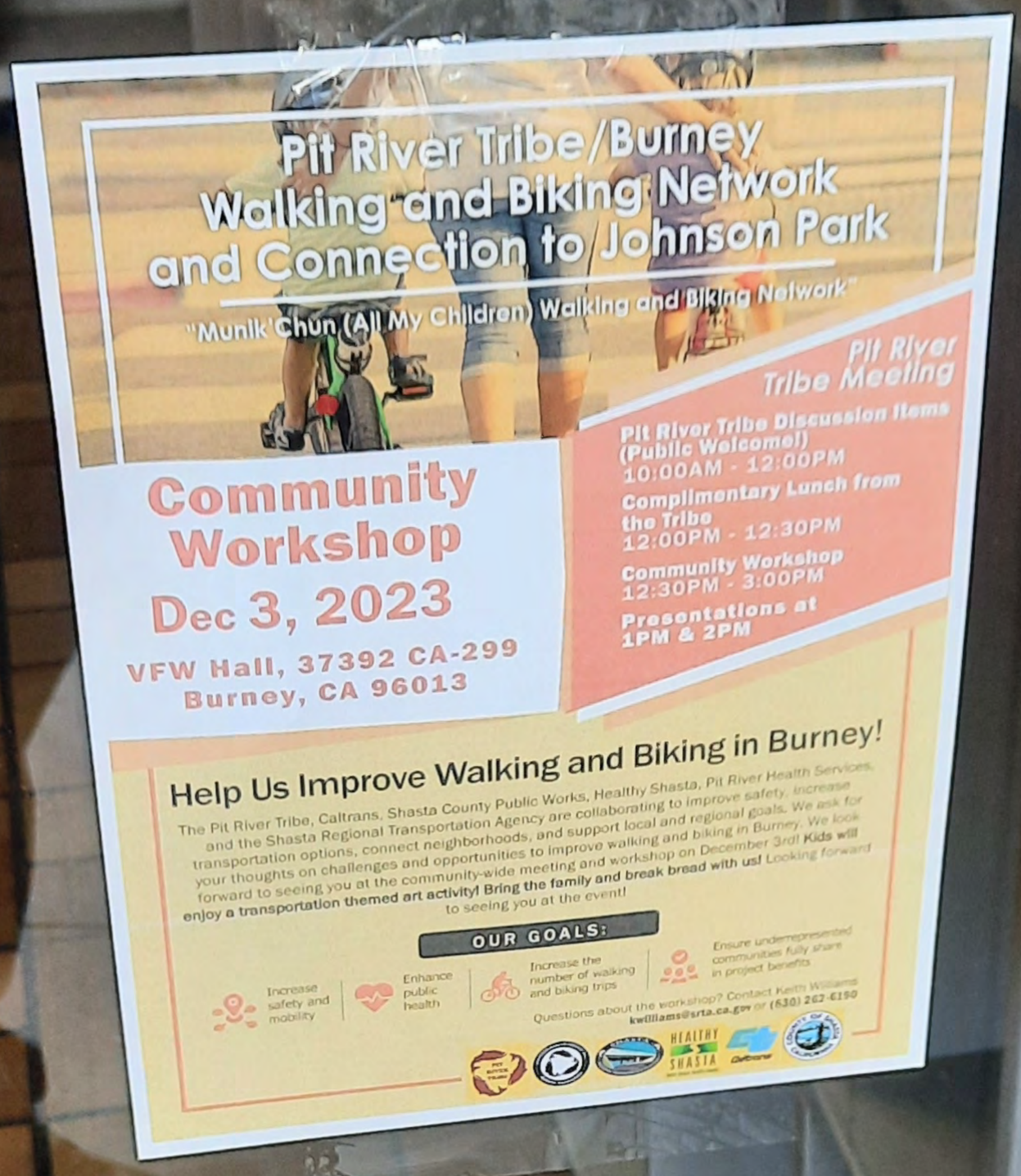




Residential Fuel Reduction
Free Drop Off
Every Wednesday & Saturday
9-10 AM



37341
Word Of Life
Burney, CA
Word Of Life
Burney, CA


Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park
"Munik'Chun (All My Children) Walking and Biking Network"
Community
Workshop
Dec 3, 2023
VFW Hall, 37392 CA-299
Burney, CA 96013
Pit River
Tribe Meeting
Pit River Tribe Discussion Items
(Public Welcome!)
10:00AM - 12:00PM
Complimentary Lunch from
the Tribe
12:00PM - 12:30PM
Community Workshop
12:30PM - 3:00PM
Presentations at
1PM & 2PM
Help Us Improve Walking and Biking in Burney!
The Pit River Tribe, Caltrans, Shasta County Public Works, Healthy Shasta, Pit River Health Services,
and the Shasta Regional Transportation Agency are collaborating to improve safety, increase
transportation options, connect neighborhoods, and support local and regional goals. We ask for
your thoughts on challenges and opportunities to improve walking and biking in Burney. We look
forward to seeing you at the community-wide meeting and workshop on December 3rd! Kids will
enjoy a transportation themed art activity! Bring the family and break bread with us! Looking forward
to seeing you at the event!
OUR GOALS:
Increase safety and mobility
Enhance public health
Increase the number of walking and biking trips
Ensure underrepresented communities fully share in project benefits
Questions about the workshop? Contact Keith Williams
kwilliams@srta.ca.gov or (530) 262-6190
HEALTHY SHASTA

CHILDREN MAY BE ELIGIBLE TO RECEIVE
FREE SERVICES!
Migrant Education
Harvests of Hope

Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park
"Munik' Chun (All My Children) Walking and Biking Network"
Community
Workshop
Dec 3, 2023
VFW Hall, 37392 CA-299
Burney, CA 96013
Pit River
Tribe Meeting
Pit River Tribe Discussion Items
(Public Welcome)
10:00AM - 12:00PM
Complimentary Lunch from
the Tribe
12:00PM - 12:30PM
Community Workshop
12:30PM - 3:00PM
Presentations at
1PM & 2PM
Help Us Improve Walking and Biking in Burney!
OUR GOALS!

WE'RE CLOSED ON THESE DAYS:

New Year's Day
JANUARY 2 (OBSERVED)

Martin Luther King Jr. Day
JANUARY 16

Presidents Day
FEBRUARY 20

Memorial Day
MAY 29

Juneteenth
JUNE 19

Independence Day
JULY 4

Labor Day
SEPTEMBER 4

Columbus Day
OCTOBER 9

Veterans Day
NOVEMBER 11

Thanksgiving Day
NOVEMBER 23

Christmas Day
DECEMBER 25

USPS.com® and the USPS Mobile® app are always open.

WELCOME

PACKAGING

Deliver Joy Just in Time

CHOOSE FROM VARIABLE RAT
BOXES AND ENVELOPES
OR USE ANY OTHER BOX OR ENVEL

VARIABLE RATE SERVIC

UNITED STATES POST OFFICE

Now you can use your...

VISA

...and many more ATM/debit cards

Mikes Painting

And Home Repair

Interior and Exterior

Tile - Custom Closets
Window and Door Trim
Power Washing
Remodels and ???

40 + years experience

SENIOR DISCOUNTS

CALL: 941-7491

Dav

TnTerm

Phone

Cell (

Email

DA

53

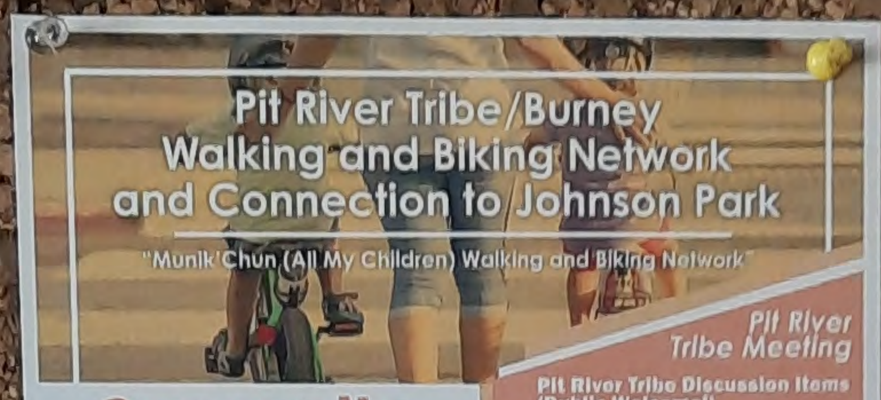
of Friends
ery Group

us for our [meeting]

nymous is a fellowship of
ne together to solve their
n. It is non-professional. It
anything to attend A.A.
are no age or education
participate, is completely
mbership is open to anyone
do something about their
or addiction problem.
urpose is to stay sober and
oholics to achieve sobriety.

ay	Contact: Drew 530-776-8626

ircle of Friends
-299, Burney, CA 96013



Pit River Tribe/Burney Walking and Biking Network and Connection to Johnson Park

"Munik'Chun (All My Children) Walking and Biking Network"

Community Workshop

Dec 3, 2023

VFW Hall, 37392 CA-299
Burney, CA 96013

Pit River Tribe Meeting

Pit River Tribe Discussion Items (Public Welcome!)
10:00AM - 12:00PM

Complimentary Lunch from the Tribe
12:00PM - 12:30PM

Community Workshop
12:30PM - 3:00PM

Presentations at 1PM & 2PM

Help Us Improve Walking and Biking in Burney!

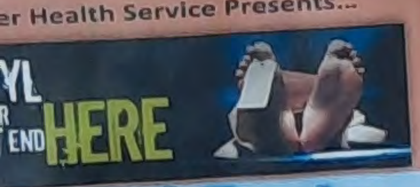
The Pit River Tribe, Caltrans, Shasta County Public Works, Healthy Shasta, Pit River Health Services, and the Shasta Regional Transportation Agency are collaborating to improve safety, increase transportation options, connect neighborhoods, and support local and regional goals. We ask for your thoughts on challenges and opportunities to improve walking and biking in Burney. We look forward to seeing you at the community-wide meeting and workshop on December 3rd! **Kids will enjoy a transportation themed art activity! Bring the family and break bread with us!** Looking forward to seeing you at the event!

OUR GOALS:

- Increase safety and mobility
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Questions about the workshop? Contact Keith Williams
kwilliams@srta.ca.gov or (530) 262-6190

er Health Service Presents...



tanyl Facts:

00 times more potent than
ine. Fentanyl is the most
olved in overdose deaths.

mixed with other drugs,
thamphetamine, cocaine,
IA. A person who uses drugs can
powder, a pill or any substance



Illustration of 2 milligrams of fentanyl, a lethal dose in most people.

NARCAN SAVES LIVES!



What is Fentanyl Test Strips?
Fentanyl test strips are easy to use tests to see if your drugs have fentanyl in them.



Multiple naloxone (Narcan) doses – up to or 4 -6 doses - might be necessary because of fentanyl's potency.

a or Fentanyl Test Strips, come by Pit River Health or contact
@530-335-7565) ext.148 or Mariela Saucedo for an Appointment ext.148

Download the NARCAN App NOW
https://apps.apple.com/us/app/narcan-now/id1076163137

InterMountain
Recreation
Collaborative
imrecreation.org

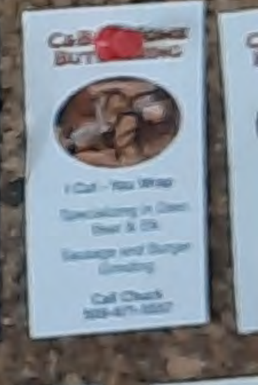
Visitor Recreation Survey

We want your opinion on your recreation experience in the area. The purpose of this survey is to identify the recreational interests of visitors to the Shasta-Lassen InterMountain area.

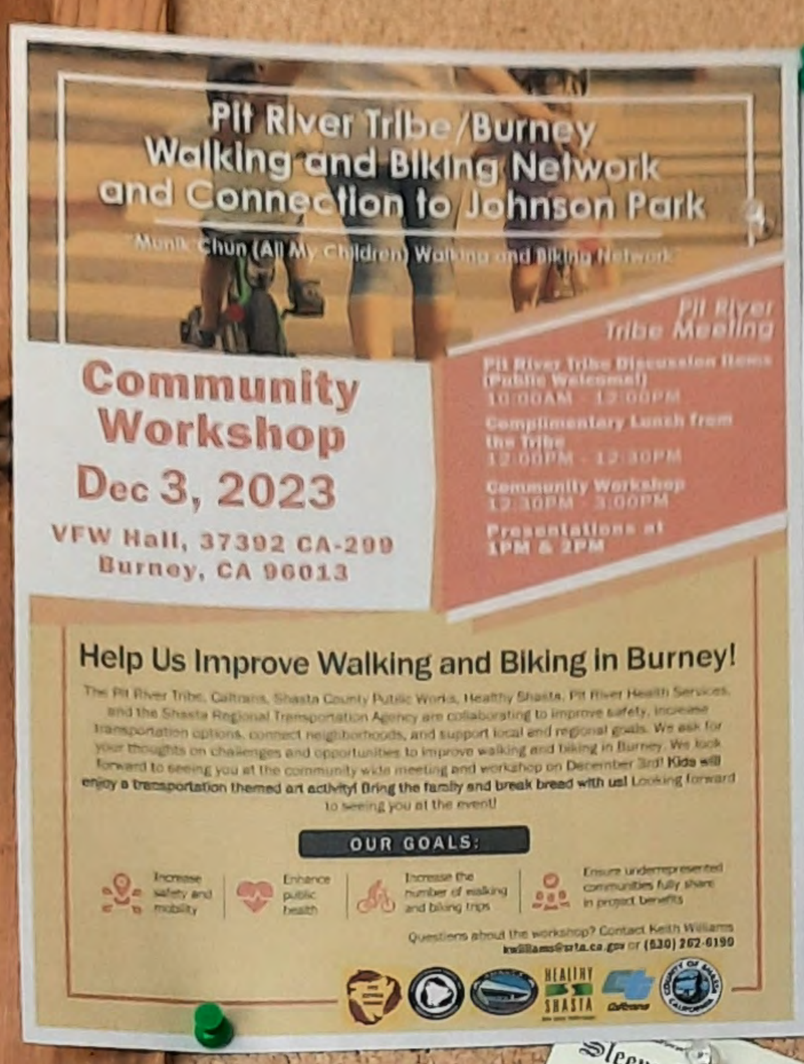
This data will be used by the Intermountain Recreation Collaborative to help determine what new or improvement projects to pursue. As a diverse recreation collaborative, we are dedicated to creating and improving recreation experiences in the Intermountain region.

A link to this survey can also be found by visiting:
imrecreation.org



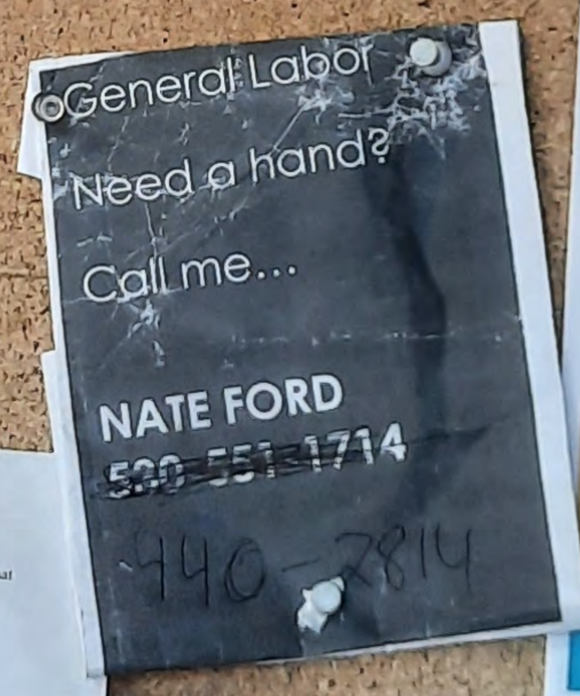



LAUNDROMAT
37454
DO NOT BLOCK DRIVEWAY

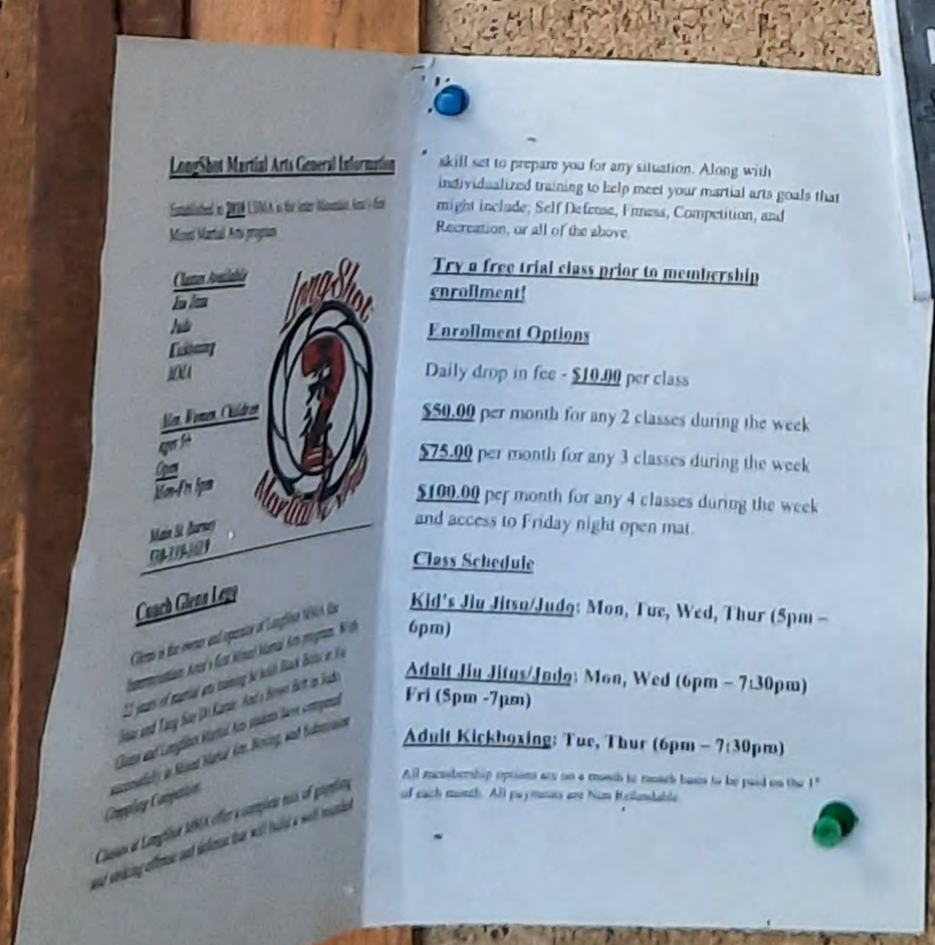

Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park
Munik Chun (All My Children) Walking and Biking Network
Community
Workshop
Dec 3, 2023
VFW Hall, 37392 CA-299
Burney, CA 96013
Pit River
Tribe Meeting
Pit River Tribe Discussion Items
(Public Welcome!)
10:00AM - 12:00PM
Complimentary Lunch from
the Tribe
12:00PM - 12:30PM
Community Workshop
12:30PM - 3:00PM
Presentations at
1PM & 2PM
Help Us Improve Walking and Biking in Burney!
OUR GOALS:
Increase safety and mobility
Enhance public health
Increase the number of walking and biking trips
Ensure underrepresented communities fully share in project benefits
Questions about the workshop? Contact Keith Williams
kwilliams@srta.ca.gov or (530) 262-6190
HEALTHY SHASTA


1982 Z28
Camaro
HOT DEAL
Indy Pace Car
$4,000 OBO - Only 6,360 made
(530) 444-5052 CALL/TEXT


Residential Fuel
Free Dro
Presented by: Burney Bas
londay Wednesda
8 10 A
We accept: trees, bru
clippings
NO TRASH, PAINTED/TR
HAZARDOU
Look for our attendant & si
Black Ranch Rd. 3 miles be
Availab
Burney, JP, Cassel, Fall Riv
For more info cont
530-599-9992 or symbio


General Labor
Need a hand?
Call me...
NATE FORD
530-551-1714
440-7814


YOU'RE NOW
free to go
Call 530-226-3075 or visit ShastaConnect.org


LongShot Martial Arts General Information
Couch Glenn Long
Try a free trial class prior to membership enrollment!
Enrollment Options
Daily drop in fee - $10.00 per class
$50.00 per month for any 2 classes during the week
$75.00 per month for any 3 classes during the week
$100.00 per month for any 4 classes during the week and access to Friday night open mat.
Class Schedule
Kid's Jiu Jitsu/Judo: Mon, Tue, Wed, Thur (5pm – 6pm)
Adult Jiu Jitsu/Judo: Mon, Wed (6pm – 7:30pm) Fri (5pm -7pm)
Adult Kickboxing: Tue, Thur (6pm – 7:30pm)


GET YOUR CC
LASSEN, MODO
Oct. 22, No
INITIAL CCW
Includes 32 S
Hat Cre
Register
530-776-4
WWW.USGUNPR


YOU CAN GET YOUR
CAT 'FIXED' (SPAYED, NEUTERED)
+ A RABIES SHOT
ALL FOR ONLY $5!!
FOR PET, STRAY OR WILD* CATS
*IF YOU NEED TO BORROW A LIVE TRAP, SNIPPP HAS THEM AVAILABLE TO LEND OUT
THIS OFFER IS OPEN
TO EVERYONE**
WHILE THE $ LASTS!


AMERICAN LEGION POST 441
PIG RAFFLE
TWO DRAWINGS FOR 1/2 PIG EACH, (CUT, WRAPPED & FROZEN)

Coffee Shop

Need a lift?

DAY TRIPPER

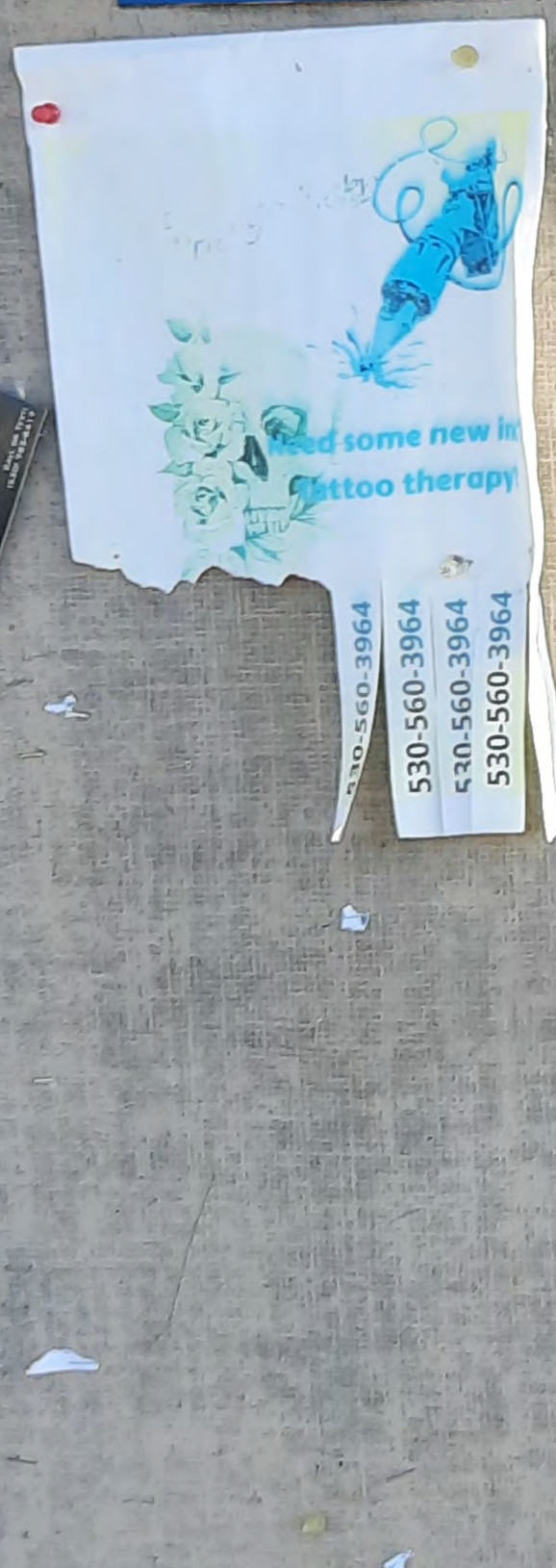
WILL GET YOU THERE

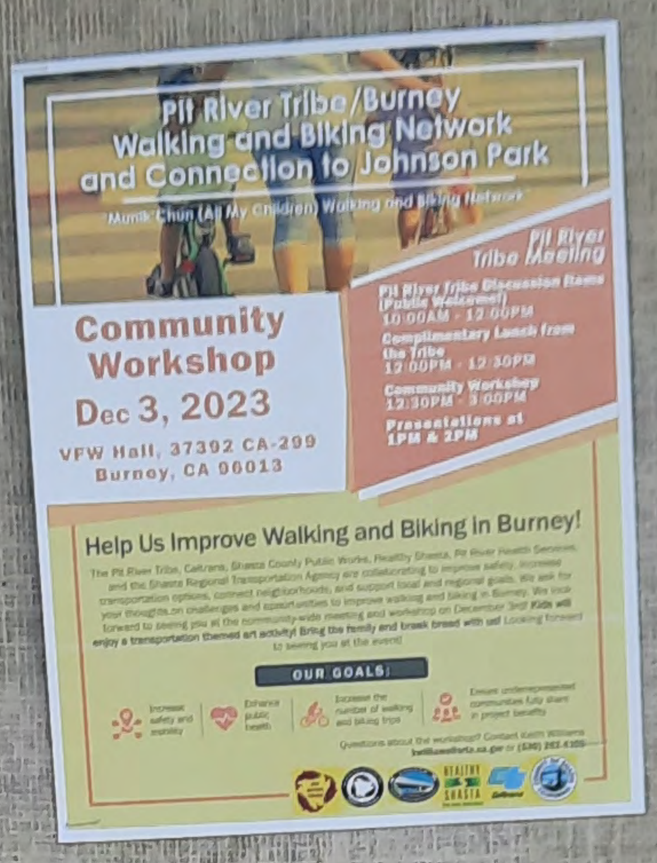
CALL DAVE

530-605-7950

Available.... 9am to 8pm

Donated to the
Community of Burney
by the
ROTARY CLUB
– 2011 –







DOLLAR GENERAL
DOLLAR GENERAL


SAFEWAY

OPEN

Community Workshop
Dec 3, 2023

Food Bank

Food Bank
Volunteers Needed

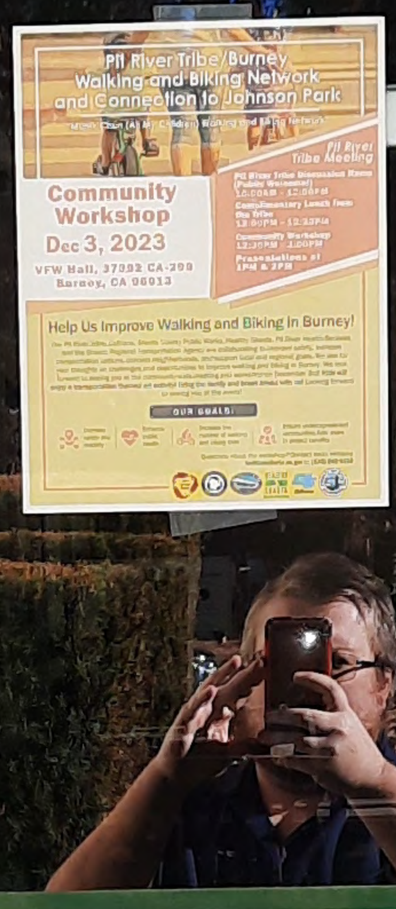
CHRISTMAS TREE LIGHTING

CLOSED

BURNEY
Chamber of Commerce
36879
Visitor Information
SLEEPY HOLLOW LODGE MOTEL
MOTEL

Tobacco Free School

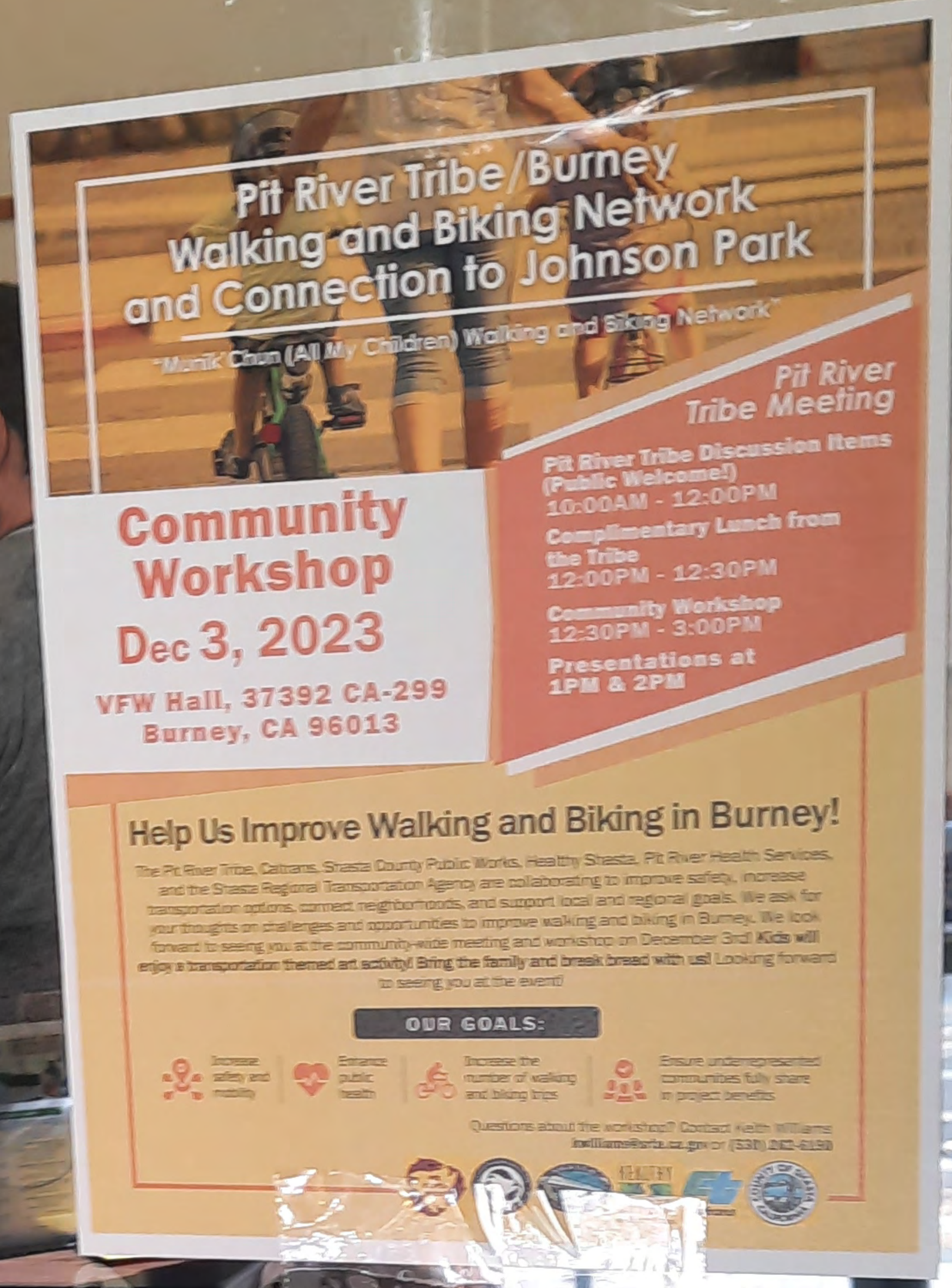
Tobacco use is prohibited.




Community
Workshop
Dec 3, 2023
Help Us Improve Walking and Biking in Surrey!


General Information
Pit River Tribe Burney Walking and Biking Network and Connection to Johnson Park
Community Workshop
Dec 3, 2023
VFW Hall, 37382 CA-299 Burney, CA 96013
Help Us Improve Walking and Biking in Burney!
are called and sent by Our Lord Himself
The Lay Mission-Project
"Now you are THE BODY OF CHRIST and each of you is a member of it."
Confessions
Confesiones
Sunday/Domingo
Thursday/Jueves 4:30 PM
If You prefer to make an appointment, call the office at telephone: (530) 333-8378
Keep yourself and your family covered.
Make sure your information is up to date.
Mantenga su cobertura y la de su familia.
Asegúrese de que su información esté actualizada.
Medi-Cal


56
Community Workshop
Dec 3, 2023
1054


Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park
"Munik' Chun (All My Children) Walking and Biking Network"
Pit River
Tribe Meeting
Pit River Tribe Discussion Items
(Public Welcome!)
10:00AM - 12:00PM
Complimentary Lunch from
the Tribe
12:00PM - 12:30PM
Community Workshop
12:30PM - 3:00PM
Presentations at
1PM & 2PM
Community
Workshop
Dec 3, 2023
VFW Hall, 37392 CA-299
Burney, CA 96013
Help Us Improve Walking and Biking in Burney!
The Pit River Tribe, Caltrans, Shasta County Public Works, Healthy Shasta, Pit River Health Services,
and the Shasta Regional Transportation Agency are collaborating to improve safety, increase
transportation options, connect neighborhoods, and support local and regional goals. We ask for
your thoughts on challenges and opportunities to improve walking and biking in Burney. We look
forward to seeing you at the community-wide meeting and workshop on December 3rd! Kids will
enjoy a transportation themed art activity! Bring the family and break bread with us! Looking forward
to seeing you at the event!
OUR GOALS:
Increase safety and mobility
Enhance public health
Increase the number of walking and biking trips
Ensure underrepresented communities fully share in project benefits
Questions about the workshop? Contact Keith Williams
kwilliams@ptrib.us.gov or (530) 462-6159


SHASTA COUNTY SHERIFF
Coming Soon!
Apply Today
Hiring Bonuses Available!
Explorer Post 4050
SHASTA COUNTY SHERIFF'S OFFICE
Are you interested in a career in law enforcement?
JOIN THE EXPLORER PROGRAM!
Contact (530) 225-3700 for more information
Learn about the criminal justice system
Exposure to hands on training
Volunteer in the community
Must be 14-18 years to apply
Maintain at least a 2.0 GPA in school
Have a clean juvenile record
Fentanyl Can Kill
Circle of Friends
Wellness and Recovery Center
YOU'RE NOW
free to go
Call 530-226-3075 or visit ShastaConnect.org
Pit River Tribe Burney Walking and Biking Network and Connection to Johnson Park
Community Workshop
Dec 3, 2023
VFW Hall, 37392 CA-299 Burney, CA 96013
Pit River Tribe Meeting
Help Us Improve Walking and Biking in Burney!
OUR GOALS:
Explorer Post 4050
SHASTA COUNTY SHERIFF'S OFFICE
SHASTA COUNTY SHERIFF
Requirements
POST MEETINGS
Safe Sharps Disposal Options
Kiosk Locations
Drop-Off Sites
Safe Sharps Disposal
Sharps Mail Back
DO NOT throw sharps in trash, recycle or graze waste bins!
Consumer Guide
Dial 211 for Essential Community Services

309

RE
EN

Hours:

day from 8am to 3pm.

ONTACT A
OL DEPUTY
SHASCOM AT
30)245-6540

AUTOMATIC DOOR
ACTIVATE SWITCH
TO OPERATE

Official Training Site
K9

SHASTA COUNTY
EUREKA
SHERIFF
CALIFORNIA

SHERIFF
MICHAEL
JOHNSON

NO
SMOK

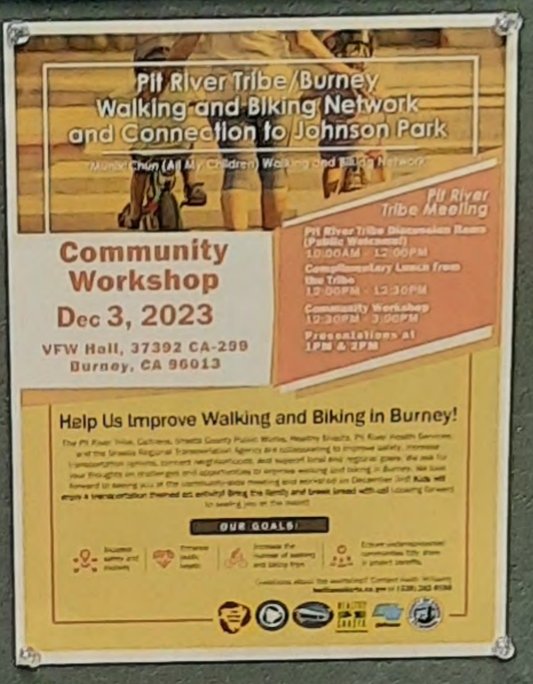
NOTIC


WE WILL BE CLOSED ON SNOW DAYS AND WILL REOPEN WHEN WALKS ARE CLEARED.
WE DO NOT WANT ANYONE TO SLIP AND FALL!
BURNEY LAUNDRY CO. LLC
refresh!
The holidays are challenging when you're grieving a loss.
Surviving Holidays
WANTED
Wood Stove
337-6835
Burney Surplus and Trading Post
Military surplus supplies
• Ammo cans
• Wool blankets
• and more...
Pit River Tribe, Burney Walking and Biking Network and Connection to Johnson Park
Community Workshop
Dec 3, 2023
Help Us Improve Walking and Biking in Burney!

WHAT'S HAPPENING?!







RISING SUN FIT CLUB

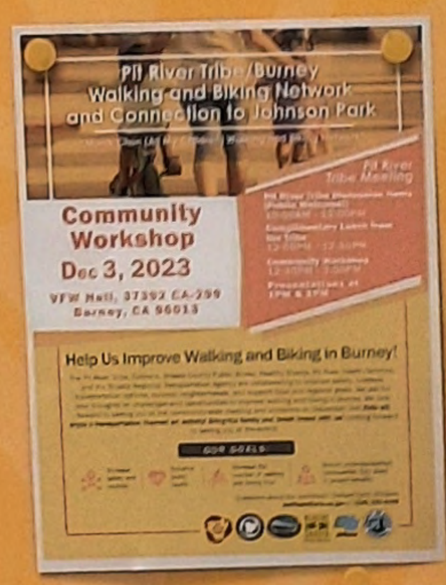
RISING SUN
FIT CLUB

24 Hour Gym - Classes - Personal Training

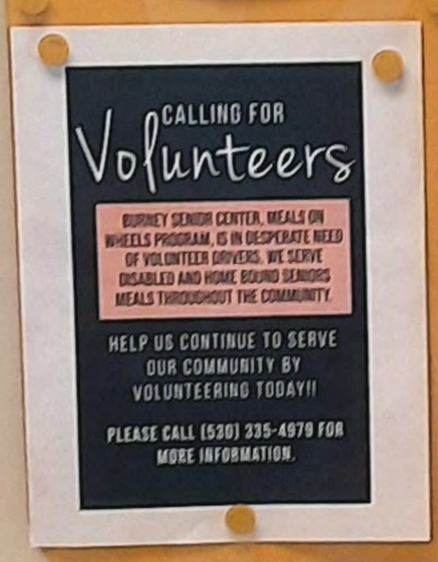
(530) 335-3512

www.risingsunfitclub.com

Neighborhood Notes













tri counties bank

KWAIN CORPORATION
ADMINISTRATION

YESTERDAY AND TODAY
CLOTHING
WOMENS
WOMEN
CHILDREN

Residential Fuel Reduction

Free Drop Off

Presented by: Burney Basin Fire Safe Council

Saturday & Sunday 7-11 AM

Monday 7-10 AM

Separate large materials (trees, branches) From small (needles, clippings, leaves)

NO TRASH, PAINTED/TREATED WOOD, ROCKS, HAZARDOUS WASTE

Look for our attendant & signs on the right side of Black Ranch Rd .3 miles before the transfer station

Available for:
Burney, JP, Cassel, Fall River, & Hat Creek residents

For more info contact Symbiotic Restoration
801-599-9992

Pit River Tribe/Burney Walking and Biking Network and Connection to Johnson Park

"Munek Chun (All My Children) Walking and Biking Network"

Community Workshop

Pit River Tribe Discussion Items (Public Welcome!)
10:00AM - 12:00PM

Complimentary Lunch from the Tribe
12:00PM - 12:30PM

Pit River Tribe/Burney Walking and Biking Network and Connection to Johnson Park

"Munek Chun (All My Children) Walking and Biking Network"

Community Workshop
December 3, 2023

VFW Hall, 37392 CA-299 - Burney, CA 96013

Pit River Tribe Meeting

Pit River Tribe Discussion Items (Public Welcome): 10AM - 12PM

Lunch Provided: 12PM - 12:30PM

Community Workshop: 12:30PM - 3PM

Ship and drop off packages here.

730

CAUTION

ACE

OPEN

Hovis
ACE
Hardware

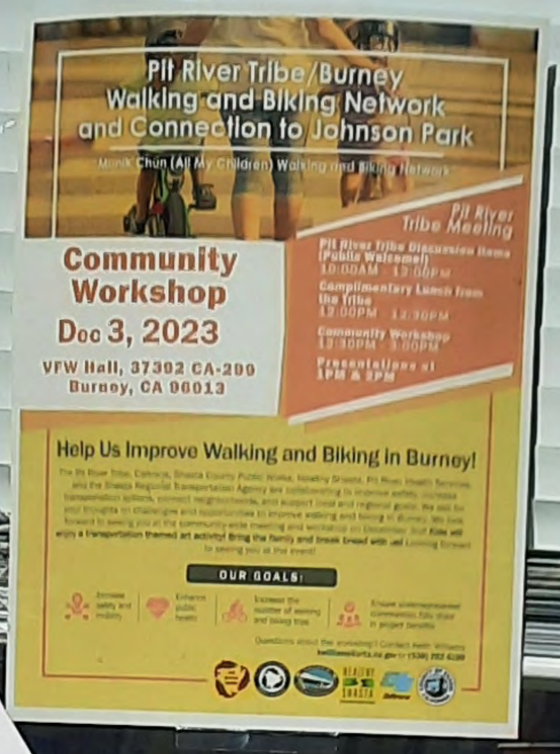
ACE

ACE

EGO

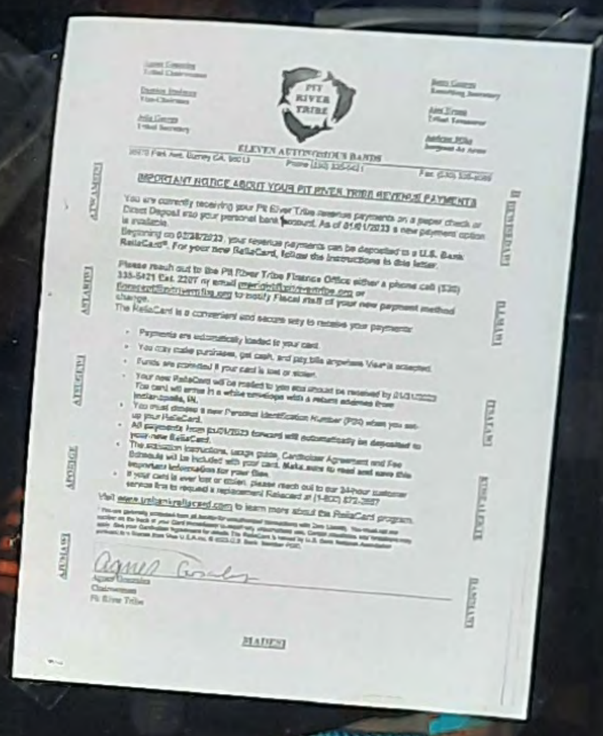
15 99 EA

BURNEY


Pit River Tribe/Burney
Walking and Biking Network
and Connection to Johnson Park
Community
Workshop
Dec 3, 2023
VFW Hall, 37302 CA-299
Burney, CA 96013
Pit River
Tribe Meeting
Help Us Improve Walking and Biking in Burney!
OUR GOALS:


OF CALIFORNIA INC.
BASKET
GROUPS
:00 PM
Zoom
5:00 PM
Zoom Information:
ting ID: 917 5962 9853
Passcode: 838359
lls, CA 95490
7) 518-8066

INTER-TRIBAL COUNCIL OF CALIFORNIA INC
THE MENDING BASKET
Fatherhood and Motherhood
is Sacred
Workshops
Certified 12 Week Parenting Program
In Person and on Zoom
Mondays & Tuesdays
12:00 PM
Zoom Info:
Meeting ID:
995 9052 6436
Passcode:
691282
Mondays & Tuesdays
5:00 PM
Zoom Information:
Meeting ID:
956 8859 6126
Passcode:
608055


PIT RIVER TRIBE
ELEVEN ANTELOPE BANDS
IMPORTANT NOTICE ABOUT YOUR PIT RIVER TRIBE REVENUE PAYMENTS

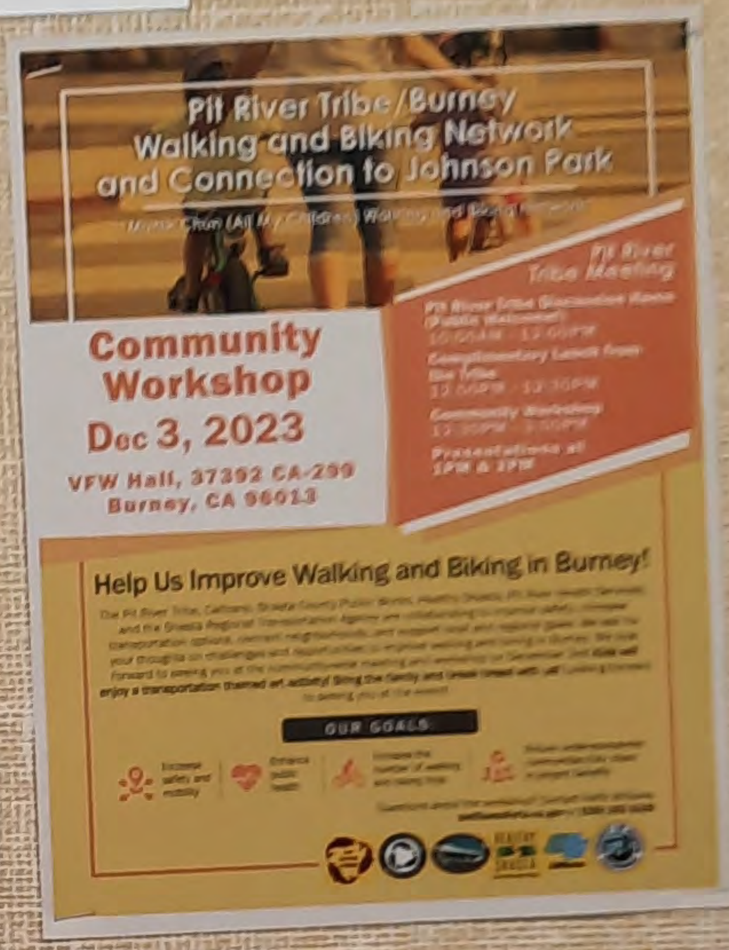

PIT RIVER TRIBE

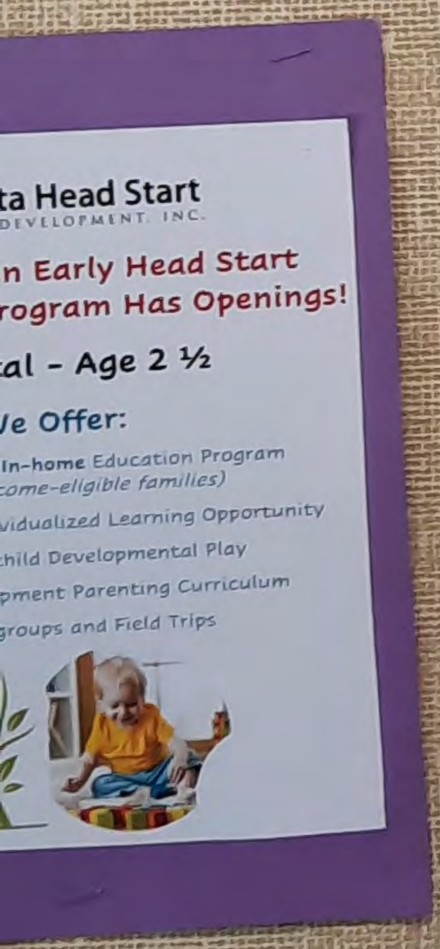

STORYTIME
WEDNESDAYS | 11:00 AM
Preschool Storytime
Bright Futures Storytime
Yarns
Learn How To Knit
knitting needles
and yarn provided
First Friday
MONTHLY
Starts at 2PM
The holidays are challenging when you're grieving a loss.
Surviving the Holidays
Mixed Media
SATURDAY ART CLASS
Burney Library @ 11:00AM
October 7
October 21
November 4
November 18
December 9
Pit River Tribe Burney Walking and Biking Network and Connection to Johnson Park
Community Workshop
Dec 3, 2023
VFW Hall, 37202 CA-299
Burney, CA 96013
Help Us Improve Walking and Biking in Burney!
98,600
MINUTES READ
74%
BOOKS READ BY ADULTS
150
2,098
679
13
43
10
Earn an Accredited High School Diploma

BURNEY LIBRARY

EARLY HEAD START

Prenatal - Three

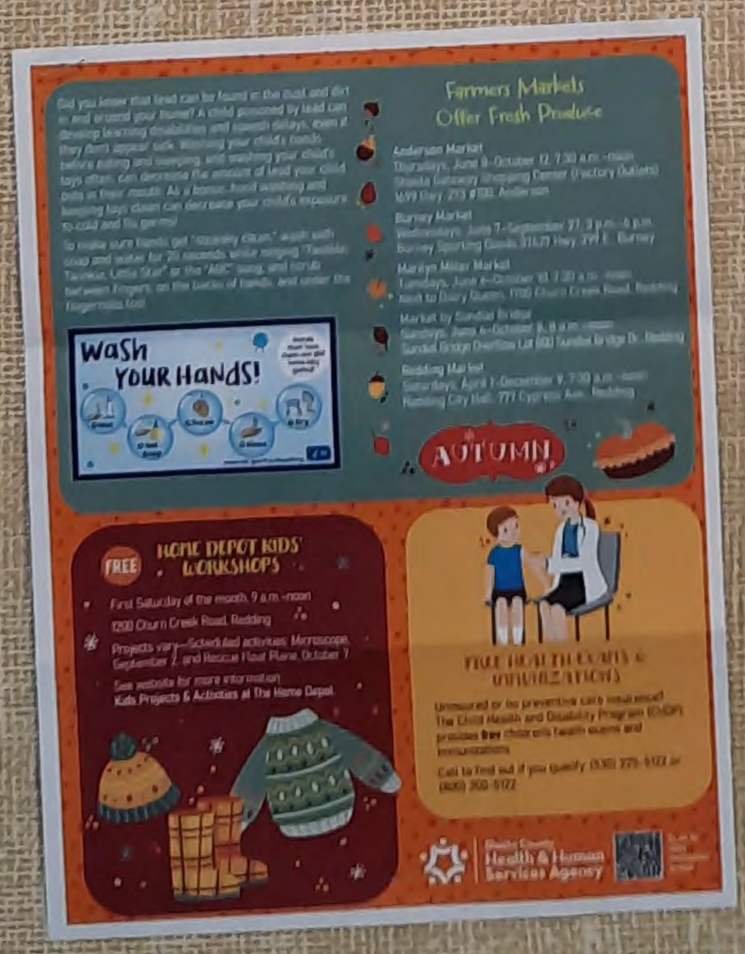


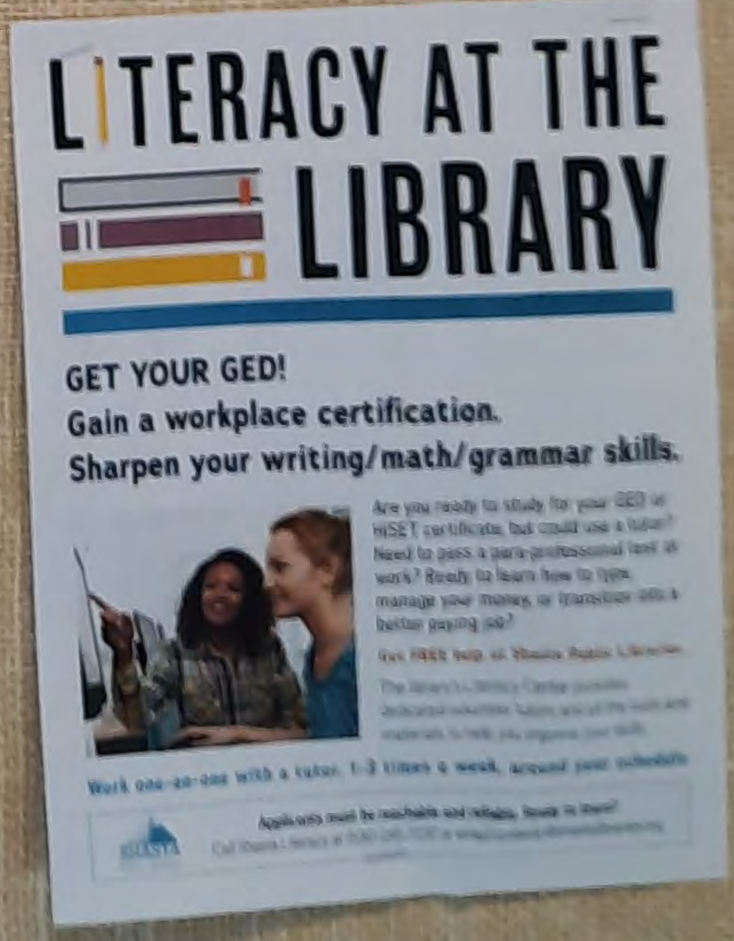




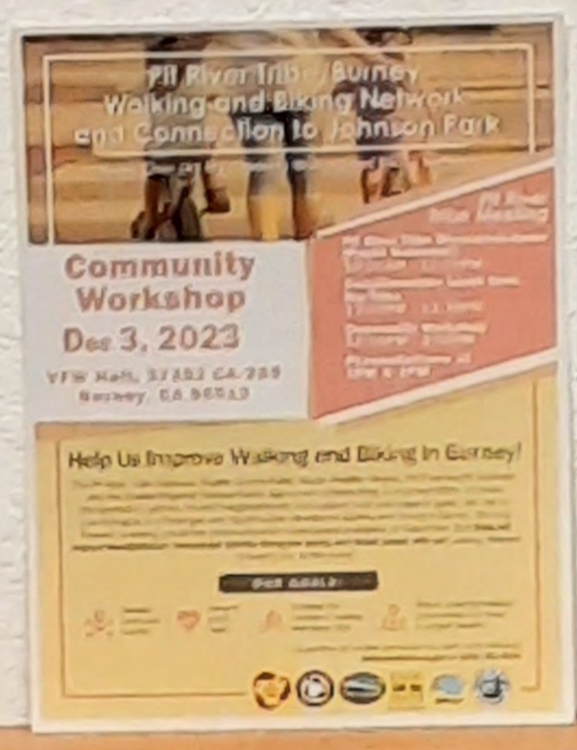









37494
Shasta Head Start
CHILD DEVELOPMENT, INC.
Burney Center


Community
Workshop
Dec 3, 2023
Help Us Improve Walking and Biking in Gurnsey!

yourSRTA (@yoursrta) • Insta

https://www.instagram.com/p/C0M6Gg5P0gR/

SRTA | 273 | OWP | CA Grants Portal | CALCOG | No photo descripti... | MC LMS - 2022 12... | City of Redding | California Departm... | Local Transportati... | CA MUTCD | Highway Design M... | All Bookmarks



yoursrta

yoursrta Our region is seeking grant funding for walking and biking improvements in the Pit River Tribe/Burney, Redding, and Shasta Lake communities. As part of this effort, we are conducting a survey to help us understand your experiences walking, biking, or rolling.

Your feedback will help inform project designs and is vital to preparing successful grant applications. Please share this with your friends and family!

The link is also our Linktree, in our bio!
The survey will be open through December:
https://www.surveymonkey.com/r/FGGXGTF

28w

View insights | Boost post

Liked by **shastalivingsts** and **4 others**

November 28, 2023

Add a comment... Post



yoursrta
Shasta County

yoursrta REMINDER: Our survey is still open! We need your help to better understand your experiences walking, biking, or rolling in the @cityofredding and Pit River Tribe/Burney community area.

Your feedback is crucial for our grant writing applications and will help propel future project designs. Please share with your family and friends! Thank you for your time! https://www.surveymonkey.com/r/BX2VVD (link is also in the bio!)

#reddingca #burney

107w

View insights | Boost post

1 like
May 20, 2022

Add a comment... Post

Shasta Regional Transportation Agency
Published by Michael Kuker · November 28, 2023 ·

Our region is seeking grant funding for walking and biking improvements in the Pit River Tribe/Burney, Redding, and Shasta Lake communities. As part of this effort, we are conducting a survey to help us understand your experiences walking, biking, or rolling.

Your feedback will help inform project designs and is vital to preparing successful grant applications. Please share this with your friends and family!

The survey will be open through December: https://www.surveymonkey.com/r/FGGXGTF



See insights and ads

Boost post

4

3 comments 1 share

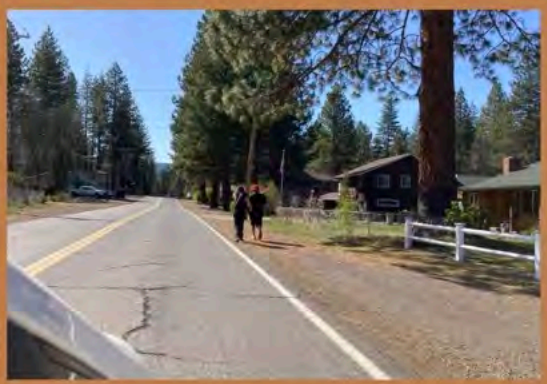
Like Comment Share

Shasta Regional Transportation Agency
Aubry Aubry
Pat Root

Shasta Regional Transportation Agency
Published by Michael Kuker · November 28, 2023 ·

Pit River Tribe/Burney Walking and Biking Network and Connection to Johnson Park
'Munik'Chun (All My Children) Walking and Biking Network"

COMMUNITY WORKSHOP DEC 3RD





Pit River Tribe Meeting

Pit River Tribe Discussion Items (Public Welcome!) 10:00 AM - 12:00 PM
Complimentary Lunch from the Tribe 12:00 PM - 12:30 PM
Community Workshop 12:30 PM - 3:00 PM
Presentations at 1 PM & 2 PM

VFW Hall, 37392 CA-299 Burney CA

Shasta County
November 20, 2023 ·

The Pit River Tribe, Caltrans, Shasta County Public Works, Healthy Shasta, Pit River Health Service, and the Shasta Regional Transportation Agency are collabora... **See more**

No insights to show

Boost a post

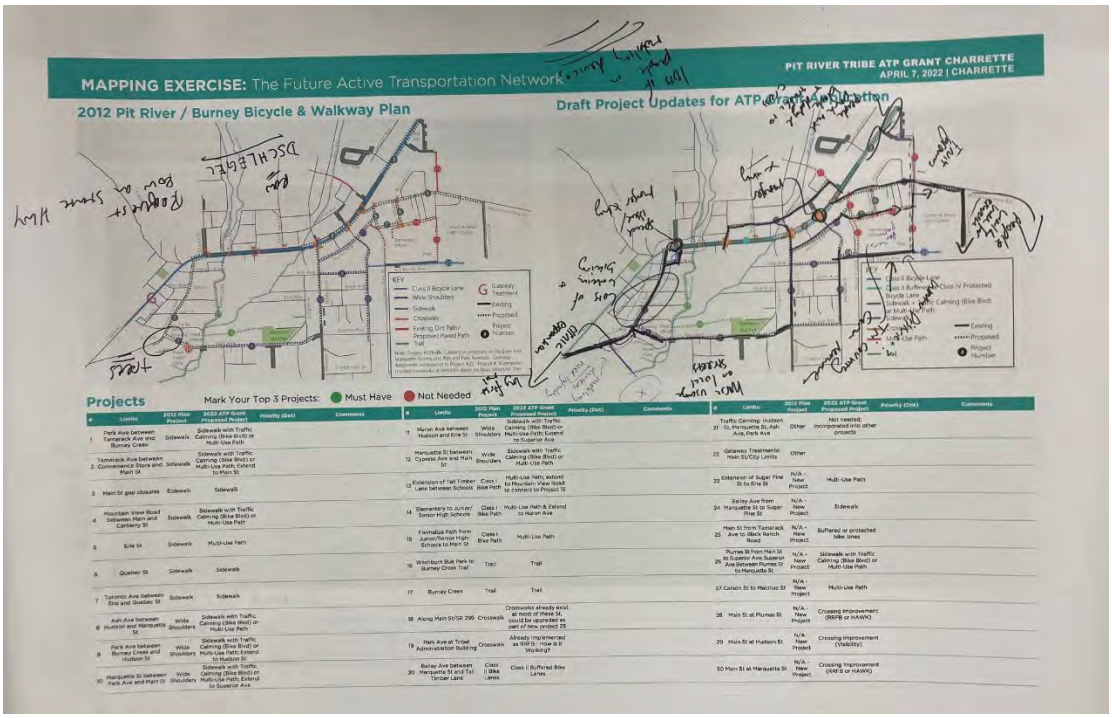
1

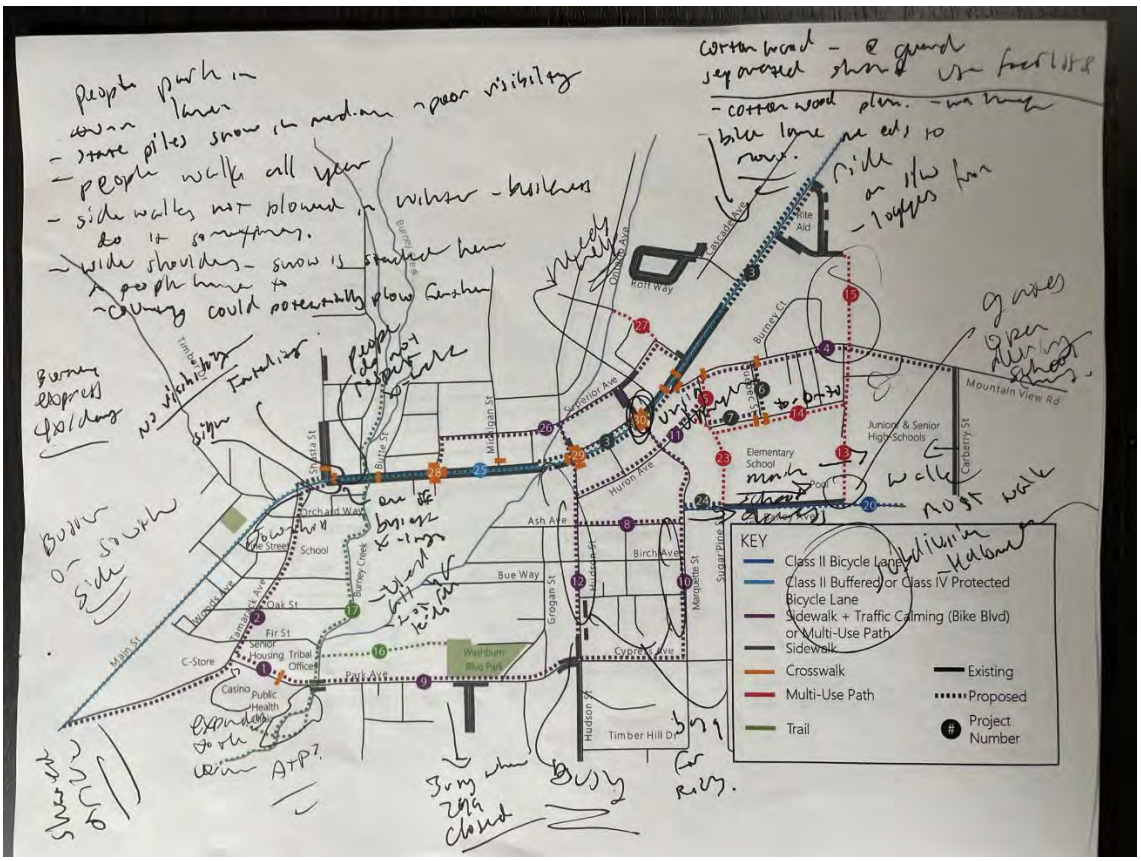
Like Comment Share

Comment as Shasta Regional Transportation Agency

2022 Design Charette and Walk Audit with Pit River Tribe + Community Partners






KEY
Class II Bicycle Lane
Class II Buffered or Class IV Protected Bicycle Lane
Sidewalk + Traffic Calming (Bike Blvd) or Multi-Use Path
Sidewalk
Crosswalk
Multi-Use Path
Trail
Existing
Proposed
Project Number
Main St
Orchard Way
Oak St
Fir St
Park Ave
Ash Ave
Birch Ave
Bue Way
Cypress Ave
Timber Hill Dr
Huron Ave
Mountain View Rd
Junior & Senior High Schools
Elementary School
Burney Creek
Walltown Bue Park
C-Store
Casino
Public Health
Tribal Offices
Senior Housing
Burney Elementary School
Burney Jr High School


BURNEY CREEK
BRIDGE 06C0245

facebook Sign Up

Join or Log Into Facebook

Events

Events



APR
21

2018 Whole Earth and Watershed Festival

Public · Hosted by The Whole Earth and Watershed Festival

Saturday, April 21, 2018 at 11:00 AM – 5:00 PM PDT
More than a year ago

Redding Sculpture Gardens At City Hall
777 Cypress Ave, Redding, California

Show Map

723 Went · 2.6K Interested
Share this event with your friends

Details

The Whole Earth and Watershed Festival is an annual, community-wide celebration of Earth Day featuring activities, exhibits, live music, and local food that will delight and inspire people of all ages. This annual event demonstrates our commitment as both individuals and as a community to work together for the health and livability of the north state region and our planet. This event, now in its 12th year, will take place on Saturday April 21, 2018 from 11am to 5pm.

The Festival features over 160 Exhibitors including businesses, non-profits, government agencies, community groups, local artists, and educational organizations, each of which is actively engaged in promoting healthy living, building healthy communities, or restoring a healthy planet. Each year, the organizers seek new exhibitors from our north state region and beyond to give attendees the broadest possible exposure to innovative ideas and products.

The music at the Festival is incredible and is fast becoming a renowned "music festival" within the Festival. The Miracle Mile Stage, managed by our partners Miracle Mile Records, will feature continuous live music on both a main stage and a smaller acoustic stage located in the large fountain area. There is also a Community Stage in the Sculpture Park with fantastic local performers including students from Redding School of the Arts.

In addition to outstanding music, the Festival is excited to offer a Poetry Jam and a Trashion Show along with lots of options for those who want to be active: a climbing wall, laser tag, and a STEAM Tent with hand's-on activities designed to engage young people ages 10-18.

wholeearthandwatershedfestival.org

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

Privacy · Terms · Advertising · Ad Choices · Cookies · More ·
Facebook © 2020

City of Redding Documentation

City of Redding Active Transportation Network Expansion
Community Meeting – November 30, 2023
Meeting Summary

Introduction:

On Wednesday, November 30th, the City of Redding, in partnership with Shasta Regional Transportation Agency (SRTA), Caltrans, and Healthy Shasta held an in-person community meeting for the Redding Active Transportation Network Expansion projects. Below is a list of project team members and partners that were in attendance:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Cristina Prosperi, Saron Hagos, & Sergio Amezquita, Caltrans
- Sara Sundquist & Kathryn Dill, Healthy Shasta
- Matt Braughton, Kittelson & Associates, Inc.
- Katie DeMaio, AIM Consulting



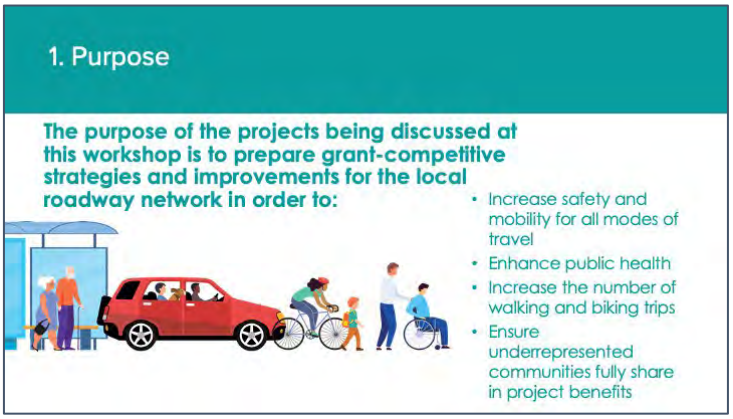
The meeting was advertised using numerous methods including post cards sent to every property owner within the vicinity of the presented projects in the City of Redding, social media and website postings by the project partners, flyers posted on RABA buses, as well as calls and e-mails to community partners in the City of Redding within the vicinity of the project area from SRTA's engagement database. Translation and/or interpretation were available upon request in over 200 languages. The community meeting was served by Redding Area Bus Authority Routes 11 and 14 with hourly stops until approximately 7:15pm within short walking distance of the venue along Cypress Avenue.

The objective of the community meeting was to get the community's thoughts on opportunities and challenges to improve walking and biking around the City of Redding. The City and its partners are working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

About the Project:

The City of Redding's purpose for this network project and meeting is to prepare grant-competitive strategies and improvements for the local roadway network to:

- increase safety and mobility for all modes of travel;
- enhance public health;
- increase the number of walking and biking trips; and,
- ensure underrepresented communities fully share in project benefits.



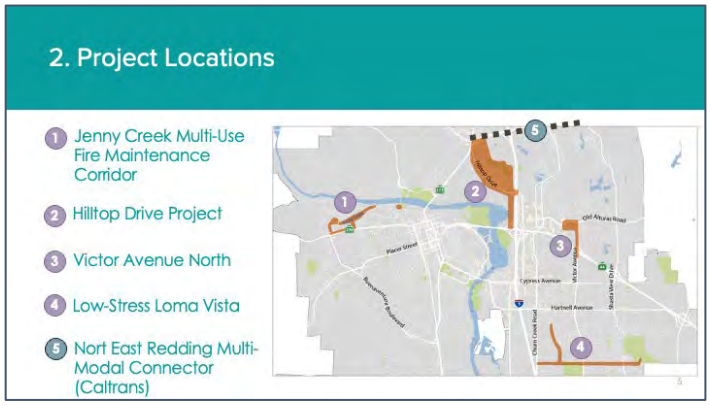
Project Purpose:

Keith Williams from SRTA introduced the overall project background goals, and how the project supports regional planning efforts. Much of this section was focused on how SRTA works with partners to identify projects from planning efforts and assists them in preparing those projects for discretionary grant programs. He explained the background of the Active Transportation Program (ATP) and how the grant funding is competitive for transportation projects. SRTA's goal aligns with ATP goals to improve safety and public health, and increase the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals while putting into context how important meetings like these are for creating successful community-driven projects. Keith ended by encouraging community members to reach out to the project team after the meeting to share stories and experiences with transportation around town. Personal stories directly from the community will support this grant effort.



City of Redding Welcome:

Zach Bonnin from the City of Redding then provided a short welcome to the community members and introduction to the five proposed projects. Zach talked about the importance of improving the transportation network in the community and what safer transportation could look like. He talked about how the City approaches projects like this and what fits the grant



application process the best. He also highlighted the additional stakeholder input that will be sought on the projects discussed at the meeting, and introduced the projects the City was planning to pursue for grant funding this year. He looked forward to the community's input to help build a better application and overall transportation network in Redding. Finally, he talked about the importance of creating better connections throughout the neighborhoods to both help slow vehicle speeds but also to serve trail and facility access.

Potential Redding Network Project Locations

Zach then introduced Matt Braughton from Kittleson & Associates to talk in more detail about the potential Redding network projects and them being neighborhood focused. He pointed out project locations including Jenny Creek Multi-Use Fire Maintenance Corridor, Hilltop Drive Project, Victor Avenue North, Low-Stress Loma Vista, and the North East Redding Multi-Modal Connector (being led by Caltrans as a separate project).

Potential Network of Projects in the City of Redding:

Matt then showed a series of slides highlighting the current active transportation network projects, talking about the current conditions of what they saw, and what potential improvements could look like.



Jenny Creek Multi-Use Fire Maintenance Corridor

The first project discussed was the Jenny Creek Multi-Use Fire Maintenance Corridor which looks to create a new off-street path, improve fire maintenance access, calm traffic on neighboring bike routes, consider enhanced crossing(s) of Eureka Way, and connect neighborhoods to schools, fresh food, medical care, and other community destinations and essential services.



Hilltop Drive

Matt next talked about the Hilltop Drive project and the potential improvements to this network. He explained the Hilltop neighborhood project has similar themes to the other projects. This area already has bike lanes and walking paths but there is room for improvements to make them more comfortable for people biking and walking. The goal is to slow traffic to benefit all modes of transportation and better link neighborhoods. This project will extend north along Hilltop and create a neighborhood bikeway to connect to local trails, roadways, transit, retail, and senior housing.

Victor Ave North

For the Victor Avenue neighborhood project, the goal is to extend north the path and traffic calming improvements currently installed and planned south of the project area on Victor Avenue. Potential improvements will slow traffic, fill sidewalk gaps, add crosswalk and curb ramps, and create connections to local destinations in the neighborhood.

Low-Stress Loma Vista

Matt highlighted the other ATP projects for which the team is seeking input, including the Low-Stress Loma Vista which aims to create a new off-street walking and biking connection, expand East Redding walking and biking network by connecting to Victor Avenue Improvements and connect to citywide destinations.

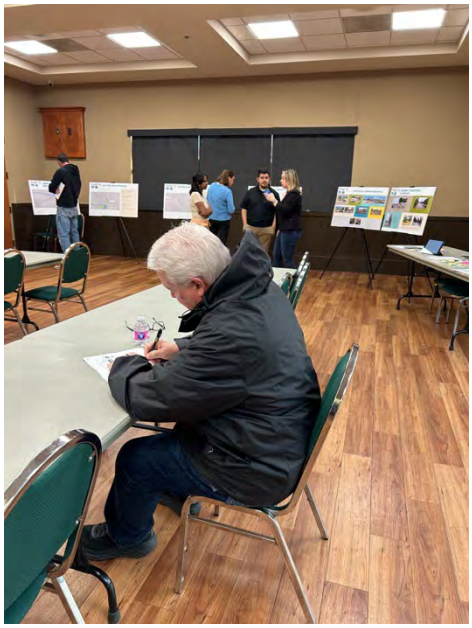
Potential Improvements

Matt Braughton continued to talk about what the potential improvements could look like around the Redding area including:

- Sidewalks/Side Paths and Curb Ramps
- Crossing Improvements
- Traffic Calming and Bike Routes
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes



Community Feedback and Board Notes:



Feedback received during the workshop included (edited for clarity):

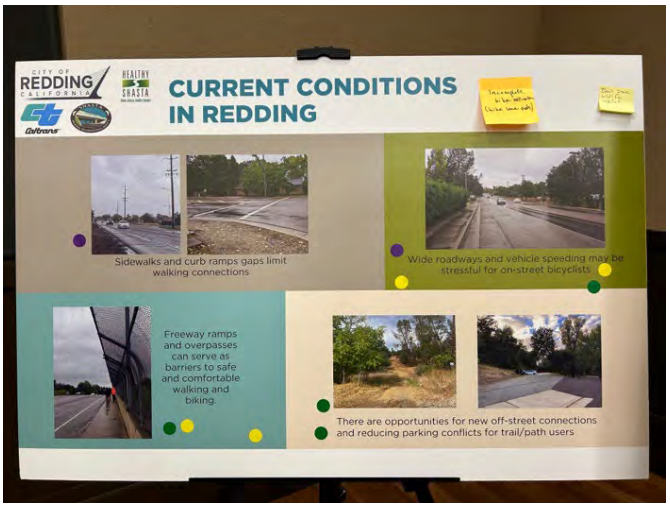
- I am in support of the projects presented. I am particularly excited about increased safety and non-motorized transportation connections that will benefit specific neighborhoods as well as connectivity for the entire community. This will lead to better air and water quality and a healthier community.
- I use my truck to go from the west side of Redding to the east side and I plan all my trips so I can make those trips all at once. I was unaware that all these projects could be done and finished if there was grant money. The presentation shared some things that I did not know, explained the future needs for the city of Redding. Great explanation by the speeches and the handout was very well done. Thank you.
- Please investigate using the A.C.I.D. corridor as a hike and walking path as well.
- Do not put wide paved trails in wildlife habitat. Bike-car separations are important. On bike/pedestrian trails put a 10 mph speed limit for pedestrian safety like on the

Sacramento River Trail. No trail in Jenny Creek unless it is narrow gravel like the Palatine trail.

Comments on the board of potential improvements included:

- Please only buffered lanes on 25-30 mph roads. It still does not feel safe as a cyclist to have a painted line on >30 mph roads – need barriers!
- Place priority on feasible/practical routes: naturally calmer, neighborhood streets and flatter roads. I cannot bike up steep hills (Commenting on "traffic calmed bike routes.")
- Incomplete bike network and bike lane drops
- Do not pave wildlife habitat







Votes on the current conditions identified all four conditions as high need with priorities highlighted in bold:

- Sidewalks and curb ramp gaps limit walking connections (1 vote)
- **Wide roadways and vehicle speeding may be stressful for on-street bicyclists (4 votes)**
- **Freeway ramps and overpasses can serve as barriers to safe and comfortable walking and biking (3 votes)**
- There are opportunities for new off-street connections and reducing parking conflicts for trail/path users (2 votes)

For the voting on potential improvements the following improvement types received votes:

- Off-street paths (4)
- Crossing improvements (3 votes)
- Buffered bikes lanes and separated bikes lanes (3 votes)
- Traffic-calmed bike routes (2 votes)

Sidewalk/side paths, curb ramps/curb extensions, and traffic circles, roundabouts, and other traffic calming received no votes.

Feedback received by the Healthy Shasta team at the event included:

- A woman shared that having walking school bus classes would be beneficial because if parents could organize and do this, many more students might want to walk to school.
- One woman wondered why Redding Rancheria was not included/pursued to attend this meeting. However, a representative from the Redding Rancheria actually did attend the meeting.
- A woman said that she does not use walking paths alone, because of the people who often frequent them "look sketchy" and she feels unsafe.
- Some opposition to the Jenny Creek project was voiced. Those individuals expressing concerns were, however, open to schools using that area for educational activities.

Next Steps

The meeting concluded with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- Receive additional public comments on the proposed improvements
- Preparation of project drawings and initial grant writing
- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
- Wrap up grant writing, expert panel review, and submit applications

Active Transportation Network Survey Summary

In addition to the community meeting, the City of Redding conducted a survey with SRTA and the project partners. The survey results are summarized below, and full survey responses are provided in the attachment. 16 responses were received for three of the four City of Redding projects. Low-Stress Loma Vista did not receive any responses. Responses for each of the three projects are briefly summarized below:

Hilltop Drive Project

- Eight of nine respondents (89%) responded they travel through the area on the way to/from other destinations.
- Four respondents (44%) lived near the project and three respondents (33%) had family or friends near the project.
- Six of the nine respondents (67%) responded that they bike and walk around the project community
- Respondents would bike or walk more with improved or more complete bike lanes and paths (67%), improved or more complete sidewalks or paths (44%), or slowing or calming cars/vehicle traffic (44%).
- Two respondents noted no changes were needed or no desire for bike lanes and sidewalks, and one respondent asked for better safety with "guarded lanes."

- Seven of nine (78%) respondents walk or bike in the project area. One comment noted that there are sections between the stores and the apartment complexes that have incomplete walking paths with narrow shoulders and little lighting.
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
    - *Destinations:*
        - Shasta Mall
        - Goodwill Store
        - A better connection from the Bluffs to North Hilltop
        - Palisades Connector trail
        - Hilltop Drive businesses
    - *Limitations:*
        - The I-5 overpass is uncomfortable to bike over because of high speeds and because of this I usually drive to the stores. Cars frequently park in the bike lane by apartments.
- Areas where respondents felt unsafe biking or walking included:
    - Fast cars on Hilltop coming down the hill
    - The I-5 overcrossing – very narrow bike lanes
    - Cars parked in the bike lane by the apartments and trail head.
    - High speeds.
    - Not enough time to turn left from Peppertree Lane when biking.
    - The sidewalk is only on one side of the road and incomplete with little or no lighting.
    - Biking almost anywhere in town can be intimidating with the amount of homeless individuals
- Comments on locations with a near miss or crash included:
    - Crossing at the Dana intersection from the River Trail.
    - Hilltop Drive next to the Casa Ramos – there is an easy way for bike access to the community behind it.
    - No but I am very conservative when crossing the street on my bike at the trailhead.
    - Browning and the road by Little Country Church. Folks using walkers and motorized electric chairs have no sidewalk to commute, forcing them into the road. The shoulder is narrow an electric chair will not fit on the shoulder. Lighting is poor in this area. In order to push the crosswalk button on Browning, you have to go into the dirt (off the pavement), I have seen older folks have to ditch their walker to push that button. This section of road is near a senior living facility, lots of older folks walk to the nearby markets and stores.
- Seven of nine (78%) respondents supported new sidewalks or paths in the community.
- The greatest need for crossing improvements was ranked as follows:
    1. Schools
    2. Residential Areas
    3. Trails/Recreational/Access
    4. Major Roadways

- Seven of nine (78%) respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
    - East side connection is bad
    - The area behind Goodwill to Church Creek Road is not safe at all
    - Freeway Crossings such as Hilltop Drive over I-5 and Butte Street over SR 44.
    - Redding to Enterprise east-west connectors
    - SR 273 area
    - Hilltop and SR 44 interchange is terrible for walking and biking.
    - Hilltop Drive over SR 44
    - Sundial to Downtown
- Additional comments received include:
    - Thank you!
    - Thanks for listening.
    - Traffic calming off Browning, especially near the residential area (Qual Ridge) is needed. I have seen lots of car wrecks likely due to folks speeding on Browning when residents are pulling out. I am worried about the new crosswalk placed on Browning near this neighborhood especially since there has been no infrastructure to help with traffic calming/slowing.
    - This is an extremely biased survey. Especially question 12. At least cite the source. Maybe do not use leading questions. Please do not hide the records of those who oppose your one sided transportation projects.
    - Do not do it

Jenny Creek Multi-Use Fire Maintenance Corridor

- Two of four (50%) respondents each indicated that they live, work, have family and/or friends, or often travel through the project area.
- Three of the four respondents (75%) bike around the project area and all four (100%) walk around the project area.
- All respondents indicated support for slowing of calming cars/vehicle traffic and improved or more complete bike lanes and paths.
- Three respondents indicated support for more and/or improved crosswalks.
- Two respondents supported improved or more complete sidewalks or paths and one respondent supported improved lighting.
- One respondent added “trails (and not having homeless camps set up on trails, saw that in several locations just last weekend where tents or carts were blocking a paved trail)”
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
    - Better connective routes from West Redding to downtown
    - Access river trail from the schools without having to take the trail that is stairs; get from the schools to neighborhoods to the West
    - Accessing the river trail from my home as a way to connect into downtown, Turtle Bay/Sundial/Civic Center and then up to Hilltop for date night, grocery shopping, and fun days out with the kids.

    - Trail and street slopes.
- Areas where respondents felt unsafe biking or walking included:
    - Stairs not convenient; unsafe in this area if I run into scary people or groups of men
    - Crossing SR 299 is scary because of vehicle speeds and red light running. 10 Bridges is beyond my biking level of comfort, we need lighting for these winter times!
    - Eureka Way
    - Crossing over major highways or busy roads, defensive riding to anticipate drivers turning
- Comments on locations with a near miss or crash included:
    - Placer, Railroad Ave, Eureka Way, South Bonnyview
    - Crossing Eureka from Shasta High School or University Preparatory School
    - SR 299 and Buenaventura intersection, it is a very wide road, and it is concerning to try to cross. Also there have been many near misses with people coming out of the medical centers on northside of SR 299 trying to cross traffic towards downtown (very limited visibility with cars parking on SR 299 and the speed is way too fast). It is a serious accident waiting to happen.
- Respondents identified the following senior or assisted living in or near the project area:
    - I take the van run by senior living complex
    - Yes, Shasta Estates Senior living. Not sure how they get around beside their bus
- All four respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was:
    1. Schools
    2. Trails/Recreational/Access
    3. Major Roadways
    4. Residential Areas
- All four respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
    - From housing/neighborhoods to trails, schools, destinations (ride from home)
    - SR 273 and SW Redding area
    - Bypassing the North Market Street cardiac hill.
    - Westside to downtown (Placer at Buenaventura). Have signs for a bike route through the Magnolia neighborhood or make a nice big Class I multi-use separated path on Placer Street. So many people use Placer Street already, but it feels very unsafe. The Caltrans improvement on SR 273 is okay but now the city has to complete the path with access points from Buenaventura Blvd. As it stands right now, it is completely unsafe to ride to the trail. It would be nice to have safe bike routes on the east and west side roads instead of SR 273 (who wants to bike/walk next to traffic going 65 mph). Biking/walking improvements all along Hartnell Avenue between Bechelli Lane to Shasta View Drive (or Airport Road). Tons of people and kiddos walk/bike around and it is super unsafe.

Victor Avenue North Project

- All three respondents indicated they often travel through the project area on the way to/from other destinations.
- One respondent only drives, another respondent bikes, and two respondents walk around the community.
- All three respondents indicated support for improved or more complete sidewalks and paths.
- Two of three respondents were supportive of improved lighting, more and/or improved crosswalks, improved or more complete bike lanes and paths, and slowing or calming cars/vehicle traffic.
- One respondent added support for an "Easier and safer way across 44"
- None of the respondents currently walk or bike in the project area because they drive, it is not safe, or there are incomplete sidewalks on their route and high speeds on streets.
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
    - Mistletoe Elementary School
    - The apartments nearby, road feels unsafe with traffic
    - A friend's house
    - My dentist at Victor and Cypress
- Areas where respondents felt unsafe biking or walking included:
    - Victor from Hartnell to Old Alturas. No place to ride that is safe. I would like a multi-use path and slower vehicle traffic
    - Victor/Dana Drive. Poor visibility turning off of Dana Drive, crosswalks are not always respected by drivers (flashy light please?)
- Comments on locations with a near miss or crash included:
    - Victor Ave /Old Alturas intersection - Did not stop at Stop sign.
    - Dana Drive /Victor Ave intersection - Cannot see oncoming traffic well, people pulling well over the line to see if it is clear.
    - The Victor exit off SR 44 North has low visibility, difficult to turn safely
- All three respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was:
    1. Trails/Recreational Access
    2. Schools
    3. Major Roadways
    4. Residential Areas
- All three respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
    - Rancho Road
    - East side of town needs more paths and trails. Placer Street too to connect trail systems to housing, especially to ride all the new mountain biking trails.
    - From the intersection of Hartnell Avenue/Shasta View Drive to the intersection of Rancho Road/Shasta View Drive. New Holiday shopping center, new Rancho Estates, plus access to the preserve and alternative access to Airport Road for bikes.

- Additional comments received include:
    - Consideration for more benches. If it is going to be a walkable city, people need to be able to stop and rest, be it on foot or bike. Simple benches can be wonderful rest points.

KITTELSON & ASSOCIATES
2510 J Street, Suite 200
Sacramento, CA 95816
P 916.266.2190

Technical Memorandum

June 10, 2022

Project# 262050

To: Keith Williams, Senior Transportation Planner
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

From: Matt Braughton

CC: Zach Bonnin, City of Redding

RE: Redding ATP Cycle 6 Engagement Additional Engagement Summary and Close-Out Meeting

MANZANITA SCHOOL ENGAGEMENT

A pop-up engagement activity was held at Manzanita Elementary School on May 18th as part of the school's open house with City of Redding (City) and Shasta Regional Transportation Agency (SRTA) staff engaging students and parents in a discussion of the Butte Street Boogie and other Redding Active Transportation Network Projects for input on the project recommendations. As part of that pop-up event, students and parents shared the following feedback that was integrated into the design plans for the City's project recommendations:

- Needing to slow traffic in the morning during school drop-off hours
- Desire to address the red curb areas and driveway access at the site
- Desire for improved crosswalks

Photos from the pop-up event are included below.

Figure 1: Manzanita Elementary Pop-Up Event



Figure 2: Manzanita Elementary Pop-Up Event



ACTIVE TRANSPORTATION STAKEHOLDERS

The City of Redding also conducted an outdoor stakeholder meeting with seven key active transportation advisors and stakeholders for the City in early June. This stakeholder group provided input on the project recommendations, including:

- New retail should be adding more bike parking.
- City hall needs more and better bike parking.
- Park Marina is severely needed – it is dangerous, with one stakeholder almost hit the other day.
- People avoid Victor now due to the lack of facilities.
- Side paths on Hilltop are dangerous due to root lift and are currently very skinny.
- The new path proposed for the Butte Street Boogie network will have to consider camping that occurs in the area.

Figure 3: Active Transportation Stakeholder Meeting



CLOSE OUT MEETING – JUNE 1, 2022

On Wednesday, June 1st, 2022 from 5:00pm-7:00pm, the City and SRTA held a community engagement close-out meeting for the Redding Active Transportation Network Expansion. Project team members in attendance included:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittelson & Associates

Eleven members of the public attended the meeting and signed in, while additional community members joined without signing in for the meeting. The objective of the engagement meeting was to share the results of the project development process and the improvements being recommended for submittal in the Active Transportation Program Cycle 6 grant program. The City and SRTA are working closely with Caltrans, Shasta County, and the Shasta County Health and Human Services Agency to develop active transportation projects that increase transportation options, connect neighborhoods, and support local and regional goals.

Meeting Format, Objectives, and Purpose

The meeting was held in person at the Community Room at the City of Redding City Hall. Members of the public were welcomed with project staff on hand to answer any questions about the projects. Five project boards were presented to illustrate the five projects that were being considered for ATP grant applications as well as an overview board showing the location of all of the projects. The project boards are attached in Attachment A.

Engagement Feedback

All of the attendees of the meeting were supportive of the five projects in conversations with project staff. Participants shared their experiences with project areas including concerns regarding:

- speeding;
- lack of crossing opportunities along major corridors;
- lack of infrastructure for walking and biking; and,
- feeling unsafe walking or biking in the project areas.

In addition to voicing support and concern around existing conditions with the project area, members of the public also expressed interest in potential additions to the project including:

- native street trees for any plantings associated with each project;
- the addition of amenities like benches and bathrooms along multiuse paths for the projects; and,
- additional potential pedestrian crossing locations within the Butte Street Boogie project area including potential crossings north of Manzanita Elementary School, Center Street & Shasta Street, and Center Street & Yuba Street.

These potential changes were provided to the project team for consideration of changes to the project applications based on public feedback. Photos from the engagement event are shown below.

Figure 4: Project Staff Sharing Project Recommendations



Figure 5: Project Staff Sharing Project Recommendations with Community Members



Figure 6: One-on-One Discussions with Community Members



Figure 7: Community Members Reviewing and Discussing Projects

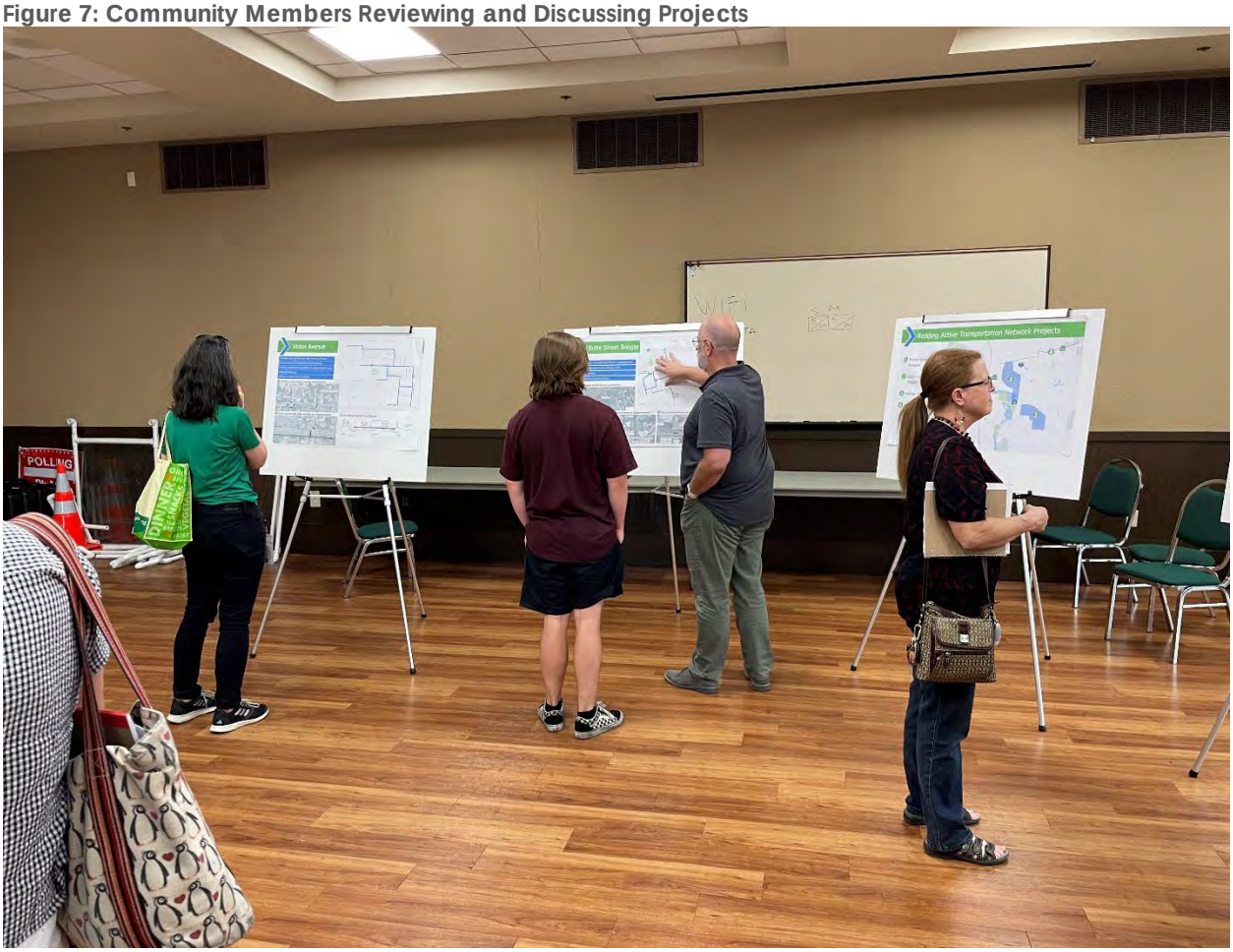


Figure 8: City of Redding Staff Discussing Projects with Community Members



Figure 9: SRTA Staff Discussing Projects with Community Members



Figure 10: Project Sign-In

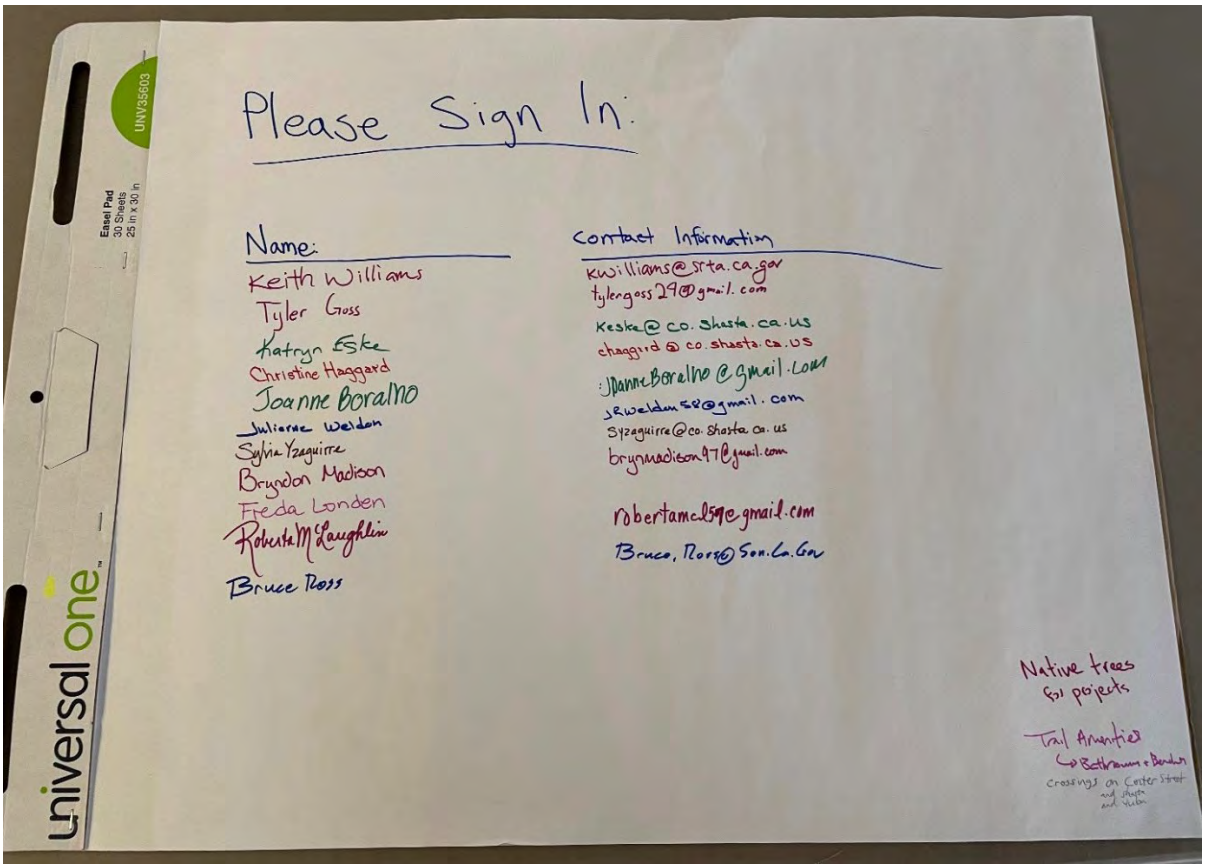
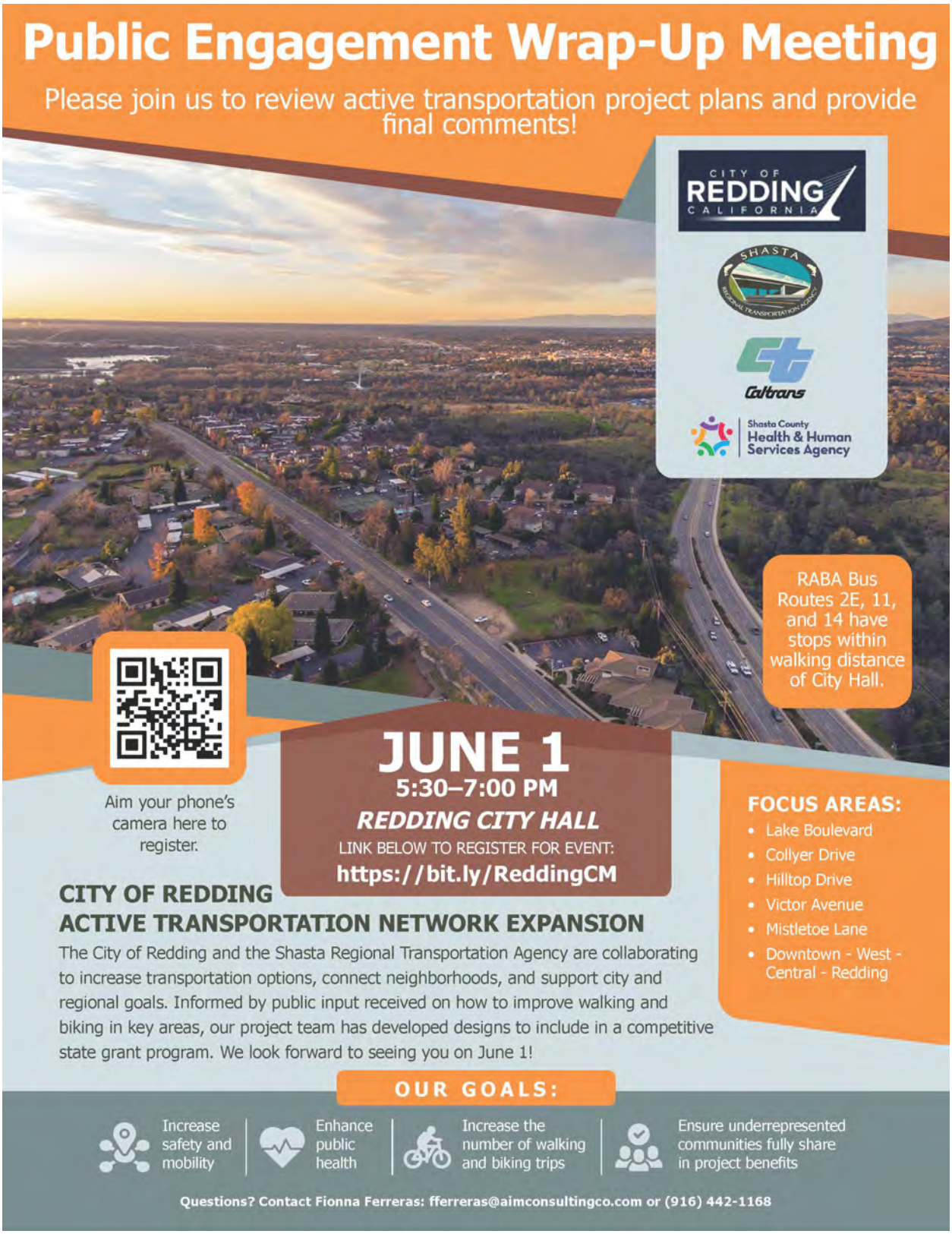


Figure 11: Meeting Notification at City Hall



Figure 12: Engagement Notification Flyer



ONLINE ENGAGEMENT

In addition to the engagement activities previously documented and referenced, online engagement occurred throughout the project development process for the Redding Active Transportation Network Expansion. Online postings, engagements, and comments from this community engagement element are document below.

Figure 13: SRTA Twitter Engagement Messaging

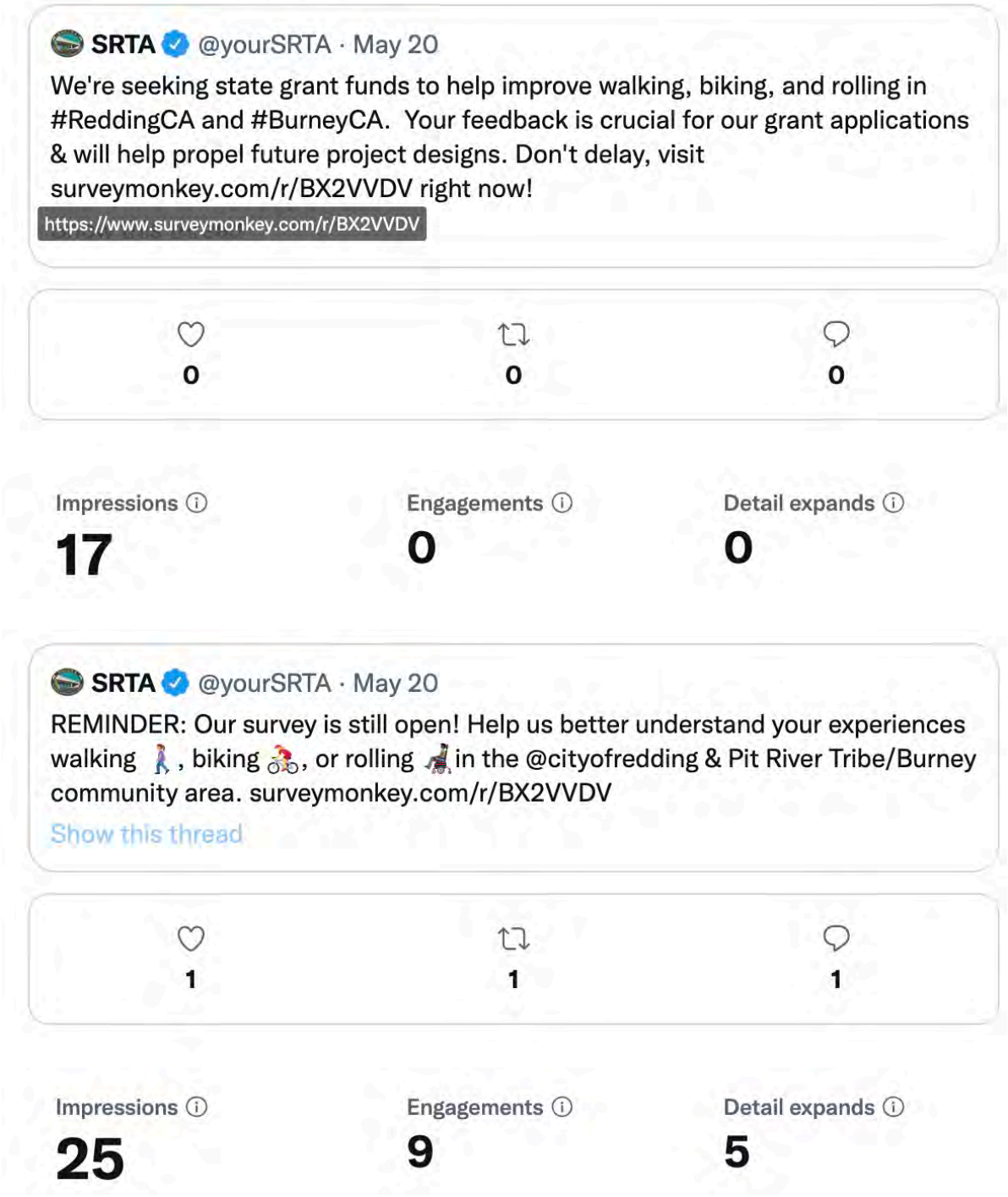


Figure 14: SRTA Facebook Engagement Messaging



Figure 15: SRTA Facebook Survey Engagement Messaging



Figure 16: SRTA Engagement Survey Extension Messaging

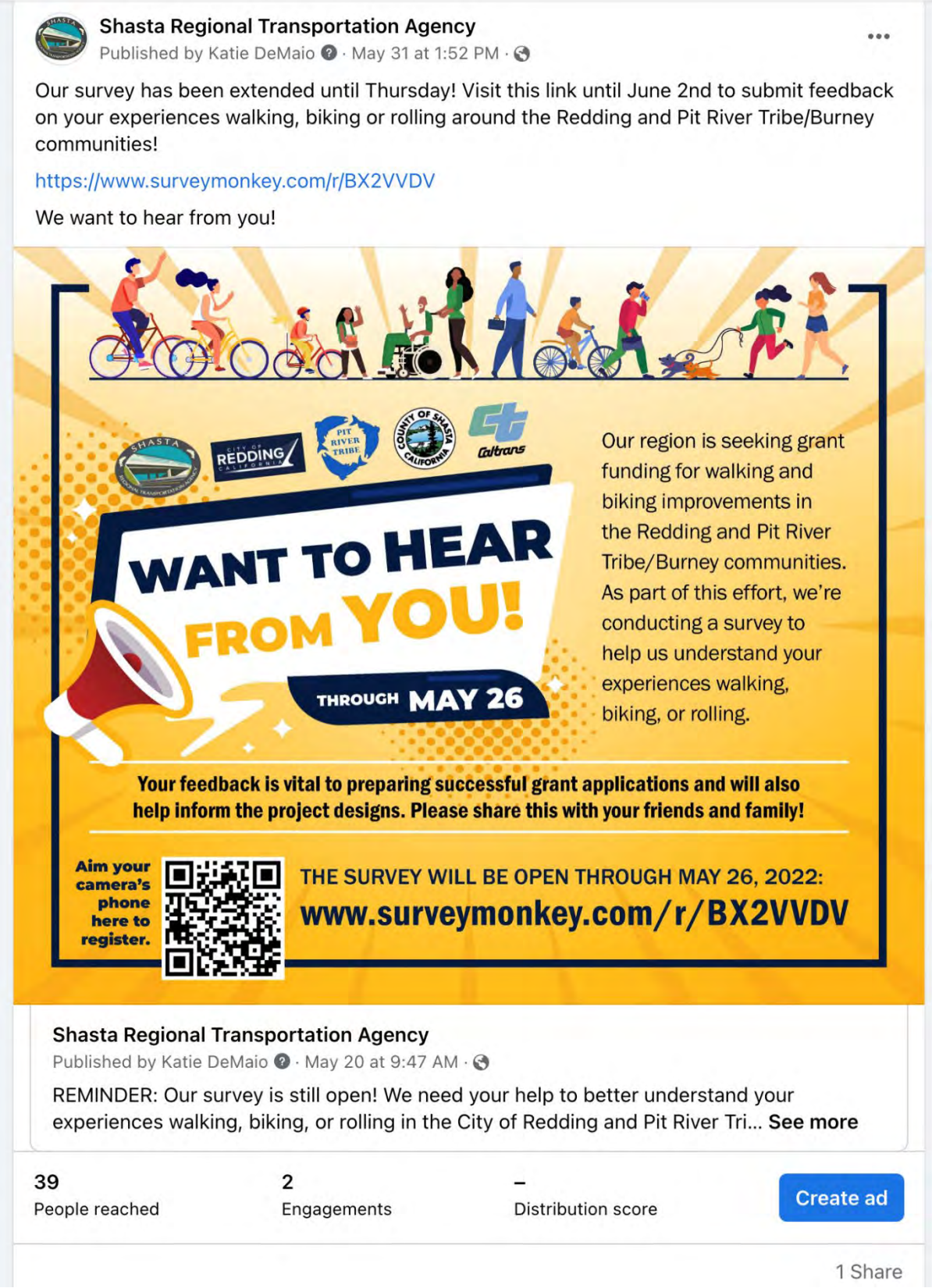


Figure 17: SRTA Close-Out Engagement Meeting Facebook Messaging

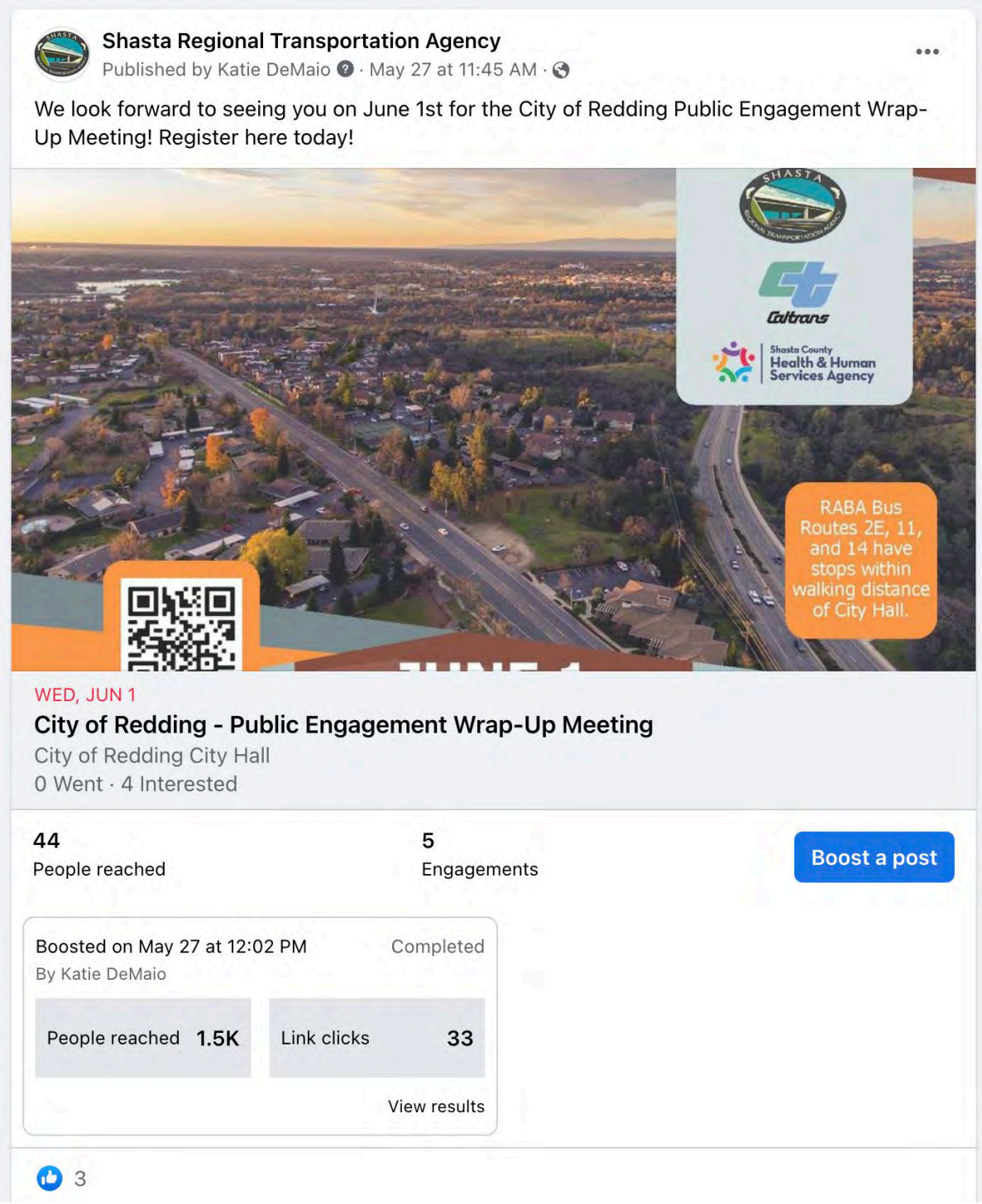


Figure 18: SRTA Engagement Meeting Facebook Messaging

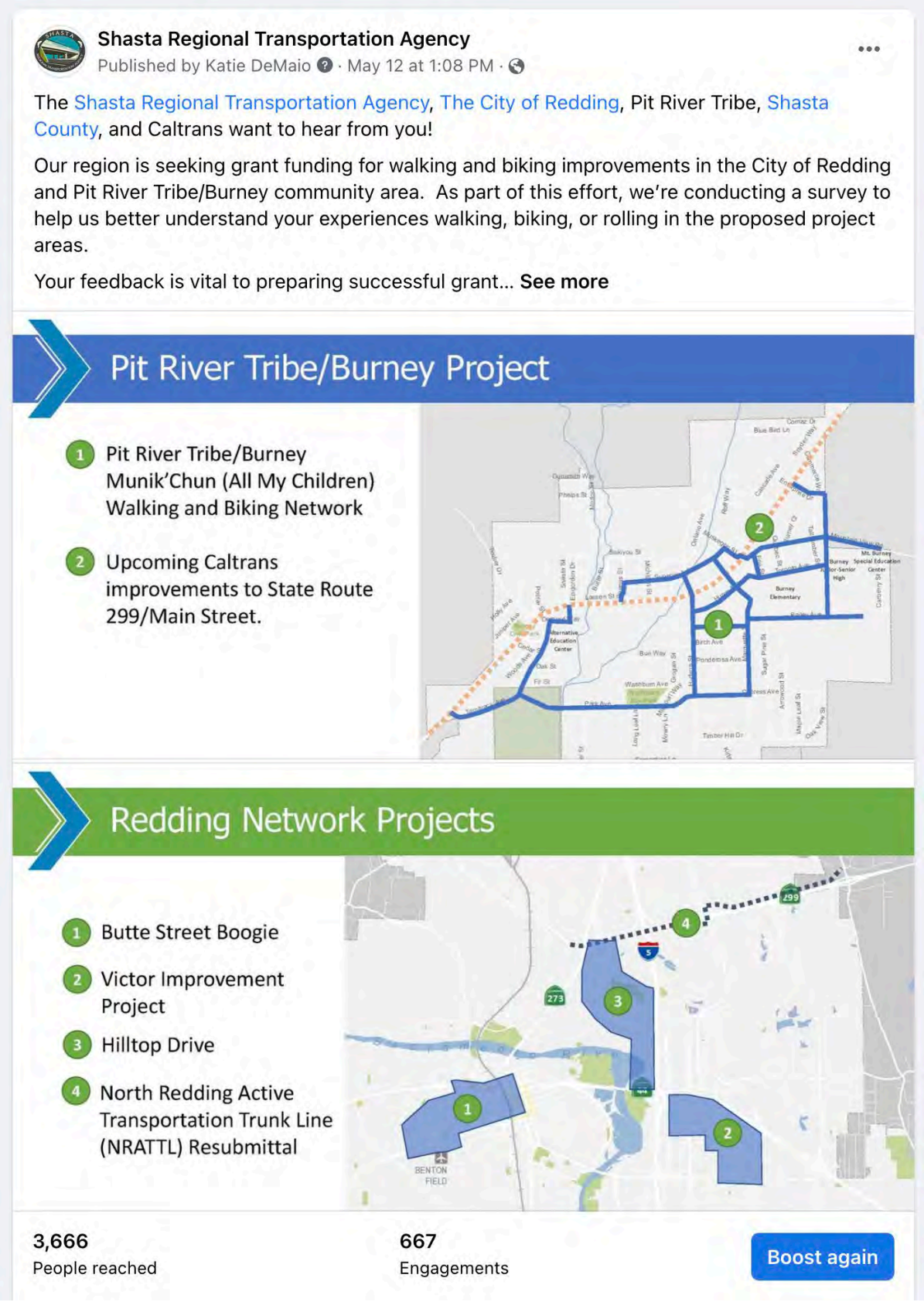


Figure 19: Online Comments for Engagement Meeting

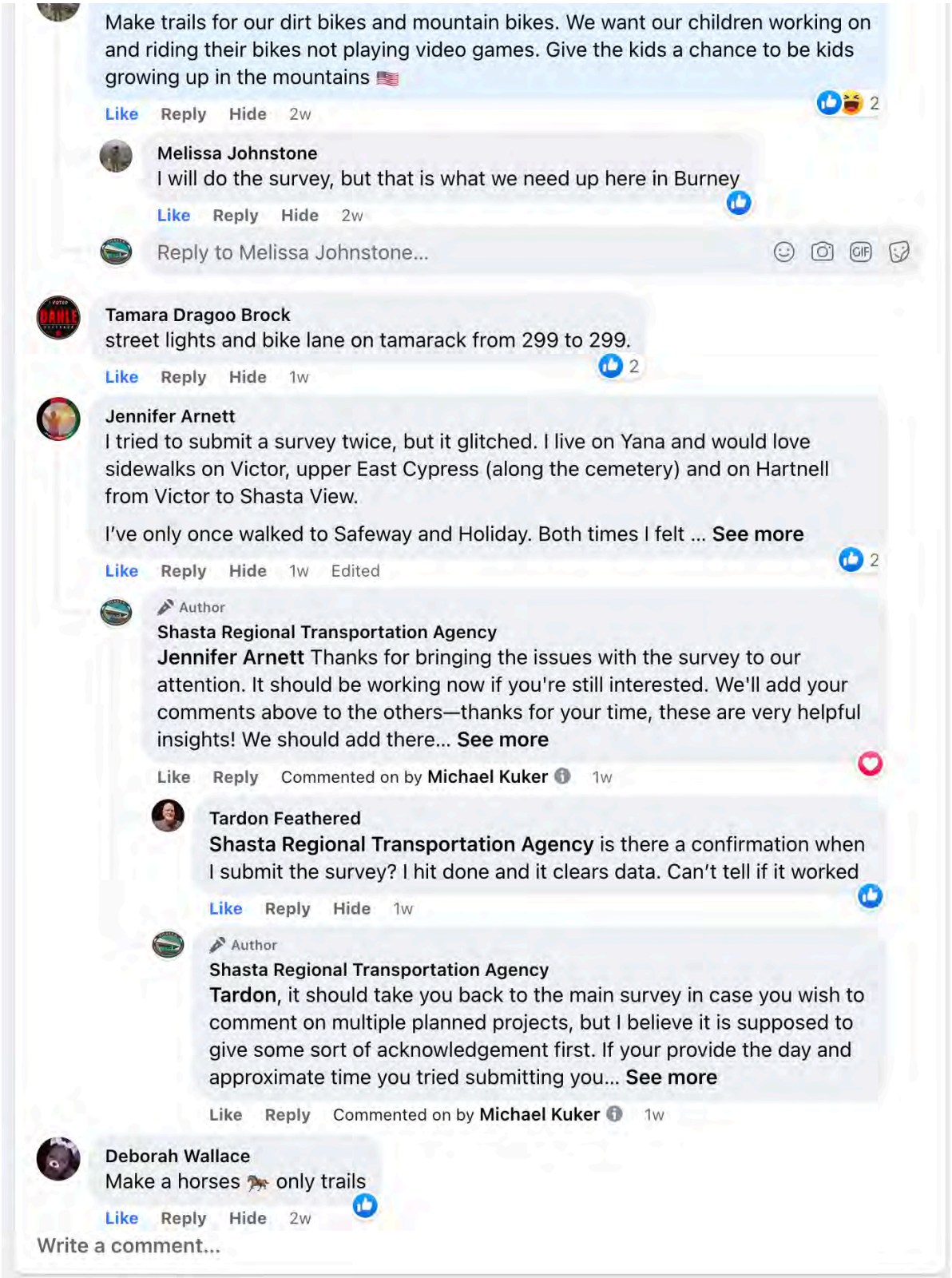


Figure 20: Facebook Engagement Comments

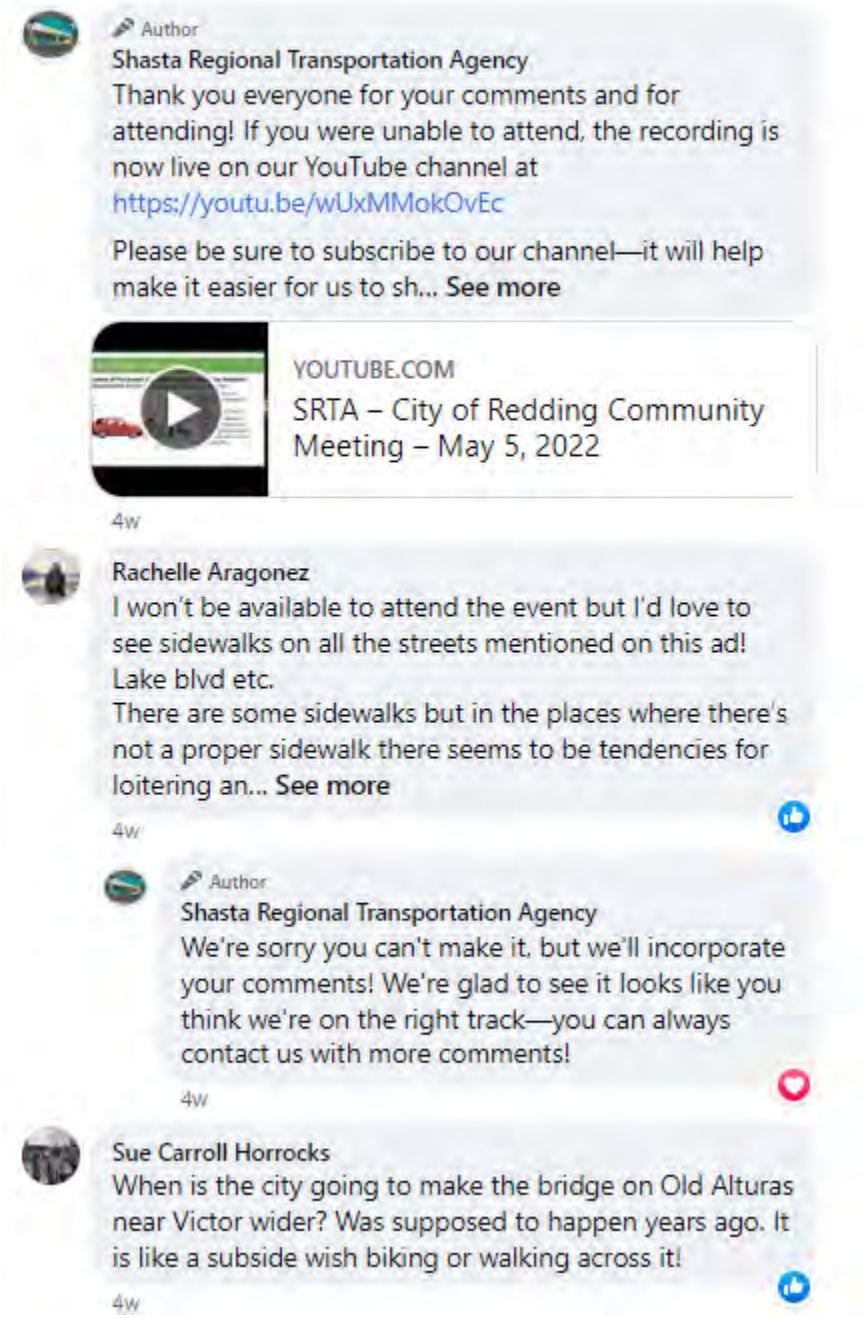


Figure 21: Facebook Engagement Comments



ATTACHMENT A: PROJECT ENGAGEMENT BOARDS

Redding Connections Outreach Event

What: Do you want a safe, comfortable walk/bike route to commute to get to class, dine out, run errands, exercise, and save money on transportation that doesn't require a trip to the pump? Local, regional, and state agencies are partnering to improve walking and bicycling conditions on 1) SR299/Lake Blvd., 2) Turtle Bay to Downtown, and 3) Victor Avenue. Tell us your needs and preferences for these corridors and stay in touch as this pursuit of competitive funding to build these transformative projects continues!

Where: Sundial Bridge (South Side)
When: 3:30 PM – 5:00 PM
Tuesday, February 4, 2020

Sign in to support and receive updates on these projects.

	Name	Email	Receive Updates? Y/N "NRATTL" (Lake/299)	Receive Updates? Y/N Turtle Bay - Downtown	Receive Updates? Y/N Victor Avenue
1	Andrew Brandt	AndrewBrandt794@yahoo.com	Y	Y	Y
2	Drew Mattice		y	y	y
3	Jessica McMillen Hornbeck	jessmclynn@gmail.com	y	y	y

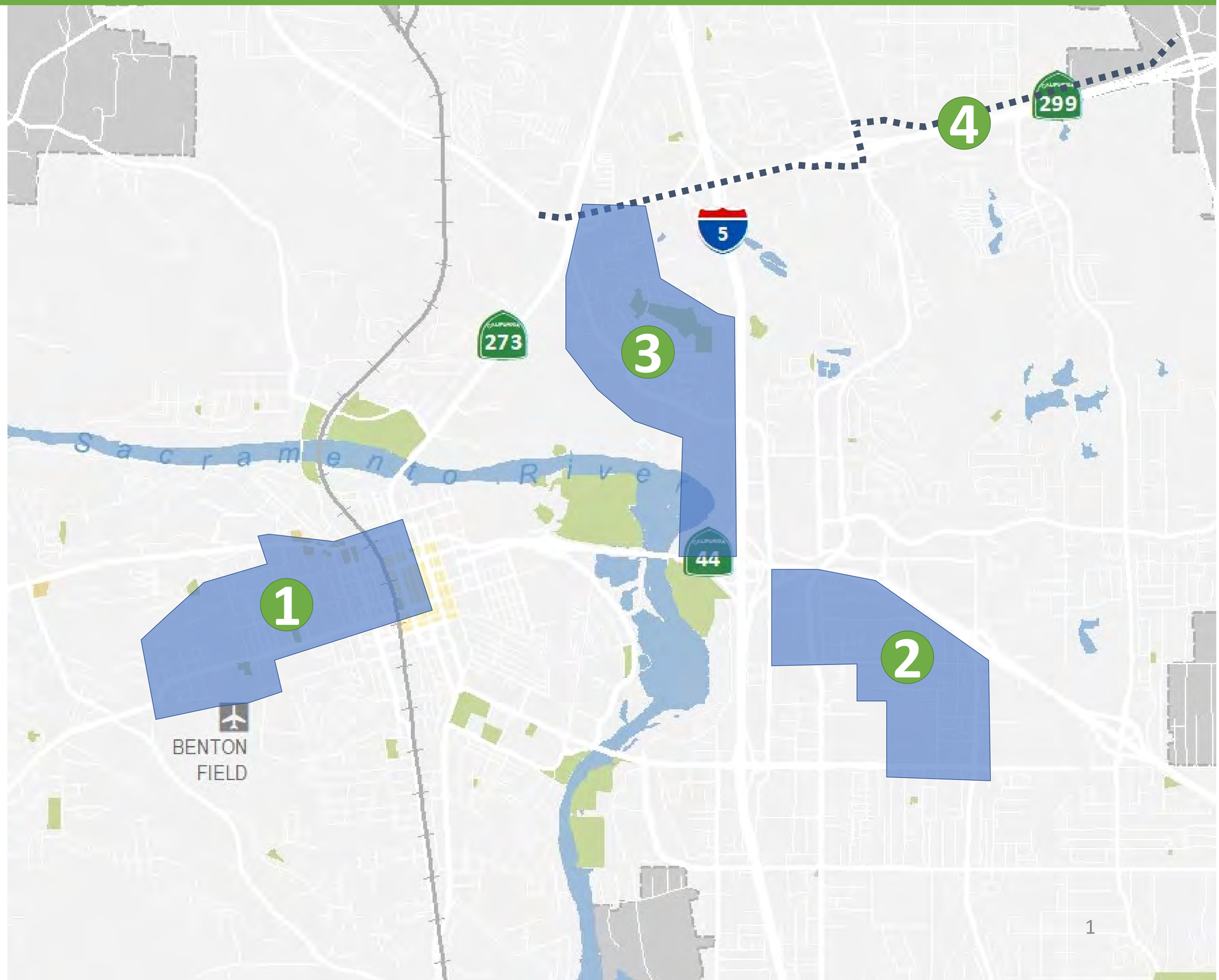
	Name	Email	Receive Updates? Y/N "NRATTL" (Lake/299)	Receive Updates? Y/N Turtle Bay - Downtown	Receive Updates? Y/N Victor Avenue
4	Keith Williams	kwilliams@sstq.la.gov	Y	Y	Y
5	Eileen Hall	eileen637@charter.net	Y	Y	Y
6	Janet Martin	jrgmartin2002@yahoo.com	Y	Y	Y
7	Audrey Polk	audrey-polk@yahoo.com	Y	Y	Y
8	Nancy Polk	nlpolk.rspolk@gmail.com	Y	Y	Y
9	Sandy McNamara	Sandymac5@netzero.net	Y	Y	Y
10	Simone Huhn	monehuhn@web.de	Y	Y	Y
11	Andreas Huhn	huhn@ahfs.de	Y	Y	Y
12	Warren Rowley		Y	Y	Y
13	Mrs. Warren Rowley		Y	Y	Y

	Name	Email	Receive Updates? Y/N "NRATTL" (Lake/299)	Receive Updates? Y/N Turtle Bay - Downtown	Receive Updates? Y/N Victor Avenue
14	Dan Wayne	Dwayne@sfta.ca.gov	Y	Y	Y
15	Bill Robinson	Robinson7461@comcast.net	Y	Y	
16	Jag Budhram	JagBudhram97@gmail.com	Y	Y	Y
17	R Ramirez	Rafdman69@Hotmail			
18	Emily Bates	leah.ebates@gmail.com	Y	Y	Y
19	Simone Mansfield	Kudos_2u@Yahoo	Y	Y	Y
20	Matthew Dial	matthewdial4@gmail.com	Y	Y	Y
21	Paige Myers	Paigeruiz2@gmail.com	Y	Y	Y
22	Nannette R Rose	rosenancyann91@gmail.com	Y	Y	Y
23	Jason Fielding	Jasonfielding30@HOTMAIL.com	Y	Y	Y

	Name	Email	Receive Updates? Y/N "NRATTL" (Lake/299)	Receive Updates? Y/N Turtle Bay - Downtown	Receive Updates? Y/N Victor Avenue
24	Greta Morris		Y	Y	
25	Rebecca Conner				
26	Travis Menne	Travismenne@gmail.com	Y	Y	Y
27	John Monson	JohnMonsonmaileygmail.com	N	N	N
28	Rena Monson	M.renaj@yahoo.com	N	N	N
29	Janessa Hartmann	janessa.hartmann e gmail.com	Y	Y	Y
30	VLADIMIR ARNAUDOVI	VLADECVC@gmail.com	Y	Y	N
31	VASILY MARIANO	VMARIANO@gmail.com	Y	Y	Y
32	Dale Widmer	dale.widmer@dot.ca.gov	Y	Y	Y
33					

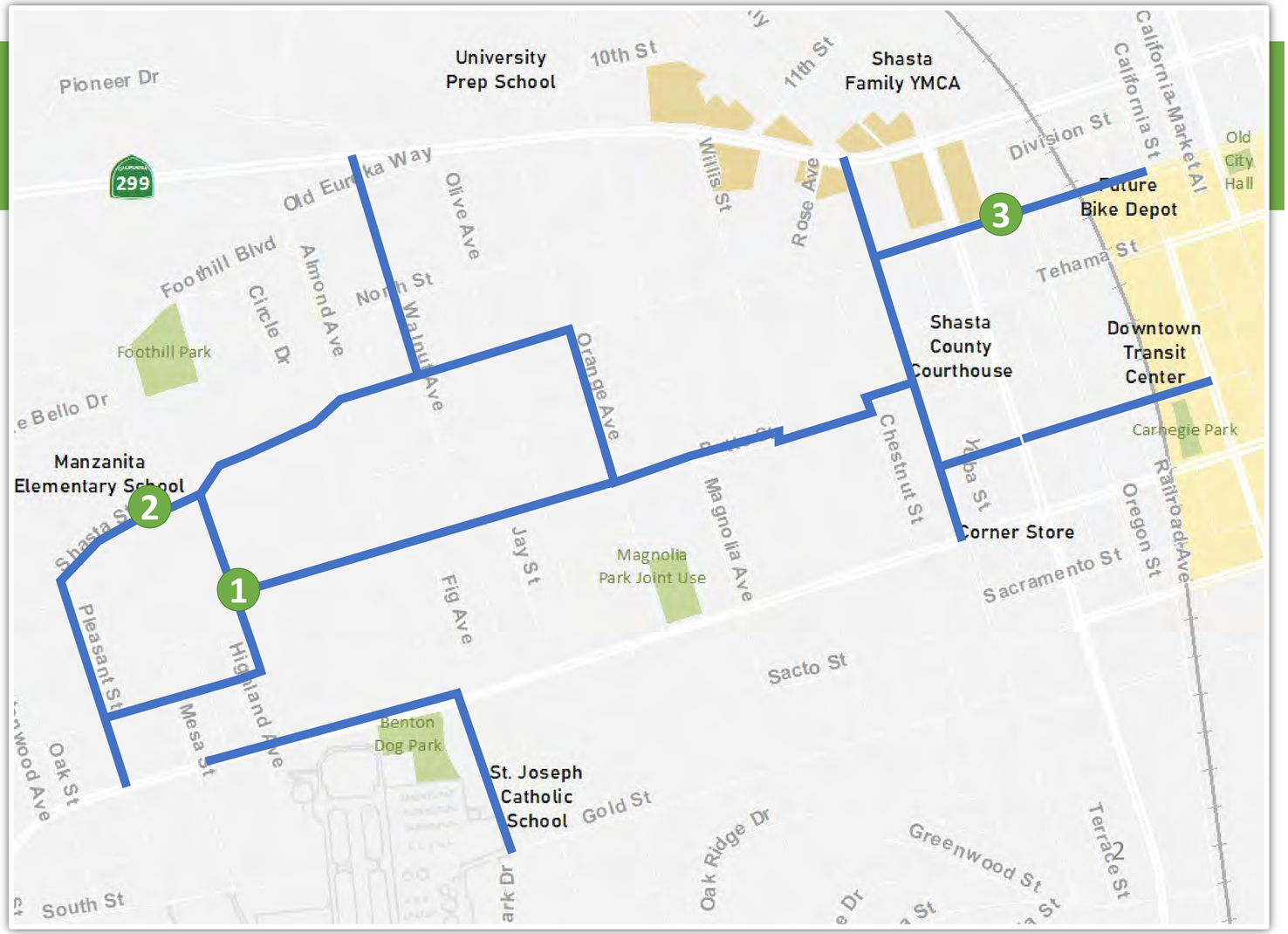
Redding Active Transportation Network Projects

1. Butte Street Boogie
2. Victor Improvement Project
3. Hilltop Drive
4. North Redding Active Transportation Trunk Line (NRATTL) *Resubmittal*

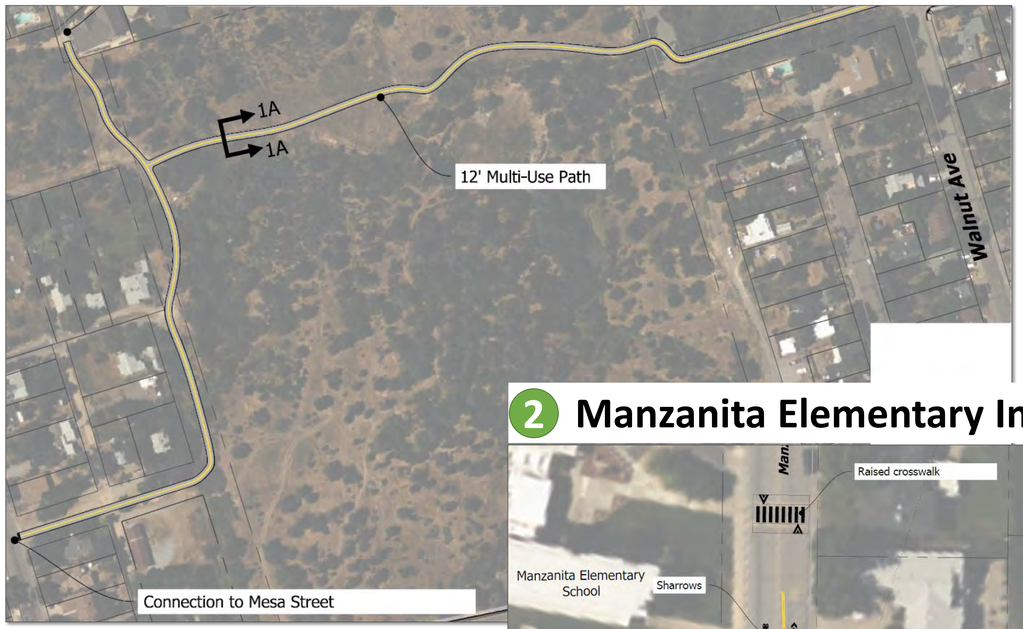


Butte Street Boogie

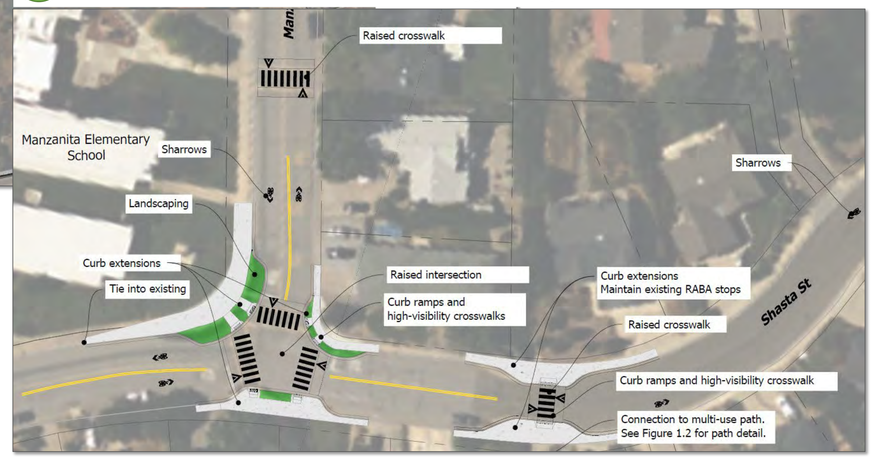
- Traffic calming to slow speeding vehicles in neighborhoods.
- Formalizing existing walking and biking routes.
- Filling sidewalk gaps.
- Adding crosswalks and curb ramps.



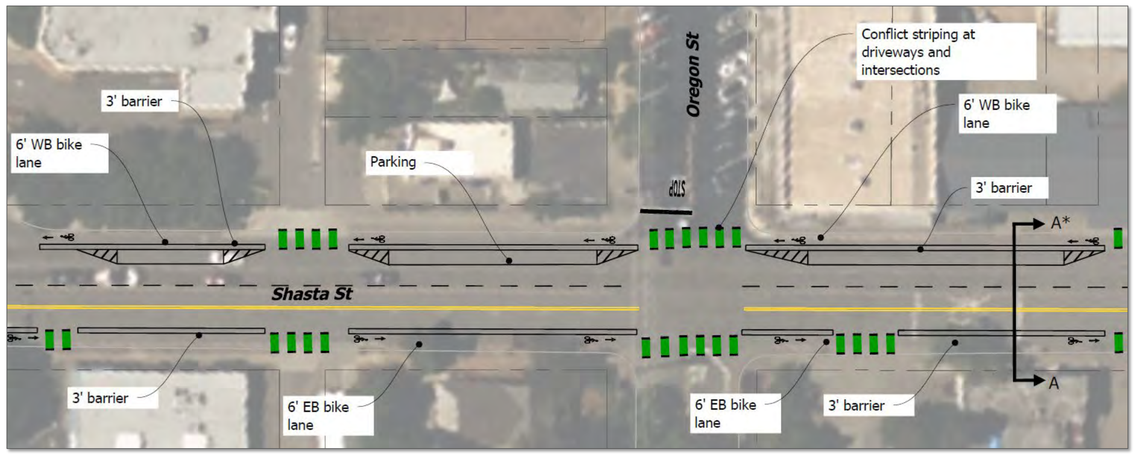
1 Open Space Path Network Connections



2 Manzanita Elementary Improvements

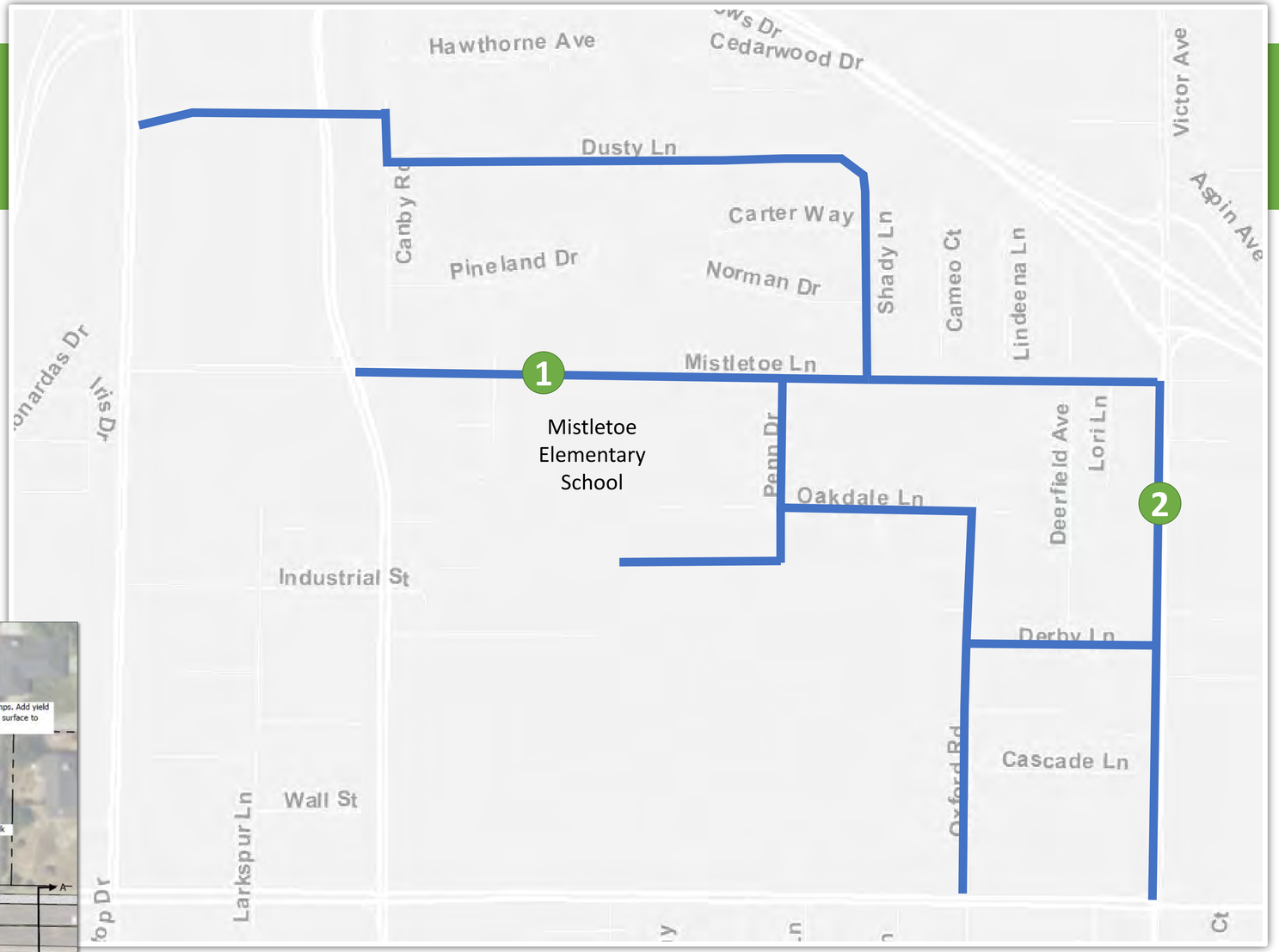


3 Shasta Street Protected Bike Lanes

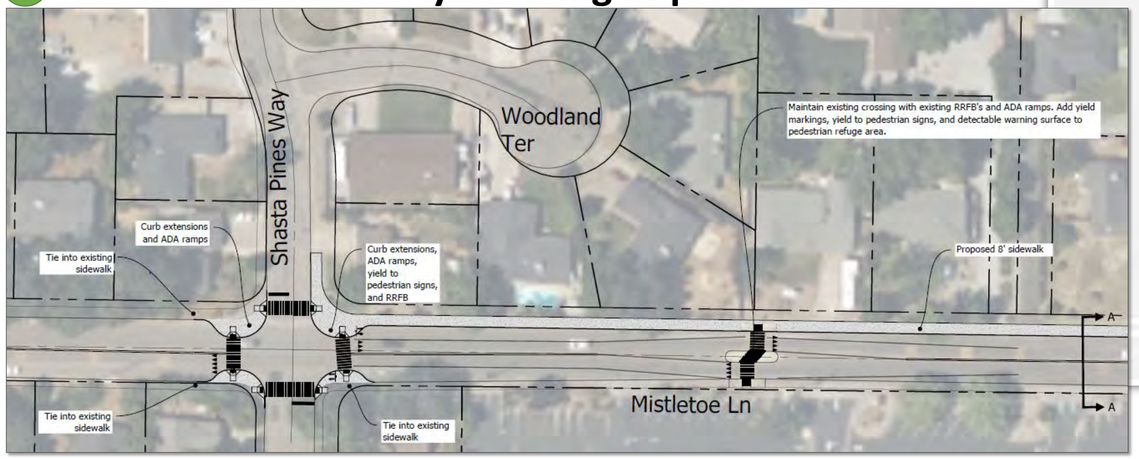


Victor Avenue

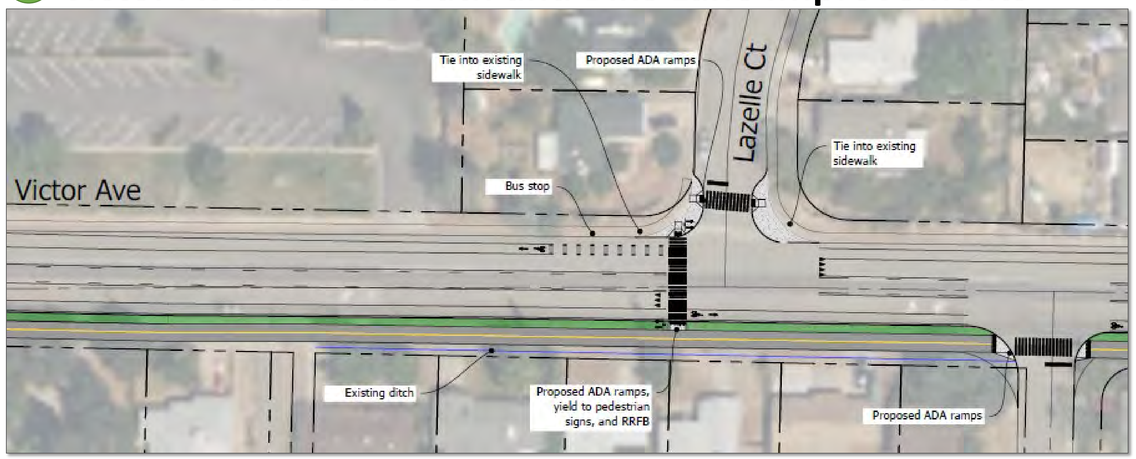
- Extending planned path and traffic calming on Victor.
- Slowing traffic on Mistletoe for school crossings.
- Creating comfortable connections on neighborhood streets.
- Filling sidewalk gaps.
- Adding crosswalks and curb ramps.



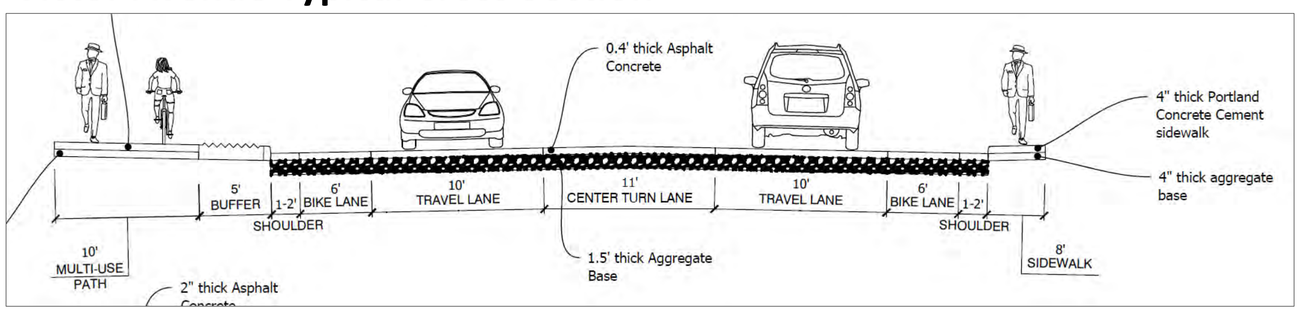
1 Mistletoe Elementary Crossing Improvements



2 Victor Avenue Side Path and Bike Lane Improvements



Victor Avenue Typical Cross Section



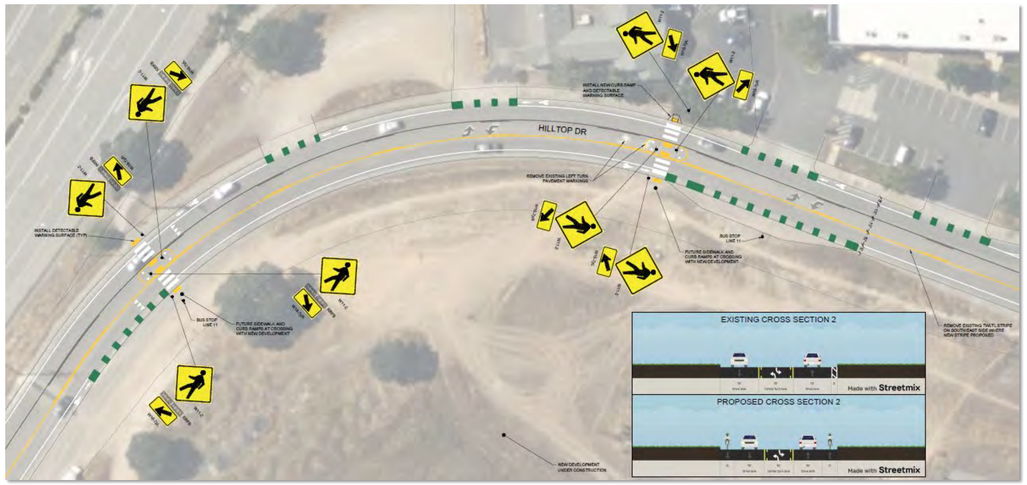
Hilltop Drive

Slowing traffic to benefit all users.

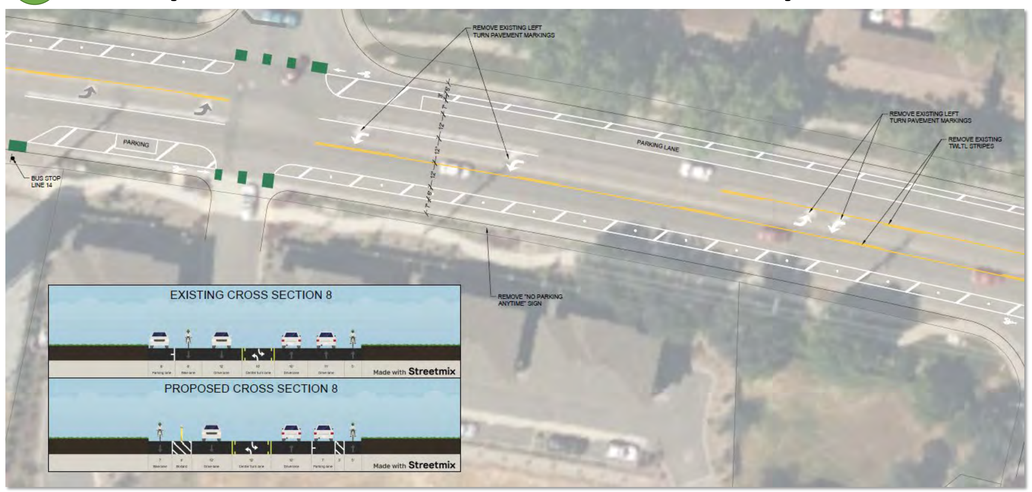
Creating more comfortable space for people biking.

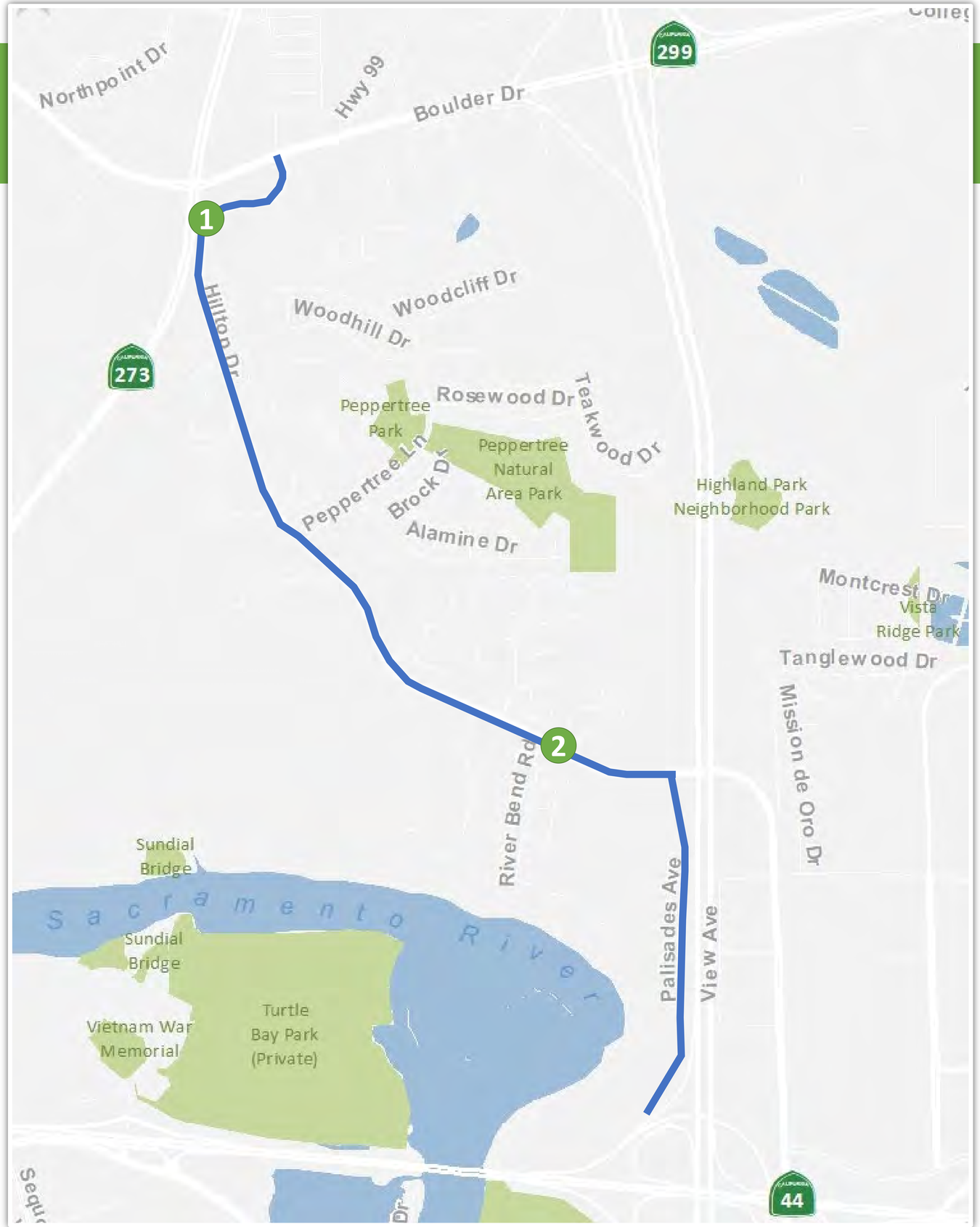
Linking neighborhoods.

1 Hilltop Avenue Pedestrian Crossing Enhancements



2 Hilltop Avenue Protected Bike Lanes Improvement





Other ATP Projects

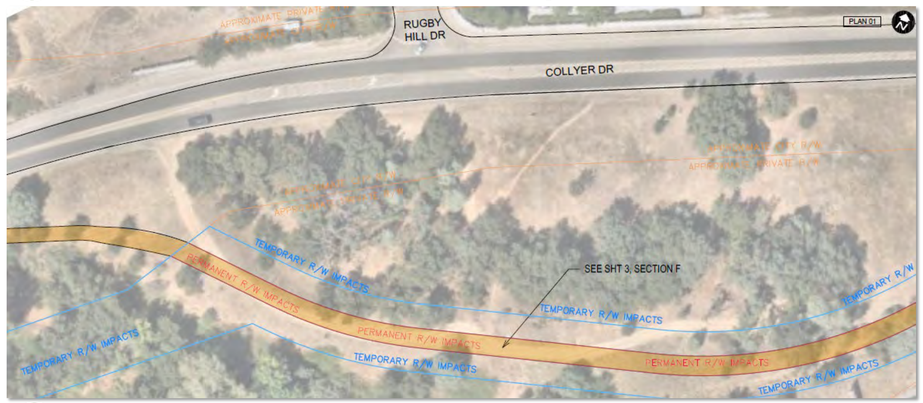
North Redding Active Transportation Trunk Line (NRATTL)

- Resubmittal of previous application

Park Marina Drive

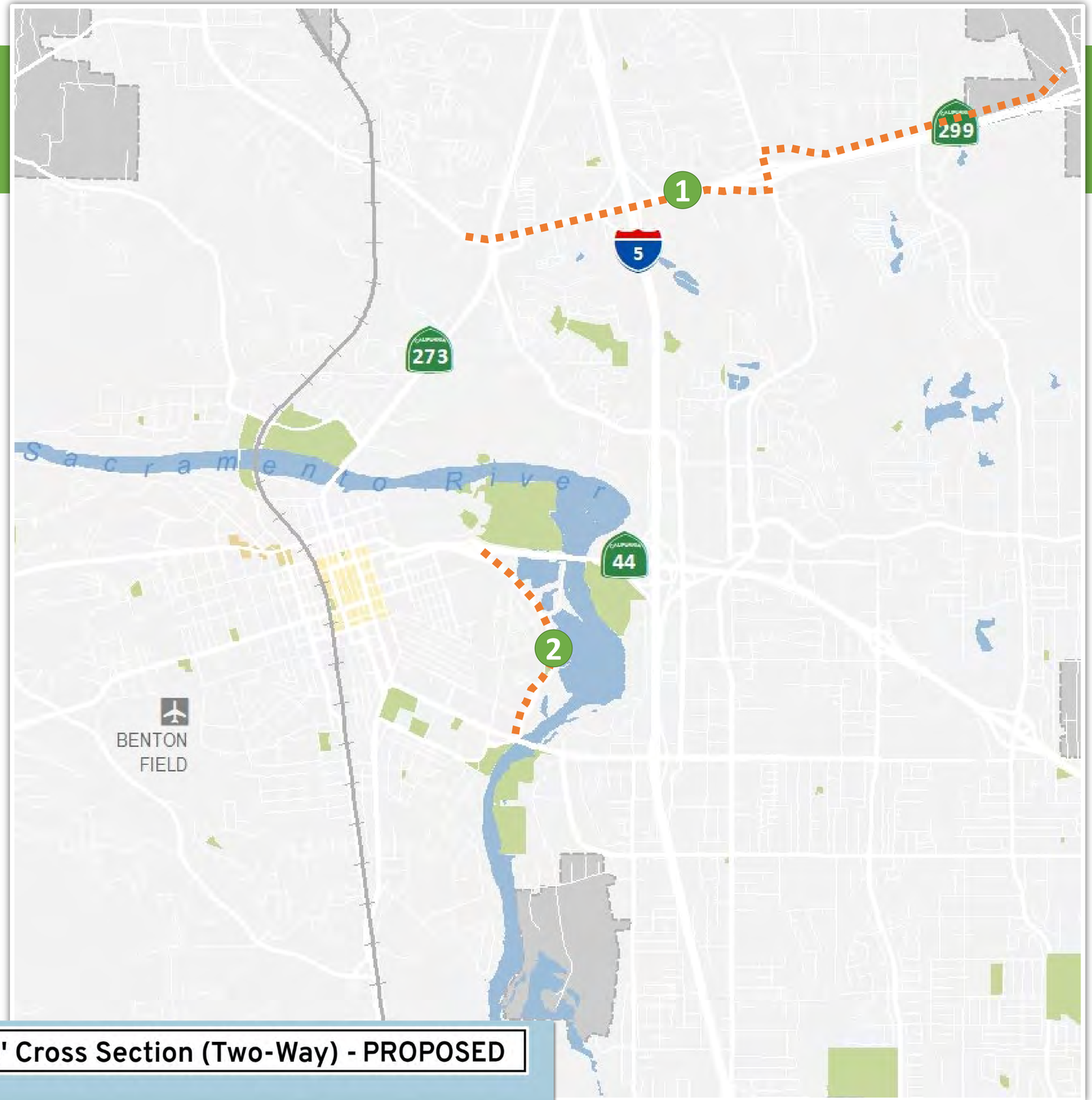
- Pilot project to inform prior outreach & ongoing project

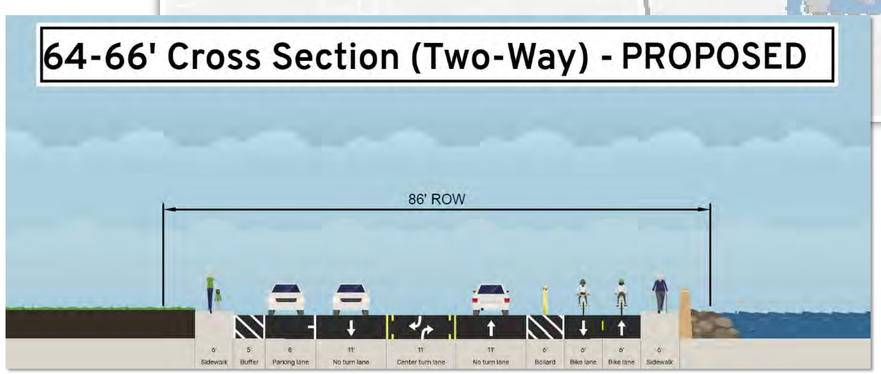
1 NRATTL Multi-Use Path Improvements



2 Park Marina Quick Build Protected Bike Lanes

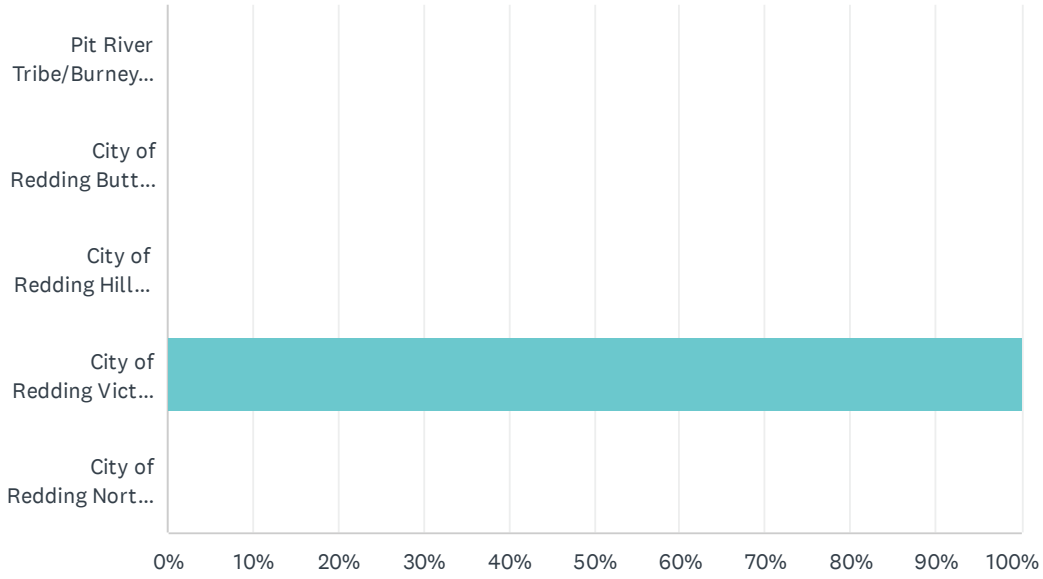






Q1 Which project are you interested in providing feedback on? (Choose One):

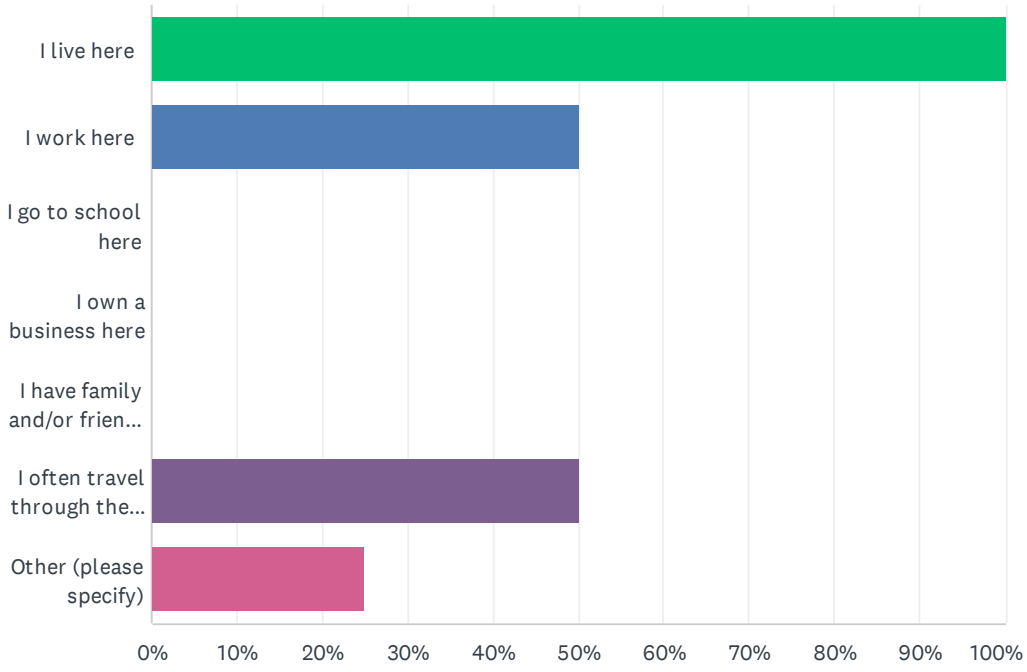
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network	0.00%	0
City of Redding Butte Street Boogie	0.00%	0
City of Redding Hilltop Drive	0.00%	0
City of Redding Victor Extension	100.00%	4
City of Redding North Redding Active Transportation Trunk Line (NRATTL)	0.00%	0
TOTAL		4

Q2 What brings you to the project's community area? (Check all that apply)

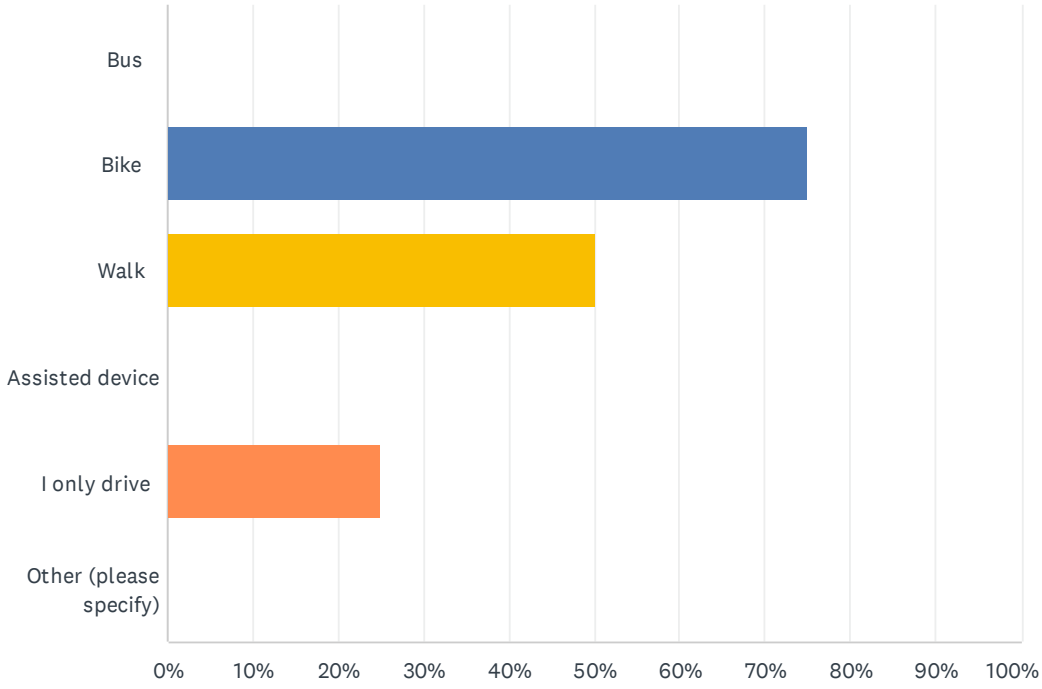
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live here	100.00%	4
I work here	50.00%	2
I go to school here	0.00%	0
I own a business here	0.00%	0
I have family and/or friends here	0.00%	0
I often travel through the area on the way to/from other destinations.	50.00%	2
Other (please specify)	25.00%	1
Total Respondents: 4		

Q3 Aside from driving, how do you get around the community? (Check all that apply)

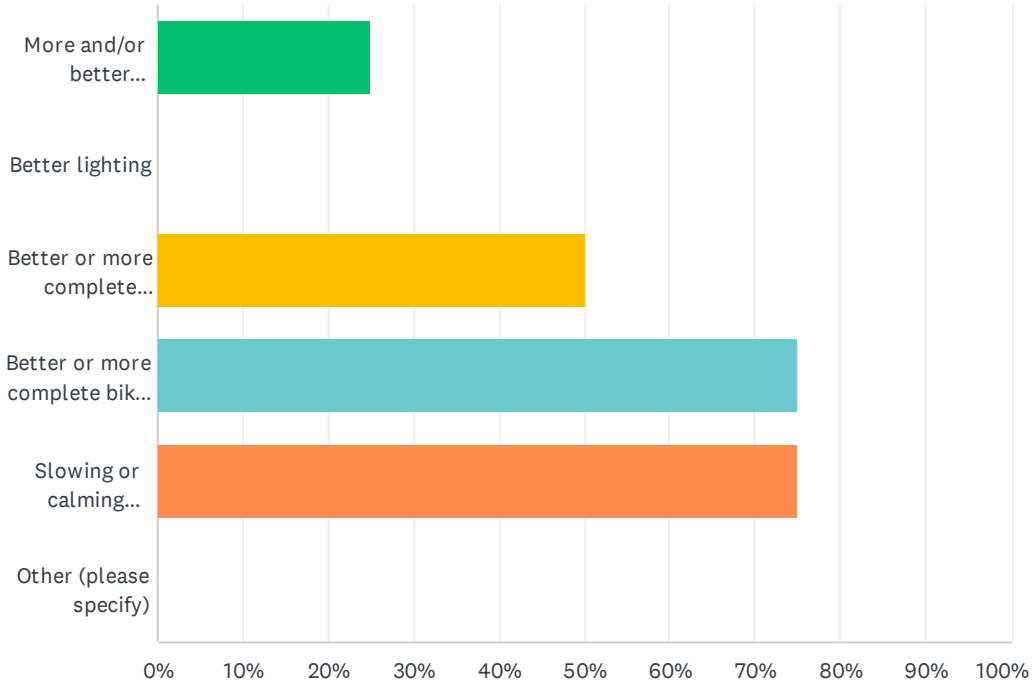
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bus	0.00%	0
Bike	75.00%	3
Walk	50.00%	2
Assisted device	0.00%	0
I only drive	25.00%	1
Other (please specify)	0.00%	0
Total Respondents: 4		

Q4 What would encourage you to walk or bike more to your destinations? (Check all that apply)

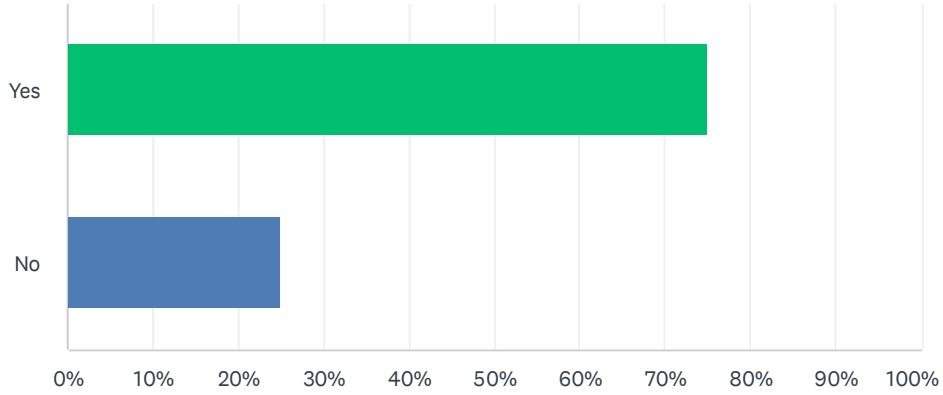
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
More and/or better crosswalks	25.00%	1
Better lighting	0.00%	0
Better or more complete sidewalks	50.00%	2
Better or more complete bike lanes	75.00%	3
Slowing or calming cars/vehicle traffic	75.00%	3
Other (please specify)	0.00%	0
Total Respondents: 4		

Q5 Do you currently walk or bike in the project area?

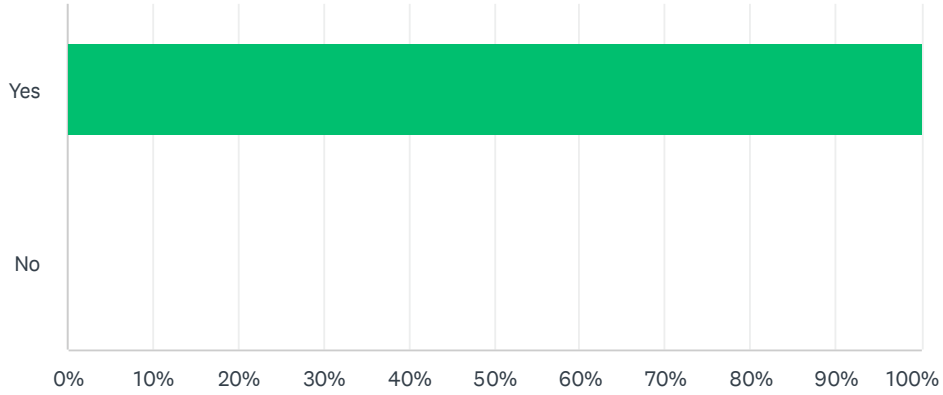
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.00%	3
No	25.00%	1
TOTAL		4

Q10 Do you support new sidewalks or paths in the community?

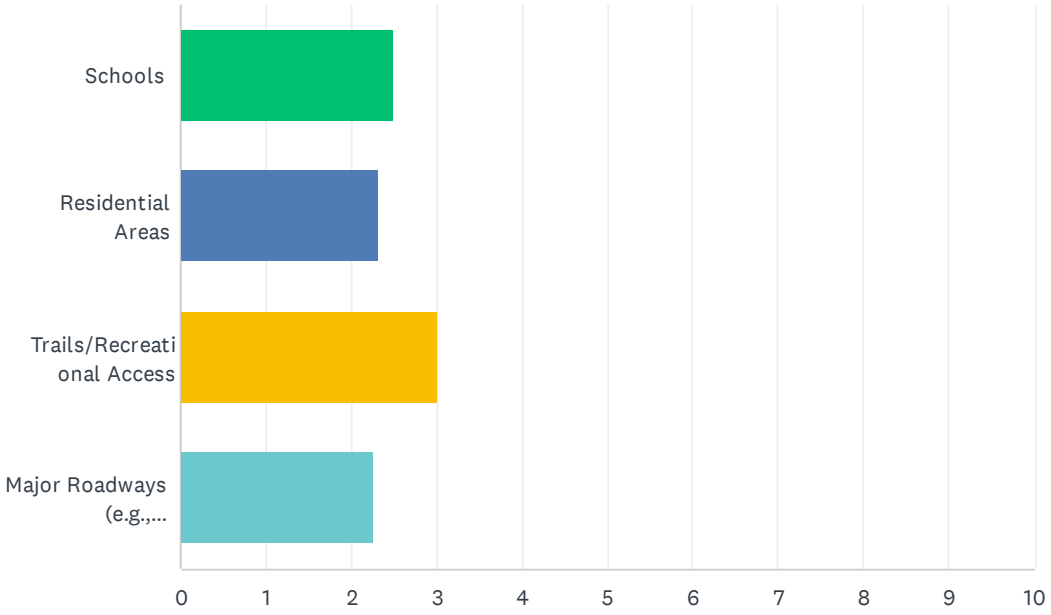
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	4
No	0.00%	0
TOTAL		4

Q11 Rank where do you see the greatest need for crossing improvements in the community?

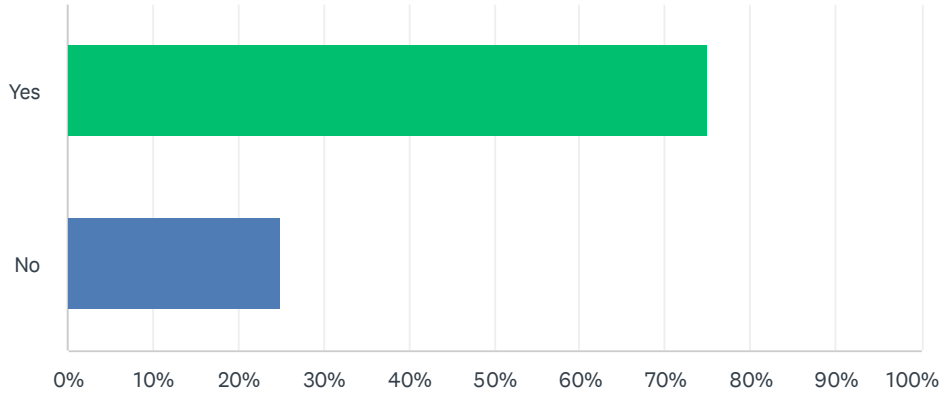
Answered: 4 Skipped: 0



	1	2	3	4	TOTAL	SCORE
Schools	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2	2.50
Residential Areas	0.00% 0	33.33% 1	66.67% 2	0.00% 0	3	2.33
Trails/Recreational Access	33.33% 1	33.33% 1	33.33% 1	0.00% 0	3	3.00
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	25.00% 1	25.00% 1	0.00% 0	50.00% 2	4	2.25

Q12 Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.00%	3
No	25.00%	1
TOTAL		4

Victor Avenue Corridor Open House Notices: Initial Mailings/Flyers

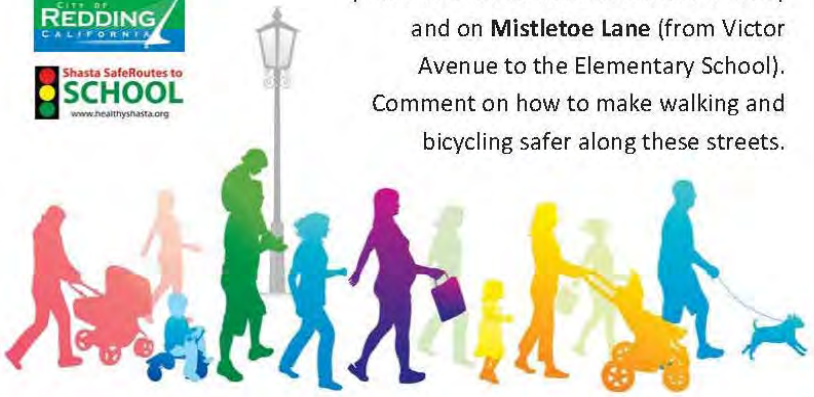
Help Create Safer Streets

GHD HEALTHY SHASTA

CITY OF REDDING CALIFORNIA

Shasta SafeRoutes to SCHOOL www.healthyshasta.org

Come to the Open House to explore plans for safety improvements on **Victor Avenue** (from Hartnell Avenue to Mistletoe Lane) and on **Mistletoe Lane** (from Victor Avenue to the Elementary School). Comment on how to make walking and bicycling safer along these streets.



Your Input Can Make Streets Safer

Ways to Comment:

1. Open House
Wed, June 27th, 4:30-5:30 pm
Enterprise Elementary School District Office, Literacy Center
1155 Mistletoe Lane, Redding

2. Online Survey by June 29th
www.tinyurl.com/victor18

Questions? Call (530) 245-7116



Victor Avenue Corridor Open House Notices: Facebook and Supplemental Mailings

The City of Redding
June 19 at 2:59pm ·

Do you live or work near Mistletoe Lane and/or Victor Avenue? If you would like to provide input for the Victor Avenue & Mistletoe Lane Active Transportation Projects, plan on attending the Open House meeting on Wednesday, June 27th from 4:30 to 6:00pm. The meeting will be held at Mistletoe Elementary, 1225 Mistletoe Ln, in the Literacy Room. For more information contact Shelby Nadin at snadin@cityofredding.org or (530)225-245-7135.





Like Comment Share

CITY OF REDDING
CALIFORNIA

CITY OF REDDING
777 Cypress Avenue, Redding, CA 96001
PO Box 496071, Redding, CA 96049-6071

PUBLIC WORKS
ENGINEERING DIVISION
530.225.4170
530.245.7024

June 19, 2018

Dear Property Owner:

You are invited to attend an informal public Open House for the City of Redding's Victor Avenue Corridor Phasing Plan and Victor Avenue & Mistletoe Lane Active Transportation Project. The Open House is set for **Wednesday, June 27th from 4:30 p.m. to 6:00 p.m.** in the Literacy Room of Mistletoe Elementary School at 1225 Mistletoe Lane, Redding.

Victor Avenue has been identified as an ideal candidate for improvements as part of the City of Redding's goals for creating an active transportation network and moving towards the Complete Streets vision. The City is developing the Victor Avenue Corridor Phasing plan in order to generate a strategy for implementing long- and short-term improvement measures that are best suited to improve connectivity and safety for pedestrians, bicyclists, and motorists. The short-term improvements recommended in the Victor Avenue Corridor Phasing Plan will be incorporated into an Active Transportation Program grant application to construct the Victor Avenue & Mistletoe Lane Active Transportation Project.

Public input gathered at this meeting will be used to complete the final Victor Avenue Corridor Phasing Plan as well as to finalize the Victor Avenue & Mistletoe Lane Active Transportation project plans. For information about this meeting and how to provide public comment, contact Shelby Nadin at snadin@cityofredding.org or 530-245-7135.

We are committed to keeping you informed and being responsive to your concerns. As the project moves forward, we encourage your continued participation in the City's project development process and we look forward to seeing you at the upcoming open house.

Sincerely,

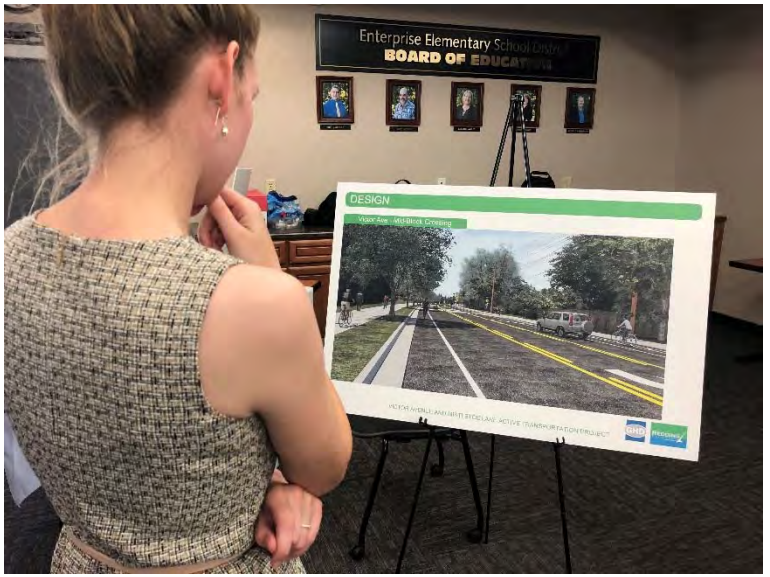
Shelby Nadin
Assistant Engineer

SN:sm
061918L-PO-VictorCORFlyer

Victor Avenue Corridor Open House (June 27, 2018)







CITY OF REDDING CALIFORNIA

Victor Avenue Corridor Phasing Plan &
Victor Ave and Mistletoe Ln
Active Transportation Project
Public Workshop

Name	Affiliation	Phone Number	Email
Anne Thomas	Shasta Living Streets		anne
ALLEN KOST	WITHELM~		ALLENKOST@SBCGLOBAL.NET
DAVID EATON			
DEBRA EATON			
Lynn & Roland Weidenthal	Victor Ave prop. owner	226-7467	
SCOTT + SUSAN WILSON	KINDERLAND	223-4161	
Brian Sindt	The McConnell Foundation	226-6220	bsindt@mcconnellfoundation.org
Chad Ankland	City of Redding		
JEFF Abood	Victor Property owner	378-6882	Jeff@shastawoodProducts.com

Victor Avenue and Mistletoe Lane
Safety Improvement Community Survey Results
Spring 2018

1. Where would you most like to see a crosswalk (or improved crosswalk) on Victor Avenue?

	Overall		Among respondents who live nearby (n=25)
	Number of Response(s)	**Response Ratio**	
Near Redding Christian Fellowship	16	26.6%	32.0%
Derby Lane	7	11.6%	16.0%
Cascade Lane	3	5.0%	4.0%
Upgrade mid-block crosswalk between Cypress and Hartnell (near Shasta Meadows School)	35	58.3%	52.0%
Other	4	6.6%	12.0%
Total	60	100%	

Comments:

- I really have no opinion on this as we do not walk to school or utilize those crosswalk areas
- Prior to putting in a crosswalk on Victor Ave, I think that sidewalks need to be installed on both sides of Victor Ave from Churn Creek Road to Mistletoe Avenue. There are several people who are riding motorized wheel chairs who have no choice but to use the road to get where they want to go. At night, this is very dangerous.
- Sorry don't travel that way too often.
- If it can be done safely and has refuge island in the middle. Please pave the path to the school.
- Sidewalks running the complete length of Victor on both sides would be helpful and decidedly more convenient for pedestrians.
- I do not travel that area enough to give my opinion, however I would like to recommend that Shasta Meadows School participate in the Free AAA School Safety Patrol for additional safety/awareness in this area.
- I haven't really noticed much pedestrian traffic on Victor ave.
- School children safety first priority.

3. What barriers or safety concerns do you find when walking or bicycling along Victor Avenue or Mistletoe Lane?

	Overall		Among respondents who live nearby (n=27)
	Number of Response(s)	Response Ratio	
Lack of sidewalks or sidewalks end	52	80.0%	85.1%
Cars / trucks go too fast	47	72.3%	74.0%
Drivers do not pay attention	33	50.7%	37.0%
Lack of bicycle lanes or bike lanes are too narrow	27	41.5%	40.7%
Too much traffic	24	36.9%	48.1%
Uneven surface, raised cracks or obstacles in sidewalk	21	32.3%	40.7%
Crosswalks are too far apart	21	32.3%	25.9%
Bike lanes need separation or buffer from cars	17	26.1%	25.9%
Dark, not enough lighting	17	26.1%	40.7%
Lack of curb ramps at corners	8	12.3%	18.5%
Parked cars	8	12.3%	14.8%
Lack of shade, trees, or canopies	6	9.2%	11.1%
Sloped sidewalks	3	4.6%	3.7%
Streets are too wide at crossings	2	3.0%	0
Too many driveways	2	3.0%	3.7%
None, I do not have concerns	0	0	0
Other	4	6.1%	14.8%
Total	65	100%	

Comments:

- I live on Oakdale and the most concerning thing is the amount of homeless people
- Drug activity and loiterers
- Too narrow for biking on side
- Just south of Victor and Cypress bus stops in middle of road

City of Redding Active Transportation Network Expansion
Community Meeting – November 30, 2023
Meeting Summary

Introduction:

On Wednesday, November 30th, the City of Redding, in partnership with Shasta Regional Transportation Agency (SRTA), Caltrans, and Healthy Shasta held an in-person community meeting for the Redding Active Transportation Network Expansion projects. Below is a list of project team members and partners that were in attendance:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Cristina Prosperi, Caltrans
- Sara Sundquist, Healthy Shasta
- Matt Braughton, Kittelson & Associates, Inc.
- Katie DeMaio, AIM Consulting

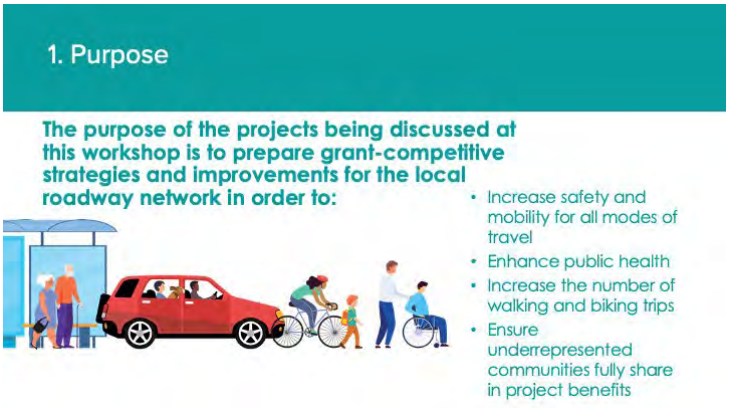


The objective of the community meeting was to get the community's thoughts on opportunities and challenges to improve walking and biking around the City of Redding. The City and its partners are working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

About the Project:

The City of Redding's purpose for this network project and meeting is to prepare grant-competitive strategies and improvements for the local roadway network to:

- increase safety and mobility for all modes of travel;
- enhance public health;
- increase the number of walking and biking trips; and,
- ensure underrepresented communities fully share in project benefits.

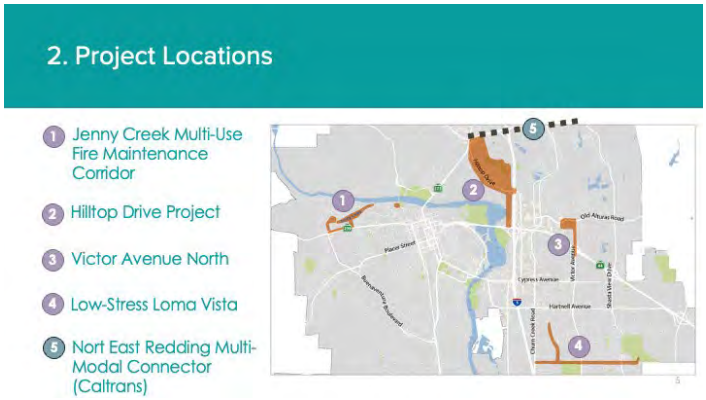


Project Purpose:



Keith Williams from SRTA introduced the overall project background goals, and how the project supports regional planning efforts. Much of this section was focused on how SRTA gets projects, identified from planning efforts and what makes them grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. SRTA's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals while putting into context how important meetings like these are for creating successful community-driven projects. Keith ended by encouraging community members to reach out to the project team after the meeting to share stories and experiences with transportation around town. Personal stories direct from the community will support this grant effort.

City of Redding Welcome:



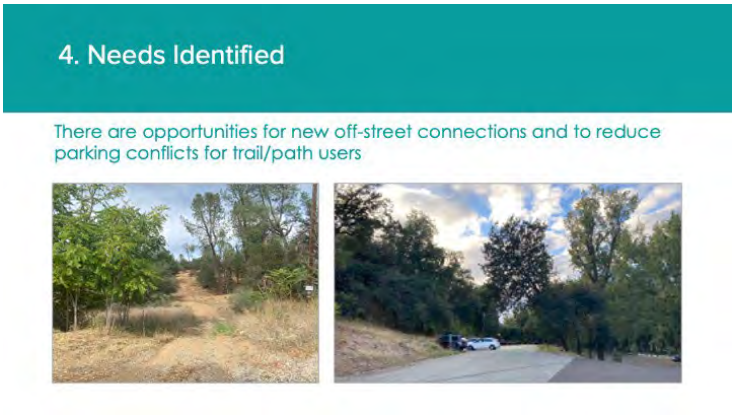
Zach Bonnin from the City of Redding then provided a short welcome to the community members and introduction to the five proposed projects. Zach talked about the importance of improving the transportation network in the community and what safer transportation could look like. He talked about how the City approaches projects like this and what fits the grant application process the best. He also highlighted the additional stakeholder input that will be sought on the projects discussed at the meeting, and introduced the projects the City was planning to pursue for grant funding this year. He looked forward to the community's input to help build a better application and overall transportation network in Redding. Finally, he talked about the importance of creating better connections throughout the neighborhoods to both help slow speeds but also to serve trail and facility access.

Potential Redding Network Project Locations

Zach then introduced Matt Braughton from Kittleson & Associates to talk in more detail about the potential Redding network projects and them being neighborhood focused. He pointed out project locations including Jenny Creek Multi-Use Fire Maintenance Corridor, Hilltop Drive Project, Victor Avenue North, Low-Stress Loma Vista, and the North East Redding Multi-Modal Connector (being led by Caltrans as a separate project).

Potential Network of Projects in the City of Redding:

Matt then showed a series of slides highlighting the current active transportation network projects, talking about the current conditions of what they saw, and what potential improvements could look like.



Jenny Creek Multi-Use Fire Maintenance Corridor

The first project discussed was the Jenny Creek Multi-Use Fire Maintenance Corridor which looks to create a new off-street path, improve fire maintenance access, calm traffic on neighboring bike routes, consider enhanced crossing(s) of Eureka Way, and connect neighborhoods to citywide destinations.



Hilltop Drive

Matt next talked about the Hilltop Drive project and the potential improvements to this network. He explained the Hilltop neighborhood project has similar themes to the prior projects. This area already has bike lanes and walking paths but there is room for improvements to make them more comfortable for people biking and walking. The goal is to slow traffic to benefit all networks and help better link neighborhoods. This project will extend north along Hilltop and create a neighborhood bikeway to connect to local trails and roadways.

Victor Ave North

For the Victor Avenue neighborhood project, the goal is to extend the current project by extending the planned path and traffic calming south on Victor. Potential improvements will slow traffic on Mistletoe for school crossings, create comfortable connections on neighborhood streets, fill sidewalk gaps, and add crosswalk and curb ramps creating those connections to local destinations in the neighborhood.

Low-Stress Loma Vista

Matt highlighted the other ATP projects that they are looking for input including the Low-Stress Loma Vista which aims to create a new off-street walking and biking connection, expand East Redding walking and biking network connecting to Victor Avenue Improvements and connect the neighborhood like the other projects to the citywide destinations.

Potential Improvements

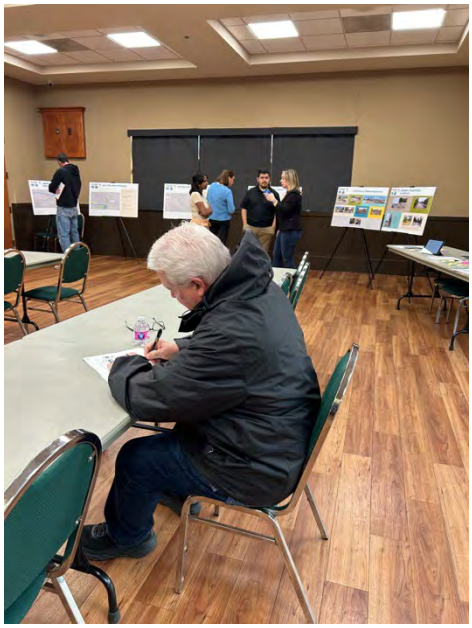
Matt Braughton continued to talk about what the potential improvements could look like around the Redding area including:

- Sidewalks/Side Paths and Curb Ramps
- Crossing Improvements
- Traffic Calming and Bike Routes
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes



Community Feedback and Board Notes:

Feedback received during the workshop included (edited for clarity):

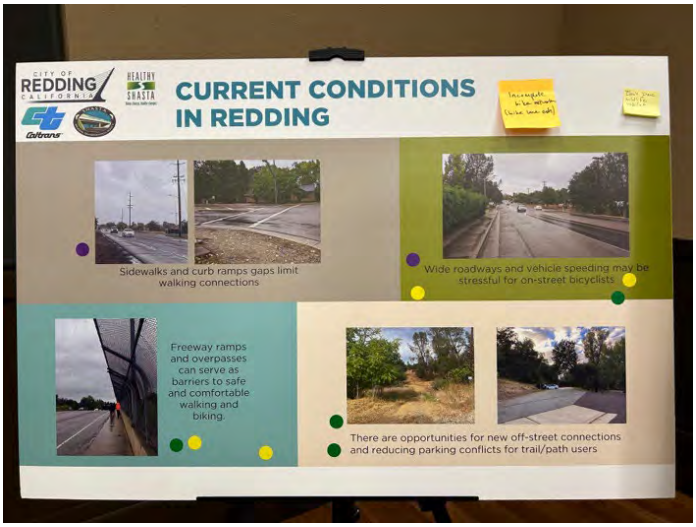


- I am in support of the projects presented. I am particularly excited about increased safety and non-motorized transportation connections that will benefit specific neighborhoods as well as connectivity for the entire community. This will lead to better air and water quality and a healthier community.
- I use my truck to go from the west side of Redding to the east side and I plan all my trips so I can make those trips all at once. I was unaware that all these projects could be done and finished if there was grant money. The presentation shared some things that I did not know, explained the future needs for the city of Redding. Great explanation by the speeches and the handout was very well done. Thank you.
- Please investigate using the A.C.I.D. corridor as a hike and walking path as well.
- Do not put wide paved trails in wildlife habitat. Bike-car separations are important. On bike/pedestrian trails put a 10 mph speed limit for pedestrian safety like on the Sacramento River Trail. No trail in Jenny Creek unless it is narrow gravel like the Palatine trail.

Comments on the board of potential improvements included:

- Please only buffered lanes on 25-30 mph roads. It still does not feel safe as a cyclist to have a painted line on >30 mph roads – need barriers!
- Place priority on feasible/practical routes: naturally calmer, neighborhood streets and flatter roads. I cannot bike up steep hills (Commenting on "traffic calmed bike routes.")
- Incomplete bike network and bike lane drops
- Do not pave wildlife habitat







Votes on the current conditions identified all four conditions as high need with the following priorities:

- “Wide roadways and vehicle speeding may be stressful for on-street bicyclists” received the most votes (4)
- “Freeway ramps and overpasses can serve as barriers to safe and comfortable walking and biking” (3 votes)

For the voting on potential improvements the following were identified as priorities:

- Off-Street paths received the most votes (4)
- Crossing Improvements (3 votes)
- Buffered Bikes Lanes and Separated Bikes Lanes (3 votes)
- Traffic-Calmed Bike Routes received 2 votes

Feedback received by the Healthy Shasta team at the event included:

- A woman shared that having walking school bus classes would be beneficial because if parents could organize and do this, many more students might want to walk to school.

- A woman wondered why Redding Rancheria was not included/pursued to attend this meeting.
- A woman said that she does not use walking paths alone, because of the people who often frequent them "look sketchy" and she feels unsafe.
- The most vocal opposition were those who opposed the Jenny Creek project. However, they were open to schools using that area for educational activities.

Next Steps

The meeting concluded with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- Send us additional thoughts on the proposed improvements
- Preparation of project drawings and initial grant writing
- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
- Wrap up grant writing, expert panel review, and submit applications

Active Transportation Network Survey Summary

In addition to the community meeting, the City of Redding conducted a survey with SRTA and the project partners. The survey results are summarized below, and full survey responses are provided in the attachment. 16 responses were received for three of the four City of Redding projects. Low-Stress Loma Vista did not receive any responses. Responses for each of the three projects are briefly summarized below:

Hilltop Drive Project

- Eight of nine respondents (89%) responded they travel through the area on the way to/from other destinations.
- Four respondents (44%) lived near the project and three respondents (33%) had family or friends near the project.
- Six of the nine respondents (67%) responded that they bike and walk around the project community
- Respondents would bike or walk more with improved or more complete bike lanes and paths (67%), improved or more complete sidewalks or paths (44%), or slowing or calming cars/vehicle traffic (44%).
- Two respondents noted no changes were needed or no desire for bike lanes and sidewalks, and one respondent asked for better safety with "guarded lanes."
- Seven of nine (78%) respondents walk or bike in the project area. One comment noted that there are sections between the stores and the apartment complexes that have incomplete walking paths with narrow shoulders and little lighting.
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
    - *Destinations:*
        - Shasta Mall
        - Goodwill Store
        - A better connection from the Bluffs to North Hilltop

    - Palisades Connector trail
    - Hilltop Drive businesses
  - *Limitations:*
    - The I-5 overpass is uncomfortable to bike over because of high speeds and because of this I usually drive to the stores. Cars frequently park in the bike lane by apartments.
- Areas where respondents felt unsafe biking or walking included:
  - Fast cars on Hilltop coming down the hill
  - The I-5 overcrossing – very narrow bike lanes
  - Cars parked in the bike lane by the apartments and trail head.
  - High speeds.
  - Not enough time to turn left from Peppertree Lane when biking.
  - The sidewalk is only on one side of the road and incomplete with little or no lighting.
  - Biking almost anywhere in town can be intimidating with the amount of homeless individuals
- Comments on locations with a near miss or crash included:
  - Crossing at the Dana intersection from the River Trail.
  - Hilltop Drive next to the Casa Ramos – there is an easy way for bike access to the community behind it.
  - No but I am very conservative when crossing the street on my bike at the trailhead.
  - Browning and the road by Little Country Church. Folks using walkers and motorized electric chairs have no sidewalk to commute, forcing them into the road. The shoulder is narrow an electric chair will not fit on the shoulder. Lighting is poor in this area. In order to push the crosswalk button on Browning, you have to go into the dirt (off the pavement), I have seen older folks have to ditch their walker to push that button. This section of road is near a senior living facility, lots of older folks walk to the nearby markets and stores.
- Seven of nine (78%) respondents supported new sidewalks or paths in the community.
- The greatest need for crossing improvements was ranked as follows:
  1. Schools
  2. Residential Areas
  3. Trails/Recreational/Access
  4. Major Roadways
- Seven of nine (78%) respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
  - East side connection is bad
  - The area behind Goodwill to Church Creek Road is not safe at all
  - Freeway Crossings such as Hilltop Drive over I-5 and Butte Street over SR 44.
  - Redding to Enterprise east-west connectors
  - SR 273 area
  - Hilltop and SR 44 interchange is terrible for walking and biking.
  - Hilltop Drive over SR 44

  - Sundial to Downtown
- Additional comments received include:
  - Thank you!
  - Thanks for listening.
  - Traffic calming off Browning, especially near the residential area (Qual Ridge) is needed. I have seen lots of car wrecks likely due to folks speeding on Browning when residents are pulling out. I am worried about the new crosswalk placed on Browning near this neighborhood especially since there has been no infrastructure to help with traffic calming/slowing.
  - This is an extremely biased survey. Especially question 12. At least cite the source. Maybe do not use leading questions. Please do not hide the records of those who oppose your one sided transportation projects.
  - Do not do it

Jenny Creek Multi-Use Fire Maintenance Corridor

- Two of four (50%) respondents each indicated that they live, work, have family and/or friends, or often travel through the project area.
- Three of the four respondents (75%) bike around the project area and all four (100%) walk around the project area.
- All respondents indicated support for slowing of calming cars/vehicle traffic and improved or more complete bike lanes and paths.
- Three respondents indicated support for more and/or improved crosswalks.
- Two respondents supported improved or more complete sidewalks or paths and one respondent supported improved lighting.
- One respondent added “trails (and not having homeless camps set up on trails, saw that in several locations just last weekend where tents or carts were blocking a paved trail)”
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
  - Better connective routes from West Redding to downtown
  - Access river trail from the schools without having to take the trail that is stairs; get from the schools to neighborhoods to the West
  - Accessing the river trail from my home as a way to connect into downtown, Turtle Bay/Sundial/Civic Center and then up to Hilltop for date night, grocery shopping, and fun days out with the kids.
  - Trail and street slopes.
- Areas where respondents felt unsafe biking or walking included:
  - Stairs not convenient; unsafe in this area if I run into scary people or groups of men
  - Crossing SR 299 is scary because of vehicle speeds and red light running. 10 Bridges is beyond my biking level of comfort, we need lighting for these winter times!
  - Eureka Way
  - Crossing over major highways or busy roads, defensive riding to anticipate drivers turning
- Comments on locations with a near miss or crash included:
  - Placer, Railroad Ave, Eureka Way, South Bonnyview

  - Crossing Eureka from Shasta High School or University Preparatory School
  - SR 299 and Buenaventura intersection, it is a very wide road, and it is concerning to try to cross. Also there have been many near misses with people coming out of the medical centers on northside of SR 299 trying to cross traffic towards downtown (very limited visibility with cars parking on SR 299 and the speed is way too fast). It is a serious accident waiting to happen.
- Respondents identified the following senior or assisted living in or near the project area:
  - I take the van run by senior living complex
  - Yes, Shasta Estates Senior living. Not sure how they get around beside their bus
- All four respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was:
  1. Schools
  2. Trails/Recreational/Access
  3. Major Roadways
  4. Residential Areas
- All four respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
  - From housing/neighborhoods to trails, schools, destinations (ride from home)
  - SR 273 and SW Redding area
  - Bypassing the North Market Street cardiac hill.
  - Westside to downtown (Placer at Buenaventura). Have signs for a bike route through the Magnolia neighborhood or make a nice big Class I multi-use separated path on Placer Street. So many people use Placer Street already, but it feels very unsafe. The Caltrans improvement on SR 273 is okay but now the city has to complete the path with access points from Buenaventura Blvd. As it stands right now, it is completely unsafe to ride to the trail. It would be nice to have safe bike routes on the east and west side roads instead of SR 273 (who wants to bike/walk next to traffic going 65 mph). Biking/walking improvements all along Hartnell Avenue between Bechelli Lane to Shasta View Drive (or Airport Road). Tons of people and kiddos walk/bike around and it is super unsafe.

Victor Avenue North Project

- All three respondents indicated they often travel through the project area on the way to/from other destinations.
- One respondent only drives, another respondent bikes, and two respondents walk around the community.
- All three respondents indicated support for improved or more complete sidewalks and paths.
- Two of three respondents were supportive of improved lighting, more and/or improved crosswalks, improved or more complete bike lanes and paths, and slowing or calming cars/vehicle traffic.
- One respondent added support for an “Easier and safer way across 44”

- None of the respondents currently walk or bike in the project area because they drive, it is not safe, or there are incomplete sidewalks on their route and high speeds on streets.
- Destinations they would like to visit in the project area, or limitations to walking and biking include:
    - Mistletoe Elementary School
    - The apartments nearby, road feels unsafe with traffic
    - A friend's house
    - My dentist at Victor and Cypress
- Areas where respondents felt unsafe biking or walking included:
    - Victor from Hartnell to Old Alturas. No place to ride that is safe. I would like a multi-use path and slower vehicle traffic
    - Victor/Dana Drive. Poor visibility turning off of Dana Drive, crosswalks are not always respected by drivers (flashy light please?)
- Comments on locations with a near miss or crash included:
    - Victor Ave /Old Alturas intersection - Did not stop at Stop sign.
    - Dana Drive /Victor Ave intersection - Cannot see oncoming traffic well, people pulling well over the line to see if it is clear.
    - The Victor exit off SR 44 North has low visibility, difficult to turn safely
- All three respondents supported new sidewalks or paths in the community.
- The ranking of the greatest need for crossing improvements was:
    1. Trails/Recreational Access
    2. Schools
    3. Major Roadways
    4. Residential Areas
- All three respondents would support new traffic calming improvements in the community area to help slow speeding vehicles to improve road safety.
- Areas of greatest need identified included:
    - Rancho Road
    - East side of town needs more paths and trails. Placer Street too to connect trail systems to housing, especially to ride all the new mountain biking trails.
    - From the intersection of Hartnell Avenue/Shasta View Drive to the intersection of Rancho Road/Shasta View Drive. New Holiday shopping center, new Rancho Estates, plus access to the preserve and alternative access to Airport Road for bikes.
- Additional comments received include:
    - Consideration for more benches. If it is going to be a walkable city, people need to be able to stop and rest, be it on foot or bike. Simple benches can be wonderful rest points.

From: Bonnin, Zachary
To: mbraughton@kittelson.com
Cc: Keith Williams (SRTA)
Subject: FW: athomas@shastalivingstreets.org
Date: Wednesday, May 15, 2024 10:17:39 AM

Matt = Here is a support letter for Victor from a local resident who would like to use the project.

Zach

From: Stacey Weller <talktoweller@gmail.com>
Sent: Wednesday, May 15, 2024 10:14 AM
To: Bonnin, Zachary <zbonnin@cityofredding.org>
Subject: athomas@shastalivingstreets.org

CAUTION: This email originated from outside the City of Redding; please be careful with links or attachments.

As a resident of Redding and a mother, I'm writing in support of the proposed safety improvements to our roads here on the east side of town. My family moved from downtown to the Edgewood subdivision off Old Alturas in 2017, and since then we have felt disconnected from the downtown and the wonderful river trail system that we enjoyed biking and walking to when we lived on the west side.
We are so excited to see the Churn Creek bridge finally being redone to accommodate pedestrian and bike traffic, but other issues remain which will continue to restrict our use of this area to only driving in our cars.
When we first moved to the east side our daughter started attending Shady Oaks Montessori on the southwest corner of Old Alturas and Victor. Even though we live only a 15-minute walk from the school, we rarely walked because of the narrow bridge, lack of sidewalks, and the difficulties crossing over the Old Alturas/Victor intersection. In addition to there being no crosswalks and no sidewalks along this stretch of Old Alturas, the 3-way stop at Victor, which recently became a 4-way stop due to the new Alturas Crossing development, is always busy. It will surely only get busier as traffic now comes in and out of the new subdivision.
I just biked my daughter to school this morning. She goes to Redding School of the Arts, and crossing Shasta View at the Inspiration Place roundabout from the McConnell school bikeway trail is so easy. The roundabout slows traffic and there are clear, wide crosswalks with space to safely stop in between lanes. I feel comfortable letting my daughter bike to school via this intersection. Something similar at Victor and Old Alturas is greatly needed to open these places up to use by more than vehicular traffic. We need bike lanes, sidewalks, and better traffic flow control through this intersection and running south down Victor Ave.
Creating safe spaces for pedestrians and bikes through the Victor/Old Alturas area would create a corridor for east side residents to access our downtown without having to get in our cars. It would also allow us the option to ride south down Victor to access Enterprise Park. It's fun for our families and kids to be able to ride safely to our parks and recreational trail systems. Since moving out here, we have consistently driven to the Turtle Bay or Diestelhorst bridge parking areas and biked or walked from there. We always drive to Enterprise Park.

Please support the proposed safety improvements to the Victor Ave corridor to connect us to the rest of the City, keep our families safe, and encourage walking and biking for our health, our planet, and the fun of it.
Sincerely,
Stacey Weller

yourSRTA (@yoursrta) • Insta

https://www.instagram.com/p/C0M6Gg5P0gR/

SRTA | 273 | OWP | CA Grants Portal | CALCOG | No photo descripti... | MC LMS - 2022 12... | City of Redding | California Departm... | Local Transportati... | CA MUTCD | Highway Design M... | All Bookmarks



yoursrta

yoursrta Our region is seeking grant funding for walking and biking improvements in the Pit River Tribe/Burney, Redding, and Shasta Lake communities. As part of this effort, we are conducting a survey to help us understand your experiences walking, biking, or rolling.

Your feedback will help inform project designs and is vital to preparing successful grant applications. Please share this with your friends and family!

The link is also our Linktree, in our bio!
The survey will be open through December:
https://www.surveymonkey.com/r/FGGXGTF

28w

View insights | Boost post

Liked by **shastalivingsts** and **4 others**

November 28, 2023

Add a comment... Post



yoursrta
Shasta County

yoursrta REMINDER: Our survey is still open! We need your help to better understand your experiences walking, biking, or rolling in the @cityofredding and Pit River Tribe/Burney community area.

Your feedback is crucial for our grant writing applications and will help propel future project designs. Please share with your family and friends! Thank you for your time! https://www.surveymonkey.com/r/BX2VVD (link is also in the bio!)

#reddingca #burney

107w

View insights | Boost post

1 like
May 20, 2022

Add a comment... Post

Shasta Regional Transportation Agency
Published by Michael Kuker · May 3 ·

Today's the day! We hope to see you there!



City of Redding
May 2 ·

Don't forget! Tomorrow, Friday, May 3rd, the City of Redding and Shasta Living Streets will host a bicycling and pedestrian infrastructure workshop from 4 to 6 p.m. at the Shasta Bike Depot.

At this workshop, participants can

🚲🚶 Gain insight into biking and pedestrian infrastructure along Hilltop Drive (North Hilltop project), Victor Avenue (Victor and Old Alturas Area), and Jenny Creek Trail

🚲🚶 Ask questions and share feedback about biking and pedestrian infrastructure in Redding

🚲🚶 Connect with others who are interested in active transportation in Redding.

We hope to see you there!

No insights to show

Boost a post

Like Comment Share

Comment as Shasta Regional Transportation Agency

Shasta Regional Transportation Agency
Published by Michael Kuker · April 25 ·







City of Redding
Government Organization

Send message

City of Redding
April 25 ·

Are you curious about bicycling and pedestrian infrastructure in Redding, California? Do you have personal feedback to share? Join the City of Redding and Shasta Living Streets for a Bike & Pedestrian Infrastructure Workshop on Friday, May 3rd, from 4 pm to 6 pm at the Shasta Bike Depot!

At this workshop, participants can

🚲🚶 Gain insight into biking and pedestrian infrastructure along Hilltop Drive (North Hilltop project), Victor Avenue (Victor and Old Alturas Area), and Jenny Creek Trail

🚲🚶 Ask questions and share feedback about biking and pedestrian infrastructure in Redding

🚲🚶 Connect with others who are interested in active transportation in Redding.

As a reminder, tonight, Thursday, April 25th, from 5 pm to 7:30 pm, is the Shasta Bike Month and Challenge Kickoff Celebration at The Park - Redding's Food Truck Hub.

We hope to see you there!

No insights to show

Boost a post

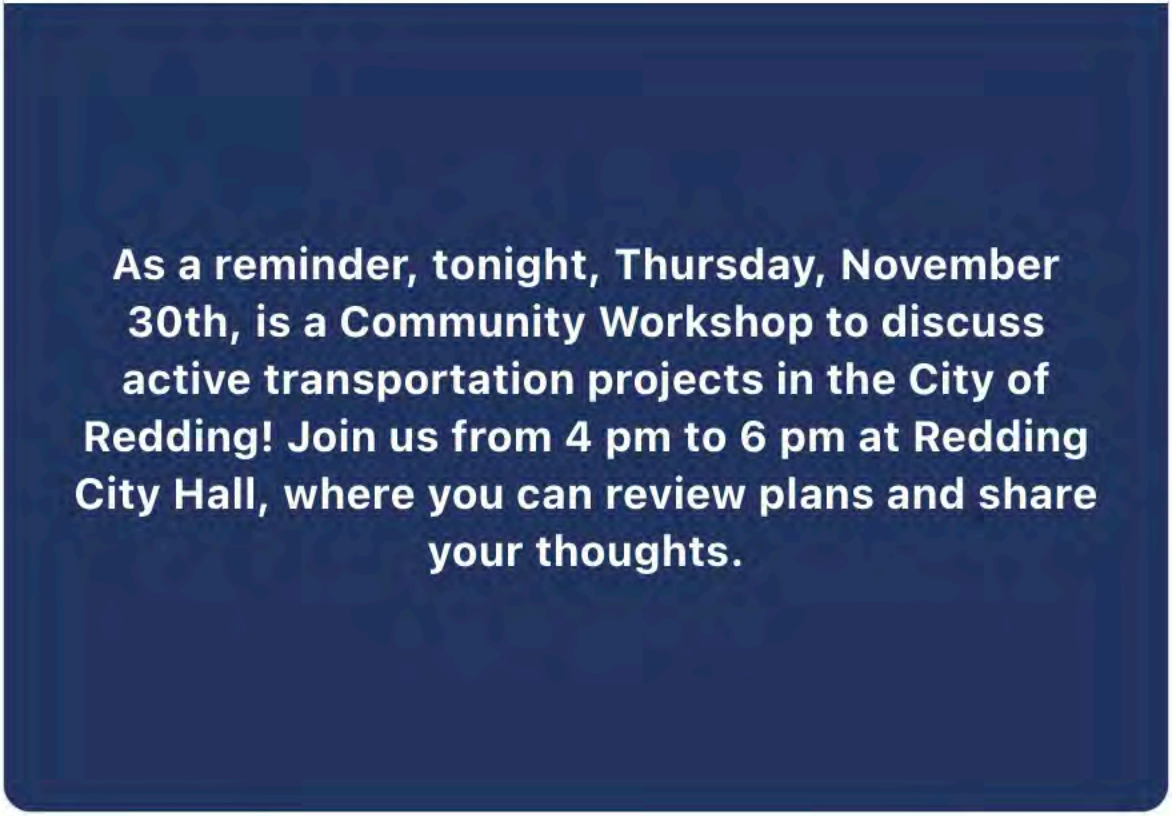
3

Like Comment Share

Comment as Shasta Regional Transportation Agency

Shasta Regional Transportation Agency
Published by Michael Kuker · November 30, 2023 ·

City of Redding
November 30, 2023 ·



No insights to show

Boost a post

1

Like Comment Share

Comment as Shasta Regional Transportation Agency

Shasta Regional Transportation Agency
Published by Michael Kuker · November 28, 2023 ·

Our region is seeking grant funding for walking and biking improvements in the Pit River Tribe/Burney, Redding, and Shasta Lake communities. As part of this effort, we are conducting a survey to help us understand your experiences walking, biking, or rolling.

Your feedback will help inform project designs and is vital to preparing successful grant applications. Please share this with your friends and family!

The survey will be open through December: https://www.surveymonkey.com/r/FGGXGTF



See insights and ads

Boost post

4

3 comments 1 share

Like Comment Share

Shasta Regional Transportation Agency
Aubry Aubry
Pat Root

Shasta Regional Transportation Agency
Published by Michael Kuker · November 28, 2023 ·



City of Redding
November 27, 2023 ·

Are you curious about active transportation projects in Redding? Join us for the Community Workshop this Thursday, November 30th, from 4 pm to 6 pm at Redding City Hall, where you can review plans and share your thoughts.

This collaboration between the City of Redding, Shasta Regional Transportation Agency, Caltrans - District 2, and Healthy Shasta aims to help improve safety for all modes of transportation, increase transportation options, connect neighborhoods, and support city and regional goals.

Expanding active transportation networks increases safety and mobility, enhances public health, increases the number of walking and biking trips, and ensures underrepresented communities fully share in project benefits.

The discussion will focus on areas including:

- Hilltop Drive
- Sunset Neighborhoods
- Victor Avenue
- Dana Drive
- Loma Vista Avenue
- Downtown, West & Central Redding

No insights to show

Boost a post

2

Like Comment Share

Comment as Shasta Regional Transportation Agency

Shasta Regional Transportation Agency
Published by Michael Kuker · November 17, 2023 ·



City of Redding
November 17, 2023 ·

Join the City of Redding, Shasta Regional Transportation Agency, Caltrans - District 2, and Healthy Shasta for a Community Workshop on Thursday, November 30th, f... **See more**

No insights to show

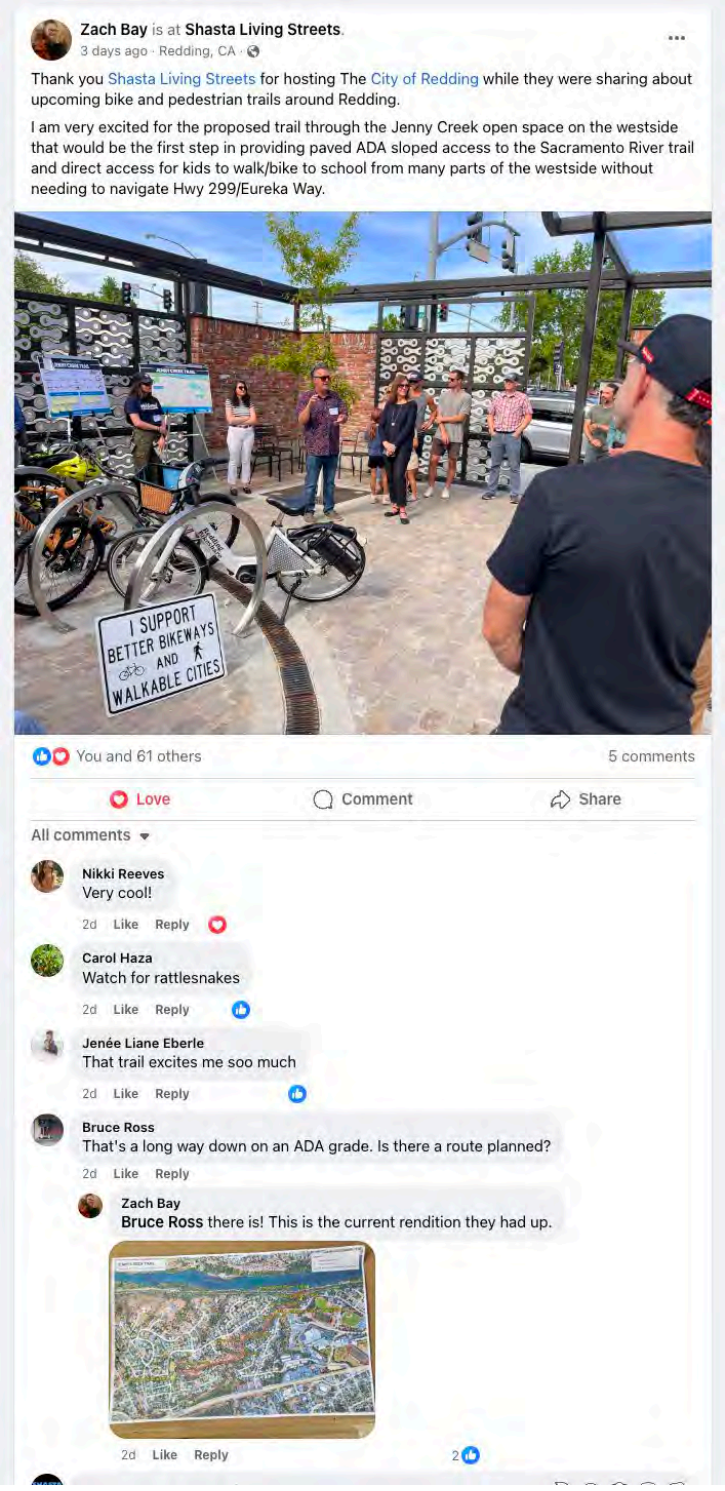
Boost a post

3

Like Comment Share

Comment as Shasta Regional Transportation Agency

Close-Out Workshop – Shasta Bike Deport – May 3, 2024



1:32

86

City of Redding

Posts About Videos More

City of Redding

19h ·

Don't forget! Tomorrow, Friday, May 3rd, the City of Redding and Shasta Living Streets will host a bicycling and pedestrian infrastructure w... See more



Home Friends Video Marketplace Notifications 9+ Menu

1:32

86

City of Redding

Posts About Videos More

City of Redding
1h ·

It's almost time to ride! Join the City of Redding and Shasta Living Streets for a Bike and Pedestrian Infrastructure Workshop at the Shasta Bike Depot tonight, Friday, May 3rd, from 4 p.m. to 6 p.m.

🚲🚶‍♀️ Gain insight into biking and pedestrian infrastructure along Hilltop Drive (North Hilltop project), Victor Avenue (Victor and Old Alturas Area), and Jenny Creek Trail

🚲🚶‍♀️ Ask questions and share feedback about biking and pedestrian infrastructure in Redding

🚲🚶‍♀️ Connect with others who are interested in active transportation in Redding.

After the workshop, stay Downtown to enjoy the First Fridays in Downtown Redding festivities!



Home Friends Video Marketplace Notifications 9+ Menu

1:35

City of Redding
Apr 25 ·

Are you curious about bicycling and pedestrian infrastructure in Redding, California? Do you have personal feedback to share? Join the City of Redding and Shasta Living Streets for a Bike & Pedestrian Infrastructure Workshop on Friday, May 3rd, from 4 pm to 6 pm at the Shasta Bike Depot!

At this workshop, participants can

🚲🚶 Gain insight into biking and pedestrian infrastructure along Hilltop Drive (North Hilltop project), Victor Avenue (Victor and Old Alturas Area), and Jenny Creek Trail

🚲🚶 Ask questions and share feedback about biking and pedestrian infrastructure in Redding

🚲🚶 Connect with others who are interested in active transportation in Redding.

As a reminder, tonight, Thursday, April 25th, from 5 pm to 7:30 pm, is the Shasta Bike Month and Challenge Kickoff Celebration at The Park - Redding's Food Truck Hub.

We hope to see you there!



Write a comment...

1:36

86

shasta living streets

All Posts People Reels Groups Pages

Like Comment Send Share

Shasta Living Streets is in **Downtown Redding.**

Apr 26 ·

Your voice matters
Help make improvements in your commu... See more



5 4 shares

Like Comment Send Share

Home Friends Video Marketplace Notifications 9+ Menu

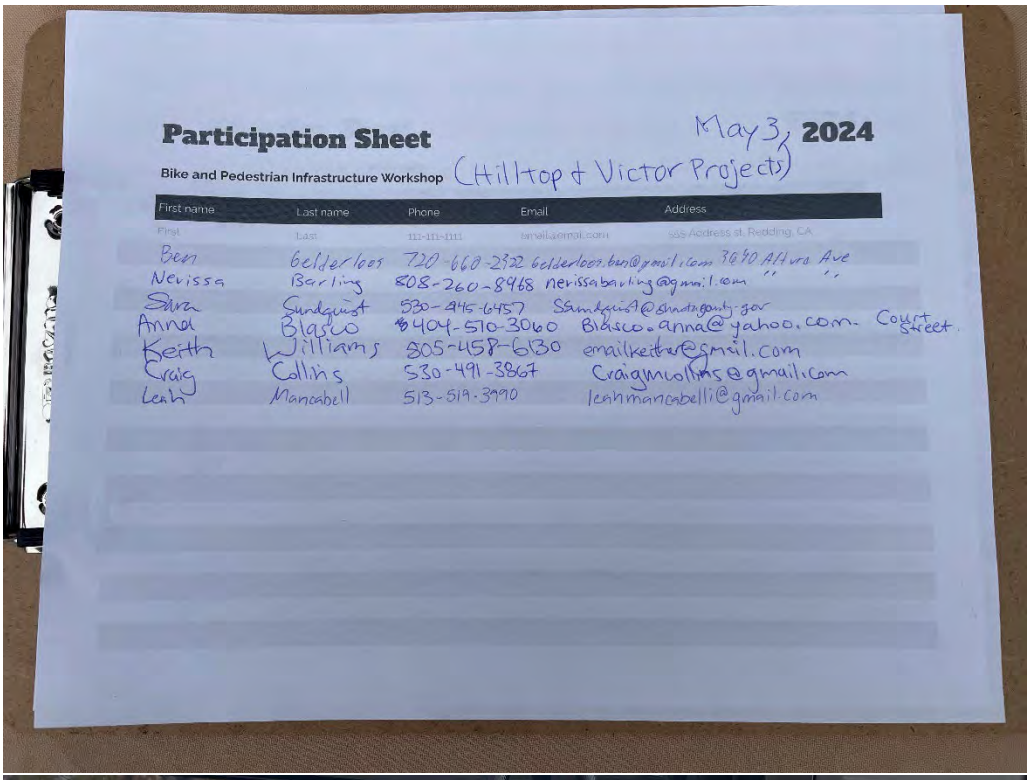


Participation Sheet

May 3, 2024

Bike and Pedestrian Infrastructure Workshop (Hilltop + Victor Projects)

First name	Last name	Phone	Email	Address
First	Last	111-111-1111	email@email.com	555 Address St, Redding, CA
Robert (Bob)	Shive	530-242-9255	robertdshive@Gmail.com	2039 Sycamore Dr. Redding 01
Terry	Hanson	530-524-4089	thanson7777@gmail	3688 Mt. Ashland Ave. 96001
Jonathan	Sloat	530 691 3726	jonandjs@gmail.com	541 Brock Redding
Jim	Stoll	530 945 5716	STOLLENG@CHARTER.NET	800 Leisha Ln. Rdd
Sarah	Stoll	530-949-1725	SSTOLLEN@PACBELL.NET	800 Leisha Ln, Rdg
Dave	Drewett	703-207-896	ddrewett@gmail.com	Redding, 96001
Brandon	Ledbetter	530-338-1776	Brandonledbetter1986@gmail.com	1159 Ledell drive
Christina	Prosperi		christina.prosperi@dot.ca.gov.	
Sarah	Risher		sarahgracerisher@gmail.com	Deloare tune 3
Rob	Crummett	2092839057	robcrummett@gmail.com	Churn Creek Rd
Kathleen	Gilman	1-530-243-8550	kgilman530@gmail.com	
Erin	Hadcox	707-291-8112	erintraumom@gmail.com	
Marcia	MacKetrick-West	530.246.0550	Friends of Jenny Creek@gmail.com	520 overhill Dr. 96001
MELISSA	BUCIAK	530-949-8451	melissabuciak@gmail.com	
Michele	Benjamin	530-227-1001	michelebenjamin702@hotmail	2455 Howard Dr.
Trina	Williams	530-280-6205	trinablanchette@gmail.com	735 Sunriver Ln.
Doug	Scollon	530 360 8034		



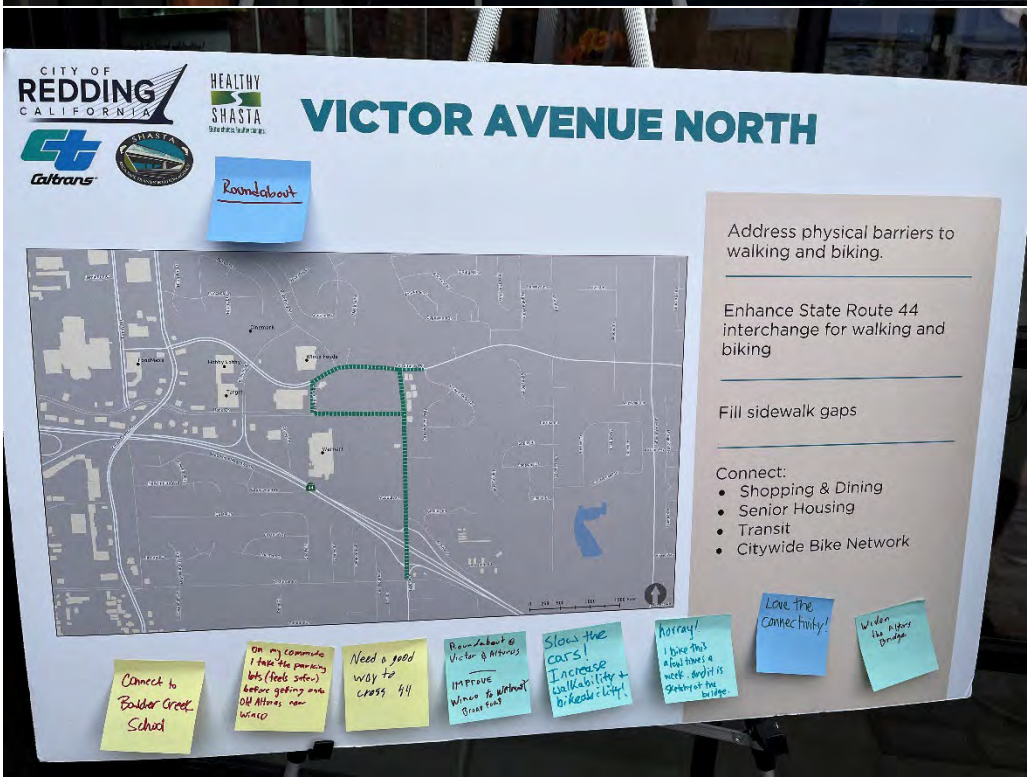
Participation Sheet May 3, 2024

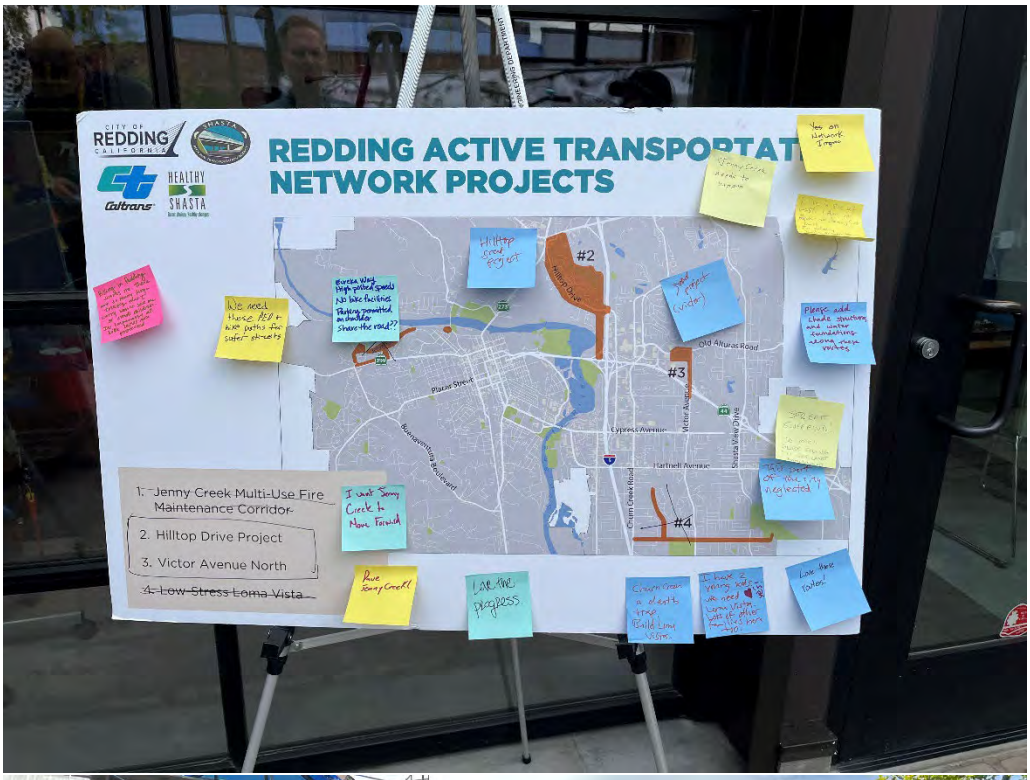
Bike and Pedestrian Infrastructure Workshop (Hilltop & Victor Projects)

First name	Last name	Phone	Email	Address
First	Last	111-111-1111	email@email.com	555 Address st, Redding, CA
Bea	Gelderloos	720-660-2332	gelderloos.bea@gmail.com	3640 Arbutus Ave
Nerissa	Barling	808-260-8468	nerissabarling@gmail.com	" "
Sara	Sundquist	530-945-6457	SSundquist@shastacounty.gov	
Anna	Blasco	404-510-3060	Blasco.anna@yahoo.com	Court Street
Keith	Williams	305-458-6130	emailkeithw@gmail.com	
Craig	Collins	530-491-3867	Craigmcollins@gmail.com	
Leah	Mancabell	513-519-3990	leahmancabelli@gmail.com	




CITY OF REDDING CALIFORNIA
HEALTHY SHASTA
Caltrans
HILLTOP DRIVE PROJECT
Love all the connections
Increase multi-modal capacity!
Slow traffic to imrpvoe safety for all modes of transportation
Link neighborhoods
Connect:
Schools
Shopping / Dining
Senior Housing
Transit
Regional Biking Network


CITY OF REDDING CALIFORNIA
HEALTHY SHASTA
Caltrans
VICTOR AVENUE NORTH
Roundabout
Address physical barriers to walking and biking.
Enhance State Route 44 interchange for walking and biking
Fill sidewalk gaps
Connect:
Shopping & Dining
Senior Housing
Transit
Citywide Bike Network
Connect to Boulder Creek School
Need a good way to cross 44
Slow the cars! Increase walkability + bikeability!
Love the connectivity!


REDDING ACTIVE TRANSPORTAT
NETWORK PROJECTS
CITY OF REDDING CALIFORNIA
Caltrans
HEALTHY SHASTA
1. Jenny Creek Multi-Use Fire Maintenance Corridor
2. Hilltop Drive Project
3. Victor Avenue North
4. Low-Stress Loma Vista
#2
#3
#4
Hilltop Drive
Placer Street
Old Alturas Road
Cypress Avenue
Hartnell Avenue
Victor Avenue
Shasta View Drive
Churn Creek Road
Sunset Drive
We need more ADA + safe paths that safer streets
Please add shade structures and water fountains along these routes
I want Jenny Creek to Move Forward
Love the progress
Love these plans!

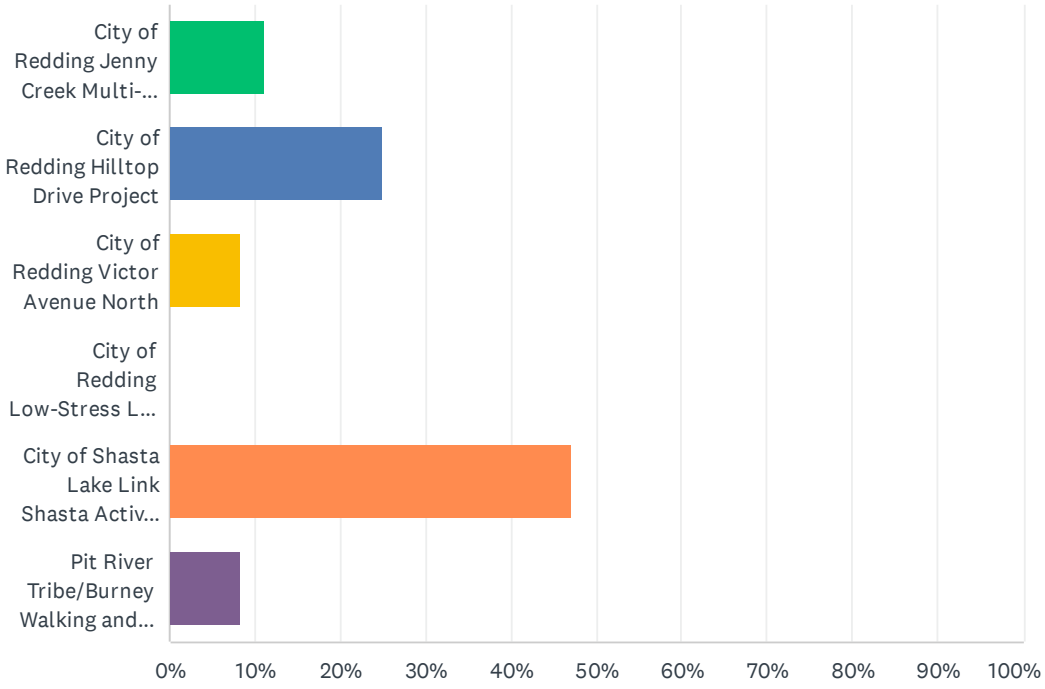



DEPOT



Q1 Which project are you interested in providing feedback on? (Choose One):

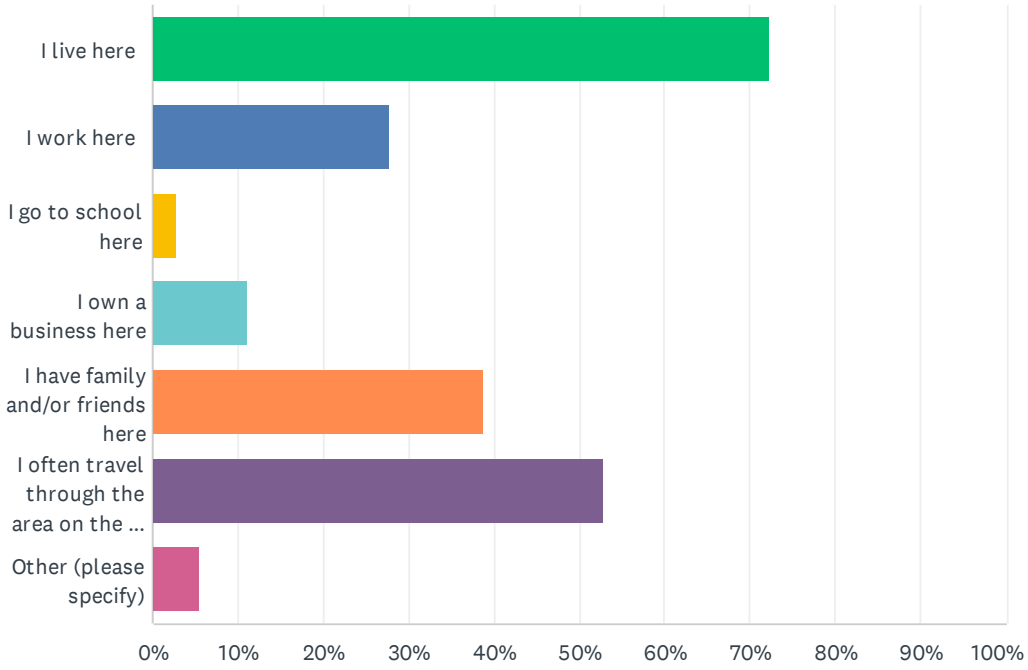
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor	11.11%	4
City of Redding Hilltop Drive Project	25.00%	9
City of Redding Victor Avenue North	8.33%	3
City of Redding Low-Stress Loma Vista	0.00%	0
City of Shasta Lake Link Shasta Active Transportation Loop	47.22%	17
Pit River Tribe/Burney Walking and Biking Network	8.33%	3
TOTAL		36

Q2 What brings you to the project's community area? (Check all that apply)

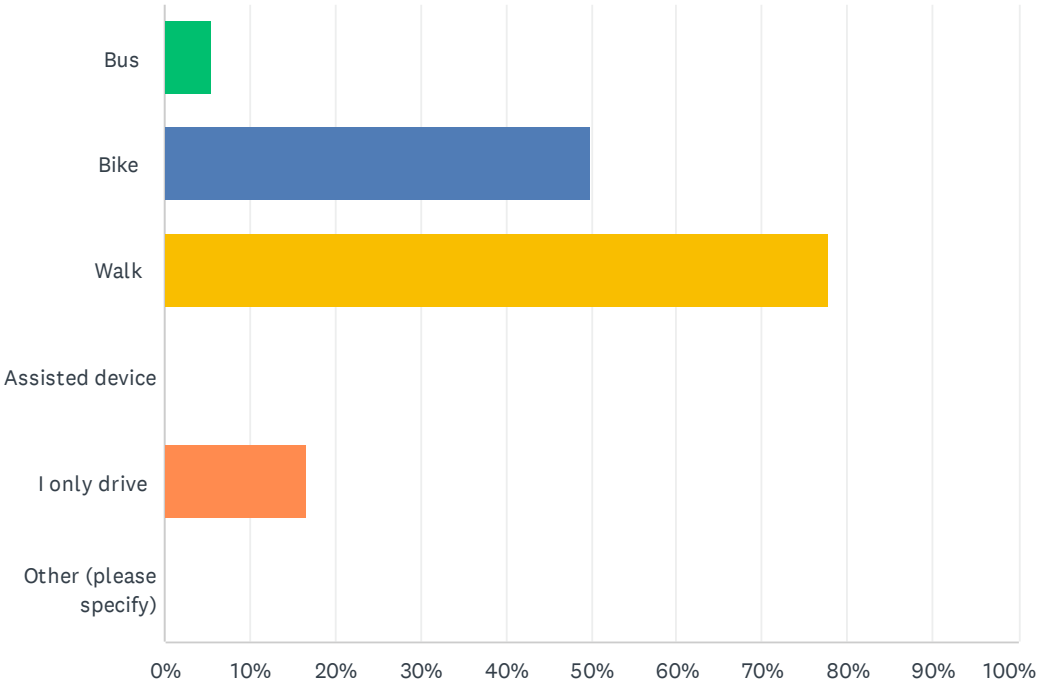
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live here	72.22%	26
I work here	27.78%	10
I go to school here	2.78%	1
I own a business here	11.11%	4
I have family and/or friends here	38.89%	14
I often travel through the area on the way to/from other destinations.	52.78%	19
Other (please specify)	5.56%	2
Total Respondents: 36		

Q3 Aside from driving, how do you get around the community? (Check all that apply)

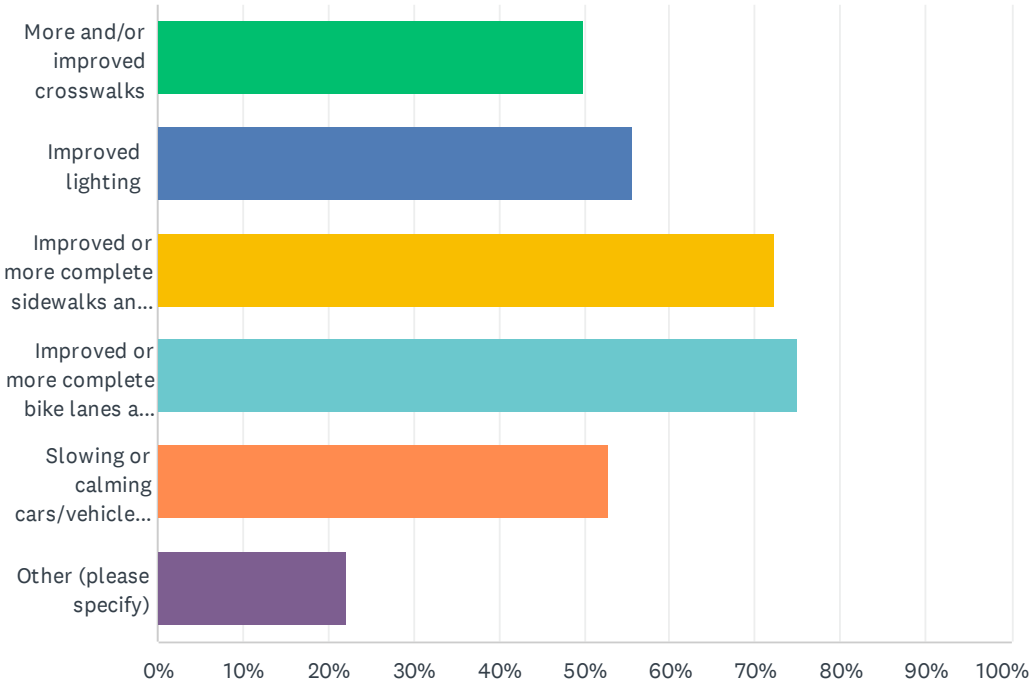
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bus	5.56%	2
Bike	50.00%	18
Walk	77.78%	28
Assisted device	0.00%	0
I only drive	16.67%	6
Other (please specify)	0.00%	0
Total Respondents: 36		

Q4 What would encourage you to walk or bike more to your destinations? (Check all that apply)

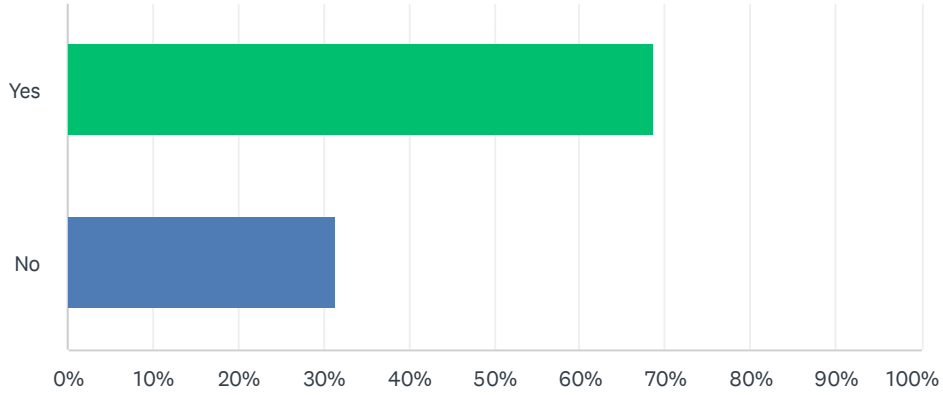
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
More and/or improved crosswalks	50.00%	18
Improved lighting	55.56%	20
Improved or more complete sidewalks and paths	72.22%	26
Improved or more complete bike lanes and paths	75.00%	27
Slowing or calming cars/vehicle traffic	52.78%	19
Other (please specify)	22.22%	8
Total Respondents: 36		

Q5 Do you currently walk or bike in the project area?

Answered: 35 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	68.57%	24
No	31.43%	11
TOTAL		35

Q6 Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Answered: 32 Skipped: 4

Q7 Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Answered: 32 Skipped: 4

Q8 Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

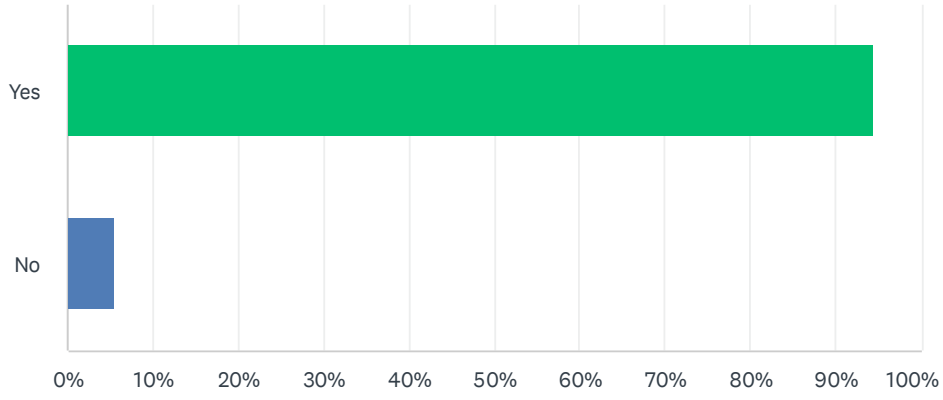
Answered: 29 Skipped: 7

Q9 Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Answered: 28 Skipped: 8

Q10 You're getting close to the end!Do you support new sidewalks or paths in the community?

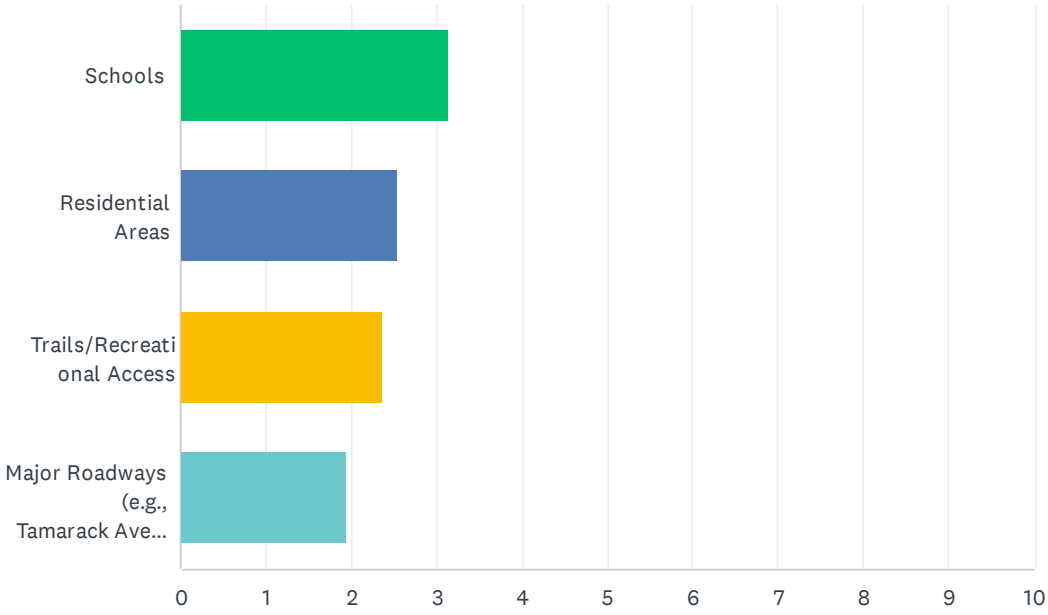
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.44%	34
No	5.56%	2
TOTAL		36

Q11 Rank where do you see the greatest need for crossing improvements in the community?

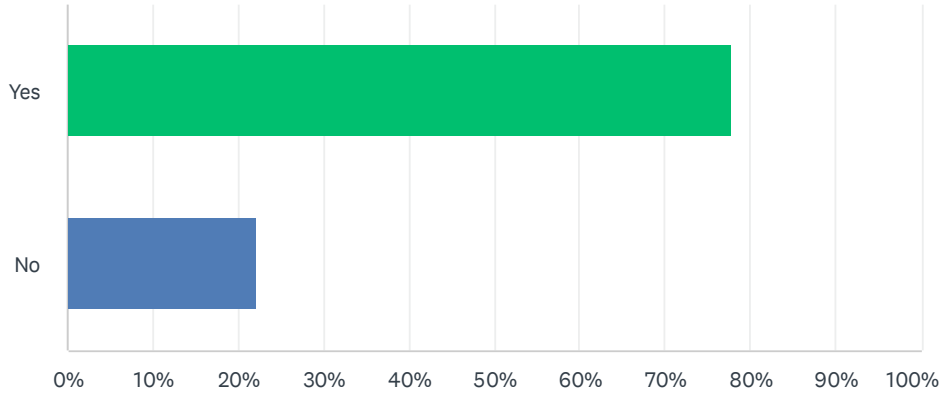
Answered: 35 Skipped: 1



	1	2	3	4	TOTAL	SCORE
Schools	42.86% 15	31.43% 11	22.86% 8	2.86% 1	35	3.14
Residential Areas	17.14% 6	40.00% 14	22.86% 8	20.00% 7	35	2.54
Trails/Recreational Access	22.86% 8	14.29% 5	40.00% 14	22.86% 8	35	2.37
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	17.14% 6	14.29% 5	14.29% 5	54.29% 19	35	1.94

Q12 National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	77.78%	28
No	22.22%	8
TOTAL		36

Q13 Where do you see the greatest need for bike connections in the community?

Answered: 31 Skipped: 5

Q14 Do you have any additional comments or feedback for this project?

Answered: 22 Skipped: 14

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2023 4:48:26 PM
Last Modified:	Monday, November 27, 2023 4:56:32 PM
Time Spent:	00:08:05
IP Address:	50.120.42.2

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

There are few sidewalks in Burney, and nothing connecting Johnson Park to Burney other than Hwy 299.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Biking and Walking on Hwy299 seems unsafe due to the speed of cars. Within the last year, there was a fatality of a bicyclist on 299.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

I see kids crossing 299 after school. Cars at times dont seem to stop or slow down for them .

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

NA

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **No**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Burney to Johnson Park

Q14

Do you have any additional comments or feedback for this project?

NA

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2023 4:57:11 PM
Last Modified:	Monday, November 27, 2023 5:02:25 PM
Time Spent:	00:05:14
IP Address:	50.120.42.2

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Lighting would be a huge part as to why people may feel unsafe

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

There is one near the Burney post office. Not sure if they are able to get around or if they know of any information

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

overall in Burney community

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 4:16:34 PM
Last Modified:	Wednesday, November 29, 2023 4:22:30 PM
Time Spent:	00:05:56
IP Address:	134.16.86.223

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Trail and street slopes.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Eureka way.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Respondent skipped this question

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Bypassing the North market cardiac hill.

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#4

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 4:39:08 PM
Last Modified:	Wednesday, November 29, 2023 5:04:12 PM
Time Spent:	00:25:03
IP Address:	47.35.38.139

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Victor Avenue North

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

I Drive

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The apartments nearby, road feels unsafe with Traffic

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Victor/Dana Drive. Poor visibility turning off of Dana, crosswalks not always get respected by drivers (flashy light please?)

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Victor Ave /Old Alturas intersection- Did not stop at Stop sign. Dana Drive /Victor Ave intersection, Cannot see oncoming traffic well- people pulling well over the line to see if it's clear. The Victor exit off 44N has low visibility, difficult to turn safely.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

From the intersection of Hartnell/Shasta view to the intersection of Rancho Road /Shasta View. New Hiliday shopping center, new rancho estates, plus access to the preserve and alternative access to airport road for bikes.

Q14

Do you have any additional comments or feedback for this project?

Consideration for more benches- if it's going to be a walkable city, people need to be able to stop and rest, be it on foot or bike. Simple benches can be wonderful rest points.

#5

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 5:39:10 PM
Last Modified:	Wednesday, November 29, 2023 5:44:08 PM
Time Spent:	00:04:57
IP Address:	47.45.99.31

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Na

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Biking almost anywhere in town can be intimidating with the amount of homeless

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Na

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Na

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Na

Q14

Do you have any additional comments or feedback for this project?

Na

#6

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 4:51:05 PM
Last Modified:	Wednesday, November 29, 2023 6:16:51 PM
Time Spent:	01:25:45
IP Address:	35.131.69.26

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Store and school destinations. Curtailed by some blind, dangerous intersections

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Cascade by grand coulee,blind spots when crossing road or so safe area off roadway. No sidewalks on hill on deer creek or Shasta st.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

See above and cascade.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Traffic on blind hills and curves with no sidewalks

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

By schools or ways kids use consistently

Q14

Do you have any additional comments or feedback for this project?

Thank you

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2023 6:09:40 PM
Last Modified: Wednesday, November 29, 2023 6:52:56 PM
Time Spent: 00:43:16
IP Address: 174.208.104.197

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I own a business here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

If not, why?:
occasionally, mostly in the Summit city area

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

a mountain bike/hiking trail, the Dam, and a pump park would greatly improve business and tourism and provide more possibilities for our community

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

most main streets to and from ballparks, schools, playgrounds, the Dam, and outdoor adventure are not pedestrian freindly.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

n/a

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

congestion in school area's that don't have room for high volume of cars let alone pedestrian trafic

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **No**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

schools and our boomtown bmx area

Q14

Do you have any additional comments or feedback for this project?

I would love to see a pump track area and a mountain bike / Hiking trails in the area

#8

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 7:20:43 PM
Last Modified:	Wednesday, November 29, 2023 7:24:13 PM
Time Spent:	00:03:29
IP Address:	108.147.93.74

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Other (please specify):

No changes needed.

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

No

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10	**No**
You're getting close to the end!Do you support new sidewalks or paths in the community?	

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12	**No**
National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?	

Q13

Where do you see the greatest need for bike connections in the community?

No need

Q14

Do you have any additional comments or feedback for this project?

Don't do it

#9

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, November 29, 2023 7:39:59 PM
Last Modified:	Wednesday, November 29, 2023 7:47:52 PM
Time Spent:	00:07:52
IP Address:	68.189.49.235

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Other (please specify):

No desire for bike lanes and sidewalks

Q5

Do you currently walk or bike in the project area?

No

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

My apartment

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

I answered above that I do not bike. I use a car. This survey should be revised.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Places or locations? Where? In the USA? in China? Maybe specify.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

RABA

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

No

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

This is an extremely biased survey. Especially question 12. Atleast cite the source. Maybe don't use leading questions. Please do not hide records of those who oppose your one sided transportation projects.

#10

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, December 01, 2023 8:03:40 PM
Last Modified:	Friday, December 01, 2023 8:12:40 PM
Time Spent:	00:08:59
IP Address:	68.189.50.181

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here,

Other (please specify):

I volunteer here.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

two museums in the city and parks

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

near the Farmers Marketplace crossing

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 3:18:36 PM
Last Modified: Monday, December 04, 2023 3:37:55 PM
Time Spent: 00:19:18
IP Address: 174.87.100.86

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
walk yes, but I'd like to be able to safely bike to the rivertrail from my house (I don't feel comfortable on 10 bridges)

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Accessing the river trail from my home as a way to connect into downtown, Turtle Bay/Sundial/Civic Center and then up to Hilltop for date night, grocery shopping, and fun days out with the kids

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Crossing 299 is scary because vehicle speed and running the red light. 10 bridges is beyond my biking level of comfort, we need lighting for these winter times!

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

299 and Buenaventura intersection, it's a very wide road and it's concerning to try to cross. Also there have been many near misses with people coming out of the medical centers on northside of 299 trying to cross traffic towards downtown (very limited visibility with cars parking on 299 and the speed is way too fast). It's a serious accident waiting to happen

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Yes, Shasta Estates Senior living. Not sure how they get around beside their bus

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Westside to downtown (Placer at Buenaventura). Have signation for a bike route through the Magnolia Neighborhood or make a nice big Class I multi-use separated path on Placer. So many people use Placer already but it feels very unsafe. The Caltrans improvement on 273 is OK but now the city has to complete the path with access points from Buenaventura. As it stands right now, it's completely unsafe to ride to the trail. It would be nice to have safe bike routes on eastside and westside roads instead of 273 would be preferred (who wants to bike/walk next to traffic going 65mph). Biking/walking improvements all along Hartnell b/w Bechelli to Shasta View (or Airport). Tons of people and kiddos walk/bike around and it's super unsafe.

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 4:11:31 PM
Last Modified: Monday, December 04, 2023 4:31:30 PM
Time Spent: 00:19:59
IP Address: 192.159.8.107

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
There are sections between the stores and the apartment complexes that have incomplete walking paths with narrow shoulder and little lighting.

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

mentioned in q #5

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Narrow road on overpass (over 44), sidewalk is only on one side of the road and is incomplete. Little or no lights.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Browning and the road by Little Country Church. Folks using walkers and motorized electric chairs have no sidewalk to commute forcing them into the road. The shoulder is narrow an electric chair won't fit on the shoulder. Lighting is poor in this area. In order to push the crosswalk button on Browning, you have to go into the dirt (off the pavement), I have seen older folks have to ditch their walker to push that button. This section of road is near a senior living facility, lots of older folks walk to the nearby markets and stores.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Mentioned in q #8

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Hilltop overpass (over 44); lots of improvements have already been made. This would make walking to the stores more accessible by foot or bike and would serve lots of folks living in apartment complexes.

Q14

Do you have any additional comments or feedback for this project?

Traffic calming off Browning, especially near the residential area (Qual Ridge) is needed. I have seen lots of car wrecks likely due to folks speeding on Browning when residents are pulling out. I am worried about the new crosswalk placed on Browning near this neighborhood especially since there has been no infrastructure to help with traffic calming/slowing.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 5:39:46 PM
Last Modified: Monday, December 04, 2023 5:46:14 PM
Time Spent: 00:06:27
IP Address: 35.151.57.139

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Wish there was bike lane all the way up to dam from downtown SLC. A lot of bicyclists on this route and I see a lot of close calls where the bike lanes aren't well marked or non-existent

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Seen near miss on Lake Blvd on the way up to dam

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#14

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 04, 2023 6:02:25 PM
Last Modified:	Monday, December 04, 2023 6:16:51 PM
Time Spent:	00:14:25
IP Address:	68.189.63.49

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Need better sidewalk transportation on Fort Peck Street near the fire station. Having easy paths to Old Mill Eatery, Heritage, etc. would make it easier to support their businesses.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Walking around the neighborhood of Fort Peck Street near the fire station makes it hard to feel safe while staying out of the way of traffic. Some areas have side walks like on Montana Ave but they aren't very complete around the neighborhood. It would be nice to have designated walking paths/ crosswalks around this part of the neighborhood

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

On the cross section of Montana Ave and La Mesa Ave. I was riding my bike heading south on Montana and a car almost didn't stop for me at the 4-way stop right there.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

N/A

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

From each neighborhood area to the nearby Shasta Lake schools and parks

Q14

Do you have any additional comments or feedback for this project?

I would love to be able to have sidewalks that connect to each other in the Shasta Lake neighborhoods that are behind the Fire Station and Heritage. It is very close to the high school and I think having connecting sidewalks throughout the community would be very beneficial to people of all ages!

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 6:20:28 PM
Last Modified: Monday, December 04, 2023 6:28:38 PM
Time Spent: 00:08:10
IP Address: 192.159.8.106

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic,

Other (please specify):

trails (and not having homeless camps set up on trails, saw that in several locations just last weekend where tents or carts were blocking a paved trail)

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Access river trail from the schools without having to take the trail that is stairs; get from the schools to neighborhoods to the west

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

stairs not convenient; unsafe in this area is if run into scary people or groups of men

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

crossing Eureka from Shasta or UPrep

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

take van run by senior living complex

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

from housing neighborhoods to trails, schools, destinations (ride from home)

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#16

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 04, 2023 7:01:21 PM
Last Modified:	Monday, December 04, 2023 7:20:53 PM
Time Spent:	00:19:32
IP Address:	47.32.172.57

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Other (please specify):

I enjoy walking. And it's very dangerous walking on cascade blvd. I think it needs a walk and bike path. With good lighting

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Not enough pathways for walks and bikes on pinegrove.cascade. also needs a walkable path way to the dog park on ackich.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

All of cascade. It's narrow dark. Needs at least a safe walk path.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Cascade dark and narrow. Speed there is fine. Akrich is very narrow. There are kids that walk to the park. I walk to the park. Road needs to be widen and better lighting.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Not at the moment. They are to frail to walk or bike ride

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

Cascade. Pine grove. Akrich. Muscle shoals. Shasta dam blvd pass the railroad tracks

Q14

Do you have any additional comments or feedback for this project?

If you make walkable paths and bike paths. Remember to leave the native trees that have been there along time put the path around it. Put some bench so you can rest. Have great lighting. And make sure there are trash cans so their is no garbage around.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 7:47:03 PM
Last Modified: Monday, December 04, 2023 7:58:46 PM
Time Spent: 00:11:43
IP Address: 35.132.93.153

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Jenny Creek Multi-Use Fire Maintenance Corridor

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
Traffic crossings

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Better connective routes from West Redding to downtown

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Crossing over major highways or busy roads, defensive riding to anticipate drivers turning

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Placer, Railroad Ave, Eureka Way, S Bonnyview

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

273 and SW Redding area

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2023 8:56:24 PM
Last Modified: Monday, December 04, 2023 9:04:25 PM
Time Spent: 00:08:00
IP Address: 71.130.162.154

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Palisades connector trail; Hilltop Drive businesses

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Redding to Enterprise (west-east connectors) Hwy 273 area

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#19

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 04, 2023 9:13:28 PM
Last Modified:	Monday, December 04, 2023 9:24:10 PM
Time Spent:	00:10:42
IP Address:	172.77.16.104

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

Pit River Tribe/Burney Walking and Biking Network

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Few neighborhood sidewalks

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Hudson street, Marquette street, and really everywhere but Main Street; no sidewalks

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 05, 2023 10:13:57 AM
Last Modified: Tuesday, December 05, 2023 10:23:51 AM
Time Spent: 00:09:54
IP Address: 97.94.137.21

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

The I-5 overpass on Hilltop is uncomfortable to bike over and because of this I usually drive to the stores. The high speeds and speed limits on Hilltop make biking uncomfortable, even with the bike lane. Cars frequently parked in bike lane by apartments result in basically no bike lane for some sections.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Cars parked in the bike lane by apartments and trail head. High speeds. No bike lane over I-5 overpass. When making a left turn from Peppertree ln onto Hilltop the light frequently turns red before I can bike across the street.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No but I am very conservative when crossing the street on my bike at the trailhead.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**4**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Freeway crossings such as Hilltop Dr over I-5 and Butte St over Hwy 44

Q14

Respondent skipped this question

Do you have any additional comments or feedback for this project?

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2023 7:20:19 PM
Last Modified: Wednesday, December 06, 2023 7:24:08 PM
Time Spent: 00:03:49
IP Address: 174.193.48.41

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Access from Windsor estates

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

We don’t bike

Q14

Do you have any additional comments or feedback for this project?

No

#22

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2023 7:05:34 PM
Last Modified:	Wednesday, December 06, 2023 7:25:04 PM
Time Spent:	00:19:30
IP Address:	174.193.129.72

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Not enough sidewalks

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Access from Windsor estates

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Windsor estates

Q14

Do you have any additional comments or feedback for this project?

More trails throughout the community

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2023 12:09:15 PM
Last Modified: Thursday, December 07, 2023 12:19:34 PM
Time Spent: 00:10:19
IP Address: 97.94.136.157

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Maybe a better connection from the Bluffs to North hilltop

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Crossing the I five Bridge

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

No

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Sundial to downtown

Q14

Do you have any additional comments or feedback for this project?

No

#24

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, December 09, 2023 3:41:08 AM
Last Modified:	Saturday, December 09, 2023 3:59:18 AM
Time Spent:	00:18:10
IP Address:	71.84.102.78

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic,

Other (please specify):

For bikes, better safety with guarded lanes

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

the shasta mall, The Goodwill store

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

the area where Hilltop crosses the freeway, very narrow bike lanes. when biking, right turn or cars is difficult for me to go straight

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Crossing at the Dana intersection coming from the river trail. And, the area from Hilltop to next to the Casa Ramos business, there is easy way for bike access to the community behind.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

I do not know anyone in assisted living there,

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

hilltop and highway 44 interchange is terrible for biking or walking. the area behind goodwill to Church Creek rd is not safe at all.

Q14

Do you have any additional comments or feedback for this project?

thanks for listening.

#25

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 3:59:20 PM
Last Modified:	Wednesday, December 13, 2023 4:05:08 PM
Time Spent:	00:05:48
IP Address:	47.27.248.103

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Other (please specify):

I see so many dangerous crossings from the school kids on Shasta Dam Blvd. especially West of Ackrich.

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Around North Blvd and Pancake Hill need better sidewalks and crossing.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Just west of Ackrich where the kids try to cross. And better crosswalks all down Shasta dam Blvd

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

I watched about 20 cars NOT stop of kids trying to cross in the crosswalk at the Big Dipper.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Between Ackrich and the dam. Always people biking there and always looks unsafe.

Q14

Do you have any additional comments or feedback for this project?

Thanks!

#26

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 5:14:36 PM
Last Modified:	Wednesday, December 13, 2023 5:23:02 PM
Time Spent:	00:08:25
IP Address:	172.56.168.174

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bus,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

I go to the dollar tree weekly and there is only sidewalks in between not the whole way

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Yes Ashby Rd , no sidewalks bad lighting

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Yes along Ashby I wrecked twice on my bike

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Shasta lake City and connecting roads to Redding

Q14

Do you have any additional comments or feedback for this project?

We need improvement in getting to and from Shasta lake and Redding

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 13, 2023 6:38:32 PM
Last Modified: Wednesday, December 13, 2023 6:53:56 PM
Time Spent: 00:15:24
IP Address: 47.32.167.245

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths

Q5

Do you currently walk or bike in the project area?

No,
If not, why?:
Live in an area where there are no sidewalks

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

The area after the rail road tracks, there are no sidewalks and needs more lighting

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Right after the railroad tracks, once you go under towards the damn there is a road directly to the right. So many times there have been close calls

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Around schools

Q14 **Respondent skipped this question**

Do you have any additional comments or feedback for this project?

#28

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 7:46:54 PM
Last Modified:	Wednesday, December 13, 2023 7:55:07 PM
Time Spent:	00:08:12
IP Address:	174.87.116.71

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I have family and/or friends here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

All areas without bike lanes or walking areas

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Montana & shasta dam blvd, cascade onto grand coolee

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Lack of sidewalks and crosswalks on various streets, poor lighting,

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

No

Q13

Where do you see the greatest need for bike connections in the community?

Respondent skipped this question

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#29

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 13, 2023 7:54:36 PM
Last Modified:	Wednesday, December 13, 2023 8:01:04 PM
Time Spent:	00:06:28
IP Address:	47.32.167.50

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

I go to the park alot with my son for the playground

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

No sidewalks or incomplete

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Near the playground, Clair Engle park, near supermarket

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**1**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Around the park downtown, not the baseball park

Q14

Do you have any additional comments or feedback for this project?

No

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 13, 2023 8:59:41 PM
Last Modified: Wednesday, December 13, 2023 9:14:19 PM
Time Spent: 00:14:37
IP Address: 134.16.75.39

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

From Lake Blvd/151 intersection, east to "downtown". No place to safely walk, no lighting, and high speed limit

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Margaret Polf Park to the main town is bad for walking. No lighting and high speed traffic

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

The couple crosswalks we have need lots of lighting. Sun is an issue, as the boulevard runs east to west

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

What senior/assisted living?

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**2**
Residential Areas	**3**
Trails/Recreational Access	**4**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

All around the scenic loop around the dam, and towards the main town

Q14

Do you have any additional comments or feedback for this project?

The western side of Hwy 151 needs street lighting badly

#31

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, December 14, 2023 1:50:03 PM
Last Modified:	Thursday, December 14, 2023 2:00:22 PM
Time Spent:	00:10:18
IP Address:	75.128.18.52

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I work here,

I own a business here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Shasta Dam - a bike lane is desperately needed. I ride there often knowing that I am at risk of being hit by a vehicle. Families cannot safely walk or bike the loop.

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

I feel safe on Shasta Dam Blvd where there is a bike lane & sidewalks. I do not feel safe on the loop to the dam. I don't feel safe crossing Shasta Dam Blvd walking due to lack of crossings with blinking lights or refuge area in the median.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Shasta Dam & Median; Shasta Dam & Oregon; Shasta Dam at Taco Den; Shasta Dam at the railroad over cross; Shasta Dam & Ashby.

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Lack of continuous sidewalks on some feeder side streets makes rolling difficult

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Shasta Dam loop

Q14

Do you have any additional comments or feedback for this project?

Please put a bike path all around the Shasta Dam loop. Please install multiple crosswalk blinking lights or better warning devices for drivers

#32

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, December 18, 2023 5:46:36 PM
Last Modified:	Monday, December 18, 2023 5:52:22 PM
Time Spent:	00:05:45
IP Address:	174.87.118.231

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Victor Avenue North

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic,

Other (please specify):

Easier and safer way across 44

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Not safe

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Mistletoe school, my dentist at victor and cypress

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Victor from Hartnell to Old Altutas. No place to ride that’s safe. I’d like a multi use path and slowed traffic

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**1**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

East side of town needs more paths and trails. Placer too to connect trail systems to housing especially to ride all the new mountain biking trails

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#33

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, December 19, 2023 9:58:22 AM
Last Modified:	Tuesday, December 19, 2023 10:06:43 AM
Time Spent:	00:08:20
IP Address:	149.136.17.250

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Hilltop Drive Project

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

,

Other (please specify):

ride my bike through area

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bike,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Respondent skipped this question

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

fast cars on hilltop dropping down the hill, the I5 overcrossing on hilltop always feels sketchy.

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**4**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**2**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

east side; this community is decently connected to west side via river trail etc, but east side connection feels bad.

Q14

Do you have any additional comments or feedback for this project?

thank you!

#34

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, December 30, 2023 7:21:12 AM
Last Modified:	Saturday, December 30, 2023 7:39:43 AM
Time Spent:	00:18:30
IP Address:	47.35.52.206

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Redding Victor Avenue North

Q2

What brings you to the project's community area? (Check all that apply)

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Slowing or calming cars/vehicle traffic

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:

Incomplete sidewalks on my route, high speeds on streets

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

A friend's house

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Respondent skipped this question

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Respondent skipped this question

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Respondent skipped this question

Q10

You're getting close to the end!Do you support new sidewalks or paths in the community?

Yes

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**4**
Trails/Recreational Access	**2**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**3**

Q12

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Yes

Q13

Where do you see the greatest need for bike connections in the community?

Rancho Road

Q14

Do you have any additional comments or feedback for this project?

Respondent skipped this question

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 05, 2024 11:16:45 AM
Last Modified: Friday, January 05, 2024 12:27:49 PM
Time Spent: 01:11:04
IP Address: 174.208.104.154

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here

Q3

Aside from driving, how do you get around the community? (Check all that apply)

I only drive

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

More and/or improved crosswalks,

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths,

Other (please specify):

Create a 3 mile continuous potted pine trees (?) With signs all the way to the dam! Bring small town character where people will like the atmosphere!!!

Q5

Do you currently walk or bike in the project area?

No,

If not, why?:
Had several surgeries. Will in my future!

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Lake, Local Shopping, NEED MORE RESTAURANTS!!!

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Unsafe off the beaten path, near creeks! NEED CLEARED/CLEAN creekside ealking paths!!!

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Bicyclist crossing the roads!!!

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Need better bus systems, private vans to take shopping, maybe a local service within Shasta Lake only!!!

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**3**
Residential Areas	**2**
Trails/Recreational Access	**1**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **Yes**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

Crossing Shasta Dam Blvd - Bike lanes within our busy residential streets!!!

Q14

Do you have any additional comments or feedback for this project?

Keep Improving!!!! Make this town better. We have a Ghetto reputation!

#36

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, January 14, 2024 8:54:11 PM
Last Modified:	Sunday, January 14, 2024 8:59:08 PM
Time Spent:	00:04:56
IP Address:	47.45.98.163

Page 1

Q1

Which project are you interested in providing feedback on? (Choose One):

City of Shasta Lake Link Shasta Active Transportation Loop

Q2

What brings you to the project's community area? (Check all that apply)

I live here,

I go to school here,

I own a business here,

I have family and/or friends here,

I often travel through the area on the way to/from other destinations.

Q3

Aside from driving, how do you get around the community? (Check all that apply)

Bus,

Walk

Q4

What would encourage you to walk or bike more to your destinations? (Check all that apply)

Improved lighting,

Improved or more complete sidewalks and paths,

Improved or more complete bike lanes and paths

Q5

Do you currently walk or bike in the project area?

Yes

Q6

Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

All

Q7

Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Cascade Blvd. Not enough shoulder in the curve

Q8

Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

Lots of crashes and close calls on cascade

Q9

Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

No

Q10 **Yes**

You're getting close to the end!Do you support new sidewalks or paths in the community?

Q11

Rank where do you see the greatest need for crossing improvements in the community?

Schools	**1**
Residential Areas	**2**
Trails/Recreational Access	**3**
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	**4**

Q12 **No**

National studies have shown that people are much more likely to be killed or seriously injured if struck by a vehicle traveling above 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles and improve road safety?

Q13

Where do you see the greatest need for bike connections in the community?

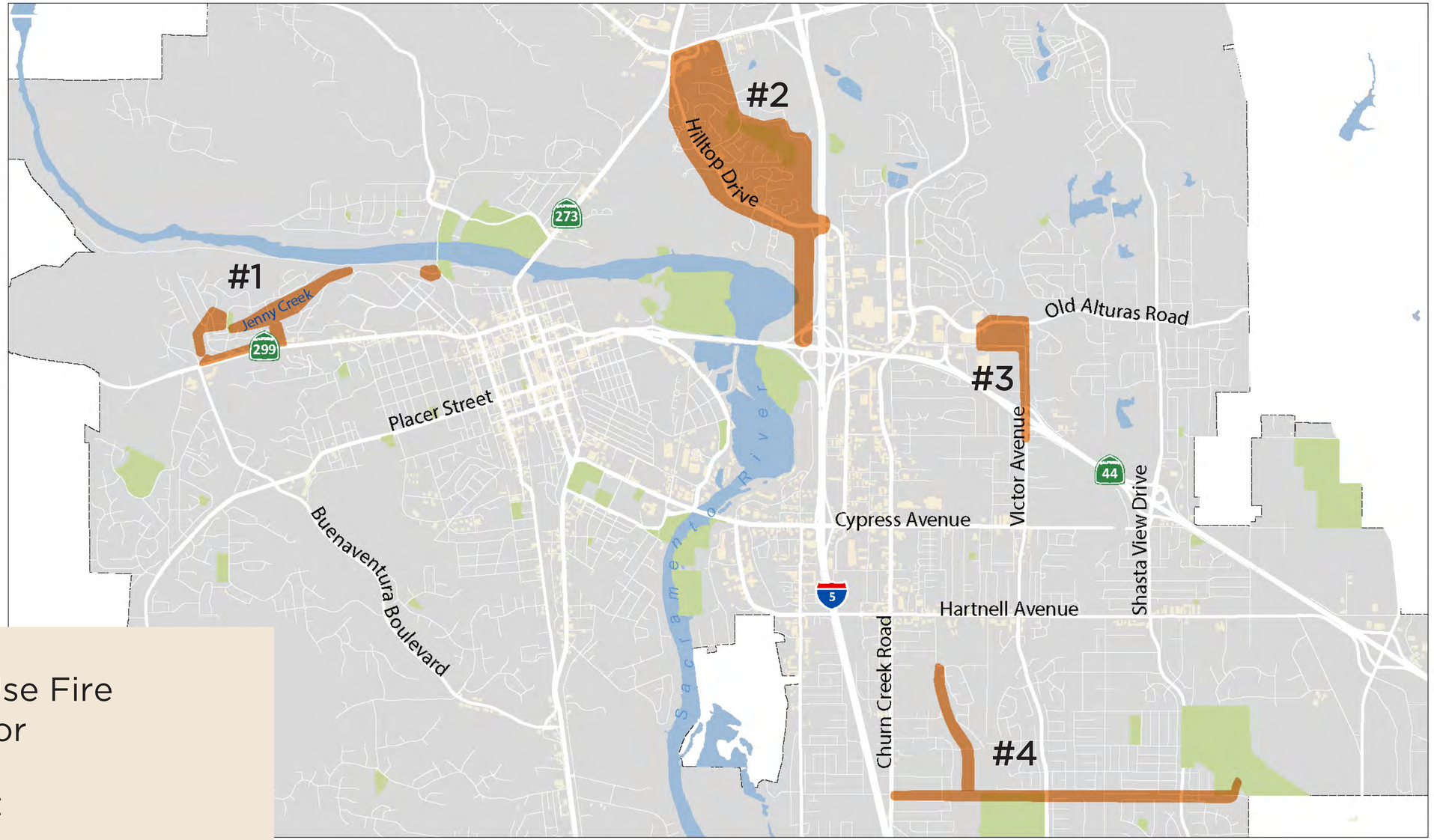
Cascade

Q14

Do you have any additional comments or feedback for this project?

No

REDDING ACTIVE TRANSPORTATION NETWORK PROJECTS



1. Jenny Creek Multi-Use Fire Maintenance Corridor
2. Hilltop Drive Project
3. Victor Avenue North
4. Low-Stress Loma Vista

CURRENT CONDITIONS IN REDDING





Sidewalks and curb ramps gaps limit walking connections



Wide roadways and vehicle speeding may be stressful for on-street bicyclists



Freeway ramps and overpasses can serve as barriers to safe and comfortable walking and biking.





There are opportunities for new off-street connections and reducing parking conflicts for trail/path users

POTENTIAL IMPROVEMENTS



Sidewalks/Side Paths



Curb Ramps/Curb Extensions





Crossing Improvements





Traffic Circles, Roundabouts, and Other Traffic Calming



Traffic-Calmed Bike Routes



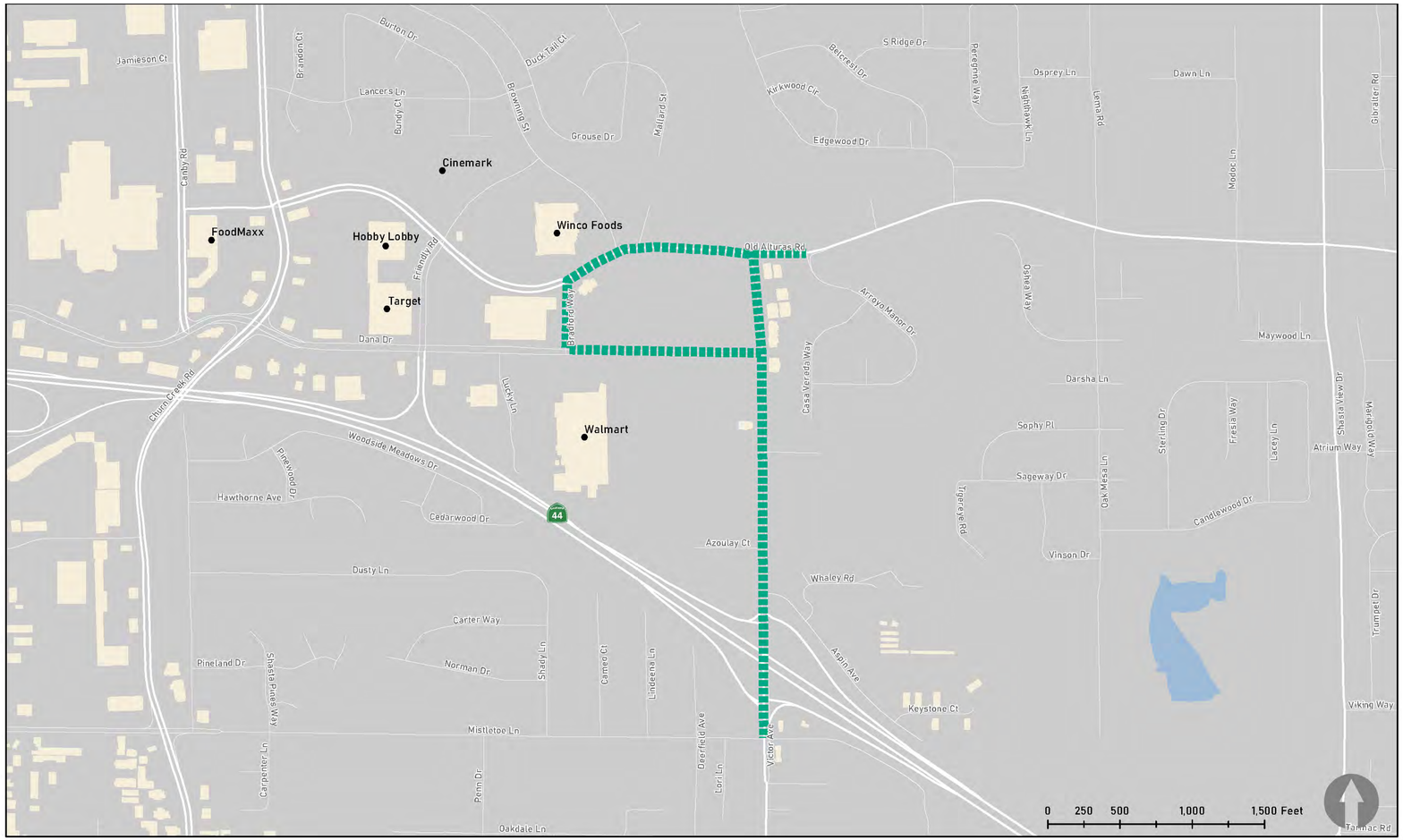
Off-Street Paths





Buffered Bike Lanes and Separated Bike Lanes

VICTOR AVENUE NORTH



Address physical barriers to walking and biking.

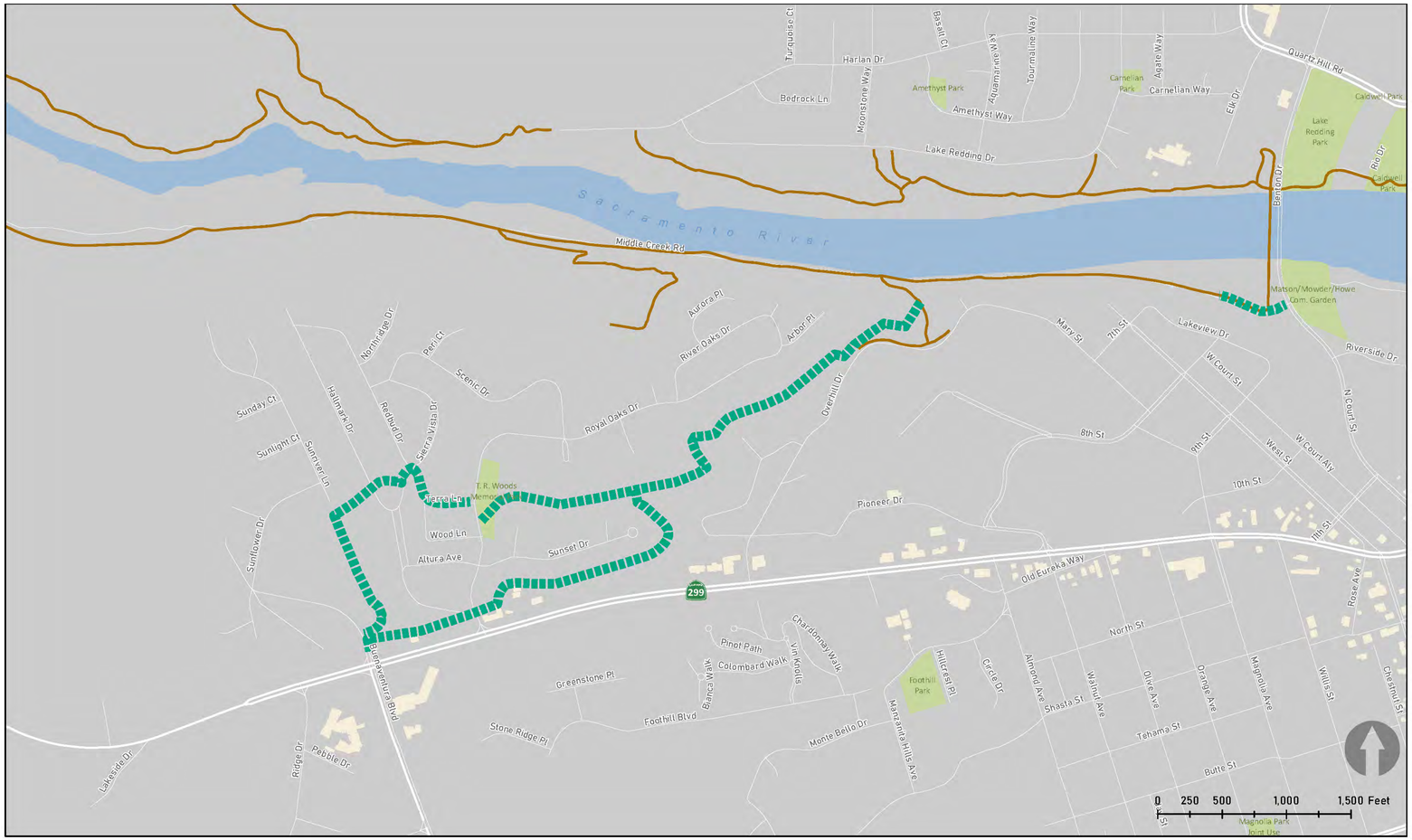
Enhance State Route 44 interchange for walking and biking

Fill sidewalk gaps

Connect:

- Shopping & Dining
- Senior Housing
- Transit
- Citywide Bike Network

JENNY CREEK MULTI-USE FIRE MAINTENANCE CORRIDOR



Improve access for fire maintenance

Create a new off-street walking and biking connection

Connect to the Sacramento River Trail

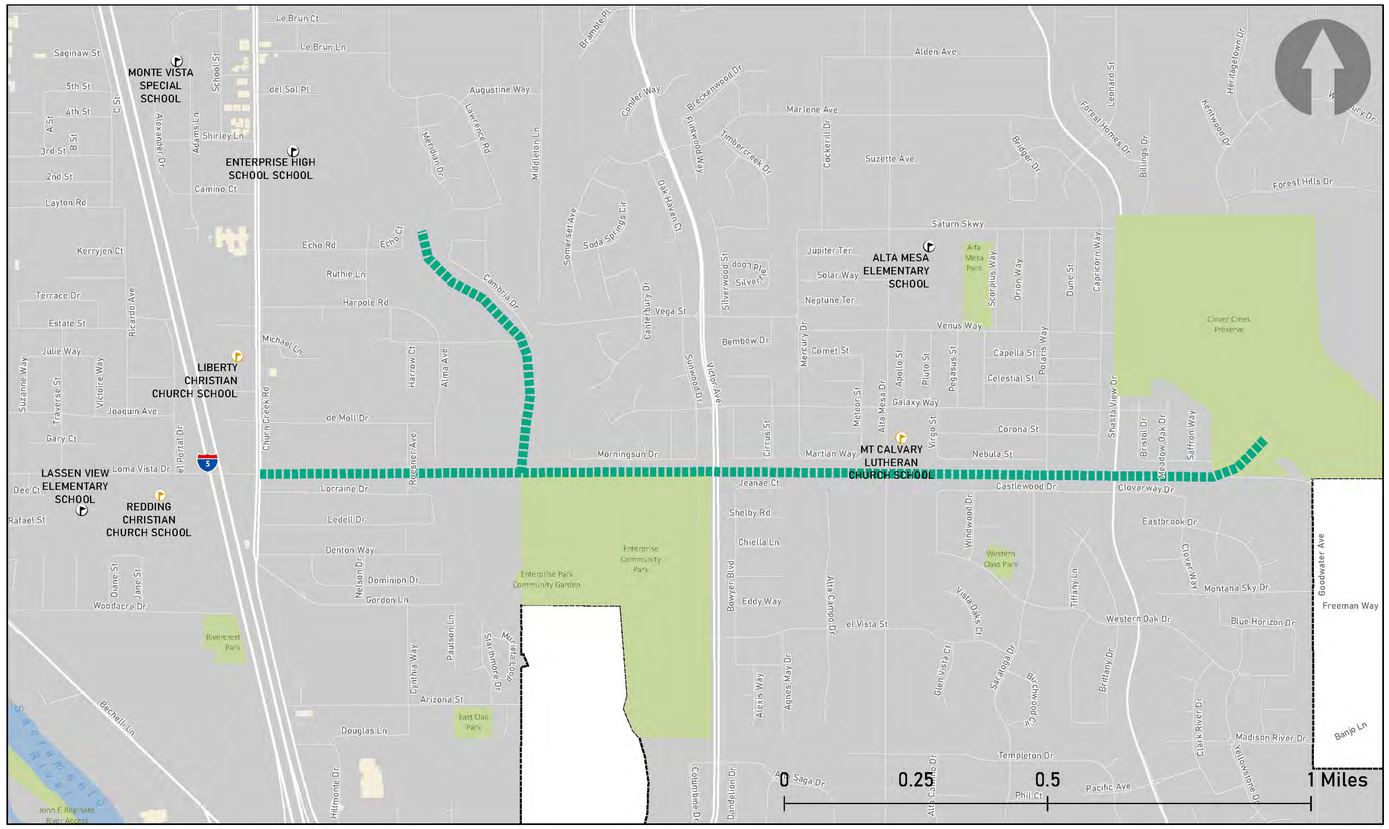
Calm traffic on neighborhood bike routes

Consider enhanced crossings across State Route 299 (Eureka Way)

Connect:

- Trail Network
- Parks
- Transit
- Local Businesses

LOW-STRESS LOMA VISTA



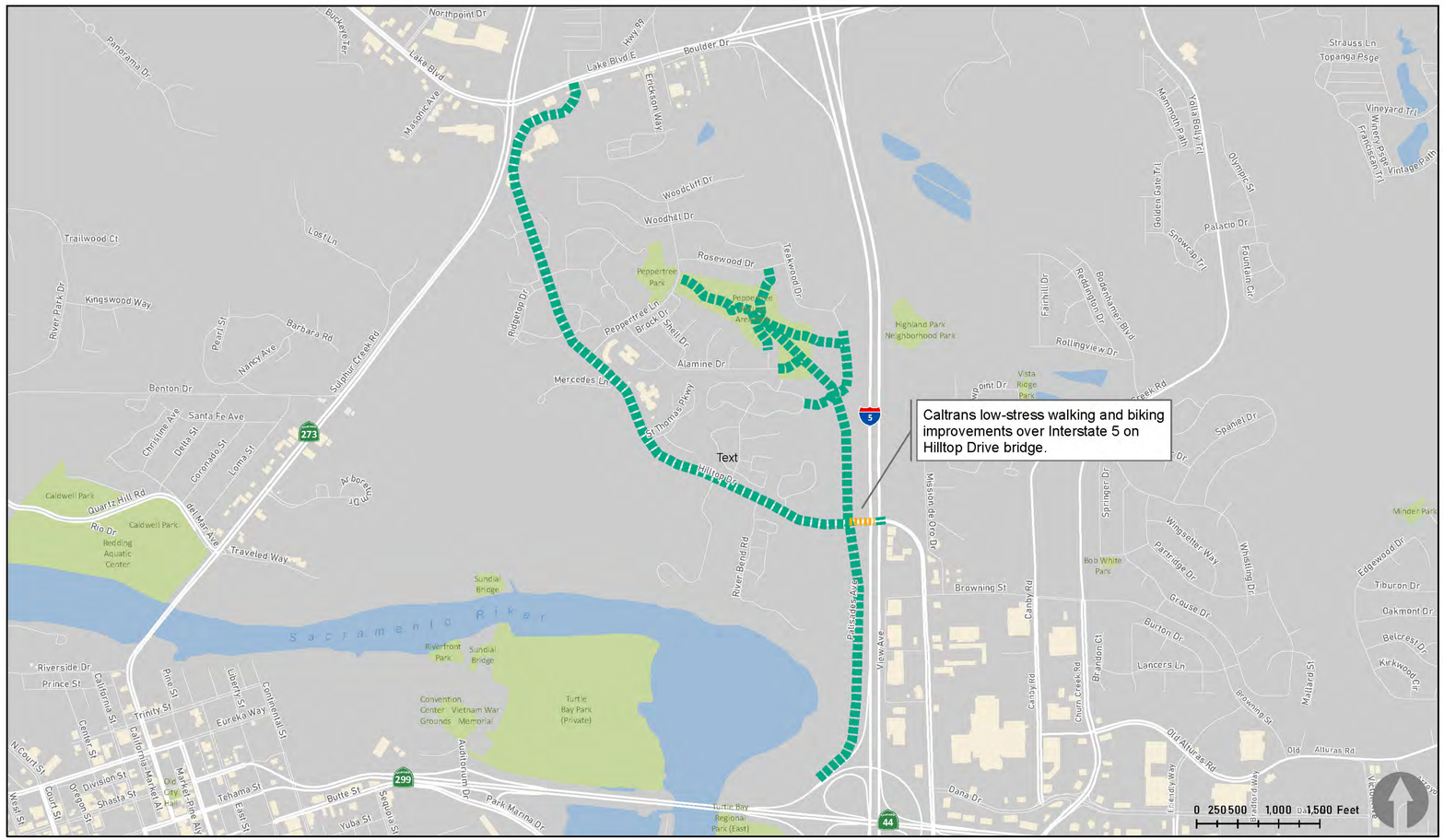
Create a new off-street walking and biking connection

Expand East Redding walking and biking network by creating a comfortable east-west corridor connecting with recent Vicotr Avenue improvements

Connect:

- Local Businesses
- Schools
- Transit
- Citywide Bike Network

HILLTOP DRIVE PROJECT



Create more comfortable spaces for people biking and walking.

Slow traffic to imrpvoe safety for all modes of transportation

Link neighborhoods

Connect:

- Schools
- Shopping / Dining
- Senior Housing
- Transit
- Regional Biking Network

Regional Documentation

Community Workshop

Please join us to review active transportation project plans and provide your comments!



CITY OF REDDING CALIFORNIA

SHASTA REGIONAL TRANSPORTATION AGENCY

Caltrans

HEALTHY SHASTA
Better choices. Healthy changes.

RABA Bus Routes 11 and 14 have stops within walking distance of City Hall.

Aim your phone's camera here to register or go to **bit.ly/ReddingSRTA**

NOV 30, 2023

4:00 - 6:00 PM

REDDING CITY HALL

777 CYPRESS AVE
REDDING CA 96001

FOCUS AREAS:

- Hilltop Drive
- Sunset Neighborhoods
- Victor Avenue
- Dana Drive
- Loma Vista Avenue
- Downtown, West, & Central Redding

CITY OF REDDING ACTIVE TRANSPORTATION NETWORK EXPANSION

The City of Redding, Healthy Shasta, and the Shasta Regional Transportation Agency are collaborating to improve safety for all modes of transportation, increase transportation options, connect neighborhoods, and support city and regional goals. Project ideas based on the city's Active Transportation Plan are being presented for public input. To ensure the projects are well informed by residents before competing in state grant programs, meet us to discuss these ideas on **Nov 30th!**

OUR GOALS:

- Increase safety and mobility
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Questions? Contact Zach Bonnin - zbonnin@cityofredding.org or (530) 225-4049



City of Shasta Lake Walking and Biking Network

Aim your cameras phone here to register.

Community Workshop

NOV 29, 2023
4:00 – 6:00 PM

Shasta Lake City Hall
4477 Main Street
Shasta Lake, CA

RABA Bus Route 1 has stops within walking distance of City Hall.

Help Us Improve Walking and Biking in Shasta Lake!

The City of Shasta Lake, Caltrans, Healthy Shasta, and the Shasta Regional Transportation Agency are collaborating to increase transportation options, connect neighborhoods, and support local and regional goals. We ask for your thoughts on challenges and opportunities to improve walking and biking in Shasta Lake. We look forward to seeing you at the community-wide meeting on November 29th!

OUR GOALS:

- Increase safety and mobility
- Enhance public health
- Increase the number of walking and biking trips
- Ensure underrepresented communities fully share in project benefits

Questions about the workshop? Contact Keith Williams at **kwilliams@srta.ca.gov or (530) 262-6190**

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.



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.

- 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.

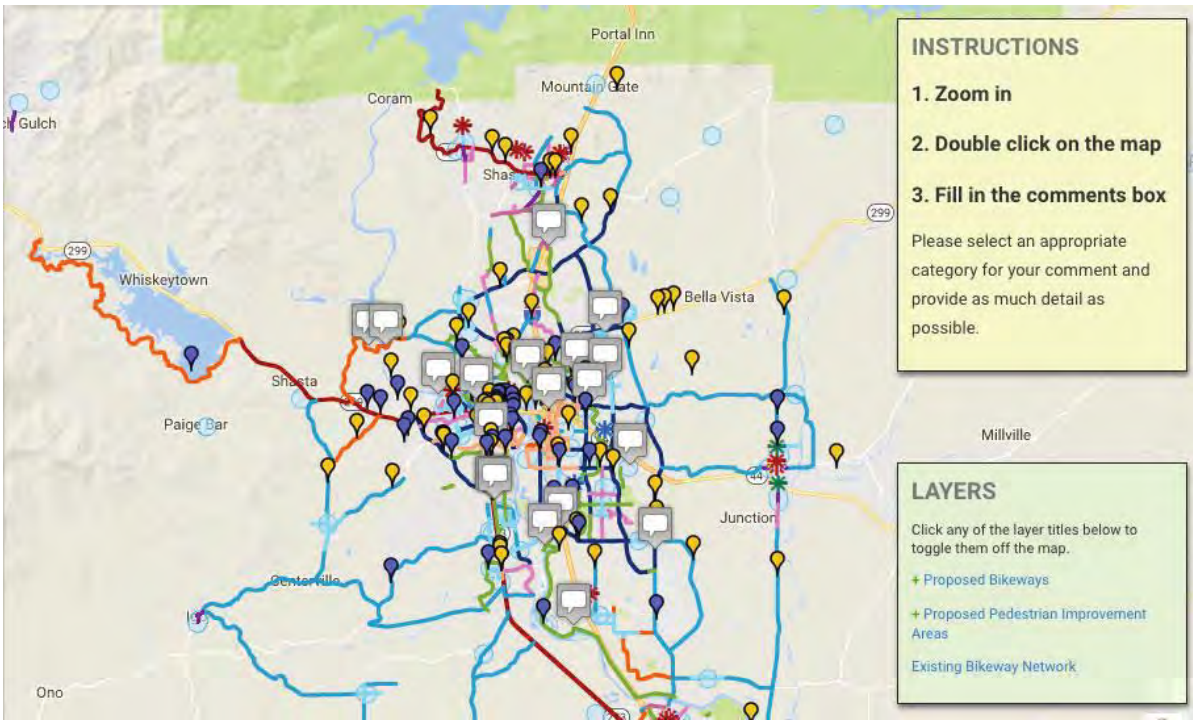


Figure A.19. Interactive Wikimaps at goshasta.org indicated proposed bicycle and pedestrian routes and provided a forum for partner agency and public comment.

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 20th	5:30 – 7:30PM	Anderson River Park, City of Anderson	Food Truck event
Saturday, October 21st	7:30AM – Noon	Redding City Hall, City of Redding	Farmers Market
Sunday, October 22nd	9:00AM – Noon	Sundial Bridge, City of Redding	N/A
Thursday, October 26th	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.

APPENDIX B

Victor Avenue North Improvement Project Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

October 18, 2023

Project# 262050.013

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

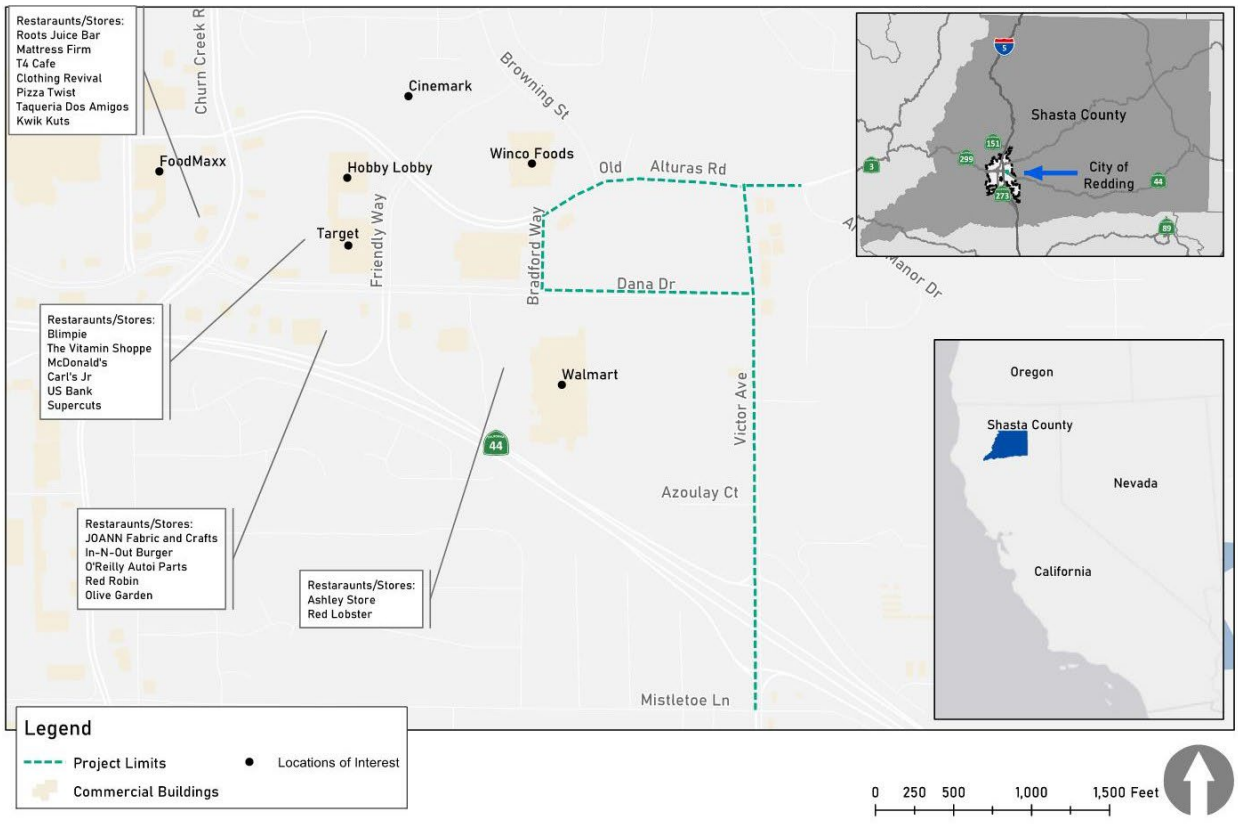
From: Matt Braughton, RSP, Michael Sahimi, AICP

RE: Victor Avenue North Improvement Project: Existing Conditions Review

PROJECT BACKGROUND AND RELATED PLANS

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) to develop the Victor Avenue North Improvement project, a low-stress active transportation facility along Victor Avenue across State Route 44 (SR-44), connecting residents south of SR-44 to retail, recreation, and other destinations north of SR-44 (see Figure 1). The project aims to address a barrier to comfortable and convenient walking and bicycling trips in northeast Redding. This memorandum documents the project background and existing conditions. **Note, this memo documents information as of October 2023.**

Figure 1: Project Map



Summary of Consistency Across Plans

A review of existing active and public transportation plans was conducted with a focus on local and regional efforts most relevant to the project area. The proposed project network is consistent with, and a refinement of, recommendations in these previous planning efforts that consider local route preferences and community input. The project's improvements include infrastructure and non-infrastructure strategies to improve mobility options and foster active communities, aligning with the key themes of these plans, as described below.

While each of the plans in Table 1play a role in planning a place where active transportation can thrive, there are common themes that connect the plans, including:

- **Social equity:** Improving the quality and options of mobility for disadvantaged populations
- **Reducing reliance on single occupancy vehicles:** Providing alternatives to driving
- **Complete Streets Approach:** Planning and designing safe streets that allow all road users, regardless of age or ability, to travel comfortably
- **Greenhouse gas emission reductions:** Encourage more sustainable transportation mode choices
- **Center people and places:** Using transportation systems to encourage land use patterns that realize livable and people-friendly spaces

Table 1 outlines common themes throughout the plans, demonstrating feasibility and ease of coordination across municipal and regional transportation efforts.

Table 1: Themes Shared Across Plans Reviewed

Plan	Social Equity	Reduce Reliance on SOVs*	Complete Streets Approach	Greenhouse Gas Emissions Reduction	Center People and Places
City of Redding Active Transportation Plan (2018)	X	X	X	X	X
City of Redding General Plan – Transportation Element (2023)		X	X	X	X
Shasta Long-Range Transit Plan (2021)	X	X		X	
Shasta Regional Transportation Plan (2023)	X	X		X	
GoShasta Regional Active Transportation Plan (2018)	X	X	X	X	X
Shasta Coordinated Transportation Plan (2017)	X	X	X	X	

*SOV: Single Occupancy Vehicle

City of Redding Active Transportation Plan (2018)

The City of Redding's Active Transportation Plan (2018), an update to the Bikeway Action Plan (2010-2015), provides a vision and a set of goals to expand upon the existing bicycle and pedestrian network in Redding. The Active Transportation Plan will connect communities to destinations through walking and bicycling infrastructure improvements. The plan includes infrastructure and programming recommendations as well as an implementation methodology centered around social equity. Developed as part of the same planning process as the GoShasta Regional Active Transportation Plan, the Active Transportation Plan fits into the regional active transportation approach, while promoting a full and complete network.

The Active Transportation Plan identifies the following projects that are in alignment with the proposed project:

- **Planned Pedestrian Improvements**
  - Victor Avenue (west side): Bramble Place to Old Alturas Road – Shared-Use Path
  - Victor Avenue: Bramble Place to Old Alturas Road – Sidewalk
  - Old Alturas Road: East of Browning Street – Shared-Use Path
- **Planned Bikeway Network**
  - Victor Avenue: Bramble Place to Old Alturas Road – Shared-Use Path & Buffered Bike Lanes
  - Old Alturas Road: East of Browning Street – Shared-Use Path & Buffered Bike Lanes

GoShasta Regional Active Transportation Plan (2018)

The GoShasta Regional Active Transportation Plan, jointly developed with the City of Redding Active Transportation Plan, is an active transportation plan for the county of Shasta and the cities of Anderson and Shasta Lake, while serving as a repository for active transportation projects for all of the region's jurisdictions. The plan shifts the Shasta Region's active transportation approach from reactive to proactive. The GoShasta Regional Active Transportation Plan centers equity throughout, such as in its project recommendations, implementation strategies, and raising potential equity problems with enforcement strategies.

Themes highlighted in the plan center on:

- Increasing active transportation mode share
- Increasing the safety and comfort of active transportation users
- Investing in healthy, vibrant, sustainable, and people-centered communities

This project's holistic vision pairs infrastructure improvements with active transportation engagement and education activities, aligning with GoShasta's proactive approach to build healthier communities where walking and cycling are a part of everyday life.

City of Redding Draft 2023-2045 General Plan

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element provides goals and policies for directing implementation programs to enhance mobility and efficiently serve existing and future land uses. The Transportation Element supports regional and statewide efforts to reduce greenhouse gas emissions and vehicle miles traveled (VMT), complement environmental justice efforts, and improve public health. The 2023-2045 Public Review Draft Transportation Element establishes several goals that are related to active transportation. For instance, Goals T1 and T2 establish policies for a transportation network with safe, efficient, sustainable, and comfortable walking and bicycling facilities that connect users of all ages and abilities to key destinations.

Currently, the City of Redding has the Draft 2023-2045 General Plan available for public review.

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element plans for a new shared-use path and a separated bikeway/buffered bike lanes along Victor Avenue (from Old Alturas Road to Bramble Place, which includes the project alignment), as well as along Old Alturas Road east of Browning Street. North of the SR-44 ramps, the Transportation Element envisions Victor Avenue as a collector street (general right-of-way ranging from 60 to 96 feet, with one automobile travel lane per direction); south of SR-44, Victor Avenue is envisioned as a minor arterial (general right-of-way ranging from 84 to 96 feet, with two automobile travel lanes per direction with a center left-turn lane or median).

Regional Transportation Plan and Sustainable Communities Strategy (2022)

The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region outlines goals and strategies for transportation agencies to encourage and promote the safe and convenient management, operations, and development of a regional, intermodal transportation system. The RTP/SCS addresses all modes of travel for people and goods/freight, including streets and roads, public transit, bicycling, walking, aviation, and rail. Its relevant goals include:

- **Goal #1:** Keep people and freight moving safely, efficiently, and effectively.
- **Goal #9:** Work with regional partners to create people-centered communities that support public safety, health, and well-being.

Priorities for the 2022-2026 RTP cycle include the following:

- Active transportation trunk line model corridor
- Active transportation data collection program
- Provide technical support needed for the continuation of regional active transportation mapping and guide

SRTA Long-Range Transit Plan (2021)

The Long-Range Transit Plan, developed in 2021, includes strategies and policies that consider Shasta County's existing and future conditions, geography, and travel behavior to improve transit service and expand access through public transportation. The Long-Range Transit Plan stresses the significance of regional coordination between partners so the tenets of regional active transportation and transit plans are manifest in the transportation network they produce.

The Long-Range Transportation Plan is notable amongst the other plans in that it is the only one developed at the onset and during the COVID-19 pandemic. As such, the Long-Range Transit Plan includes considerations and recommendations for public and active transportation system based on an understanding of COVID-19 transmission, declining public transit ridership, and increasing demands for slow and active streets.

While the Long-Range Transportation Plan includes recommendations that aim to improve public transit in the region, its details are broad and do not include specific plans or details for the project area.

Shasta Coordinated Transportation Plan (2017)

The Shasta Coordinated Transportation Plan's (CTP) overall goal is to improve mobility and transportation services for vulnerable populations in the region through effective coordination and collaboration across local and regional agencies. The main strategy that the Coordinated Transportation Plan uses to accomplish these goals centers on using limited resources efficiently and removing duplicate service. While there are no specific details or plans regarding active transportation, the CTP discusses the importance of consultation with the Social Services Transportation Advisory Council. This council occasionally provides input on active transportation issues and projects and often includes members who utilize active transportation. The Shasta Coordinated Transportation Plan is currently undergoing an update which is expected to be completed in 2024.

Summary

As detailed in subsequent sections of this memorandum, this project is consistent with and furthers the goals and objectives of local and regional planning documents, aiding in its Active Transportation Program (ATP) grant eligibility, as follows:

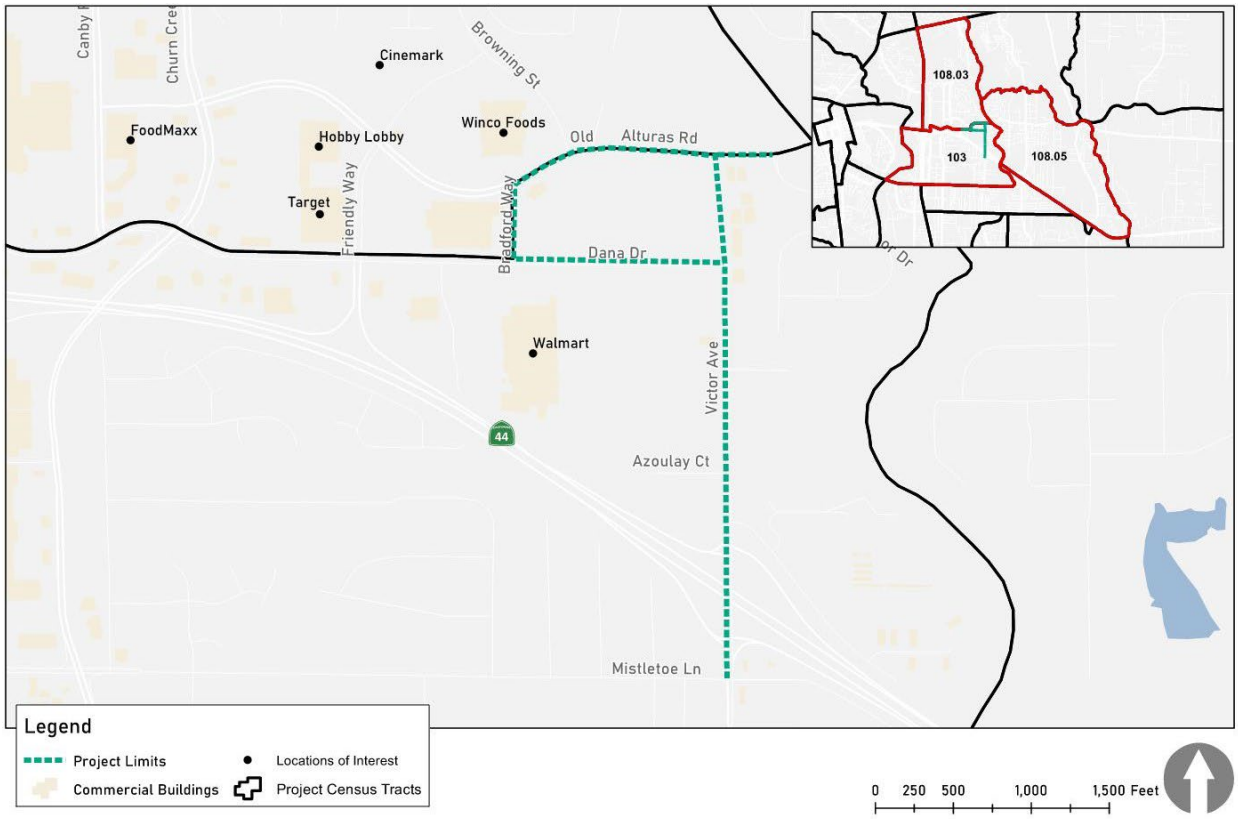
- Improves walking and bicycling connectivity between residential neighborhoods and local destinations such as retail, services, and transit stops along Dana Drive and Old Alturas Road, and assists people walking and bicycling in navigating a significant barrier (SR-44) to other destinations such as schools and open space.
- Connects to existing walking and bicycling facilities such as bike lanes along Old Alturas Road and Browning Street, as well as to planned facilities such as the Victor Improvement Project, the widening of the bridge over Churn Creek on Old Alturas Road, and buffered bike lanes on Browning Street.
- Provides an alternative to roadway facilities that are currently automobile-dominated, helping create a more complete multimodal network and increasing non-vehicular mode share.
- Provides additional transportation options for key demographic groups such as populations with limited mobility options like youths and older adults, and lower median income households.
- Furthers plans from Redding's Active Transportation Plan and General Plan plans for active transportation facilities along Victor Avenue and along Old Alturas Road.

COMMUNITY CHARACTERISTICS

The proposed network aims to improve safety, comfort, connectivity, and transportation options for people who walk and bike, for people with mobility impairments, for those who do not have access to a personal vehicle, and other populations with limited mobility options like youth and older adults. **Figure 2** shows the three Census Tracts (Census Tracts 103, 108.03, and 108.05) which encompass, connect to, or are adjacent to the project area and are the foundation for the following demographic breakdowns.

People who visit, live, and work in Census Tract 103 will have direct access to the project network along Victor Avenue, Dana Drive, Bradford Way, and Old Alturas Road. The project will provide direct connections to the many services along Dana Drive which can be accessed by people in Census Tract 108.03, as well as indirect access to the Mount Shasta Mall area to the west. Residents of Census Tract 108.05 will have direct access to the project via Old Alturas Road which is a designated bike route.

Figure 2: Project Area Census Tracts in Redding, CA



DEMOGRAPHICS[1]

Population

The census tracts served by the project area have a combined population of 15,546, as shown in **Table 2**. Approximately 12.4% of the population of Census Tract 103 (which encompasses the study network and is expected to benefit the most from the project) is aged 65 years or older; approximately 29% are under 18 years of age. The median age is approximately 30 years old. When considering all three census tracts in the vicinity of the network, approximately 15.4% of the population is aged 65 years or older, and approximately 23.8% is under 18 years old.

[1] All census data in this section is derived from the US Census 2017-2021 American Community Survey unless stated otherwise.

Table 2: Project Area Population by Census Tract

Population	Census Tract 103		Census Tract 108.03		Census Tract 108.05		Total	
Under 5 Years	292	6.8%	348	6.1%	186	3.4%	826	5.3%
5 to 9 Years	328	7.7%	429	7.5%	455	8.2%	1212	7.8%
10 to 14 Years	399	9.4%	405	7.1%	260	4.7%	1064	6.8%
15 to 19 Years	315	7.4%	299	5.2%	489	8.8%	1103	7.1%
20 to 24 Years	279	6.5%	521	9.1%	293	5.3%	1093	7.0%
25 to 29 Years	554	13.0%	598	10.4%	307	5.5%	1459	9.4%
30 to 34 Years	349	8.2%	415	7.2%	454	8.2%	1218	7.8%
35 to 39 Years	191	4.5%	536	9.4%	416	7.5%	1143	7.4%
40 to 44 Years	249	5.8%	458	8.0%	341	6.1%	1048	6.7%
45 to 49 Years	201	4.7%	150	2.6%	98	1.8%	449	2.9%
50 to 54 Years	269	6.3%	185	3.2%	493	8.9%	947	6.1%
55 to 59 Years	165	3.9%	249	4.3%	303	5.5%	717	4.6%
60 to 64 Years	146	3.4%	358	6.2%	369	6.6%	873	5.6%
65 to 69 Years	179	4.2%	247	4.3%	371	6.7%	797	5.1%
70 to 74 Years	108	2.5%	228	4.0%	263	4.70%	599	3.9%
75 to 79 Years	71	1.7%	108	1.9%	223	4.0%	402	2.6%
80 to 84 Years	72	1.7%	99	1.7%	92	1.7%	263	1.7%
85 Years and Over	97	2.3%	97	1.7%	139	2.5%	333	2.1%
Total	**4,264**		**5,730**		**5,552**		**15,546**	

Income

Households in census tract 103 have a median income of $65,550 (approximately 78% of the statewide median income). Household income in census tract 108.03 is lower at $51,412 (approximately 61% of the statewide median income). The median household income in census tract 108.05 is higher at $84,022 (approximately equal to the statewide median income). Household incomes by census tract are shown in **Table 3**. According to the ACS, 2.6% of families in Census Tract 103, 11% of families in Census Tract 108.03, and 8.5% of families in Census Tract 108.05 are below poverty level.

Table 3: Household Income (2021 Inflation-Adjusted Dollars) by Census Tract

Household Income:	Census Tract 103		Census Tract 108.03		Census Tract 108.05		Total	
Less than $10,000	80	5.6%	137	5.6%	93	4.5%	311	5.2%
$10,000 to $14,999	43	3.0%	93	3.8%	27	1.3%	163	2.7%
$15,000 to $24,999	49	3.4%	122	5.0%	135	6.5%	306	5.1%
$25,000 to $34,999	128	8.9%	306	12.5%	106	5.1%	539	9.1%
$35,000 to $49,999	227	15.8%	516	21.1%	232	11.2%	975	16.4%
$50,000 to $74,999	318	22.2%	379	15.5%	338	16.3%	1035	17.4%
$75,000 to $99,999	250	17.4%	296	12.1%	446	21.5%	991	16.7%
$100,000 to $149,999	219	15.3%	494	20.2%	448	21.6%	1161	19.5%
$150,000 to $199,999	76	5.3%	27	1.1%	180	8.7%	283	4.8%
$200,000 or More	43	3.0%	73	3.0%	68	3.3%	185	3.1%
	1,433		**2,444**		**2,073**		**5,949**	

Race and Ethnicity

Table 4 shows the population of the project area census tracts is predominantly white. The racial profiles of these census tracts are similar, however a larger proportion of people in Census Tract 108.05 identified as Two or More Races and a larger proportion of people in Census Tract 103 identified as American Indian and Alaska Native Alone. The percentage of residents living in the area as a whole, and particularly in Census Tracts 103 and 108.03, who identify as white alone has decreased within the last 10 years.

Table 4: Race and Ethnicity by Census Tract

Race and Ethnicity	Census Tract 103		Census Tract 108.03		Census Tract 108.05		Total	
White Alone	3,365	78.9%	4,739	82.7%	4,840	87.2%	12,944	83.3%
Black or African American Alone	158	3.7%	177	3.1%	5	0.1%	340	2.2%
American Indian and Alaska Native Alone	272	6.4%	10	0.2%	15	0.3%	297	1.9%
Asian Alone	286	6.7%	361	6.3%	80	1.4%	727	4.7%
Native Hawaiian and Other Pacific Islander Alone	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Some Other Race Alone	73	1.7%	297	5.2%	125	2.3%	495	3.2%
Two or More Races	110	2.6%	146	2.5%	487	8.8%	743	4.8%
Total	**4,264**		**5,730**		**5,552**		**15,546**	

Healthy Places Index (HPI)

Developed by the Public Health Alliance of Southern California, the Healthy Places Index (HPI)[2] maps data on social conditions that drive health such as education, job opportunities, clean air, and water. The tool allows decision makers to compare community wellbeing across geographies and direct resources accordingly.

The communities in the project area experience low to average community health conditions according to the HPI (see **Figure 3**). This includes:

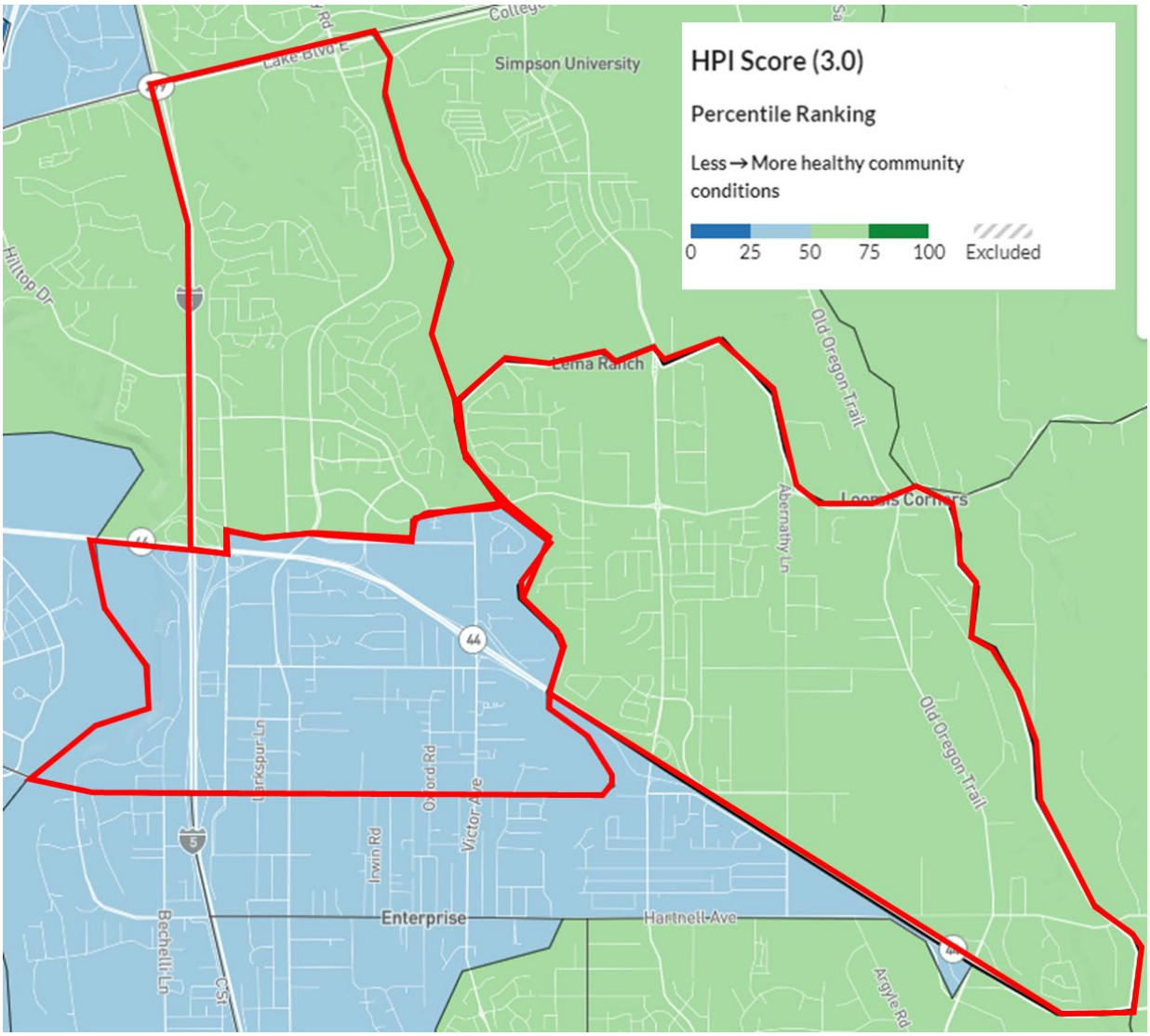
- Healthier community conditions than **42.2%, 52.0%,** and **53.2%** of other California census tracts for the project's three census tracts – 103, 108.03, and 108.05, respectively;
- Healthier economic conditions than **36.4%, 36.6%,** and **33.6%** of other California census tracts;
- Higher per capita income than **44.0%, 37.5%,** and **42.6%** of other California census tracts;
- Higher employment than **32.9%, 62.1%,** and **16.5%** of other California census tracts;
- Healthier transportation conditions (based on active commuting and automobile access) than **23.1%, 35.4%,** and **33.8%** of other California census tracts; and,
- Higher park access than **11.4%, 11.3%,** and **49.9%** of other California census tracts.

These combined environmental and economic burdens on residents create the need for efficient, healthy, low-cost transportation which provides access to jobs, services, schools, and low-cost active recreation the city and region offer. For example:

- Relatively lower per capita income and employment indicate a need to improve access to jobs and education.
- Lower transportation access indicates a need to provide improved facilities as part of a connected network.
- Lower park access indicates a need to provide a walking and bicycling network that connects to open space, parks, and trails.

[2] https://www.healthyplacesindex.org/

Figure 3: Healthy Places Index Project Census Tracts (Outlined in Red)



SOURCE: PUBLIC HEALTH ALLIANCE OF SOUTHERN CALIFORNIA, 2022.

Transportation Patterns

As shown in **Table 5**, 88% of people living in census tract 103 drive alone or carpool to work, compared to 84.7% in census tract 108.03 and 91.7% in census tract 108.05. People who bike make up 5.6% of commuters in census tract 103, compared to 4.8% in census tract 108.03 and 0% in census tract 108.05. There is a low level of walking to work across the three census tracts. In addition, approximately 37% of workers living in Census Tract 103, 22% of workers living in Census Tract 108.03, and 24% of workers living in Census Tract 108.05 travel less than 10 minutes to work. A connected active transportation network can allow people with shorter commutes to walk and bike as opposed to driving to work.

Table 5: Commute Transportation Patterns

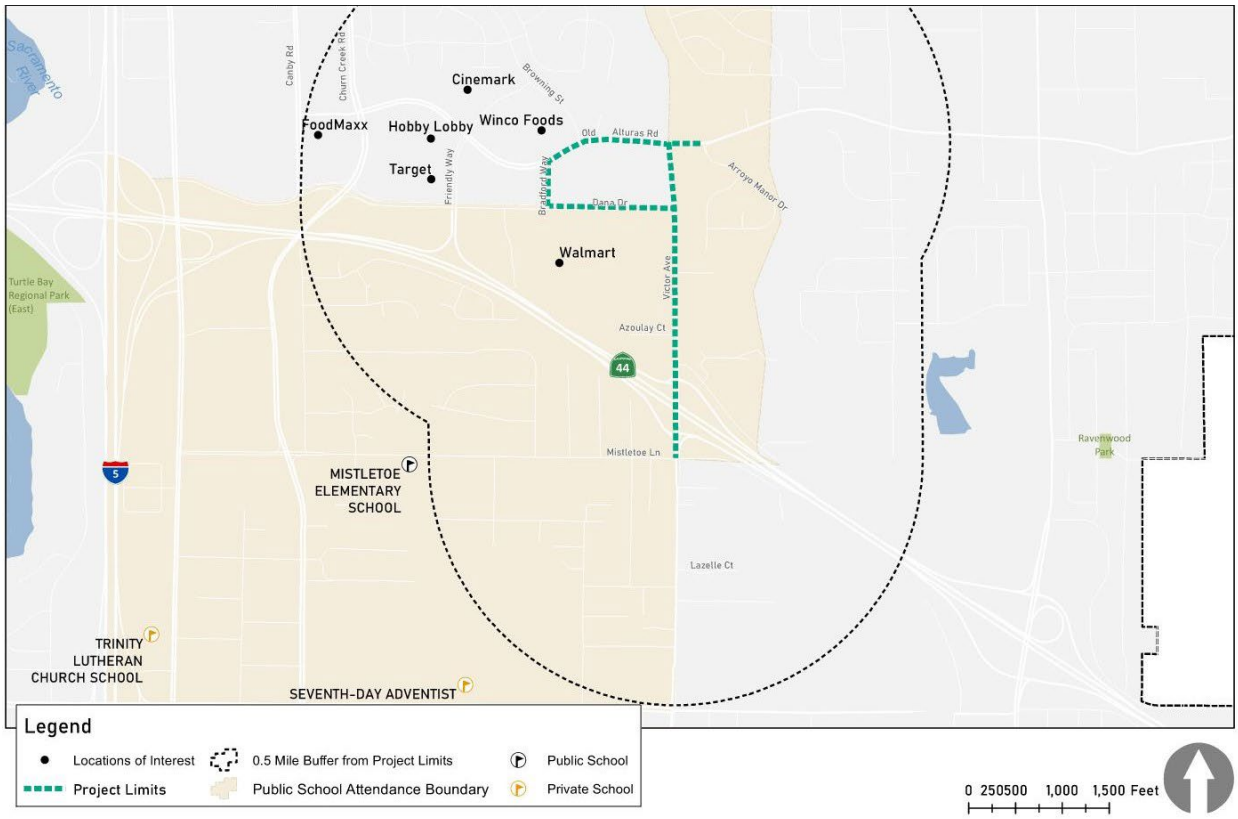
Means of Transportation to Work	Census Tract 103		Census Tract 108.03		Census Tract 108.05		Total	
Car, Truck, or Van: Drove Alone	1,112	71.6%	1,878	69.0%	2,104	86.5%	5,094	76.0%
Car, Truck, or Van: Carpooled	255	16.4%	426	15.7%	126	5.2%	807	12.0%
Public Transportation (Excluding Taxicab)	12	0.8%	0	0.0%	0	0.0%	12	0.2%
Bicycle	0	0.0%	0	0.0%	37	1.5%	37	0.6%
Walked	87	5.6%	130	4.8%	0	0.0%	217	3.2%
Worked From Home	77	5.0%	261	9.6%	154	6.3%	492	7.3%
Taxicab, Motorcycle, Other Means	10	0.6%	25	0.9%	11	0.5%	46	0.7%
Total	**1,553**		**2,720**		**2,432**		**6,705**	
Mean Travel Time to Work (minutes)	11.7		15.0		15.2			

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

KEY DESTINATIONS

The project will provide key connectivity to destinations (see **Figure 4**), mostly from residential neighborhoods along Victor Avenue and Dana Drive to commercial uses (big box retail and grocery stores at shopping centers), services, and transit stops along Dana Drive, and Old Alturas Road. Additionally, people walking, biking, or rolling will gain improved access across SR-44 to other destinations to the north and south of the freeway. This includes local schools (such as Mistletoe Elementary) to the southwest and open space and trails to the north. It would also improve connectivity for residents of future affordable housing northwest of the intersection of Victor Avenue and Old Alturas Road and an existing assisted living facility south of the intersection of Victor Avenue and Mistletoe Lane. While not all these destinations are within a customary half-mile walkshed of the project, they are within a comfortable 2-3 mile radius of the project and will improve access to existing and planned walking and bicycling facilities that would provide direct access to nearby destinations as part of a comfortable, connected network.

Figure 4: Improving Access to Community Destinations



Existing Infrastructure and Characteristics

Active Transportation

The existing roadways of Victor Avenue north of Mistletoe Lane and Dana Drive west of Victor Avenue have limited active transportation facilities. Shoulder widths vary from no shoulders to wide parking lanes, and there are multiple sidewalk gaps on both roads (including missing sidewalks on the north side of Dana Drive and on at least one side of Victor Avenue between Old Alturas Road and Mistletoe Lane). There are also sidewalk gaps on portions of Old Alturas Road. Victor Avenue is a designated bike route, while there are bike lanes along both sides of Dana Drive. In addition, there are bike lanes in both directions along Old Alturas Road (except for on the Churn Creek bridge which is a signed bike route and has a posted speed limit of 40 MPH).

The current stress level on Victor Avenue is high for people who walk and bike, as there are multiple sidewalk gaps and no bike lanes, which forces people to walk or bike in the vehicle lane or on the shoulder (see **Figure 5**). Existing sidewalks do not include a buffer or separation (such as landscaping). The posted speed limit along this segment is 40 miles per hour, and vehicles have been observed exceeding the speed limit while traveling along this segment. In addition, the on- and off-ramps serve as a barrier to comfortable walking and bicycling travel across SR-44, due to attributes such as channelized right turns and a lack of marked non-motorized crossing facilities. Local residents who wish to cross SR-44 have limited options as other crossing opportunities to the east and west of Victor Avenue are beyond walking distance. The project closes critical existing active transportation infrastructure gaps by providing consistent and protected walking and bicycling facilities along Victor Avenue between Old Alturas Road and Mistletoe Lane (see **Figure 6**); this important section provides north-south connectivity across SR-44 between residences and retail destinations. The project will also improve bicycling and walking conditions along Dana Drive west of Victor Avenue, Bradford Way between Dana Drive and Old Alturas Road, and Old Alturas road between Bradford Way and the Churn Creek bridge, providing a complete, connected network of active transportation facilities that connects to other existing and planned facilities.

In July 2018, the City of Redding prepared the Victor Avenue Corridor Study. The study explored Victor Avenue from Hartnell Avenue to Old Alturas Road. The study's recommended improvements included:

- Multi-lane roundabouts at Mistletoe Lane, SR-44 eastbound ramp, and SR-44 westbound ramp intersections
- Single-lane roundabouts at Kinderland driveway, Dana Drive, and Old Alturas Road intersections
- Two lanes in each direction with a median and a shared-use path on the west side along the SR-44 interchange
- Three lanes (including center lane) with bike lanes and buffered shared-use paths in both directions between the interchange and Old Alturas Road (except at the roundabouts)

The project will also connect to the following projects that are planned or under construction (see **Figure 7**):

- **Victor Improvement Project:** This project extends improvements along Victor Avenue to the north of Cypress Avenue to Mistletoe Avenue, with a connection along Mistletoe Lane. The project provides active transportation infrastructure along the Victor Avenue corridor and within the Mistletoe community to reach destinations north and west of the Cypress Avenue and Victor Avenue intersection. The City was recently awarded ATP grant funding for this project.
- **Old Alturas Road Over Churn Creek Bridge Widening:** This project, which includes widening the Churn Creek bridge east of Victor Avenue, includes 5-foot sidewalks on both sides of the bridge east of Arroyo Manor Drive, and a 10-foot path on the north side of the road east of the bridge until Edgewood Drive.
- **Browning Street Buffered Bike Lanes:** Existing bike lanes will be improved to buffered bike lanes at minimum.

Figure 5: Sidewalk Gap in Both Directions Along Victor Ave.



SOURCE: GOOGLE, 2023.

Figure 6: Project Gap Closures

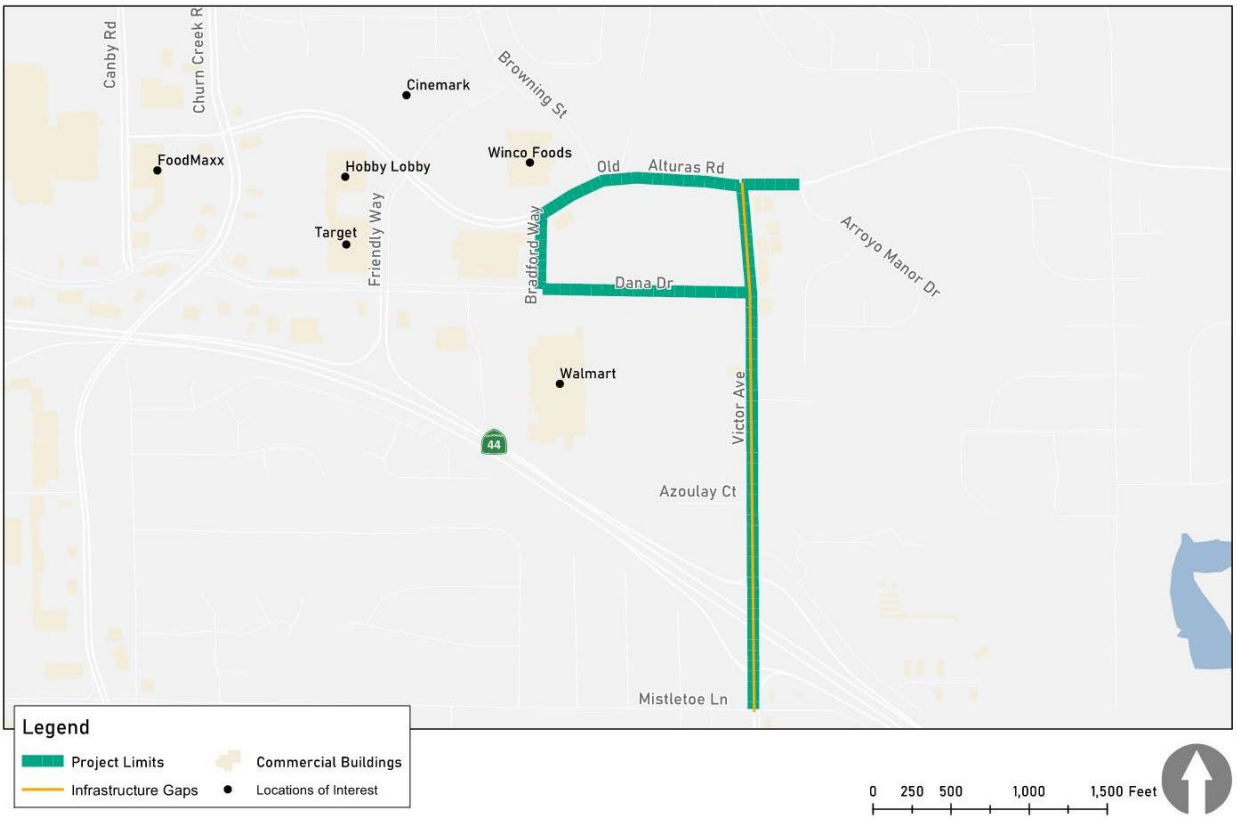
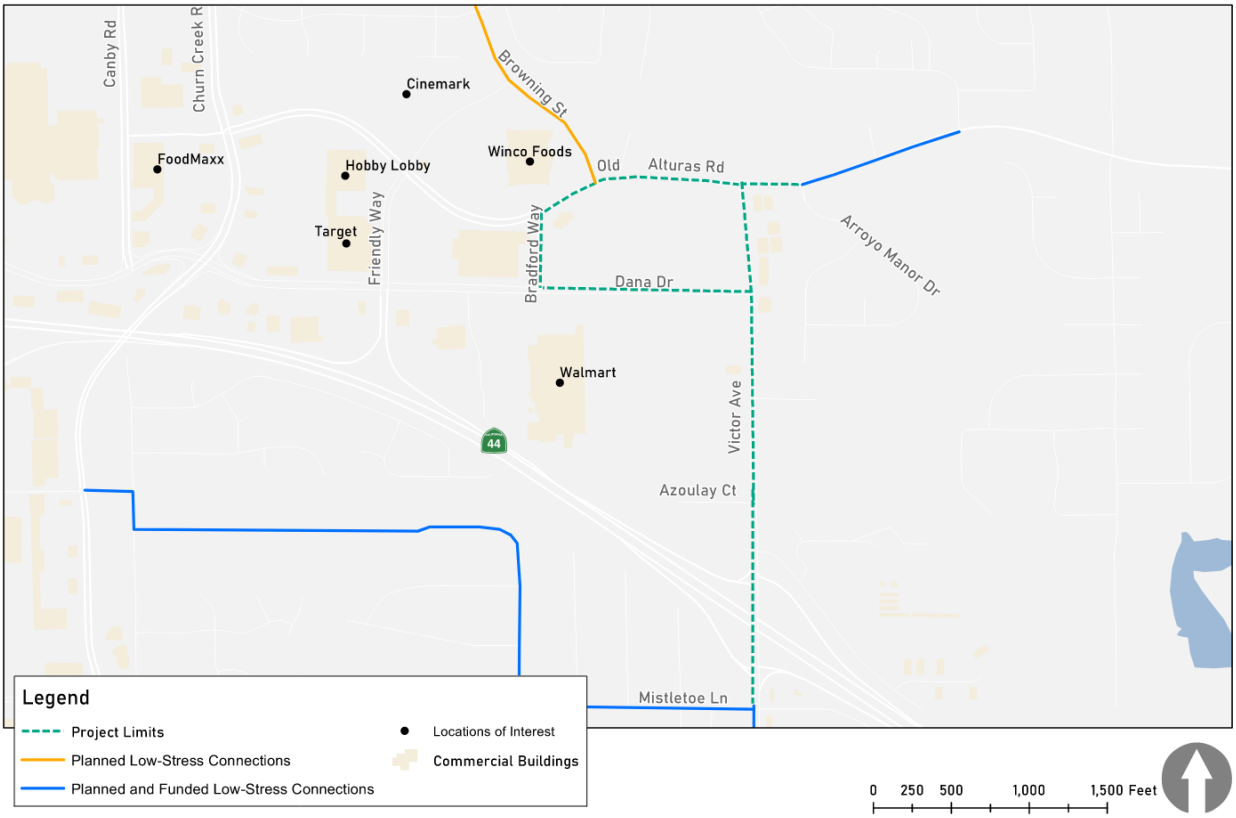


Figure 7: Planned Low-Stress Connections to the Project



Vehicular and Transit Conditions

Roadways

Victor Avenue

North of SR-44, Victor Avenue is currently a north-south, three-lane (one in each direction with a center turn lane) collector street with a posted speed limit of 40 miles per hour; between Azoulay Court and Mistletoe Lane, Victor Avenue is a minor arterial with two travel lanes in each direction with left-turn lanes. The intersections with Mistletoe Lane, SR-44 eastbound ramps, SR-44 westbound ramps, and Dana Drive are signalized. There is a side-street stop-controlled intersection at Azoulay Court, as well as several driveways. The northern limit of the project area is an all-way stop-controlled T-intersection with Old Alturas Road. There is street parking in both directions between Dana Drive and Old Alturas Road. Daily vehicle volumes along Victor Avenue vary: approximately 11,000 from Old Alturas Road to Dana Drive; approximately 18,000 from Dana Drive to SR-44; and approximately 25,000 from SR-44 to Mistletoe Lane.

Dana Drive

Within the project extents (between Bradford Way and Victor Avenue) Dana Drive is an east-west five-lane (two in each direction with a center turn lane) minor arterial with a posted speed limit of 35 miles per hour. The roadway along the project alignment provides access to residences east of the signalized intersection with Bradford Way and commercial establishments west of this intersection. There are private residential and commercial driveways along the alignment. The approximate daily vehicle volumes are 6,800 between Victor Avenue and Trudie Trail.

Bradford Way

Bradford Way is a north-south two-lane road with on-street parking; there is no posted speed limit. This roadway connects Dana Drive and Old Alturas Road and provides access to residences and big box retail. The approximate daily vehicle volumes are 3,800.

Old Alturas Road

Within the project extents (between Bradford Way and Victor Avenue) Old Alturas Road is an east-west five-lane road with a posted speed limit of 30 miles per hour west of Browning Street, and a two-lane road with a posted speed limit of 40 miles per hour east of Browning Street. It is classified as a minor arterial. This roadway provides access to existing and future residences along Old Alturas Road as well as to retail destinations to the west. The approximate daily vehicle volumes are 9,300 between Bradford Way and Browning Street, and 12,900 between Browning Street and Victor Avenue.

Transit Routes and Stops

The Redding Area Bus Authority (RABA) Route 6S operates on Victor Avenue in the project area with bus stops at Dana Drive, Azoulay Court, and Mistletoe Lane. Route 6S also runs on Dana Drive, along with Route 4, with stops at the Bradford Way intersection. Both routes travel along Old Alturas Road west of Victor Avenue near the project area. Route 6S connects to destinations such as Enterprise Park, Canby Transfer Center, and retail centers such as Mt. Shasta Mall. Route 4 connects to destinations such as Enterprise High School, Parsons Junior High, and retail.

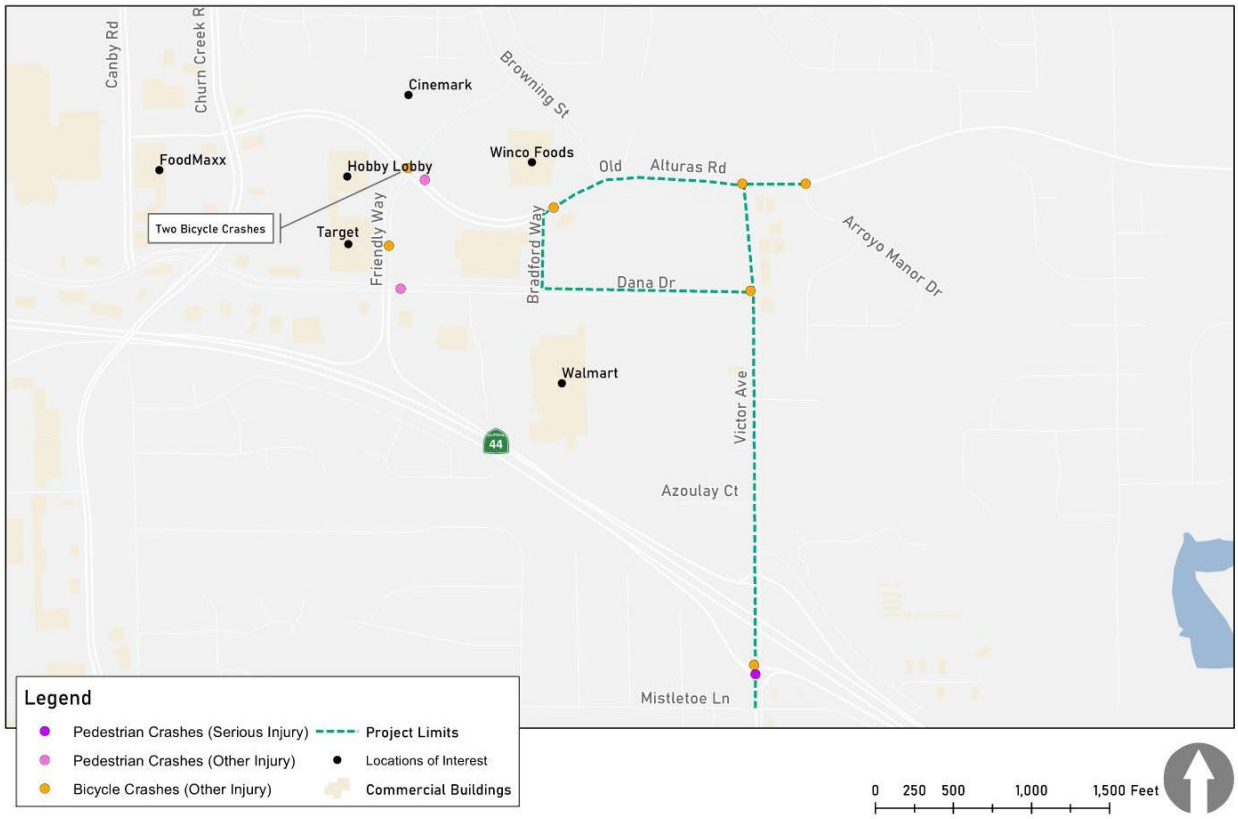
In addition, Shasta Connect operates on-demand service Mondays through Fridays for eligible clients and Sundays for the general public. Some Shasta Connect vehicles are outfitted with bike racks.

Pedestrian and Bicycle Safety

During the 2011-2022 period, there were 11 crashes involving bicyclists or pedestrians along the project extents and near the project area (see **Figure 8**). Of these, three involved a person walking (including one severe injury) and eight involved a person bicycling. There were no bicyclist or pedestrian crashes that resulted in a fatality. 10 of the crashes occurred at or within 250 feet of an intersection, while one crash occurred at the intersection of Friendly Road and a parking lot, approximately 1,000 feet west of the project alignment.

Of the three pedestrian-involved crashes, one occurred while an individual was crossing at an intersection crosswalk while two occurred while an individual was crossing at a location without a crosswalk. Of the eight bicyclist-involved crashes, six were broadside crashes while two were head-on crashes. These statistics support recommendations to install and improve crossings, install dedicated bicycle facilities, and design intersections and conflict points (such as unsignalized parking lot driveways) to increase the visibility of people who walk and bicycle.

Figure 8: Bicycle and Pedestrian Crashes in the Project Study Area



SOURCE: TRANSPORTATION INJURY MAPPING SYSTEM (TIMS) 2011-2022.

HIGH-LEVEL EVALUATION METRICS

Based on the analysis and findings from the review of existing conditions, the following high-level evaluation metrics were developed to evaluate roadway improvements to the Victor Avenue North Improvement Project.

Table 6: Victor Avenue North Improvement Project Evaluation Metrics

Goal	Description
Safety and Comfort	Enhance safety and comfort for people of all ages and abilities using all modes of transportation, including walking, bicycling, riding transit, or driving.
Multimodal Connectivity and Access	Enhance multimodal connectivity for people traveling by foot or by bicycle across SR-44 via Victor Avenue, as well as the surrounding areas.
Equity	Support transportation-disadvantaged populations by enhancing safe mobility options, developing community-supported designs, and practicing inclusive public engagement.
Community Prosperity	Support economic prosperity for all people by providing designated spaces for people to walk, bicycle, or ride transit, to access jobs, education, outdoor recreation areas, and other key destinations near Victor Avenue and Dana Drive.
Community Support	Ensure the roadway design supports efforts identified in other community and regional planning efforts, and that the plan reflects the values of community members who live, work, or play within or around the North Shasta View, Mt. Shasta Mall, and Mistletoe neighborhoods.

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

May 1, 2024 Project# 262050.017

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

From: Matt Braughton, RSP, Michael Sahimi, AICP

RE: Victor Avenue North Improvement Project: Project Alignment Development

INTRODUCTION

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) to develop the Victor Avenue North Improvement project, a low-stress active transportation facility along Victor Avenue north of State Route 44 (SR-44), bridging an active transportation network gap for residents to access retail, recreation, and other destinations. This project will develop a low-stress active transportation network along Victor Avenue, Old Alturas Road, Dana Drive, and Bradford Way to connect retail, recreation, and other destinations including local schools to the southwest and open space and trails to the north. This memorandum details the alignment selection, design process, and planned infrastructure improvements for the project.

PROJECT SCOPE

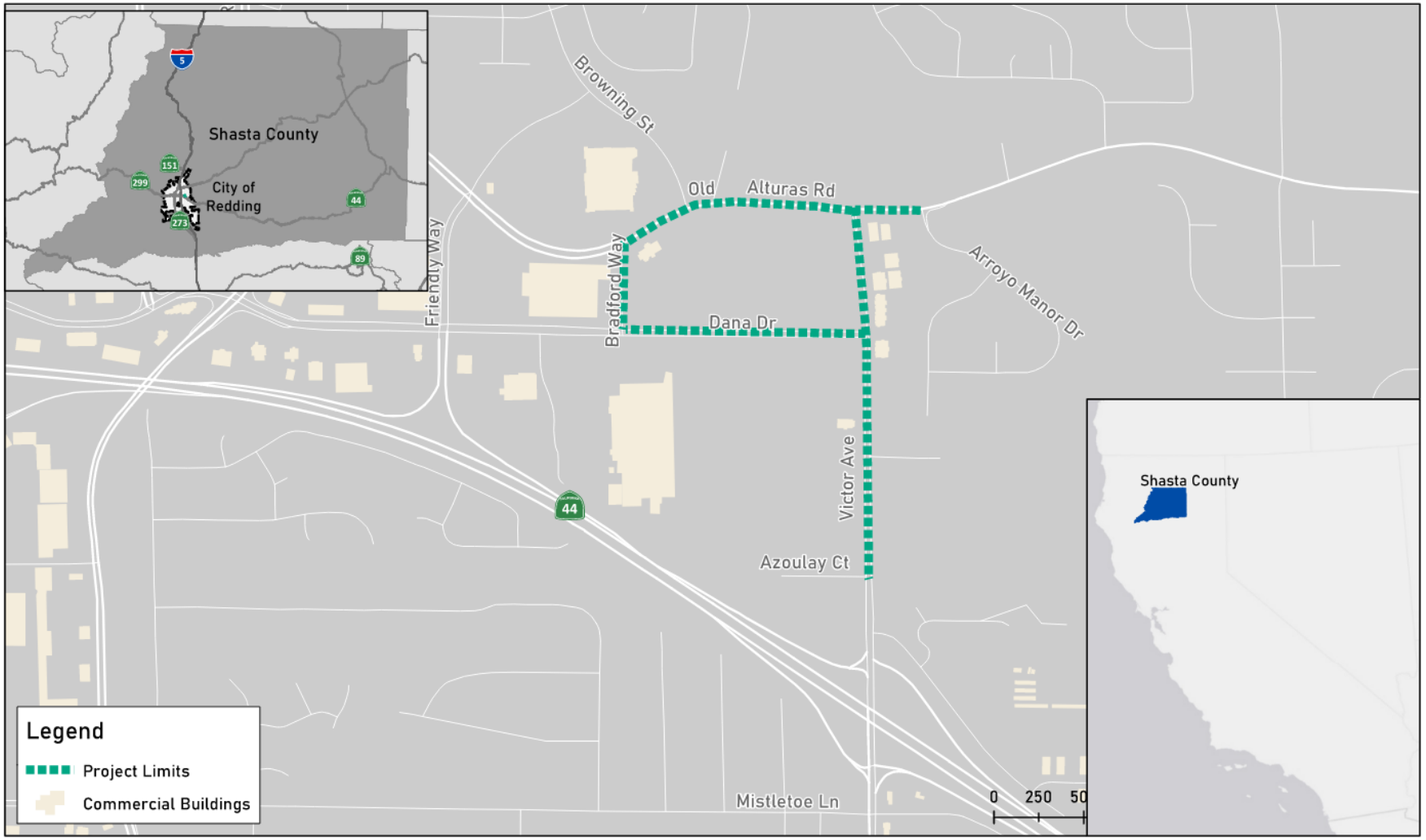
The Victor Avenue North Improvement Project will develop a low-stress active transportation network along Victor Avenue, Old Alturas Road, Dana Drive, and Bradford Way to connect retail, recreation, and other destinations including local schools to the southwest and open space and trails to the north. The Victor Avenue corridor is currently dominated by high-speed, auto-centric facilities, and SR-44 serves as a barrier to north-south walking and bicycling travel. This project includes the construction of the following infrastructure improvements:

- 1.1 miles of shared-use paths (SUPs)
- Two roundabouts
- 0.7 miles of buffered bike lanes
- 39 Americans with Disabilities Act (ADA)-compliant curb ramps
- 13 crosswalks
- 300' of conflict zone markings
- Two rectangular rapid flashing beacons (RRFBs)
- 0.5 miles of sidewalk

The Victor Avenue North Improvement Project will build upon the Active Transportation Program (ATP) Cycle 6 "Victor Avenue Improvement Project (VIP)" and ATP Cycle 5 "Victor Ave & Cypress Ave Active Transportation (VCAT)" Project to the south to continue to improve a comprehensive low-stress active transportation corridor in northeast Redding. A final phase addressing the SR-44 interchange (including the bridge and two ramp intersections) has already been designed and the city is in discussions with Caltrans regarding a pursuit of funding in the future.

Figure 1 illustrates the project location and alignment.

Figure 1: Project Location and Alignment



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT HISTORY & BENEFITS

SR-44 has long served as an east-west barrier to mobility in northern Redding. North-south access across the highway can only be accommodated by distant interchanges. This barrier especially affects people walking and bicycling, as trips are substantially lengthened to go around the highway. Victor Avenue serves as one of the few options for traversing SR-44. However, the corridor's design, especially in northern Redding, offers limited active transportation facilities. Shoulder widths vary from no shoulders to wide parking lanes, and there are multiple sidewalk gaps (including missing sidewalks on at least one side of Victor Avenue between Old Alturas Road and Mistletoe Lane). While Victor Avenue is a designated bike route, the corridor can be stressful to navigate, as the posted speed limit along this segment is 40 miles per hour, and vehicles have been observed exceeding the speed limit.

Continuing recent planning efforts, including the 2018 Redding Active Transportation Plan and the 2018 GoShasta Regional Active Transportation Plan (GoShasta Plan), the City of Redding prepared the Victor Avenue Corridor Study in July 2018. The study explored Victor Avenue from Hartnell Avenue to Old Alturas Road. The study's recommended improvements included:

- Multi-lane roundabouts at Mistletoe Lane, SR-44 eastbound ramp, and SR-44 westbound ramp intersections
- Single-lane roundabouts at Kinderland driveway, Dana Drive, and Old Alturas Road intersections
- Two lanes in each direction with a median and a SUP on the west side along the SR-44 interchange
- Three lanes (including center lane) with bike lanes and buffered SUPs in both directions between the interchange and Old Alturas Road (except at the roundabouts)

More recently, the City has planned or begun construction on other active transportation projects in the study area:

- Victor Improvement Project (extending improvements along Victor Avenue to the north of Cypress Avenue to Mistletoe Avenue, with a connection along Mistletoe Lane)
- Old Alturas Road Over Churn Creek Bridge Widening
- Browning Street Buffered Bike Lanes

Through community engagement held as part of these previous planning efforts as well as for the Victor Avenue North Improvement Project, residents expressed a strong desire to slow traffic at crossings, create comfortable connections on neighborhood streets, fill sidewalk gaps, and add crosswalks and curb ramps to create connections to local destinations. As a result of these inputs and prior planning efforts, the project will deliver benefits that include the following:

- Address barriers to comfortable and convenient walking and bicycling trips in northeast Redding by completing sidewalks; constructing SUPs, providing enhanced mid-block crossings and ADA-compliant ramps; reducing speeds through roundabouts; having highly-visible traffic control (e.g., RRFBs) and other active transportation infrastructure (e.g., bike markings) to increase driver awareness of potential conflicts; and through bicycle and pedestrian education events and programs directly engaging students.
- Address deficiencies in the transportation network for disadvantaged communities (DACs).
- Provide a complete, connected network of active transportation facilities that connect to locations of interest such as retail, employment, recreation, and transit.
- Provide connections to a broader network of existing and planned active transportation facilities.

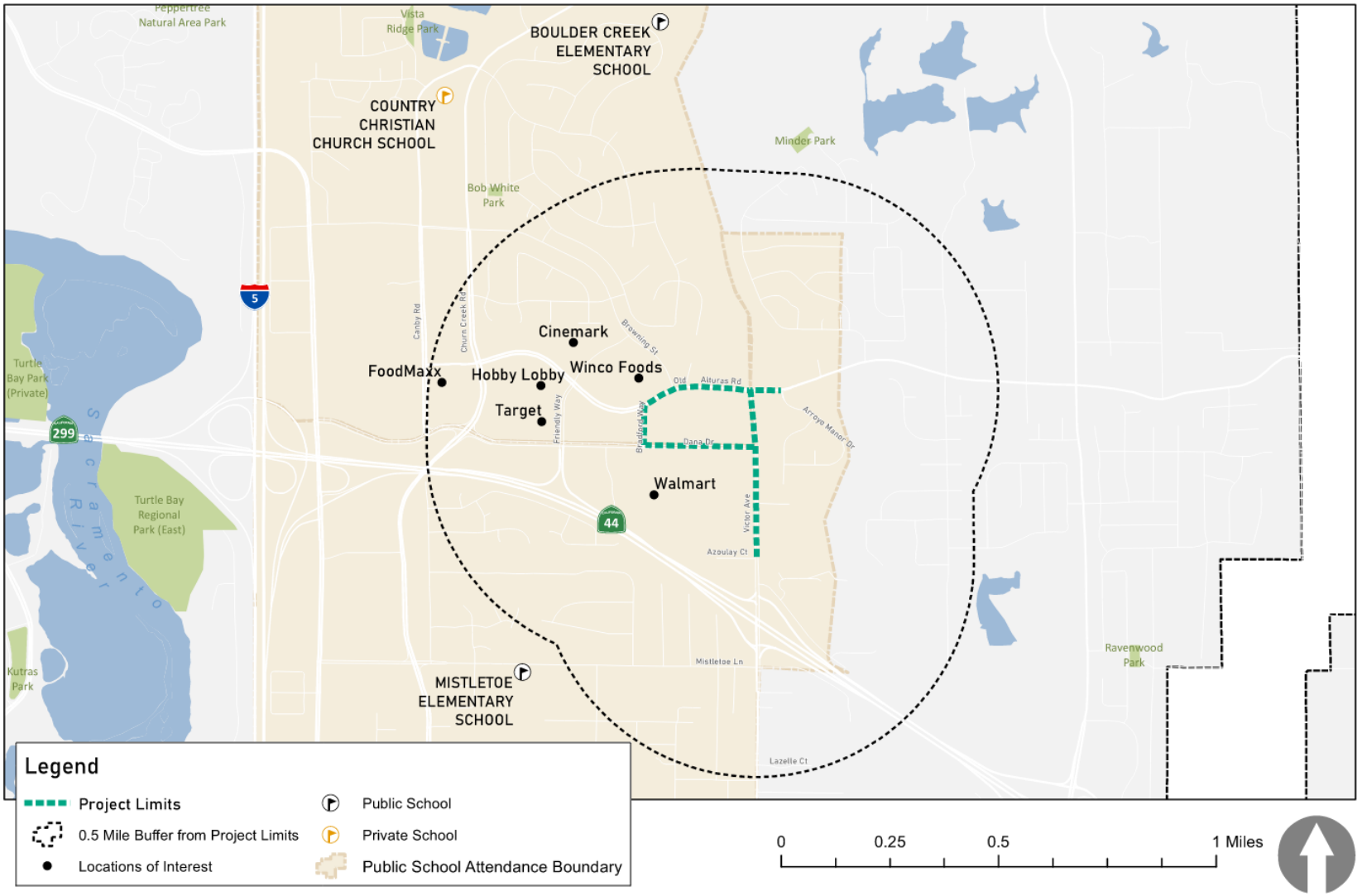
Figure 2 provides an overview of other planned improvements in the project area. **Figure 3** highlights community destinations near the project.

Figure 2: Other Planned Improvements



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

Figure 3: Local Destinations



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT & ALIGNMENT DEVELOPMENT

The Victor Avenue North Improvement Project was developed to meet the transportation needs of residents and create a safer, more accessible corridor for pedestrians, cyclists, and other nonmotorized users. The alignment was informed by the City of Redding's Active Transportation Plan, the GoShasta Plan (2018), and the Victor Avenue Corridor Study, which identified Victor Avenue as a key opportunity for connecting residents to important destinations. The alignment and proposed improvements also responded to residents' desires for improved, separated walking and bicycling facilities and strategies to manage vehicle speeds. Input was provided through several rounds of engagement from 2018 to today.

The project development process can be broken into the following phases:

1. Desktop Analysis
2. Field Visit & Stakeholder Discussions
3. Broader Community Engagement
4. Final Design Refinements based on Feasibility and Stakeholder Coordination

Desktop Analysis. In the initial phase, the project team reviewed existing conditions to understand traffic volumes, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. Barriers along Victor Avenue and nearby streets were identified and potential improvements to remove these barriers were developed while considering a variety of factors to determine the most effective approach to improvements. As a part of this analysis, a review of the bicyclist and pedestrian crashes was also conducted and considered. The barriers and improvements to remove the barriers that were considered during this phase are shown in **Figure 4**. It was determined through this analysis that previously-identified recommendations for roundabouts along Victor Avenue were still desired.

Field Visit & Stakeholder Discussions. Following the desktop analysis, the project team, including representatives from the City of Redding, SRTA, and Caltrans, conducted a field visit to assess existing conditions along Victor Avenue (north of Mistletoe Lane) and surrounding streets. This visit was informed by community feedback gathered through earlier engagement efforts and by the team's own observations of the area's challenges.

Field visits and stakeholder discussions led to the City's decision to expand the project alignment to include Old Alturas Road (Bradford Way to Arroyo Manor Drive), Bradford Way, and Dana Drive (Bradford Way to Victor Avenue). This loop would provide a connection to retail destinations to the west of Victor Avenue as well as to other planned improvements (Old Alturas Road Over Churn Creek Bridge Widening and Browning Street Buffered Bike Lanes).

Broader Community Engagement. To align the project with community needs, the City of Redding conducted multiple rounds of public engagement in 2022 and 2023. These included virtual community meetings, surveys, and in-person engagement events. Efforts also included engagement conducted before this specific project was initiated (between 2017 and 2020), as discussions have been ongoing regarding improving the Victor Avenue corridor for walking and bicycling. Key efforts included:

- **2017 - 2018**: GoShasta Plan /City of Redding Active Transportation Plan joint public engagement (including a website, online tools, media, public workshops, and other in-person events)
- **2018**: Victor Avenue Corridor Study presentation (in partnership with Shasta County Public Health)

- **Spring 2020**: Online survey (in partnership with Shasta County Public Health)
- **May 4, 2022**: Redding Active Transportation Network Expansion Virtual Community Meeting
- **May 12 - June 2, 2022**: Redding Active Transportation Network Expansion Online Survey
- **June 2, 2022**: Redding Active Transportation Network Expansion In-Person Community Meeting hosted at City Hall
- **November 30, 2023:** In-person community meeting hosted by City of Redding in partnership with SRTA, Caltrans, and Shasta County Health and Human Services Agency (HHSA)
- **May 2024:** Close-out engagement event at Shasta Bike Depot

Through these engagement activities, residents provided input that revealed the following:

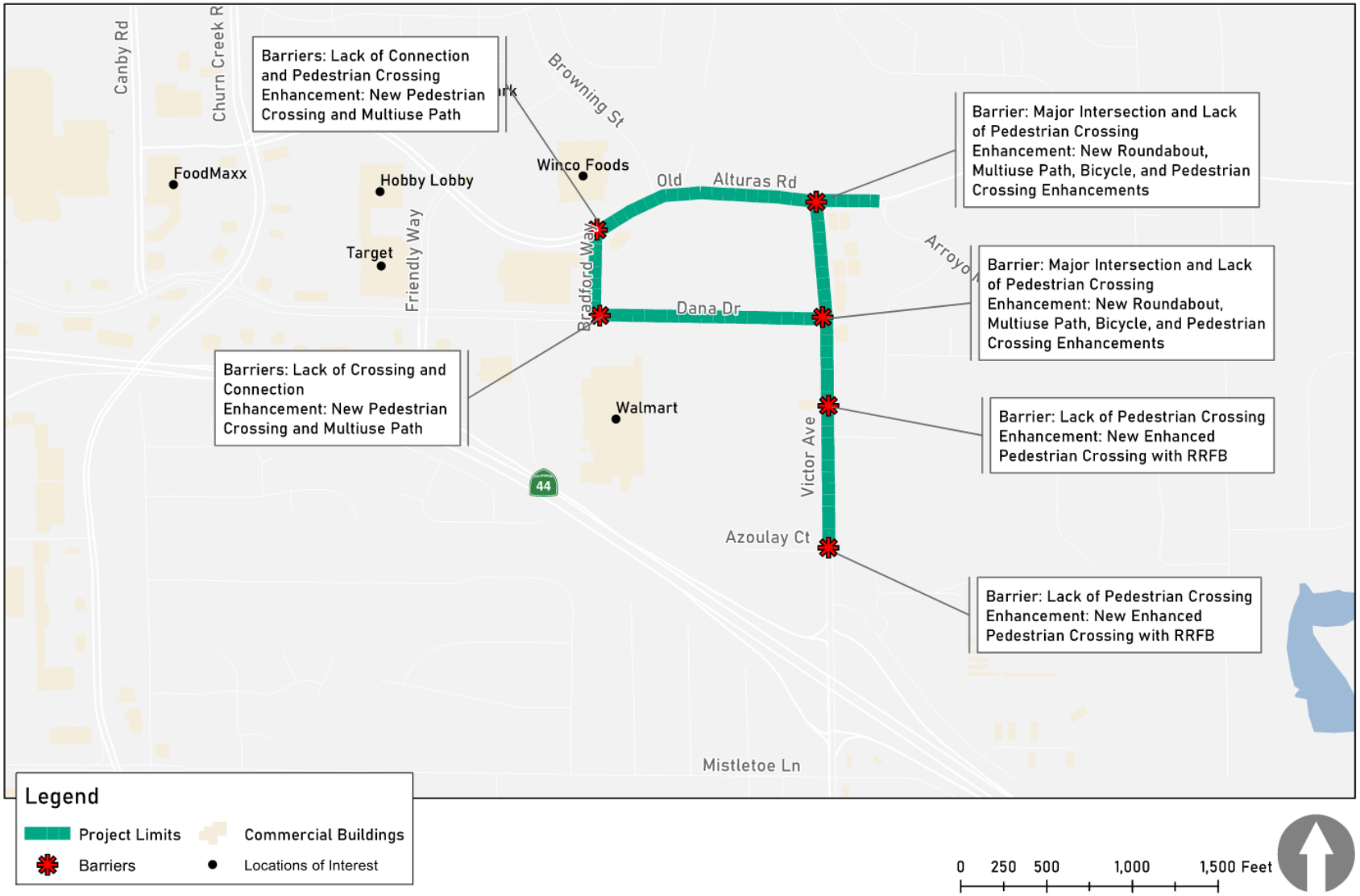
- A lack of bikeways, bicycles being too close to cars, a lack of sidewalks, and a lack of safe crossings were the most significant barriers to walking and bicycling.
- Most respondents were open to walking and bicycling if safe conditions were provided.
- Desired improvements included slowing vehicles near schools, creating comfortable connections on neighborhood streets, filling sidewalk gaps, and adding crosswalks and curb ramps
- Concerns regarding vehicle traffic and driver behavior were voiced multiple times.

Final Design Refinements based on Feasibility and Stakeholder Coordination. The final alignment and designs were refined to reflect community engagement and technical analyses. Based on the City's coordination with Caltrans on the SR-44 interchange, it was determined that the ATP Cycle 7 grant application should not be delayed by the extra time needed to properly navigate the Caltrans process for a final alignment across the interchange. The segment of Victor Avenue between Azoulay Court and Mistletoe Lane (which includes the bridge and two ramp intersections) was removed from this phase of the project. A final phase addressing the SR-44 interchange has already been designed, and the city is in discussions with Caltrans for a future effort to pursue funding.

The final route reflects the route defined in **Figure 1** and the final conceptual design and cross sections can be found in **Appendix A**. Generally, the project alignment and features can be described as follows:

- 10' SUP, six-foot sidewalk, six -foot bike lanes (with two-foot buffers), and two RRFBs along Victor Avenue between Old Alturas Road and Azoulay Court
- Two roundabouts along Victor Avenue (at the intersections with Old Alturas Road and Dana Drive)
- Six-foot sidewalk infill along Old Alturas Road between Victor Avenue and Bradford Way
- 10' SUP and six -foot sidewalk along Old Alturas Road between Victor Avenue and Arroyo Manor Drive
- 10' SUP along Bradford Way (including the removal of parking on one side of the street)
- 10' SUP, six -foot sidewalk, and six -foot bike lanes (with two-foot buffers) along Dana Drive between Bradford Way and Victor Avenue (including the reduction of two travel lanes)

Figure 4: Overview of Barriers and Barrier Removal Through Project Improvements



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

Appendix A:
Concept Design & Cross Sections



LEGEND

- In-Process City of Redding Old Alturas Improvements project

- Sheet Boundary

DISCLAIMER

Aerial is approximate relative to line work and taxlots.

N

NOT TO SCALE

Vicinity Map Key
Victor Avenue North Extension Concept
Redding, CA

Figure
1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:44am - dbowers Layout Tab: 1



DISCLAIMER
Aerial is approximate relative to line work and taxlots.

N

Scale: 1" = 50'

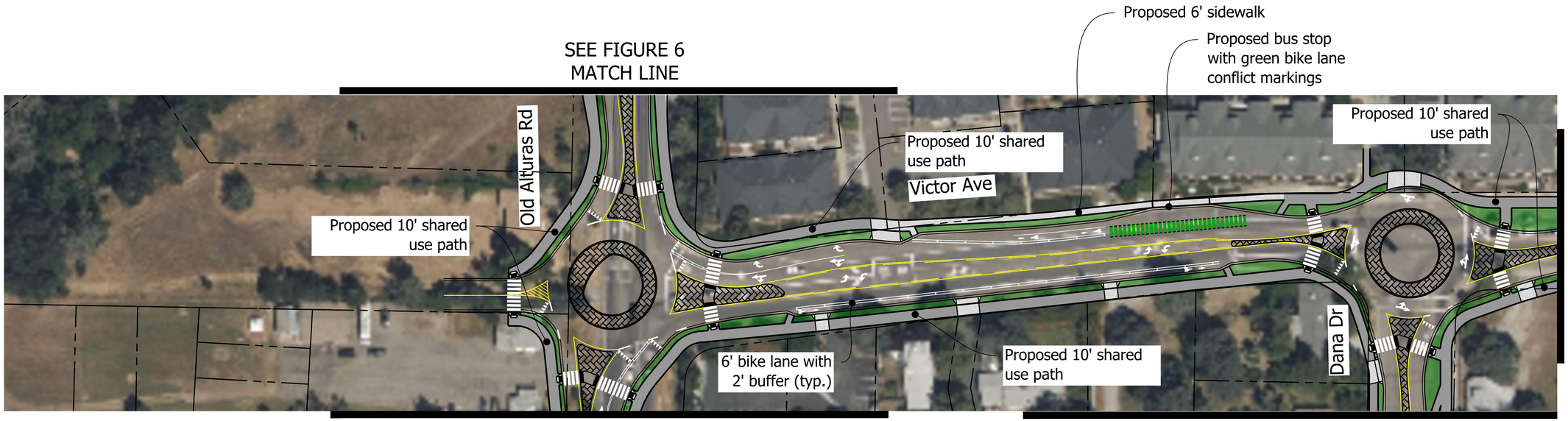
50 25 0 50

Victor Avenue North Extension Concept
Redding, CA

Figure
2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:44am - dbowers Layout Tab: 2



DISCLAIMER
Aerial is approximate relative to line work and taxlots.

N

Scale: 1" = 50'

50 25 0 50

Victor Avenue North Extension Concept
Redding, CA

Figure
3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:45am - dbowers Layout Tab: 3



DISCLAIMER
Aerial is approximate relative to line work and taxlots.

N

Scale: 1" = 50'

50 25 0 50

Victor Avenue North Extension Concept
Redding, CA

Figure
4

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:45am - dbowers Layout Tab: 4

SEE FIGURE 4
MATCH LINE



MATCH LINE
SEE FIGURE 3

DISCLAIMER
Aerial is approximate relative to line work and taxlots.

N

Scale: 1" = 50'

50 25 0 50

Victor Avenue North Extension Concept
Redding, CA

Figure
5

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:45am - dbowers Layout Tab: 5



DISCLAIMER
Aerial is approximate relative to line work and taxlots.

N

Scale: 1" = 50'

50 25 0 50

LEGEND

- In-Process City of Redding Old Alturas Improvements project

Victor Avenue North Extension Concept
Redding, CA

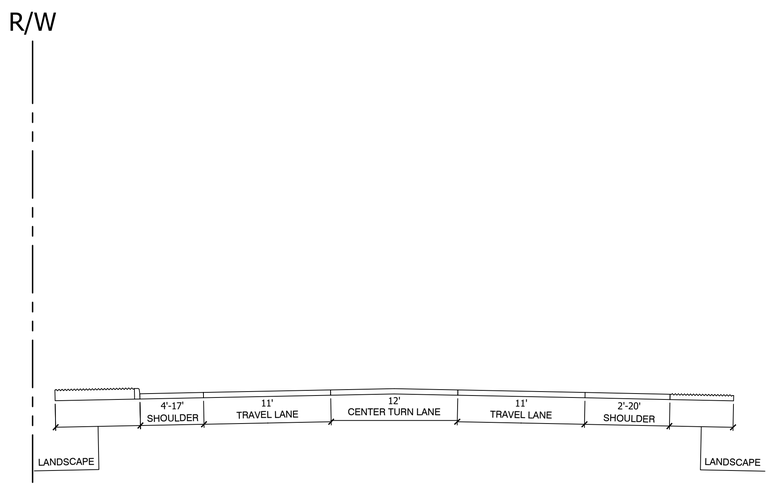
Figure 6

KITTELSON & ASSOCIATES

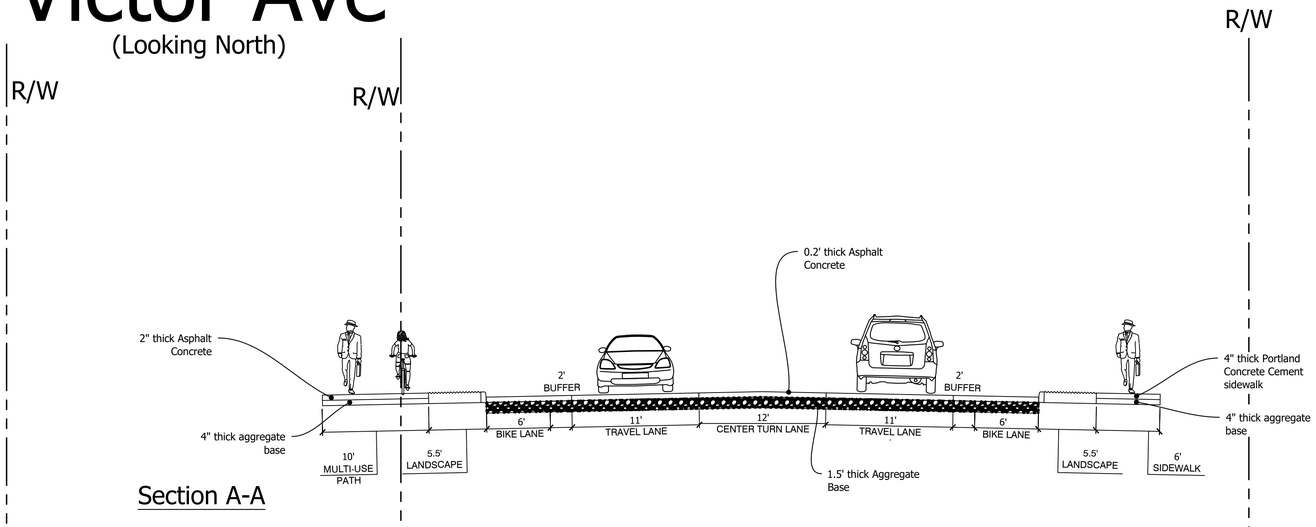
H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:55am - dbowers Layout Tab: 6

Victor Ave

(Looking North)



Existing Section



Section A-A

NOTE:
Pavement thicknesses for full depth reconstruction based on California Highway Design Manual Section 630.

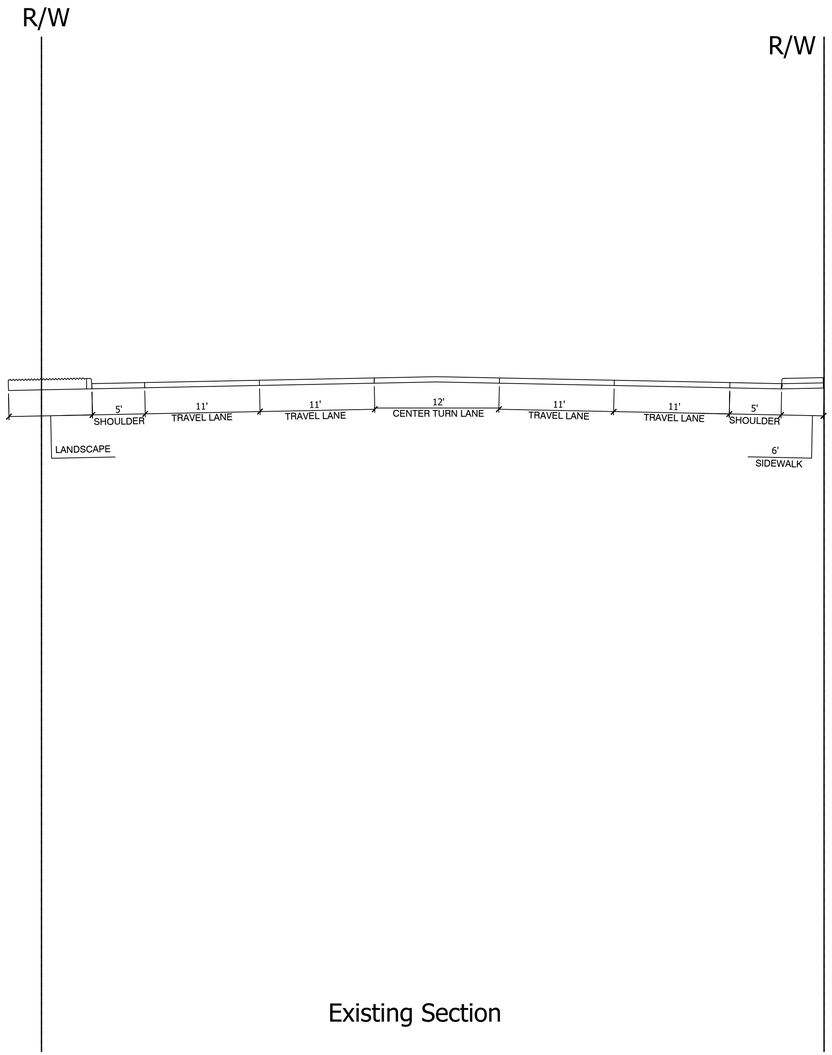
Proposed Section

KITTELSON & ASSOCIATES

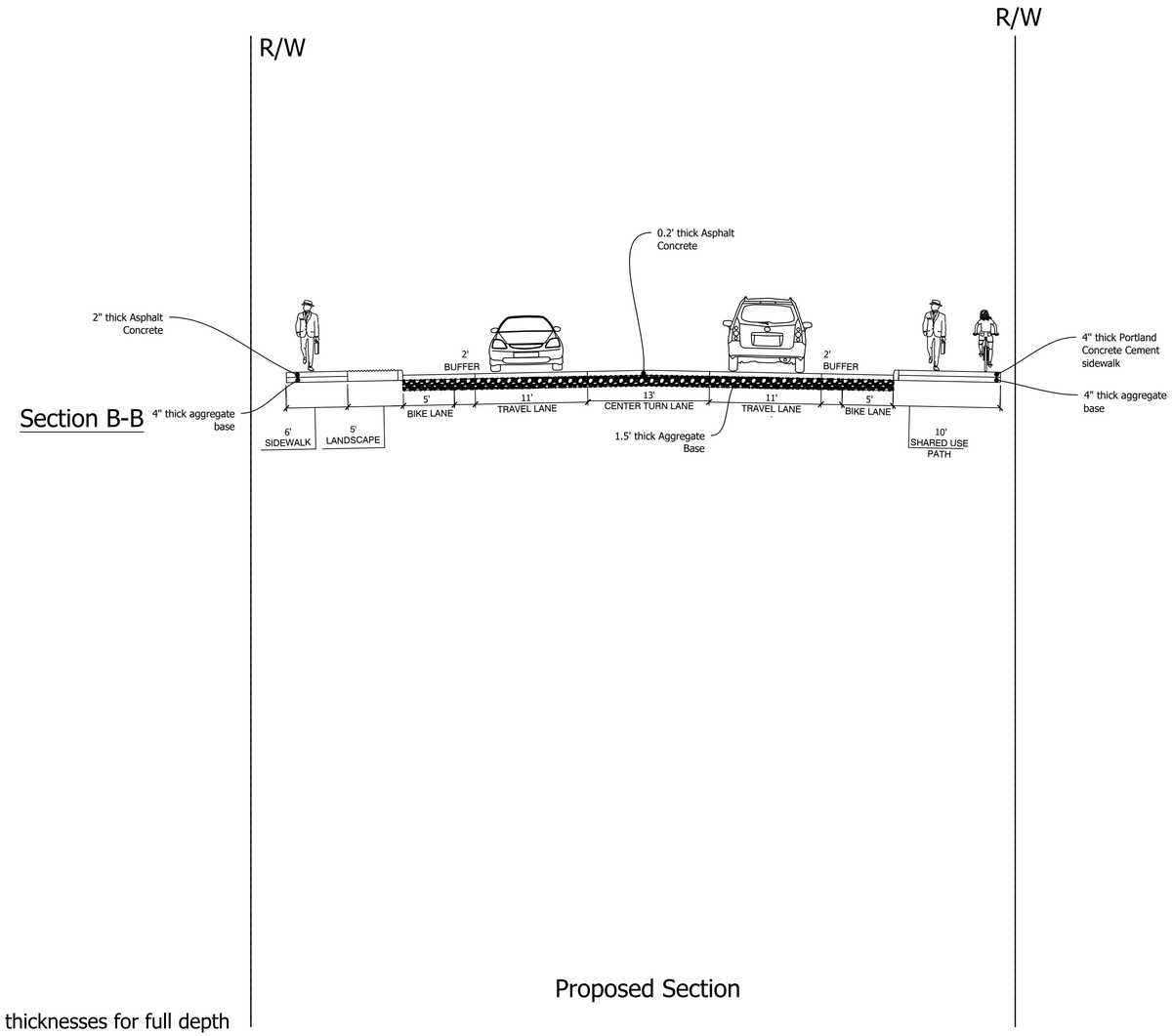
H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:46am - dbowers Layout Tab: 7

Dana Dr

(Looking East)



Existing Section



Proposed Section

NOTE:
Pavement thicknesses for full depth reconstruction based on California Highway Design Manual Section 630.

H:\26\26205 - SRTA Regional Active Trans Network\013 - Redding Victor Avenue North Extension\design\Exhibits\EHX-26205-013 - NEW.dwg Jun 13, 2024 - 10:46am - dbowers Layout Tab: 8

KITTELSON & ASSOCIATES

APPENDIX C

Hilltop Improvement Project Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

November 1, 2023

Project# 262050.013

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

From: Matt Braughton, Kittelson & Associates

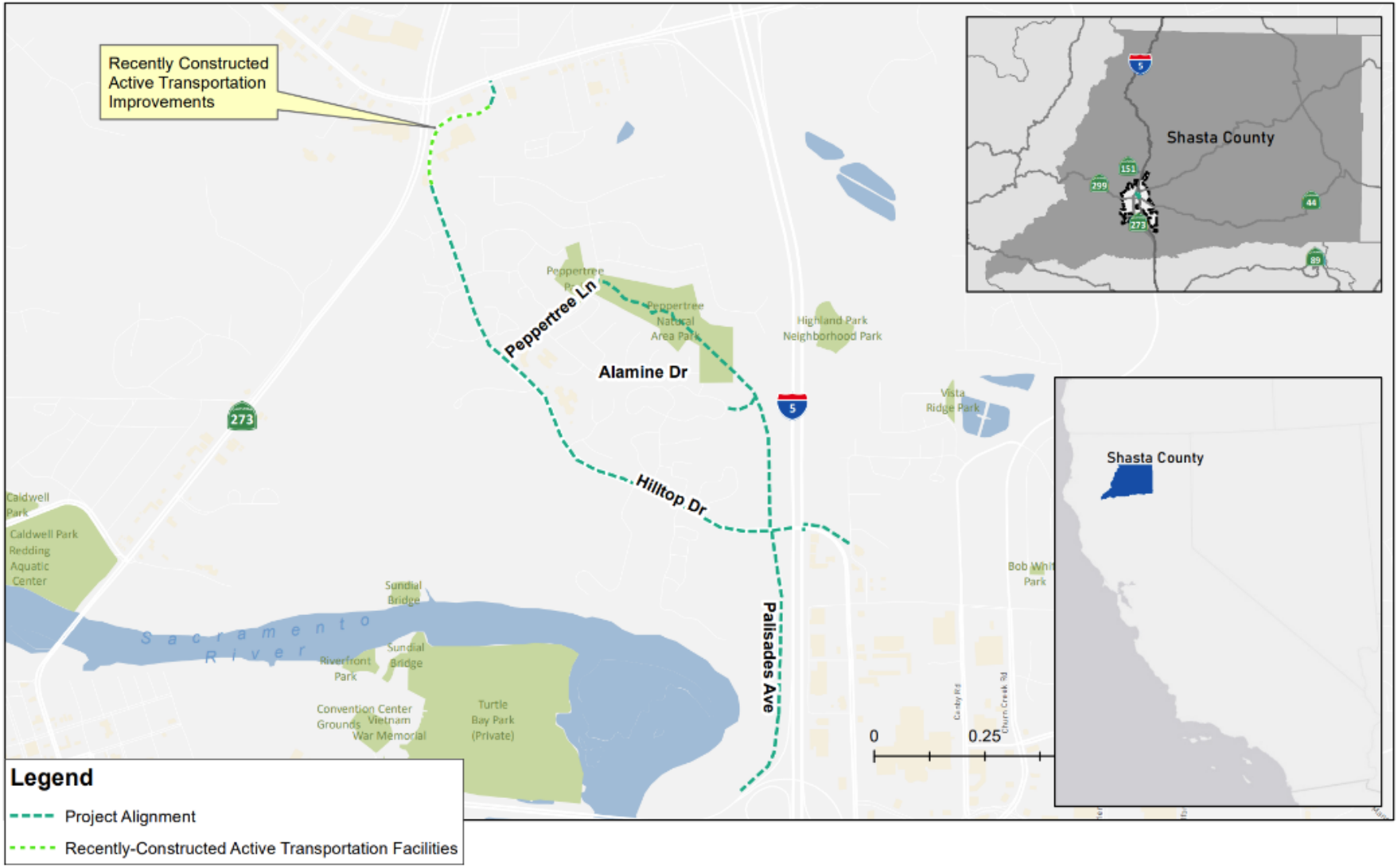
RE: Hilltop Improvement Project: Existing Conditions Review

PROJECT BACKGROUND AND RELATED PLANS

Hilltop Drive is a key multimodal connection in northeast Redding and is the only through-route in a largely residential area. Many multifamily housing units are located on Hilltop Drive, some of which is housing for seniors. Hilltop Drive is currently a five- or three-lane street (depending on the location within the corridor) with consistent Class II bicycle facilities and a narrow path on the west side of the roadway. Given its location between Interstate 5 and State Route 273/299 (N Market Street) and its proximity to downtown via the Sundial Bridge, safe active transportation infrastructure is vital to improving non-motorized access to destinations within and outside of the corridor area. See **Figure 1** for an overview map of the project area.

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) to develop the Redding Hilltop Improvement Project comprising low-stress active transportation facilities along and near Hilltop Drive at, and west of, Interstate 5 (I-5) and along Palisades Avenue. These facilities would help connect residents of the project area commute to nearby recreational areas and to retail, restaurant, and other destinations at the north and south ends of the project area. This memorandum documents the project background and existing conditions. **Note, this memo documents information as of November 2023.**

Figure 1: Overview Map of the Project Area



Summary of Consistency Across Plans

Kittelson conducted a review of existing active and public transportation plans with a focus on local and regional efforts most relevant to the project area. The proposed project network is consistent with, and a refinement of, recommendations in these previous planning efforts that consider local route preferences and community input. The project's improvements include infrastructure and non-infrastructure strategies to improve mobility options and foster active communities, aligning with the key themes of these plans, as described below.

While each of the plans in Table 1 play a role in planning a place where active transportation can thrive, there are common themes that connect the plans, including:

- **Social equity:** Improving the quality and options of mobility for disadvantaged populations
- **Reducing reliance on single occupancy vehicles:** Providing alternatives to driving
- **Complete Streets Approach:** Planning and designing safe streets that allow all road users, regardless of age or ability, to travel comfortably
- **Greenhouse gas emission reductions:** Encourage more sustainable transportation mode choices
- **Center people and places:** Using transportation systems to encourage land use patterns that realize livable and people-friendly spaces

Table 1 outlines common themes throughout the plans, demonstrating feasibility and ease of coordination across municipal and regional transportation efforts.

Table 1: Themes Shared Across Plans Reviewed

Plan	Social Equity	Reduce Reliance on SOVs*	Complete Streets Approach	Greenhouse Gas Emissions Reduction	Center People and Places
City of Redding Active Transportation Plan (2018)	X	X	X	X	X
City of Redding General Plan – Transportation Element (2023)		X	X	X	X
Shasta Long-Range Transit Plan (2021)	X	X		X	
Shasta Regional Transportation Plan (2023)	X	X		X	
GoShasta Regional Active Transportation Plan (2018)	X	X	X	X	X
Shasta Coordinated Transportation Plan (2017)	X	X	X	X	

*SOV: Single Occupancy Vehicle

City of Redding Active Transportation Plan (2018)

The City of Redding's Active Transportation Plan (2018), an update to the Bikeway Action Plan (2010-2015), provides a vision and a set of goals to expand upon the existing bicycle and pedestrian network in Redding. The Active Transportation Plan will connect communities to destinations through walking and bicycling infrastructure improvements. The plan includes infrastructure and programming recommendations as well as an implementation methodology centered around social equity. Developed as part of the same planning process as the GoShasta Regional Active Transportation Plan, the Active Transportation Plan fits into the regional active transportation approach while, in turn, promoting a full and complete network.

The Active Transportation Plan identifies the following projects that are in alignment with the proposed project:

- **Planned Pedestrian Network**
  - Hilltop Drive: Lake Boulevard to Interstate 5 – Shared-Use Path & Intersection Improvements
- **Planned Bicycle Network**
  - Hilltop Drive: Lake Boulevard to Interstate 5 – Shared-Use Path & Buffered Bike Lane
  - Palisades Avenue and north of Palisades Avenue: Shared-Use Path

GoShasta Regional Active Transportation Plan (2018)

The GoShasta Regional Active Transportation Plan, jointly developed with the City of Redding Active Transportation Plan, is an active transportation plan for county of Shasta and the cities of Anderson and Shasta Lake. The plan shifts the Shasta Region's active transportation approach from reactive to proactive. The GoShasta Regional Active Transportation Plan centers equity throughout, such as in its project recommendations, implementation strategies, and raising potential equity problems with enforcement strategies.

Themes highlighted in the plan center on:

- increasing active transportation mode share
- increasing the safety and comfort of active transportation users
- investing in healthy, vibrant, sustainable, and people-centered communities

This project's holistic vision, which pairs infrastructure improvements with active transportation engagement and education activities, aligns with GoShasta's proactive approach to building healthier communities where walking and cycling are a part of everyday life.

City of Redding Draft 2023-2045 General Plan

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element provides goals and policies for directing implementation programs to enhance mobility and efficiently serve existing and future land uses. The Transportation Element supports regional and statewide efforts to reduce greenhouse gas emissions and vehicle miles traveled (VMT), complement environmental justice efforts, and improve public health. The 2023-2045 Public Review Draft Transportation Element establishes several goals that are related to active transportation. For instance, Goals T1 and T2 establish policies for a transportation network with safe, efficient, sustainable, and comfortable walking and bicycling facilities that connect users of all ages and abilities to key destinations.

As of summer 2023, the City of Redding has the Draft 2023-2045 General Plan available for public comment.

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element plans for a new shared-use path and a separated bikeway/buffered bike lanes along Hilltop Drive (from Lake Boulevard to Interstate 5). The General Plan also plans for a shared-use Path on Palisades Ave and into the undeveloped land north of Palisades Avenue. The Transportation Element identifies Hilltop Drive as a minor arterial (general right-of-way about 100 feet, with one to two automobile travel lanes per direction and a center two-way left turn lane in most of the project area).

Regional Transportation Plan and Sustainable Communities Strategy (2022)

The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region outlines goals and strategies for transportation agencies to encourage and promote the safe and convenient management, operations, and development of a regional intermodal transportation system.

The RTP/SCS addresses all modes of travel for people and goods/freight, including streets and roads, public transit, bicycling, walking, aviation, and rail. Its relevant goals include:

- **Goal #1:** Keep people and freight moving safely, efficiently, and effectively.
- **Goal #9:** Work with regional partners to create people-centered communities that support public safety, health, and well-being.

Priorities for the 2022-2026 RTP cycle include the following:

- Active transportation trunk line model corridor
- Active transportation data collection program
- Provide technical support needed for the continuation of regional active transportation mapping and guide

SRTA Long-Range Transit Plan (2021)

The Long-Range Transit Plan, developed in 2021, includes strategies and policies that consider Shasta County's existing and future conditions, geography, and travel behavior to improve transit service and expand access through public transportation. The Long-Range Transit Plan stresses the significance of regional coordination between partners so the tenets of regional active transportation and transit plans are manifest in the interdependent transportation network they produce.

The Long-Range Transportation Plan is notable amongst the other plans in that it is the only one developed at the onset and during the COVID-19 pandemic. As such, the Long-Range Transit Plan includes considerations and recommendations for public and active transportation system based on an understanding of COVID-19 transmission, declining public transit ridership, and increasing demands for slow and active streets.

While the Long-Range Transportation Plan includes recommendations that aim to improve public transit in the region, its details are broad and do not include specific plans or details for the project area.

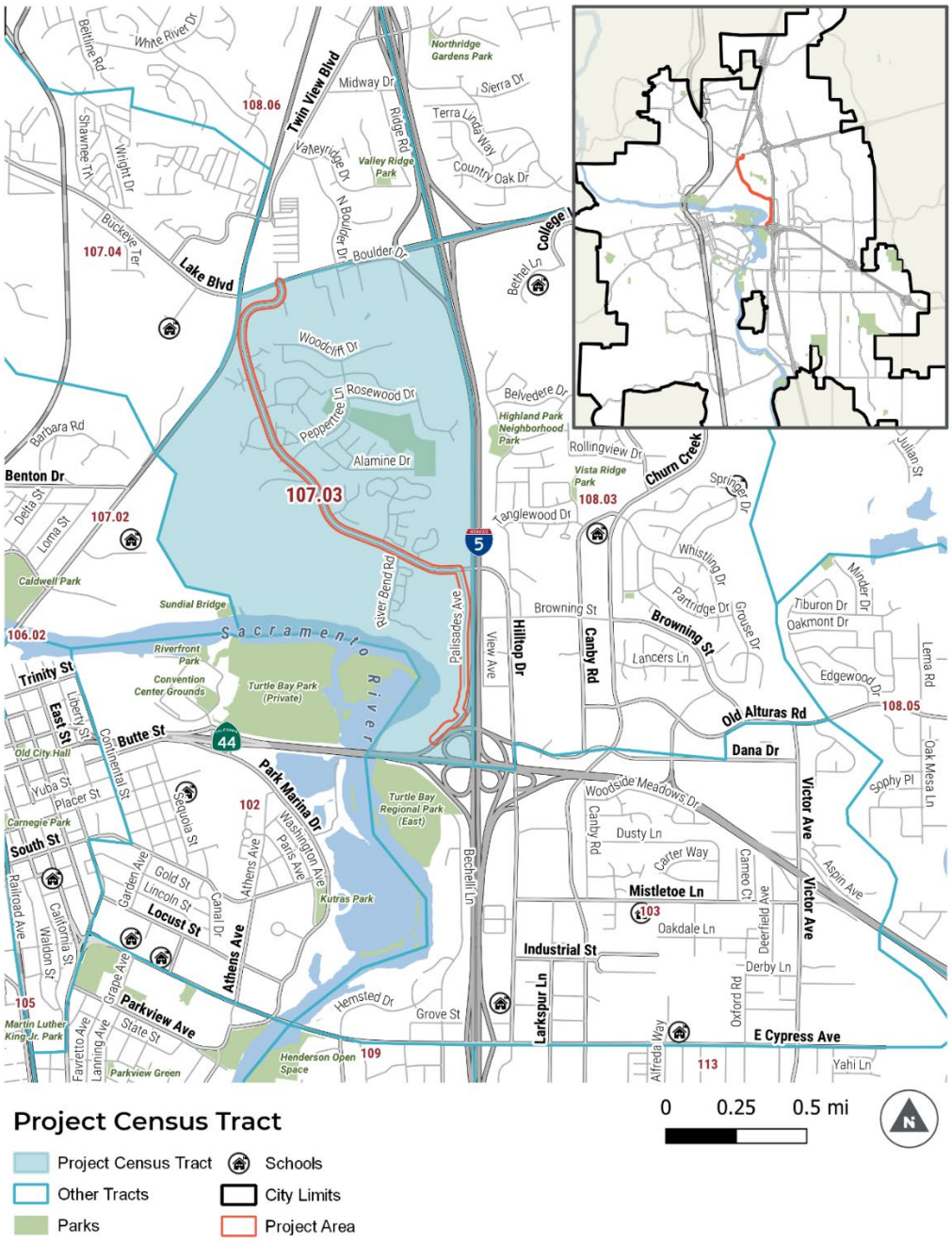
Shasta Coordinated Transportation Plan (2017)

The Shasta Coordinated Transportation Plan's (CTP) overall goal is to improve mobility and transportation services for vulnerable populations in the region through effective coordination and collaboration across local and regional agencies. The main strategy that the Coordinated Transportation Plan uses to accomplish these goals centers on using limited resources efficiently and removing duplicate service. While there are no specific details or plans regarding active transportation, the CTP discusses the importance of consultation with the Social Services Transportation Advisory Council. This council occasionally provides input on active transportation issues and projects and often includes members who utilize active transportation.

COMMUNITY CHARACTERISTICS

The proposed network aims to improve safety, comfort, connectivity, and transportation options for people who walk, bike, roll, or do not have access to a personal vehicle, and other populations with limited mobility options like youth and older adults. **Figure 2** shows the project census tract (Census Tract 107.03) which encompasses the entire Hilltop Drive project corridor and is the foundation for the following demographic breakdowns. As shown, Census Tract 107.03 is bordered by Interstate-5 to the east, Route 273 to the west, Lake Boulevard E to the north, and the Sacramento River to the south.

Figure 2: Project Area Census Tract (2020) in Redding, CA



DEMOGRAPHICS[1]

Population

According to 2021 American Community Survey 5-year estimates, there are approximately 3,641 residents living in Census tract 107.03, as shown in **Table 2**. Approximately 25.1% of the population of Census Tract 107.03 (which encompasses the study network and is expected to benefit the most from the project) is aged 65 years or older; approximately 15.9% are under 18 years of age. The median age is approximately 40.4 years old.

Table 2: Project Area Population

Population	Census Tract 107.03	
Under 5 Years	142	3.9%
5 to 9 Years	167	4.6%
10 to 14 Years	239	6.6%
15 to 19 Years	60	1.6%
20 to 24 Years	282	7.7%
25 to 29 Years	499	13.7%
30 to 34 Years	191	5.2%
35 to 39 Years	213	5.9%
40 to 44 Years	140	3.8%
45 to 49 Years	111	3.0%
50 to 54 Years	248	6.8%
55 to 59 Years	253	6.9%
60 to 64 Years	177	4.9%
65 to 69 Years	202	5.5%
70 to 74 Years	107	2.9%
75 to 79 Years	161	4.4%
80 to 84 Years	67	1.8%
85 Years and Over	382	10.5%
Total	**3,641**	

[1] All census data in this section is derived from the US Census 2017-2021 American Community Survey unless stated otherwise.

Income

Households in census tract 107.03 have a median income of $47,938 (approximately 52% of the statewide median income $91,551). Household incomes broken down into different brackets are shown in **Table 3**. As **Table 3** shows, nearly 30% of households earn under $25,000 per year.

Table 3: Household Income (2021 Inflation-Adjusted Dollars)

Household Income:	Census Tract 107.03	
Less than $10,000	143	7.3%
$10,000 to $14,999	232	11.8%
$15,000 to $24,999	204	10.4%
$25,000 to $34,999	185	9.4%
$35,000 to $49,999	267	13.6%
$50,000 to $74,999	347	17.7%
$75,000 to $99,999	289	14.7%
$100,000 to $149,999	218	11.1%
$150,000 to $199,999	41	2.1%
$200,000 or More	37	1.9%
	1,963	

Race and Ethnicity

Table 4 shows the population of the project area is predominantly white. The next largest groups are Hispanic or Latino at 10.8%, Two or More Races at 5.9%, and Asian Alone at 4.7%. There's also a sizable American Indian and Alaska Native Alone population at 1.3%.

Table 4: Race and Ethnicity

Race and Ethnicity	Census Tract 107.03	
White Alone	2,558	74.7%
Hispanic or Latino	370	10.8%
Black or African American Alone	57	1.7%
American Indian and Alaska Native Alone	46	1.3%
Asian Alone	162	4.7%
Native Hawaiian and Other Pacific Islander Alone	9	0.3%
Some Other Race Alone	19	0.6%
Two or More Races	202	5.9%
Total	**3,423**	

Healthy Places Index (HPI)

Developed by the Public Health Alliance of Southern California, the Healthy Places Index (HPI)[2] maps data on social conditions that drive health such as education, job opportunities, clean air, and water. The tool allows decision makers to compare community wellbeing across geographies and direct resources accordingly.

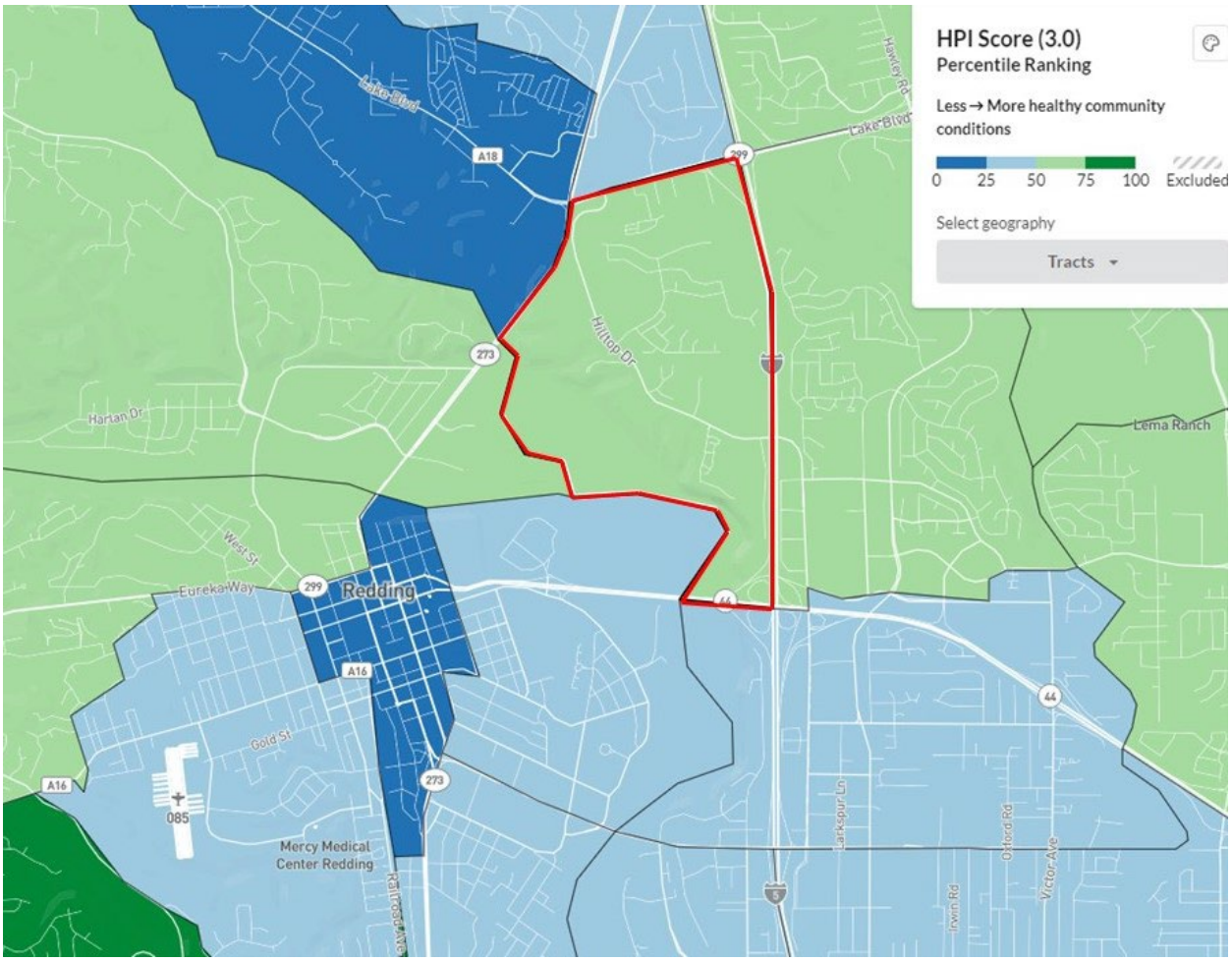
Depending on the metric in question, the community in the project area experiences a range of community health conditions according to the HPI (see **Figure 3**). This includes:

- Healthier community conditions than **50.1%** of other California census tracts;
- Worse economic conditions than **56.7%** of other California census tracts;
- Lower per capita income than **58.2%** of other California census tracts;
- Higher employment than **74.3%** of other California census tracts;
- Lower percent of people above the poverty level than **71.7%** of other California census tracts;
- A lower percentage of homeownership than **82.5%** of other California census tracts;
- Worse transportation conditions (based on active commuting and automobile access) than **89.7%** of other California census tracts; and,
- Higher park access than **80.1%** of other California census tracts.

These combined environmental and economic burdens on residents create the need for efficient, healthy, low-cost transportation which provides access to jobs, services, schools, and low-cost active recreation the city and region offer.

[2] https://www.healthyplacesindex.org/

Figure 3: Healthy Places Index Project Census Tract 107.03 (Outlined in Red)



SOURCE: PUBLIC HEALTH ALLIANCE OF SOUTHERN CALIFORNIA, 2023.

Transportation Patterns

As shown in **Table 5**, only 2.1% of employees in the project area take public transportation to work, 2.5% bicycle, and 1.1% walk. The vast majority of employees drove alone or carpooled to work, at 76.2% and 5.0% respectively.

Table 5: Commute Transportation Patterns

Means of Transportation to Work	Census Tract 107.03	
Car, Truck, or Van: Drove Alone	1,327	76.2%
Car, Truck, or Van: Carpooled	87	5.0%
Public Transportation (Excluding Taxicab)	36	2.1%
Bicycle	43	2.5%
Walked	20	1.1%
Taxicab, Motorcycle, Other Means	12	0.7%
Worked From Home	217	12.5%
Total	**1,742**	

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

KEY DESTINATIONS

The project will provide key connectivity to destinations, mostly from the residential neighborhood along Hilltop Drive (which includes many multifamily residences and some senior residential apartments) to commercial uses on the north and south ends of the project area (shopping centers with big box retail, grocery stores, and restaurants). Additionally, people walking, biking, or rolling will gain improved access to the shared-use paths near the Sacramento River which connect to schools, recreation, more commercial uses, and downtown Redding via the Sundial Bridge.

EXISTING INFRASTRUCTURE AND CHARACTERISTICS

Active Transportation

Hilltop Drive has some existing active transportation infrastructure, but the quality and completeness of these facilities are subpar. Palisades Avenue has no dedicated facilities for people who walk, bike, and roll. South of the Shasta County Early Childhood Services building, Hilltop Drive usually has winding, roughly six-foot-wide, landscape-buffered sidewalks on both sides of the roadway. North of that segment, the sidewalks become curb tight on both sides of the road. High-visibility crosswalk markings and ADA-compliant curb ramps are missing at most crossings. For most of Hilltop Drive in the project area, there are narrow Class II bike lanes in both directions of travel.

The current stress level is high for people who walk, bike, or roll in parts of the project area, as there is a key sidewalk gap on and near Palisades Avenue, limited ADA-compliant curb ramps and crosswalk markings, and no protection for the narrow bike lanes despite the 45 mph speed limit (see **Figure 5**). The Hilltop Drive I-5 overcrossing only has one sidewalk which is narrow and curb tight (directly attached to the curb and gutter without a separation such as landscaping); the overcrossing also has narrow, striped shoulders instead of separated bike lanes. There are many recreational trails, both paved and unpaved, through the undeveloped land near the project area, but the number of access points is limited and active transportation facilities on local roads in the project area are inconsistent. The project closes critical existing active transportation infrastructure gaps by providing consistent and protected walking and bicycling

facilities along Hilltop Drive between Lake Boulevard and I-5 and along Palisades Avenue. The project will also expand the trail network, add new trail access points, and connect to the proposed improved I-5 overcrossing on Hilltop Drive.

Figure 4: Missing Sidewalks and Separated Bike Lanes on Hilltop Drive near Palisades Avenue



SOURCE: GOOGLE, 2023.

Vehicular and Transit Conditions

Vehicular Speeds and Volumes

The posted speed on the corridor is 45 miles per hour (mph). Many adjacent streets are residential and, therefore, have lower posted speeds of 20-25 mph. See **Figure 8** for more information on posted speeds in the project area.

Traffic volumes are not available for Hilltop Drive. However, nearby traffic counts on Route 299 (Lake Boulevard) at N Market Street in 2020 captured peak hour traffic volumes of 1,950 southbound, and 1,250 northbound. The annual average daily traffic (AADT), calculated as the total volume of traffic in a year divided by 365 days, is 18,900 vehicles traveling south and 11,600 vehicles traveling north. While this does not reflect traffic volumes at Hilltop Drive, it does indicate nearby volumes, and it is possible that Hilltop Drive serves as an alternative northbound route, accounting for the difference in volume between the northbound and southbound flows.[3]

Roadway Number of Lanes

Hilltop Drive transitions from two lanes with a narrow shoulder (west of the I-5 bridge) to a five-lane road (two westbound lanes, one center turn lane, and two eastbound travel lanes) at River Bend Road. Hilltop Drive transitions again to three lanes (one in each direction, plus a center turn lane), at approximately the bus stop south of Shasta County Early Childhood Service. It remains three lanes until the rear access point of the Walgreens on Lake Boulevard, where it transitions into five lanes (two southbound, three northbound). See Figure 9 for more information on travel lanes.

[3] Caltrans 2020 Traffic Volumes. https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes

Intersection Control

Intersection control GIS data does not exist for Hilltop Drive. However, there are traffic control devices on Hilltop Drive: one at Lake Boulevard, and another at Peppertree Lane. Other streets joining Hilltop Drive have stop signs and stop bars at the intersections, such as at St. Thomas Parkway and Mercedes Lane. There are no four-way stops along Hilltop Drive.

Figure 5: Posted Speed Limits

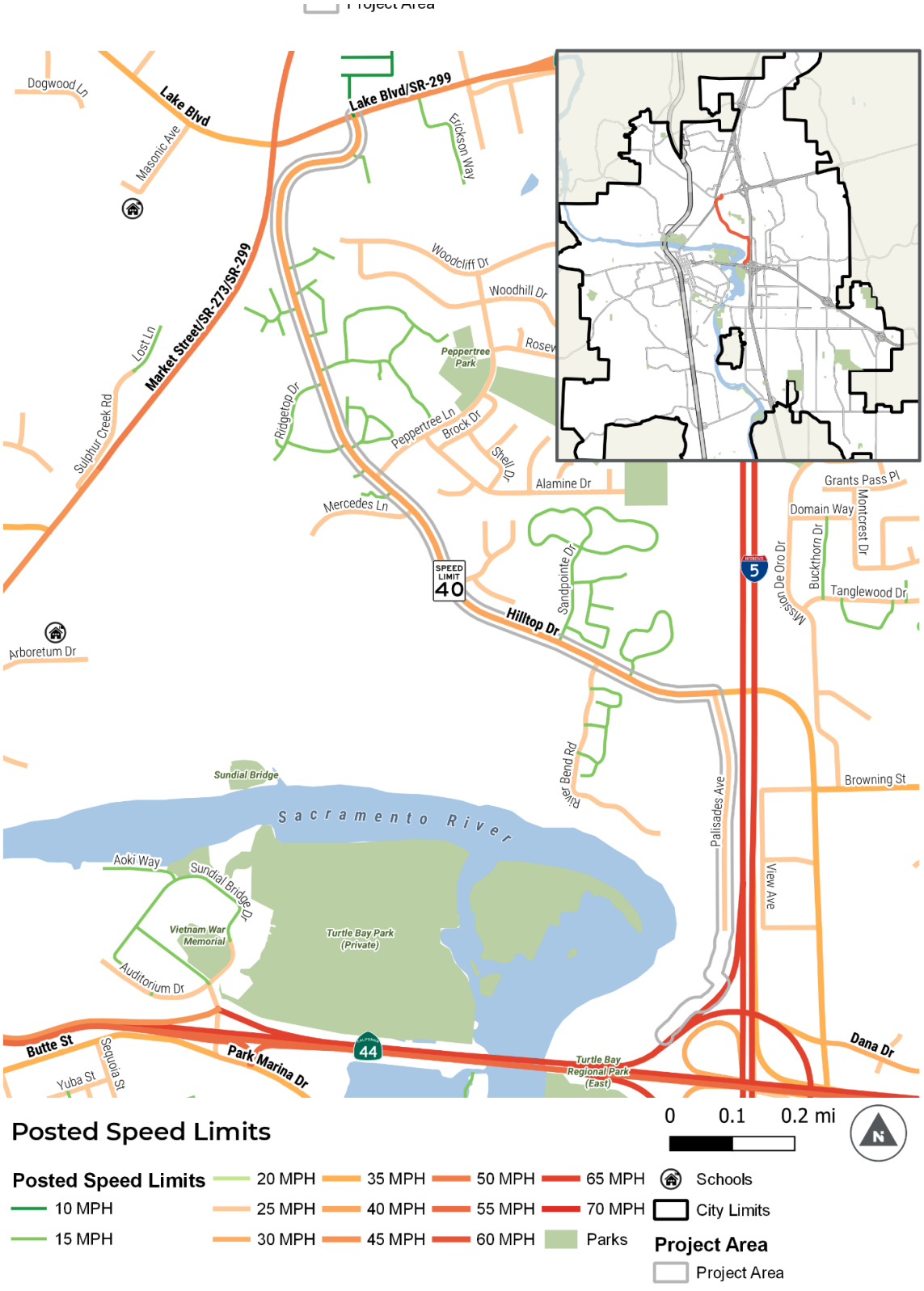
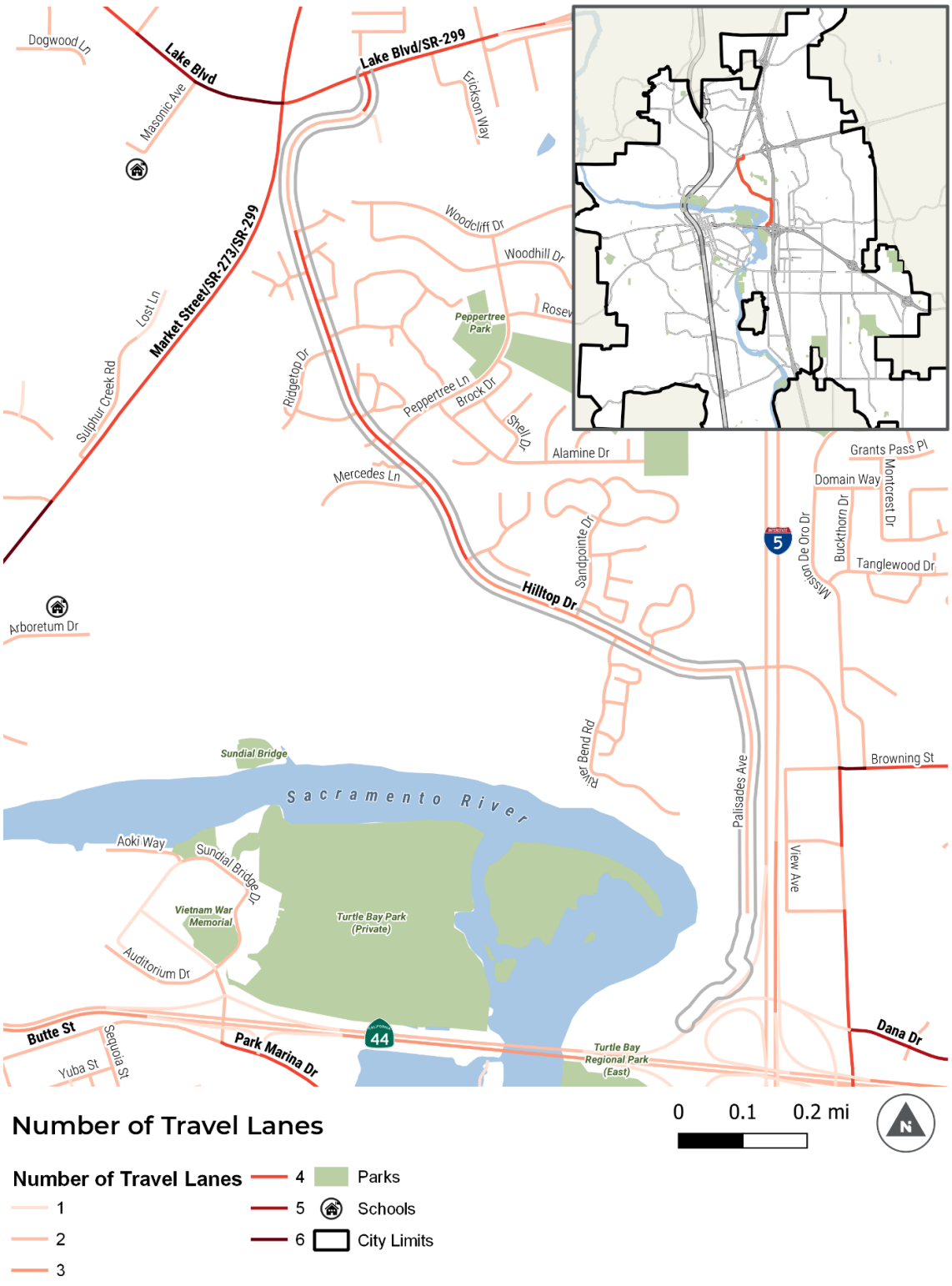


Figure 6: Number of Travel Lanes



Transit Routes and Stops

The Redding Area Bus Authority (RABA) provides service to this corridor via the Route 11 bus. This route connects the corridor to Downtown Redding as well as the commercial area west of N Market Street and east of I-5. The Route 11 bus provides service on weekdays and Saturdays, approximately every 15 minutes. Sunday on-demand transit service is provided by Shasta Connect. See **Figure 10** for a map of the route throughout Redding.

Along Hilltop Drive, there are ten bus stops serving local residents. There are few amenities located at bus stops. For example, there is often a bus stop sign but no shelters or benches to make riders more comfortable while waiting. The northbound bus stop at Peppertree Lane, however, does have a shelter and a bench. Many bus stops have sidewalk access, with the exception of the bus stop at Palisades Avenue. See Figure 9 on the following page for bus stop locations on the corridor.

Route 11 connects to other RABA routes, such as the 4, and14. Route 11 stops at the Canby Transfer Center and the Downtown Transit Center which provides access to regional transit services beyond Redding and Shasta County.

Figure 7: Map of the 11 Bus Route

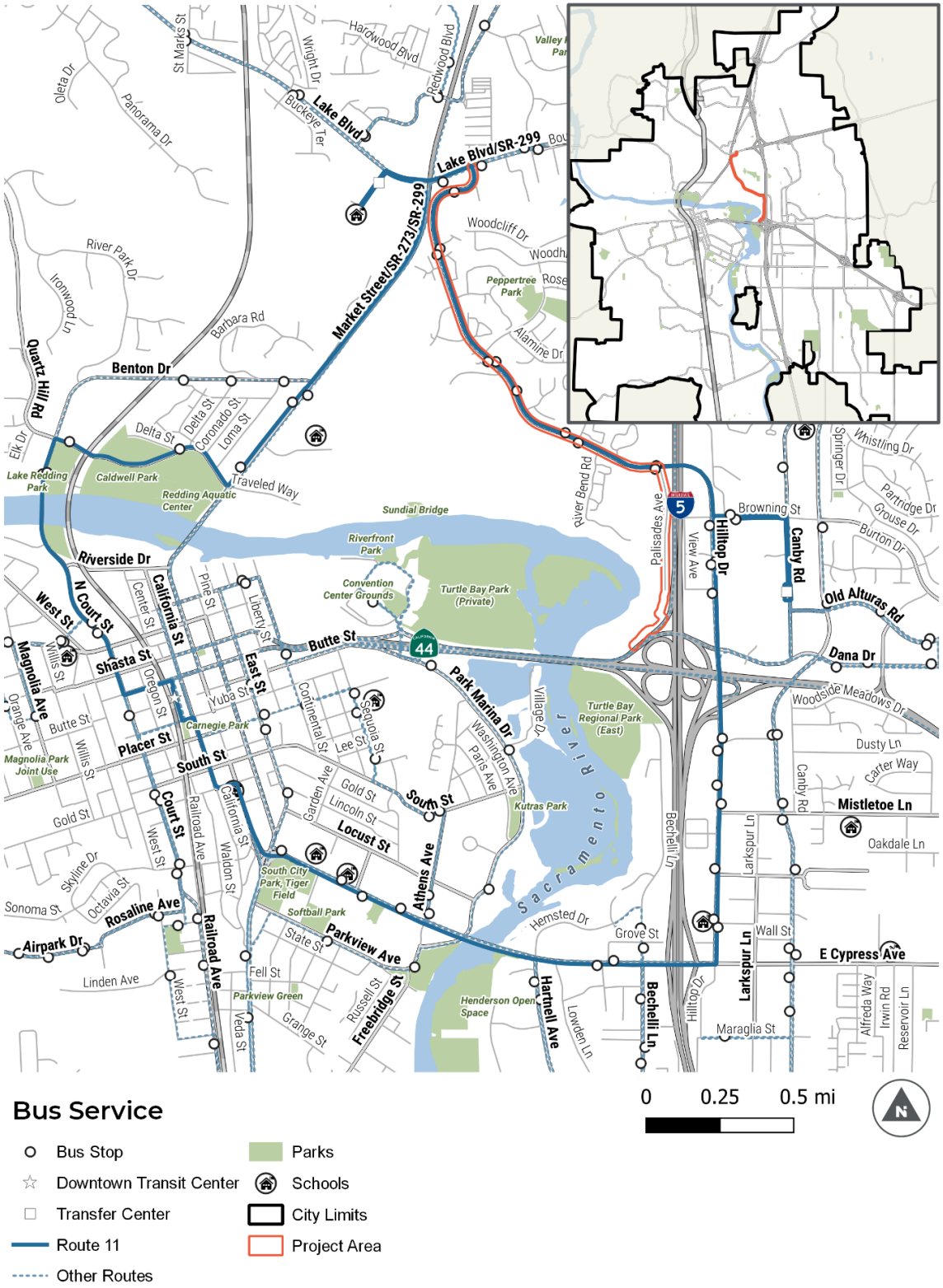
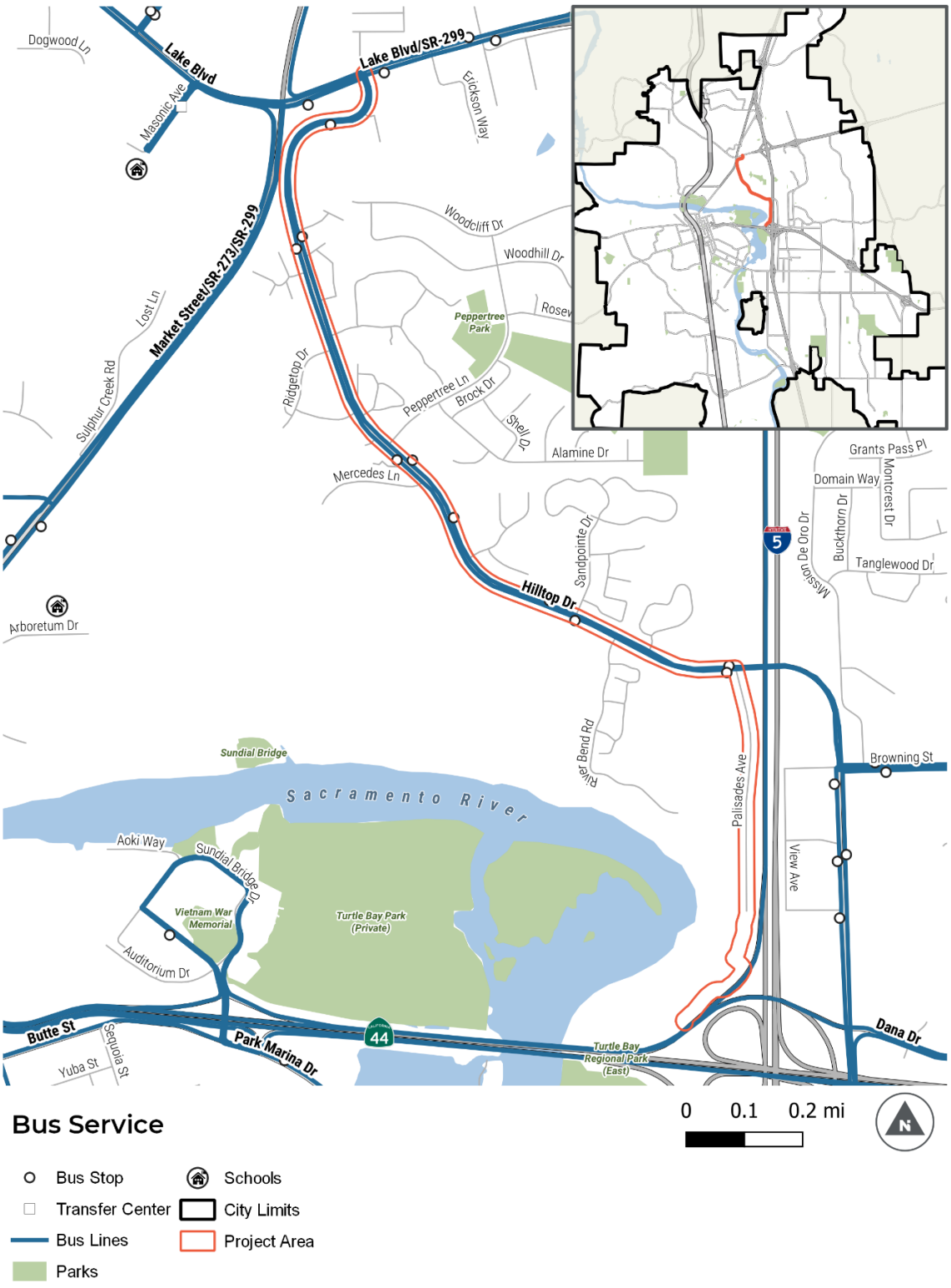


Figure 8: Redding Area Bus Authority Routes and Stops



Pedestrian and Bicycle Safety

Between 2015 and 2019, four crashes involving pedestrians or bicyclists were documented along the corridor. One fatal pedestrian crash occurred on Hilltop Drive, at the intersection with Ridgetop Drive. One other pedestrian crash occurred approximately 0.5 miles south of Lake Boulevard E.

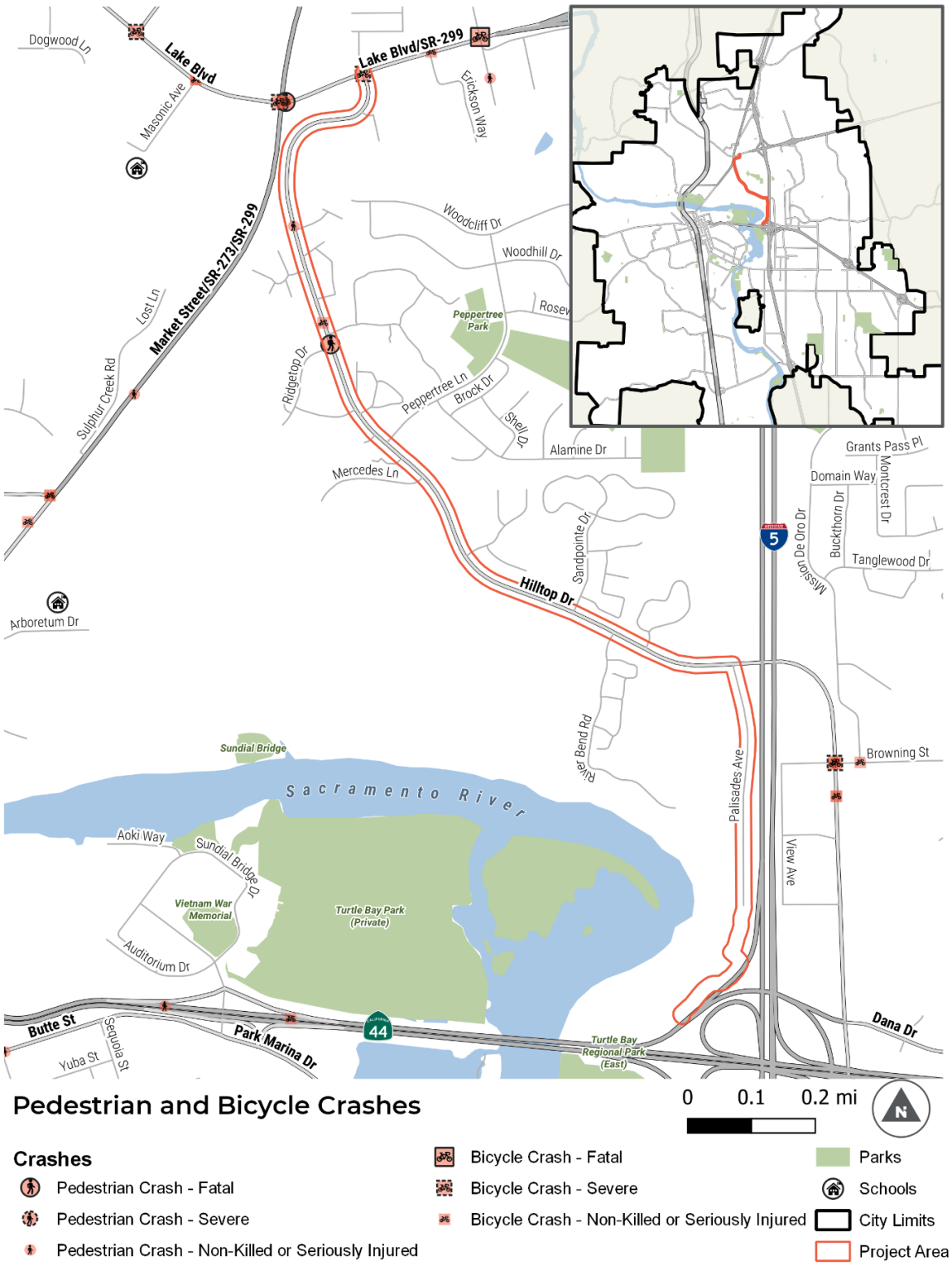
One severe bicycle crash occurred at the intersection of Hilltop Drive and Lake Boulevard E. Another crash (non-severe) occurred north of Ridgetop Drive. **Table 6** summarizes pedestrian and bicycle crashes on Hilltop Drive.

It should be noted that crashes have occurred on major streets that connect to Hilltop Drive. For instance, there have been three crashes at the intersection of Hilltop Drive and Browning Street, located east of the project area. Additionally, Lake Boulevard, where Hilltop Drive terminates to the north, has had eight crashes within one mile of Hilltop Drive. See **Figure 12** for a map of crashes on and near Hilltop Drive.

Table 6. Pedestrian and Bicycle Crashes on Hilltop Drive

Types of Crashes	Pedestrian Crash	Bicycle Crashes
Fatal	1	0
Severe	0	1
Non-Killed or Seriously Injured	1	1

Figure 9: Locations of Pedestrian and Bicycle Crashes



HIGH-LEVEL EVALUATION METRICS

Based on the analysis and findings from the review of existing conditions, the following high-level evaluation metrics were developed to evaluate roadway improvements to the Hilltop Improvement Project.

Table 7: Hilltop Improvement Project Evaluation Metrics

Goal	Description
Safety and Comfort	Enhance safety and comfort for people of all ages and abilities using all modes of transportation, including walking, bicycling, riding transit, or driving.
Multimodal Connectivity and Access	Enhance multimodal connectivity for people traveling by foot or by bicycle along or across Hilltop Drive.
Equity	Support transportation-disadvantaged populations by enhancing safe mobility options, developing community-supported designs, and practicing inclusive public engagement.
Community Prosperity	Support economic prosperity for all people by providing designated spaces for people to walk, bicycle, or ride transit, to access jobs, education, outdoor recreation areas, and other key destinations near Hilltop Drive.
Community Support	Ensure the roadway design supports efforts identified in other community and regional planning efforts, and that the plan reflects the values of community members who live, work, or play near Hilltop Drive.

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

August 18, 2022 Project# 262050.017

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

From: Matt Braughton, RSP, Michael Sahimi, AICP, Sam Liu, EIT

RE: Hilltop Improvement Project: Project Alignment Development

INTRODUCTION

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) to redesign and enhance the active transportation network along the Hilltop Drive corridor. The Hilltop Improvement Project (HIP) addresses significant barriers to safe walking and biking by creating a low-stress, interconnected network that improves access for the North Hilltop and Bluffs neighborhoods. This project will connect residents to key destinations, including schools, commercial areas, and Redding's extensive trail system, through new sidewalks, Americans with Disabilities Act (ADA)-compliant ramps, shared-use paths (SUPs), and Class IV separated bike lanes. This memorandum details the alignment selection, design process, and planned improvements for the project.

PROJECT SCOPE

The HIP transforms approximately 2.5 miles of Hilltop Drive into a multimodal corridor designed for safety, accessibility, and connectivity. Currently, Hilltop Drive is dominated by high-speed, auto-centric traffic, with limited facilities for pedestrians and cyclists. This project addresses these concerns through the following:

- A **road diet** to reduce the Hilltop Drive corridor to two travel lanes and a two-way center left-turn
- 5,500 feet of **Class I path**, 220 feet of **Class II bike lanes**, 13,200 feet of **Class IV separated bike lanes**, and 37 **conflict zone markings**
- 2,100 feet of **sidewalk** and eight **ADA-compliant curb ramps**
- Five enhanced **mid-block crossings** equipped with features such as **rectangular rapid flashing beacons (RRFBs), and median refuge islands**

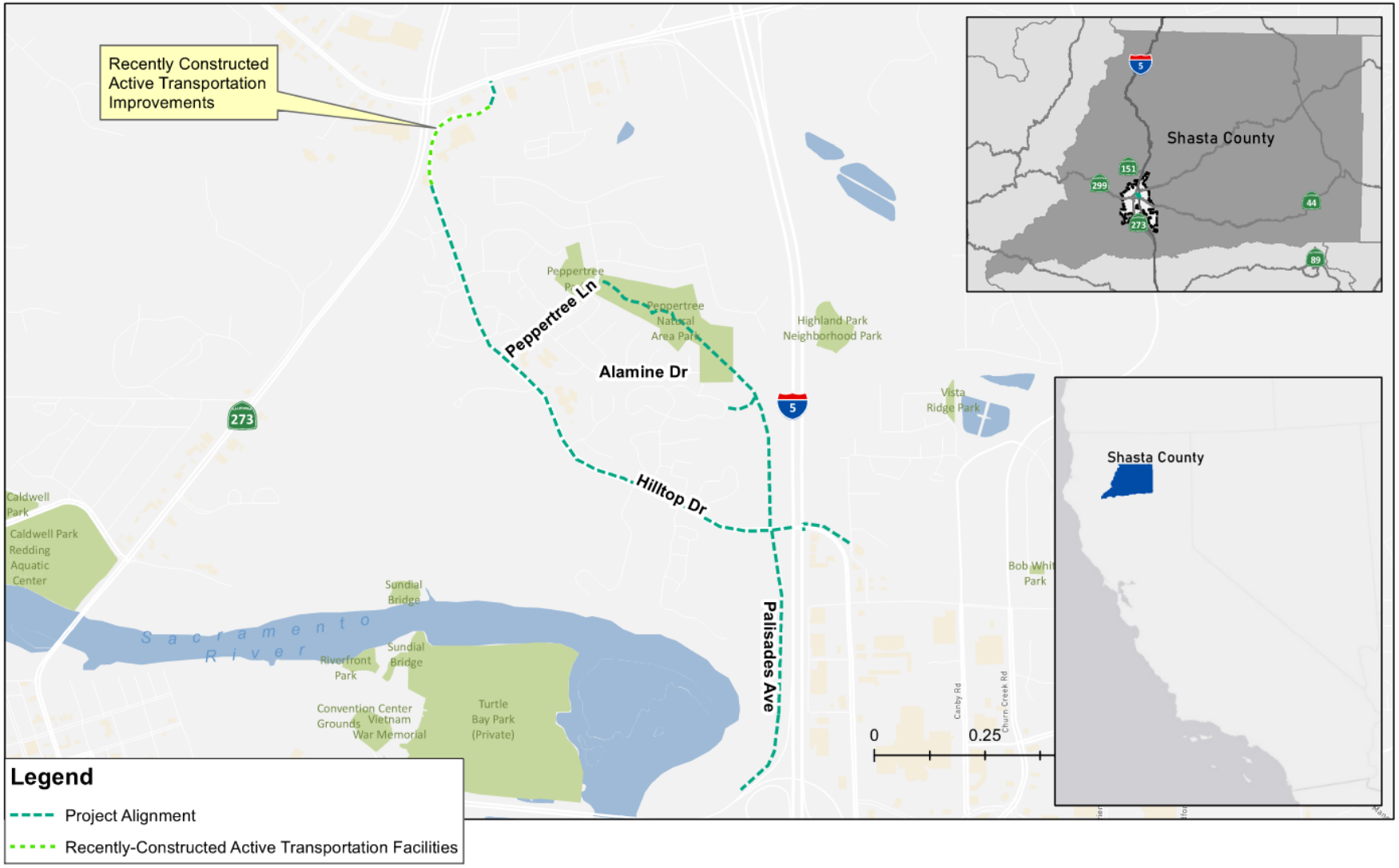
The project will also connect people walking and bicycling to community destinations such as Turtle Bay Elementary School, the Arboretum and botanical gardens, and the Sundial Bridge into downtown, and other trails. The project will connect to existing and planned facilities including:

- SR-299 Side Path
- Recently constructed active transportation improvements along Hilltop Drive south of SR-299/Lake Boulevard
- Hilltop, NEXT, East Palisades, and Redding River Trails

In addition to physical upgrades, the HIP incorporates traffic calming features, such as reduced turn radii and green conflict zone markings, to improve visibility and minimize conflicts between vehicles and nonmotorized users. These improvements and elements create a safer, low-stress environment, linking the North Hilltop and Bluffs neighborhoods to key destinations, including the City's extensive trail network and nearby schools, commercial areas, and recreational spaces.

Figure 1 illustrates the project location and alignment.

Figure 1: Project Alignment



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT HISTORY & BENEFITS

Hilltop Drive has long served as a critical connection north of downtown Redding with high-density development close to jobs, services, and active recreation. Yet its design and infrastructure have historically prioritized high-speed, high-volume traffic over the needs of pedestrians, bicyclists, and other non-motorized users. While the corridor includes Class II bicycle lanes, these provide minimal protection from vehicles, are often obstructed by parked cars, and are only suitable for the most confident cyclists. Sidewalks are inconsistent, and many curb ramps are not ADA-compliant, creating significant mobility challenges for seniors, residents with disabilities, and families.

Wide turn radii at intersections encourage high-speed vehicle turns, while unmarked or outdated crosswalks make crossings unsafe and difficult for pedestrians. These conditions, combined with tunnel vision caused by high vehicle speeds, render non-motorized users largely invisible to drivers. Gaps at the southern end of Hilltop Drive further isolate the North Hilltop and Bluffs neighborhoods from key destinations, including schools, commercial areas, and Redding's extensive trail system.

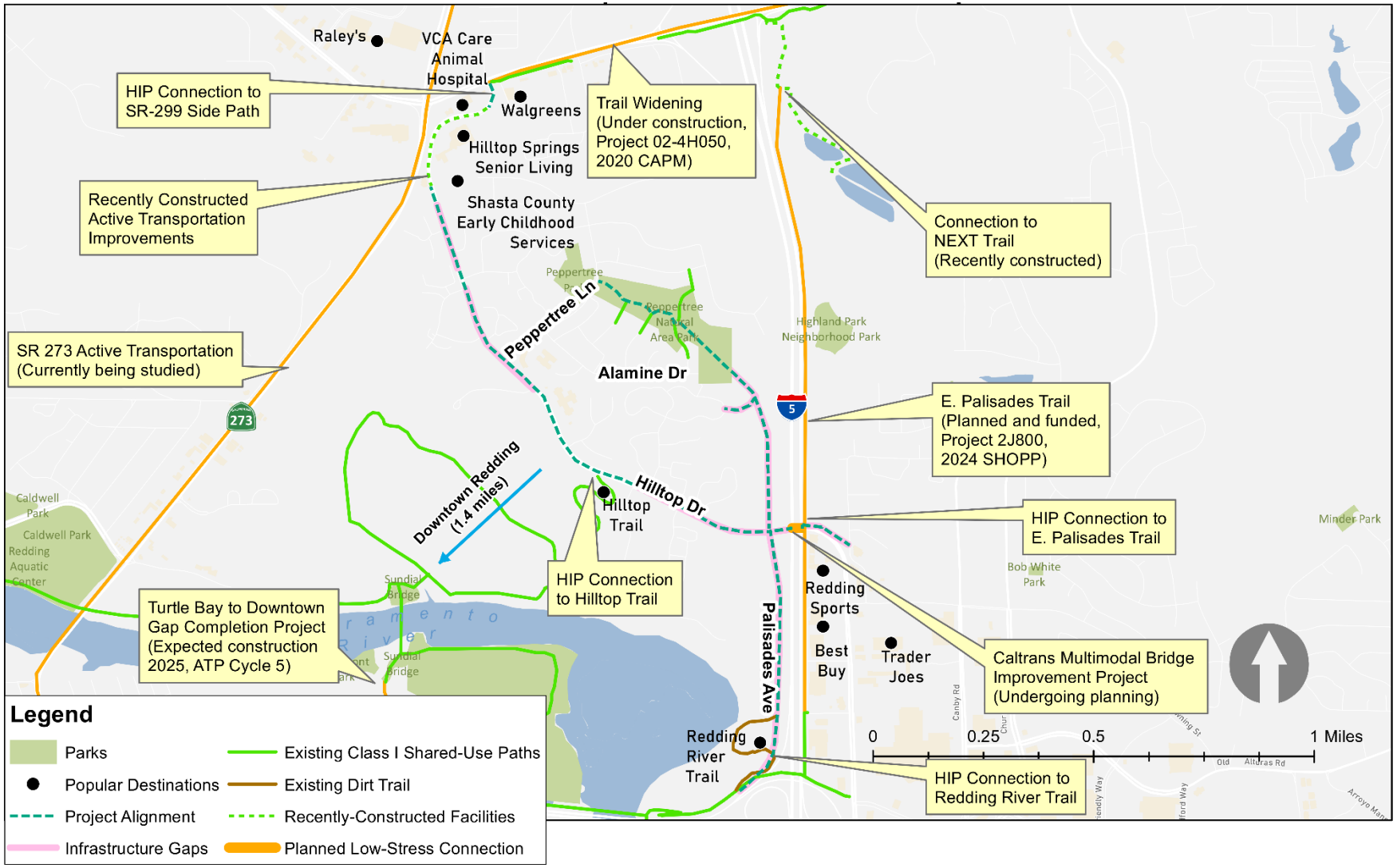
For a community where 25% of residents are seniors, many of whom live in assisted living facilities or have limited access to vehicles, these barriers exacerbate social and economic inequities, making safe and convenient access to jobs, education, and recreational opportunities difficult.

Building on years of planning, including the 2018 Redding Active Transportation Plan and the 2018 GoShasta Regional Active Transportation Plan, the HIP responded directly to community feedback. Residents expressed a strong desire for safer, low-stress active transportation options, particularly for accessing the Sacramento River Trail, schools, and commercial areas. Input from community engagement (detailed in the *Project & Alignment Development* section) reinforced the need for improved bike lanes, sidewalks, and traffic-calming measures along Hilltop Drive. As a result of these inputs and prior planning efforts, the project will deliver the following benefits:

- **Safer Streets:** The redesign includes traffic-calming measures such as a road diet, reduced turn radii, and RRFBs, which reduce vehicle speeds and improve visibility at crossings. Reduced turn radii and two-stage turn queue boxes at intersections improve safety for pedestrians and bicyclists by shortening crossing distances and increasing visibility. Moreover, enhanced infrastructure, including green conflict zone markings and median refuge islands, reduces the likelihood of collisions and creates a safer environment for pedestrians and bicyclists of all ages and abilities.
- **Improved Connectivity:** The project closes critical gaps in the City's active transportation network, constructing various pedestrian and bicyclist facilities to ensure continuous, low-stress routes. These improvements provide direct connections to the Sacramento River Trail, Turtle Bay Loop, and East Palisades Trail, linking residents to major destinations such as Turtle Bay Elementary School, Mt. Shasta Mall, and Downtown Redding. The improvements also tie into planned and ongoing projects, including the East Palisades Trail and the Dana-to-Downtown connection, creating a cohesive, citywide system of low-stress active transportation routes.
- **Equitable Access for Vulnerable Populations:** The corridor serves disadvantaged community (DAC) residents, including seniors and low-income households in the North Hilltop and Bluffs neighborhoods. Features such as ADA-compliant curb ramps and shorter crossing distances address mobility challenges, making travel safer and more inclusive.
- **Support for Active and Sustainable Lifestyles:** By encouraging walking, biking, and rolling, the project promotes healthier, more sustainable travel choices. Community programs, such as bicycle safety events, helmet fittings, and Walk to School Days, will complement the new infrastructure, fostering confidence and engagement in active transportation.

Figure 2 provides a high-level overview of the existing and proposed bicycle facilities within the project vicinity as well as key destinations in relation to these facilities.

Figure 2: Existing Conditions, Destinations, and Other Planned Improvements Connecting to the Project Corridor



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT & ALIGNMENT DEVELOPMENT

The HIP was developed to meet the transportation needs of residents and create a safer, more accessible corridor for pedestrians, cyclists, and other non-motorized users. The alignment was informed by the City of Redding's Active Transportation Plan (2018) and the GoShasta Regional Active Transportation Plan (2018), both of which emphasized the need for improved bicycle and pedestrian infrastructure. These plans identified Hilltop Drive as a critical north-south corridor that connects residential neighborhoods to key destinations, including schools, recreational areas, and trails. The alignment and proposed improvements also responded to neighborhood residents expressing a strong desire for safer, low-stress active transportation projects in the area, with input being provided by several rounds of engagement over the past decade, including preparation for Cycle 6 of the discretionary grant program, the Active Transportation Program (ATP).

The project development process can be broken into the following phases:

1. Desktop Analysis
2. Field Visit & Stakeholder Discussions
3. Broader Community Engagement
4. Final Design Refinements based on Feasibility and Stakeholder Coordination

Desktop Analysis. In the initial phase, the project team reviewed existing conditions to understand traffic volumes, elevation, connectivity to destinations, potential for traffic calming, and gaps in existing infrastructure. Barriers along Hilltop Drive were identified, and potential improvements to remove these barriers were developed while considering a variety of factors to determine the most effective route for improvements. As a part of this analysis, a review of the bicyclist and pedestrian crashes was also conducted and considered. The barriers and improvements to remove the barriers considered during this phase are shown in **Figure 3**. This analysis determined that a road diet and sidewalk improvements were needed.

Field Visit & Stakeholder Discussions. Following the desktop analysis, the project team, including representatives from the City of Redding, SRTA, and Caltrans, conducted a field visit to assess existing conditions on Hilltop Drive. This visit was informed by community feedback gathered through earlier engagement efforts and by the team's own observations of the area's challenges.

Meetings with key stakeholders, including school officials, provided additional insights into specific safety concerns and helped refine the project's scope. For example, discussions with Turtle Bay Elementary School highlighted the need for additional traffic calming and safer pedestrian crossings, resulting in the inclusion of raised crosswalks and safer intersections.

Discussions with SRTA and Caltrans in Fall 2023 led to the determination that the project alignment should be expanded from the alignment developed during Cycle 6, which had consisted of Hilltop Drive (SR-299 to Palisade Avenue) and Palisade Avenue (Hilltop Drive to Redding River Trail). The project alignment was expanded to include an additional active transportation ramp parallel to I-5 on the east side of the freeway, connecting the proposed Caltrans Multimodal Bridge Improvement Project, on Hilltop Drive, to the East Palisades Trail to the north. As part of the East Palisades Trail conceptual design, Caltrans had identified a ramp connecting only to the south, the HIP project would provide the additional connection to allow better directional connections for bicyclists connecting between Hilltop Drive and the East Palisades Trail (and vice versa)

Field visits and stakeholder discussions also led to further expanding the project alignment to include the north side of Hilltop Drive between I-5 and Mission Del Oro Drive, as well as a connection from Palisade Avenue north to residential neighborhoods connecting to an existing path network terminating at Peppertree Lane.

Broader Community Engagement. To align the project with community needs, the City of Redding conducted multiple rounds of public engagement. These included virtual community meetings, surveys, and in-person outreach events. Key outreach efforts:

- **May 4, 2022:** Virtual community meeting
- **May 12 - June 2, 2022:** Online survey
- **June 2, 2022:** In-person community meeting at City Hall
- **November 30, 2023:** In-person community meeting hosted by City of Redding in partnership with SRTA, Caltrans, and Shasta County Health and Human Services Agency (HHSA)
- **May 2024:** Public engagement event at Shasta Bike Depot

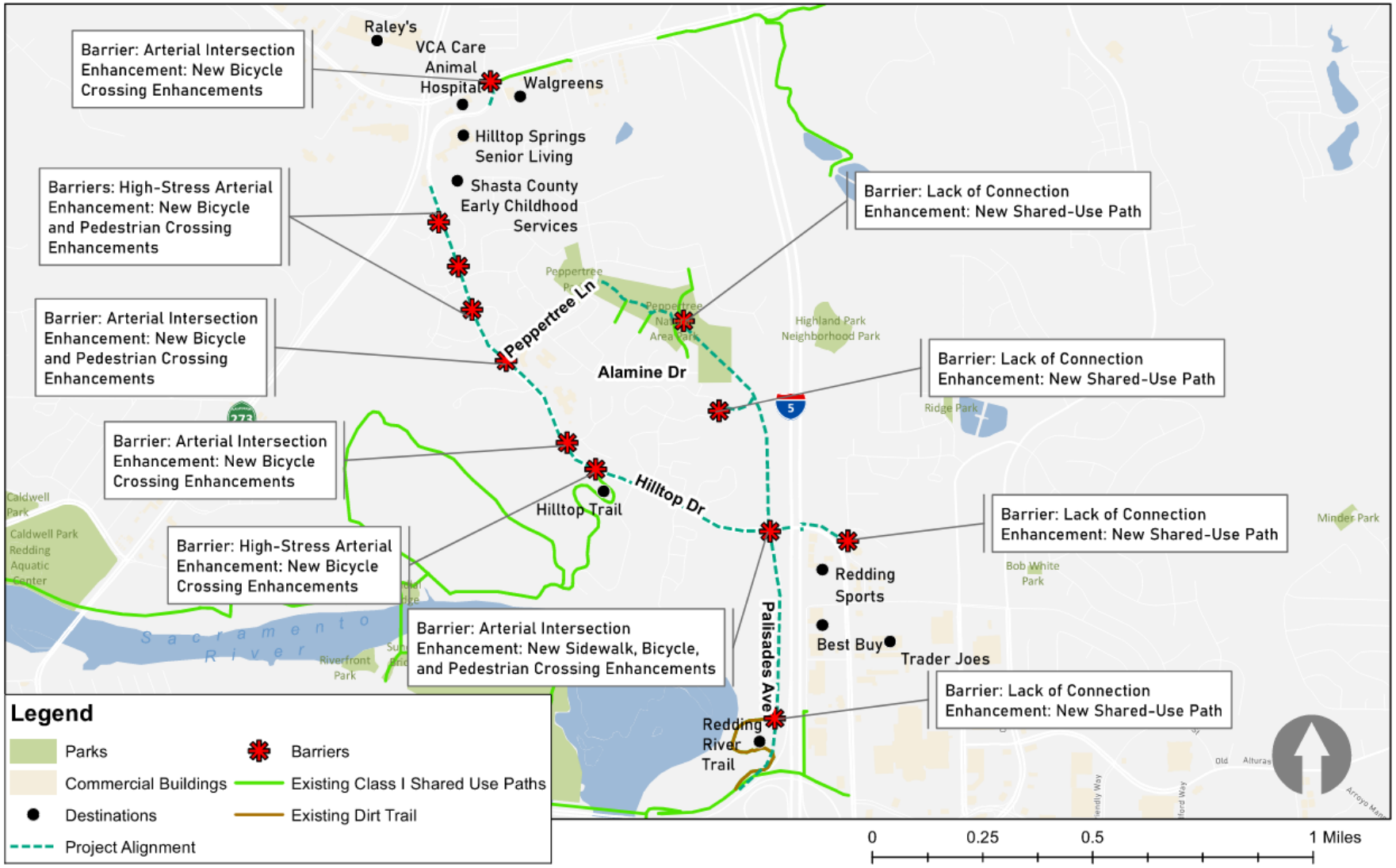
Community feedback revealed strong support for the project and reinforced the need for traffic calming, expanded bike lanes, and safer crossings, particularly for vulnerable groups such as seniors and students. Based on this input, several design changes were made, including widening shared-use paths, adding crossings, and incorporating buffered bike lanes.

Final Design Refinements based on Feasibility and Stakeholder Coordination. The final alignment was refined based on ongoing community input and feasibility assessments. Notably, the sidewalk design shifted during the project in terms of which side of Hilltop Drive the new sidewalk segments would be located on, as well as the width of the sidewalks. In addition, the routing of the proposed paths north of Palisades Avenue was refined.

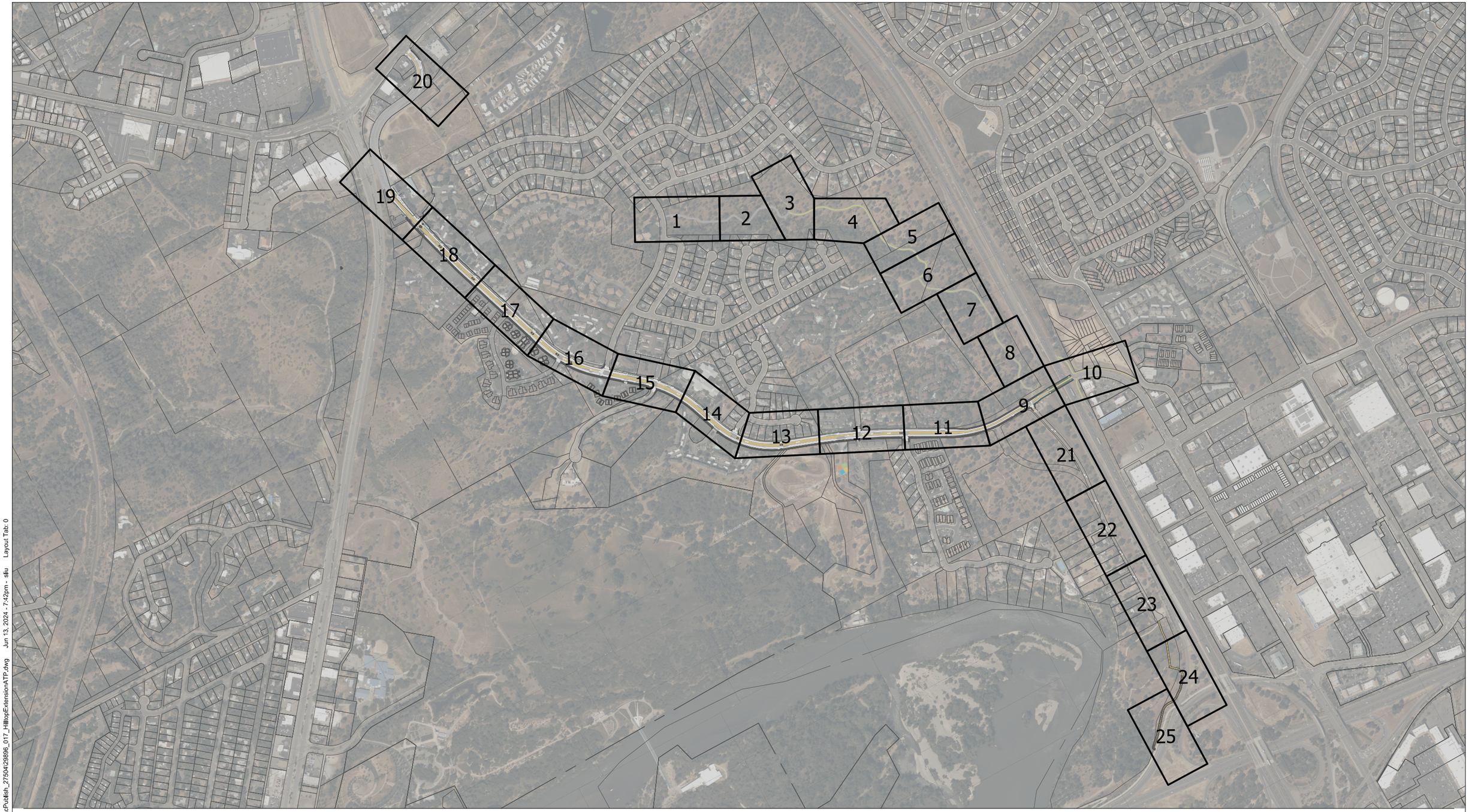
The final route reflects the route defined in **Figure 1** and the final conceptual design and cross sections can be found in **Appendix A**. Generally, the project alignment and features can be described as follows:

- A road diet, repaved existing paths, and the installation of sidewalks, Class IV separated bike lanes, conflict zone and crosswalk markings, midblock crossings, and traffic calming elements (such as reduced turn radii and median refuge islands) along Hilltop Drive between I-5 and SR-299
- New 12' SUPs and repaved existing path between Palisades Avenue and Peppertree Lane
- 12' SUP between Hilltop Drive and East Palisades Trail (planned and funded)
- 12' SUP along north side of Hilltop Drive between I-5 bridge and Mission Del Oro Drive
- Class III bike route with sharrows along Palisades Avenue (which has a posted speed limit of 25 mph) between Hilltop Drive and the Redding River Trail access point, and Class I bikeway south to connect to the Redding River Trail

Figure 3: Overview of Barriers and Barrier Removal Through Project Improvements



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.



Scale: 1" = 800'

800 400 0 800

N

Hilltop Extension ATP
Redding, CA

Project Overview

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:42pm - sliu Layout Tab: 0



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
1

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:42pm - sliu Layout Tab: 1



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
2

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:42pm - sliu Layout Tab: 2

SEE FIGURE 2
MATCH LINE



MATCH LINE
SEE FIGURE 4

Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
3

KITTELSON & ASSOCIATES

C:\Users\local_slu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:43pm - slu Layout Tab: 3



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
4

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:43pm - sliu Layout Tab: 4

SEE FIGURE 4
MATCH LINE



MATCH LINE
SEE FIGURE 6

Scale: 1" = 50'
50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
5

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:43pm - sliu Layout Tab: 5

SEE FIGURE 5
MATCH LINE



MATCH LINE
SEE FIGURE 7

Scale: 1" = 50'
50 25 0 50
N

Hilltop Extension ATP
Redding, CA

Figure
6

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:43pm - sliu Layout Tab: 6



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
7

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:44pm - sliu Layout Tab: 7



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
8

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:44pm - sliu Layout Tab: 8

SEE FIGURE 8
MATCH LINE

12' multi-use path

Proposed concrete bus stop pad

Relocate Bus Stop Line 11 Sign

Proposed concrete sidewalk. Remove existing asphalt or concrete sidewalk where applicable.

Class IV Bikeway

Connect trail to proposed roadway network

B

C

SEE FIGURE 11
MATCH LINE

HILLTOP DRIVE

MATCH LINE
SEE FIGURE 10

Class II Bikeway

Proposed concrete bus stop pad

Relocate Bus Stop Line 14 Sign

Connect bike facility to Caltrans Bridge Enhancement Project

Bike ramp down to street level

Install RRFB

Proposed concrete sidewalk. Remove existing asphalt or concrete sidewalk where applicable.

Class III Bikeway

PALISADES AVENUE

© 2024 Microsoft Corporation © 2024 Maxar ©CNES (2024) Distribution Airbus DS

MATCH LINE
SEE FIGURE 21

Scale: 1" = 50'

50 25 0 50

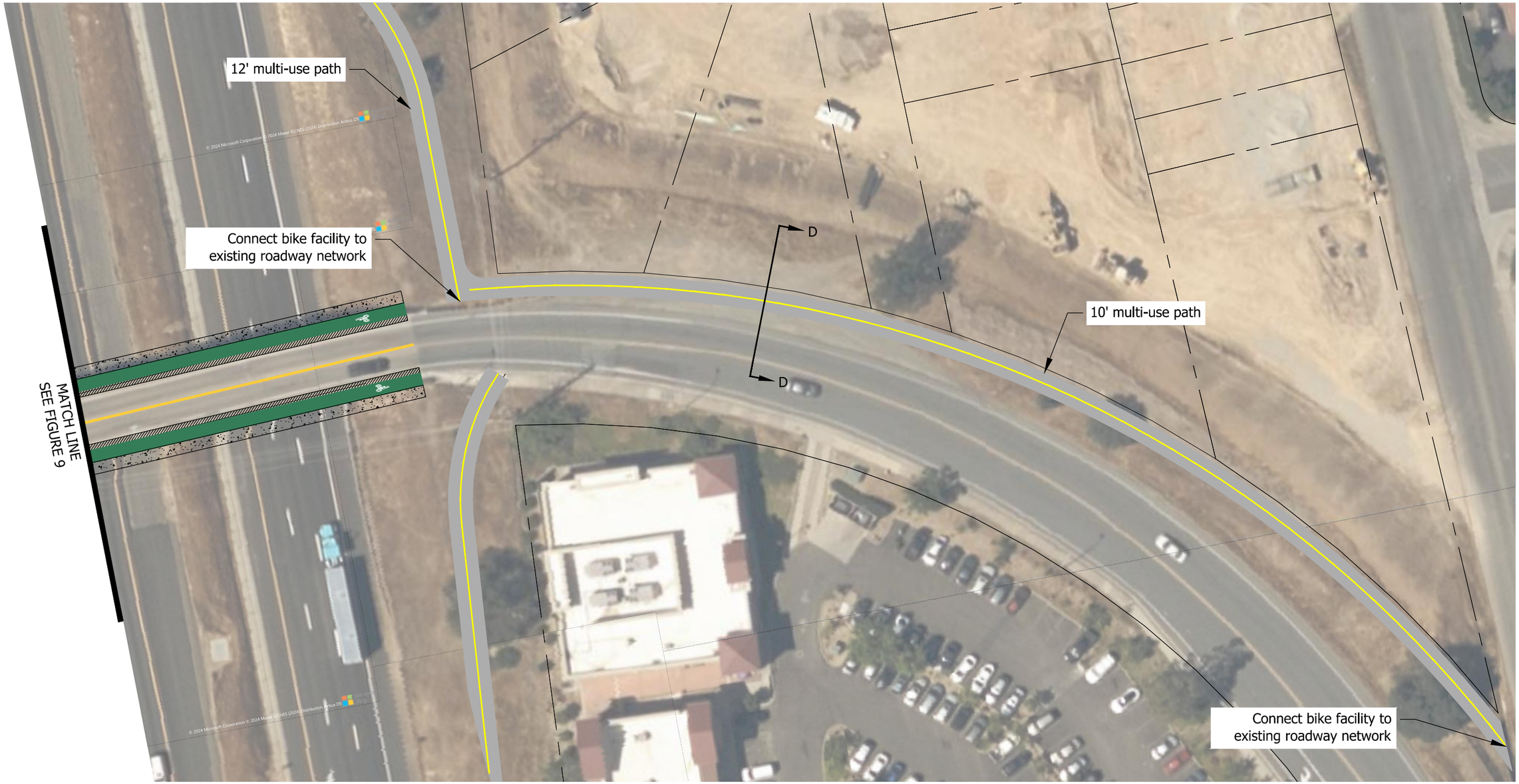
N

Hilltop Extension ATP
Redding, CA

Figure
9

C:\Users\local_siiu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:44pm - siiu Layout Tab: 9

KITTELSON & ASSOCIATES



Scale: 1" = 50'

50 25 0 50

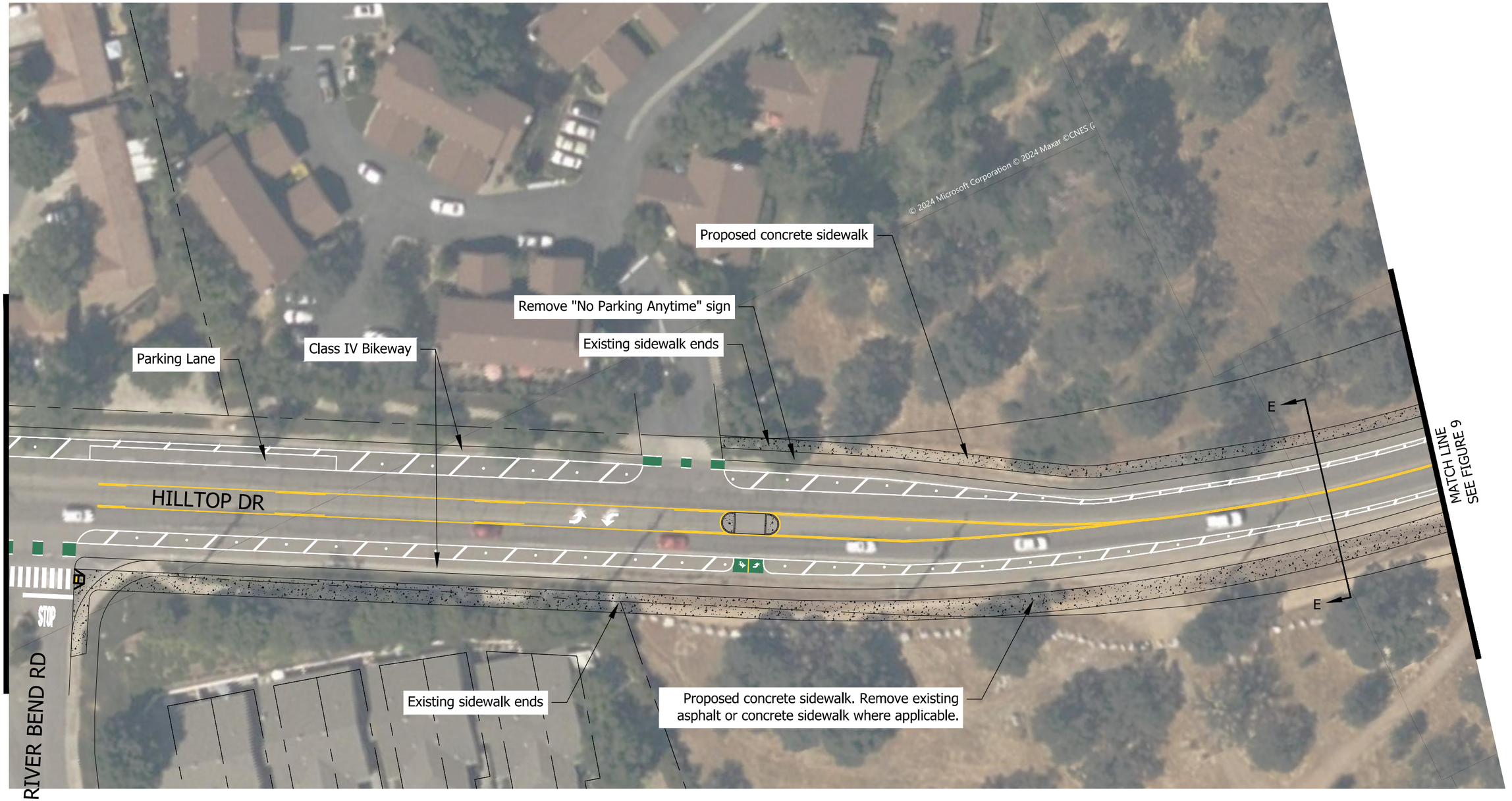
N

Hilltop Extension ATP
Redding, CA

Figure
10

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:45pm - sliu Layout Tab: 10



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
11

KITTELSON & ASSOCIATES

TOOLE DESIGN

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:45pm - sliu Layout Tab: 11



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure 12

KITTELSON & ASSOCIATES

TOOLE DESIGN

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:45pm - sliu Layout Tab: 12



Scale: 1" = 50'

50 25 0 50

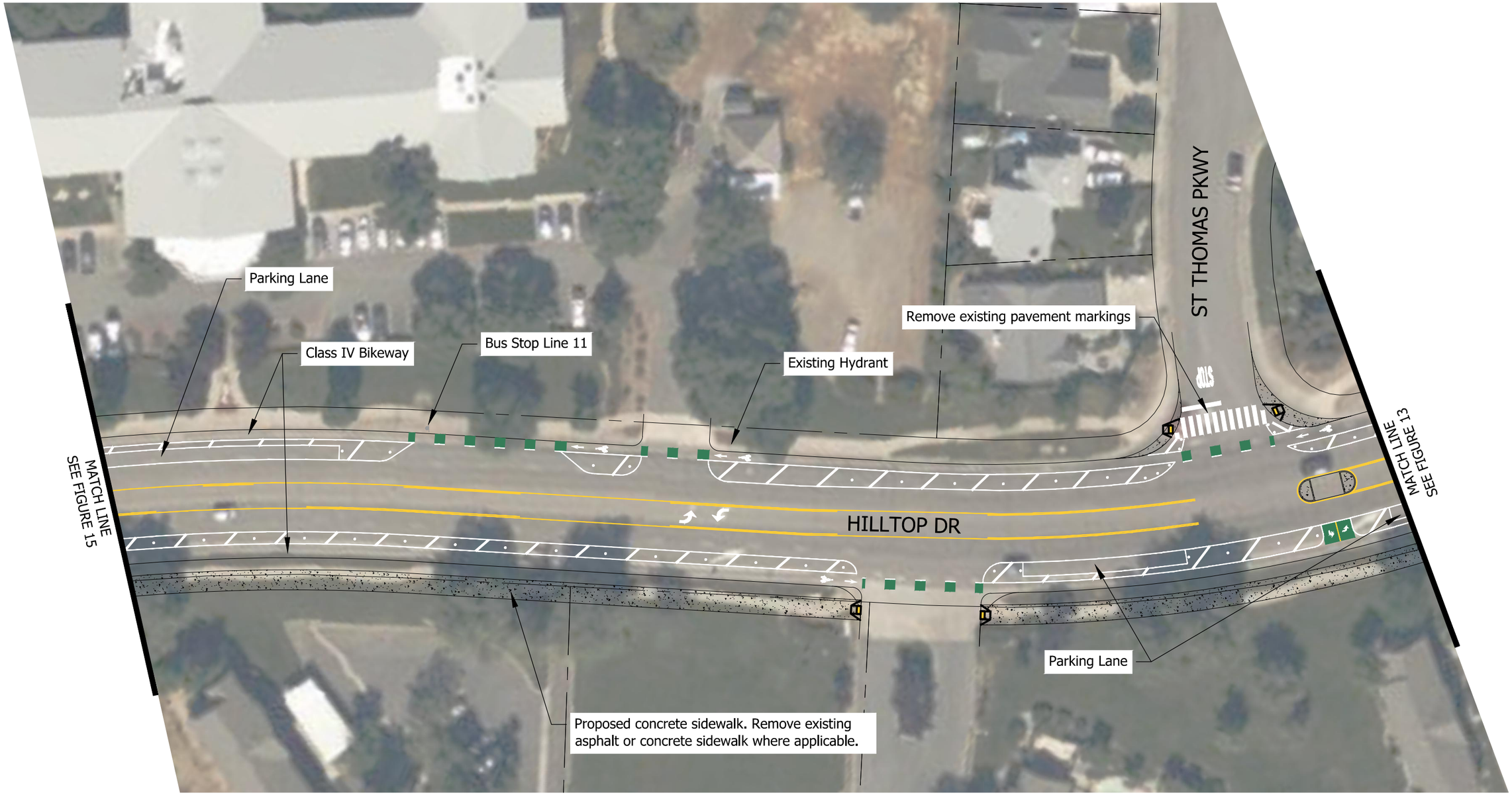
N

Hilltop Extension ATP
Redding, CA

Figure 13

KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\local_slu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:45pm - slu Layout Tab: 13



Scale: 1" = 50'

50 25 0 50

N

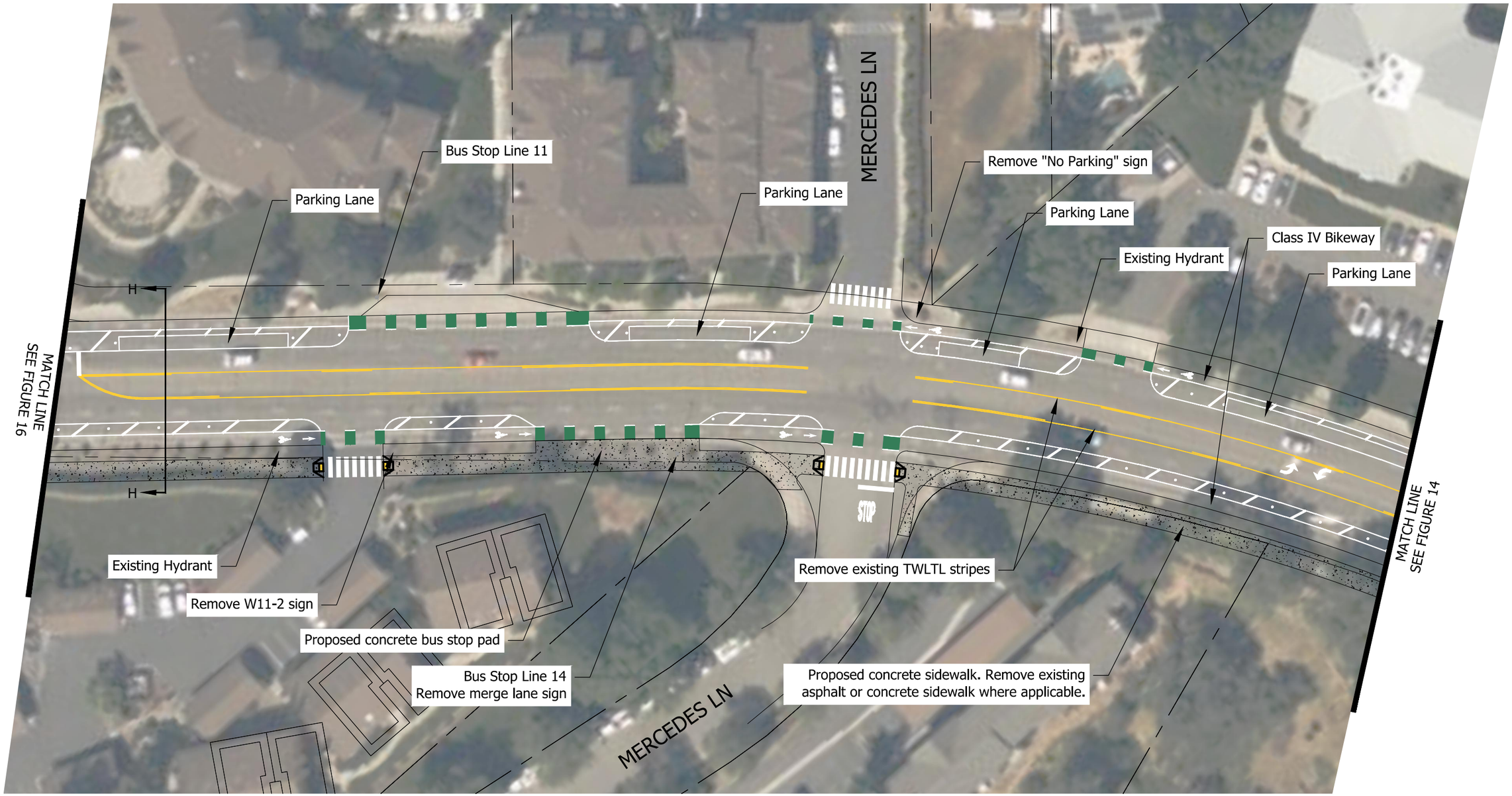
Hilltop Extension ATP
Redding, CA

Figure
14

KITTELSON & ASSOCIATES

TOOLE DESIGN

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:46pm - sliu Layout Tab: 14



Scale: 1" = 50'

50 25 0 50

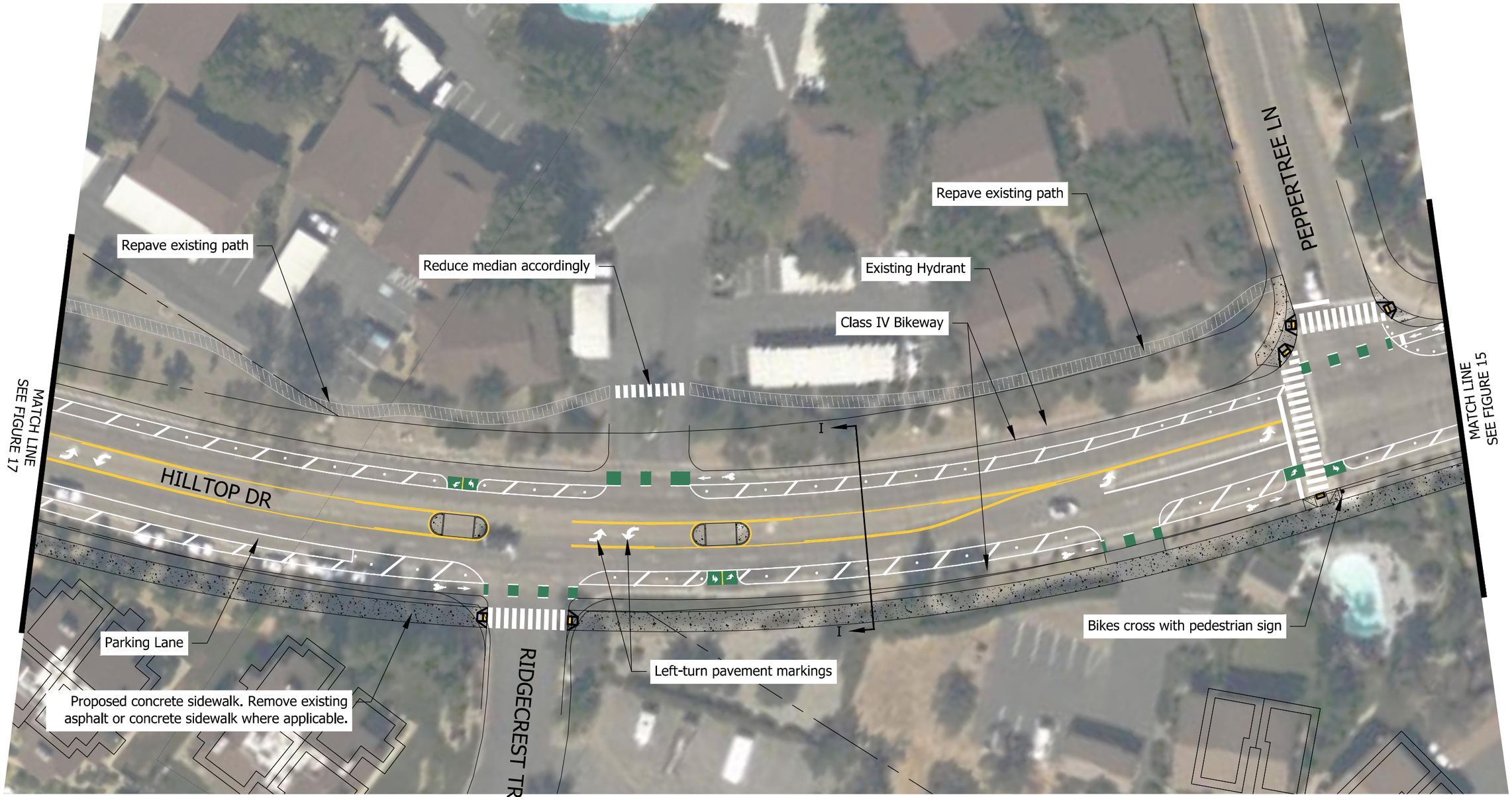
N

Hilltop Extension ATP
Redding, CA

Figure
15

KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:46pm - sliu Layout Tab: 15



Scale: 1" = 50'

50 25 0 50

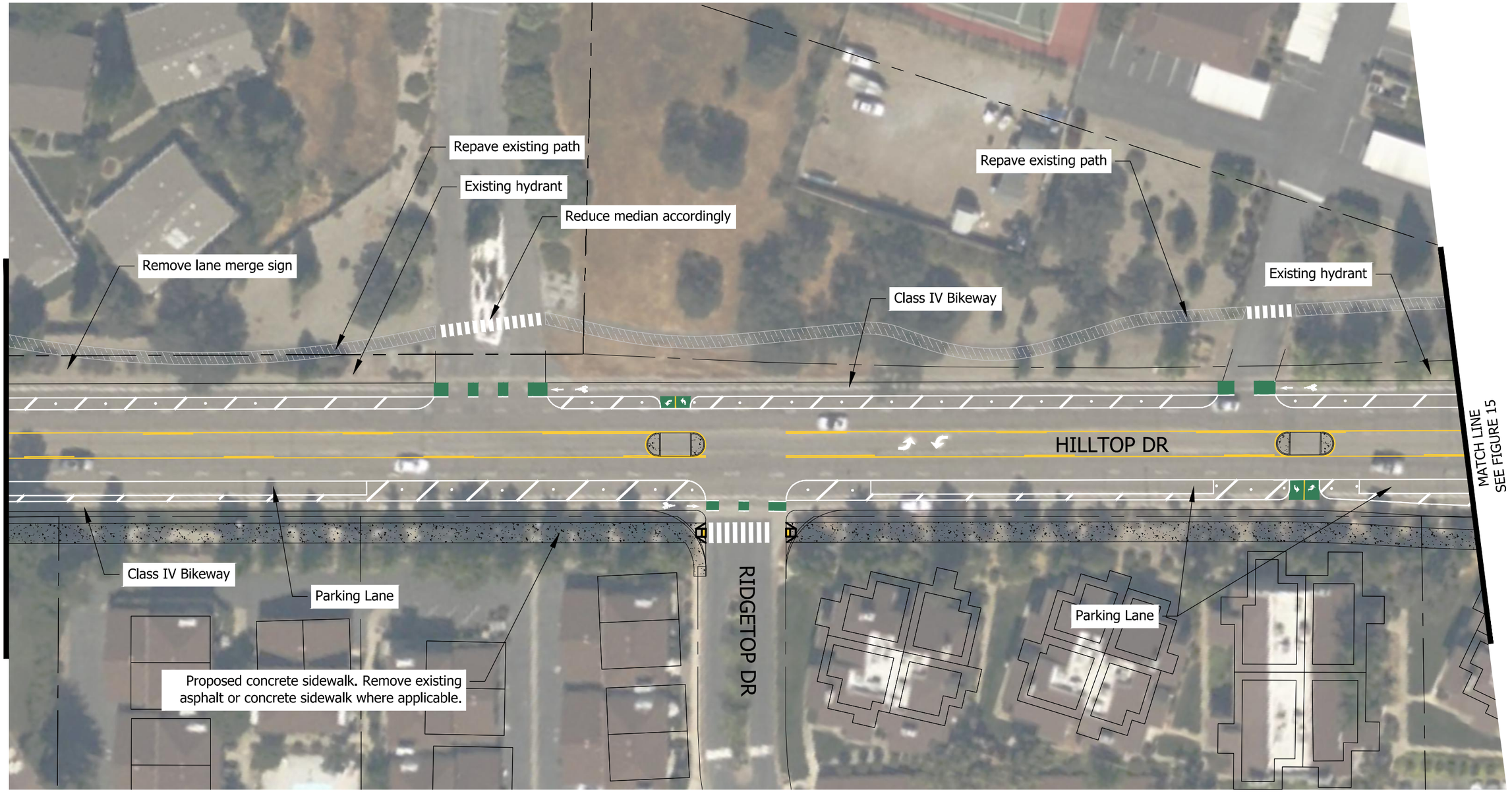
N

Hilltop Extension ATP
Redding, CA

Figure
16

KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:46pm - sliu Layout Tab: 16



Scale: 1" = 50'

50 25 0 50

N

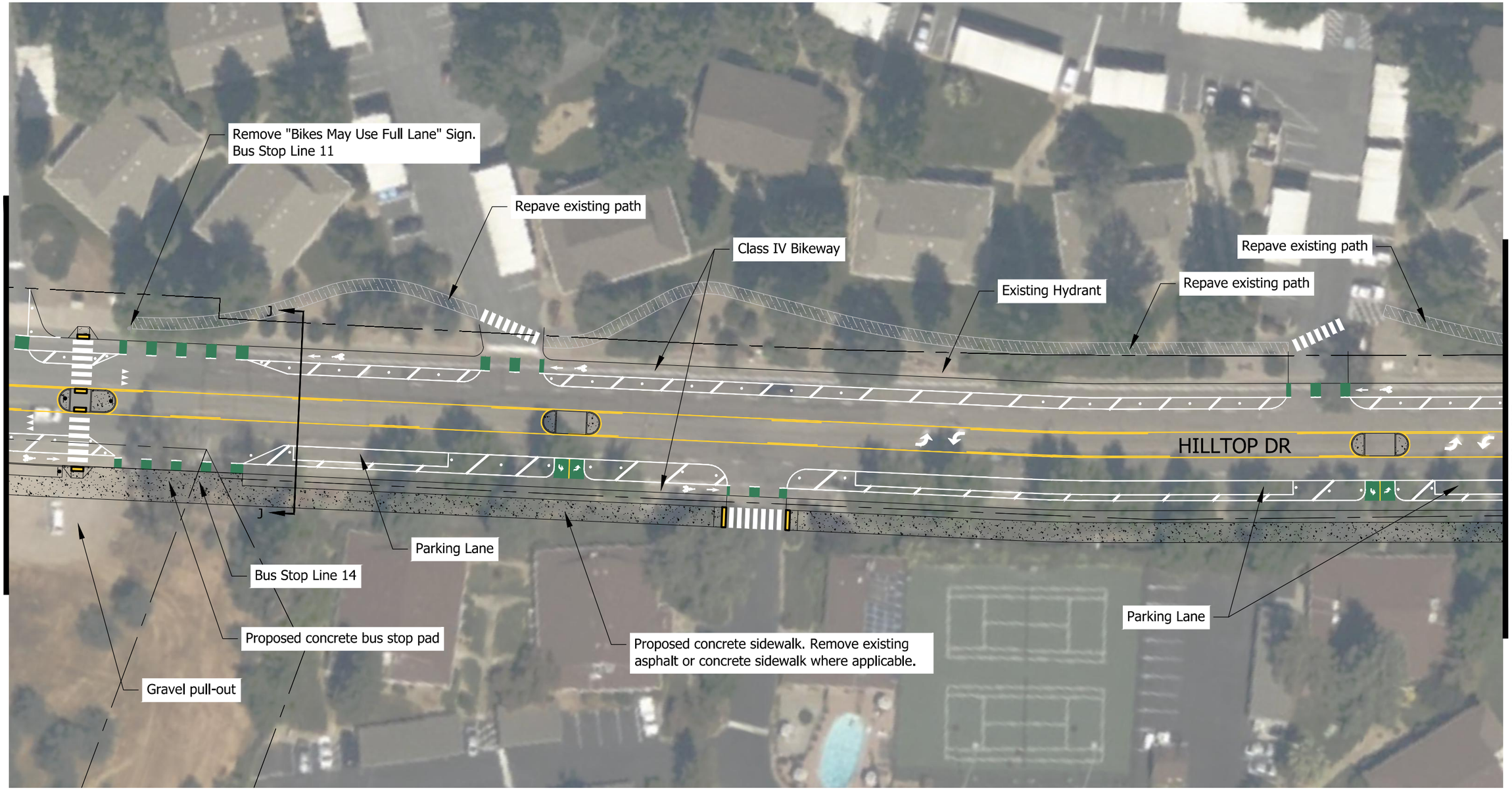
Hilltop Extension ATP
Redding, CA

Figure
17

KITTELSON & ASSOCIATES

TOOLE DESIGN

C:\Users\local_sku\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:47pm - sku Layout Tab: 17



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
18

KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\local_slu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:47pm - slu Layout Tab: 18



Scale: 1" = 50'

50 25 0 50

N

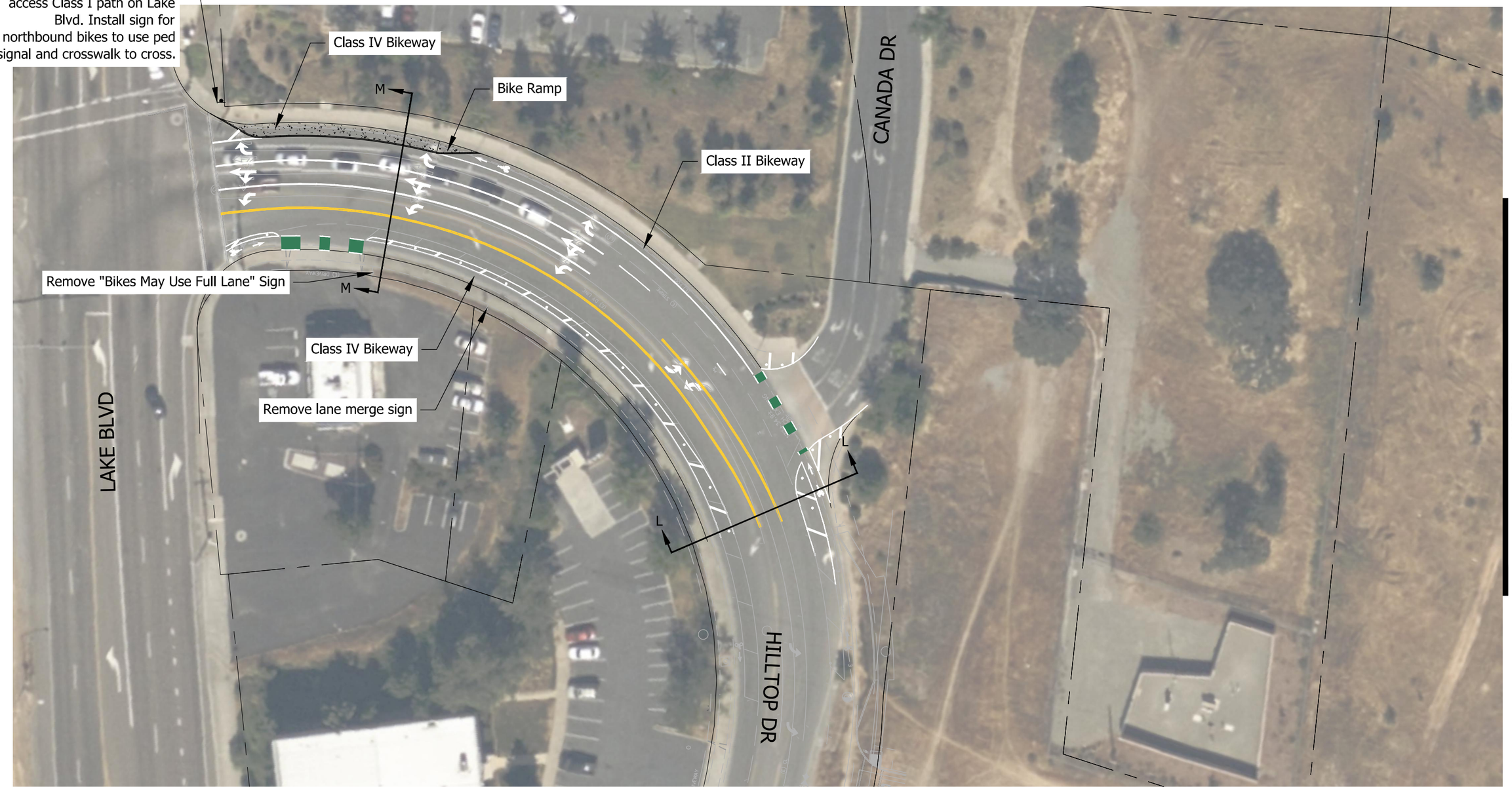
Hilltop Extension ATP
Redding, CA

Figure
19

KITTELSON & ASSOCIATES

TOOLE DESIGN

C:\Users\local_stlu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:47pm - stlu Layout Tab: 19



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
20

KITTELSON & ASSOCIATES

TOOLE DESIGN

C:\Users\local_stu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:48pm - stu Layout Tab: 20



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
21

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:48pm - sliu Layout Tab: 21



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
22

KITTELSON & ASSOCIATES

C:\Users\local_stu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:48pm - stu Layout Tab: 22



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
23

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\28896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:48pm - sliu Layout Tab: 23



Scale: 1" = 50'

50 25 0 50

N

Hilltop Extension ATP
Redding, CA

Figure
24

KITTELSON & ASSOCIATES

C:\Users\local_sliu\Temp\AcPublish_27504\29896_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:49pm - sliu Layout Tab: 24



Scale: 1" = 50'

50 25 0 50

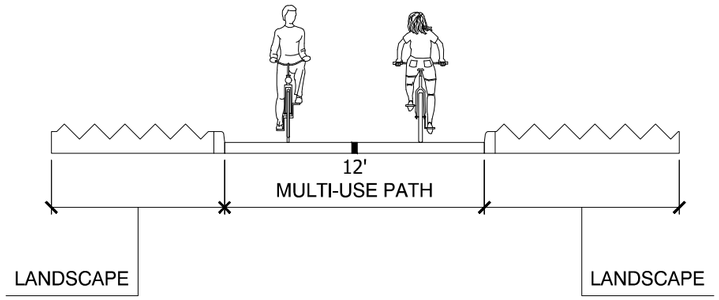
N

Hilltop Extension ATP
Redding, CA

Figure
25

KITTELSON & ASSOCIATES

C:\Users\local_slu\Temp\AcPublish_27504\298996_017_HilltopExtensionATP.dwg Jun 13, 2024 - 7:49pm - slu Layout Tab: 25

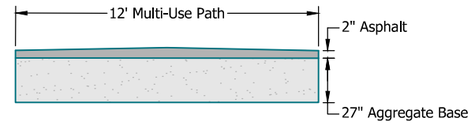


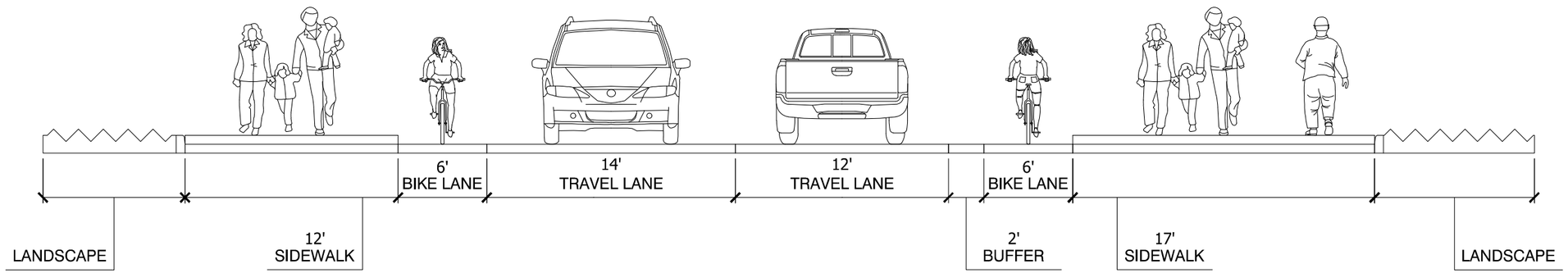
A

Typical Multi-Use Path

SEE FIGURE 1

Typical Multi-Use Path Cross Section





B

Hilltop Drive - West of Palisades Ave

SEE FIGURE 9

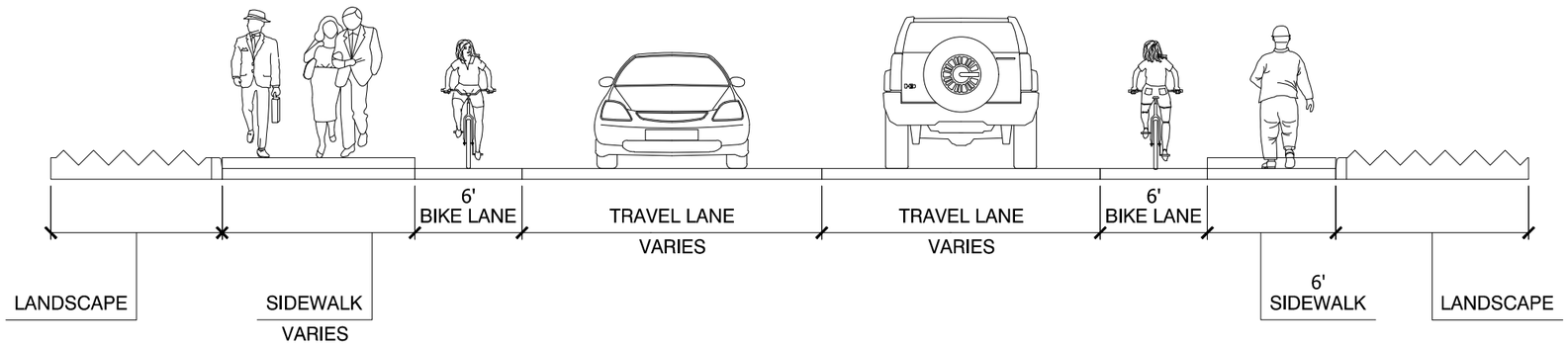
NOT TO SCALE

Hilltop Extension ATP
Redding, CA

Cross Sections

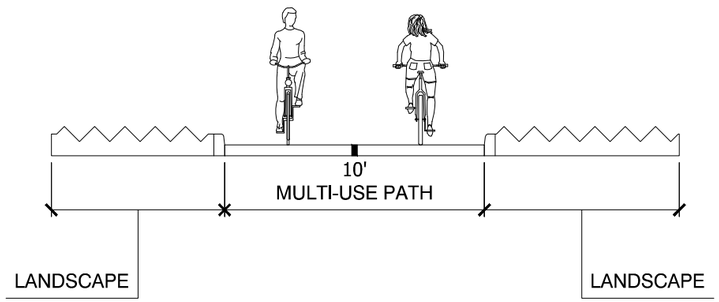
KITTELSON & ASSOCIATES

C:\Users\slu\appdata\local\temp\AcPublish_19216\28896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS1



C Hilltop Drive - East of Palisades Ave

SEE FIGURE 9



D Multi-Use Path Connection to Mission De Oro Dr

SEE FIGURE 10

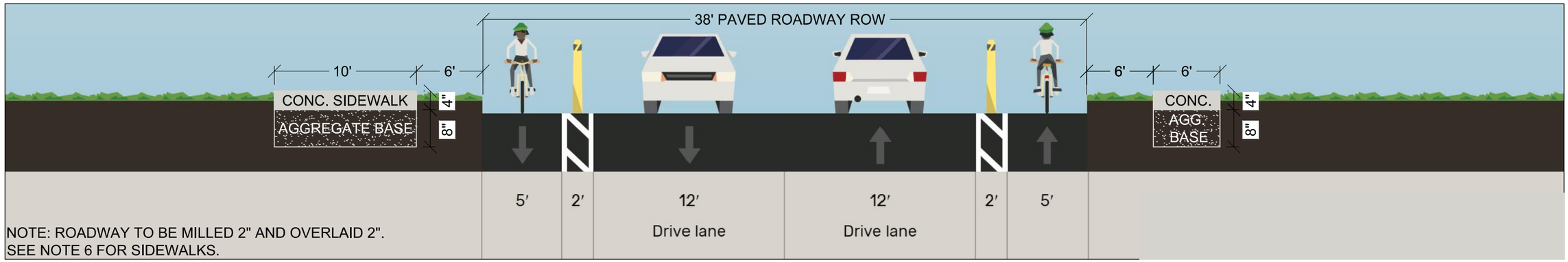
NOT TO SCALE

Hilltop Extension ATP
Redding, CA

Cross Sections

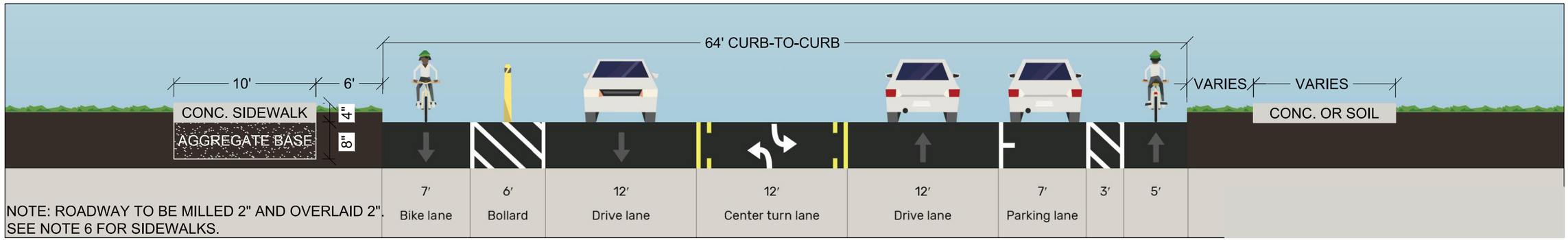
KITTELSON & ASSOCIATES

C:\Users\slu\appdata\local\temp\AcPublish_19216\28896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS2



E Hilltop Drive - East of River Bend Rd

SEE FIGURE 11



F Hilltop Drive - East of Sandpoint Dr

SEE FIGURE 12

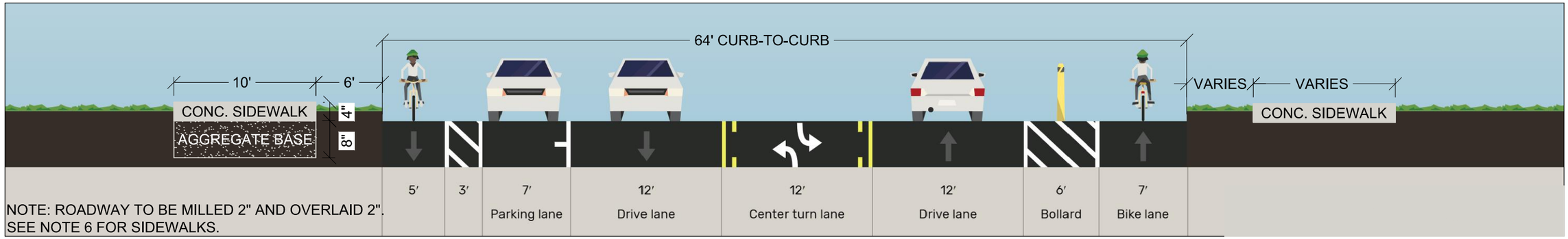
NOT TO SCALE

Hilltop Extension ATP
Redding, CA

Cross Sections

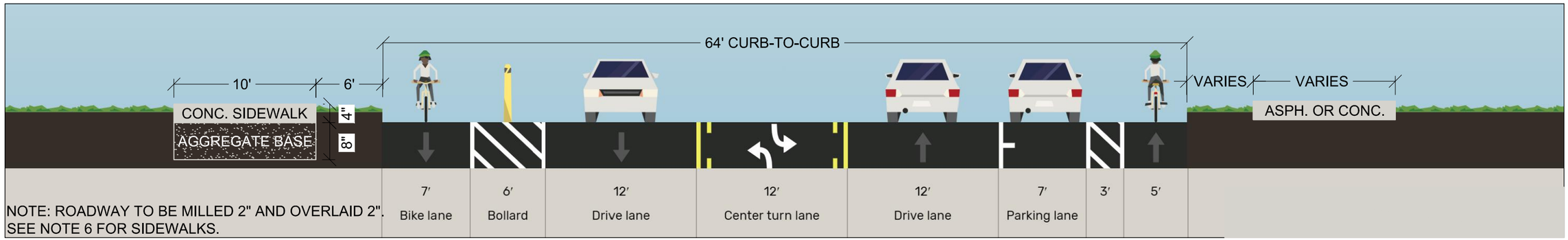
KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\slu\appdata\local\temp\AcPublish_19216\28896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS3



G Hilltop Drive - West of Sacramento River Trail

SEE FIGURE 13



H Hilltop Drive - West of Mercedes Ln

SEE FIGURE 15

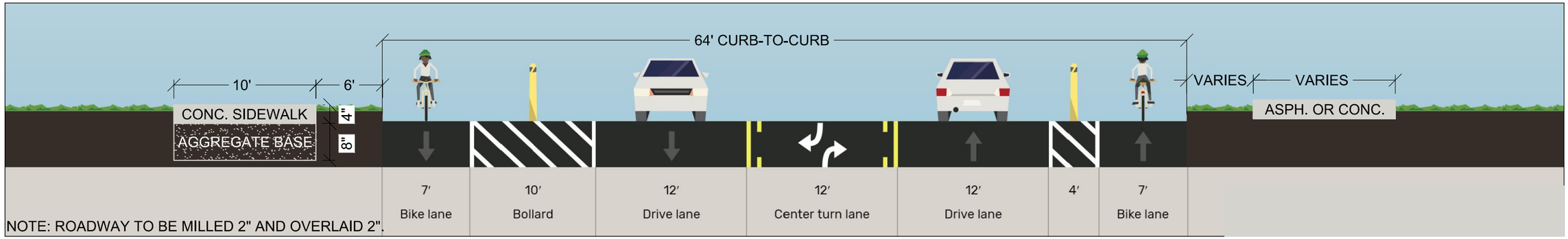
NOT TO SCALE

Hilltop Extension ATP
Redding, CA

Cross Sections

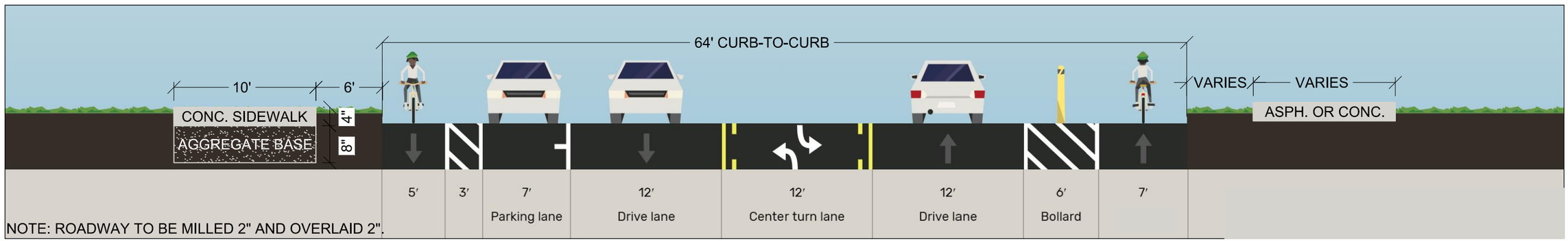
KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\slu\appdata\local\temp\AcPublish_19216\28896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS4



I Hilltop Drive - East of Ridgecrest Trail

SEE FIGURE 16



J Hilltop Drive

SEE FIGURE 18

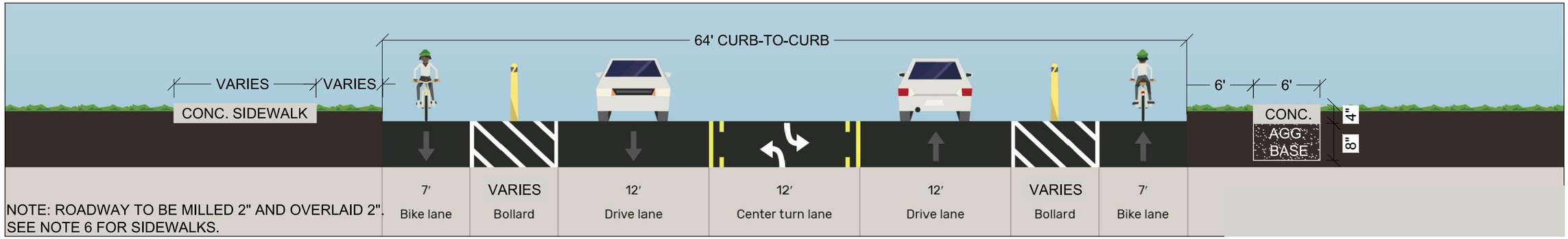
NOT TO SCALE

Hilltop Extension ATP
Redding, CA

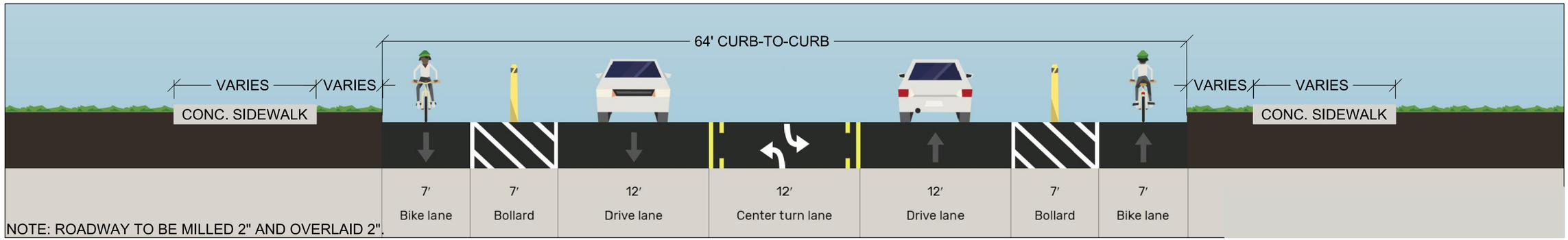
Cross Sections

KITTELSON & ASSOCIATES TOOLE DESIGN

C:\Users\slu\appdata\local\temp\AcPublish_19216\28896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS5



K Hilltop Drive
SEE FIGURE 19



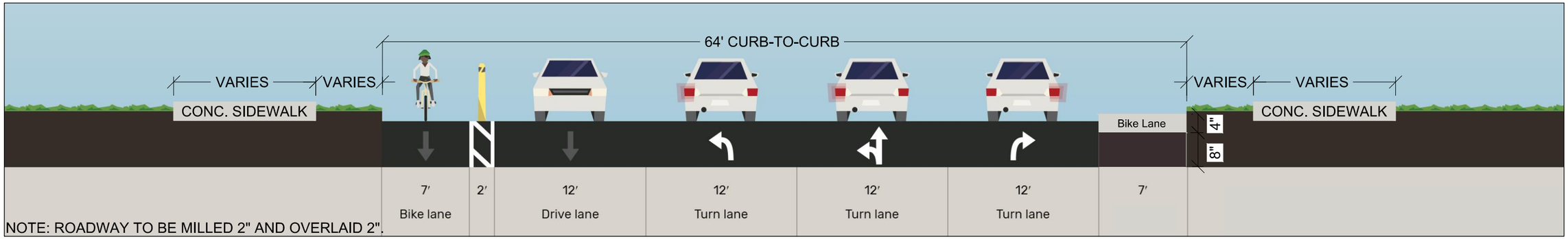
L Hilltop Drive - South of Canada Dr
SEE FIGURE 20

NOT TO SCALE

Hilltop Extension ATP
Redding, CA

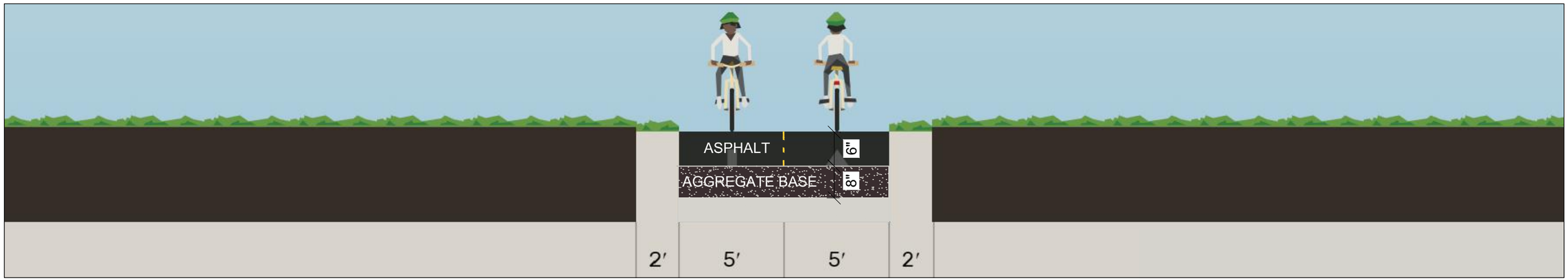
Cross Sections

C:\Users\slu\appdata\local\temp\AcePublish_19216\28896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS6



M Hilltop Drive - South of Lake Blvd

SEE FIGURE 20



N Palisades Avenue - Class I Bikeway Connection

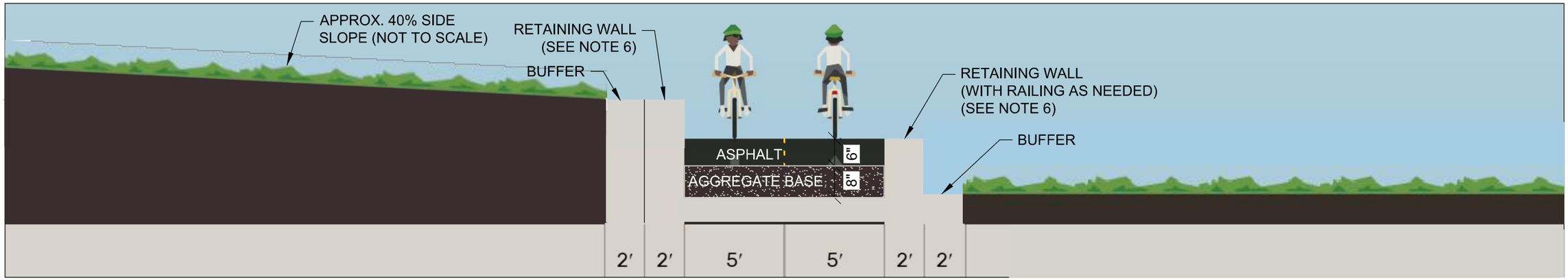
SEE FIGURE 23

NOT TO SCALE

Hilltop Extension ATP
Redding, CA

Cross Sections

C:\Users\slu\appdata\local\temp\AcPublish_19216\29896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS7



0 Class I Bikeway with Retaining Wall

SEE FIGURE 24

NOT TO SCALE

Hilltop Extension ATP
Redding, CA

Cross Sections

C:\Users\slu\appdata\local\temp\AcPublish_19216\29896_017_HilltopExtensionATP.dwg May 17, 2024 - 6:58pm - slu Layout Tab: XS8

KITTELSON & ASSOCIATES TOOLE DESIGN

APPENDIX D

Link Shasta Active Transportation Network Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

December 19, 2023 Project# 262050.016

To: Keith Williams, Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

From: Matt Braughton, Ben Demonbreun, and Dhawal Kataria

RE: Link Shasta Active Transportation Network: Existing Plans and Existing Conditions Review

INTRODUCTION

Kittelson & Associates, Inc. (Kittelson) prepared this memorandum to summarize the existing planning documents and study area conditions for the City of Shasta Lake (City) Link Shasta Active Transportation Network (Link Shasta). The memorandum is organized into following sections:

- Project Background
- Literature Review
- Community Characteristics
  - Demographics
  - Key Destinations
- Existing Infrastructure and Characteristics
  - Active Transportation
  - Vehicle and Transit Conditions
  - Pedestrian and Bicycle Safety

Note, this memo documents information as of December 2023.

PROJECT BACKGROUND

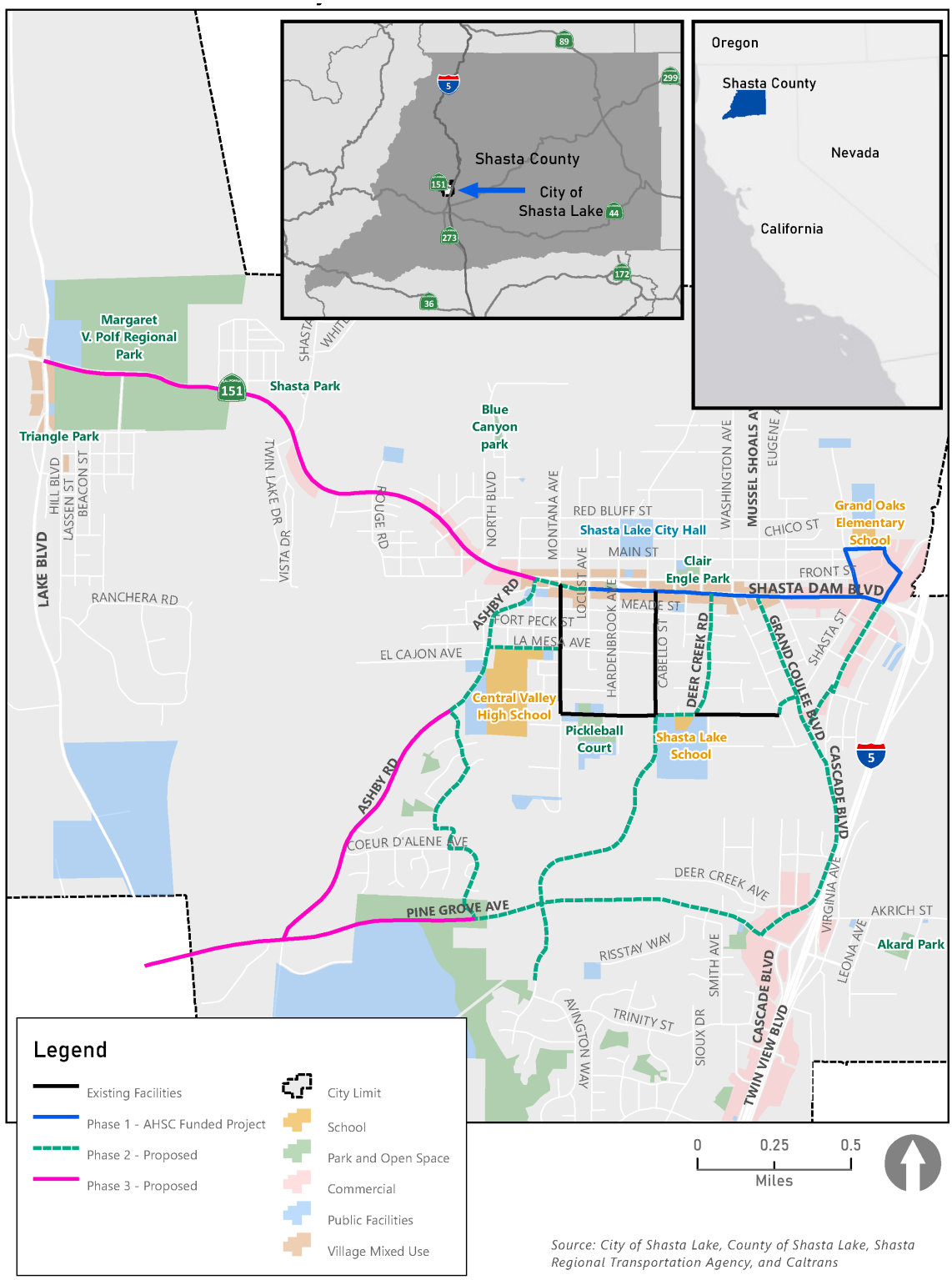
Shasta Regional Transportation Agency (SRTA) is assisting the City to develop the Link Shasta project, which will expand the City's existing walking and biking network to further develop low-stress active transportation connections throughout the City of Shasta Lake. The Link Shasta project consists of shared-use paths, bike lanes, and neighborhood greenways (or similar low-stress bikeway facilities), pedestrian facilities and crossing enhancements, as well as supporting traffic-calming improvements throughout the City of Shasta Lake on:

- Shasta Dam Boulevard;
- Ashby Road;
- Woodley Ave/Couer d'Alene Avenue;
- Pine Grove Avenue;
- Cabello Street;
- Deer Creek Road;
- Vallecito Street;
- Grand Coulee Boulevard; and,
- Cascade Boulevard.

The project map is shown in **Figure 1**. The proposed projects will be completed in three phases as shown in Figure 1. Phase 1 will be completed using awarded Affordable Housing and Sustainable Communities

(AHSC) funds. Phase 2 refers to priority routes and improvements identified as part of this project. Lastly, Phase 3 identifies routes for future improvements.

Figure 1: Project Map



Source: City of Shasta Lake, County of Shasta Lake, Shasta Regional Transportation Agency, and Caltrans

LITERATURE REVIEW

Recent local and regional planning efforts have highlighted the community's desire and need for improved active transportation facilities in the City of Shasta Lake. The following documents have been reviewed as a part of existing conditions review.

- City of Shasta Lake 2040 General Plan, 2022
- City of Shasta Lake Local Road Safety Plan, 2021
- City of Shasta Lake Bicycle Transportation Plan, 2009
- GoShasta Regional Active Transportation Plan, 2018
- SRTA Regional Transportation Plan, 2022

City of Shasta Lake 2040 General Plan, 2022

The General Plan emphasizes the importance of establishing interconnected bicycle and pedestrian networks to facilitate access to employment hubs, community centers, schools, commercial areas, and transit stops. It highlights the role of this active transportation network in bridging the gap between transit stops and various destinations, serving as a first and last-mile connection. In alignment with the City's Land Use Element, the plan prioritizes infill development to reduce the distance between origins and destinations, thereby creating favorable conditions for active transportation.

Figure 2 shows the current and proposed bikeways.

The plan has adopted the following goals and policies that support active transportation:

CIR-1: Develop a transportation system that meets the needs of all segments of the community, including residents, businesses, visitors, and the region, through a "complete streets" approach to transportation planning.

CIR1.2 Evaluate the feasibility of including "complete streets" considerations in the design of all street improvement projects, including but not limited to:

- Water efficient, drought tolerant landscaping
- Public transit improvements
- Accessibility for disabled persons and Americans with Disabilities Act (ADA) compliance
- Safety criteria, such as traffic calming measures and lighting
- Sign and wayfinding design
- Sidewalk installation
- On- and off-street parking management
- Bicycle routes, facilities, and signage

CIR 1.5 Strive to attain a Level of Service (LOS) "C" and VMT reduction, so that potential congestion is minimized, VMT targets are met, and active transportation needs are addressed.

CIR 1.6 Improve unpaved roads, driveways, pedestrian and bicycle paths, and parking areas as appropriate and with consideration of reducing impervious surfaces.

CIR 1.7 Encourage connectivity and accessibility to a mix of land uses that meet residents' daily needs within walking distance, consistent with the Land Use Element.

CIR 1.8 Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
CIR 1.9 Take into account the specific needs of the population when designing roadways, including bicycle and pedestrian access, transit and drop-off needs, and safety around crosswalks, intersections, and roundabouts.

CIR-2: Increase options and services for walking and bicycling while improving safety for all modes of transportation.

CIR 2.2 Provide access to public facilities, schools, parks, and shopping areas.

CIR 2.3 Design intersections and public rights-of-way to include accessible, safe access for all users.

CIR 2.4 Design sidewalks and pedestrian paths to provide sufficient space from vehicular traffic and adequate sight lines between adjoining developments to ensure safety and security, as practicable.

CIR-3: Promote alternative travel modes, including transit, pedestrian, and bicycle circulation systems to improve access and public health.

CIR 3.2 Plan for transportation modes and strategies that ensure good air quality, reduce greenhouse gas emissions, and reduce the need to devote additional lands to transportation uses.

CIR 3.5 Continue to develop a system of bicycle and pedestrian transportation, both on and off-street.

CIR 3.8 Where feasible and appropriate, and where non-motorized travel is reasonably expected, the width of existing streets should be reduced through bulbouts, medians, pedestrian islands and similar methods, and planting shade trees in landscaped areas within and adjacent to streets while not jeopardizing emergency response and future capacity requirements.

CIR 3.9 Expand and maintain a safe and comprehensive bicycle system that connects the City's neighborhoods to public facilities, services, and recreational opportunities within the City.

Figure 2: Existing and Proposed Bike and Pedestrian Trails and Current Transit Routes

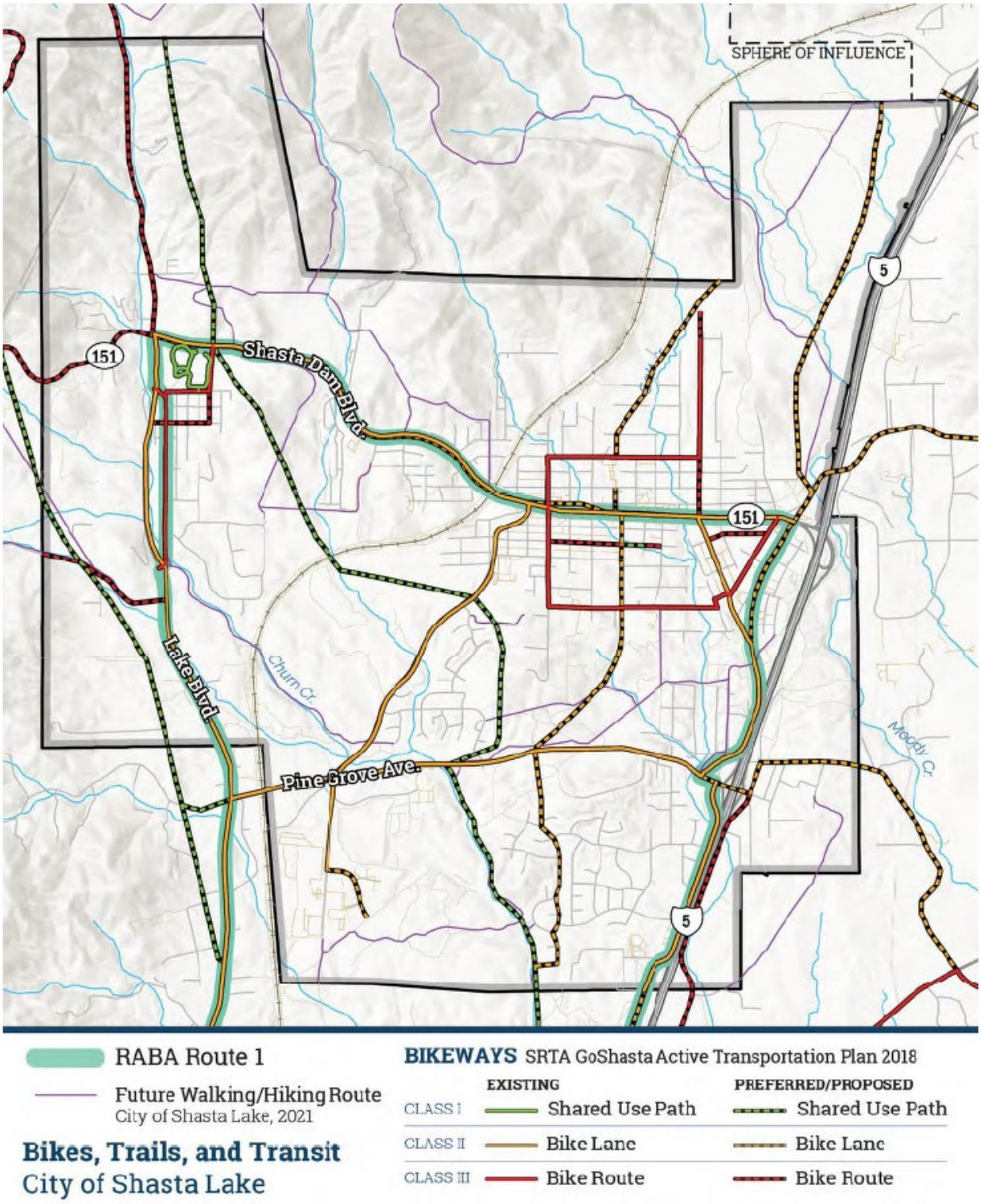


Figure 4-5. Existing and Proposed Bike and Pedestrian Trails and Current Transit Routes

SOURCE: CITY OF SHASTA LAKE 2040 GENERAL PLAN, 2022

City of Shasta Local Road Safety Plan, 2021

The City of Shasta Lake developed a Local Road Safety Plan (LRSP) in 2021 to identify safety countermeasures to help mitigate the City's primary crash type trends and reduce the overall collision severity. The plan adopted the following goals as a part of the LRSP.

- Improve the health and vitality of our community.
- Goal toward zero deaths and zero life altering injuries on local roadways by 2030.
- Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.), to the downtown district, to work, and to schools.
- Residents report they have safe, comfortable, convenient routes on local roads where they are walking, biking, rolling, or driving.

There were a total of five pedestrian and eight bicycle collisions in the City documented in the LRSP. The majority of pedestrian collisions were along Shasta Dam Boulevard. The following bicycle and pedestrian safety countermeasures are proposed in the LRSP.

- Install sidewalk/shared-use path (to avoid walking along roadway)
  - Ashby Road - Between Shasta Dam Boulevard and Pine Grove Ave
  - Vallecito Street - Between Montana Avenue and Washington Ave
- Install/upgrade pedestrian crossing (with enhanced safety features)
  - Vallecito Street - Between Montana Avenue and Washington Ave
- Install Rectangular Rapid Flashing Beacon (RRFB)
  - Ashby Road - Between Shasta Dam Boulevard and Pine Grove Ave
  - Vallecito Street - Between Montana Avenue and Washington Ave
  - Vallecito St, West of Deer Creek Road
  - SR 151 at Hardenbrook Avenue
  - Ashby Rd, South of La Mesa Avenue

According to input from the Stakeholder Working Group, Ashby Road emerges as a crucial corridor warranting concentrated safety improvements.

City of Shasta Lake Bicycle Transportation Plan, 2009

The City prepared a Bicycle Transportation Plan in 2009 to provide a long-term framework to improve and encourage bicycle transportation in the City. The overall goal of the Plan was to create a safe, efficient, and coordinated transportation environment that encourages bicycling to reduce vehicle emissions and promote a healthy environment with easy access to alternative forms of transportation.

The City subsequently teamed with the Shasta Regional Transportation Agency (SRTA) in preparation of the GoShasta Regional Active Transportation Plan (GoShasta Plan), which is a regionwide planning effort that contains planned active transportation projects for all the region's jurisdictions, including the city of Shasta Lake. Projects and programs identified in the 2009 Bicycle Transportation Plan have been updated and incorporated into the GoShasta Plan.

GoShasta Regional Active Transportation Plan, 2018

The GoShasta Plan strategically guides the development of programs and infrastructure for walking, bicycling, and connecting to transit in the Shasta Region. The plan provides a regional vision for Shasta County and the incorporated cities of Anderson and Shasta Lake, and complements the vision for the city of Redding's Active Transportation Plan. The GoShasta Plan identifies projects all the region's jurisdictions and action lists for the county and the cities of Anderson and Shasta Lake.

Program recommendations include educational programs, bicycle theft prevention initiatives, and end-of-trip facilities such as bicycle storage, showers, and/or locker facilities. Sustainable growth policies that encourage walkable neighborhoods, mixed-use development, and infill development are included to reduce vehicle miles travelled (VMT), develop a comprehensive transportation network that is walkable and bikeable, and ensure that land uses and development support active transportation.

GoShasta identifies a conceptual regional trunk line system for walking and bicycling between and within regionally identified strategic growth areas (SGA's), often a city's core downtown area, and major destinations in those SGA's. The goal is for trunk lines to serve people of all ages and physical abilities and encourage a higher number of people to walk or bike for all trip purposes. Ideally, trunk lines will have horizontal and vertical separation from vehicles, such as with a Class I shared use/side path or Class IV separated bike lanes (e.g., grade separations, curbs, planters, and other treatments) to provide safety and comfort for the pedestrian and/or bicyclist.

The GoShasta Plan prioritizes projects based on safety, connectivity, demand, and equity (connections to disadvantaged communities). Prioritization of projects was based on extensive public engagement and public workshops in the community. **Table 1** identifies priority pedestrian and bicycle projects identified in the City that will be integrated into the Shasta Regional Transportation Plan (RTP) fiscally constrained project list. Notably, all pedestrian projects, with the exception of McConnell Avenue, align with the Link Shasta priority routes. Among the two bicycle priority projects, the Shasta Dam Boulevard project will have an impact on the Link Shasta priority routes.

Table 1: City of Shasta Lake Priority Projects

Street Name	From Street	To Street	Description	Length (Miles)	Link Shasta Network
Pedestrian Improvements					
Ashby Rd	Los Gatos Ave.	Front St./Shasta Dam Blvd.	Safe to School (SR2S)	0.29	Yes
McConnell Ave.	Shasta Dam Blvd.	Main St.	Commercial/Civic Corridor	0.1	No
Ashby Rd.	Pine Grove Ave.	La Mesa Ave.	SR2S	1.2	Yes
Deer Creek Ave./ Vallecito St.	Cabello St	Shasta Dam Blvd.	SR2S	0.53	Yes
Pine Grove Ave.	Jorzack Way	Ashby Rd.	Community Walking Connection	1.4	Yes
Cascade Blvd.	Pine Grove Ave.	Grand Coulee Blvd.	Community Walking Connection	0.67	Yes
Cascade Blvd.	Grand Coulee Blvd.	1-5 NB Offramp/R/ 1-5 SBIR/ Shasta Dam Blvd.	Community Walking Connection	0.57	Yes
			Total Miles of Pedestrian Improvements	**4.76**	
Bicycle Improvements					
Churn Creek Trail	Oasis Rd.	Pine Grove Ave.	Shared use Path	1.73	No
Shasta Dam Blvd.	Ashby Rd.	Lake Blvd.	Buffered Bike Lane - Subject to Caltrans Process	1.88	Yes
			Total Miles of Bicycle Improvements	**3.61**	

Source: GoShasta Regional Active Transportation Plan, 2018

The GoShasta Plan includes local action lists for each participating jurisdiction. The lists focus on increasing active transportation mode share; increasing safety and comfort of active transportation users; and investing in healthy, vibrant, sustainable, and people-centered communities.

SRTA Regional Transportation Plan, 2022

SRTA prepared their 2022 Regional Transportation Plan (RTP) covering a minimum 20-year planning horizon. The RTP for Shasta County is updated every four years. Key elements of the RTP include:

- A regional vision and goals, supported by a program of short and long-range objectives and course of action;
- An evaluation of regional mobility needs considering population, housing, and job forecasts; and
- A list of specific transportation improvements, anticipated construction timeline, and a funding plan.

The RTP identifies a number of active transportation projects for the City of Shasta Lake consistent with the GoShasta Plan including a reconstruction of Cascade Boulevard with bicycle and pedestrian facilities and a shared-use side path along Ashby Road from SR 151 to Pine Grove Avenue, among others.

COMMUNITY CHARACTERISTICS

The proposed network aims to improve the safety, comfort, connectivity, and transportation options for people who walk, bike, or roll, people who do not have access to a personal vehicle, and other populations with limited mobility options like youth and older adults.

DEMOGRAPHICS[1]

Population

Table 2 shows the project area population by age. The project area has a combined population of 10,399 residents. Approximately 19 percent of the City of Shasta Lake is aged sixty-five years or older and 25 percent seventeen years or younger. The median age of the City is between 35 and 39 years old. The City boundary encompasses the proposed network and the residential neighborhoods expected to benefit most directly from the project.

Table 2: Project Area Population by Age

Population	City of Shasta Lake	
Under 5 years	609	5.9%
5 to 9 years	792	7.6%
10 to 14 years	560	5.4%
15 to 19 years	674	6.5%
20 to 24 years	580	5.6%
25 to 29 years	668	6.4%
30 to 34 years	503	4.8%
35 to 39 years	809	7.8%
40 to 44 years	640	6.2%
45 to 49 years	701	6.7%
50 to 54 years	575	5.5%
55 to 59 years	812	7.8%
60 to 64 years	445	4.3%
65 to 69 years	843	8.1%
70 to 74 years	575	5.5%
75 to 79 years	190	1.8%
80 to 84 years	169	1.6%
85 years and over	254	2.4%
Total	**10,399**	

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

[1] All census data in this section is derived from 2017-2021 American Community Survey unless otherwise stated.

Income

As shown in **Table 3**, the City has a median income ($51,713) below 65% of the statewide median ($84,097). Approximately 27% of households earn under $25,000 per year.

Table 3: Project Area Median Household Income Frequency

Households	City of Shasta Lake	
Less than $10,000	255	6.40%
$10,000 to $14,999	287	7.20%
$15,000 to $24,999	550	13.80%
$25,000 to $34,999	391	9.80%
$35,000 to $49,999	475	11.90%
$50,000 to $74,999	698	17.50%
$75,000 to $99,999	582	14.60%
$100,000 to $149,999	499	12.50%
$150,000 to $199,999	203	5.10%
$200,000 or more	48	1.20%
Total	**3,988**	

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

Free and Reduced Meal Program for Students

Improving connections and access to schools for students in the project area is also important for improving equity outcomes. The project will serve schools with relatively high proportions of students eligible for free and reduced meal programs, consisting of 67% at Central Valley High School, 79% at Shasta Lake School, 83% at Grand Oaks Elementary School, and 93% at Mountain Lakes High School.

Race and Ethnicity

Table 4 shows the population within the City is predominantly white (76.0%), followed by Hispanic or Latino people (9.1%), and then people who identify with two or more races (8.2%). The City also has significant populations of American Indian and Alaska Native Alone (2.7%) and Asian Alone (2.4%). All other race and ethnicity categories make up small portions of the total population (less than one percent).

Table 4: Race and Ethnicity by Project Area Census Tract

Population	City of Shasta Lake	
White Alone	7,887	76.0%
Hispanic or Latino	942	9.1%
Black or African American Alone	72	0.7%
American Indian and Alaska Native Alone	277	2.7%
Asian Alone	251	2.4%
Native Hawaiian and Other Pacific Islander Alone	14	0.1%
Some Other Race Alone	80	0.8%
Two or More Races	848	8.2%
Total	**10,399**	

SOURCE: U.S. 2020 DECENNIAL CENSUS

Healthy Places Index

Developed by the Public Health Alliance of Southern California, the Healthy Places Index (HPI)[2] maps data on social conditions that drive health such as education, job opportunities, clean air, and water. The tool allows decision makers to compare community wellbeing across geographies and direct resources accordingly.

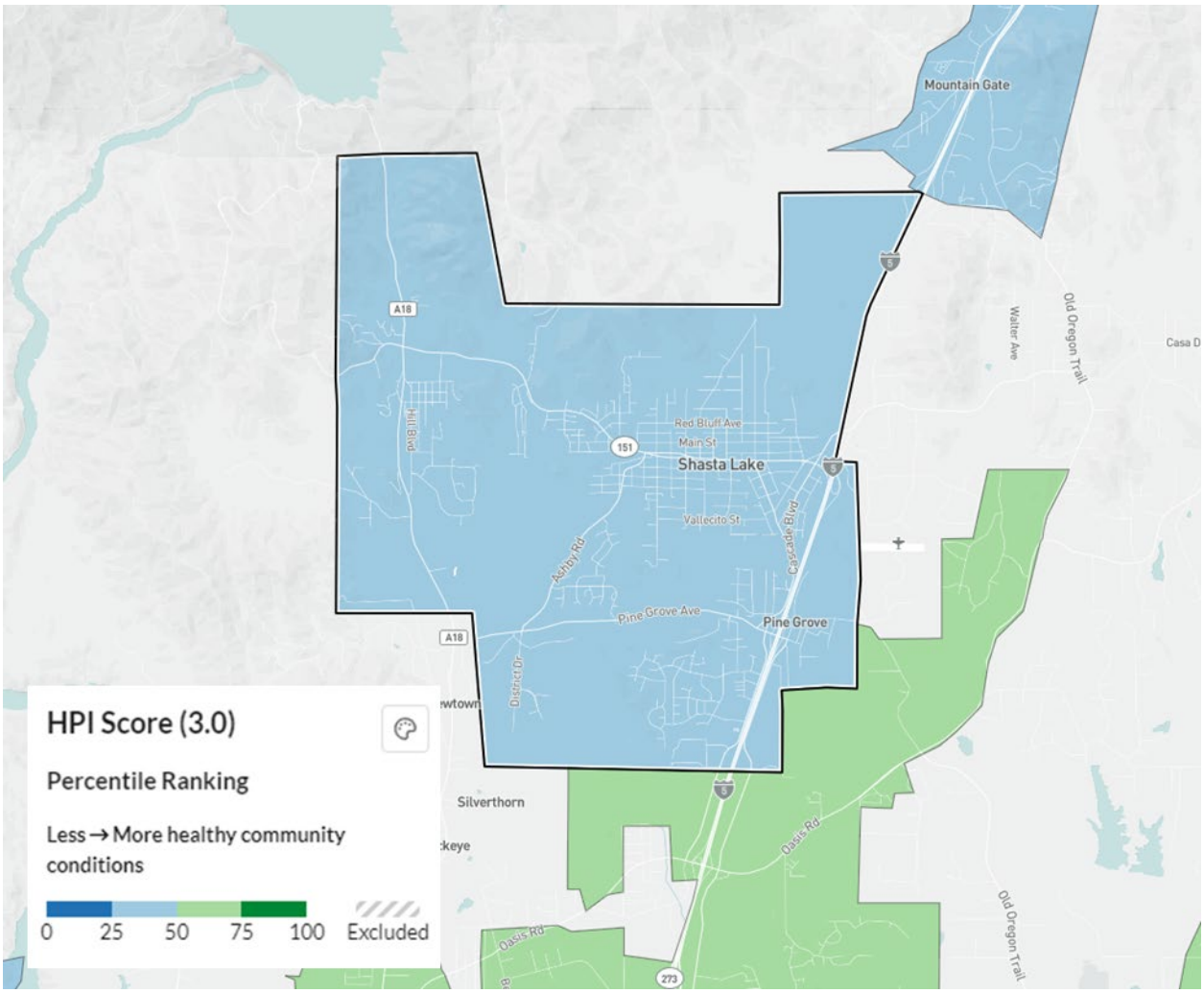
The City of Shasta Lake experiences low community health conditions according to the HPI (see **Figure 3**). These include:

- Less healthy community conditions than 66.3% of other California cities/towns;
- Worse economic conditions than 73.7% of other California cities/towns;
- Lower per capita income than 71.6% of other California cities/towns;
- Lower percentage of people earning more than 200% of the federal poverty level than 80.3% of other California cities/towns;
- Lower percentage of homeowners than 53.8% of other California cities/towns; and,
- Worse transportation conditions than just 79.2% of other California cities/towns.

These combined environmental and economic burdens on residents create the need for efficient, low-cost transportation which provides access to jobs, services, schools, and low-cost active recreation in the city and region.

[2] https://www.healthyplacesindex.org/

Figure 3: Healthy Places Index (City of Shasta Lake)



SOURCE: PUBLIC HEALTH ALLIANCE OF SOUTHERN CALIFORNIA, 2022.

Transportation Patterns

As shown in **Table 5**, active transportation makes up a small percentage of current commuter types in the City (a combined 3.4% of workers, consisting of 2.0% for walking, 1.2% for public transportation, and 0.2% for bicycling). Most workers drive alone or carpool to work (87.7%). However, according to the US Census American Community Survey, 8.0% of households in Shasta Lake do not have access to a vehicle.

Table 5: Commute Transportation Patterns (ACS 2017-2021 Estimates)

Means of Transportation to Work	City of Shasta Lake	
Car, Truck, or Van: Drove Alone	3,163	80.0%
Car, Truck, or Van: Carpooled	305	7.7%
Public Transportation (Excluding Taxicab)	47	1.2%
Walked	79	2.0%
Bicycle	8	0.2%
Taxicab, Motorcycle, Other Means	150	3.8%
Worked from Home	194	4.9%
Total	**3,946**	

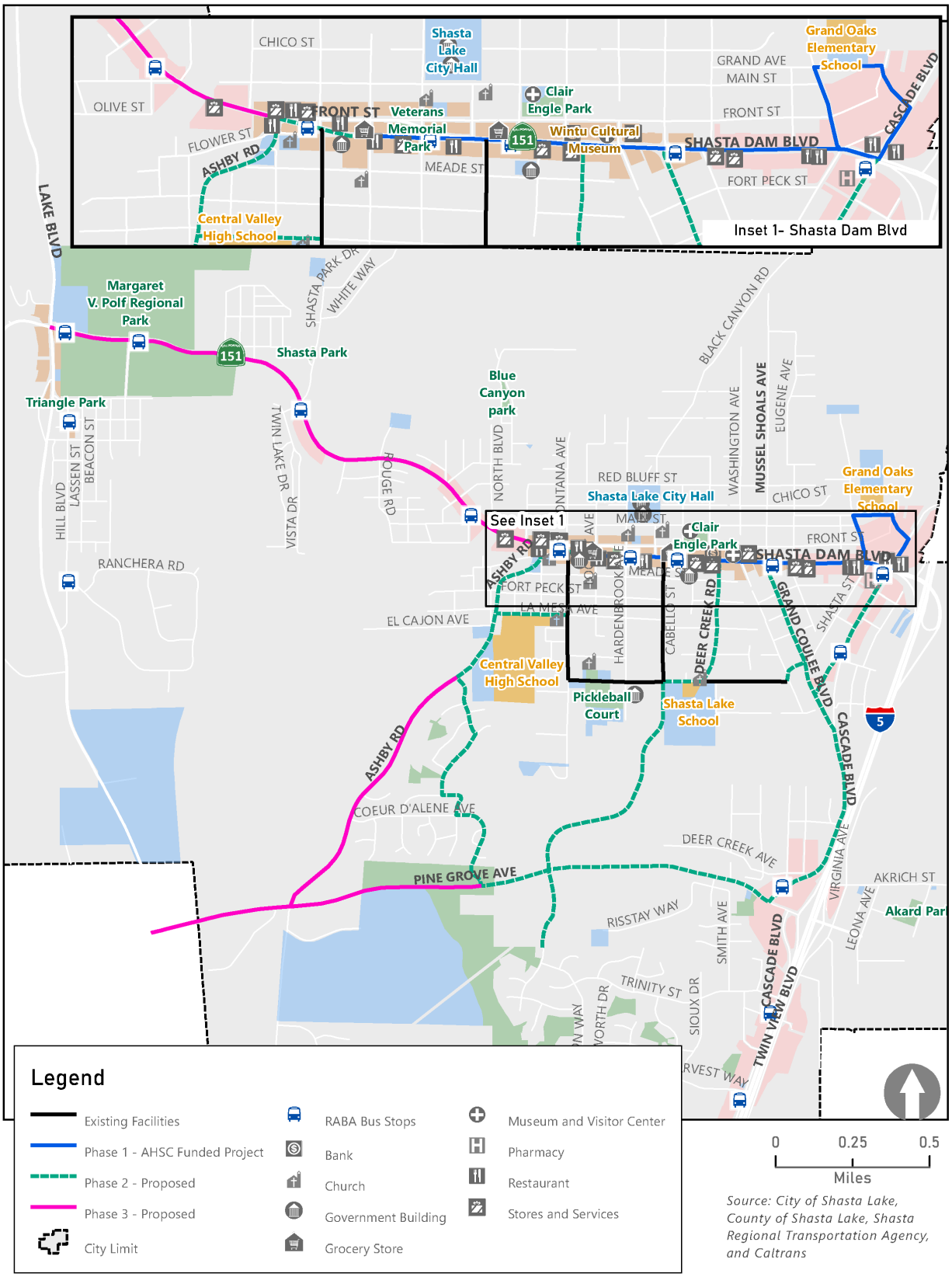
SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

KEY DESTINATIONS

The study area consists mainly of residential land uses, comprising mostly single-family homes, although there are some small multifamily and senior housing complexes. Beyond residential uses, there are several schools throughout the project area in addition to some shops, restaurants, churches, museums, parks, and civic buildings. These retail, social, and civic uses are largely centered along Shasta Dam Boulevard. Important destinations include the USPS post office, Al Mancasola's Grocery Market, Tri Counties Bank, Rite Aid Pharmacy, Shasta Lake City Hall, Larry J. Farr Community Center, and Claire Engle Park (See **Figure 4**).

The project would help connect these and other destinations by enhancing existing active transportation infrastructure and expanding the active transportation network. The existing active transportation network has significant gaps in sidewalk and bike route coverage that reduce active transportation connectivity and increase potential crash risk for people walking, biking, or rolling. Addressing these connectivity needs is even more critical for children trying to access schools in the project area. For these students, the project would enhance the safety and comfort of walking, rolling, and biking routes to local schools, including Central Valley High School, Shasta Lake School, Grand Oaks Elementary School, and Mountain Lakes High School.

Figure 4: Improving Access to Schools and Community Destinations



SOURCE: KITTELSON & ASSOCIATES, INC., 2022.

EXISTING INFRASTRUCTURE AND CHARACTERISTICS

ACTIVE TRANSPORTATION

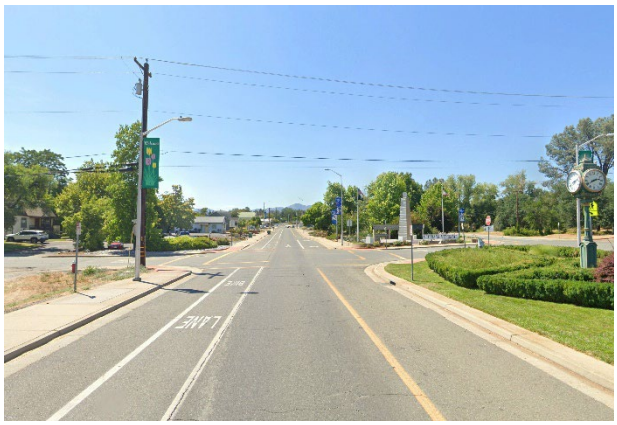
There are Class II bicycle lanes present on Shasta Dam Boulevard, Ashby Road, Lake Boulevard, and Pine Grove Avenue. There are Class III bike routes on major roadways such as Grand Coulee Boulevard, Vallecito Street, and Red Bluff Street. These facilities are generally not well-connected with other bikeways, which diminishes their utility for bicyclists. **Figure** 5 shows photos of the existing bikeway network at major roadways and **Figure 6** provides a map illustrating the existing bicycle network.

The preferred/proposed bicycle network includes upgrading Grand Coulee Boulevard to Class II bike lanes and adding bike lanes on Deer Creek Road and Cascade Boulevard. Additionally, the City has identified the following routes as a priority for active transportation improvements.

1. Shasta Dam Boulevard
2. Ashby Road
3. Woodley Avenue
4. Craftsman Avenue
5. Walton Avenue
6. Coeur D' Alene Avenue
7. Pine Grove Avenue
8. Cascade Boulevard
9. Grand Coulee Boulevard
10. Deer Creek Road
11. Cabelo Street

There are intermittent sidewalks along these corridors. Mostly intersections on Shasta Dam Boulevard feature detectable warning systems (tactile warning strips). Marked crosswalks are mostly located at the intersection of major roads and near the schools.

Figure 5: Bikeways in City of Shasta Lake



Shasta Dam Boulevard near Hardenbrook Avenue



Pine Grove Avenue near Ashby Road



Red Bluff Street at Oregon Avenue



Grand Coulee Road near Shasta Street



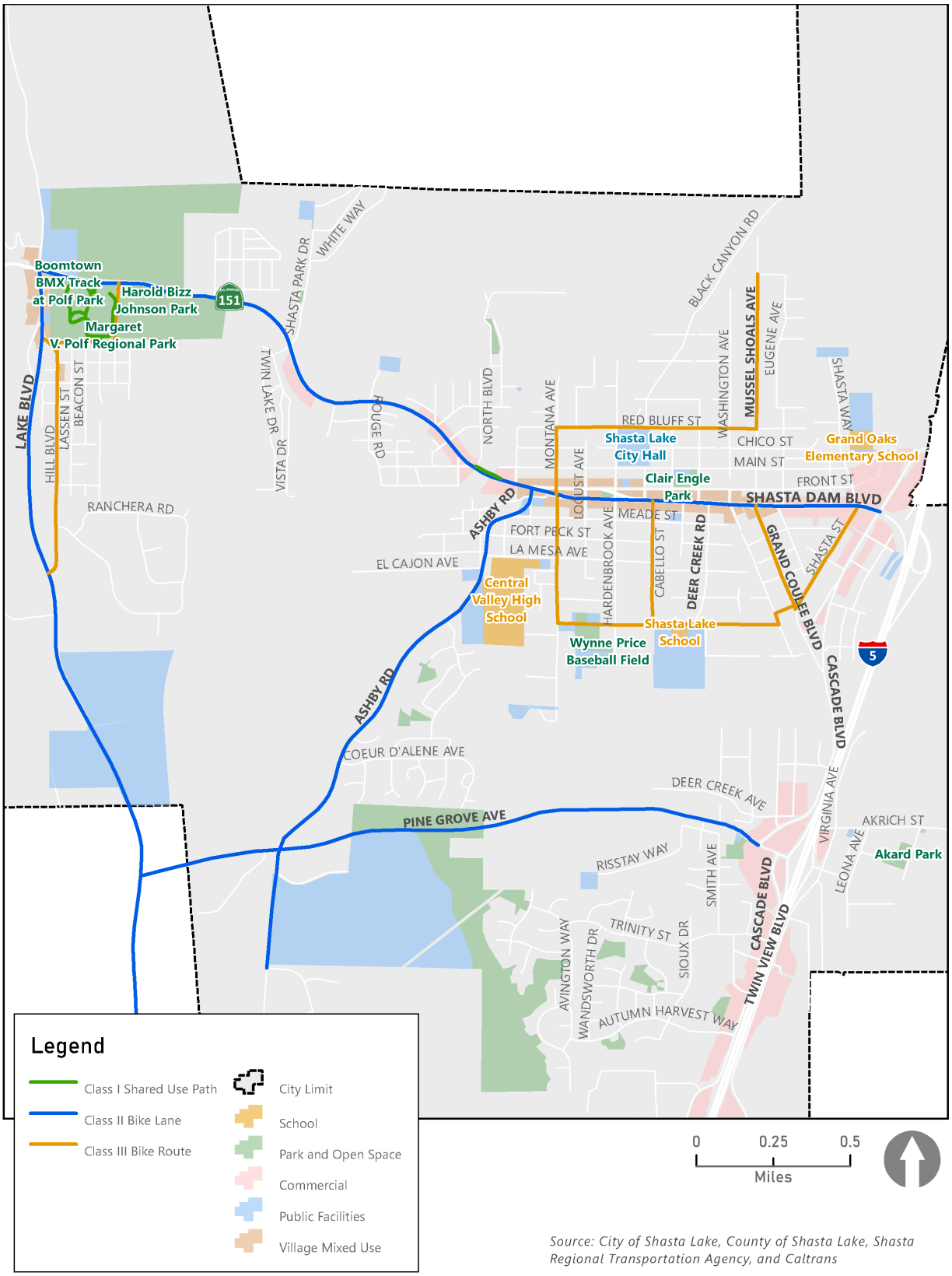
Vallecito Street near Shasta Lake School



La Mesa Avenue near Central Valley High School

SOURCE: GOOGLE EARTH

Figure 6: Existing Conditions – Bicycle Facilities



SOURCE: KITTELSON & ASSOCIATES, INC., 2022.

Bicycle Level of Traffic Stress

Kittelson conducted a preliminary level of traffic stress analysis using the Kittelson Bicycle Level of Traffic Stress (BLTS) Lite tool. LTS is an evaluation that quantifies the amount of discomfort that people feel when bicycling near motor vehicle traffic and assigns a value based on geometric and traffic characteristics. The higher the Bicycle LTS, the higher the expected discomfort of the rider traveling along the facility. The four Bicycle LTS ratings as generally perceived from the user perspective are shown in **Figure 7**.

Figure 8 shows BLTS for the existing network. Shasta Dam Boulevard and Pine Grove Avenue have LTS 3, the highest in the City.

Figure 7 LTS and Various Types of Bicyclists

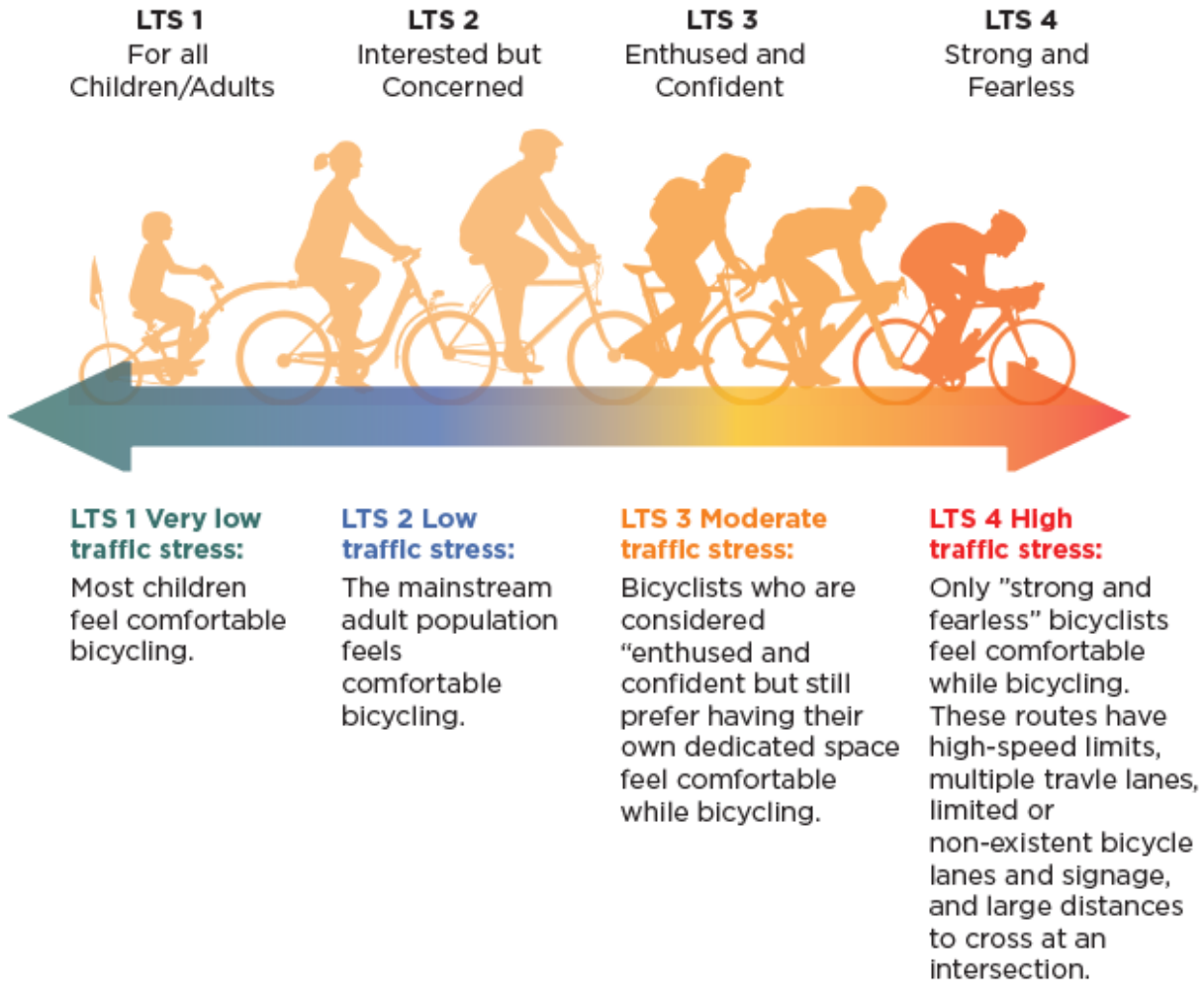
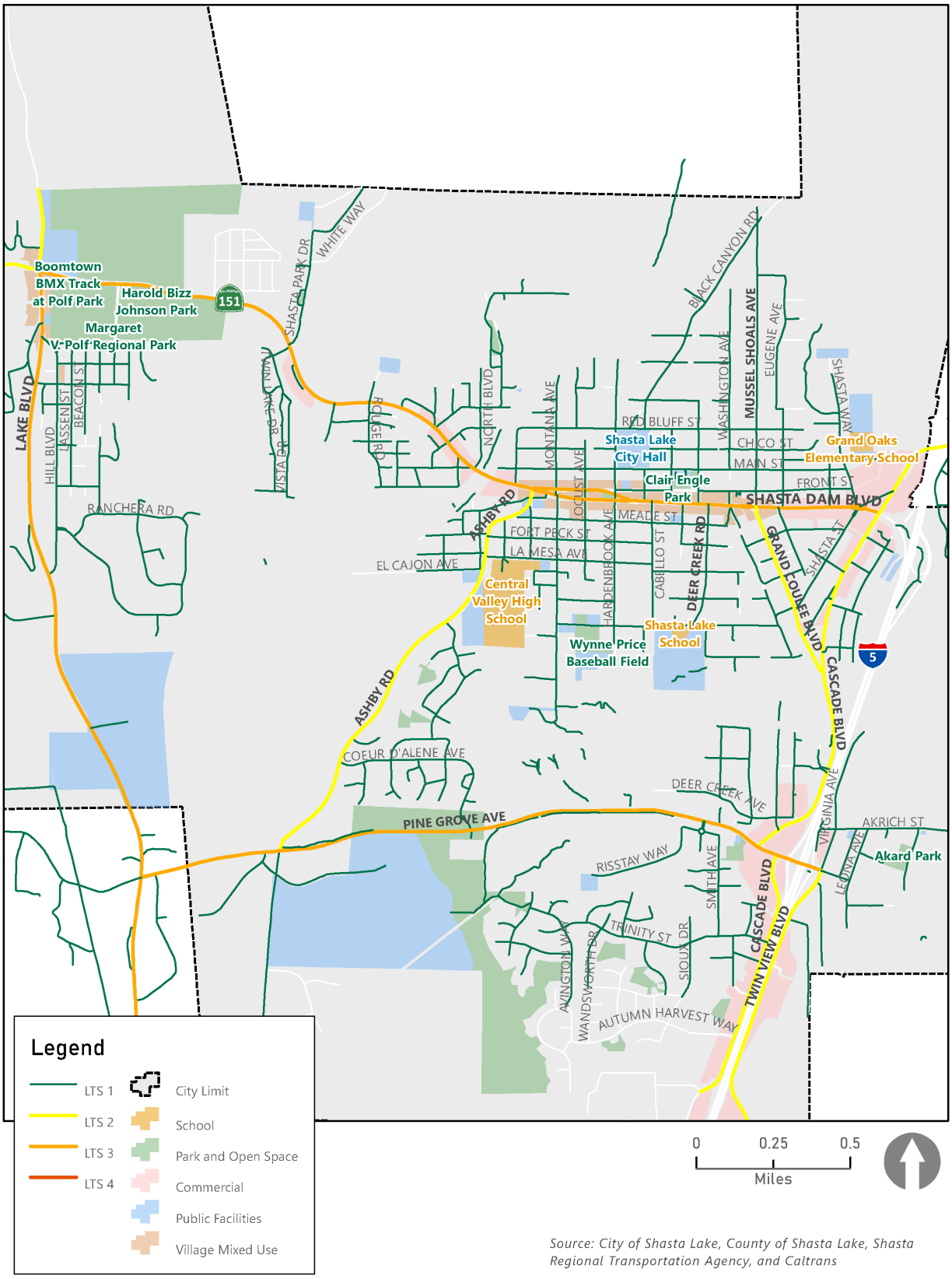


Figure 8: Existing Bicycle LTS



Source: City of Shasta Lake, County of Shasta Lake, Shasta Regional Transportation Agency, and Caltrans

SOURCE: KITTELSON & ASSOCIATES, INC., 2022.

Roadway and Transit Conditions

Vehicular Speeds and Volumes

SR 151 (Shasta Dam Boulevard)

Shasta Dam Boulevard is an east–west arterial that extends from I-5 to the western City limit, just west of Lake Boulevard. SR 151 is owned and maintained by the California Department of Transportation (Caltrans). The roadway comprises one travel lane in each direction with a center-turn lane and on-street parking. Class II Bike Lane begins at Shasta Way and ends at western city limits. The posted speed limit is 40 mph. All the intersections except the intersection at Cascade Boulevard (Signalized intersection) are two-way stop controlled. The segment features sidewalks and high-visibility curb ramps. Marked crosswalks are available at some locations.

Ashby Road

Ashby Road is a north-south collector that connects SR 151 (Shasta Dam Boulevard) and Pine Grove Avenue. The roadway features one travel lane in each direction with turn pockets at major intersections. There is a Class II bike lane between Shasta Dam Boulevard and Pine Grove Avenue. The posted speed limit varies from 25 mph near the Shasta Dam Boulevard to 40 mph between El Cajon Avenue and Pine Grove Avenue. All intersections are stop controlled. Marked Crosswalks are available at Fort Peck Street, Vallecito Street and Pine Grove Avenue. There are no sidewalks along the roadway.

Pine Grove Avenue

Pine Grove Avenue is an east-west collector that runs between I-5/Pine Grove Avenue interchange and Lake Boulevard. The roadway comprises one travel lane in each direction with a center-turn lane. A Class II Bike Lane begins at Cascade Boulevard and connects to Lake Boulevard. The posted speed limit is 40 mph. All the intersections except the intersection at Cascade Boulevard (signalized intersection) are two-way stop controlled. Marked crosswalks are available at major intersections. There is very little sidewalk along the roadway.

Cascade Boulevard

Cascade Boulevard is a north-south collector that runs from its northern extent to the southern City limits. The roadway features one travel lane in each direction with turn pockets at major intersections. The posted speed limit is 40 mph. Marked crosswalks are available at major intersections. There is very little sidewalk along the roadway.

Grand Coulee Boulevard

Grand Coulee Boulevard is a north-south collector that runs between Cascade Boulevard and SR 151 (Shasta Dam Boulevard). The roadway features one travel lane in each direction. The posted speed limit is 35 mph. The roadway is designated as a Class III bike route. There are no sidewalks along the roadway.

Deer Creek Road

Deer Creek Road is a north-south collector that runs between Shasta Dam Boulevard and Vallecito Street where it terminates at Shasta Lake School. The roadway features one travel lane in each direction. The posted speed limit is 25 mph. There is very little sidewalk along the roadway.

Transit Routes and Stops

Redding Area Bus Authority (RABA) Route 1 is a loop that circulates through the City of Shasta Lake. The route operates on Shasta Dam Boulevard between Ashby Road and Cascade Boulevard. The Route provides connection to Downtown Redding. The Bus operates every hour between 5:35 AM and 6:35 PM. On Saturdays, the service starts 3 hours later, but ends at the same time. There is no service on Sundays.

Pedestrian and Bicycle Safety

Over the past 10 years (2012-2021) there have been 17 crashes involving people walking or biking in the City of Shasta Lake. Of these, three people were severely injured while walking. Most of these crashes have occurred along Shasta Dam Boulevard. **Table 6** shows the number of crashes by severity. **Figure 9** shows the map of bicycle and pedestrian crashes between 2012 and 2021.

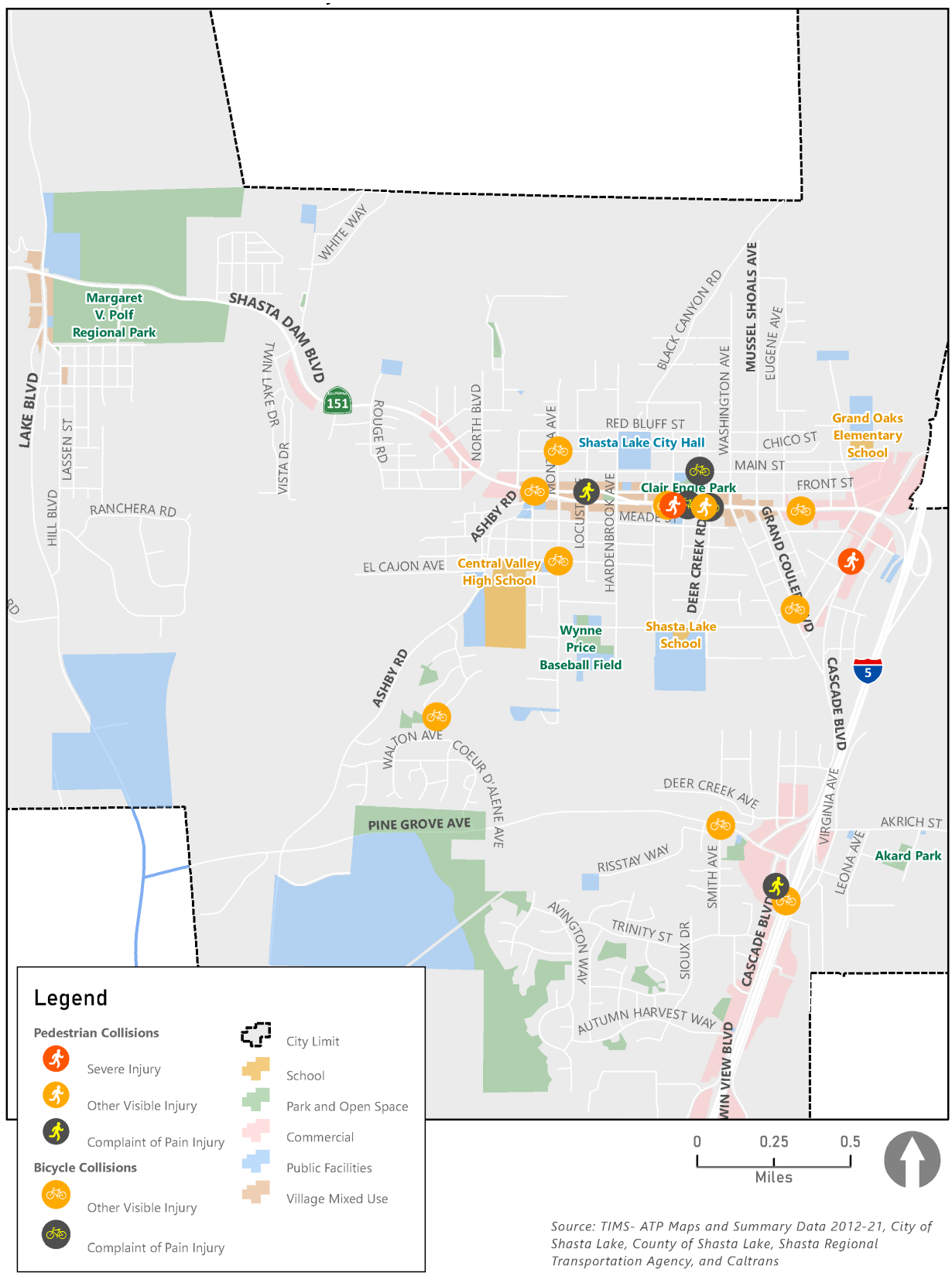
Most crashes occurred at intersections and were often because vehicles failed to yield to people crossing the street (18%) or disregarding a traffic sign or signal (24%). Other major reasons for pedestrian and bicycle crashes include unsafe speed (2), driving on the wrong side (2), and improper turning (2).

Table 6: Number of Crashes by Crash Severity

Involved Party	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	10	3	13
Pedestrian	0	3	3	2	8

Source: Transportation Injury Mapping System, ATP Maps and Summary Data 2012-21

Figure 9 Bicycle and Pedestrian Crashes



Source: TIMS- ATP Maps and Summary Data 2012-21, City of Shasta Lake, County of Shasta Lake, Shasta Regional Transportation Agency, and Caltrans

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

May 1, 2023

Project# 29896.016

To: Keith Williams, Shasta Regional Transportation Agency
Shelby Millingar, City of Shasta Lake

From: Matt Braughton, RSP, Michael Sahimi, AICP, Ben Demonbreun,

RE: Link Shasta Active Transportation Network: Project Alignment Development

INTRODUCTION

The Shasta Regional Transportation Agency (SRTA) is assisting the City of Shasta Lake (City) to develop a low-stress active transportation network. Known as Link Shasta, this is the community's first large-scale active transportation network, focused on creating opportunities for walking, biking, and rolling between households and key destinations within Shasta Lake. This will be accomplished by building on the existing bike and pedestrian facilities in the area as well as recently funded improvements along Shasta Dam Boulevard. This memorandum describes the route alignment selection and design process for the project.

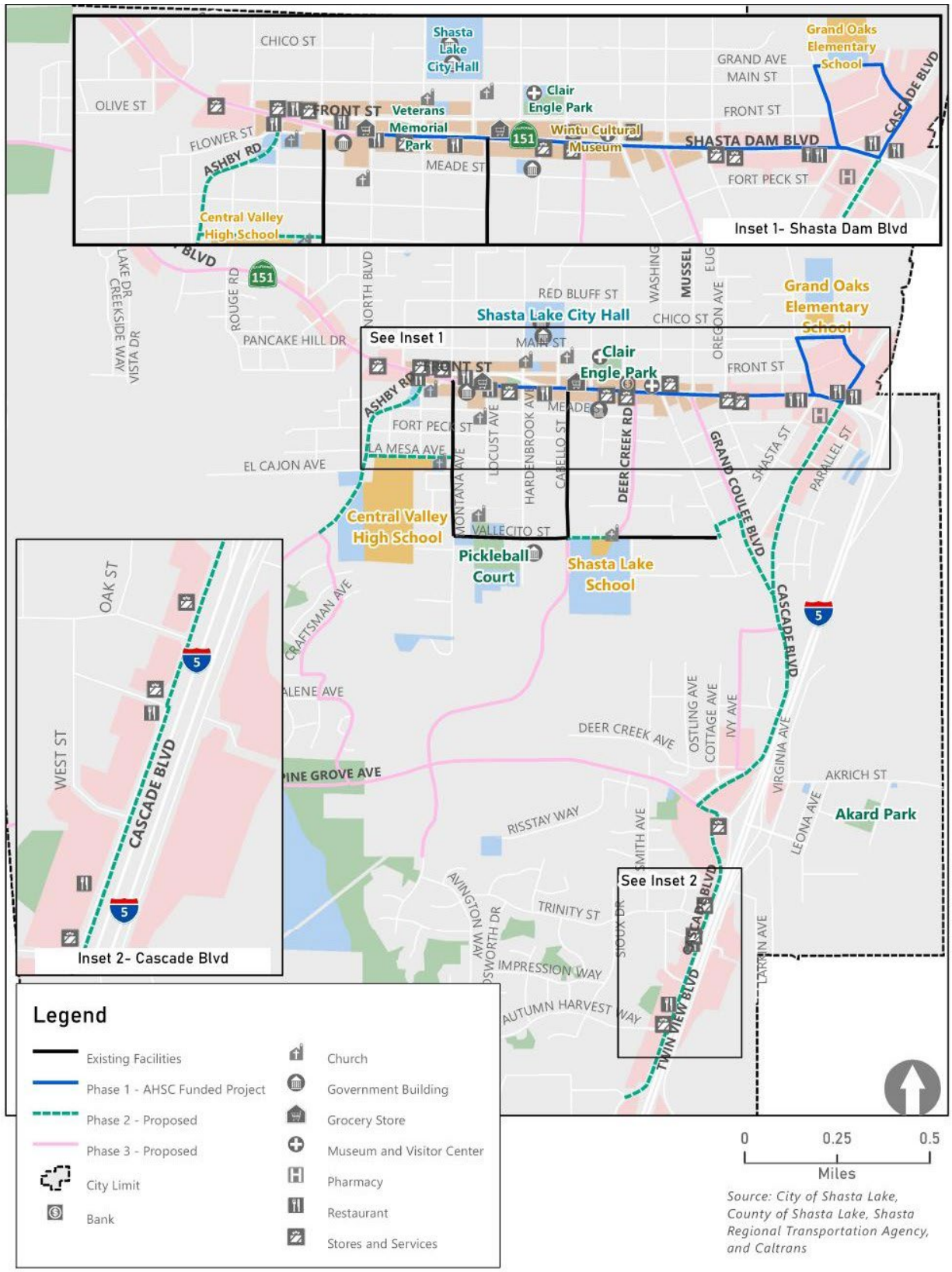
PROJECT SCOPE

Link Shasta is the community's first large-scale active transportation network project, focused on creating opportunities for walking, biking, and rolling between households and key destinations within Shasta Lake. Link Shasta consists of shared-use paths (SUPs), neighborhood greenways (or similar low-stress bikeway facilities), pedestrian facilities and enhancements, as well as traffic-calming improvements throughout the network. As shown in **Figure 1**, the network includes these improvements on Cascade Boulevard, Grand Coulee Boulevard, Vallecito Street, Ashby Road, La Mesa Avenue, and Shasta Dam Boulevard. The suggested improvements are based on community concerns about bicycle and pedestrian safety, and comprise the following:

- 2.3 miles of Class I SUPs
- 1.3 miles of widened sidewalks
- 0.6 miles of buffered bike lanes
- 7 curb extensions
- 4 raised intersections
- 33 crosswalks
- Rectangular rapid flashing beacons (RRFBs) at 3 intersections

Link Shasta will improve non-motorized access between residential neighborhoods and key destinations such as grocery stores, medical facilities, the post office, transportation hubs, and schools, as well as to Affordable Housing and Sustainable Communities (AHSC) grant-funded improvements along Shasta Dam Boulevard. Notably, Shasta Lake School on Vallecito Street and Central Valley High School on La Mesa Avenue will benefit from improved routes and safer intersections, while Grand Oaks Elementary School on Grand Avenue will connect to a bikeway segment funded by an AHSC grant.

Figure 1: Project Alignment and Destinations



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT HISTORY & BENEFITS

Link Shasta connects residents to key destinations and fills gaps between existing facilities and other planned non-motorized facilities. This project builds off community needs and other voiced in recent public engagement efforts led by the City to secure ATP funding in previous ATP cycles. The City has redeveloped its active transportation strategy to incorporate community needs with an "all-in" transformative community-wide project.

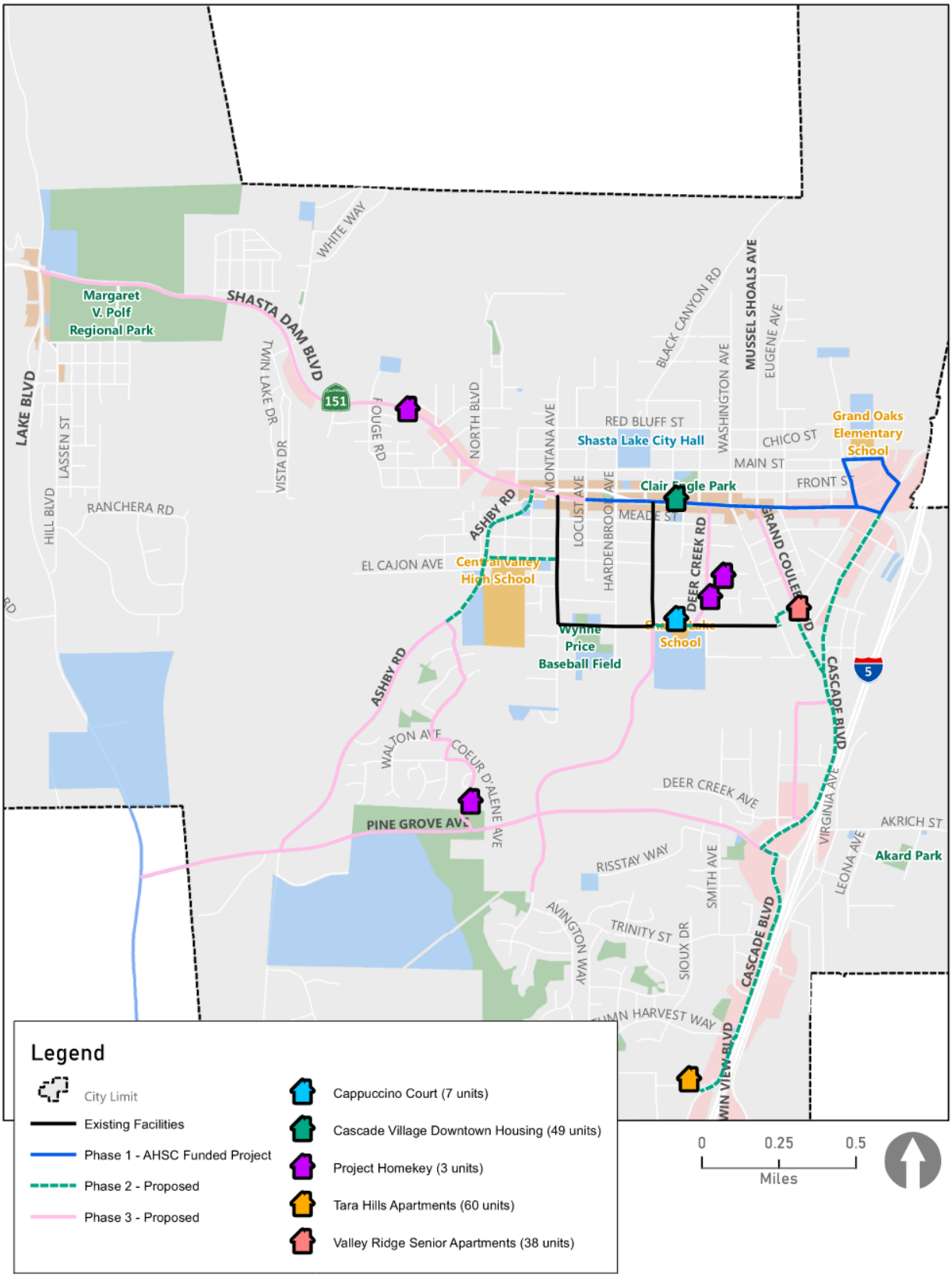
The Link Shasta project is the second phase of a citywide active transportation network aimed at connecting neighborhoods, schools, parks, and job centers with safe, low-stress facilities for cycling and walking. The first phase received positive feedback and broad support, reinforcing the community's enthusiasm for expanding the network

As part of this project's community engagement, the City of Shasta Lake, SRTA, and project partners conducted a survey of residents. Residents showed a strong interest in improved and more complete sidewalks and paths, lighting, bike lanes, and more sidewalks. Most also stated they would support new traffic-calming infrastructure. Respondents indicated they would walk or bike more with more complete bike lanes and paths, as well as bike lanes and paths with better lighting.

As a result of these inputs and prior planning efforts, the Link Shasta project was informed by stakeholder and community engagement. In addition to the benefits described previously, other benefits include:

- Residents of affordable housing, such as Cascade Village Downtown Housing, Cappuccino Court, Tara Hills Apartments, and Valley Ridge Senior Apartments (**Figure 2**) will benefit from new SUPs offering safe access to more parts of the city.
- Students from kindergarten through the 12th grade will benefit as Link Shasta connects three schools to the existing bike lane and sidewalk network, adding a SUP on roads adjacent to these schools. Raised intersections at Vallecito/Cabello Street and Vallecito/Deer Creek Road will slow traffic, increase visibility, and improve crossing safety for students, those with disabilities, and people using strollers.
- Central Valley High School students will benefit from a low-stress SUP on La Mesa Avenue, offering direct access to the school, and raised intersections at Lassen Avenue and San Gorgonio Avenue providing safer crossing options. Additionally, a 12' SUP from Shasta Dam Blvd/Ashby to Ashby/Woodley will ensure consistent bike and pedestrian connections between the main thoroughfare and the high school.
- A new 2-mile SUP on Cascade Boulevard will add a north-south connection to existing bike and pedestrian facilities, enhancing access to Grand Oaks Elementary for residents from eastern neighborhoods along Cascade Boulevard. This will not only benefit residents from adjacent residential areas but also those from neighborhoods north of Shasta Dam Boulevard, providing a seamless route to Central Valley High School.

Figure 2: Affordable Housing



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT & ALIGNMENT DEVELOPMENT

Link Shasta was developed to create opportunities for walking, biking, and rolling between households and key destinations within Shasta Lake. Through the engagement process, the alignment, corridor improvements, and intersection improvements were refined to address resident needs.

1. Desktop Analysis
2. Field Visit & Stakeholder Discussions
3. Broader Community Engagement
4. Final Design Refinements based on Feasibility and Stakeholder Coordination

Desktop Analysis: An initial review of existing conditions for the area roughly bound by Shasta Dam Boulevard, Ashby Road, Pine Grove Avenue, and Cascade Boulevard was conducted to understand current transportation plans, community characteristics, physical characteristics, crash data, connectivity to destinations, and gaps in existing infrastructure. This resulted in the identification of initial project alignments and potential treatments.

Field Visit & Project Partner Discussions: Staff from SRTA, City of Shasta Lake, Caltrans, other project partners, and the consultant team conducted a site visit of the initial proposed network alignment. This visit was informed by summaries of comments staff had received from residents as well as their familiarity with potential issues to address through the project or barriers to implementing improvements. This visit and the resulting discussion helped further refine the network alignment and potential improvements.

The City engaged community members and other project partners including representatives of the planning commission, Healthy Shasta, the county sheriff's office, Caltrans, and Shasta County Office of Education. Support from local organizations, including the Little League and schools, underscores the community's endorsement. In addition, the City engaged the Wintu Tribe of Northern California, who was a project partner and expanded community support. Members of the Wintu Tribe highlighted that the project addresses traffic and safety concerns and provides physical and mental health benefits for Tribal citizens.

Broader Community Engagement: Several meetings and other engagement efforts took place with the community to discuss the project, alignment, and improvements, including:

- **Community Workshop:** Residents participated in a workshop at the City's Community Center, in disadvantaged Census Tract 117.02, to identify critical needs and areas for improvement.
- **City Tree Lighting Ceremony Booth:** Engaging with over 200 attendees and provided a platform to discuss the project and gather community feedback. The event was held at the City's Community Center.
- **School Outreach:** Direct engagement was conducted at Central Valley High School and Shasta Lake School, both of which have high rates of students qualifying for free and reduced lunches (67% and 79%, respectively), reflecting the economic challenges faced by the community. City staff were able to engage with parents directly and ask about their concerns.
- **Public Meetings:** Two community meetings were held to engage the public and inform design decisions.
- **Boomtown Festival Booth:** A booth at this local event further extended the project's reach and visibility and presented another opportunity for comments, questions, suggestions, and productive project-related exchanges between staff and members of the public.

The first public meeting was held in-person on November 29, 2023, from 4:00 p.m. to 6:00 p.m., the second public meeting was held in-person and online on January 11, 2024, from 10:00 a.m. to 11:00 a.m. Key input from the community included:

- Crossing improvements are needed near schools, residential areas, trails/recreational access, and major roadways.
- Barriers to accessing downtown include limited lighting, high vehicle speeds, and gapped sidewalks.
- Intersections with limited visibility curtail access to local destinations.
- Locations with safety concerns included Cascade Boulevard, Shasta Dam Boulevard, and Ashby Road.
- Residents want to walk to and support local businesses.
- General barriers to walking and biking include poor lighting and missing, discontinuous, poorly marked, or narrow walking and bicycling facilities.

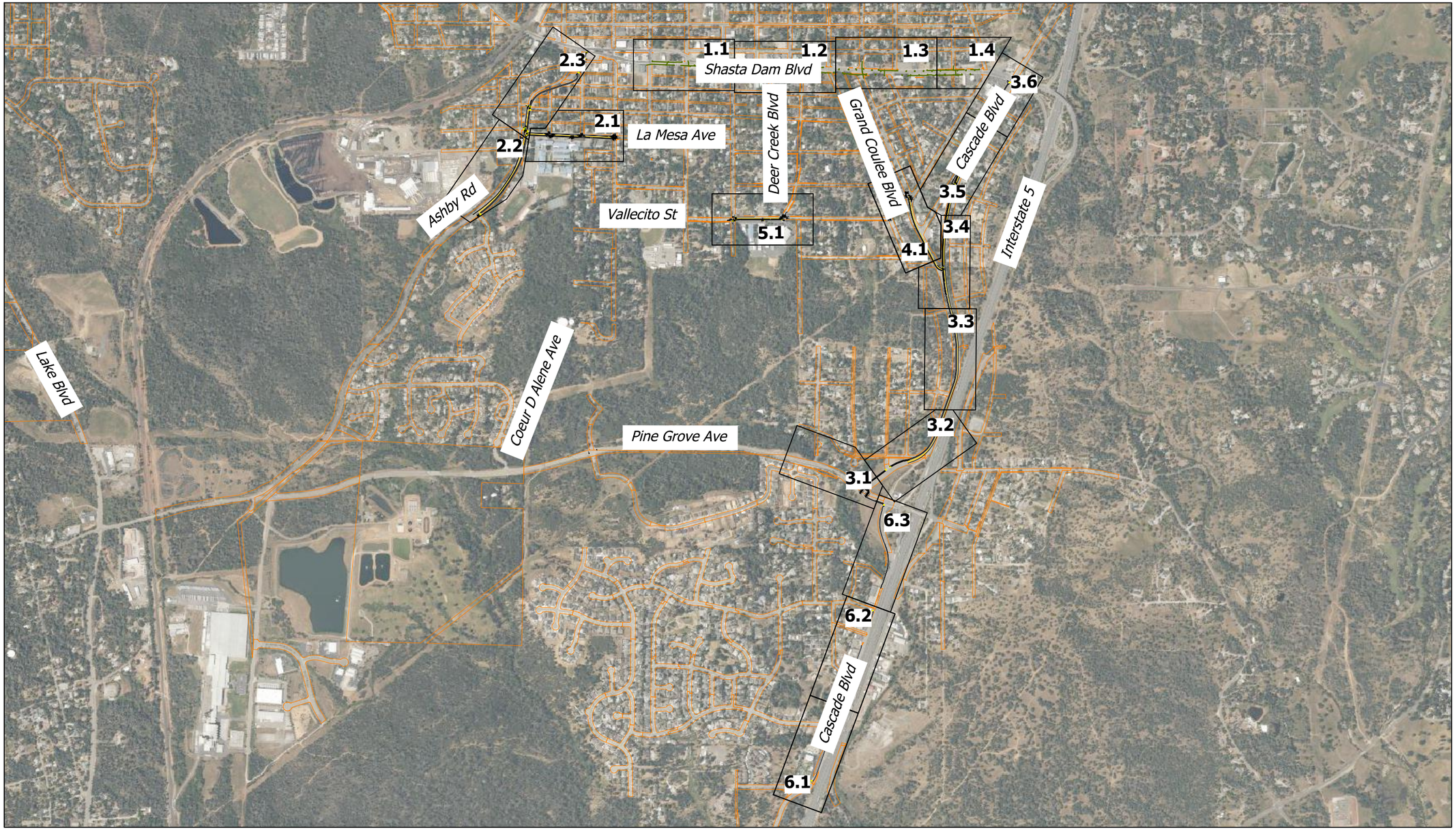
Final Design Refinements based on Feasibility and Stakeholder Coordination: The final design was developed to reflect community feedback, technical work conducted during previous phases, and opportunities and constraints determined during the design process. In this phase, the major design changes included shifting some of the project corridors to a later phase of the project to align with anticipated local funding constraints; this consisted of Shasta Dam Boulevard (west of Locust Avenue), Ashby Road (Woodley Avenue to Pine Grove Avenue), Pine Grove Avenue (west of Cascade Boulevard), Woodley Avenue/Craftsman Avenue/Coeur D Alene Avenue, Deer Creek Road, Grand Coulee Boulevard (Shasta Dam Boulevard to Shasta Street), Walker Street/Ivy Avenue, and the future north/south road connecting Chaucer Way and Cabello Street. The network alignment refinement was accomplished by reviewing the priorities identified during the extensive community engagement process to make sure the highest priority treatments remained in this phase. In addition, the southern end of the Cascade Boulevard alignment was extended from Pine Grove Avenue south to Riddle Road to close a gap in the proposed network and connect the rest of the project to the residents and key destinations south of Pine Grove Ave.

In addition, the project was refined to include pedestrian-scale lighting with the previously identified improvements. Initially, lighting was intended to be more focused by only being proposed along Shasta Dam Boulevard and at key intersections, such as the intersections in front of Central Valley High School and Shasta Lake School. However, proper lighting and the resultant visibility of people walking, biking, and rolling was a top concern noted by the community during the engagement process, resulting in the inclusion of pedestrian-scale lighting along the rest of the project alignment.

The project's final design prioritized targeted safety improvements at intersections and the establishment of SUPs in areas with gaps in the transportation network. Moreover, feedback advocating for enhanced pedestrian visibility led to the integration of rapid flashing beacons at multiple crossings, ensuring heightened awareness and safety for all road users. The final route reflects Phase 2 in **Figure 1**, and the final conceptual design and cross sections can be found in **Appendix A**. Generally, the project alignment and features can be described as follows:

- Pedestrian-scale lighting improvements along Shasta Dam Boulevard between Locust Avenue and Shasta Street
- SUP, sidewalk, crosswalks, raised intersections, and pedestrian-scale lighting along:
  - La Mesa Avenue between Montana Avenue and Ashby Road
  - Vallecito Street between Cabello Street and Deer Creek Road
- SUP, bike lane, sidewalk, crosswalks, an RRFB, and pedestrian-scale lighting along Ashby Road between Woodley Avenue and Shasta Dam Boulevard
- SUP, an RRFB, and pedestrian-scale lighting along Cascade Boulevard between Pine Grove Avenue and Shasta Dam Boulevard

- Sidewalks, improved crosswalks, and pedestrian-scale lighting along Grand Coulee Boulevard between Cascade Boulevard to Shasta Street
- Sidewalk and pedestrian-scale lighting along Cascade Boulevard between Riddle Road and Pine Grove Avenue



N

NO SCALE

ROW*

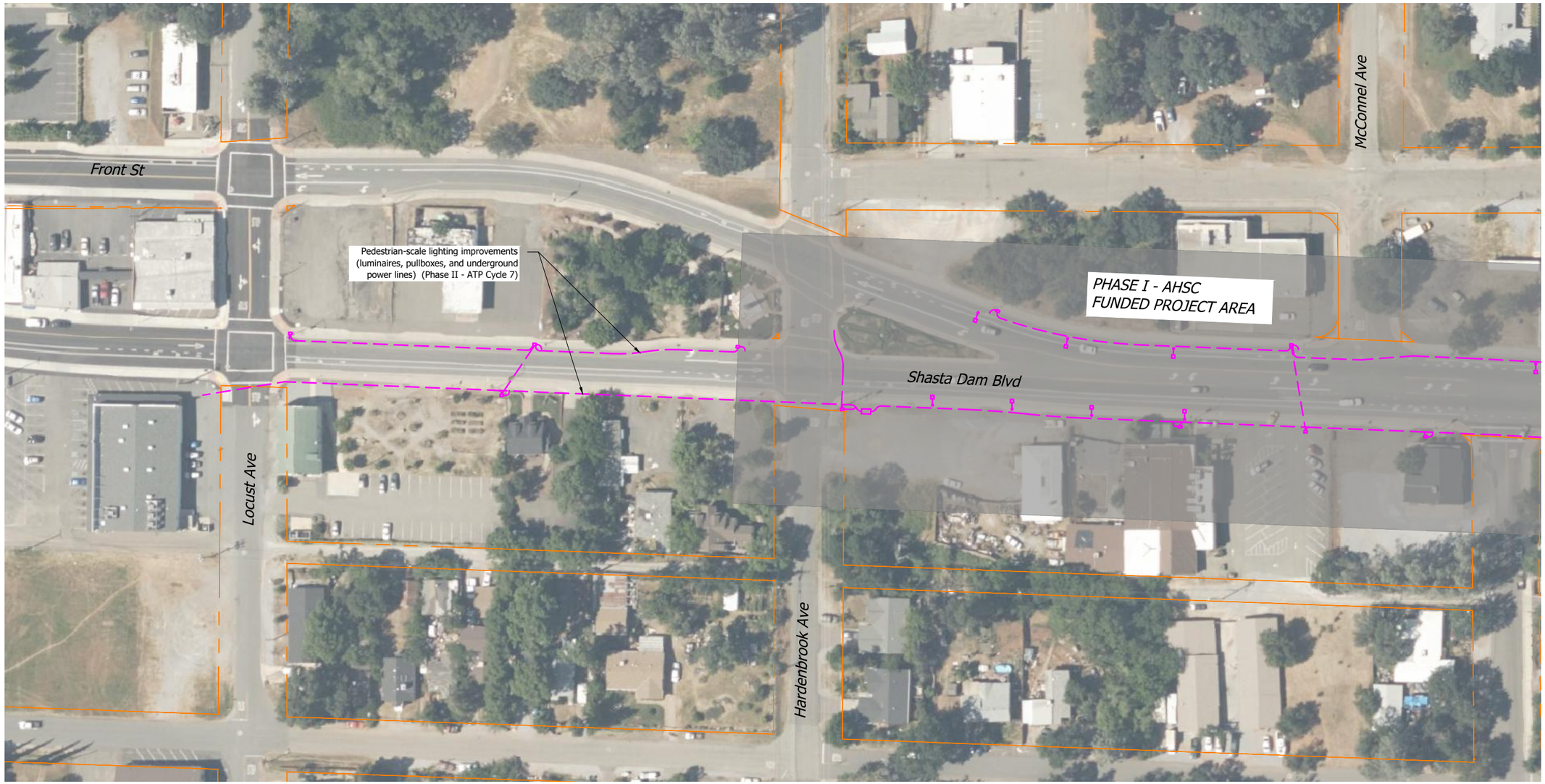
**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Vicinity Key Map
Draft Concept Improvements
City of Shasta Lake, CA

Figure
A

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-KEY MAP-29896.016.dwg Jun 13, 2024 - 10:11am - bdemonbreun Layout Tab: A Key Map



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes

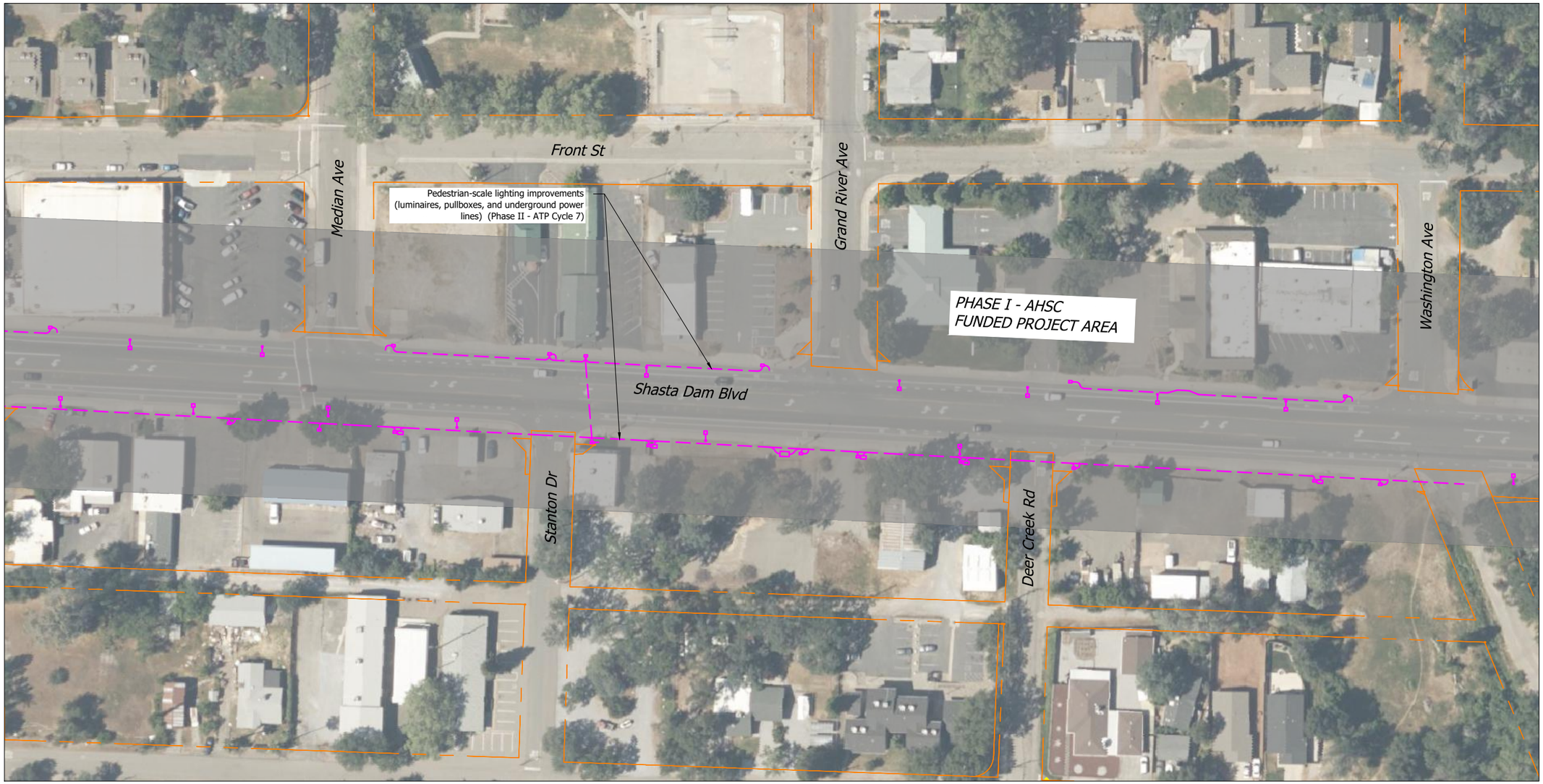
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 1.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.1 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

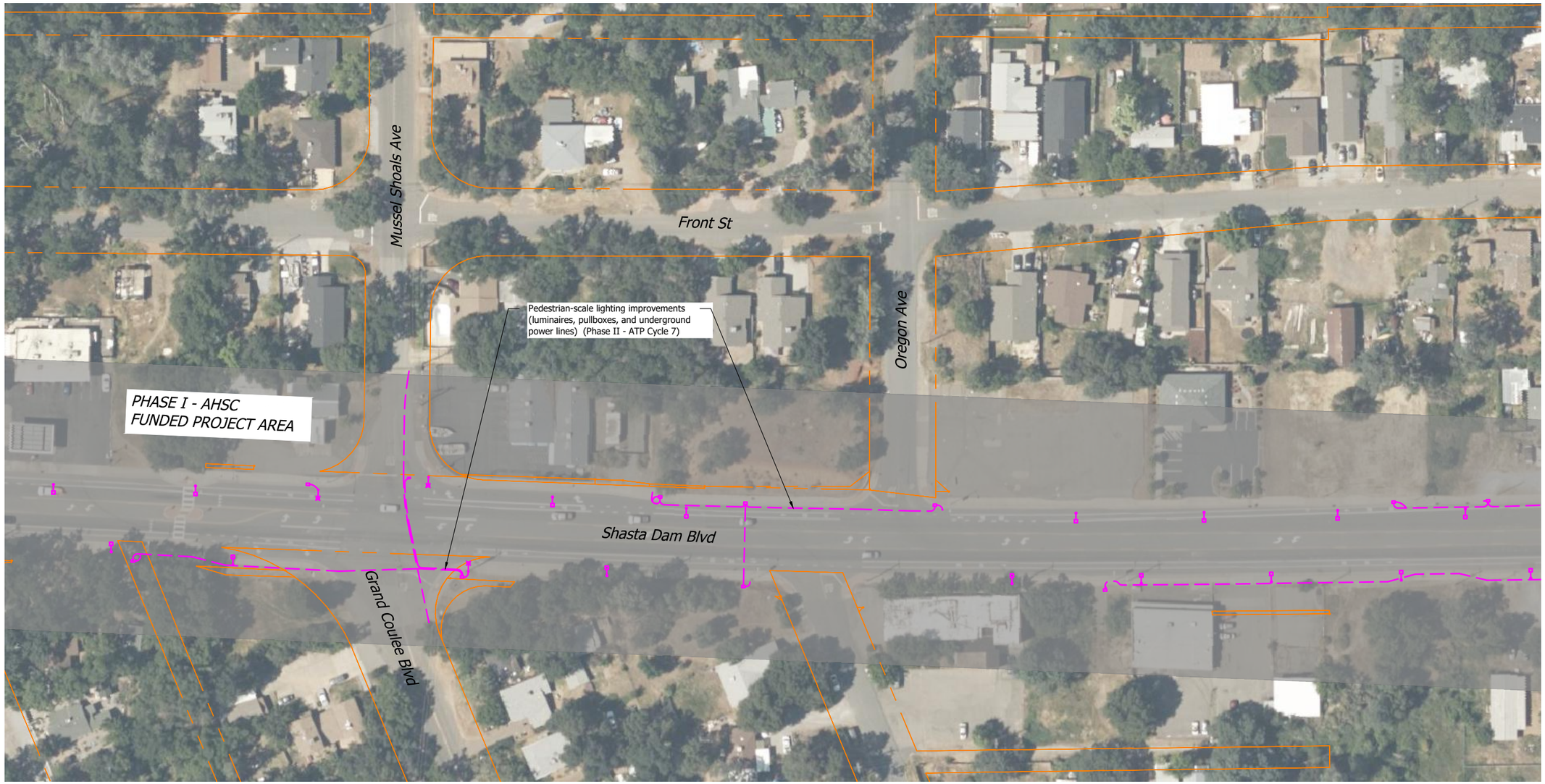
Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 1.2

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.2 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes

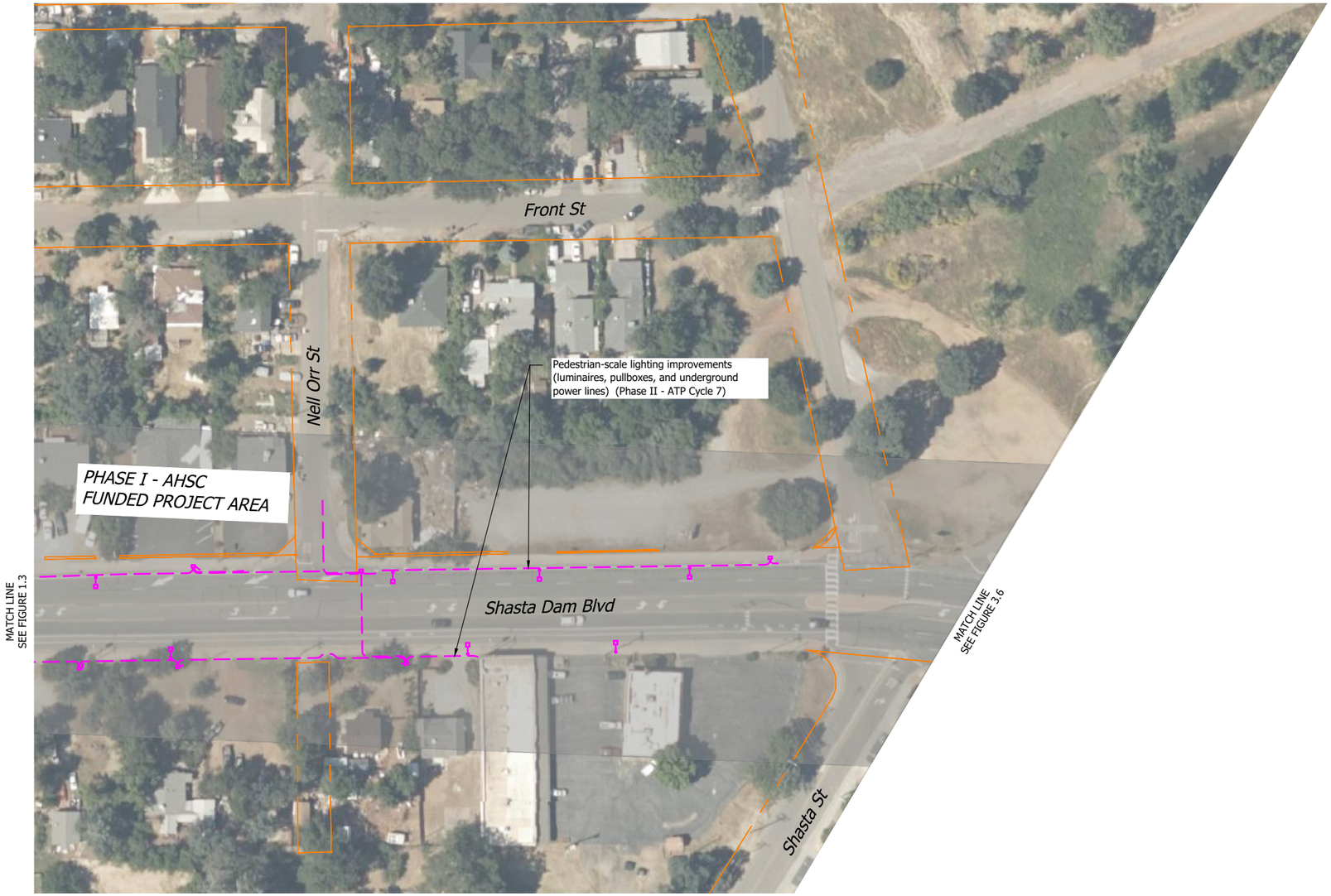
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
1.3

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.3 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

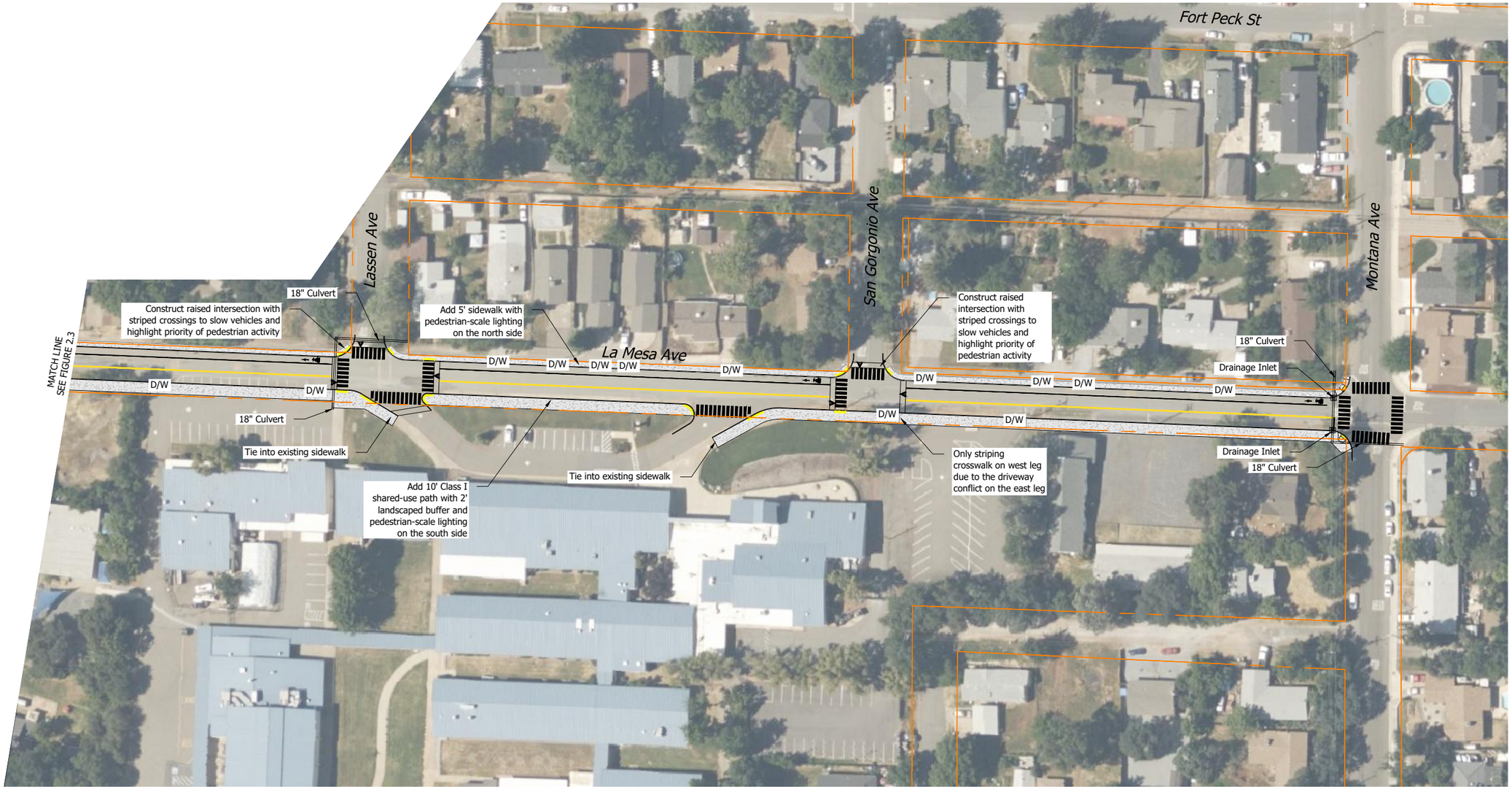
Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 1.4

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.4 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
2.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:11am - bdemonbreun Layout Tab: 2.1 La Mesa



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
2.2

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:11am - bdemonbreun Layout Tab: 2.2 Ashby



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 2.3

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 2.3 Ashby



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 3.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 3.1 Cascade



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
3.2

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 3.2 Cascade



Scale: 1" = 100'

N

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
3.3

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 3.3 Cascade



Scale: 1" = 100'

N

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes

1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
3.4

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 3.4 Cascade



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 3.5

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 3.5 Cascade



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
3.6

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 3.6 Cascade



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes

1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
4.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 4.1 Grand Coulee



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 5.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 5.1 Vallecito



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 6.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 6.1 Cascade



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 6.2

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: 6.2 Cascade



Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

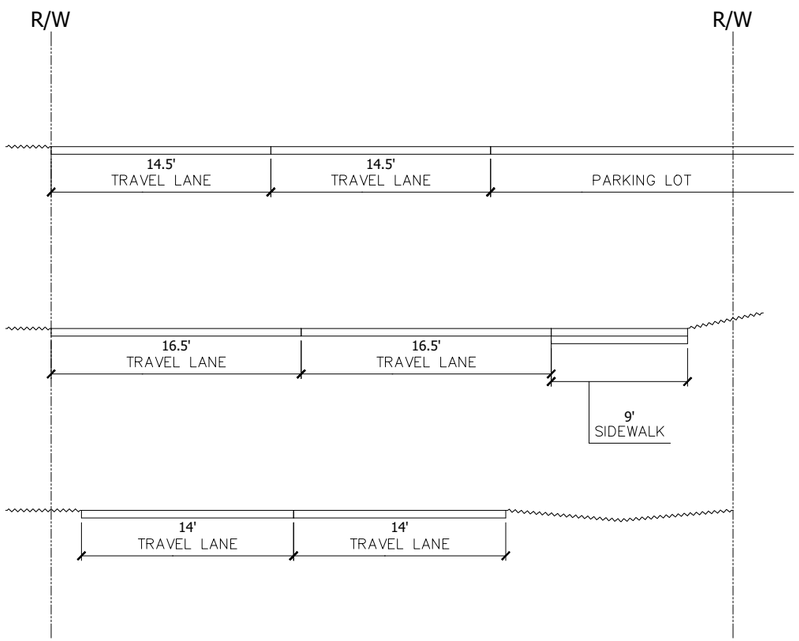
Figure
6.3

KITTELSON & ASSOCIATES

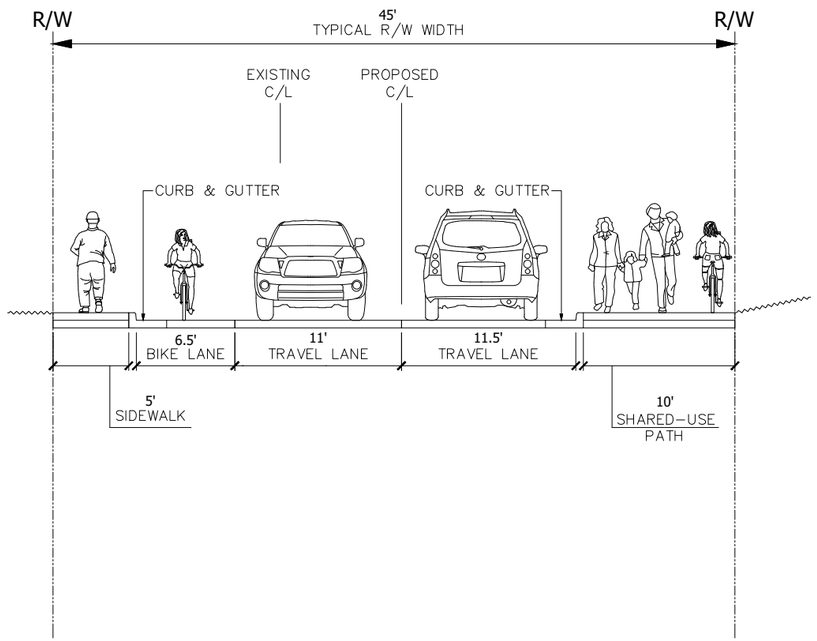
H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 13, 2024 - 10:12am - bdemontbreun Layout Tab: 6.3 Cascade

La Mesa Avenue Cross Sections (Facing East)

Existing



Proposed



Draft Concept Improvements
City of Shasta Lake, CA

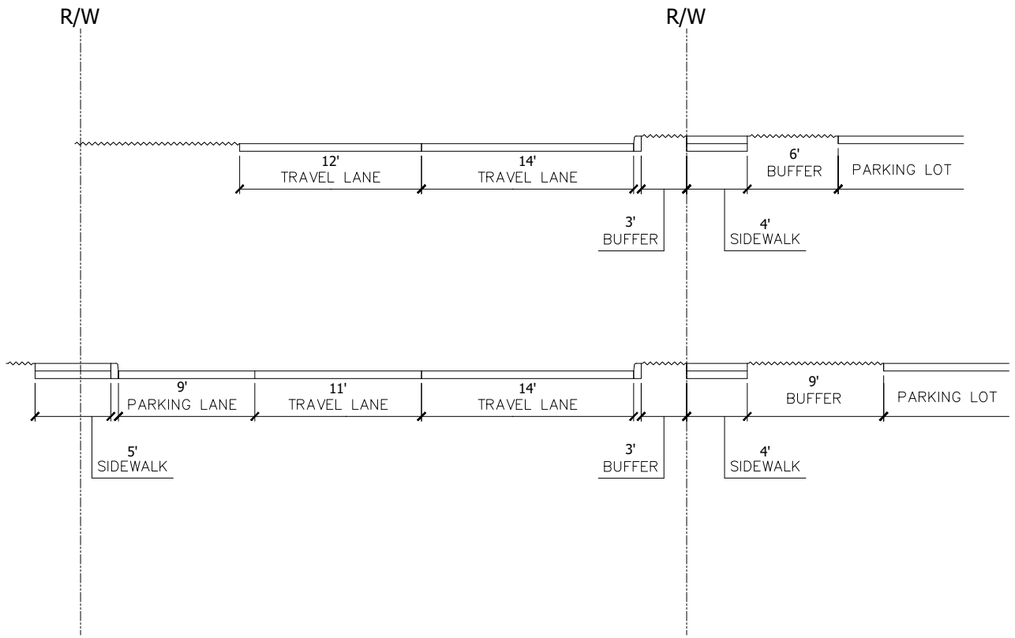
Figure
X.1

KITTELSON & ASSOCIATES

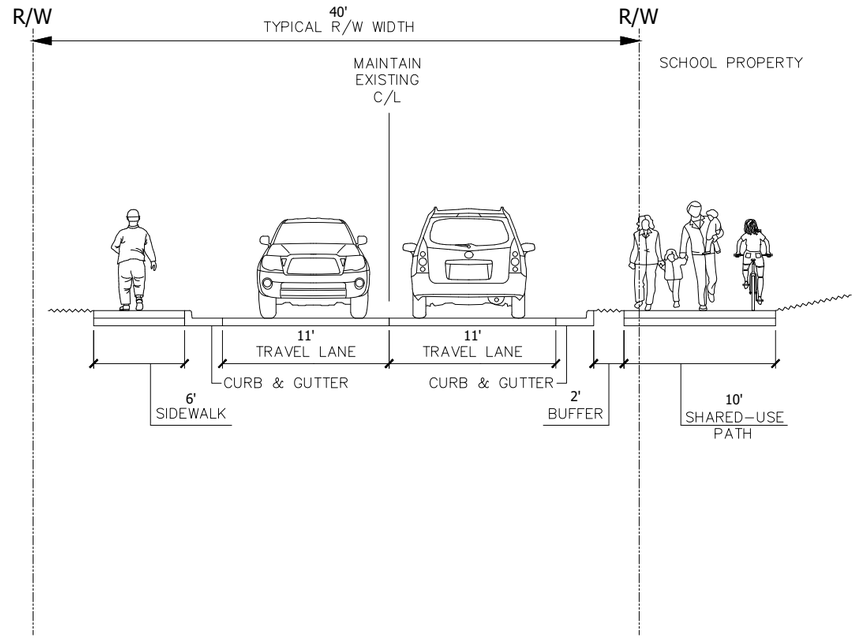
H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_Xref\XR-XSECTION-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: X.1 La Mesa

Vallecito Street Cross Sections (Facing East)

Existing



Proposed



Draft Concept Improvements
City of Shasta Lake, CA

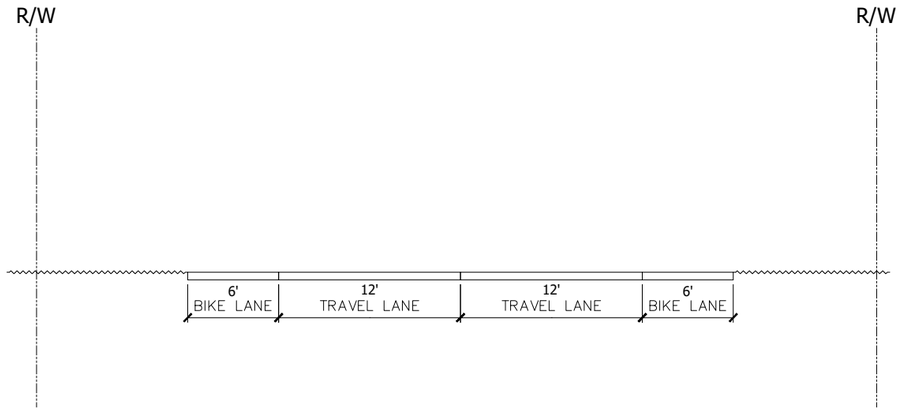
Figure
X.2

KITTELSON & ASSOCIATES

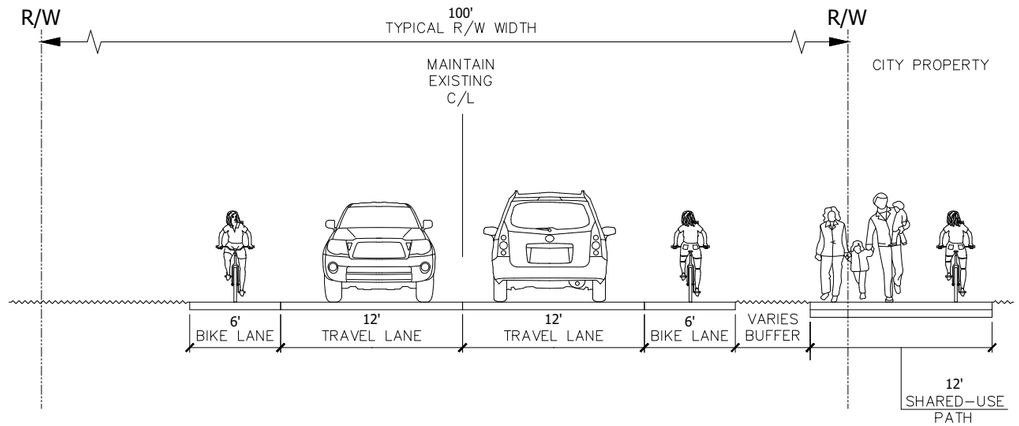
H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_Xref\XR-XSECTION-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: X.2 Vallecito

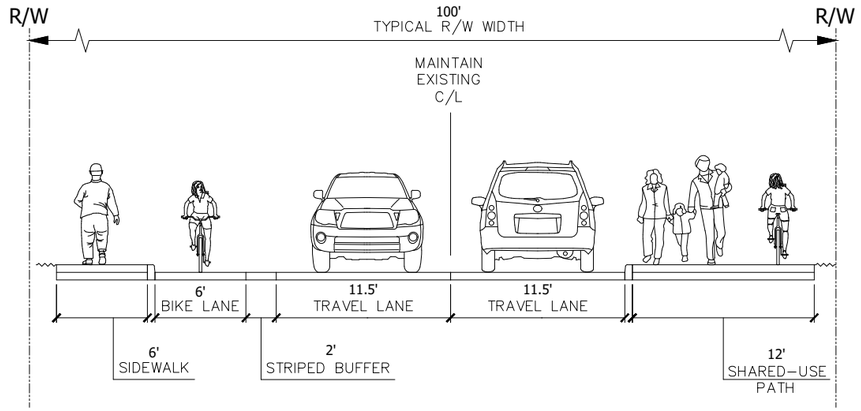
Ashby Road Cross Sections (Facing North)

Existing



Proposed





Draft Concept Improvements
City of Shasta Lake, CA

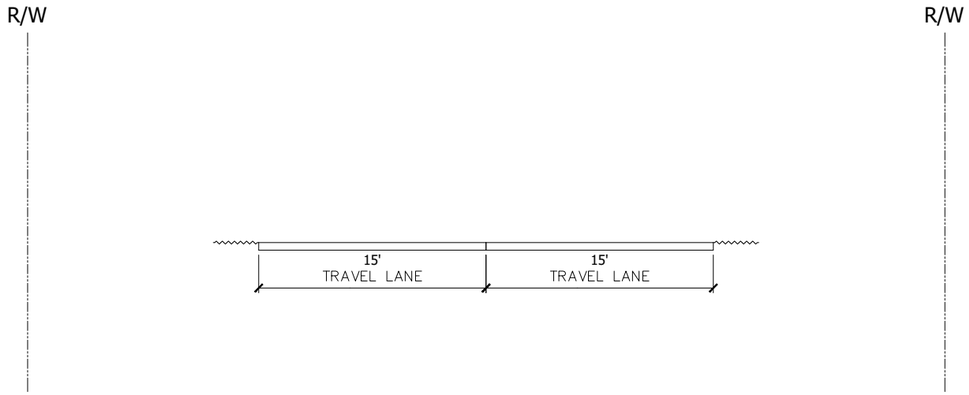
Figure
X.3

KITTELSON & ASSOCIATES

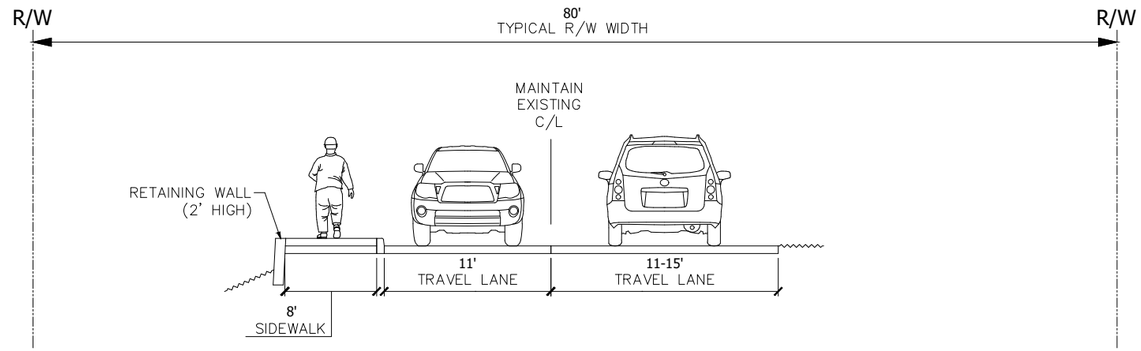
H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_XrefVR-XSECTION-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: X.3 Ashby

Grand Coulee Boulevard Cross Sections (Facing North)

Existing



Proposed



Draft Concept Improvements
City of Shasta Lake, CA

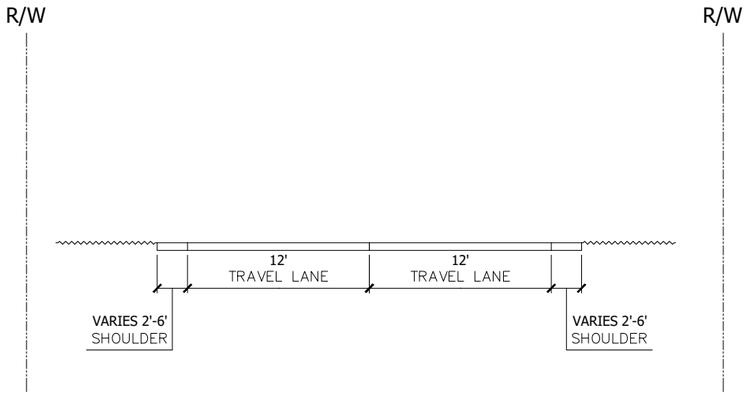
Figure
X.4

KITTELSON & ASSOCIATES

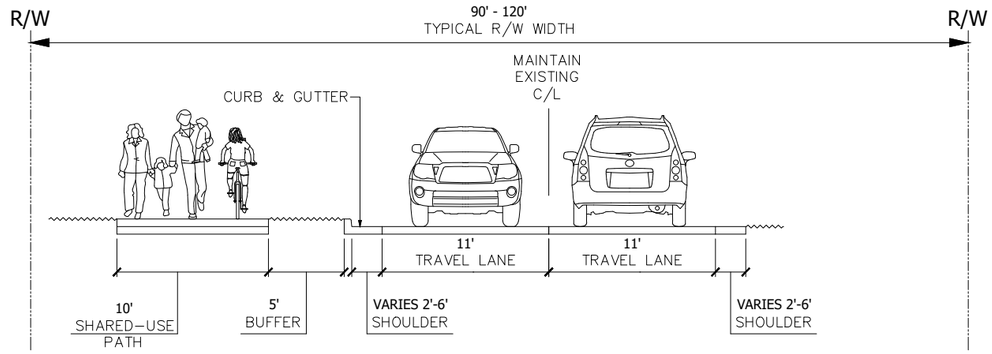
H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_Xref\XR-XSECTION-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: X.4 Grand Coulee

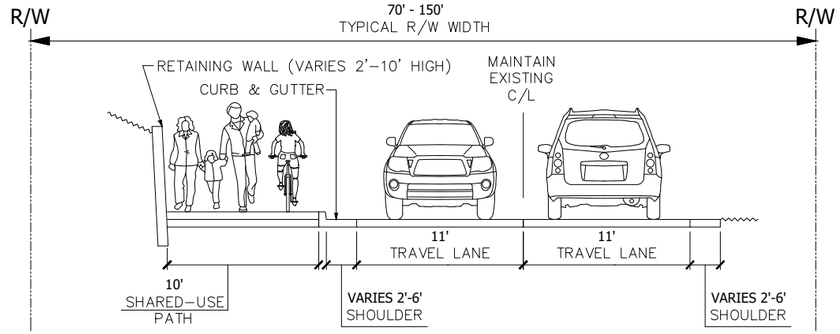
Cascade Boulevard Cross Sections (Facing North)

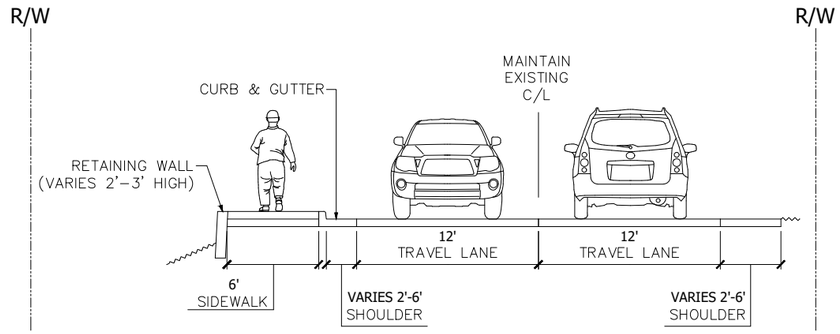
Existing



Proposed







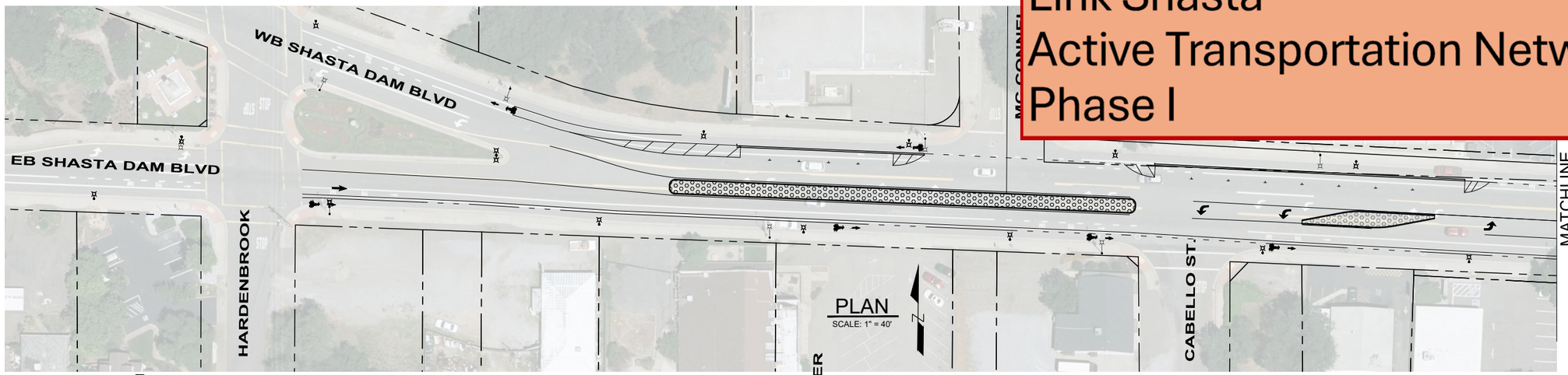
Draft Concept Improvements
City of Shasta Lake, CA

Figure
X.5

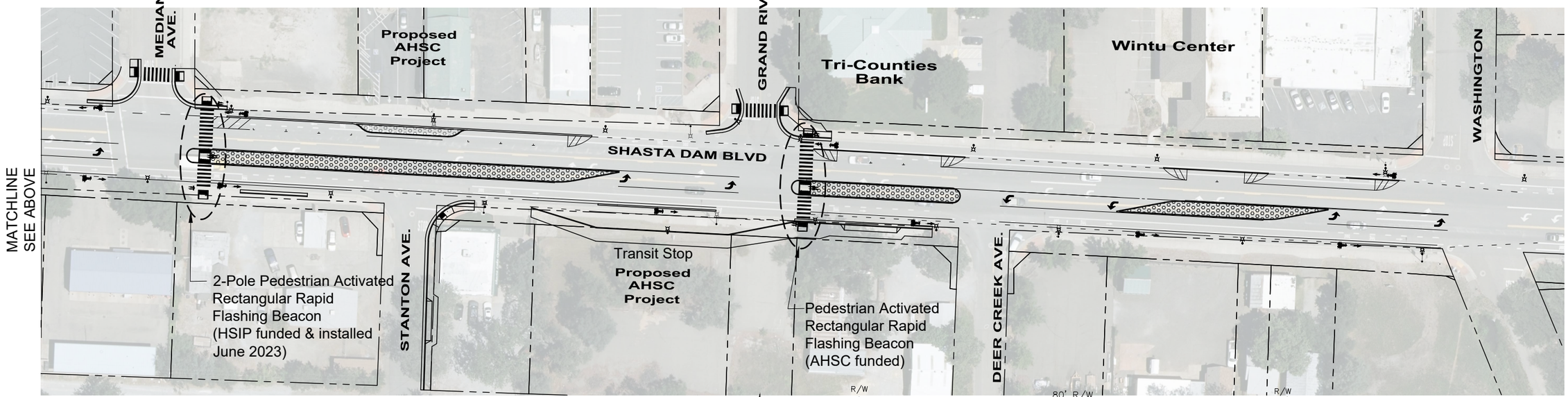
KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_Xref\XR-XSECTION-29896.016.dwg Jun 13, 2024 - 10:12am - bdemonbreun Layout Tab: X.5 Cascade

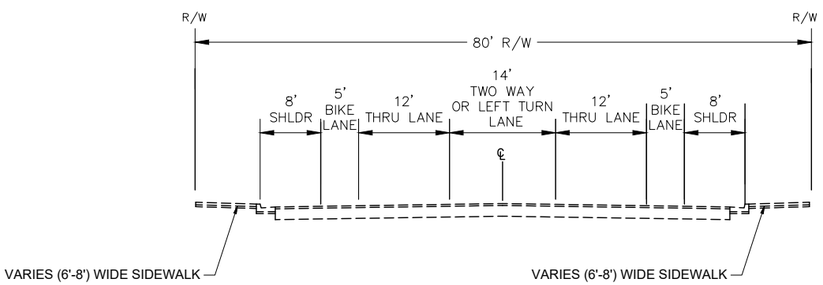
Link Shasta
Active Transportation Network
Phase I



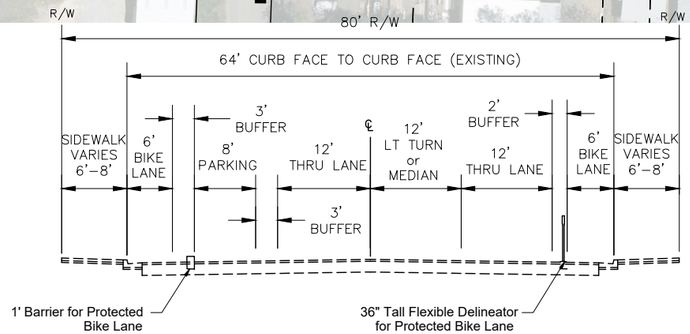
PLAN
SCALE: 1" = 40'



PLAN
SCALE: 1" = 40'



EXISTING TYPICAL SECTION
STATE ROUTE 151 - SHASTA DAM BLVD



CONCEPTUAL ROADWAY SECTION (Class IV)
STATE ROUTE 151 - SHASTA DAM BLVD
PARKING ON NORTH SIDE ONLY
SECTION VIEW IS LOOKING EAST
CROSS SECTION IS PRELIMINARY AND ILLUSTRATES IMPROVEMENTS ACCEPTABLE BY CALTRANS
LIMITS OF CONCEPTUAL ROADWAY SECTION IS BETWEEN HARDENBROOK AVE. & WASHINGTON AVE.

DO NOT COPY
These Plans may not be reproduced unless they are original copies signed in ink by the Engineer. The Engineer preparing these Plans will not be responsible or liable for unauthorized changes or uses of these Plans. All changes to the Plans must be in writing and must be approved by the Engineer.

No.	Date	Revisions	By	App.

Designed By: WSB
Drawn By: WSB
Checked By: JL
Approved:
Dir. Engineer
RCE # XXXXX

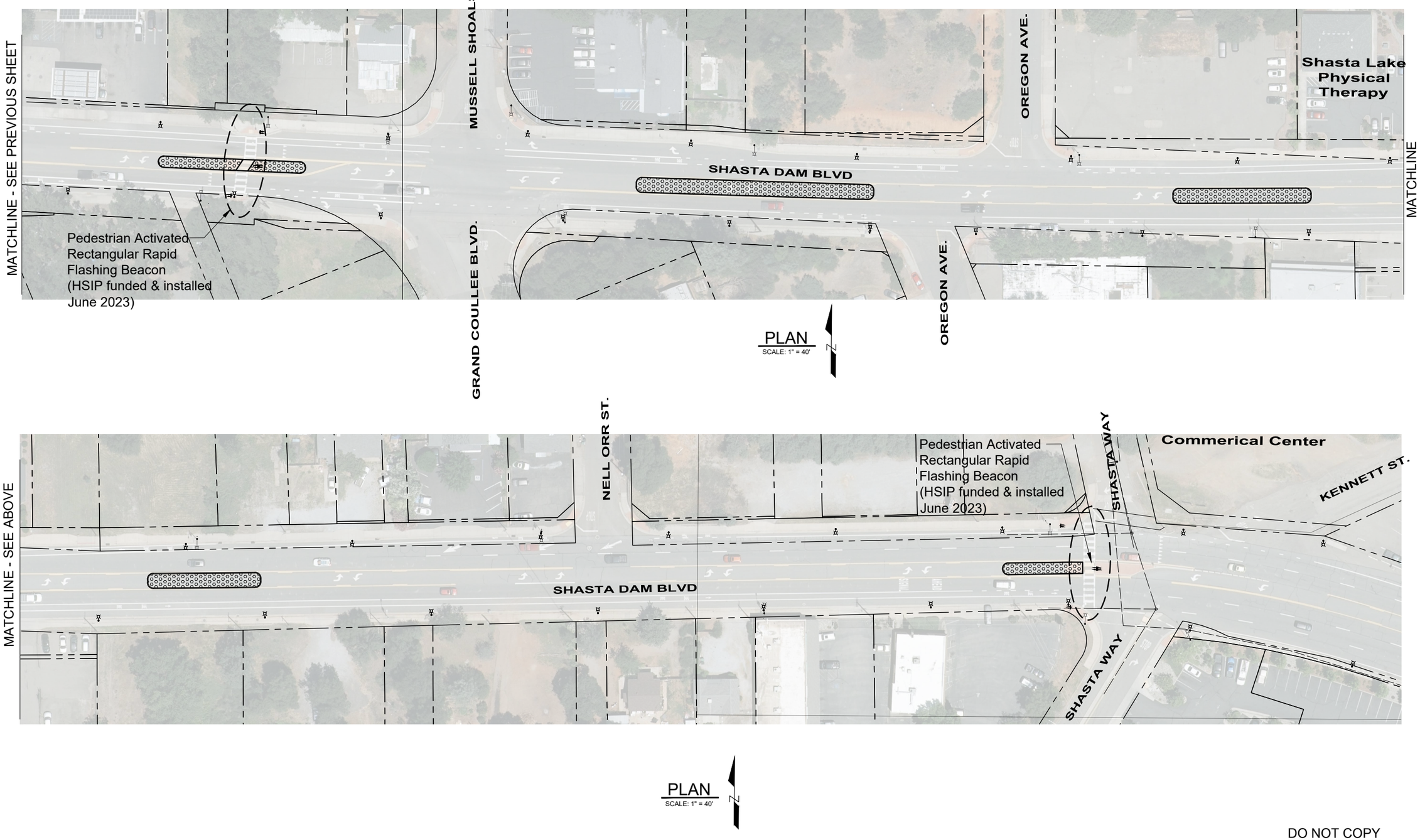
CITY OF SHASTA LAKE
Public Works Department
4477 Main Street, Shasta Lake, CA 96019
(530) 275-7400 ph (530) 275-7462 fax

Shasta Lake Downtown Revitalization Project

Shasta Dam Blvd. Complete Streets Preliminary Improvement Plan

Scale: 1"=40'
Date: 5/1/2023
Sheet ____ of ____

ATTACHMENT A



DO NOT COPY

These Plans may not be reproduced unless they are original copies signed in ink by the Engineer. The Engineer preparing these Plans will not be responsible or liable for unauthorized changes or uses of these Plans. All changes to the Plans must be in writing and must be approved by the Engineer.

No.	Date	Revisions	By	App.

Designed By: WSB
Drawn By: WSB
Checked By: JL
Approved:

Civil Engineer
RCE # XXXXX

CITY OF SHASTA LAKE
Public Works Department
4477 Main Street, Shasta Lake, CA 96019
(530) 275-7400 ph (530) 275-7462 fax

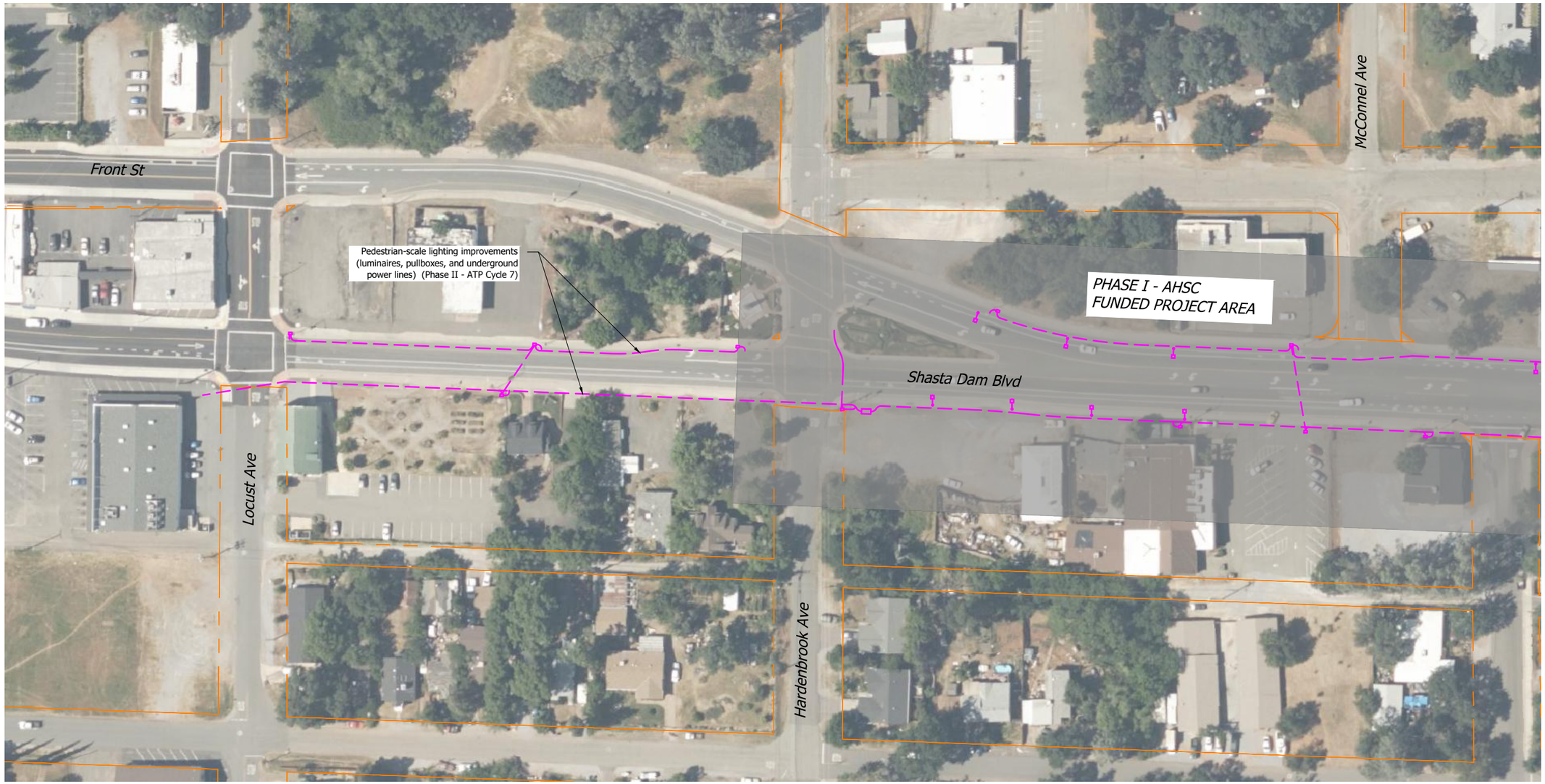
Shasta Lake Downtown Revitalization Project

Shasta Dam Blvd. Complete Streets Preliminary Improvement Plan

Scale: 1"=40'

Date: 5/1/2023

Sheet ____ of ____



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes

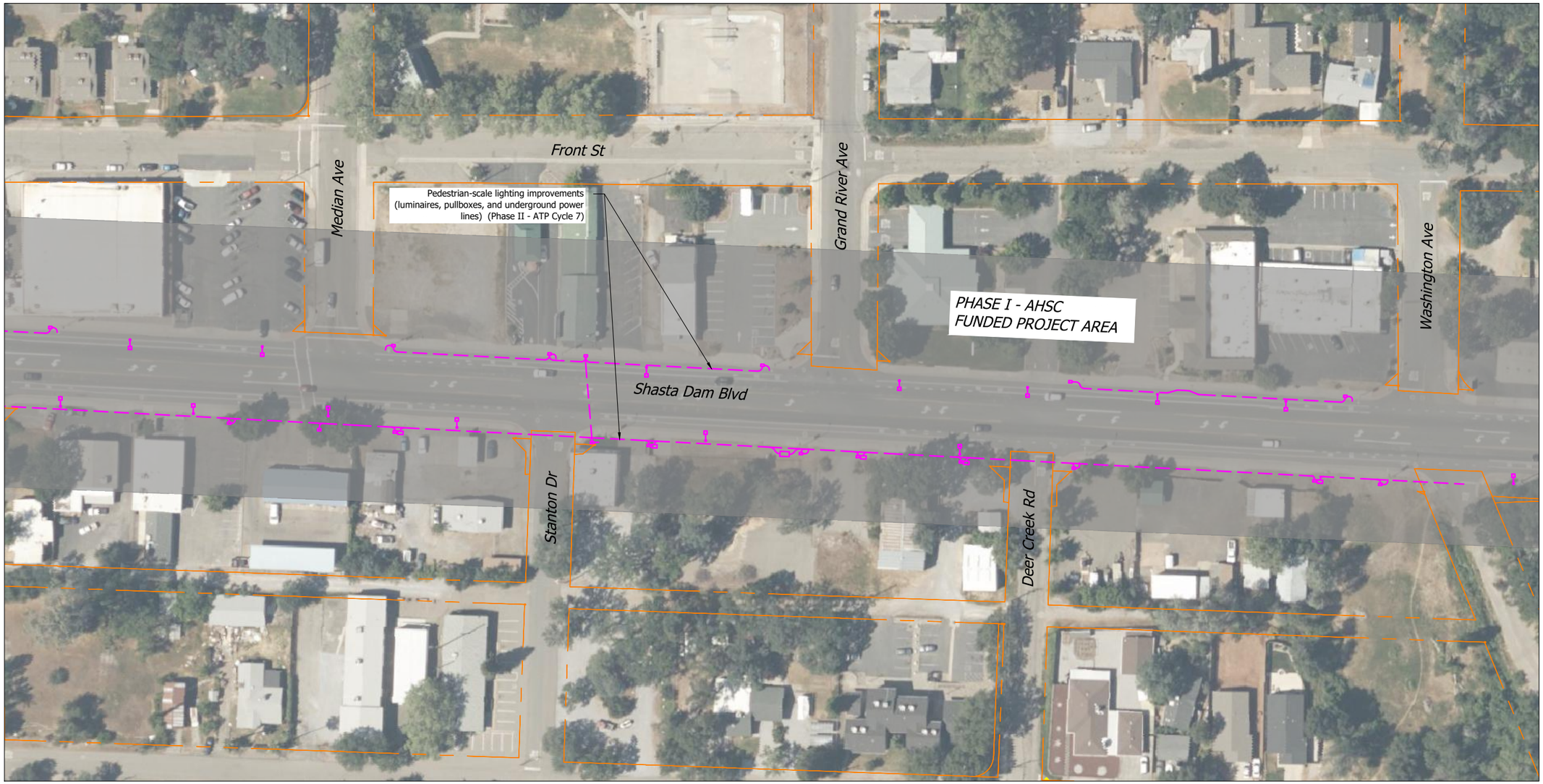
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 1.1

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.1 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

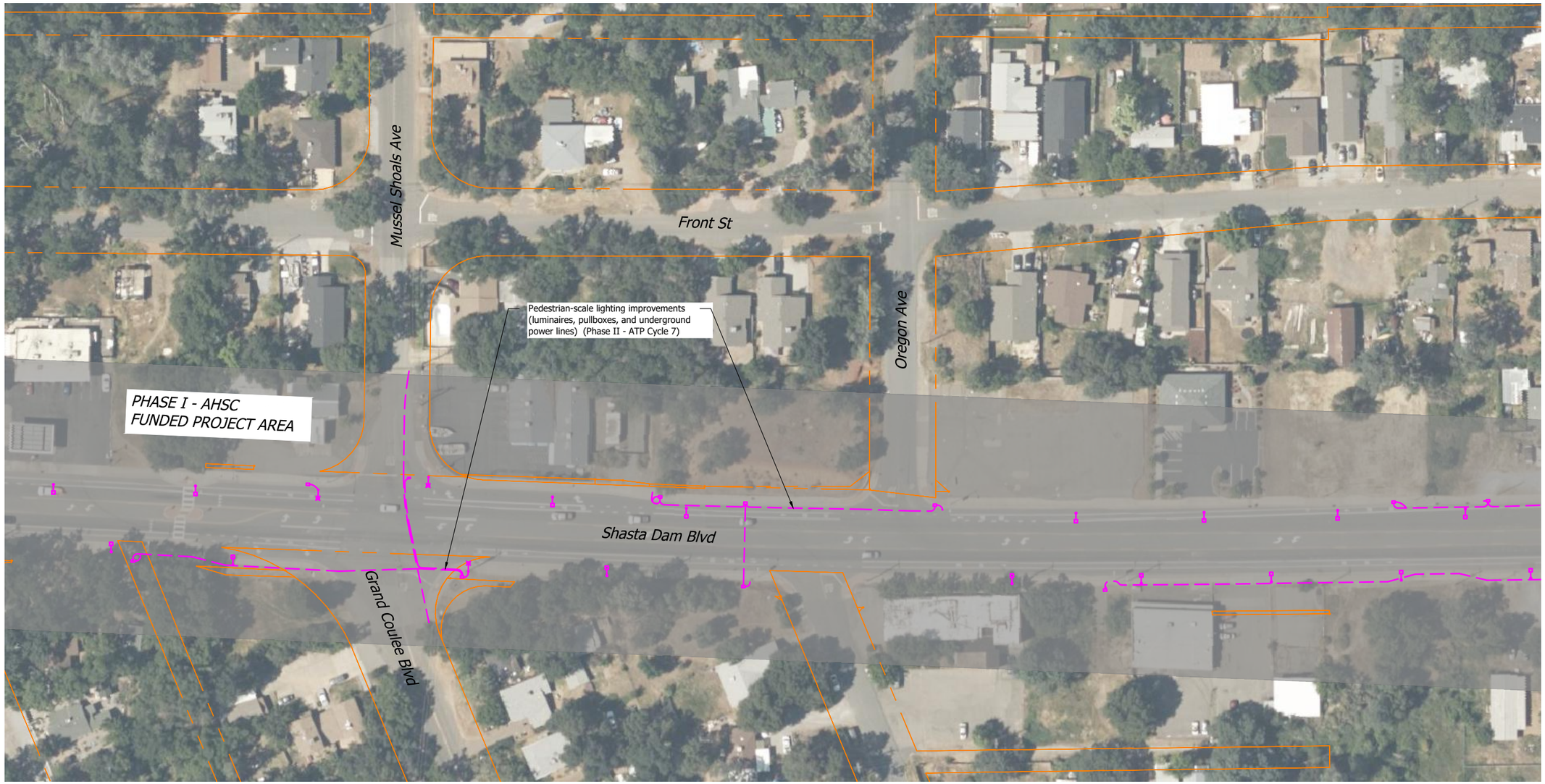
Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure 1.2

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - COSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.2 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes

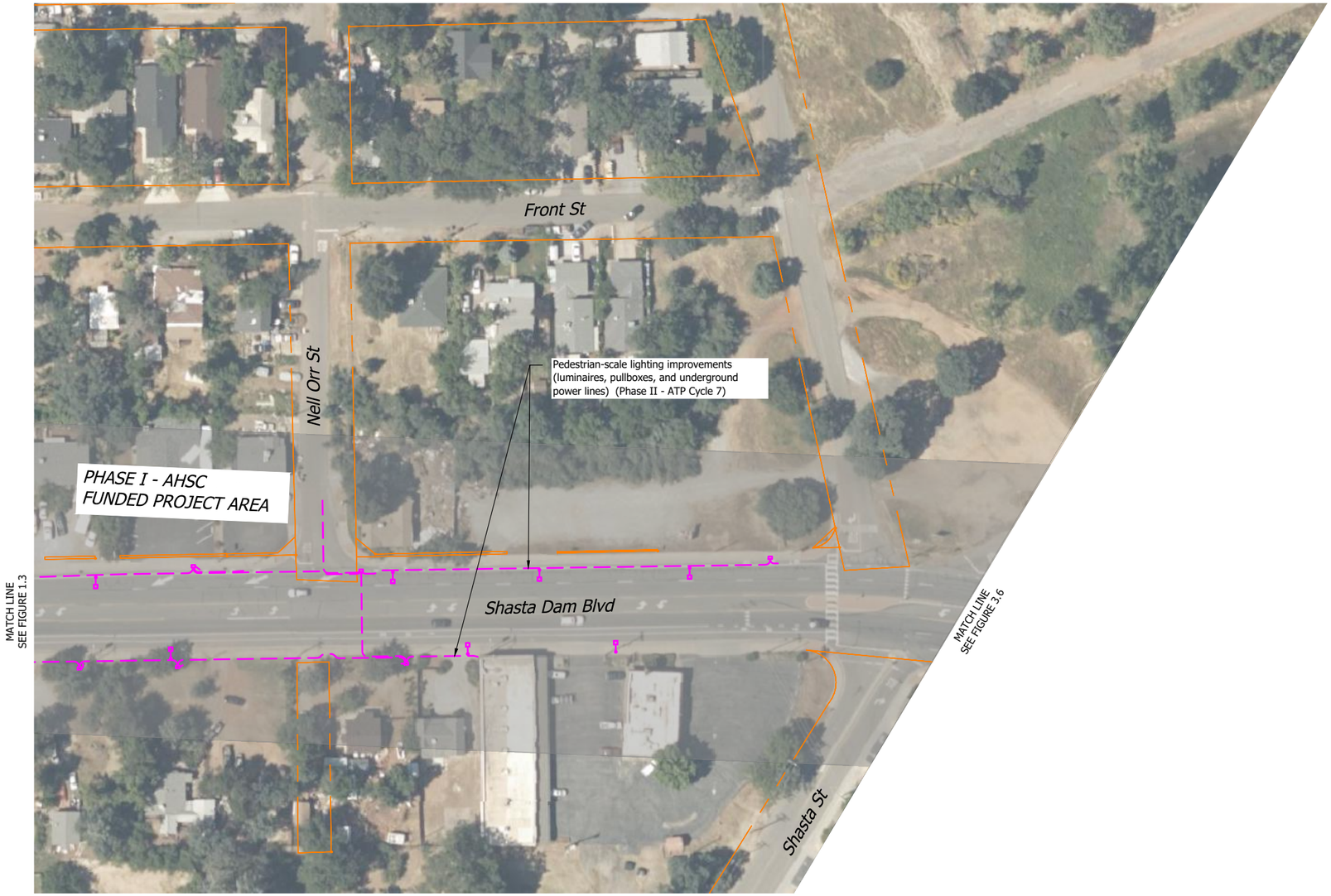
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

Draft Concept Improvements
City of Shasta Lake, CA

Figure
1.3

KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.3 Shasta Dam



N

Scale: 1" = 100'

100 50 0 100

ROW*

**Right of Way lines are based on parcel data from the City of Shasta Lake and have not been verified through survey.*

Notes
1. Proposed white pavement markings are shown in black for legibility.
2. Pedestrian-scale lighting will be added along all new facilities.

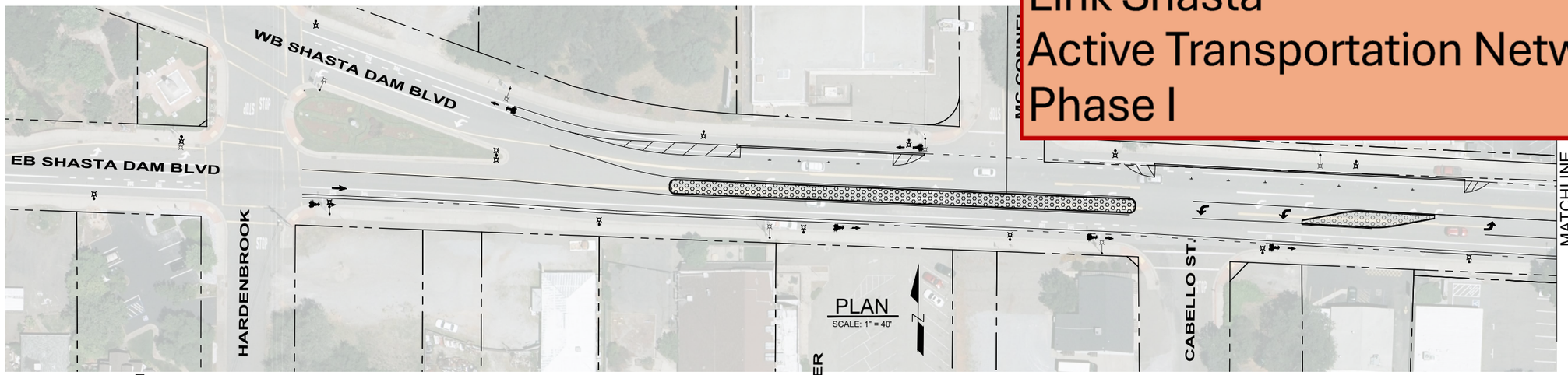
Draft Concept Improvements
City of Shasta Lake, CA

Figure 1.4

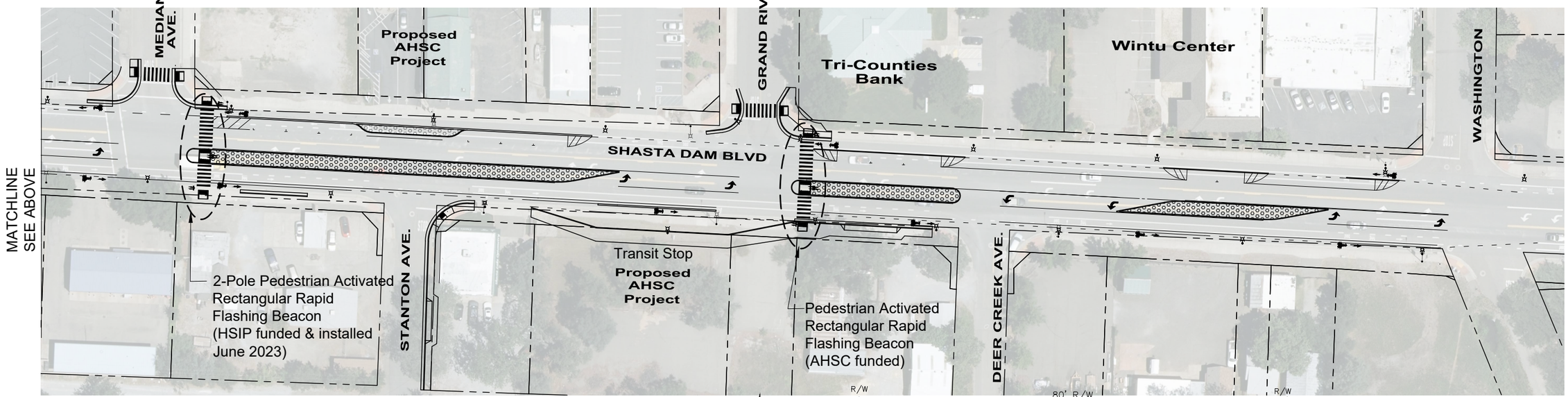
KITTELSON & ASSOCIATES

H:\29\29896 - SRTA Low-Stress Shasta\016 - CQSL Link Project\design_CD\CD-PROPOSED-29896.016.dwg Jun 14, 2024 - 3:51pm - dbowers Layout Tab: 1.4 Shasta Dam

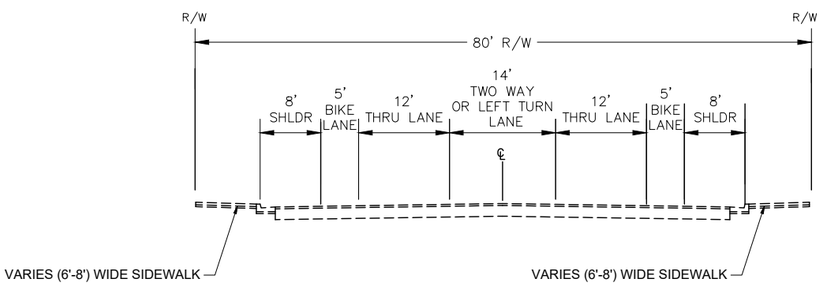
Link Shasta
Active Transportation Network
Phase I



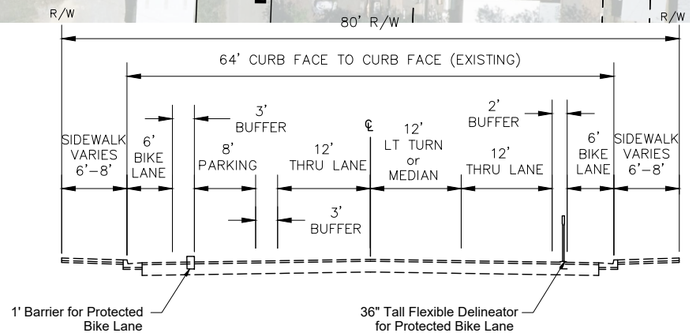
PLAN
SCALE: 1" = 40'



PLAN
SCALE: 1" = 40'



EXISTING TYPICAL SECTION
STATE ROUTE 151 - SHASTA DAM BLVD



CONCEPTUAL ROADWAY SECTION (Class IV)
STATE ROUTE 151 - SHASTA DAM BLVD
PARKING ON NORTH SIDE ONLY
SECTION VIEW IS LOOKING EAST
CROSS SECTION IS PRELIMINARY AND ILLUSTRATES IMPROVEMENTS ACCEPTABLE BY CALTRANS
LIMITS OF CONCEPTUAL ROADWAY SECTION IS BETWEEN HARDENBROOK AVE. & WASHINGTON AVE.

DO NOT COPY
These Plans may not be reproduced unless they are original copies signed in ink by the Engineer. The Engineer preparing these Plans will not be responsible or liable for unauthorized changes or uses of these Plans. All changes to the Plans must be in writing and must be approved by the Engineer.

No.	Date	Revisions	By	App.

Designed By: WSB
Drawn By: WSB
Checked By: JL
Approved:
Dir. Engineer
RCE # XXXXX

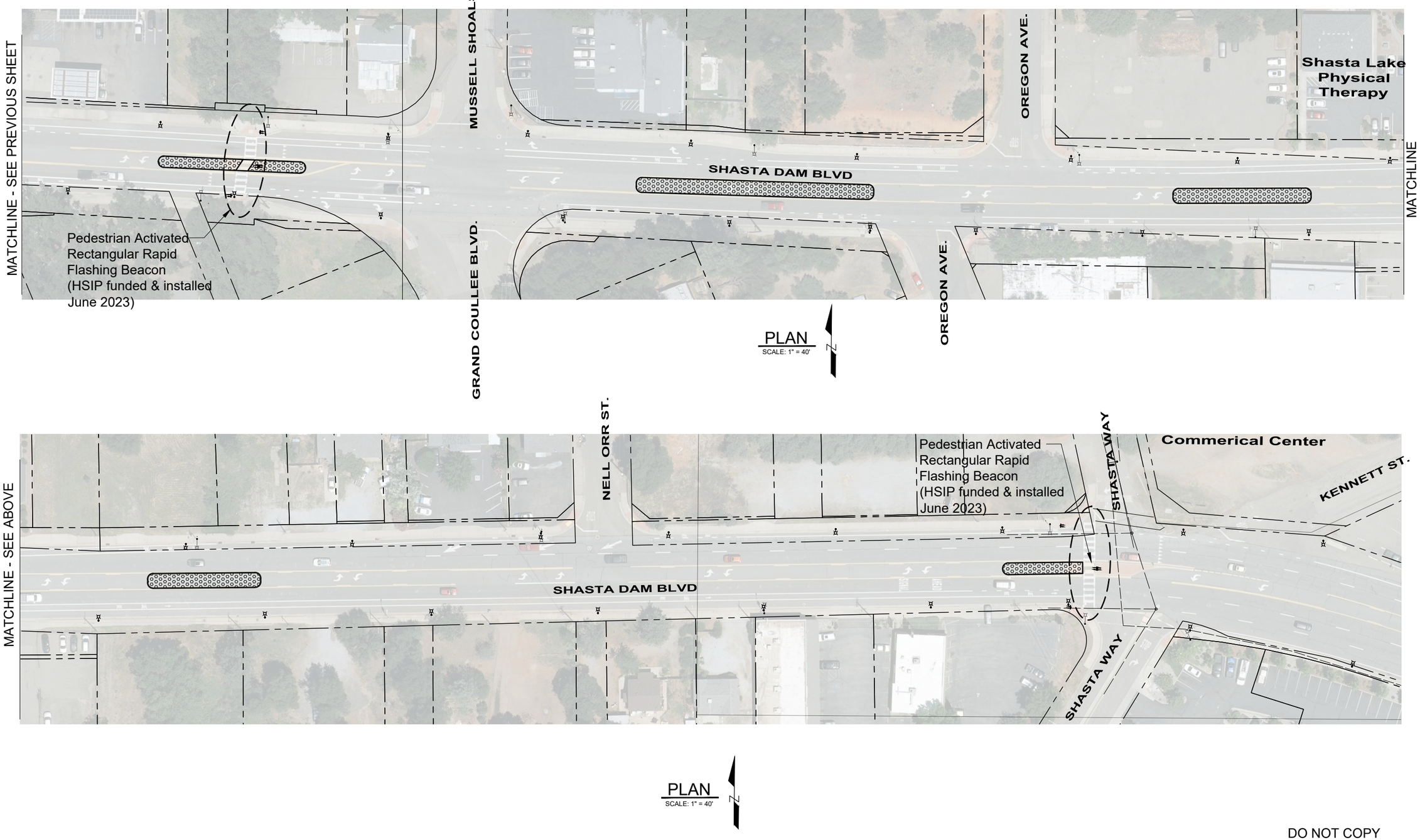
CITY OF SHASTA LAKE
Public Works Department
4477 Main Street, Shasta Lake, CA 96019
(530) 275-7400 ph (530) 275-7462 fax

Shasta Lake Downtown Revitalization Project

Shasta Dam Blvd. Complete Streets Preliminary Improvement Plan

Scale: 1"=40'
Date: 5/1/2023
Sheet ____ of ____

ATTACHMENT A



DO NOT COPY

These Plans may not be reproduced unless they are original copies signed in ink by the Engineer. The Engineer preparing these Plans will not be responsible or liable for unauthorized changes or uses of these Plans. All changes to the Plans must be in writing and must be approved by the Engineer.

No.	Date	Revisions	By	App.

Designed By: WSB
Drawn By: WSB
Checked By: JL
Approved:

Civil Engineer
RCE # XXXXX

CITY OF SHASTA LAKE
Public Works Department
4477 Main Street, Shasta Lake, CA 96019
(530) 275-7400 ph (530) 275-7462 fax

Shasta Lake Downtown Revitalization Project

Shasta Dam Blvd. Complete Streets Preliminary Improvement Plan

Scale: 1"=40'

Date: 5/1/2023

Sheet ____ of ____

APPENDIX E

Tóólol itt^{h}ú maníkcan (All My Children) Walking and Biking Network Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

May 1, 2023 Project# 262050.005

To: Keith Williams, Shasta Regional Transportation Agency
Shawn Ankeny, Shasta County Public Works

From: Matt Braughton, RSP, Chris Romano, AICP, LEED AP ND, Allison Woodworth

RE: Tóólol itthú maníkcan (All My Children) Walking and Biking Network: Existing Conditions Review

PROJECT BACKGROUND AND RELATED PLANS

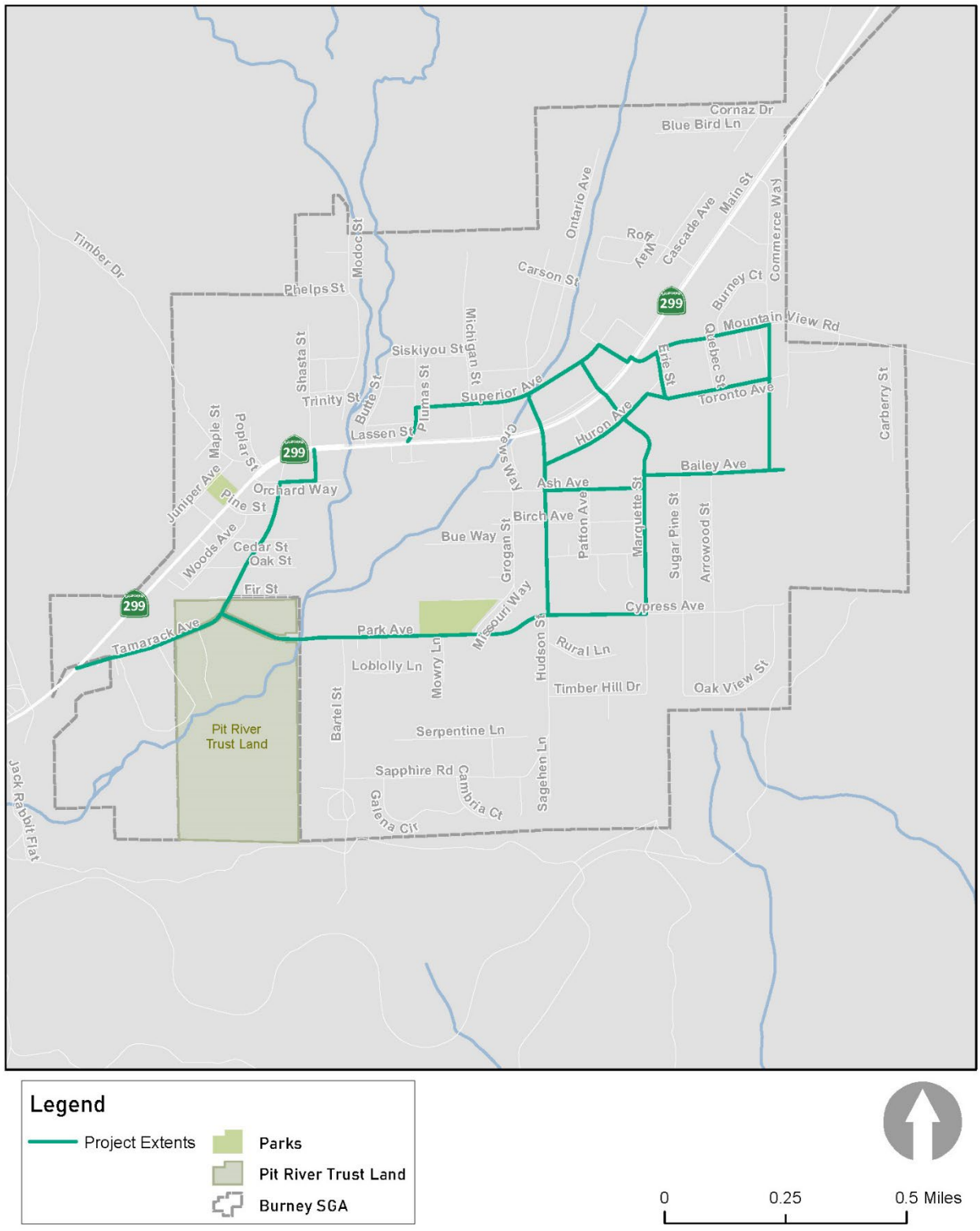
The Tóólol itthú maníkcan Walking and Biking Network is born out of the projects found in the Pit River Tribe/Burney Bicycle and Walkway Plan (2012). The network formalizes safe walking and biking connections throughout the community of Burney with an emphasis on connecting neighborhoods with key destinations across Burney. The community currently lacks bicycle infrastructure and has sparse and gapped walking infrastructure. Elderly Pit River Nation members have been killed in recent years while walking or using a wheelchair to access destinations like the Pit River Casino and Pit River Mini Mart (C-Store).

The project formalizes connections between Tribal offices and key community destinations as well as residential areas, schools, and parks. The project is expected to include a network of shared-use path (SUP) facilities throughout the community, associated crossing improvements, and traffic calming (see Figure 1). Caltrans is currently planning to paint buffered bike lanes along SR 299/Main Street as part of an upcoming resurfacing project. Discussions with Caltrans are underway to determine the feasibility of including additional active transportation enhancements along SR 299/Main Street. These improvements may be advanced as part of a combined Active Transportation Program grant project with the Pit River Nation and Shasta County Public Works or, if needed, as a future Caltrans-led SHOPP project.

Note: Ultimately, Caltrans implemented standard Class II bike lanes along SR 299/Main Street.

Note, this memo documents information as of May 2023.

Figure 1: Project Map



Summary of Consistency Across Plans

Kittelson conducted a review of existing active and public transportation plans with a focus on local and regional efforts most relevant to the project area. The proposed project network is consistent with, and a refinement of, recommendations in previous planning efforts that have identified local route preferences and community input. The project's improvements include infrastructure and non-infrastructure strategies to improve mobility options and foster active communities that align with the key themes of these plans, as described below. Most notably, this project builds out projects from the community's Walking and Biking Plan from 2012 and the GoShasta Regional Active Transportation Plan while updating the facilities to be consistent with current best practices in developing a walking and biking supportive environment and to increase competitiveness in discretionary grant programs.

While each of the following plans plays a role in planning for a place where active transportation can thrive, there are common themes that connect the plans, including:

- **Encouraging and increasing walking and bicycling:** One of the ultimate goals of the community's Walking and Bicycling Plan is to increase the number of people in Burney who bike and walk. This is consistent with GoShasta's first theme of increasing active transportation mode share.
- **Increasing transportation safety:** One of the goals of the community's Walking and Bicycling Plan is to improve safe routes to school. GoShasta's second theme increases the safety and comfort of active transportation users, and GoShasta's states values including the protection of, and respect between, users of all transportation modes.
- **Developing people-centered places:** The community's input which influenced the Walking and Bicycling Plan prioritized connecting tribal lands to the community and maintaining rural character. This reflects the local community's idea of how active transportation and land uses can align. GoShasta builds on the idea of connecting people to places and nurturing its character with a theme of investment in healthy, vibrant, sustainable, and people-centered communities. GoShasta also states the values of investing in active transportation as a means of fostering the development of such a community.

GoShasta Regional Active Transportation Plan (2018)

The GoShasta Plan, jointly developed with the City of Redding Active Transportation Plan, is an active transportation plan for the county of Shasta and the cities of Anderson and Shasta Lake, while serving as a repository for active transportation projects for all the region's jurisdictions. The plan shifts the Shasta Region's active transportation approach from reactive to proactive. The GoShasta Regional Active Transportation Plan centers equity throughout, such as in its project recommendations, implementation strategies, and raising potential equity problems with enforcement strategies.

Themes highlighted in the plan center on:

- Increasing active transportation mode share
- Increasing the safety and comfort of active transportation users
- Investing in healthy, vibrant, sustainable, and people-centered communities

GoShasta identified core elements of the project as part of its network including bikeways and walking routes along Tamarack Avenue, Park Avenue, and Hudson Street, among others. This project's holistic vision infrastructure improvements with active transportation engagement and education activities, aligning with GoShasta's proactive approach to build healthier communities where walking and cycling are a part of everyday life.

Pit River Tribe/Burney Bicycle and Walkway Plan (2012)

The Pit River Tribe / Burney Bicycle and Walkway Plan (BWP) was funded by an FY 2010-2011 Caltrans Environmental Justice Transportation planning grant. The Pit River Nation and the community of Burney jointly developed the BWP to improve safe routes to school and improve walking and biking within the community by establishing a long-term vision for active transportation infrastructure and identifying next steps for implementation. This project utilizes this plan's network and recommendations as the focus for the network layout. Facility recommendations and variations on routes were identified as part of the planning process to develop the first phase of the Tóólol itthú maníkcan Walking + Biking Network.

COMMUNITY CHARACTERISTICS

The proposed network aims to improve the safety, comfort, connectivity, and transportation options for people who walk and bike and for people with mobility impairments or those who do not have access to a personal vehicle, and other populations with limited mobility options like youth and older adults. Key demographics are highlighted below and described in more detail in the following section.

- **Population:** 3,965
- **Median Age:** 35 years old (almost half of people are either under 18 or over 65)
- **Median Income:** $45,875 (less than 80% of statewide median household income of $60,188)
- **Travel Patterns:** approximately 8.5% of people walk or bike to work and none take public transportation.

The project will also address the active transportation needs of students. By providing a comfortable, safe, and connected active transportation network, students will be more likely to walk or bike to school, potentially instilling lifelong habits.

DEMOGRAPHICS

The community of Burney is considered a census designated place (CDP) by the Census Bureau. The following demographic information is provided via the American Community Survey 5-Year Estimates (2019) for the Burney CDP[1].

Population

Burney has a combined population of 3,965 (**Table 2)**. Approximately 18% of the population is aged sixty-five years or older and 30% seventeen years or younger. The median age of the census tract is between 25 and 35 years old.

[1] All census data in this section is derived from 2015-2019 American Community Survey unless stated otherwise.

Table 1: Project Area Population by Age

Age Grouping	Population (%)	
Under 5 Years	428	10.8%
5 to 9 Years	279	7.0%
10 to 14 Years	352	8.9%
15 to 17 Years	89	2.2%
18 to 24 Years	340	8.6%
25 to 34 Years	484	12.2%
35 to 44 Years	351	8.9%
45 to 54 Years	463	11.7%
55 to 64 Years	449	11.3%
65 to 74 Years	505	12.7%
75 to 84 Years	137	3.5%
85 Years and Over	88	2.2%
Total	**3,965**	**100%**

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2015-2019 ESTIMATES

Household Income

The median household income in Burney (in 2019 inflation-adjusted dollars) is $45,875 which is less than 80% of the statewide median ($60,188). 62% of households in Burney have an income below $60,000 (**Table 3**).

Table 2: Median Household Income Frequency (2019 Inflation-Adjusted Dollars)

Household Income:	Households (%)	
Less than $10,000	110	8.0%
$10,000 to $14,999	120	8.8%
$15,000 to $19,999	83	6.1%
$20,000 to $24,999	53	3.9%
$25,000 to $29,999	58	4.2%
$30,000 to $34,999	116	8.5%
$35,000 to $39,999	104	7.6%
$40,000 to $44,999	19	1.4%
$45,000 to $49,999	88	6.4%
$50,000 to $59,999	101	7.4%
$60,000 to $74,999	168	12.3%
$75,000 to $99,999	158	11.6%
$100,000 to $124,999	43	3.1%
$125,000 to $149,999	47	3.4%
$150,000 to $199,999	94	6.9%
$200,000 or More	6	0.4%
Total	**1,368**	**100%**

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2015-2019 ESTIMATES

Race and Ethnicity

Table 4 shows the population breakdown of the Burney CDP by race and ethnicity. The majority (nearly 85%) of residents are White Alone followed by Two or More Races (5.5%) and American Indian and Alaska Native alone (3.9%).

Table 3: Race and Ethnicity

Race and Ethnicity	Population (%)	
White Alone	3,348	84.4%
Black or African American Alone	51	1.3%
American Indian and Alaska Native Alone	153	3.9%
Asian Alone	84	2.1%
Native Hawaiian and Other Pacific Islander Alone	0	0.0%
Some Other Race Alone	113	2.9%
Two or More Races	216	5.5%
Total	**3,965**	**100%**

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2015-2019 ESTIMATES

Healthy Places Index (HPI)

Developed by the Public Health Alliance of Southern California, the Healthy Places Index (HPI)[2] maps data on social conditions that drive health such as education, job opportunities, clean air, and water. The tool allows decision makers to compare community wellbeing across geographies and direct resources accordingly.

The people within the Burney CDP experience very low community health conditions according to the HPI (see **Figure 3**), ranking in the 35.5 percentile.

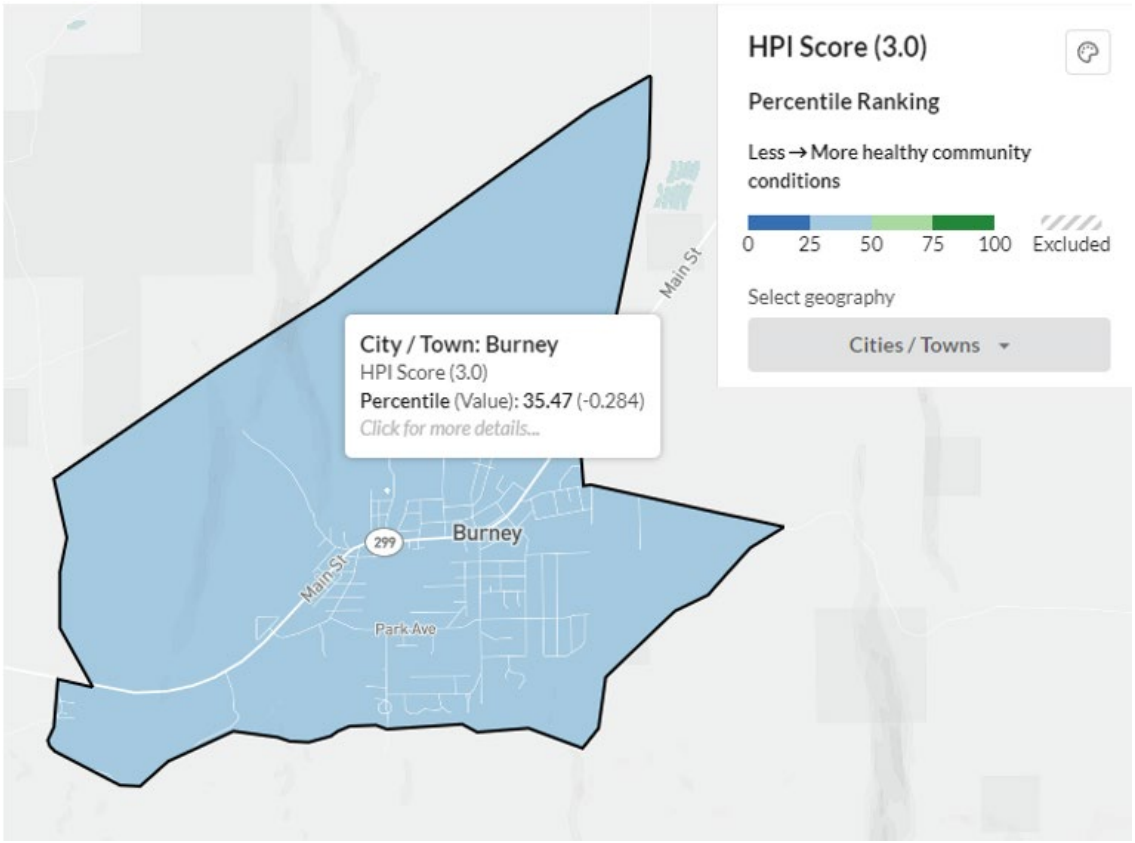
The scores for each of the HPI policy action indicators, which make up the HPI score, are listed below. A percentile ranking indicates how healthy the community (census tract) is in comparison to others in the state. For example, a 50th percentile means that the tract is healthier than half (50%) of other California census tracts. A low percentile indicates the least healthy community conditions. These combined environmental and economic burdens on residents create the need for efficient, healthy, low-cost transportation which provides access to jobs, services, schools, and low-cost active recreation the City and region offer.

- Economic: 29th percentile
- Education: 37.5th percentile
- Social: 31st percentile
- Transportation: 18th percentile
- Neighborhood: 76th percentile
- Housing: 50th percentile
- Clean Environment: 95th percentile
- Healthcare Access: 55th percentile

[2] https://www.healthyplacesindex.org/

Burney is in the bottom quartile (18th percentile) for transportation conditions and low for economic (29th percentile), education (37.5th percentile), and social (31st percentile) conditions. In contrast, Burney is in the 95th percentile for clean environment conditions.

Figure 2: Healthy Places Index Project Area



SOURCE: PUBLIC HEALTH ALLIANCE OF SOUTHERN CALIFORNIA, 2022.

Transportation Patterns

As shown in **Table 5**, Most people living in the project area drive alone or carpool to work (85%). People who walk or bike to work make up 8.7% of the commuter mode split.

Table 4: Commute Transportation Patterns

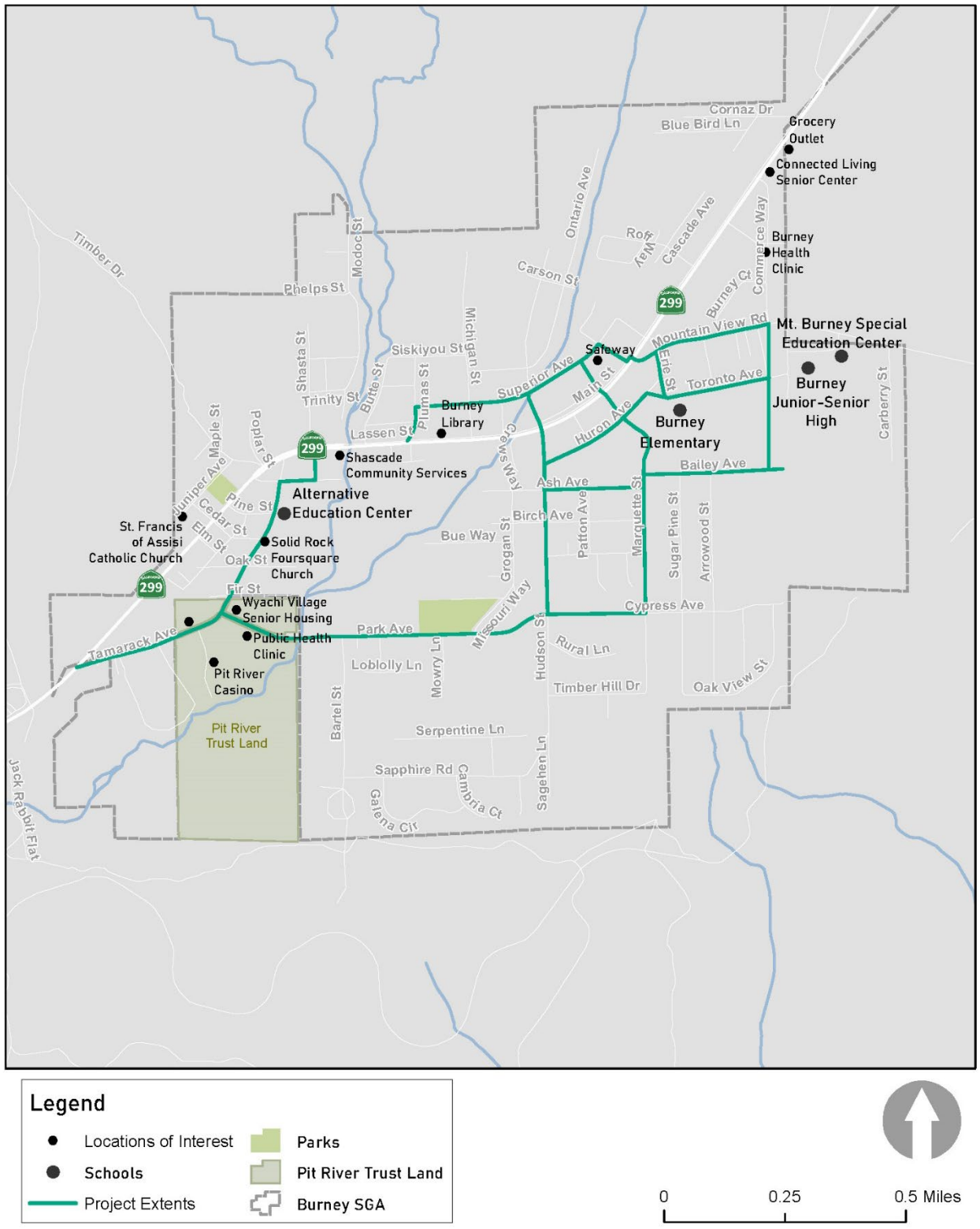
Means of Transportation to Work	Workers Over 16 Years Old (%)	
Car, Truck, or Van: Drove Alone	914	69.2%
Car, Truck, or Van: Carpooled	206	15.6%
Public Transportation (Includes Taxicab)	0	0.0%
Motorcycle	0	0.0%
Bicycle	25	1.9%
Walked	90	6.8%
Other Means	34	2.6%
Worked At Home	51	3.9%
Total	**1,320**	**100%**

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2015-2019 ESTIMATES

KEY DESTINATIONS

The project will provide key connections to destinations including grocery stores, health centers, and schools. The most relevant destinations across the community are shown in **Figure 4**. On the west side of the Tóólol itthú maníkcan Network, the new facilities provide core connections and close gaps in existing infrastructure to serve connections between Pit River Nation community facilities, senior housing, and the Pit River Casino, as well as various churches and education centers. The eastern portion of the network forms connections between the residential community areas north and south of Main Street to connect to and provide safe walking and biking routes to Burney Elementary and Burney Junior-Senior High School as well as developing bike routes along Superior Avenue and connecting streets to connect the community's walking and biking network to major community destinations like the Safeway and Burney Library.

Figure 3: Key Destinations and Network Connections



Existing Infrastructure and Characteristics

Active Transportation

There are no existing low-stress bicycle facilities in the Burney community beyond low-volume, unmarked local streets, and few safe and comfortable crossings. While speed limits on local roads are 25 miles per hour (MPH), tribal staff and residents report that drivers sometimes cut through local streets to avoid SR-299 and stated drivers often exceed the speed limit. Sidewalks throughout the study area are disconnected or missing, even on higher speed roads like SR 299/Main Street and Tamarack Avenue.

Figure 4: Typical Community Local Roadway with No Sidewalks and Limited Shoulder



Source: Kittelson, 2022

Figure 5: Project Gap Closures

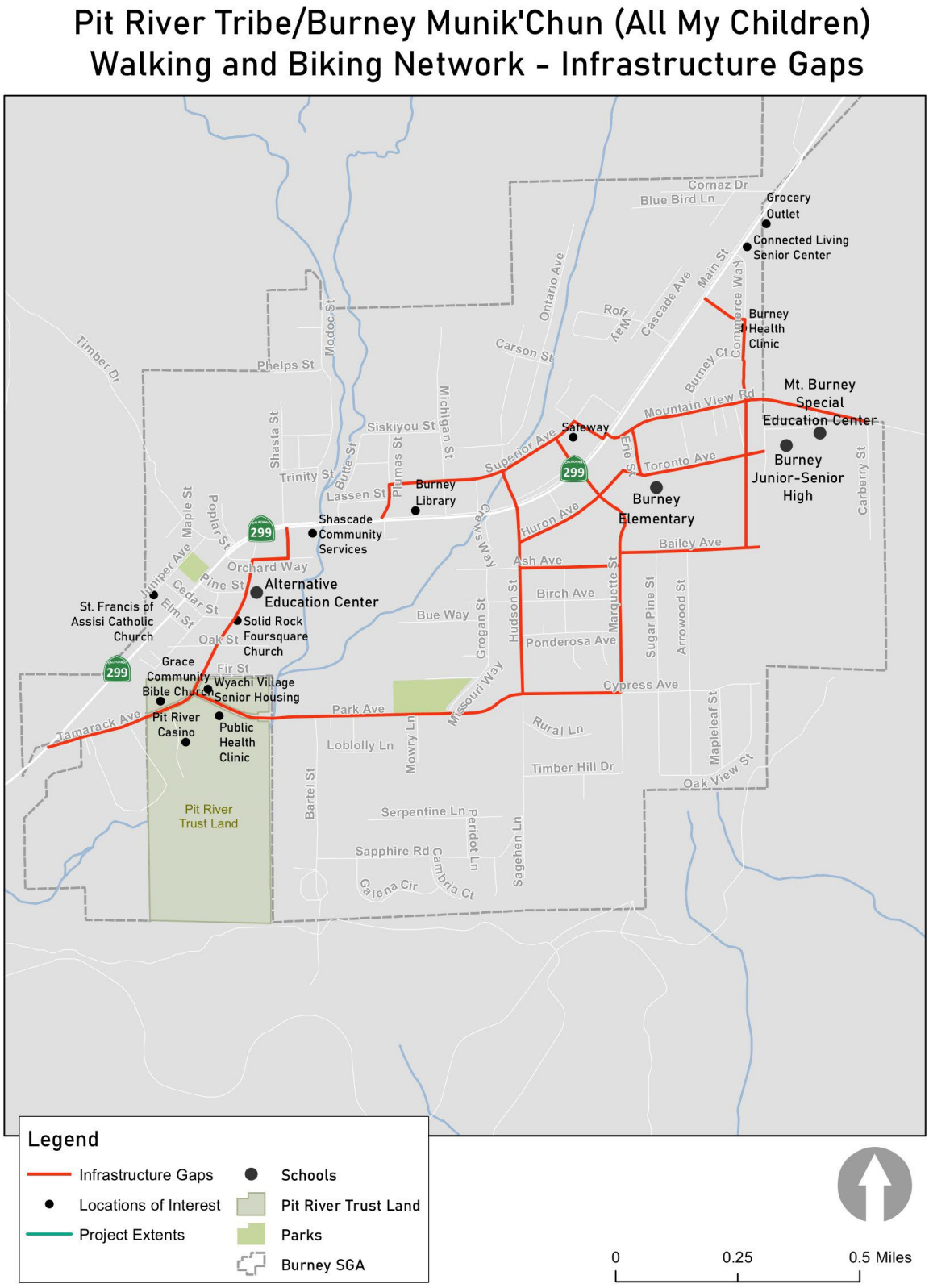
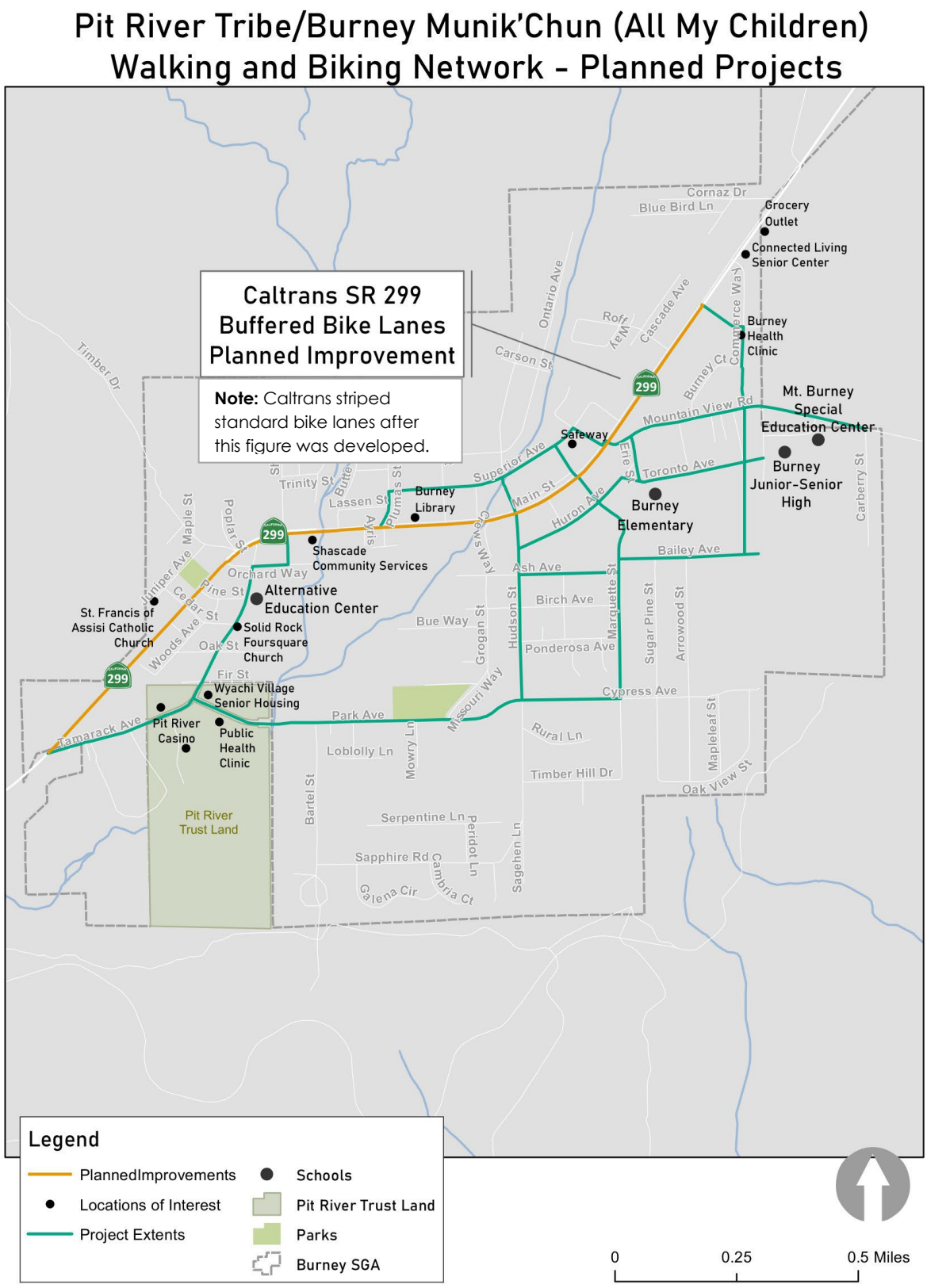


Figure 6: Planned or In Construction Improvements Connecting to the Project Corridor



Vehicular and Transit Conditions

Roadways

SR-299

While this project does not propose improvements on SR-299, the crash history review in the following section demonstrates that the facility is a clear barrier for people walking and biking. Caltrans is currently planning to paint buffered bike lanes along the facility, including through Burney, as part of an upcoming resurfacing project.

Note: Ultimately, Caltrans implemented standard, striped Class II bike lanes along SR 299/Main Street.

California State Route 299 (SR-299) is an east-west state highway which connects the California coast to the border with Nevada. The facility is one lane in each direction with a two-way-turn-lane through the study area. SR-299 bisects the community of Burney. Major intersections are signalized, however, minor intersections with residential streets, as the facility enters and leaves Burney, are stop controlled on the minor streets. The speed limit is 55 miles per hour (MPH) outside of Burney and reduces to 30 MPH within the town.

Local Roads

The network is proposed along a series of local roads with a speed limit of 25 MPH throughout the Burney community. Those roadways are:

- Tamarack Ave
- Park Ave
- Hudson St
- Marquette St
- Bailey Ave
- Erie St
- Huron Ave
- Plumas St
- Superior Ave
- Mountain View Rd
- Ash Ave
- Cypress Ave
- Gale Ln

Key roadway characteristics include:

- Tamarack Ave and Park Ave are two-lane roadways (one lane in each direction with shoulders). Intersections along the alignment are stop controlled.
- Superior Ave is a two-lane roadway (one lane in each direction) with stop-controlled intersections. It does not have a painted centerline.
- Mountain View Rd is a two-lane roadway (one in each direction) with a painted centerline and residential parking along the shoulder. The road connects to SR-299, Shasta College Intermountain Campus, and Burney High School.

Transit Routes and Stops

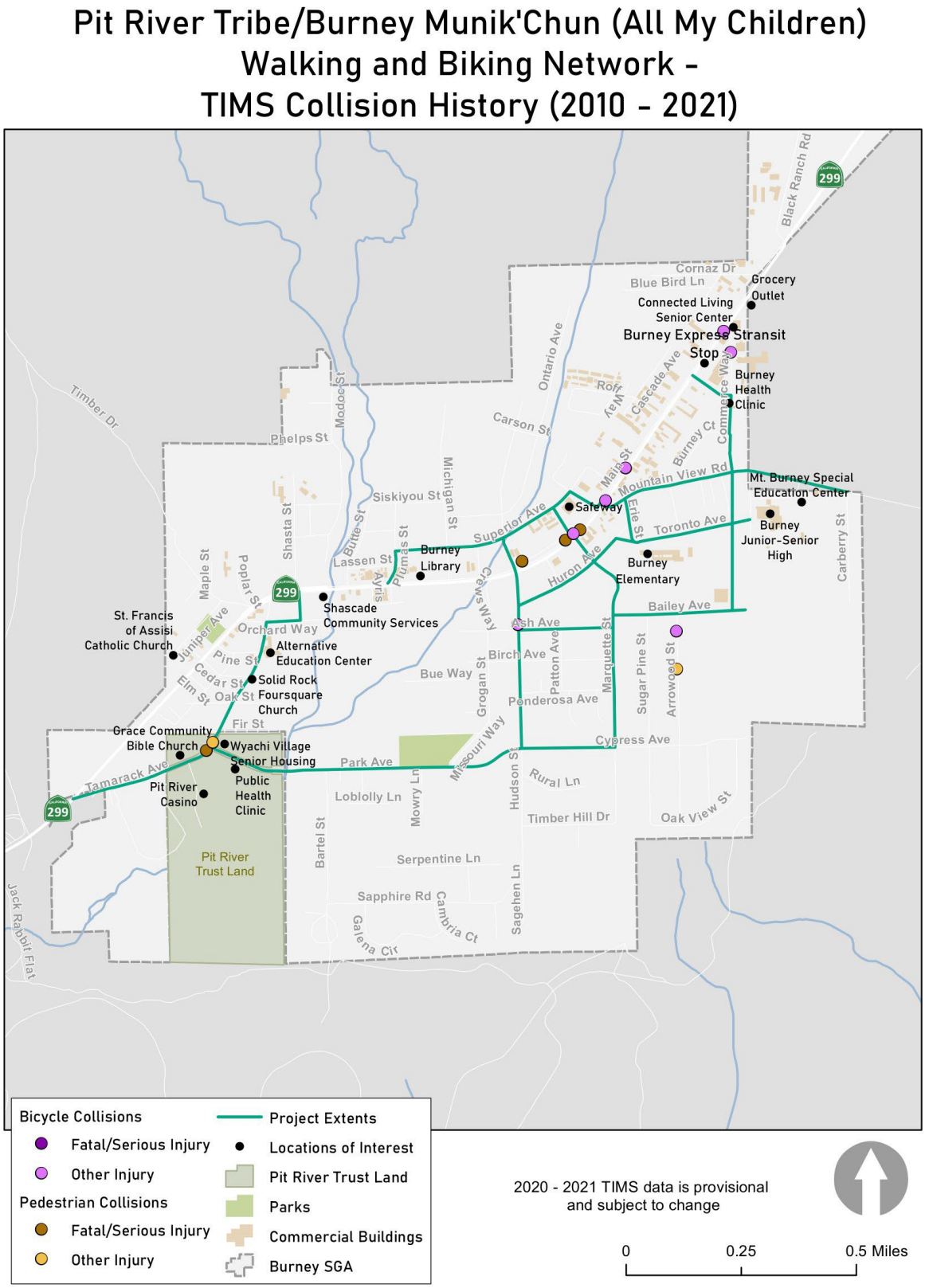
The Burney express is provided by the County of Shasta and operated by the Redding Area Bus Authority (RABA). The service connects Burney to downtown Redding and provides three weekday trips in each direction. There is no weekend service. The single stop in Burney is in east Burney (outside Burney Sporting Goods).

Pedestrian and Bicycle Safety

SR-299 east of Hudson Street has more bicycle- and pedestrian- involved crashes historically than any other area in Burney. Within the project area, there have been thirteen crashes between 2010 and 2021 involving people walking and biking (**Figure 7**). Six of the crashes involved people walking, including two with a visible injury or complaint of pain, two with a severe injury, and two which were fatal. Seven of the crashes involved people biking, all of which had a visible injury or complaint of pain.

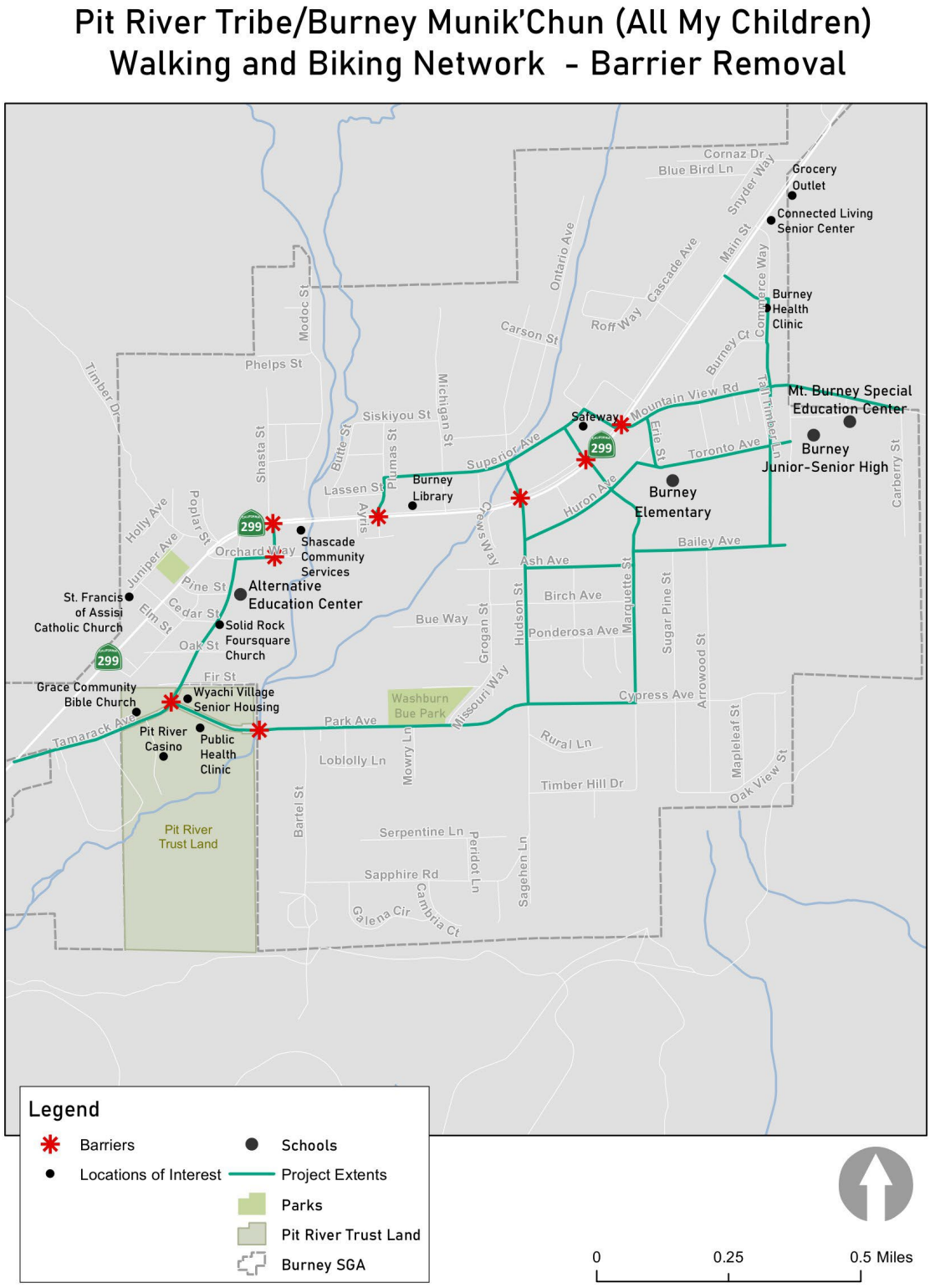
Four of the thirteen crashes – two in the south and two in the north – occurred near a cluster of key community destinations. Half (seven) of the crashes occurred on SR-299. Figure 8 identifies barriers to walking and biking with the study area. Concentrations are evident along SR-299 and at the intersection of Tamarack Ave and Park Ave. Common causes of crashes included crossing outside of a crosswalk and vehicle speed.

Figure 7: Bicycle and Pedestrian Crashes in the Project Study Area



SOURCE: TIMS 2010-2021.

Figure 8: Walking and Biking Network Barriers in the Study Area



HIGH-LEVEL EVALUATION METRICS

Based on the analysis and findings from the review of existing conditions, the following high-level evaluation metrics were developed to evaluate roadway improvements to the Tóólol itthú maníkcan Walking and Biking Network project.

Table 5: Tóólol itthú maníkcan Walking and Biking Network Project Evaluation Metrics

Goal	Description
Safety and Comfort	Enhance safety and comfort for people of all ages and abilities using all modes of transportation, including walking, bicycling, riding transit, or driving.
Multimodal Connectivity and Access	Enhance multimodal connectivity for people traveling by foot or by bicycle in and around the community of Burney.
Equity	Support transportation-disadvantaged populations by enhancing safe mobility options, developing community-supported designs, and practicing inclusive public engagement.
Community Prosperity	Support economic prosperity for all people by providing designated spaces for people to walk, bicycle, or ride transit, to access jobs, education, outdoor recreation areas, and other key destinations in the community of Burney.
Community Support	Ensure the roadway design supports efforts identified in other community and regional planning efforts, and that the plan reflects the values of community members who live, work, or play in Burney.

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

May 1, 2024

Project# 262050.005

To: Keith Williams, Shasta Regional Transportation Agency
Yatch Bamford, Pit River Nation Chair
Don Renz, Shasta County Public Works

From: Matt Braughton, RSP, Michael Sahimi, AICP, Sam Liu, EIT

RE: Tóólol itthú maníkcan (All My Children) Walking and Biking Network: Project Alignment Development

INTRODUCTION

Shasta Regional Transportation Agency (SRTA), Shasta County, and the Pit River Nation are working in partnership to develop the Tóólol itthú maníkcan (All My Children) Walking and Biking Network. The Tóólol itthú maníkcan (All My Children) Walking and Biking Network Project is the realization of prioritized projects from the Pit River Tribe/Burney Bicycle and Walkway Plan, formalizing a network of safe walking and biking connections in the Town of Burney. Burney lacks bicycle infrastructure and has sparse walking infrastructure. Elderly Pit River Nation members have been killed in recent years while walking or using a wheelchair to access destinations like the Pit River Casino and Pit River Mini Mart (C-Store). Phase I of this project formalizes connections between Tribal offices and key community destinations as well as residential areas, schools and parks. Caltrans is currently planning to paint buffered bike lanes along SR-299 / Main Street, which bisects the proposed network and, as will be seen in following sections, represents a barrier for both east-west and north-south travel. Phase II funding will be sought after ATP Cycle 7.

Note: Caltrans ultimately installed standard Class II bike lanes along SR 299/Main Street.

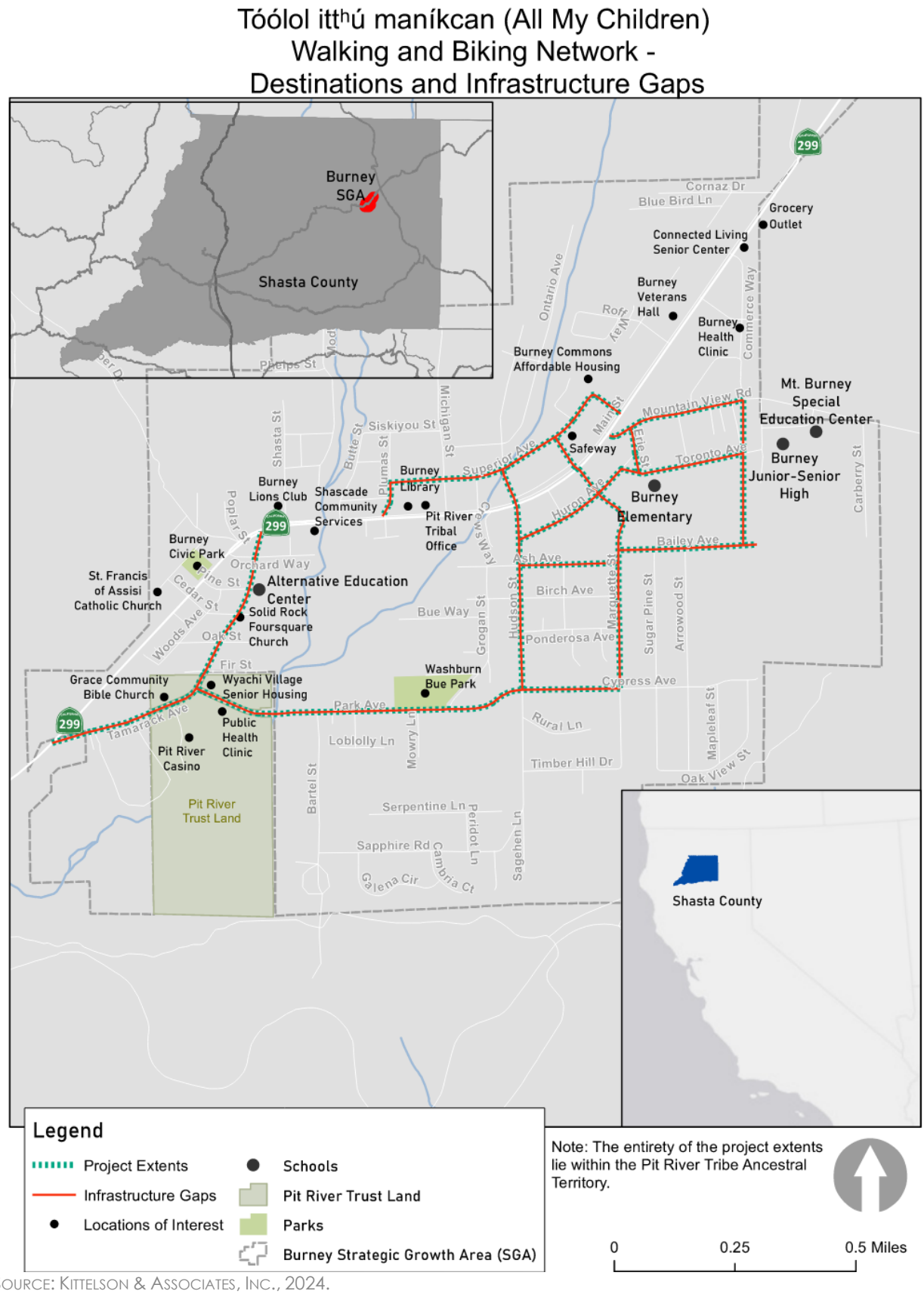
This memorandum describes the network alignment selection and design process for the project.

PROJECT SCOPE

The main features of the project are a network of shared-use paths (SUPs) that connect residents to Tribal destinations, retail, schools, and recreational facilities. The project is intended to be designed in such a way as to help calm traffic and create comfortable walking and biking facilities for people of all ages and abilities. The project extents, alignment, and destinations can be seen in **Figure 1**.

Phase I of the project comprises 4.82 miles of new 10-12 foot wide SUPs (with 8-foot pinch points), 0.66 miles of Class III bike routes with 44 sharrows (all on routes with speed limits under 30 MPH), 0.64 miles of new sidewalks, 56 pedestrian crossings, 120 Americans with Disabilities Act (ADA) curb ramps, 38 traffic-calming measures, and new lighting. While a traditional Class III facility is limited to signing and striping improvements and is not focused on user comfort, the addition of traffic calming creates a shared-street network that is safe and comfortable for people of all ages and abilities. These traffic-calming elements include 40 curb extensions, six new rectangular rapid flashing beacons (RRFBs), and relocated stop signs. This initiative transforms multiple streets throughout Burney into a low-stress, all-ages-and-abilities active transportation network that prioritizes safety and accessibility. This aligns with Tribal efforts to make streets safer for people who walk, bike, and roll by slowing down and reducing cut through traffic.

Figure 1: Project Map, Destinations, and Infrastructure Gaps



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

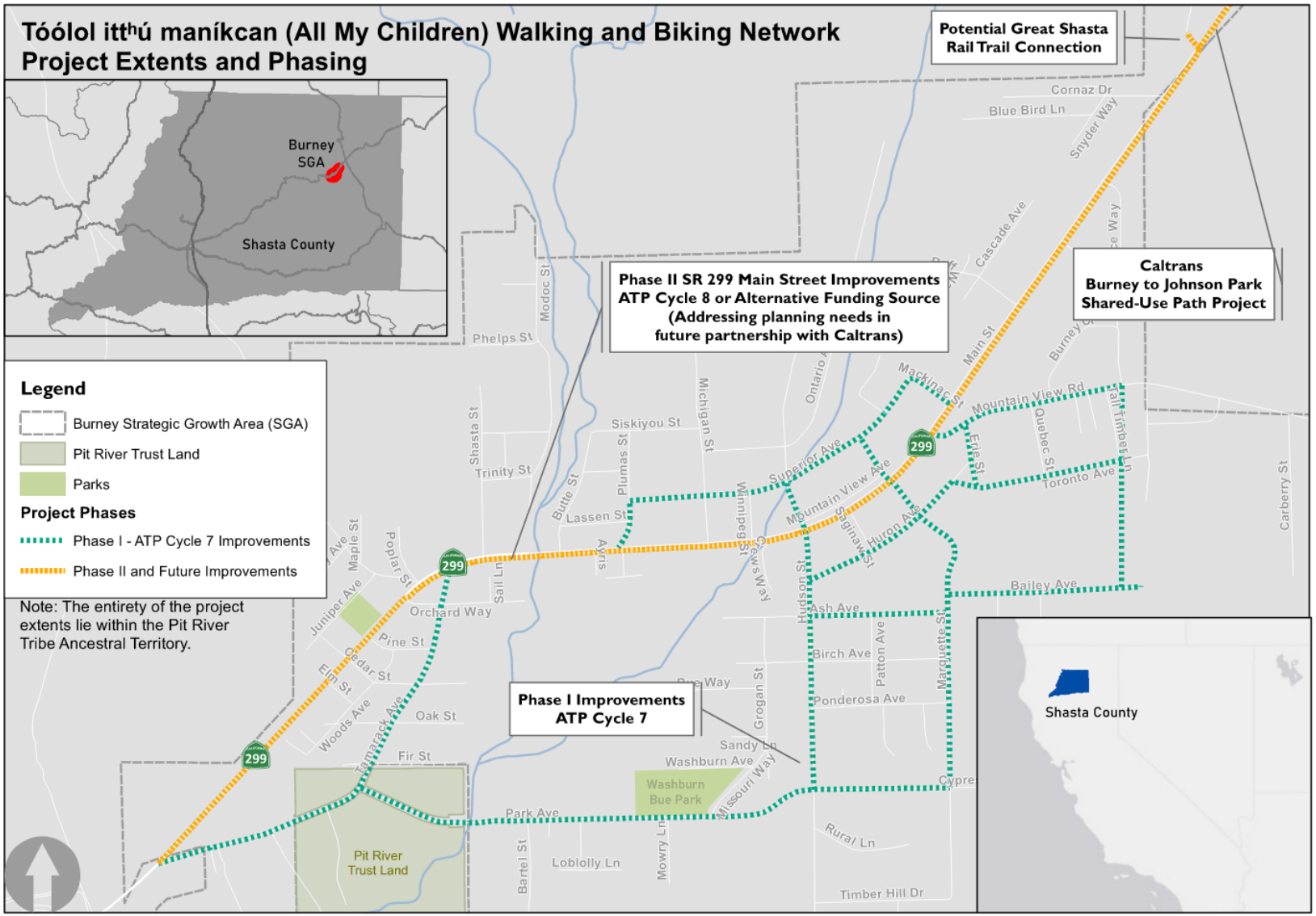
PROJECT HISTORY & BENEFITS

Burney faces significant transportation challenges, including fragmented dirt pathways, incomplete sidewalks, unsafe crossings, and high-speed traffic, which disproportionately affect Tribal Elders, students, individuals with disabilities, and residents without cars. The lack of multimodal facilities and comfortable crossings along State Route 299 (SR 299) further limits access to essential destinations. With a median household income of 70% of the statewide average, Burney's residents are also burdened by the high costs of car ownership, highlighting the need for safe, affordable alternatives.

The Pit River Nation and the broader community in Burney have expressed a desire for traffic calming and better walking and biking facilities. Part of this desire stems from persistent safety concerns, including crashes resulting in serious injuries and fatalities, particularly among Tribal Elders, students, and individuals with disabilities. Therefore, building upon the 2012 Pit River Tribe/Burney Bicycle and Walkway Plan (which established a baseline for improvements), the project incorporates updated best practices in active transportation design to meet the unique needs of Burney's disadvantaged and underserved population and increases the project's chances of securing discretionary funding. Public feedback from walk audits, workshops, and stakeholder meetings emphasized the urgent need for safe, low-stress connections to schools, healthcare, retail, and community destinations. Consequently, the project closes critical infrastructure gaps and creates a safer, more accessible network for all users. See Figures 1 and 2 to better understand the project's context with the existing conditions and future planned improvements.

The project also aims to connect communities with limited vehicle access to essential destinations, enabling residents without cars to independently address their daily needs. Students will gain safer routes to Burney Elementary and Junior-Senior High Schools, while Tribal Elders and older adults will benefit from improved access to Wyachi Village Senior Housing, the Pit River Health Clinic, and the Pit River Casino. This initiative aligns with the Pit River Nation's goals of reducing traffic speeds, improving safety, and fostering a more connected, inclusive community while laying the foundation for healthier, more sustainable transportation habits.

Figure 2: Project Extents and Phasing



Source: Kittelson & Associates, Inc., 2024.

PROJECT & ALIGNMENT DEVELOPMENT

The project alignment was developed over two grant cycles to formalize the network planned in the Pit River Tribe/Burney Bicycling and Walkway Plan. Throughout the engagement process, addressing walking needs for Tribal Elders and students walking or biking to destinations or schools were identified as critical, as well as managing speeds on the community's local streets and enhancing pedestrian crossings.

The alignment development during the first grant cycle reviewed all streets for directness, traffic volumes, connectivity, and infrastructure gaps, building on a previously developed community plan. A half-day design charrette and walk audit conducted by SRTA, Shasta County Public Works, the Pit River Nation, and consultants assessed alignment options based on community feedback and personal experience; Caltrans representatives participated in a meeting of project partners after the walk audit. Community engagement played a critical role in shaping the project, resulting in key changes such as widening SUPs to 10-12 feet where feasible, refining pedestrian crossings near schools, and ensuring the design accommodated snow removal and stormwater drainage needs. Through engagement conducted in Fall 2023 and Spring 2024, final design refinements addressed feasibility issues, such as removing paths outside the County's right-of-way, and updated drainage designs to align with public works feedback. The alignment and improvements were then refined from the prior grant cycle. The overall development process being broken into the following phases:

1. Desktop Analysis
2. Field Visit & Stakeholder Discussions
3. Broader Community Engagement
4. Supplemental Conversations and Engagement
5. Final Design Refinements based on Feasibility and Stakeholder Coordination

Desktop Analysis. The project team examined collision data, community destinations, and relevant design plans, noting critical safety issues such as the lack of multimodal facilities, unsafe crossings along SR 299/Main Street, and incomplete sidewalks. Based on this review, the initial alignment proposed a network of SUPs and sidewalks as well as other safety measures to address long-standing infrastructure deficiencies. Additional attention was given to key connections between homes, schools, and community destinations, particularly for vulnerable populations.

Field Visit & Stakeholder Discussions. Following the desktop analysis, staff from the Pit River Nation, Shasta County Public Works, SRTA, and the consultant team conducted a field visit informed by community feedback. During the visit, participants identified specific challenges and opportunities along the proposed alignment:

- **Speeds and volumes** on Tamarack Avenue highlighted the need for separated SUPs and traffic-calming measures to improve safety for pedestrians and cyclists.
- **Crossing enhancements** were prioritized at key intersections, such as those near Burney Elementary and Junior-Senior High Schools, where existing conditions posed visibility and safety challenges for students.
- The need for a **separated SUP** along Park Avenue was identified to address concerns about high-speed traffic and limited pedestrian facilities.
- Improvements were proposed to address **visibility issues** at intersections, particularly where informal paths currently serve as critical connections for residents walking or biking.

Based on these observations, adjustments to the project alignment included the addition of traffic-calming features, RRFBs at critical crossings, and ADA-compliant curb ramps. The team also explored options to

formalize dirt pathways frequently used by community members into SUPs. **Figure 4** and **Figure 5** display key takeaways and notes from the field visit.

Figure 3 Field Visit Notes Summary (West)

Pit River Tribe Alignment Issues & Opps (West)

General:

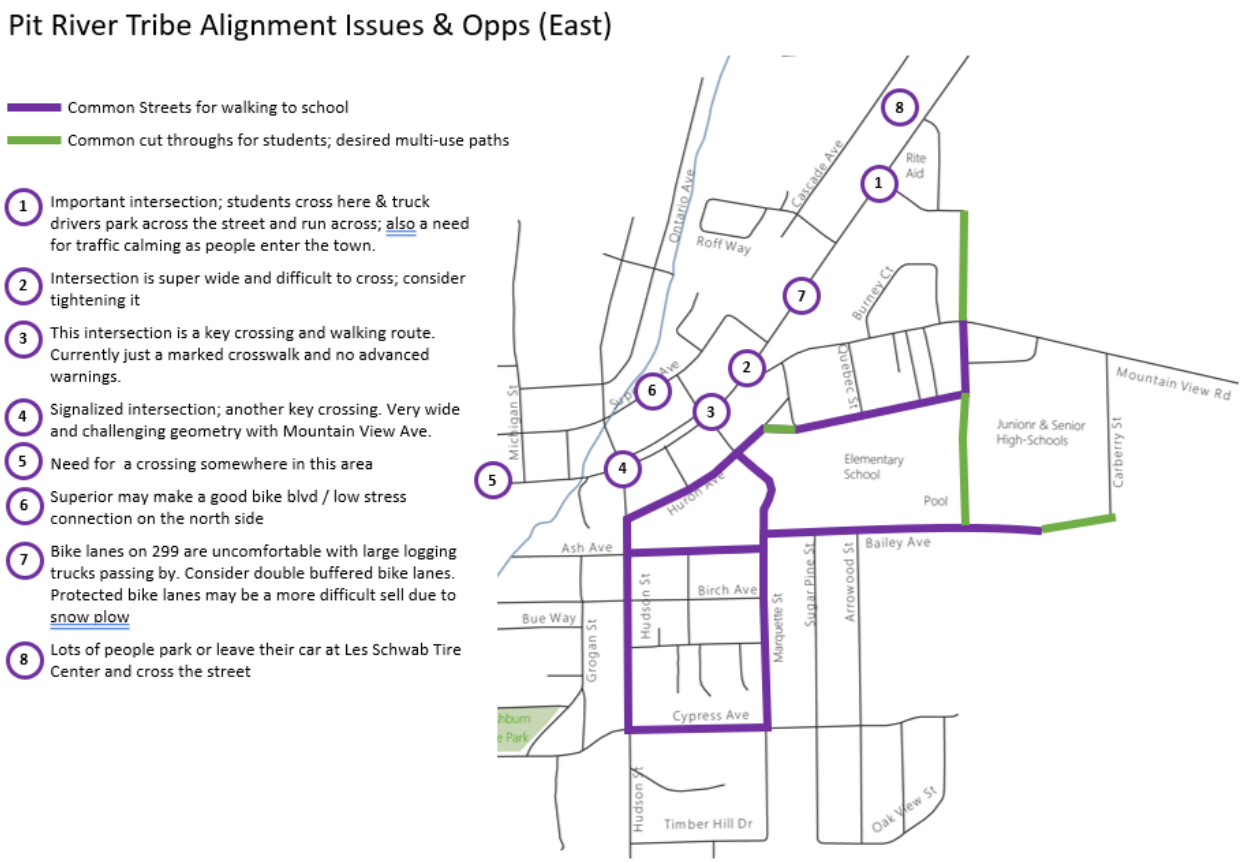
- Concerns about snow and where to stack it if sidewalks are installed. Additionally, most drainage is through ditches. Potential to create side paths at grade with drainage ditch between the street and path. Also, tribe noted they could plow sidewalks but even if they do not, this is only an issue one month out of the year. County has general responsibility for most of the roads but not all
- When the freeway is closed, the detour goes on 299 and creates a lot of traffic
- People who live in Burney are generally cautious drivers and will navigate around people walking / biking, but those passing through tend to go fast. Road design supports fast driving on 299.
- People walk all year, even in winter.
- People park in the center turn lanes on 299 and Caltrans stacks snow in the turn lanes in winter which creates visibility issues.

1. This alley could potentially be an alternative to Tamarack for walking and biking; would require paving; there is limited space for a sidewalk on Tamarack between Orchard and 299
2. People speed on Tamarack and use it as a cut through around 299 to get to Casino
3. New road to new housing; will include a bridge and sidewalks. Casino driveways not closing or being consolidated
4. Need to consider crossing here for C store, Casino, and new road to housing
5. This area is dangerous to walk – seniors have been hit here in the walking area
6. A person was hit here & this is one of the busiest crossings. People do not respect the crosswalk and there is poor visibility.
7. Need for traffic calming – people drive very fast into town
8. People speed here and there are very few crossings
9. Intersection is critical – evaluate for improvements. This area needs lighting.
10. Parking is utilized when they have Tribal events, the health fair, and sometimes elections. Also a need for traffic calming.
11. The existing RRFB is offset from where the tribe has placed stairs and so people do not always use it – evaluate for curb extensions? Also, kids are dropped on the south side of the street here to access the daycare and they run across the street; people speed past this bus stop.
12. Existing trail is in private ROW. There are also homeless encampments and people do not let their children walk here alone, but the trail is used all year round.
13. Potential for a large roundabout or other gateway feature to slow traffic? Would require Caltrans buy in.
14. Many seniors who live here do not have cars and some utilize mobility devices.
15. Park Ave is a cut through when 299 is closed.



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

Figure 4 Field Visit Notes Summary (East)



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

Broader Community Engagement. The field visit was followed by a robust community engagement process that included workshops, surveys, and stakeholder meetings:

- **May 4, 2022:** Virtual Community Workshop led by the Pit River Nation and SRTA with an interactive map activity to understand community active transportation challenges.
- **December 3, 2023:** Project team and community were invited to a Pit River Nation meeting at the Veterans Memorial Hall (20 attendees).
- **February 22, 2024:** Stakeholder Meeting at Burney Lions Club (accessible venue with virtual attendance options) with representatives from the County Public Works Department, Pit River Nation, local business leaders, Fall River Joint Unified School District, Caltrans, among others (20 stakeholders).
- **April 22, 2024:** Pit River Nation Earth Day community event, showcasing final drawings for the Tóólol itthú maníkcan Network.

The project also collaborated with and incorporated feedback from the Shasta County Public Health Department on infrastructure and non-infrastructure project elements.

Feedback from these events emphasized the community's strong support for traffic-calming measures and the inclusion of ADA-compliant infrastructure. Comments received at these events directly impacted the project, including widening the SUP to 12' near Burney Elementary School and Burney Junior/Senior High School to comfortably accommodate many students new to cycling.

The activities described above built on many previous Nation/County-led engagement efforts; The GoShasta Regional Active Transportation Plan utilized a two-phase public engagement process. The first phase of engagement in February 2017 focused on understanding existing walking and bicycling needs and priorities by:

- Launching the project website, online survey, and map-based comment tool
- Facilitating meetings with agency staff, community advocates, and Tribal leaders
- Conducting walk audits and bicycle assessments across town
- Hosting a public focus group to understand the community's needs and priorities

Final Design Refinements Based on Feasibility and Stakeholder Coordination. The final design was refined to reflect feasibility considerations and stakeholder input. Adjustments included:

- Having a total of six RRFBs and high-visibility crosswalks at priority intersections.
- Shifting sidewalk alignments and SUP widths to fit within right-of-way constraints.
- Eliminating proposed bike lanes on private property while maintaining critical crossing improvements to ensure accessibility.

In addition, discussion between project partners and Caltrans led to the decision to postpone the pursuit of funding for Phase II improvements along SR299 as part of the network until Caltrans and partners are able focus exclusively on this corridor's unique and dynamic needs.

The final route reflects the route defined in **Figure 1** and the final conceptual design and cross sections can be found in **Appendix A**. Key features include:

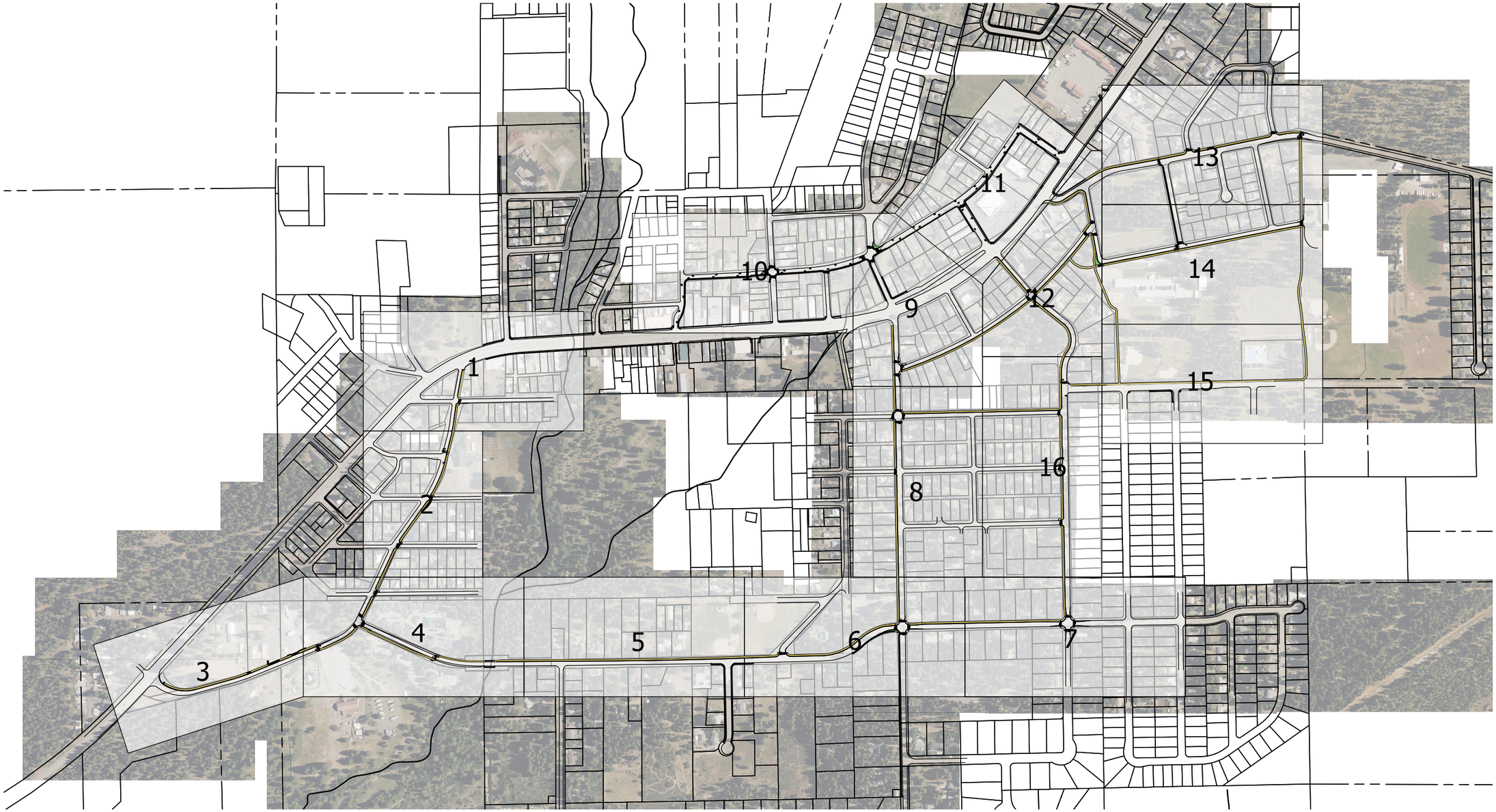
- Class I shared-use paths on the following corridors: Tamarack Avenue, Park Avenue/Cypress Avenue, Hudson Street, Ash Street, Marquette Street, Huron Avenue, Mountain View Road, Toronto Avenue, Bailey Avenue, as well as additional short connections between these primary corridors
- Two Class I SUPs through Burney Elementary and Junior/Senior Schools right of way to connect between Toronto Avenue and Bailey Avenue to facilitate safe routes to both schools for students walking or biking
- Sidewalk infill and a Class III bikeway network north of SR 299/Main Street along Hudson Street, Superior Avenue, and Plumas Street (which have speed limits below 30 mph)

- Curb extensions and intersection tightening with enhanced crosswalk markings, ADA curb ramps, new lighting, and RRFBs (where needed) to facilitate pedestrian crossings and calm traffic along all project corridors

Together, these improvements create a transformative network that connects homes, schools, tribal facilities, and commercial destinations, ensuring safe, low-stress routes for residents of all ages and abilities.

Appendix A:

Concept Design & Cross Sections



N

NOT TO SCALE

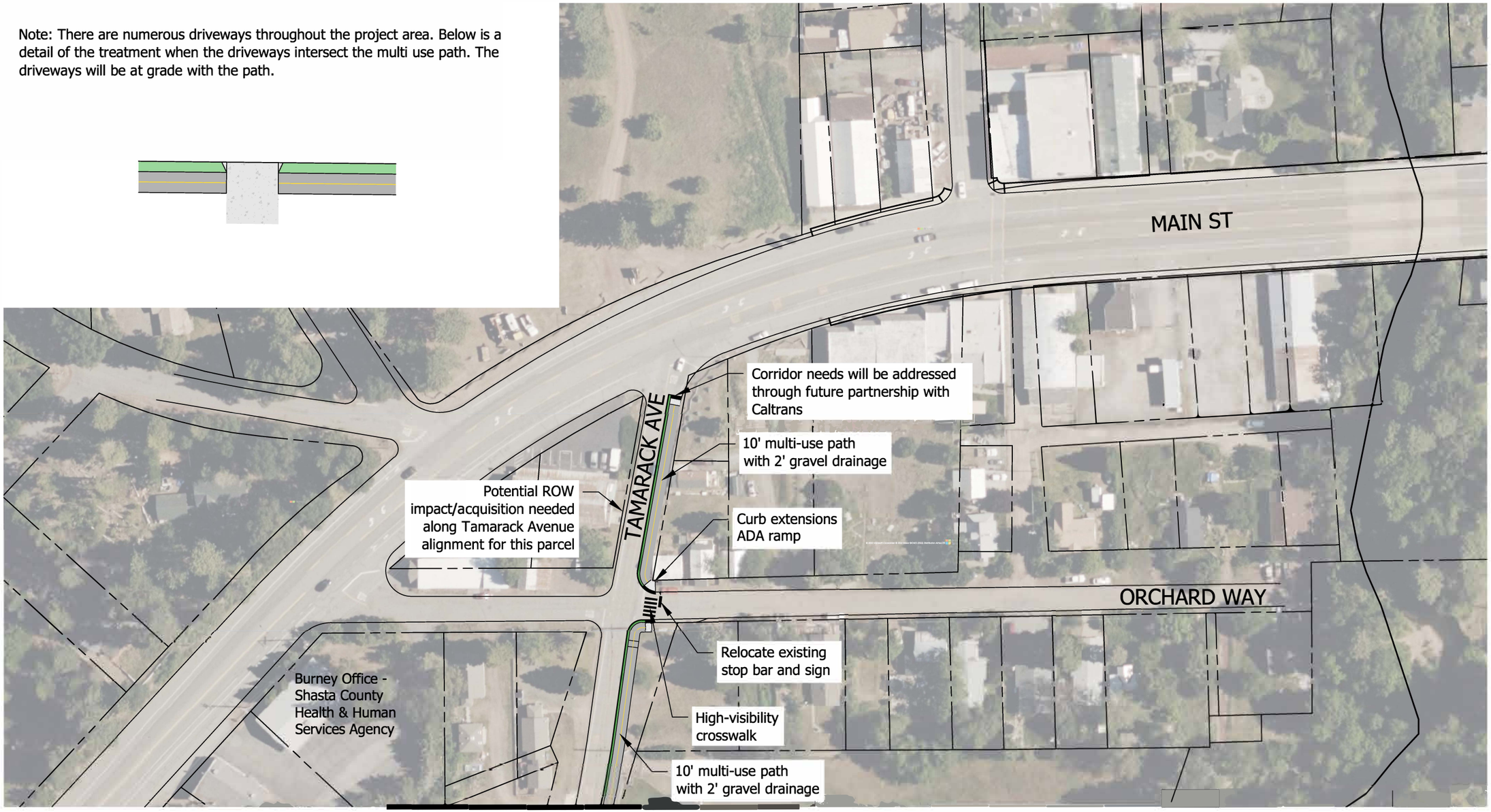
Tóólol itt^{h}ú manǐkcan (All My Children)
Walking and Biking Network
Burney, CA

Figure
Overview

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 7:57pm - akoveday Layout Tab: Overview

Note: There are numerous driveways throughout the project area. Below is a detail of the treatment when the driveways intersect the multi use path. The driveways will be at grade with the path.



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

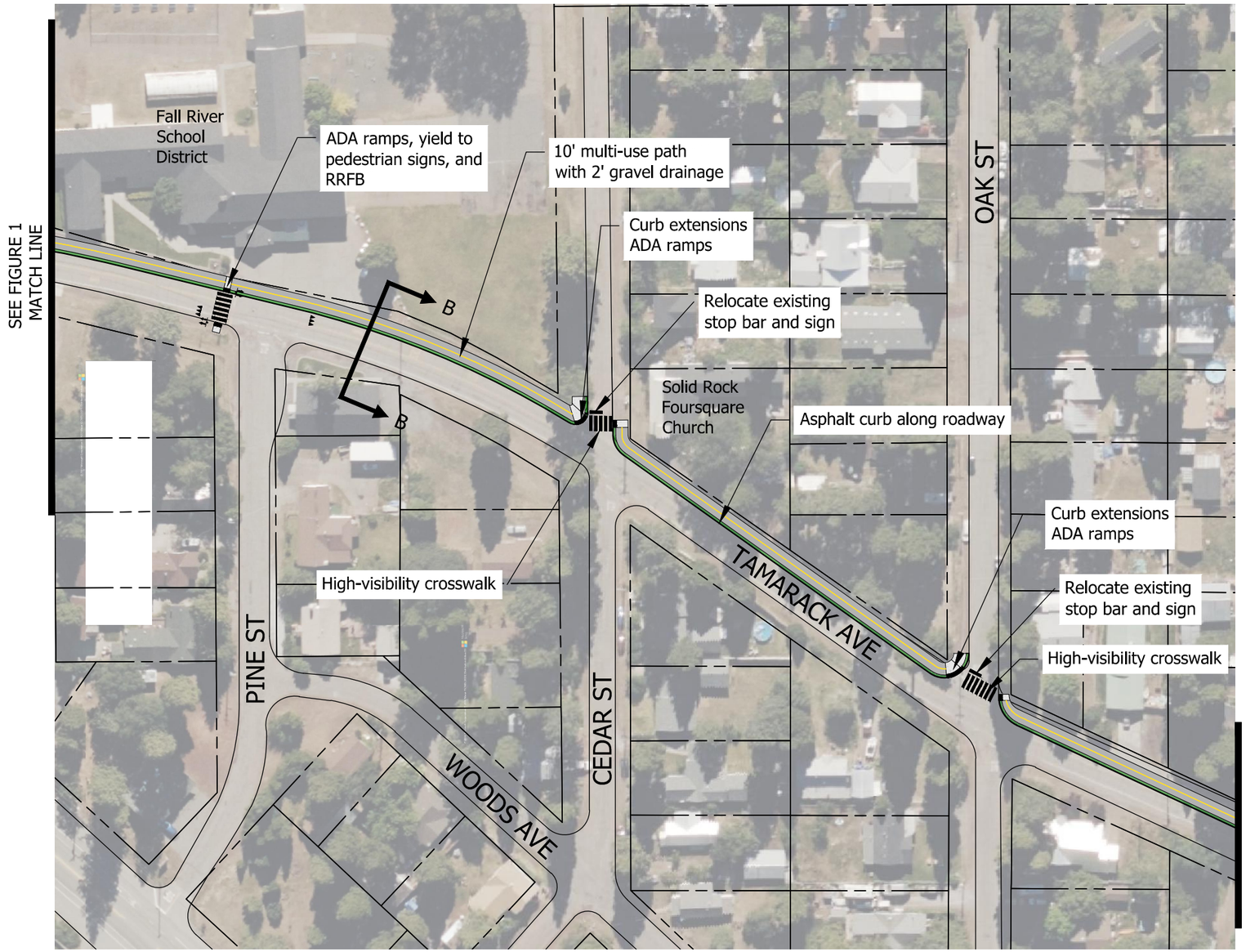
Tóólol itt^{h}ú manîkcan (All My Children) Walking and Biking Network Burney, CA

Figure 1

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\28205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\28205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 7:58pm - aloveday Layout Tab: 1



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

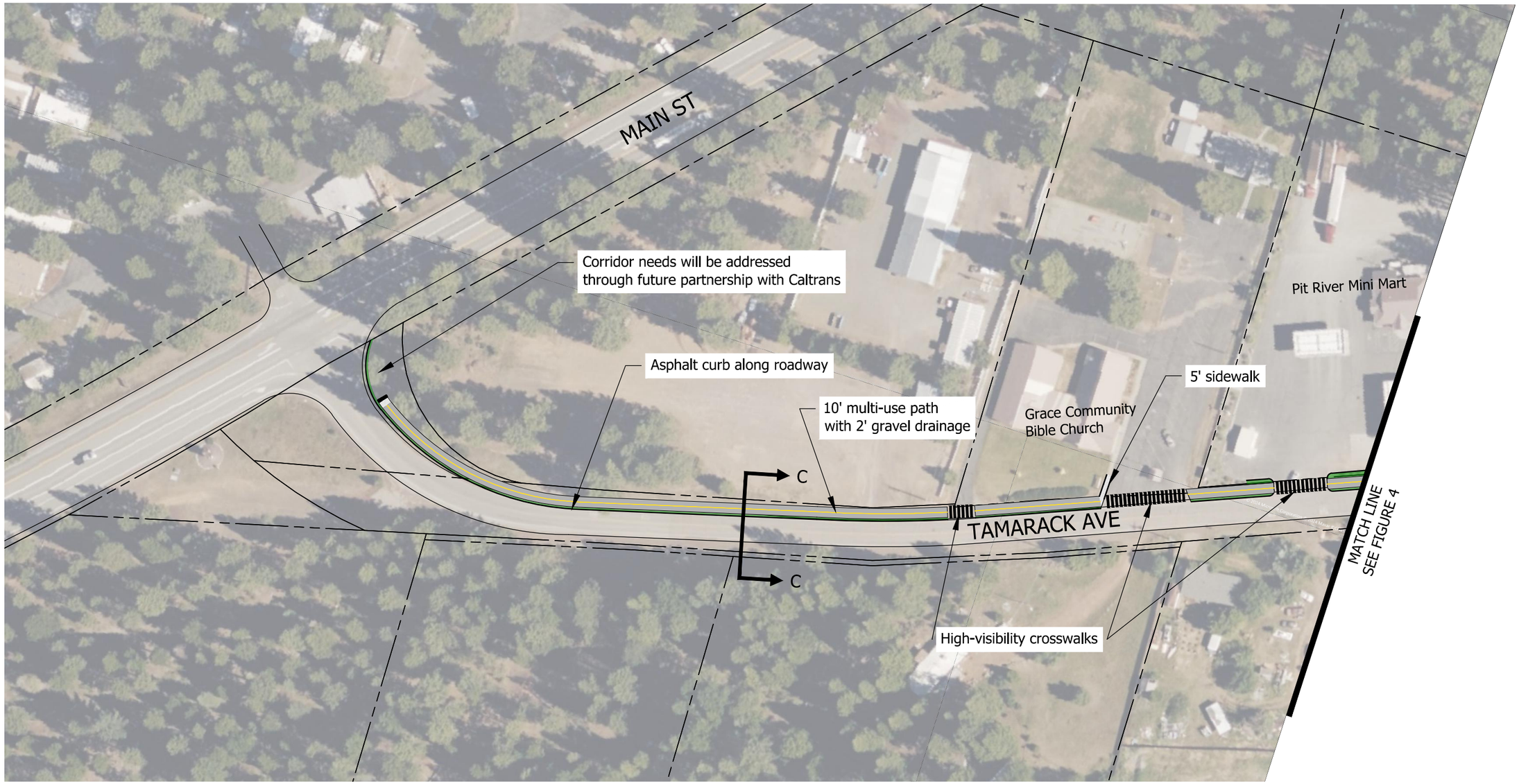
Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 2

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 7:59pm - akoveday Layout Tab: 2



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 3

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 9:59pm - akovelay Layout Tab: 3

SEE FIGURE 2
MATCH LINE

Curb extensions
ADA ramps

Relocate existing
stop bar and sign

FIR ST

10' multi-use path
with 2' gravel drainage

High-visibility crosswalks

Relocate existing
stop bars and signs

Pit River Tribal
Headquarters

Burney Creek

10' multi-use path
with 2' gravel drainage

TAMARACK AVE

PARK AVE

D

D

8'-10' multi-use path
with 2' gravel drainage

Tie into existing sidewalk

E

E

SEE FIGURE 3
MATCH LINE

Curb extensions
ADA ramps

ADA ramps, yield to
pedestrian signs, and
RRFB

On-street parking

10' multi-use path
with 2' gravel drainage

ADA ramps, yield to
pedestrian signs, and
RRFB

Asphalt curb along roadway

MATCH LINE
SEE FIGURE 5

Pit River Casino

Pit River Rv Park

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

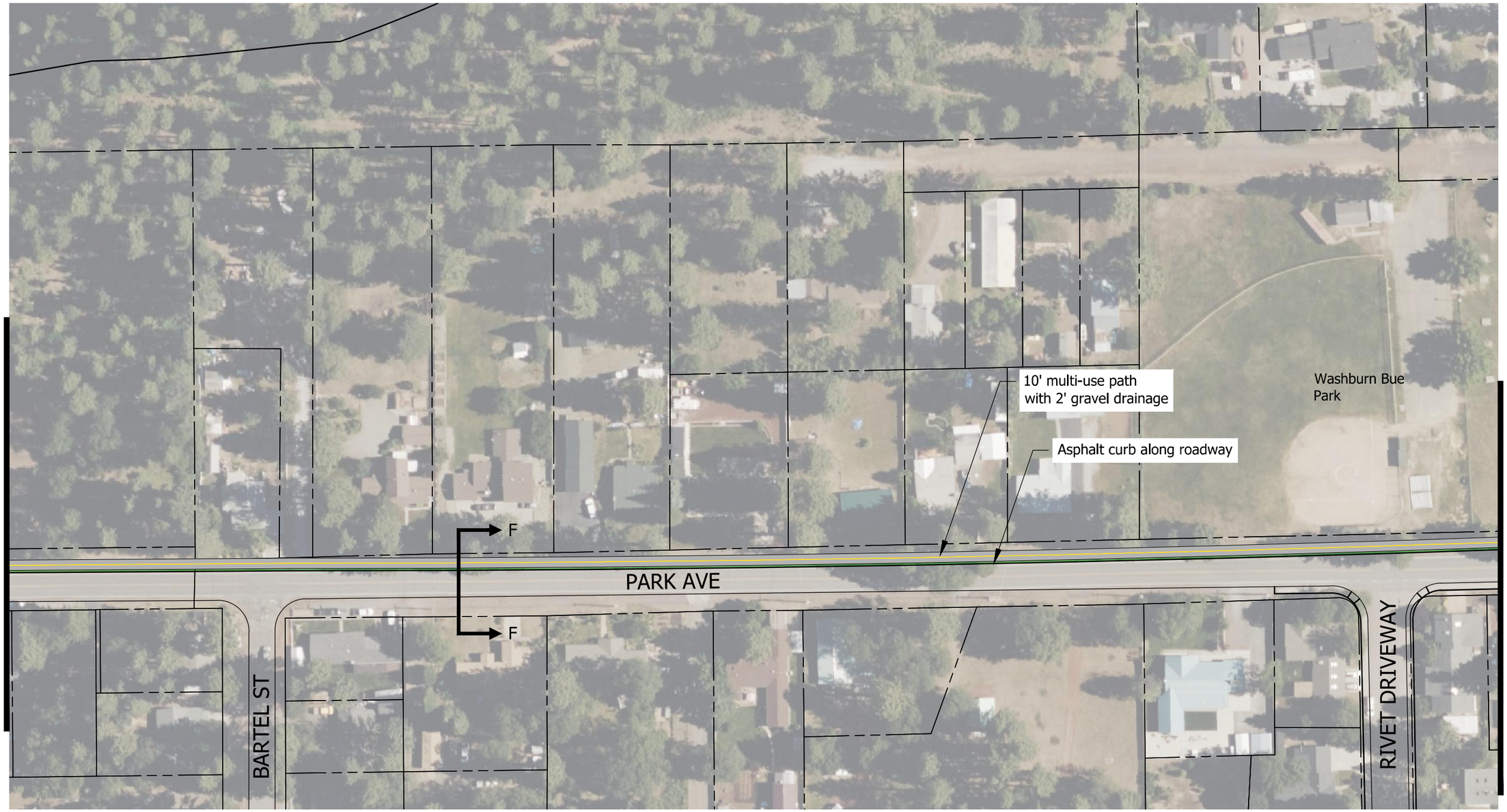
Tóólol itt^{h}ú manǐkcan (All My Children)
Walking and Biking Network
Burney, CA

Figure
4

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:00pm - akovelay Layout Tab: 4



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

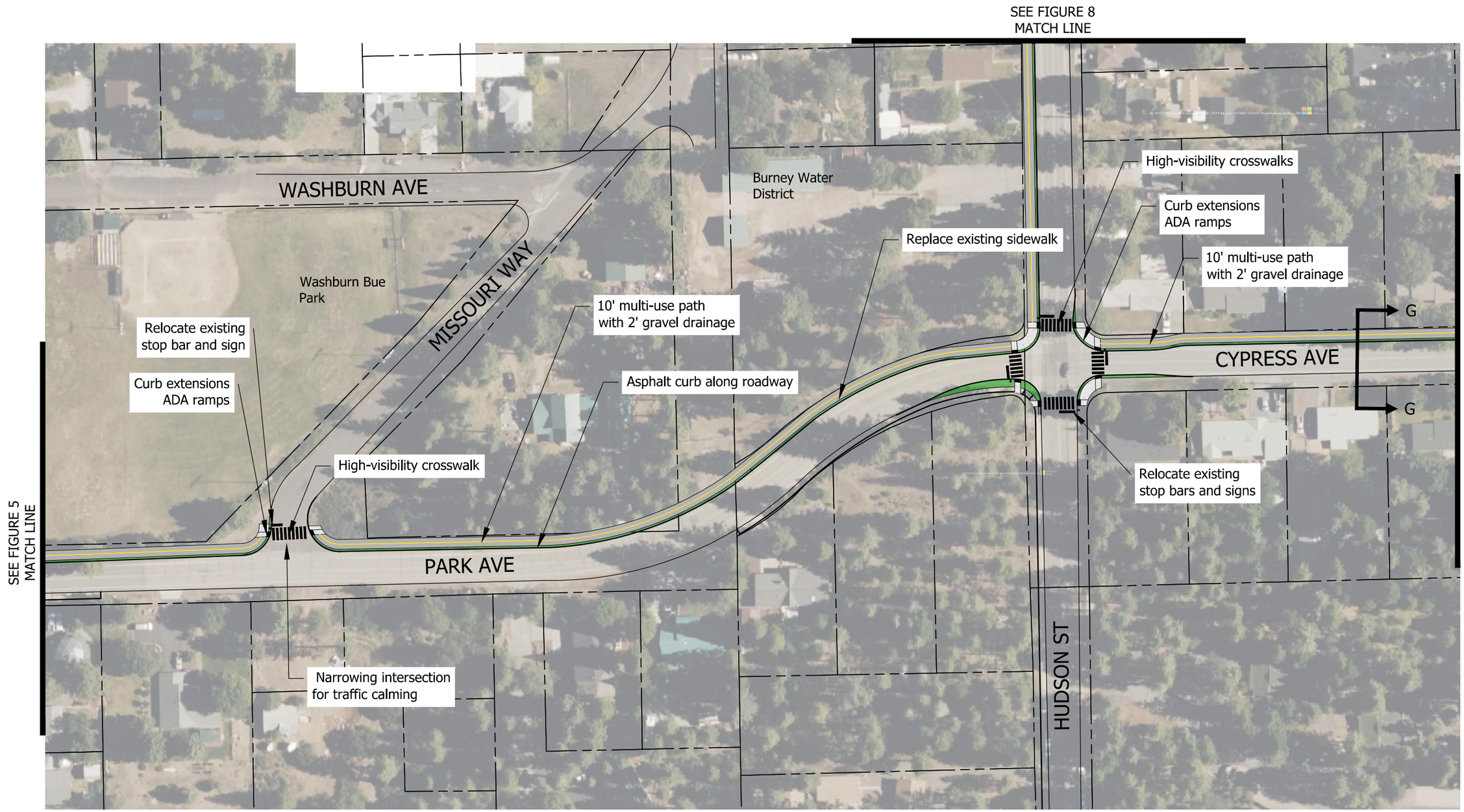
Tóólol itt^{h}ú manikcan (All My Children)
Walking and Biking Network
Burney, CA

Figure
5

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:01pm - akoveday Layout Tab: 5



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Tóólol itt^{h}ú manǻkcan (All My Children)
Walking and Biking Network
Burney, CA

Figure
6

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:02pm - akovelay Layout Tab: 6

SEE FIGURE 16
MATCH LINE



SEE FIGURE 6
MATCH LINE

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Tóólol itt^{h}ú manḱkan (All My Children) Walking and Biking Network
Burney, CA

Figure 7

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:03pm - akoveday Layout Tab: 7



Scale: 1" = 100'

N

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

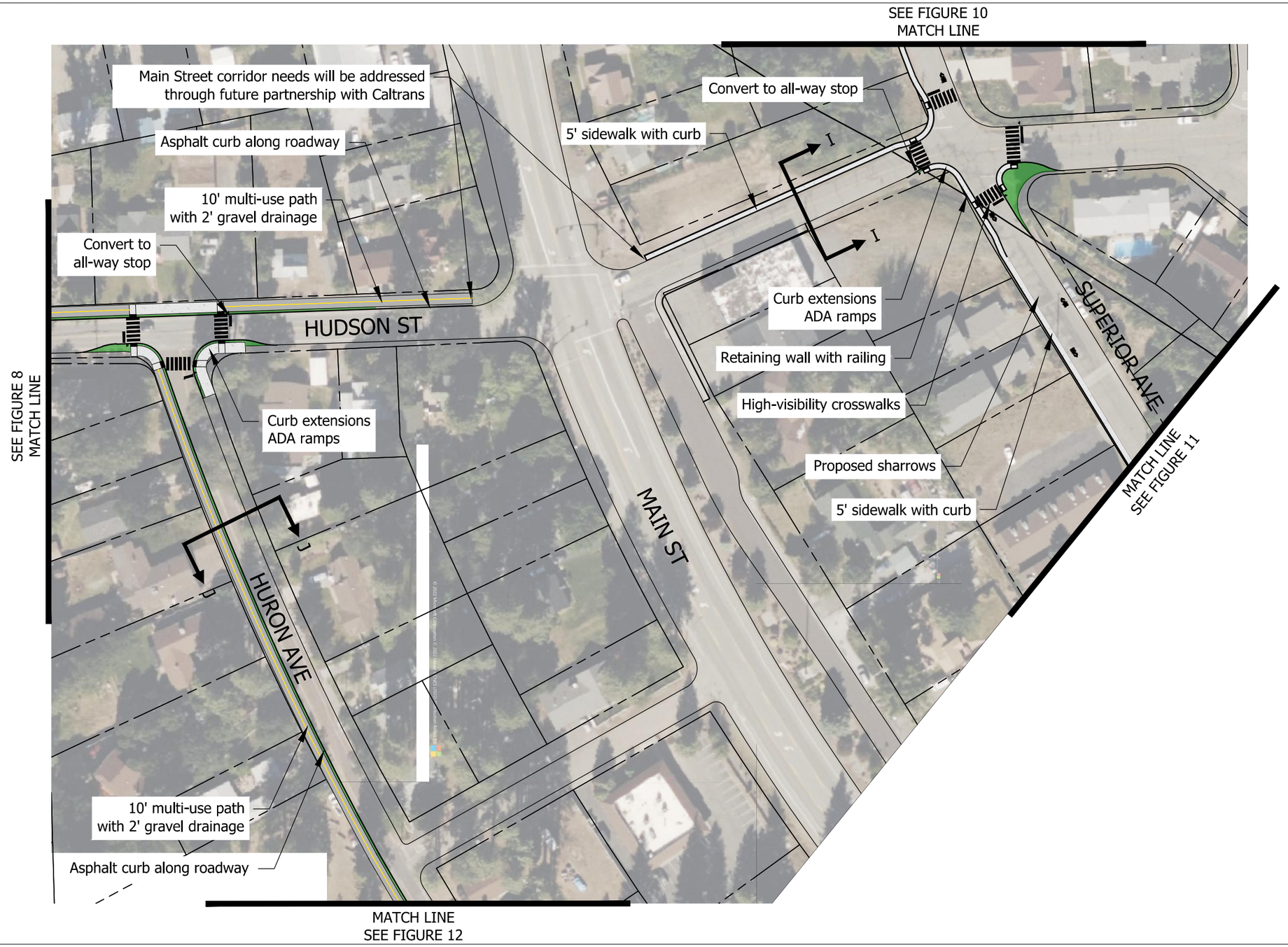
Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 8

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:03pm - akoveday Layout Tab: 8



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

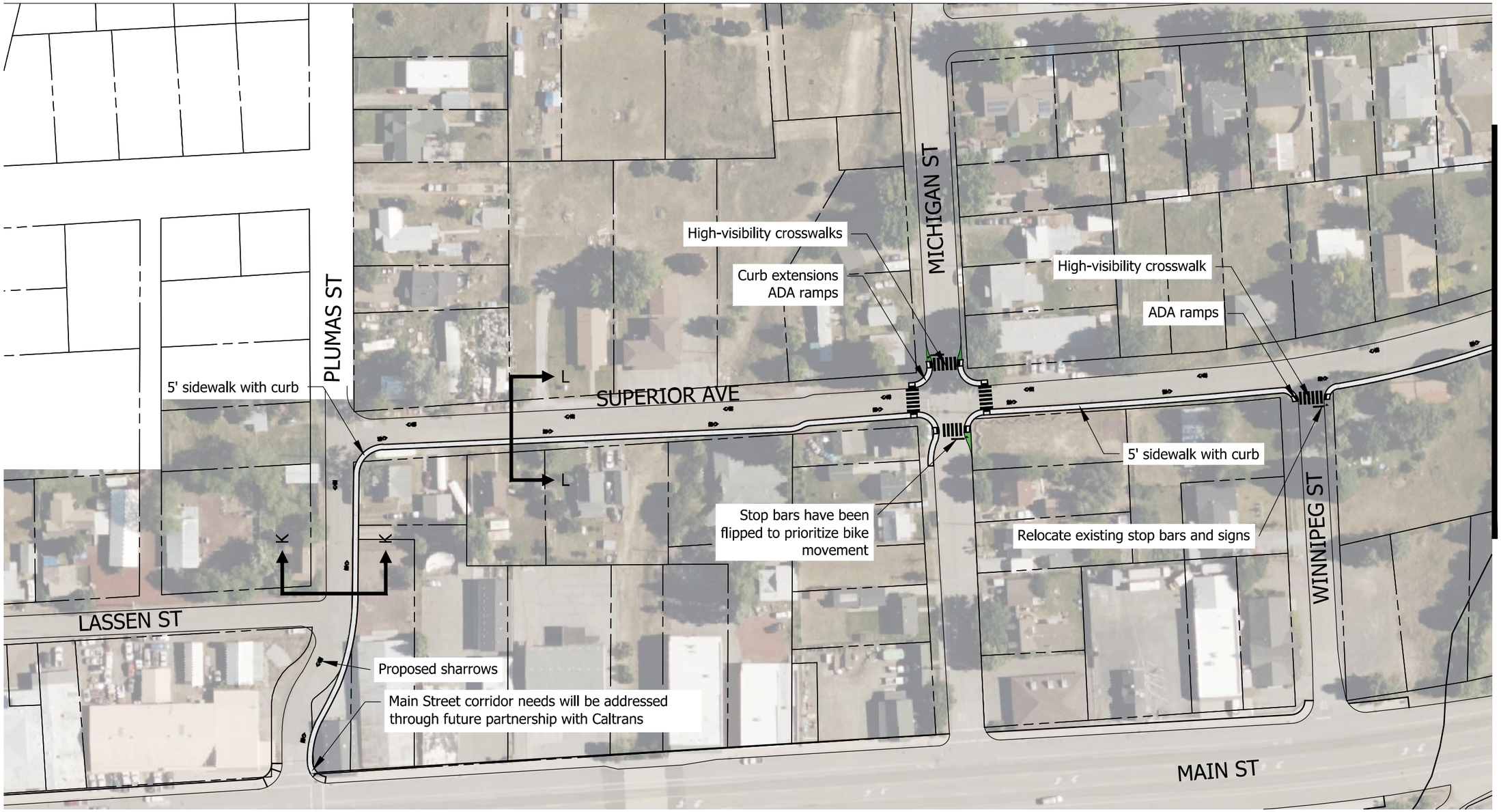
Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 9

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 11, 2024 - 9:38am - akoveday Layout Tab: 9



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

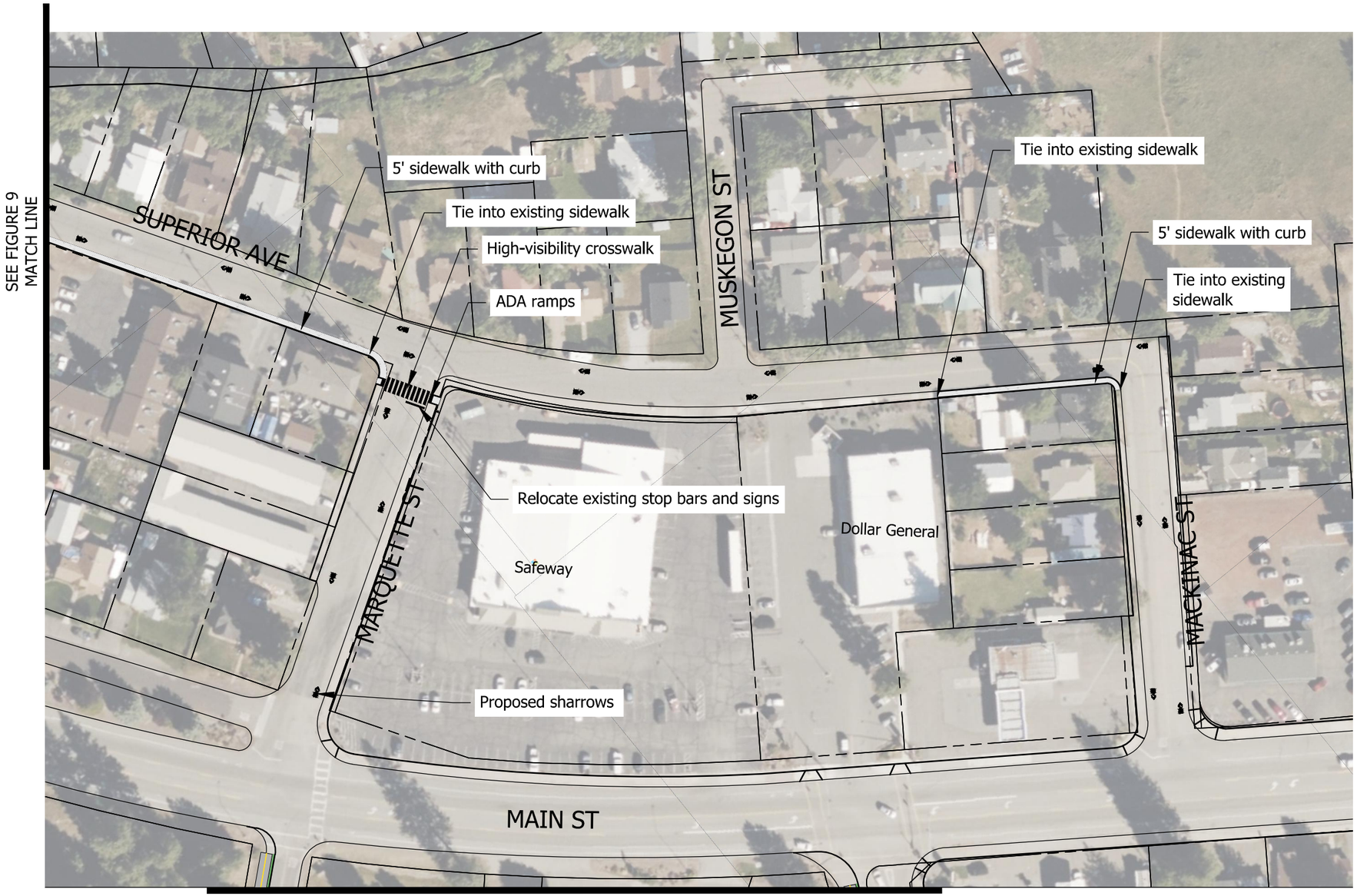
Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 10

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.Note: Al

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 11, 2024 - 9:38am akoveday Layout Tab: 10



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

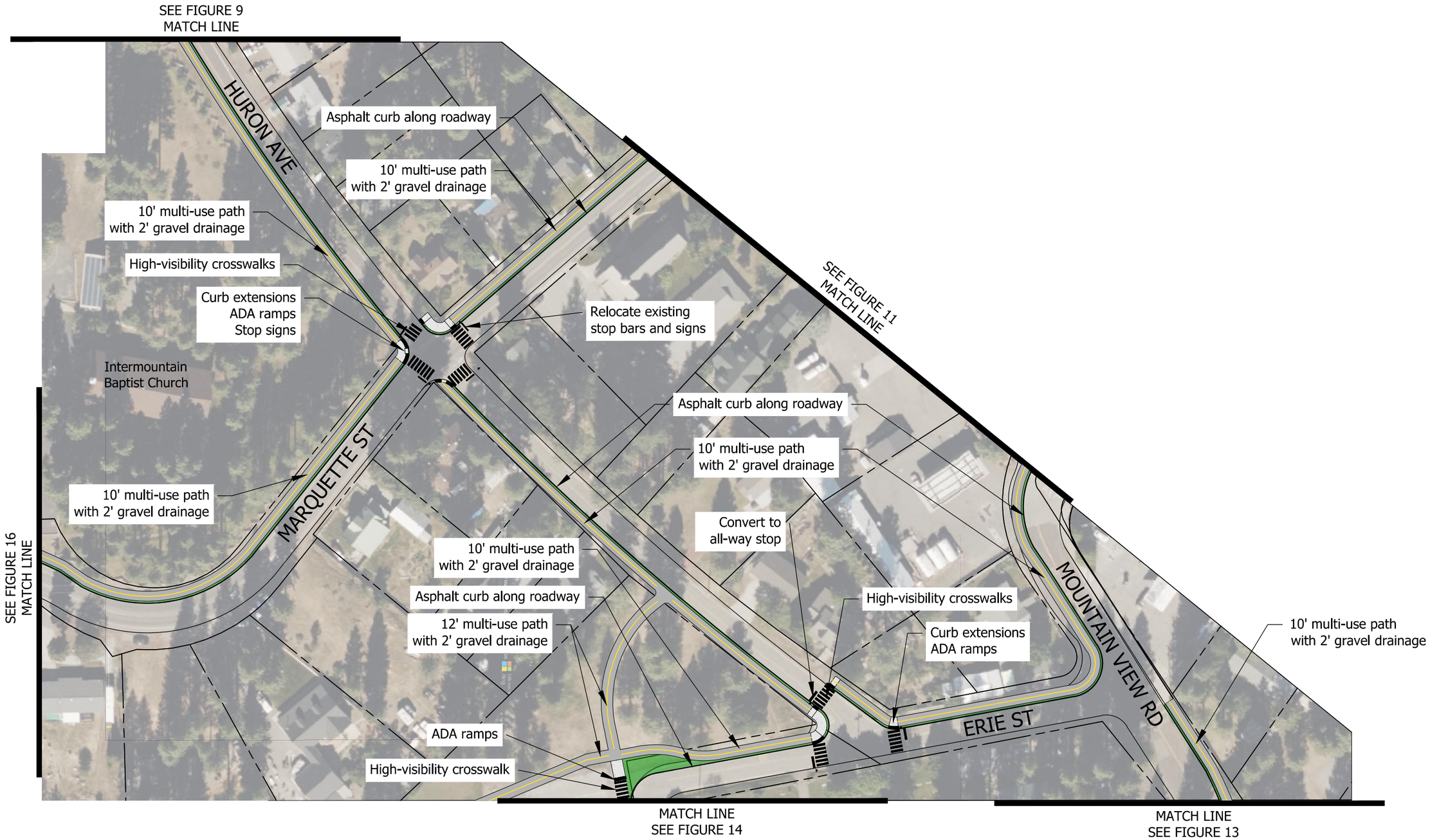
Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 11

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:06pm - akoveday Layout Tab: 11



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

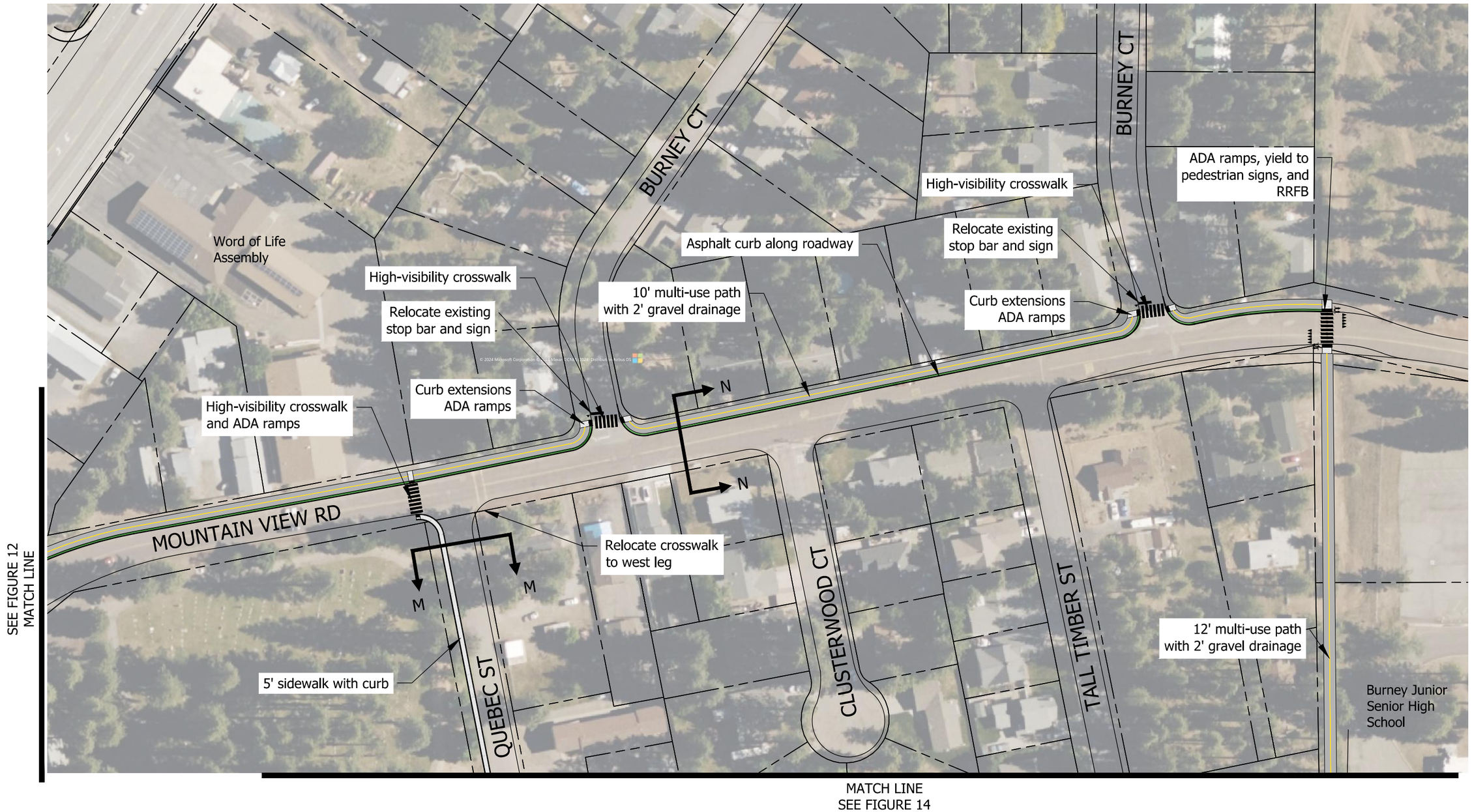
Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure 12

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:07pm - akoveday Layout Tab: 12



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Tóólol itt^{h}ú manikcan (All My Children) Walking and Biking Network
Burney, CA

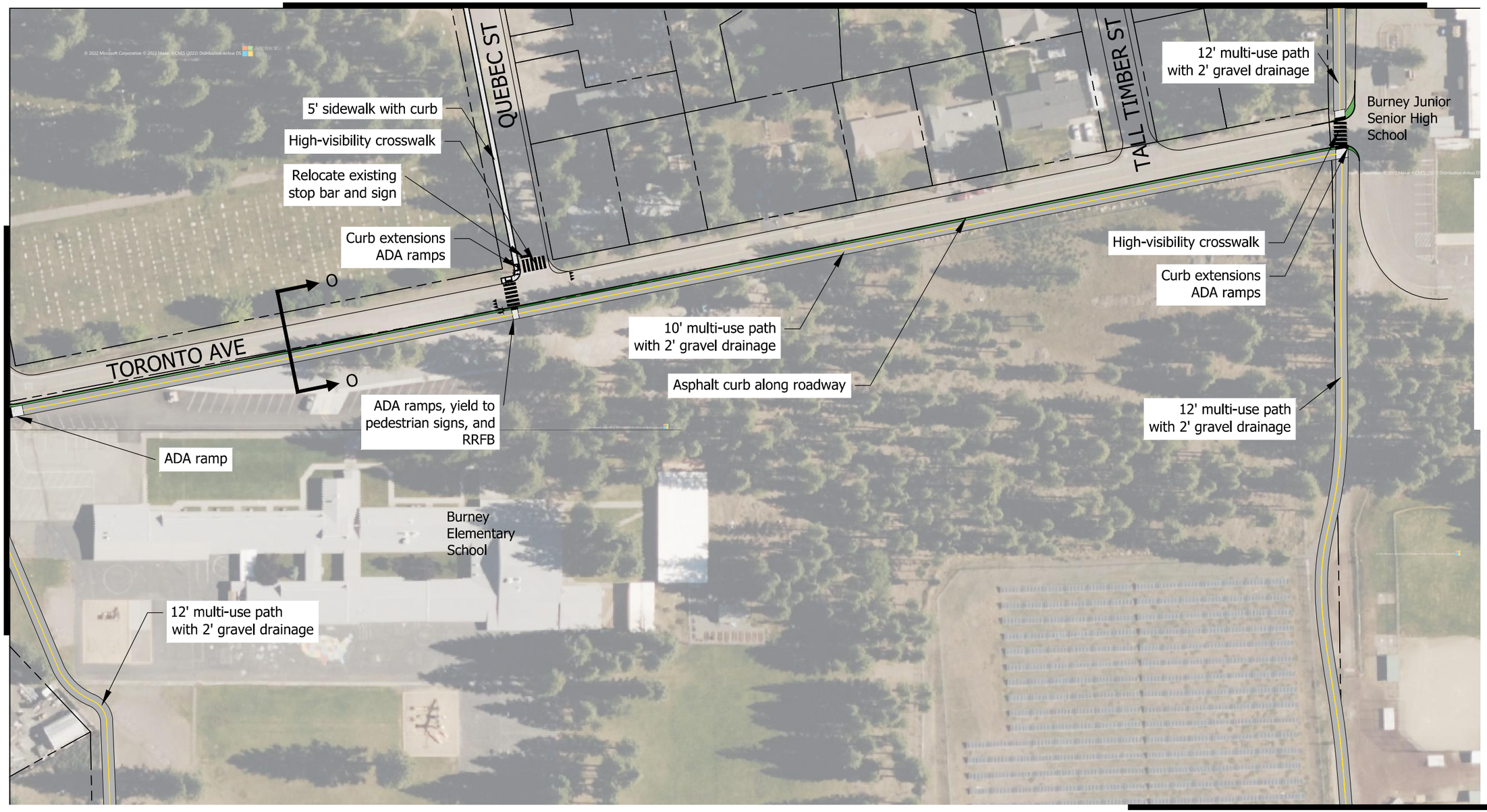
Figure 13

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:07pm - akoveday Layout Tab: 13

SEE FIGURE 13
MATCH LINE



SEE FIGURE 12
MATCH LINE

MATCH LINE
SEE FIGURE 15

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

Tóólol itt^{h}ú manǐkcan (All My Children)
Walking and Biking Network
Burney, CA

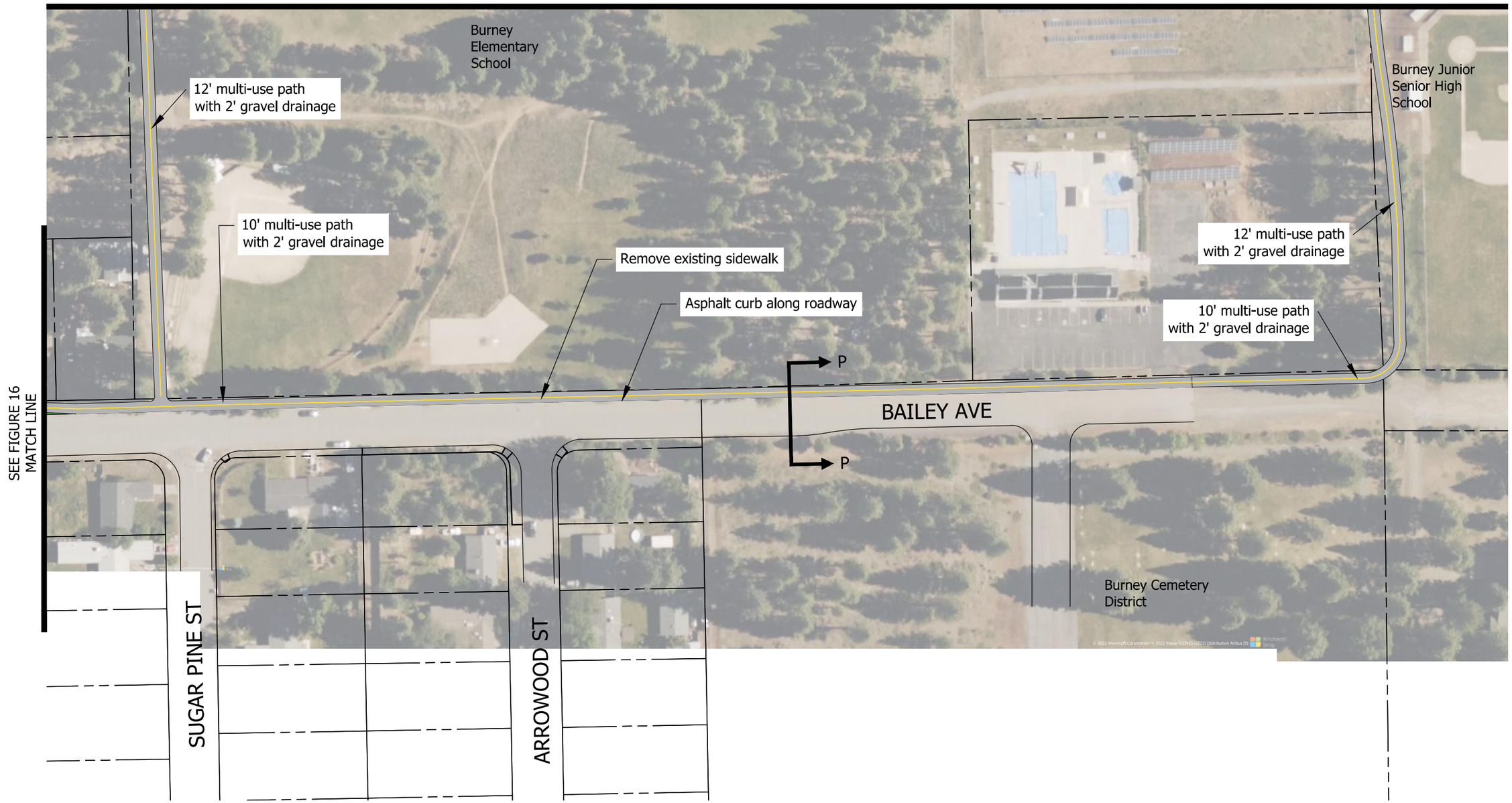
Figure
14

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:08pm - akovelay Layout Tab: 14

SEE FIGURE 14
MATCH LINE



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Tóólol itt^{h}ú manǐkcan (All My Children) Walking and Biking Network
Burney, CA

Figure
15

KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205_005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:09pm - akovaday Layout Tab: 15

SEE FIGURE 8
MATCH LINE



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Tóólol itt^{h}ú manḱcan (All My Children) Walking and Biking Network
Burney, CA

Figure
16

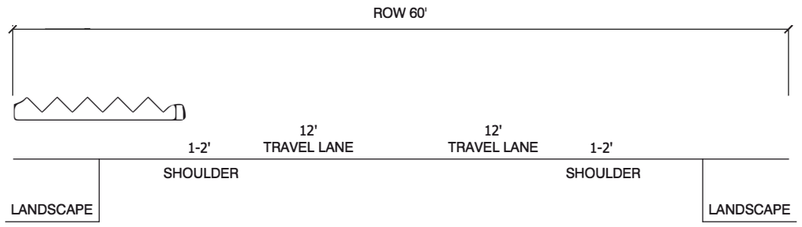
KITTELSON & ASSOCIATES

Note: All the shared-use paths and sidewalk close existing gaps for residents between homes and community destinations.

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept_June 2024 Update.dwg Jun 06, 2024 - 8:10pm - akoveday Layout Tab: 16

TYPICAL CROSS SECTIONS

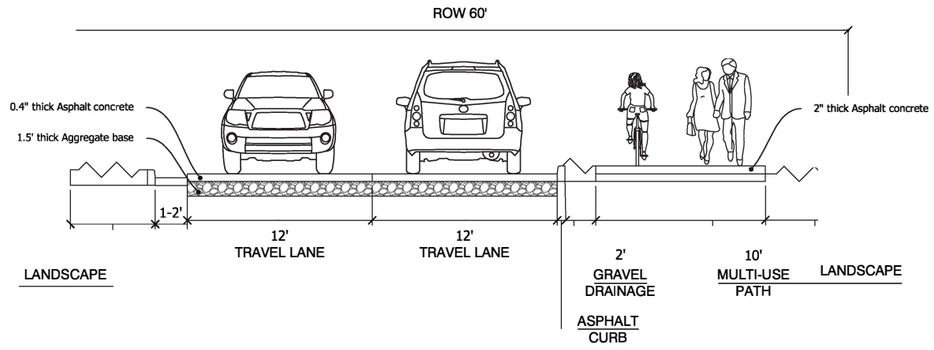
EXISTING

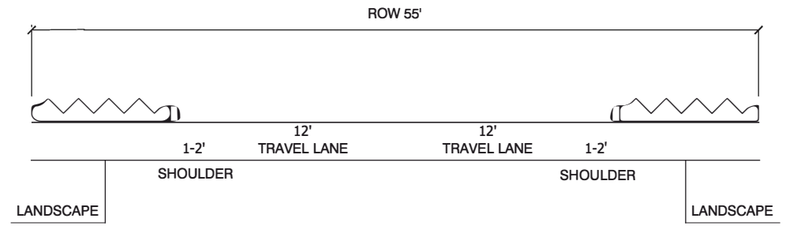


Section B

Tamarack Ave
See Figure 2

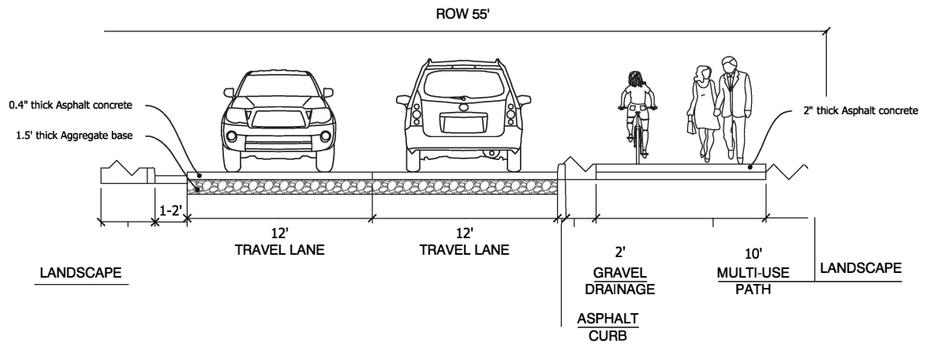
PROPOSED





Section C

Tamarack Ave
See Figure 3



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

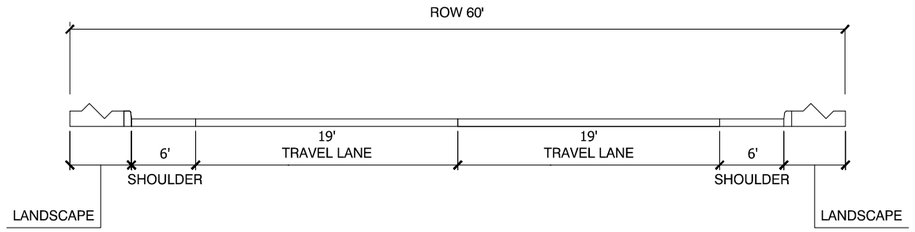
Figure
XS1

KITTELSON & ASSOCIATES

SRTA Regional Active Trans Network\005 Pi River Tribe ATP Support\design\Exhibits\Round 1\26205.005_Concept_CrossSections-06012022.dwg Jun 04, 2024 - 10:20am - aloveday Layout Tab: XS1

TYPICAL CROSS SECTIONS

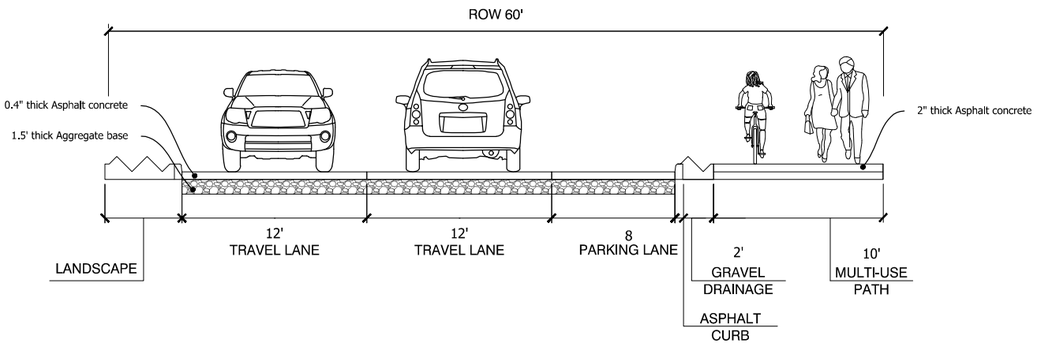
EXISTING

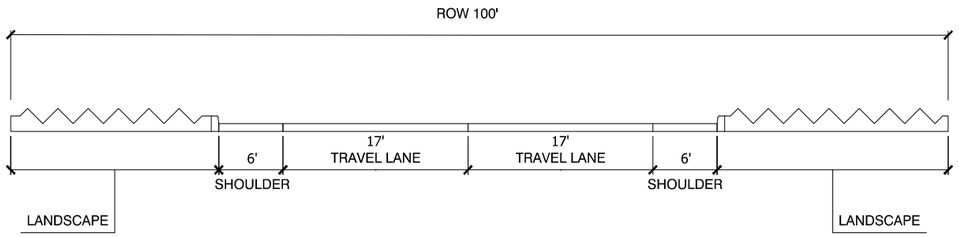


Section D

Park Ave
See Figure 4

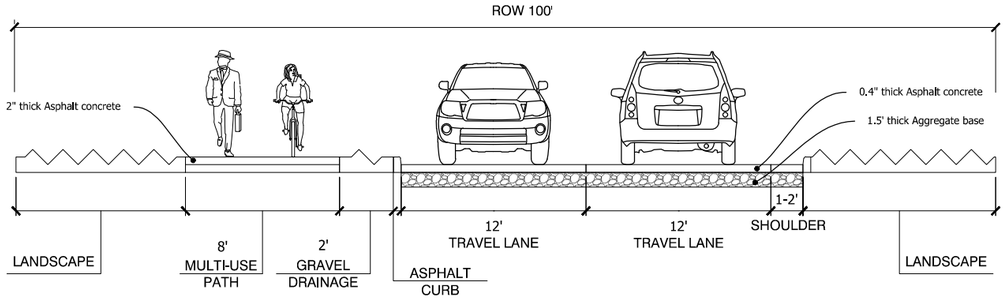
PROPOSED

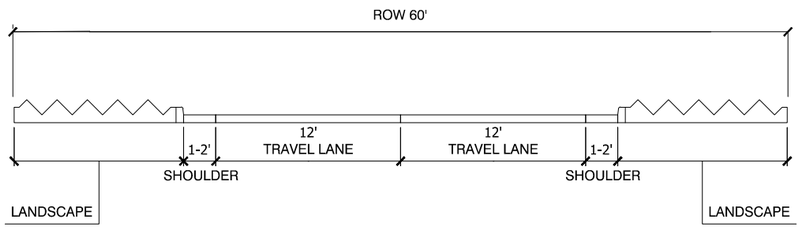




Section E

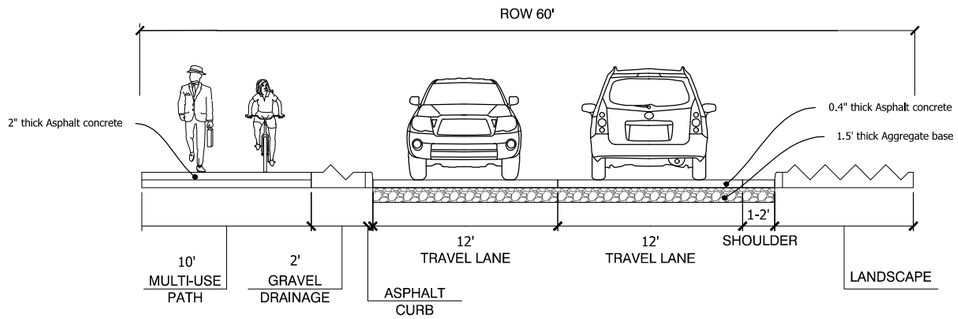
Park Ave
See Figure 4





Section F

Park Ave
See Figure 5



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\Round 1\26205_005_Concept_CrossSections-06012022.dwg Jun 04, 2024 - 10:20am - aloveday Layout Tab: XS2

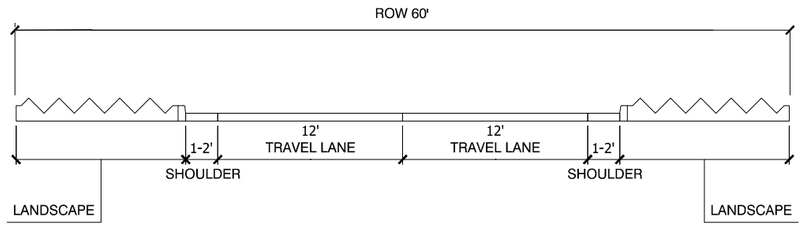
TYPICAL CROSS SECTIONS

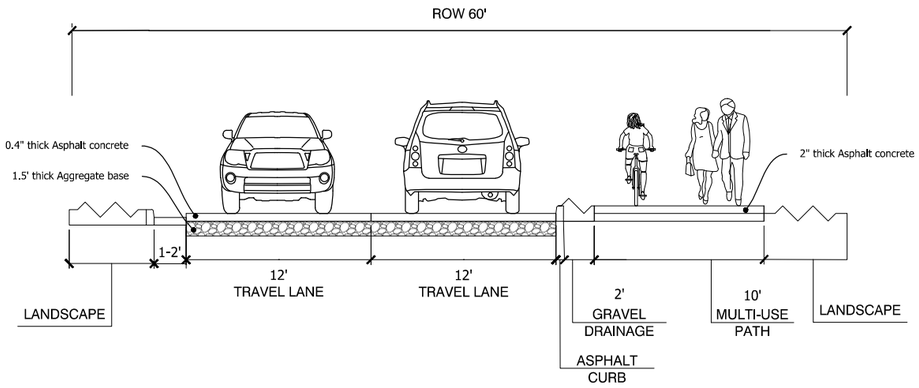
EXISTING

PROPOSED

Section G

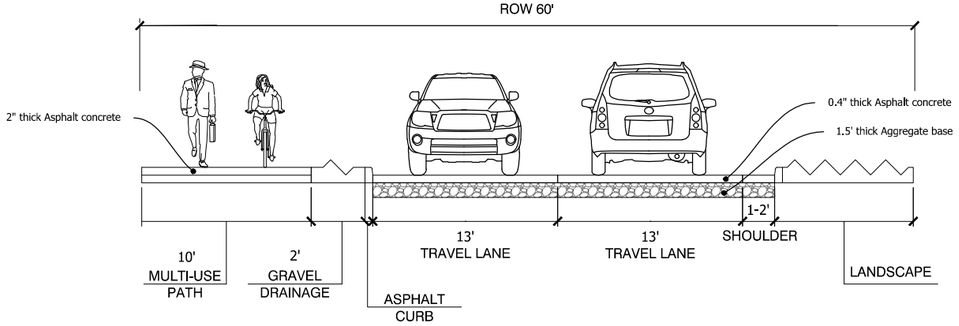
Cypress Ave
See Figure 6





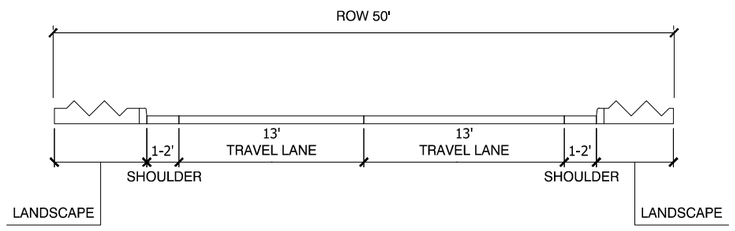
Section H

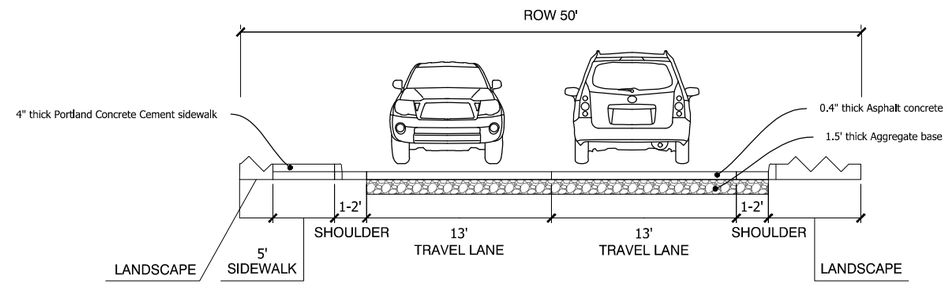
Hudson St
See Figure 8



Section I

Hudson St
See Figure 9





NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

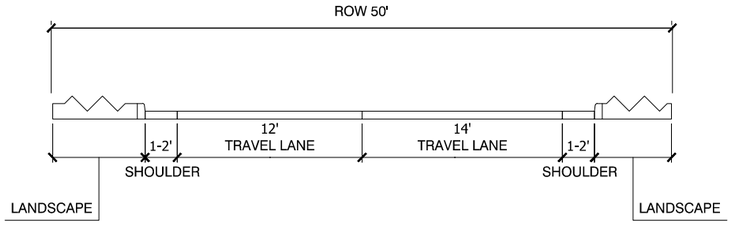
Figure
XS3

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\Round 1\26205.005_Concept_CrossSections-06012022.dwg Jun 04, 2024 - 10:20am - aloveday Layout Tab: XS3

KITTELSON & ASSOCIATES

TYPICAL CROSS SECTIONS

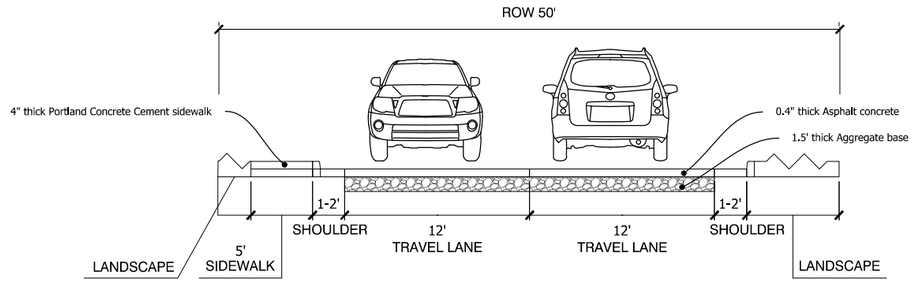
EXISTING

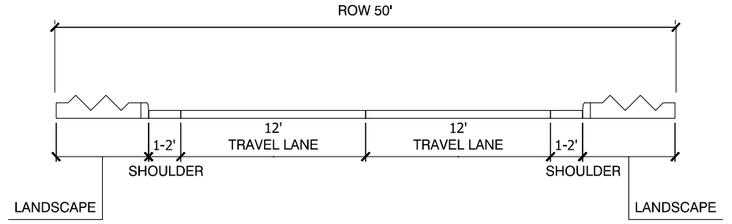


Section J

Huron St
See Figure 9

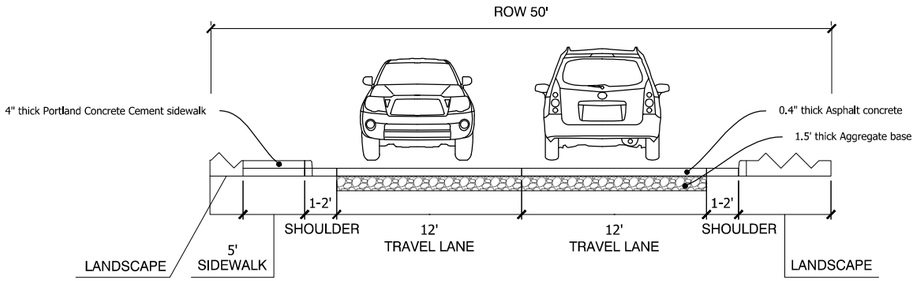
PROPOSED

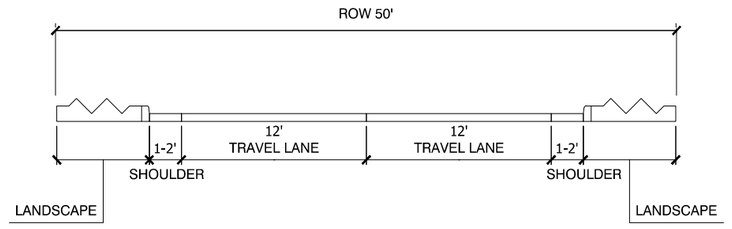




Section K

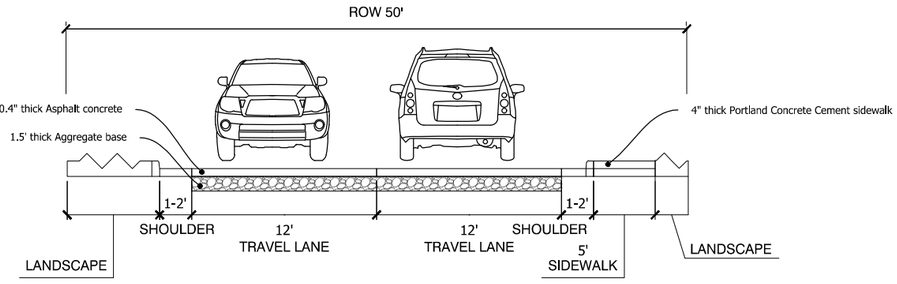
Plumas St
See Figure 10





Section L

Superior Ave
See Figure 10



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

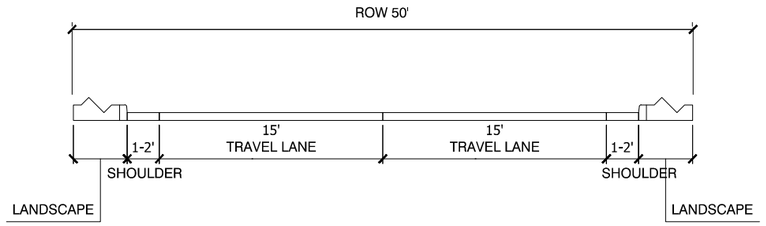
Figure
XS4

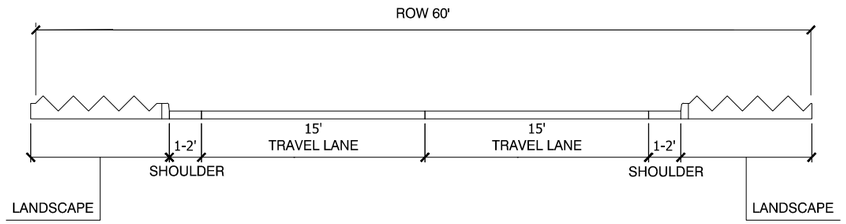
KITTELSON & ASSOCIATES

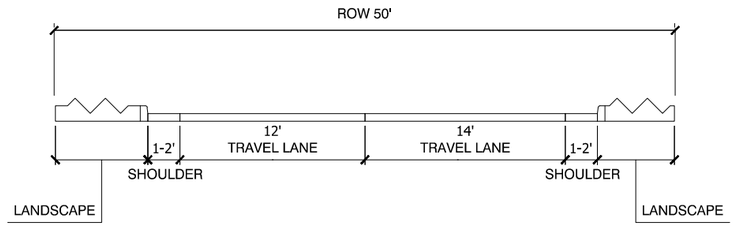
H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\Round 1\26205.005_Concept_CrossSections-06012022.dwg Jun 04, 2024 - 10:20am - aloveday Layout Tab: XS4

TYPICAL CROSS SECTIONS

EXISTING



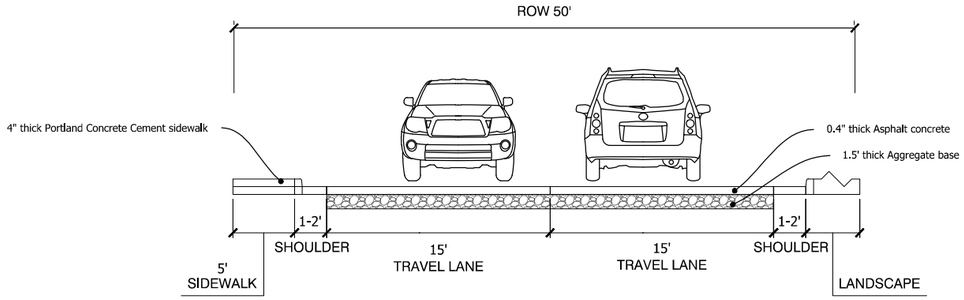




PROPOSED

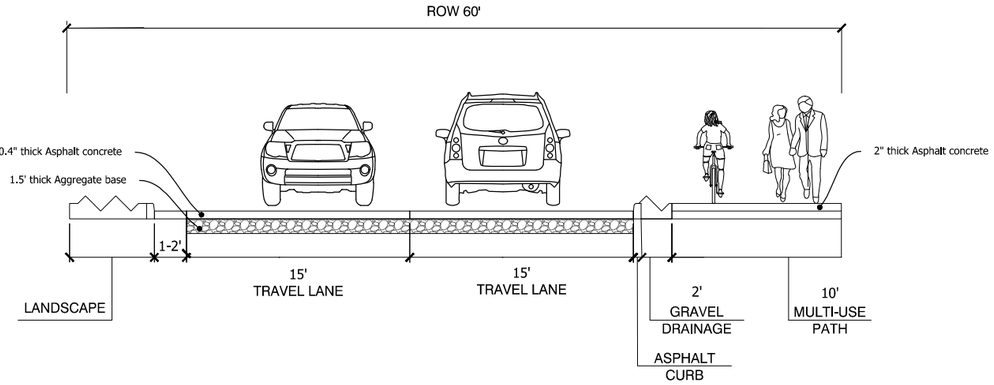
Section M

Quebec St
See Figure 13



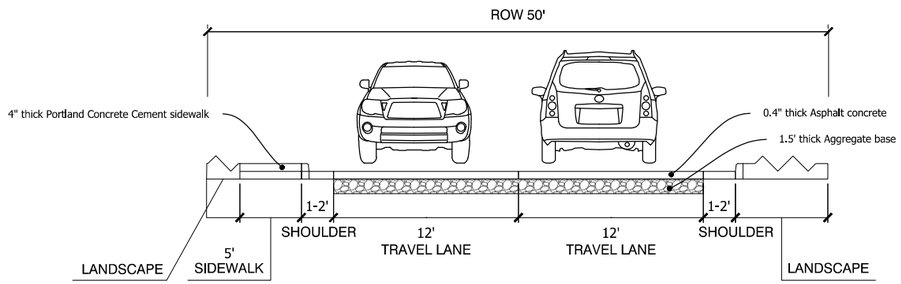
Section N

Mountain View Rd
See Figure 13



Section O

Toronto Ave
See Figure 14



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

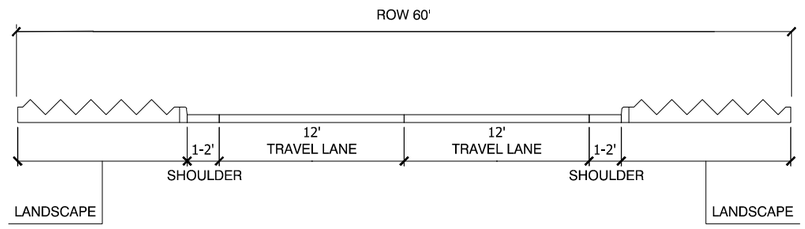
Figure
XS5

KITTELSON & ASSOCIATES

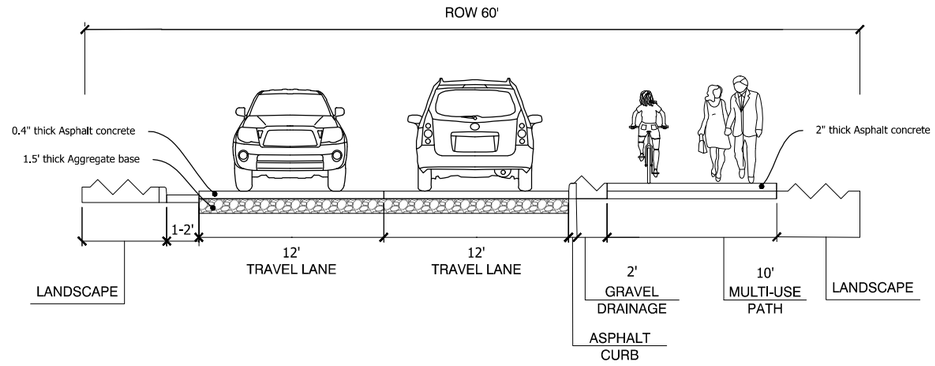
H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\Round 1\26205_005_Concept_CrossSections-06012022.dwg Jun 04, 2024 - 10:20am - aloveday Layout Tab: XS5

TYPICAL CROSS SECTIONS

EXISTING

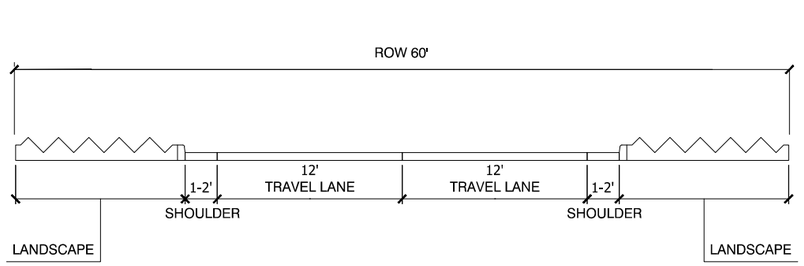


PROPOSED



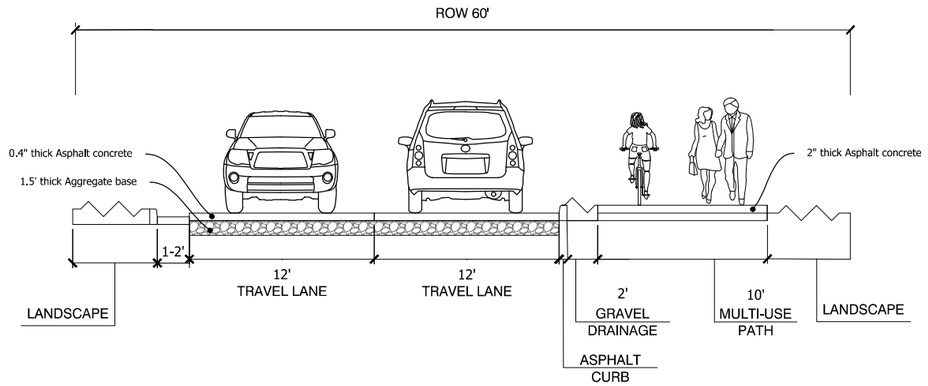
Section P

Bailey Ave
See Figure 15

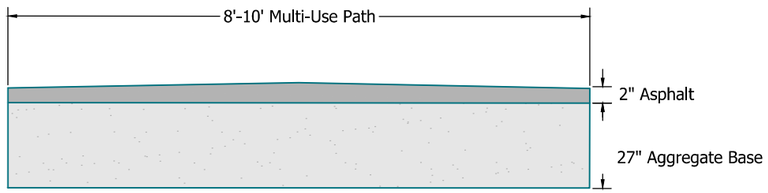


Section Q

Marquette St
See Figure 16



Typical Multi-Use Path Cross Section



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS6

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\Round 1\26205.005_Concept_CrossSections-06012022.dwg Jun 04, 2024 - 10:20am - aloveday Layout Tab: XS6

APPENDIX F

Loma Vista Improvement Project Existing Conditions Technical Memorandum, Project Alignment Technical Memorandum, and Concept Design

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

April 1, 2024

Project# 262050.013

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

From: Matt Braughton, RSP, Michael Sahimi, AICP, Tarang Shah

RE: Loma Vista Improvement Project: Existing Conditions Review

PROJECT BACKGROUND AND RELATED PLANS

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) in the development of the Loma Vista Improvement Project, a low-stress, east-west active transportation facility in southeast Redding, connecting destinations such as Enterprise Park and Clover Creek Preserve (see Figure 1). The project aims to address a barrier to comfortable and convenient walking and bicycling trips in southeastern Redding by repurposing a utility corridor. This memorandum documents the project background and existing conditions. **Note, this memo documents information as of April 2024.**

Figure 1: Project Alignment Map



Summary of Consistency Across Plans

A review of existing active and public transportation plans was conducted with a focus on local and regional efforts most relevant to the project area. The proposed project network is consistent with, and a refinement of, recommendations in these previous planning efforts that consider local route preferences and community input. The project's improvements include infrastructure and non-infrastructure strategies to improve mobility options and foster active communities, aligning with the key themes of these plans, as described below.

While each of the plans in Table 1 play a role in planning a place where active transportation can thrive, there are common themes that connect the plans, including:

- **Social equity:** Improving the quality and options of mobility for disadvantaged populations
- **Reducing reliance on single occupancy vehicles:** Providing alternatives to driving
- **Complete Streets Approach:** Planning and designing safe streets that allow all road users, regardless of age or ability, to travel comfortably
- **Greenhouse gas emission reductions:** Encourage more sustainable transportation mode choices
- **Center people and places:** Using transportation systems to encourage land use patterns that realize livable and people-friendly spaces

Table 1 outlines common themes throughout the plans, demonstrating feasibility and ease of coordination across municipal and regional transportation efforts.

Table 1: Themes Shared Across Plans Reviewed

Plan	Social Equity	Reduce Reliance on SOVs*	Complete Streets Approach	Greenhouse Gas Emissions Reduction	Center People and Places
City of Redding Active Transportation Plan (2018)	X	X	X	X	X
City of Redding General Plan – Transportation Element (2023)		X	X	X	X
Shasta Long-Range Transit Plan (2021)	X	X		X	
Shasta Regional Transportation Plan (2023)	X	X		X	
GoShasta Regional Active Transportation Plan (2018)	X	X	X	X	X
Shasta Coordinated Transportation Plan (2024)	X	X	X	X	

*SOV: Single Occupancy Vehicle

City of Redding Active Transportation Plan (2018)

The City of Redding's Active Transportation Plan (2018), an update to the Bikeway Action Plan (2010-2015), provides a vision and a set of goals to expand upon the existing bicycle and pedestrian network in Redding. The Active Transportation Plan will connect communities to destinations through walking and bicycling infrastructure improvements. The plan includes infrastructure and programming recommendations as well as an implementation methodology centered around social equity. Developed as part of the same planning process as the GoShasta Regional Active Transportation Plan, the Active Transportation Plan fits into the regional active transportation approach, while promoting a full and complete network.

The Active Transportation Plan identifies the following projects that are in alignment with the proposed project:

- **Planned Pedestrian Improvements**
  - Loma Vista Drive: Roesner Ave to Goodwater Ave – Shared-Use Path
- **Planned Bikeway Network**
  - Loma Vista Drive: Bechelli Road to Churn Creek Road – Buffered Bike Lanes (a small gap has Bike Lanes only)
  - Loma Vista Drive: Churn Creek Road to Goodwater Ave – Shared-Use Path
  - Churn Creek: Loma Vista planned path to Enterprise High School – Shared-Use Path

GoShasta Regional Active Transportation Plan (2018)

The GoShasta Regional Active Transportation Plan, jointly developed with the City of Redding Active Transportation Plan, is an active transportation plan for the county of Shasta and the cities of Anderson and Shasta Lake, while serving as a repository for active transportation projects for all of the region's jurisdictions. The plan shifts the Shasta Region's active transportation approach from reactive to proactive. The GoShasta Regional Active Transportation Plan centers equity throughout, such as in its project recommendations, implementation strategies, and raising potential equity problems with enforcement strategies.

Themes highlighted in the plan center on:

- Increasing active transportation mode share
- Increasing the safety and comfort of active transportation users
- Investing in healthy, vibrant, sustainable, and people-centered communities

This project's holistic vision pairs infrastructure improvements with active transportation engagement and education activities, aligning with GoShasta's proactive approach to build healthier communities where walking and cycling are a part of everyday life.

City of Redding Draft 2023-2045 General Plan

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element provides goals and policies for directing implementation programs to enhance mobility and efficiently serve existing and future land uses. The Transportation Element supports regional and statewide efforts to reduce greenhouse gas emissions and vehicle miles traveled (VMT), complement environmental justice efforts, and improve public health. The 2023-2045 Public Review Draft Transportation Element establishes several goals that are related to active transportation. For instance, Goals T1 and T2 establish policies for a transportation network with safe, efficient, sustainable, and comfortable walking and bicycling facilities that connect users of all ages and abilities to key destinations.

Currently, the City of Redding has the Draft 2023-2045 General Plan available for public review.

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element plans for a new shared-use path, standard and separated bikeway/buffered bike lanes along Loma Vista Drive (from Bechelli Lane to Clover Creek Preserve, which includes the project alignment), as well as new shared-use paths along Churn Creek (which include the project alignment). The Transportation Element envisions Loma Vista Drive as a collector street (general right-of-way ranging from 60' to 96', with one automobile travel lane per direction).

Regional Transportation Plan and Sustainable Communities Strategy (2022)

The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) for the Shasta Region outlines goals and strategies for transportation agencies to encourage and promote the safe and convenient management, operations, and development of a regional, intermodal, transportation system. The RTP/SCS addresses all modes of travel for people and goods/freight, including streets and roads, public transit, bicycling and walking, aviation, and rail. Its relevant goals include:

- **Goal #1:** Keep people and freight moving safely, efficiently, and effectively.
- **Goal #9:** Work with regional partners to create people-centered communities that support public safety, health, and well-being.

Priorities for the 2022-2026 RTP cycle include the following:

- Active transportation trunk line model corridor
- Active transportation data collection program
- Provide technical support needed for the continuation of regional active transportation mapping and guide

SRTA Long-Range Transit Plan (2021)

The Long-Range Transit Plan, developed in 2021, includes strategies and policies that consider Shasta County's existing and future conditions, geography, and travel behavior to improve transit service and expand access through public transportation. The Long-Range Transit Plan stresses the significance of regional coordination between partners so the tenets of regional active transportation and transit plans are manifest in the transportation network they produce.

The Long-Range Transportation Plan is notable amongst the other plans in that it is the only one developed at the onset and during the COVID-19 pandemic. As such, the Long-Range Transit Plan includes considerations and recommendations for public and active transportation systems based on an understanding of COVID-19 transmission, declining public transit ridership, and increasing demands for slow and active streets.

While the Long-Range Transportation Plan includes recommendations that aim to improve public transit in the region, its details are broad and do not include specific plans or details for the project area.

Shasta Coordinated Transportation Plan (2024)

The Shasta Coordinated Transportation Plan's (CTP) overall goal is to improve mobility within the Shasta Region (Shasta County and incorporated cities in the county) by enhancing coordination among public, non-profit, and for-profit transportation providers. The goals and strategies presented in the plan are designed with a particular focus on improving transportation access for senior adults, people with disabilities, and people with low incomes in the region. While there are no specific details or plans regarding active transportation, the plan identifies one of the region's major transportation needs as being additional affordable transportation options for seniors, people living with disabilities, and low-income residents.

Summary

As detailed in subsequent sections of this memorandum, this project is consistent with and furthers the goals and objectives of local and regional planning documents, aiding in its Active Transportation Program (ATP) grant eligibility, as follows:

- Improves walking and bicycling connectivity between residential neighborhoods and local destinations and assists people walking and bicycling in navigating barriers (such as major streets) to other destinations such as schools and open space.
- Connects to existing walking and bicycling facilities such as bike lanes along Victor Avenue and Shasta View Drive, as well as to planned facilities such as the Alta Mesa Drive bike boulevard.
- Provides an alternative to roadway facilities that are currently automobile-dominated, helping create a more complete multimodal network and increasing non-vehicular mode share.
- Provides additional transportation options for key demographic groups such as populations with limited mobility options like youths and older adults, and lower median income households.
- Furthers plans from Redding's Active Transportation Plan and General Plan for active transportation facilities along Loma Vista Drive.

COMMUNITY CHARACTERISTICS

The proposed network aims to improve the safety, comfort, connectivity, and transportation options for people who walk, bike, or roll. The project will provide direct connections to several schools, churches, and parks along Loma Vista Drive, and connects the primarily residential census tracts 112.09, 114.01, 114.02 and 114.03 to each other. The project will also provide direct connections to low-stress active transportation facilities along Victor Avenue and facilities at Clover Creek Preserve.

DEMOGRAPHICS[1]

Population

The census tracts served by the project area have a combined population of approximately 17,100, as shown in **Table 2**. Approximately 30% of the study area population are children, while approximately 15% are seniors.

[1] All census data in this section is derived from the US Census 2017-2021 American Community Survey unless stated otherwise.

Table 2: Project Area Population by Census Tract

Population	Census Tract 112.09		Census Tract 114.01		Census Tract 114.02		Census Tract 114.03		Total	
Under 5 Years	480	7.7%	330	7.3%	102	3.5%	281	8.4%	1193	7.0%
5 to 9 Years	424	6.8%	418	9.3%	231	7.9%	327	9.8%	1400	8.2%
10 to 14 Years	511	8.2%	467	10.4%	187	6.4%	292	8.7%	1457	8.5%
15 to 19 Years	418	6.7%	246	5.5%	218	7.4%	241	7.2%	1123	6.6%
20 to 24 Years	539	8.6%	177	3.9%	165	5.6%	7	0.2%	888	5.2%
25 to 29 Years	650	10.4%	157	3.5%	75	2.6%	113	3.4%	995	5.8%
30 to 34 Years	426	6.8%	352	7.8%	138	4.7%	324	9.7%	1240	7.3%
35 to 39 Years	390	6.2%	450	10.0%	224	7.6%	200	6.0%	1264	7.4%
40 to 44 Years	353	5.6%	286	6.4%	173	5.9%	245	7.3%	1057	6.2%
45 to 49 Years	169	2.7%	156	3.5%	199	6.8%	229	6.8%	753	4.4%
50 to 54 Years	396	6.3%	237	5.3%	174	5.9%	229	6.8%	1036	6.1%
55 to 59 Years	319	5.1%	214	4.8%	255	8.7%	192	5.7%	980	5.7%
60 to 64 Years	366	5.8%	269	6.0%	191	6.5%	283	8.4%	1109	6.5%
65 to 69 Years	205	3.3%	255	5.7%	160	5.4%	85	2.5%	705	4.1%
70 to 74 Years	245	3.9%	233	5.2%	120	4.1%	118	3.5%	716	4.2%
75 to 79 Years	167	2.7%	81	1.8%	213	7.2%	55	1.6%	516	3.0%
80 to 84 Years	123	2.0%	147	3.3%	89	3.0%	43	1.3%	402	2.4%
85 Years and Over	83	1.3%	29	0.6%	26	0.9%	90	2.7%	228	1.3%
Total	**6,264**		**4,504**		**2,940**		**3,354**		**17,062**	

Income

Households in Census Tract 112.09 have a median income of $52,391 (approximately 57% of the statewide median income). Household income in Census Tract 114.01 is higher at $77,708 (approximately 85% of the statewide median income). The median household income in Census Tract 114.03 is even higher at $84,803 (approximately 92% of the statewide median income). Household incomes by census tract are shown in **Table 3**. According to the ACS, approximately 17% of families in Census Tract 112.09, 7% of families in Census Tract 114.01, and 11% of families in Census Tract 114.03 are below the poverty level.

Table 3: Household Income (2021 Inflation-Adjusted Dollars) by Census Tract

Household Income	Census Tract 112.09		Census Tract 114.01		Census Tract 114.02		Census Tract 114.03		Total	
Less than $10,000	52	2%	96	6%	14	1%	21	2%	183	3%
$10,000 to $14,999	193	9%	41	3%	13	1%	0	0%	247	4%
$15,000 to $24,999	200	9%	52	3%	8	1%	123	11%	382	7%
$25,000 to $34,999	135	6%	75	5%	122	12%	31	3%	363	7%
$35,000 to $49,999	500	22%	126	8%	159	16%	107	10%	893	15%
$50,000 to $74,999	377	17%	309	20%	155	15%	169	15%	1,011	18%
$75,000 to $99,999	141	6%	365	24%	123	12%	160	14%	790	14%
$100,000 to $149,999	411	18%	216	14%	151	15%	295	27%	1,073	16%
$150,000 to $199,999	135	6%	180	12%	109	11%	172	15%	595	9%
$200,000 or More	101	5%	61	4%	174	17%	38	3%	373	7%
Total	**2,244**		**1,522**		**1,028**		**1,114**		**5,911**	
% Below Poverty Line	360	16.80%	104	7.10%	43	4.30%	124	10.90%	830	11.36%

Race and Ethnicity

Table 4 shows the population of the project area Census Tracts is predominantly white. Census Tract 114.03 has the largest white population by percentage. Census Tracts 112.09 has the largest nonwhite populations, and Census Tracts 112.09 and 114.02 have a larger proportion of Asian people.

Table 4: Race and Ethnicity by Census Tract

Race and Ethnicity	Census Tract 112.09		Census Tract 114.01		Census Tract 114.02		Census Tract 114.03		Total	
White Alone	4,116	66%	3,171	72%	2,128	72%	2,778	84%	12,193	71%
Black or African American Alone	73	1%	38	1%	1	0%	74	2%	186	1%
American Indian and Alaska Native Alone	149	2%	96	2%	67	2%	5	0%	317	2%
Asian Alone	755	12%	103	2%	576	20%	100	3%	1,534	9%
Native Hawaiian and Other Pacific Islander Alone	-	0%	-	0%	-	0%	17	1%	17	0%
Some Other Race Alone	284	5%	257	6%	-	0%	23	1%	564	4%
Two or More Races	861	14%	759	17%	168	6%	313	9%	2,101	12%
Total	**6,238**		**4,424**		**2,940**		**3,310**		**16,912**	

Healthy Places Index (HPI)

Developed by the Public Health Alliance of Southern California, the Healthy Places Index (HPI)[2] maps data on social conditions that drive health such as education, job opportunities, clean air, and water. The tool allows decision makers to compare community wellbeing across geographies and direct resources accordingly.

Residents in the project area census tracts generally experience high community health conditions according to the HPI. This includes:

- Healthier community conditions than **25.9%, 52.9%, 85.4%,** and **62.2%** of other California census tracts for the project's five census tracts – 112.09, 114.01, 114.02 and 114.03, respectively;
- Healthier economic conditions than **23.4%, 37.4%, 78.8%,** and **62.2%** of other California census tracts;
- Higher per capita income than **30.5%, 38.0%, 61.0%,** and **56.4%** of other California census tracts;
- Higher employment than **37.7%, 27.8%, 95.6%,** and **56.8%** of other California census tracts;
- Healthier transportation conditions (based on active commuting and automobile access) than **25.5%, 50.4%, 49.7%,** and **18.6%** of other California census tracts; and,
- Higher park access than **16.5%, 80.1%, 84.6%,** and **78.3%** of other California census tracts.

[2] https://www.healthyplacesindex.org/

Transportation Patterns

As shown in **Table 6**, 85% of people living in Census Tract 114.03 drive alone or carpool to work, compared to 78,7% in Census Tract 112.09 and 80.3% in Census Tract 114.01. People who bike make up 1.4% of commuters in Census Tract 112.09 and 0% in Census Tract 114.03. There is a low level of walking to work across the four census tracts. In addition, approximately 14% of workers living in Census Tract 112.09 and 20% of workers living in Census Tract 114.01 travel less than 10 minutes to work. A connected active transportation network can allow people with shorter commutes to walk and bike as opposed to driving to work.

Table 5: Commute Transportation Patterns

Means of Transportation to Work	Census Tract 112.09		Census Tract 114.01		Census Tract 114.02		Census Tract 114.03		Total	
Car, Truck, or Van: Drove Alone	2,141	78.7%	1,441	80.3%	1,137	82.9%	1144	85.0%	5,863	79.2%
Car, Truck, or Van: Carpooled	332	12.2%	179	10.0%	110	8.0%	67	5.0%	688	9.5%
Public Transportation (Excluding Taxicab)	-	0.0%	27	1.5%	-	0.0%	9	0.7%	36	0.4%
Bicycle	38	1.4%	30	1.7%	10	0.7%	0	0.0%	78	1.7%
Walked	-	0.0%	-	0.0%	-	0.0%	0	0.0%	-	0.6%
Worked From Home	27	1.0%	36	2.0%	-	0.0%	0	0.0%	63	0.8%
Taxicab, Motorcycle, Other Means	182	6.7%	81	4.5%	117	8.5%	125	9.3%	505	8.0%
Total	**2,721**		**1,794**		**1,371**		**1,346**		**7,232**	
% with 10 min. or less commute		27.3%		18.0%		10.4%		26.0%		
Mean Travel Time to Work (minutes)	14		20		19		19			

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

Key Destinations

The project will provide key connectivity to destinations, mostly from residential neighborhoods along Loma Vista Drive to schools, day care centers, and transit on Victor Avenue and Shasta Creek Drive. Access will also be improved to amenities and trails in Enterprise Park and Clover Creek Preserve. There are also big box stores and restaurants to the northeast and the southwest of the project area – while they are not within a customary half-mile walkshed of the project, they are within a comfortable 2-3 mile radius of the project and will improve access to existing and planned walking and bicycling facilities that would provide direct access to nearby destinations as part of a comfortable, connected network.

Existing Infrastructure and Characteristics

Active Transportation

Currently, there are painted bike lanes along Victor Avenue and Shasta View Drive. Sidewalks are generally provided in the study area but are missing on sections of the west side of Victor Road; buffers such as landscaping are not provided. In addition, there are shared-use paths off-street in Enterprise Park and in Clover Creek Preserve.

The current stress level on Loma Vista Drive and Monterra Lane is low for people who walk and bike, as there are sidewalks and low traffic (mostly residential). The posted speed limit along this segment is 25 miles per hour. Local residents who wish to travel east-west have limited uninterrupted options as other crossing opportunities to the north and south of Loma Vista Drive are beyond walking distance. The project closes critical existing active transportation infrastructure gaps by providing consistent and protected walking and bicycling facilities between Enterprise High School and Clover Creek Preserve, which also helps improve access to other local destinations such as residences, schools, and churches. Though Galaxy Way parallels the project limits east of Churn Creek, Galaxy Way has no planned or existing bicycle facilities. The project will intersect Victor Avenue, Alta Mesa Drive and Shasta View Drive, providing a complete, connected network of active transportation facilities that connects to other existing and planned facilities.

Vehicular and Transit Conditions

Roadways

Victor Avenue

Within the project area, Victor Avenue is a north-south major collector with two travel lanes in each direction with left-turn lanes and buffered bicycle lanes. The posted speed limit is 40 mph. Bus route 6S has stops along this road.

Alta Mesa Drive

Alta Mesa Drive is a north-south two-lane major collector with a posted speed limit of 25 miles per hour. The roadway along the project alignment provides access to Alta Mesa Elementary and is a planned bicycle boulevard.

Shasta View Drive

Shasta View Drive is a north-south two-lane road with a left-turn lane at intersections; the posted speed limit is 40 mph.

Transit Routes and Stops

The Redding Area Bus Authority (RABA) Route 6S operates on Victor Avenue in the project area Route 6S connects to destinations such as Enterprise Park, Canby Transfer Center, and retail centers such as Mt. Shasta Mall. Route 4 connects Lassen View Elementary School and Enterprise High School (both are near project limits) to Parsons Junior High and retail. In addition, Shasta Connect operates an on-demand service Monday through Friday for eligible clients and Sundays for the general public; some vehicles are outfitted with bike racks.

Pedestrian and Bicycle Safety

During the 2012-2022 period, there was one crash involving a pedestrian near the project alignment. The crash occurred at the intersection of Alta Mesa Drive and Galaxy Way and did not result in a fatality or serious injury.

HIGH-LEVEL EVALUATION METRICS

Based on the analysis and findings from the review of existing conditions, the following high-level evaluation metrics were developed to evaluate roadway improvements to the Loma Vista Improvement Project.

Table 6: Loma Vista Improvement Project Evaluation Metrics

Goal	Description
Safety and Comfort	Enhance safety and comfort for people of all ages and abilities using all modes of transportation, including walking, bicycling, riding transit, or driving.
Multimodal Connectivity and Access	Enhance multimodal connectivity for people walking, biking, or rolling in the project area.
Equity	Support transportation-disadvantaged populations by enhancing safe mobility options, developing community-supported designs, and practicing inclusive public engagement.
Community Prosperity	Support economic prosperity for all people by providing designated spaces for people to walk, bicycle, or ride transit, to access jobs, education, outdoor recreation areas, and other key destinations near the Loma Vista Drive right-of-way.
Community Support	Ensure the roadway design supports efforts identified in other community and regional planning efforts, and that the plan reflects the values of community members who live, work, or play within or around Enterprise Park and the Clover Creek Preserve and surrounding neighborhoods.

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

May 1, 2024

Project# 262050.017

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

From: Matt Braughton, RSP, Michael Sahimi, AICP

RE: Loma Vista Improvement Project: Project Alignment Development

INTRODUCTION

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) to develop the Loma Vista Improvement Project, a low-stress east-west active transportation facility in southeast Redding, connecting destinations such as Enterprise Park and Clover Creek Preserve (see Figure 1). The project aims to address a barrier to comfortable and convenient walking and bicycling trips in southeastern Redding by repurposing a utility corridor for an east-west active transportation corridor. This memorandum details the alignment selection, design process, and planned infrastructure improvements for the project.

PROJECT SCOPE

The Loma Vista Improvement Project will develop a low-stress east-west walking and bicycling facility along an existing off-street utility corridor including crossing treatments at intersections. It will provide a connection between amenities and other paths and trails such as Enterprise Park and Clover Creek Preserve, and improve access to and from residences and other destinations in the area. This project includes the construction of the following infrastructure improvements:

- 1.5 miles of shared-use path (SUP)
- 330' of bike lanes
- High-visibility crosswalks and rectangular rapid flashing beacons (RRFBs) at four locations
- 200' of sidewalk

Figure 1 illustrates the project location and alignment.

Figure 1: Project Location and Alignment



SOURCE: KITTELSON & ASSOCIATES, INC., 2024.

PROJECT HISTORY & BENEFITS

East-west non-motorized travel in southeastern Redding faces many physical barriers that can hinder comfortable and convenient walking and bicycling trips. These barriers include Interstate 5 (I-5), Churn Creek, and multilane north-south streets such as Victor Avenue and Shasta View Drive. Through engagement efforts, the community has provided input including:

- Residents face barriers to east-west travel near Churn Creek
- Residents would like to see an east-west facility east of Loma Vista's current termination near I-5
- The community in southeastern Redding contains families with children who want to walk and bike in the area

The City is exploring opportunities to implement a low-stress active transportation facility along the existing utility corridor east of Loma Vista Drive, connecting to Clover Creek Preserve (which itself includes a network of off-street paths). A facility along this alignment would deliver benefits including:

- Addressing barriers to comfortable and convenient east-west walking and bicycling in southeastern Redding by providing safe, uninterrupted facilities and enhanced crossings.
- Providing facilities for all ages and abilities, separated from vehicle traffic.
- Providing new connections for a disadvantaged community (DAC).
- Improving access to other low-stress recreational amenities.

PROJECT & ALIGNMENT DEVELOPMENT

The Loma Vista Improvement Project was developed to meet the transportation needs of residents and create a safer, more accessible corridor for people walking, biking, and rolling. While the City did not proceed with submitting a grant application for this project during Cycle 7 of the Active Transportation Program, the project alignment and potential improvements were refined based on technical analysis, stakeholder discussions, and community input.

The project development process can be broken into the following phases:

1. Desktop Analysis
2. Field Visit & Stakeholder Discussions
3. Broader Community Engagement
4. Final Design Refinements based on Feasibility and Stakeholder Coordination

Desktop Analysis. In the initial phase, the project team reviewed existing conditions to understand existing facilities, connectivity to destinations, potential for off-street improvements, and gaps in existing infrastructure. This included reviewing conditions for crossing Churn Creek. It was determined through this review that the preliminary desired alignment would be along the utility corridor from Loma Vista Drive to Clover Creek Preserve, with a crossing at Churn Creek, as well as an off-street path along Churn Creek north to connect to Enterprise High School.

Field Visit & Stakeholder Discussions. Following the desktop analysis, the project team conducted a field visit to assess existing conditions along the utility corridor and around Churn Creek Victor Avenue (north of

Mistletoe Lane) and surrounding streets. Discussions included the form and feasibility of treatments across and along Churn Creek.

Community Engagement. To align the project with community needs, the City of Redding conducted public engagement during this grant cycle for this project and others within the city. These included virtual community meetings, surveys, and in-person events. Through these engagement activities, residents stated their desire to see a low-stress east-west connection in the area that would allow them to cross barriers such as Churn Creek. No major changes were made to the project during this phase.

Design Refinements based on Feasibility and Stakeholder Coordination. The alignment and designs were refined based on community engagement and the technical analyses. Due to concerns regarding the feasibility of developing facilities crossing Churn Creek or being implemented along the creek, the project alignment was updated so that its western terminus would be at Victor Avenue until feasible solutions for crossing and following Churn Creek are determined. At its eastern terminus, the alignment would branch into two segments, connecting to Clover Creek Preserve to the north and to Goodwater Avenue to the south. The project would also include a segment between the Saffron Way cul-de-sac and Clover Creek Preserve and short improvements along Alta Mesa Drive and Shasta View Drive.

The most recent iteration of the project alignment is defined in **Figure 1** and the conceptual design can be found in **Appendix A**. Generally, the project alignment and features can be described as follows:

- 12' SUP along the utility corridor from Victor Avenue to Clover Creek Preserve and Goodwater Avenue
- Midblock crossing improvements such as high-visibility crosswalks and RRFBs at the path's intersections with Victor Avenue, Alta Mesa Drive, Shasta View Drive, and Meadow Oak Way
- 12' SUP from Saffron Way cul-de-sac to Clover Creek Preserve
- Sidewalk gap infill along Alta Mesa Drive
- 330' of bike lanes along Shasta View to Galaxy Way

Appendix A:
Concept Design

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 500'
500 0 500

N

Loma Vista Corridor ATP
Redding, CA

01

H:\29\29686 - SRTA Low-Stress Shasta\019 - COR Loma Vista Corridor ATP Support\design_Xref\29686_019_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 2:13pm - tcondotton Layout Tab: 01

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024

VICTOR AVE

RECTANGULAR RAPID FLASHING BEACON NORTH AND SOUTH OF THE CROSSWALK

MATCH LINE

SEE SHEET 03

© 2024 Microsoft Corporation © 2024 Maxar ©CNES (2024) Distribution Airbus DS

KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

02

H:\29\29896 - SRTA Low-Stress Shasta\019 - COR Loma Vista Corridor ATP Support\design_Xref\29896_019_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 2:05pm - tlandalson Layout Tab: 02

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

03

H:\29\29686 - SRTA Low-Stress Snasta\019 - CDR Loma Vista Corridor ATP Support\design_Xref\29686_019_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:48pm tcandelora Layout Tab: 03

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

04

H:\29\29686 - SRTA Low-Stress Study\019 - COR Loma Vista Corridor ATP Support\design_Xref\29686_019_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:49pm - fcondotton Layout Tab: 04

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

05

C:\Users\bod_tan\deltora\Temp\AcPublish_2972\2\9896_0\0_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:35pm - tbandelora Layout Tab: 05

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024

EXTEND BIKE LANES APPROX.
330' TO GALAXY WAY

SHASTA VIEW DR

MEADOW OAK WAY

RECTANGULAR RAPID FLASHING BEACON NORTH AND SOUTH OF THE INTERSECTION

RECTANGULAR RAPID FLASHING BEACON NORTH AND SOUTH OF THE INTERSECTION

SEE SHEET 05

MATCH LINE

MATCH LINE

SEE SHEET 07

© 2024 Microsoft Corporation © 2024 Maxar ©CNES (2024) Distribution Airbus DS

KITTELSON & ASSOCIATES

PHONE: CONTACT:

Scale: 1" = 60'

60 0 60

N

Loma Vista Corridor ATP
Redding, CA

06

H:\09\26896 - SRTA Low-Stress Shasta\019 - COR Loma Vista Corridor ATP Support\design_Xref\26896_019b_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 2:32pm - lcandelora Layout Tab: 06

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

07

C:\Users\local_tcandelora\Temp\AcPublish_25072\28696_018_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:35pm - tcandelora Layout Tab: 07

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

08

C:\Users\bood_t\Desktop\Temp\AcPublish_23\7228896_019_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:35pm - tcandelora Layout Tab: 08

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024



KITTELSON & ASSOCIATES
PHONE: CONTACT:

Scale: 1" = 60'
60 0 60

N

Loma Vista Corridor ATP
Redding, CA

09

C:\Users\bood_k\Desktop\Temp\Acs\Publish_20\7229886_ATP_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:36pm - kandelora Layout Tab: 09

Interim Improvements

Conceptual Design - Subject to Change
04/24/2024

MATCH LINE
SEE SHEET 07

Scale: 1" = 250'
250 0 250
N

KITTELSON & ASSOCIATES
PHONE: CONTACT:

Loma Vista Corridor ATP
Redding, CA

10

C:\Users\local_tcandelora\Temp\AcPublish_25072\28896_018_Concept_LomaVistaCorridorATP.dwg Apr 24, 2024 - 1:36pm - tcandelora Layout Tab: 10

APPENDIX G
Jenny Creek Trail Improvement Project Existing Conditions Technical Memorandum

KITTELSON & ASSOCIATES
2510 J Street
Suite 200
Sacramento, CA 95816

Technical Memorandum

December 28, 2023 Project# 262050.018

To: Keith Williams, Shasta Regional Transportation Agency
Zach Bonnin, City of Redding

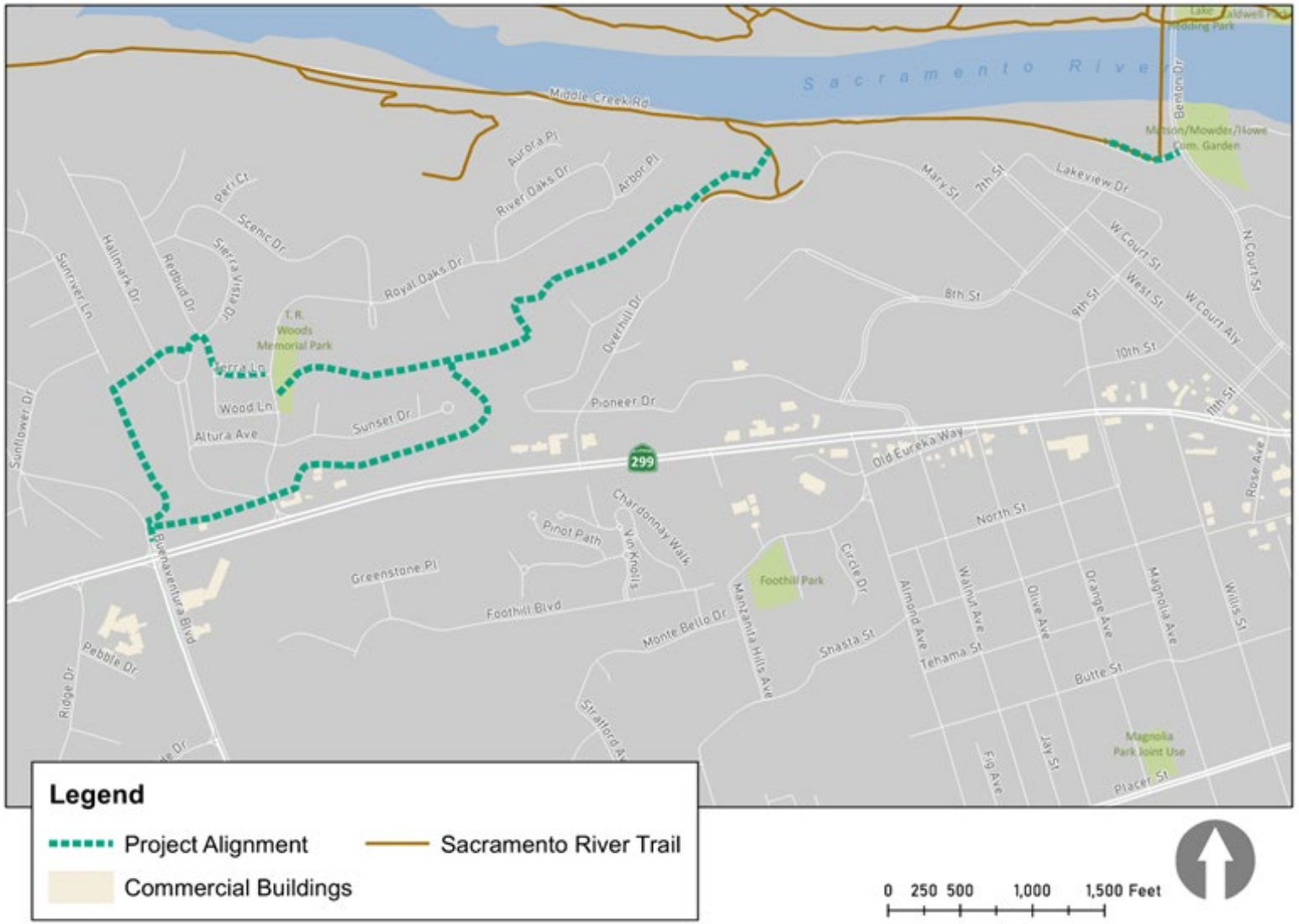
From: Matt Braughton, RSP, Michael Sahimi, AICP, Sam Liu

RE: Jenny Creek Trail Improvement Project: Existing Conditions Review

PROJECT BACKGROUND AND RELATED PLANS

Shasta Regional Transportation Agency (SRTA) is assisting the City of Redding (City) to develop the Jenny Creek Trail project, a low-stress active transportation facility through the Sunset neighborhood between Eureka Way (SR-299) and the Sacramento River Trail (see **Figure 1**). The project aims to address a barrier to accessing regional active transportation facilities connecting neighborhoods in west Redding to the Sacramento River Trail. This memorandum documents the study area's existing conditions. **Note, this memo documents information as of December 2023.**

Figure 1: Project Alignment



SOURCE: KITTELSON & ASSOCIATES, INC., 2023.

Summary of Consistency Across Plans

City of Redding Active Transportation Plan (2018)

The City of Redding's Active Transportation Plan (2018), an update to the Bikeway Action Plan (2010-2015), provides a vision and a set of goals to expand upon the existing bicycle and pedestrian network in Redding. The Active Transportation Plan will connect communities to destinations through walking and bicycling infrastructure improvements. The plan includes infrastructure and programming recommendations as well as an implementation methodology centered around social equity. Developed as part of the same planning process as the GoShasta Regional Active Transportation Plan, the Active Transportation Plan fits into the regional active transportation approach, while promoting a full and complete network.

The Active Transportation Plan identifies the following projects in the vicinity of the proposed project:

- **Priority Pedestrian Project**
  - Eureka Way: Buenaventura Boulevard to Overhill Drive - Sidewalk
- **Priority Bicycle Project**
  - Eureka Way: Cuyahoga Parkway to N Court Street – Bike Lane
  - Benton Drive: Riverside Drive to S Market Street – Bike Lane
  - Intersection Area of Middle Creek Road, Benton Drive, and Riverside Drive – Shared-Use Path Extension

GoShasta Regional Active Transportation Plan (2018, Updated August 2019)

The GoShasta Regional Active Transportation Plan, jointly developed with the City of Redding Active Transportation Plan, is an active transportation plan for the county of Shasta and the cities of Anderson and Shasta Lake, while serving as a repository for active transportation projects for all of the region's jurisdictions. The plan shifts the Shasta Region's active transportation approach from reactive to proactive. The GoShasta Regional Active Transportation Plan centers equity throughout, such as in its project recommendations, implementation strategies, and raising potential equity problems with enforcement strategies.

Themes highlighted in the plan center on:

- Increasing active transportation mode share
- Increasing the safety and comfort of active transportation users
- Investing in healthy, vibrant, sustainable, and people-centered communities

This project's holistic vision aims to improve connectivity to safe, comfortable active transportation infrastructure, aligning with GoShasta's proactive approach to build healthier communities where walking and cycling are a part of everyday life.

City of Redding Draft 2023-2045 General Plan

The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element provides goals and policies for directing implementation programs to enhance mobility and efficiently serve existing and future land uses. The Transportation Element supports regional and statewide efforts to reduce greenhouse gas emissions and vehicle miles traveled (VMT), complement environmental justice efforts, and improve public health. The 2023-2045 Public Review Draft Transportation Element establishes several goals

that are related to active transportation. For instance, Goals T1 and T2 establish policies for a transportation network with safe, efficient, sustainable, and comfortable walking and bicycling facilities that connect users of all ages and abilities to key destinations.

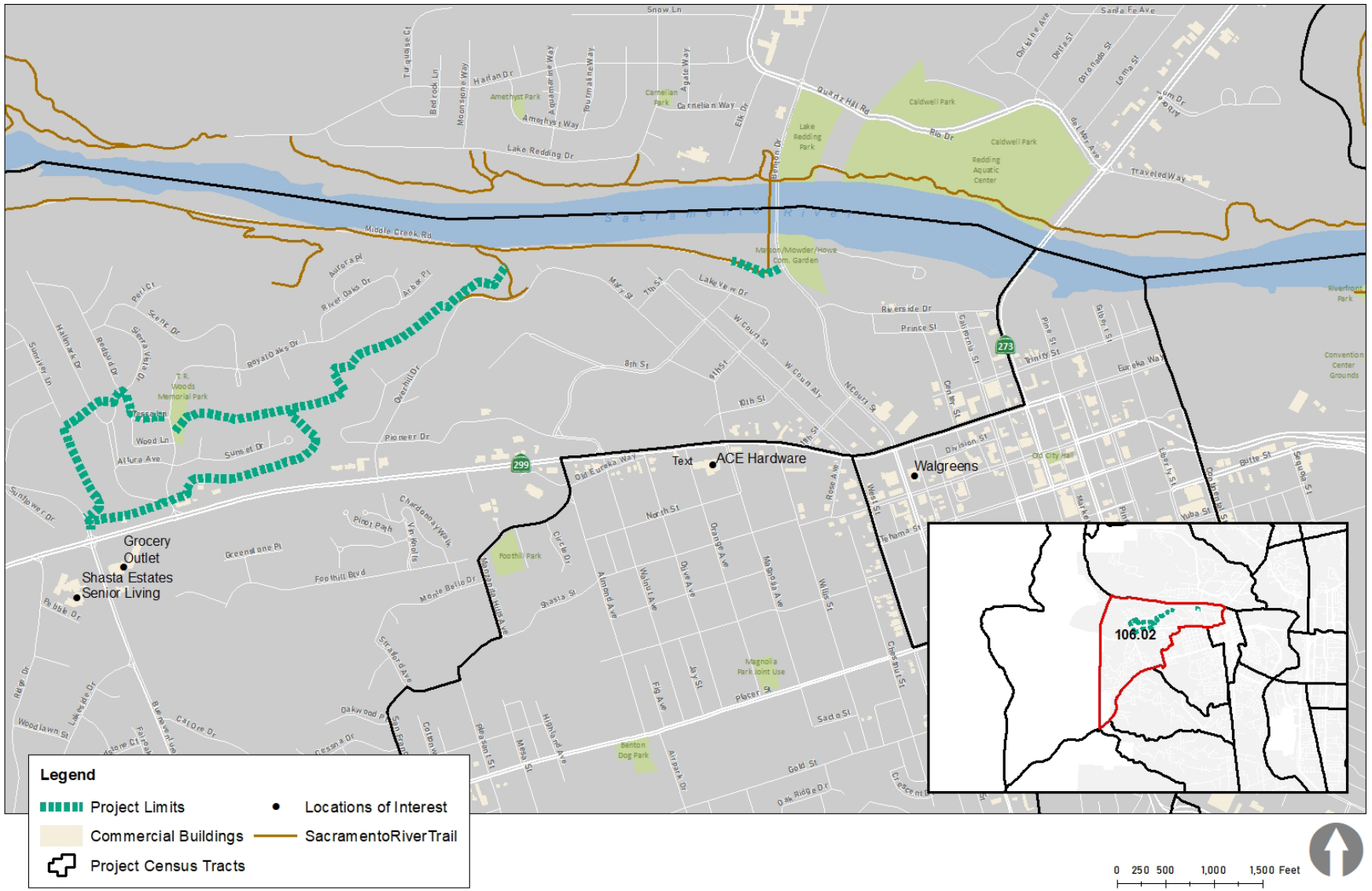
The City of Redding Draft 2023-2045 General Plan's Public Review Draft Transportation Element plans for new sidewalks and bike lanes along Eureka Way near the project area and new bike lanes and shared-use path extensions where the southern portion of the Sacramento River Trail meets Middle Creek Road and Benton Drive. The Transportation Element envisions Eureka Way as a principal arterial (general right-of-way ranging from 80 to 120 feet, with two automobile travel lanes per direction); Benton Drive is envisioned as a collector street (general right-of-way ranging from 24 to 64 feet, with one automobile travel lane per direction).

COMMUNITY CHARACTERISTICS

The proposed network aims to improve the safety, comfort, connectivity, and transportation options for people who walk, bike, or roll; people with mobility impairments; people who lack access to a personal vehicle, and other populations with limited mobility options like youth and older adults. **Figure 2** shows the census tract (Census Tract 106.02) which encompasses the project area and is the foundation for the following demographic breakdowns.

People who visit, live in, and work in Census Tract 106.02 will have direct access to the project network from Buenaventura Boulevard and Benton Drive, as well as residential streets north of Eureka Way. The project will help connect people in the neighboring communities to the Sacramento River Trail – a separated active transportation and recreation facility – and implement safety-focused infrastructure where the Sacramento River Trail intersects with vehicle traffic at Middle Creek Road and Benton Drive. This will enhance connectivity to nearby schools and to existing and planned active transportation networks that reach downtown Redding and beyond.

Figure 2: Project Area Census Tracts



SOURCE: KITTELSON & ASSOCIATES, INC., 2023.

DEMOGRAPHICS

Population

The census tract served by the project area has a population of 5,342, as shown in **Table 1**. Approximately 25.8% of the population of Census Tract 106.02 (which encompasses the study network and is expected to benefit the most from the project) is aged 65 years or older, while approximately 25.3% are under 18 years of age. The median age is 46 years old.

Table 1: Project Area Population

Population	Census Tract 106.02	
Under 5 Years	487	9.1%
5 to 9 Years	282	5.3%
10 to 14 Years	438	8.2%
15 to 19 Years	156	2.9%
20 to 24 Years	158	3.0%
25 to 29 Years	244	4.6%
30 to 34 Years	235	4.4%
35 to 39 Years	337	6.3%
40 to 44 Years	318	6.0%
45 to 49 Years	222	4.2%
50 to 54 Years	347	6.5%
55 to 59 Years	408	7.6%
60 to 64 Years	330	6.2%
65 to 69 Years	408	7.6%
70 to 74 Years	376	7.0%
75 to 79 Years	99	1.9%
80 to 84 Years	170	3.2%
85 Years and Over	327	6.1%
Total	**5,342**	

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

Income

Households in census tract 106.02 have a median income of $61,690 (approximately 67% of the statewide median income $91,551). Household incomes broken down into different brackets are shown in **Table 2**.

Table 2: Household Income (2021 Inflation-Adjusted Dollars)

Household Income:	Census Tract 106.02	
Less than $10,000	97	4.2%
$10,000 to $14,999	58	2.5%
$15,000 to $24,999	131	5.7%
$25,000 to $34,999	212	9.2%
$35,000 to $49,999	251	10.9%
$50,000 to $74,999	592	25.7%
$75,000 to $99,999	246	10.7%
$100,000 to $149,999	325	14.1%
$150,000 to $199,999	152	6.6%
$200,000 or More	240	10.4%

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

Race and Ethnicity

Table 3 shows the population of the project area is predominantly white. The next largest groups are Hispanic or Latino at 9.9%, Two or More Races at 6.5%, and Asian Alone at 2.9%. There is also an American Indian and Alaska Native Alone population at 1.2%.

Table 3: Race and Ethnicity

Race and Ethnicity	Census Tract 106.02	
White Alone	4,430	78.0%
Hispanic or Latino	560	9.9%
Black or African American Alone	70	1.2%
American Indian and Alaska Native Alone	66	1.2%
Asian Alone	162	2.9%
Native Hawaiian and Other Pacific Islander Alone	7	0.1%
Some Other Race Alone	20	0.4%
Two or More Races	368	6.5%
Total	**5,683**	

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

Healthy Places Index (HPI)

Developed by the Public Health Alliance of Southern California, the Healthy Places Index (HPI)[1] maps data on social conditions that drive health such as education, job opportunities, clean air, and water. The tool allows decision makers to compare community wellbeing across geographies and direct resources accordingly.

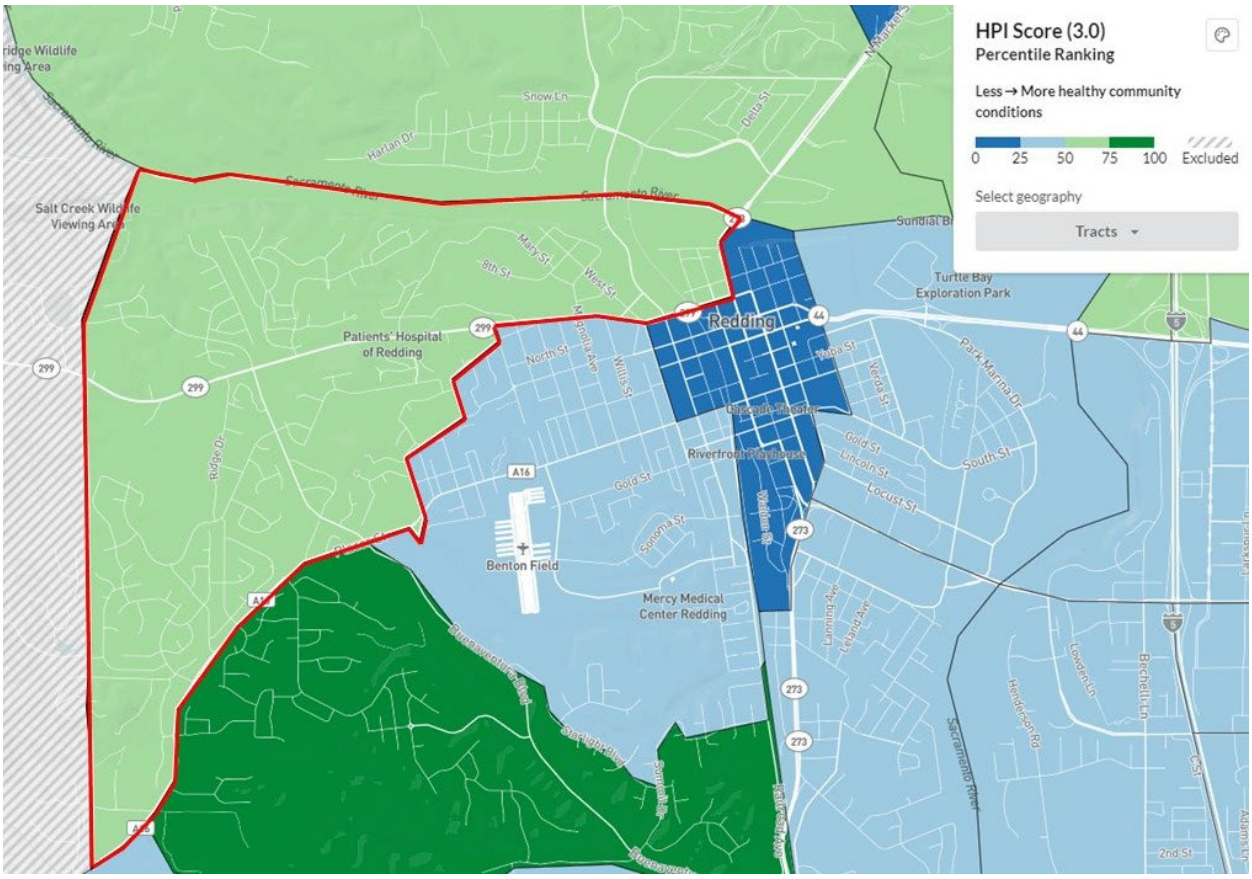
Depending on the metric in question, the project census tract experiences a range of community health conditions according to the HPI (see **Figure 3**). This includes:

- Healthier community conditions than **63.6%** of other California census tracts;
- Healthier economic conditions than **67.3%** of other California census tracts;
- Higher per capita income than **67.8%** of other California census tracts;
- Higher employment than **75.2%** of other California census tracts;
- Higher percent of people above the poverty level than **58.7%** of other California census tracts;
- A lower percentage of homeownership than **50.6%** of other California census tracts;
- Worse transportation conditions (based on active commuting and automobile access) than **82.3%** of other California census tracts; and,
- Higher park access than **42.1%** of other California census tracts.

These transportation conditions create the need for efficient, healthy, low-cost transportation which provides access to jobs, services, schools, and low-cost active recreation the city and region offer.

[1] https://www.healthyplacesindex.org/

Figure 3: Healthy Places Index Project Census Tract 106.02 (Outlined in Red)



SOURCE: PUBLIC HEALTH ALLIANCE OF SOUTHERN CALIFORNIA, 2023.

Transportation Patterns

As shown in **Table 4**, workers living in the study area census track do not walk or take public transit to work, while 2.8% bicycle to work. The largest group of resident workers (78.3%) drive alone to work.

Table 4: Commute Transportation Patterns

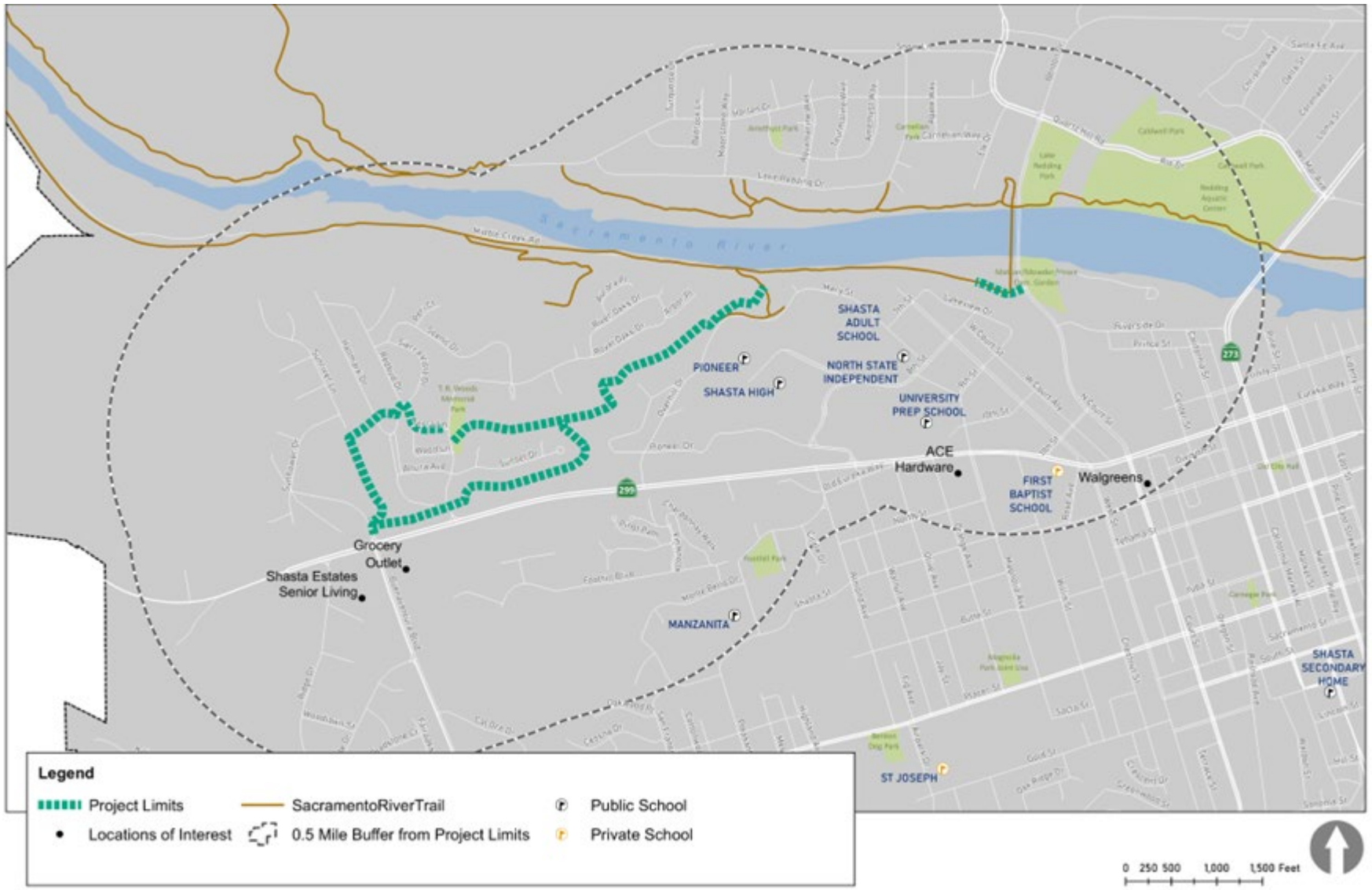
Means of Transportation to Work	Census Tract 106.02	
Car, Truck, or Van: Drove Alone	1,818	78.3%
Car, Truck, or Van: Carpooled	190	8.2%
Public Transportation (Excluding Taxicab)	0	0.0%
Walked	0	0.0%
Bicycle	65	2.8%
Taxicab, Motorcycle, Other Means	9	0.4%
Worked From Home	239	10.3%
Total	**2,322**	

SOURCE: U.S. CENSUS AMERICAN COMMUNITY SURVEY 2017-2021 ESTIMATES

Key Destinations

The project will provide key connectivity to destinations (see **Figure 4**), mostly from residential neighborhoods between Eureka Way and the Sacramento River to the collection of schools near the Sacramento River Trail, which includes Shasta High School, University Preparatory School, and Shasta Adult School, along with the recreational facilities related to the schools. This will also strengthen the connection to existing and planned active transportation networks that will help people walking, biking, or rolling to downtown Redding and beyond.

Figure 4: Access to Community Destinations



SOURCE: KITTELSON & ASSOCIATES, INC., 2023.

Existing Infrastructure and Characteristics

Active Transportation

The existing roadways in the project area (the Sunset neighborhood bounded by the Sacramento River to the north and by Eureka Way to the south) have limited active transportation facilities. There are multiple gaps in the sidewalk network, and there is no bicycle-specific infrastructure or signage (see **Figure 5**). The neighborhood also lacks wayfinding to help people get to the Sacramento River Trail. On the eastern end of the project area, the Sacramento River Trail intersects with vehicle parking and traffic with limited signage and wayfinding (see **Figure 6**), which can cause confusion, discomfort, and increased collision risk.

The Sacramento River Trail runs along the Sacramento River along the northern edge of the project area. This 12' wide shared-use path facilitates two-way traffic with dashed striping down the center and provides people walking, biking, or rolling a scenic, low-stress way to travel completely separated from vehicle traffic.

Despite the neighborhood's proximity to the Sacramento River Trail, getting to the trail can be difficult due to a limited number of access points and non-existent wayfinding. The project will address these issues by adding a new trail connection that starts at T R Woods Park and establishing a designated route to get to this new connection with sharrows, wayfinding, curb cuts, and pavement improvements. On the other end of the project area where the Sacramento River Trail intersects vehicle traffic from Middle Creek Road and Benton Drive, the project will improve signage and wayfinding for pedestrians, cyclists, and motorists and reduce conflicts between people walking, biking, or rolling, and people driving.

Figure 5: Local Road Lacking Bicycle Facilities and Signage



Source: Google, 2023.

Figure 6: Intersection between Sacramento River Trail and Vehicle Parking and Traffic near Benton Drive



SOURCE: GOOGLE, 2023.

Vehicular and Transit Conditions

Roadways

Eureka Way

Also known as State Route 299 (SR-299), this arterial consists of a five-lane cross-section (two travel lanes in each direction and a center turn lane) plus on-street parking in the study area. While sidewalks are generally provided, there are no crosswalks for crossing Eureka Way between Buenaventura Boulevard and Pioneer Drive (approximately one mile). The posted speed limit ranges between 45 mph and 55 mph.

Benton Drive

In the project area, Benton Drive is a three-lane (one lane in each direction with a two-way center left turn lane) collector road with striped bike lanes in each direction and a curb-tight sidewalk on the west side. The vehicular through lanes are 11' wide and the bike lanes are 6' wide. North of the project area, Benton Drive becomes a 38' wide bridge over the Sacramento River with 1 vehicular lane in each direction and no sidewalks or bike lanes. The posted speed limit is 35 mph. Adjacent to this vehicular bridge, a separate pedestrian/bike bridge connects the Sacramento River Trail.

Sunset Drive/Royal Oaks Drive

Sunset Drive travels north from Eureka Way before becoming Royal Oaks Drive, the latter which connects to T R Woods Park and continues northeast before terminating south of the Sacramento River Trail. It is a two-lane residential street with on-street parking on both sides. Sidewalks and crosswalks are not provided.

Sunriver Lane

Sunriver Lane is a local two-way road with roadside parking on both sides of the road and no striping. There are sidewalks on both sides of the road with some non-standard curb ramps and some brick pattern crosswalks.

Redbud Drive

Redbud Drive is a local two-way road with roadside parking on both sides of the road and no striping. There are no sidewalks or crosswalks.

Terra Lane

Terra Lane is a local two-way road with no striping. There are no sidewalks or crosswalks.

Transit Routes and Stops

The Redding Area Bus Authority (RABA) Routes 2W and 19 operate on Eureka Way in the project area. RABA Routes 11 and 14 operate on Benton Drive along the eastern end of the project area. Nearby bus stops for these bus routes are on Benton Drive north of the Sacramento River at Lake Redding park, on Court Street north of Eureka Way, on Buenaventura Boulevard south of Eureka Way, and multiple bus stops along Eureka Way between Buenaventura Boulevard and Court Street.

Pedestrian and Bicycle Safety

During the 2012-2022 period, there were two crashes involving bicyclists and none involving pedestrians in the project vicinity. One of these crashes involved a bicyclist hitting a fixed object at the intersection of Middle Creek Road and Benton Drive, which resulted in minor injuries. The other crash was a broadside crash between a motorist and a bicyclist at the intersection of Sunset Drive and Redbud Drive. These incidents support recommendations to enhance crossings, improve bicycle facilities, and increase the visibility of non-motorized road users in the study area.

The UC Berkeley SafeTrec Street Stories tool highlights concerns of people using SR-299 in this aera, which can include:

- Issues with exiting neighborhood.
- Bicyclist conflicts with parked cars or traveling vehicles along SR 299, and lack of bike lanes.
- Vehicle speeding.
- Lack of safe crossings.
- Accessibility constraints to/from bus stops.