



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

02-City of Redding-1

Auto populated

**Total ATP Funds Requested:**

\$ 2,137,942

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

City of Redding

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

777 Cypress Avenue

Redding

CA

96001

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Chuck Aukland

**CONTACT PERSON'S TITLE:**

Assistant Public Works Director

**CONTACT PERSON'S PHONE NUMBER:**

530-225-4170 or 530-245-7156

**CONTACT PERSON'S EMAIL ADDRESS :**

CAukland@ci.redding.ca.us



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

NOT APPLICABLE

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

N/A		CA	
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

N/A

**CONTACT PERSON'S TITLE:**

N/A

**CONTACT PERSON'S PHONE NUMBER:**

N/A

**CONTACT PERSON'S EMAIL ADDRESS :**

N/A

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MS number

02-5068

Implementing Agency's State Caltrans MS number

00074S

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

City of Redding - Diestelhorst to Downtown Non-Motorized Improvement Project

**Application Number:**  out of  Applications

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Construct a mix of paths from the River Trail to Downtown: off street paths, Class 2, separated bikeways, complete sidewalk gaps, improve all intersections, an enhanced crossing including median and rapid flashing beacons and corridor lighting.

**PROJECT LOCATION:** (Max of 250 Characters)

Project will span a corridor from Sacramento River Trailhead at Diestelhorst Bridge to downtown neighborhoods under and via Benton, Riverside Dr., Center Street and Division Street.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 40.590335 /long. -122.396421

Congressional District(s):  1

State Senate District(s):  1   State Assembly District(s):  1

Caltrans District(s):  02

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>20</u>	Bicyclists	<u>30</u>
One Year Projection:	Pedestrians	<u>120</u>	Bicyclists	<u>100</u>
Five Year Projection:	Pedestrians	<u>200</u>	Bicyclists	<u>200</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other Class VI (protected bikeway)

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnviroScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**  **OR Non-Infrastructure (NI)**  **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**  Yes  No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan  Pedestrian Plan  Safe Routes to School Plan  Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** 3

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: multiple schools within reasonable distance, see attachment K

School address: \_\_\_\_\_

District name: Shasta Union High School District

District address: 2200 Eureka Way, Redding, CA 96001

Co.-Dist.-School Code: \_\_\_\_\_

School type (K-8 or 9-12 or Both)  Both Project improvements maximum distance from school 2.0 mile

Total student enrollment: \_\_\_\_\_

% of students that currently walk or bike to school% \_\_\_\_\_ %

Approx. # of students living along route proposed for improvement: \_\_\_\_\_

Percentage of students eligible for free or reduced meal programs \*\* \_\_\_\_\_ %

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve "transportation" uses? \_\_\_\_\_ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.

For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "\*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		2/1/16
* CEQA Environmental Clearance:	_____		7/1/16
* NEPA Environmental Clearance:	_____		12/1/16
<b>CTC - PS&amp;E Allocation:</b>	_____		2/1/16
<b>CTC - Right of Way Allocation:</b>	_____		12/1/16
* Right of Way Clearance & Permits:	_____		4/30/17
Final/Stamped PS&E package:	_____		6/15/17
* <b>CTC - Construction Allocation:</b>	_____		9/5/17
* Construction Complete:	_____		7/30/18
* Submittal of "Final Report"	_____		11/1/18



**PROJECT FUNDING (in 1000s)**

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	148,454	
ATP funds for PS&E:	315,464	
ATP funds for Right of Way:	40,000	
ATP funds for Construction:	1,634,024	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>2,137,942</b>	

**Local funds leveraging or matching the ATP funds:** 500,000

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** 2,637,942

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding?  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

# **Part B**



# **ACTIVE TRANSPORTATION PROGRAM - CYCLE 2**

## **Part B: Narrative Questions**

(Application Screening/Scoring)

**Project unique application No.: 02-City of Redding- 01**

**Implementing Agency's Name: City of Redding**

**Important:**

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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## **Part B: Narrative Questions**

### **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

1. **Demonstrated fiscal needs of the applicant:**

The Sacramento River Trail path is the jewel of Redding, 35 miles and counting, connecting the east to the west and accessible from the world-renown Sundial Bridge destination. It is a part of a 90 mile network of street paths, connections and dirt trails

For over 20 years a connection from the river trail to downtown has been identified by the community residents and businesses to build a safe and attractive connection. The project has been in consideration for several years and has had several opportunities for civic input and discussion described later in this grant. To date, sufficient project funding has not been available to implement the proposed improvements.

The City utilizes state and federal gas tax from the Highway Users Tax Account and the Local Transportation Fund as the main sources of transportation funding. The majority of these local revenues fund street maintenance activities. The City uses the balance (roughly \$1.2 Million annually) to fund pavement preservation projects such as street overlays and cape seal work. These revenues are not sufficient to properly maintain the roadways leading to a falling pavement condition index currently at 55 out of a possible 100 and needing roughly \$3 Million more per year just to maintain this rating. Consequently, with such limited resources for transportation funding, no major infrastructure is constructed outside new development related efforts. With the adopted Complete Streets Council Policy, the City does however utilize the preservation projects to re-purpose the roadways to allocate more space for bicycle lanes, crosswalks, road diets and reduced vehicle lane widths to calm traffic.



Because there is no dedicated source of funding for active transportation projects (sidewalks, paths, and bikeways), the City must compete for grants to build pedestrian and bicycle infrastructure. The City then leverages local funds to match grant programs or develop projects to compete for funding.

## 2. Consistency with Regional Plan.

The Project is consistent with the Shasta County Regional Transportation plan adopted in 2010. In Chapter 9 of the RTP calls out the primary goal of the non-motorized transportation program is to create a transportation environment that encourages non-motorized alternatives. The project is also supported in the draft of the 2015 RTP Update.

The Shasta Regional Transportation Agency (SRTA) has prioritized this project with regional match funding of \$400,000 in the STIP. The match has been approved by SRTA Board of Directors and California Transportation Commission.

Completion of attractive sidewalks, enhanced crossings, off street paths, separated bikeways, and lighting along the connection on Riverside Drive from Court/Benton to Center & Division Street is consistent with the RTP.

See attachments for RTP indicating upgrade of bicycle facilities on Riverside Drive, this critical piece of the project was formerly known and referred to as the "Riverside Trail."

See attachment K for excerpt from the adopted 2010 RTP.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #1**

#### QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

a. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The Sacramento River Trail is a multi-use path and the main artery of all pedestrian and bicycle activity in Redding for recreation, fitness and commuting. It is a 35+ mile and counting, network that runs along the banks of the Sacramento River



connecting neighborhoods along and across the river, offering stunning views of the water and nearby mountains, and connects to one of the most breathtaking bicycle/pedestrian bridges in the country.

Diestelhorst Bridge, located at the western terminus of the proposed project, has hundreds of daily users. It is a pedestrian and bicycle only bridge over the Sacramento River that parallels Benton Drive, a five minute bicycle ride west of the Sundial Bridge.

The path is used by a variety of people for various purposes including commuting by bike, recreation and fitness by people who run, walk, bike, and skateboard. Due to the accessibility of the path ages span from mothers with strollers, to children/teens to seniors. Located at the northern end of Diestelhorst ped/bike bridge is the Elk's Lodge and Shasta Senior Center that hosts events and activities for seniors. Nearby at the Sundial Bridge there is Arboretum Loop, Botanical Gardens and Turtle Bay children's museum.

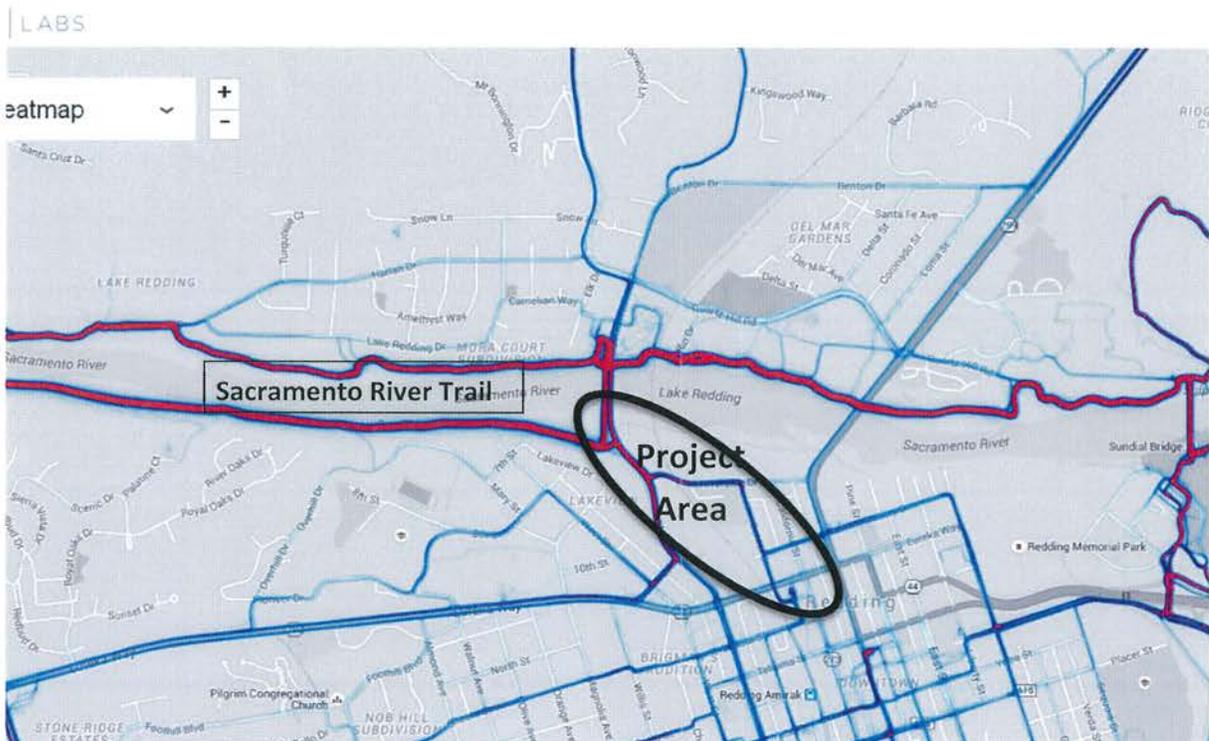


Healthy Shasta, a program of Shasta County Public Health, conducts one day pedestrian and bicycle counts since 2008. At Diestelhorst Bridge volunteers counted the peak 1.5 hours of the morning and 2 hours of the afternoon. These counts did not include pedestrian and cyclist traffic on Riverside Drive.

2012 AM peak 67 bicyclists  
2012 AM peak 76 on foot  
2012 PM peak 98 bicyclists  
2012 PM peak 202 on foot

One day counts for a few hours don't paint the picture of how well used this section of river trail is by people walking, running and biking for commute and fitness. Strava is an excellent resource to show trends in walk/bike/run. Heatmaps show relative use, and this segment of the river trail is a heavily used corridor.

Only the more agile and confident pedestrians and cyclists take the project route as it currently lacks sidewalks and bike lanes, showing the demand as digital goat trails below.



Strava Heat Map for Walking and Biking – General Project Area circled  
(<http://labs.strava.com/heatmap>)



Strava Cycling all-time segment analysis (see Attachment i- tab 1)

- Middle Creek Trail West to East – **622 Strava cyclists** (3,195+ rides)
- Middle Creek Trail East to West – **799 Strava cyclists** (7,465+ rides)
- Diestelhorst Bridge northbound – **413 Strava cyclists** (1,500+ rides)
- Diestelhorst Bridge southbound – **770 Strava cyclists** (6,690+ rides)
- Riverside Drive to downtown (uphill) – **172 Strava cyclists** (1,000+ rides)

Strava users represent just a slice of actual ridership, and has mainly taken off in the recreational riding community. Founded in 2009 the app is gaining in popularity and Redding aims to actively encourage use of the technology by riders to help in planning efforts. At this time we conservatively estimate Strava riders in this area represent less than 20% of the cycling community. By this estimate more than 4,000 people have ridden a bike across the Bridge including people visiting from outside the area.

It is estimated thousands of people have walked or run across the Diestelhorst bridge (pictured right) due to its accessibility from the nearby parking lots, and proximity to the Sundial Bridge and neighborhoods along the River Trail.



The Strava numbers drop dramatically (drop by 80%) up Riverside Drive, toward downtown, compared to Diestelhorst (172 Strava cyclists). On average Riverside has about 1-2 Strava cyclists attempt this route a day. It is also likely that there may be a higher percentage of riders that ride Riverside more seasoned, confident and skilled riders are more likely to use Strava to track their miles. By this assumption, Perhaps only a few hundred unique cyclists have attempted to climb Riverside Drive, estimating about 30 individuals a day attempt the route by bike.

Currently, less than 200 Strava cyclists ride Riverside Drive and about 800 unique Strava riders have used The Sacramento River Trail at Diestelhorst. By simple scale of



use the Diestelhorst to Downtown connection has potential to increase by 470% just based on existing ridership, not factoring in new ridership.

Not only does Redding have a strong fitness community that uses the River Trail but also Redding has an interesting relative proportion of people who walk (3%) to work. Followed by transit (2%), then bicycling (<1%) ACS 2008-2012 stats. These statistics reveal the need and desire for better bicycle connections as many would prefer walking over transit, and transit over biking in this car-centric community.

Bicycling is the most efficient form of transportation and by filling the gaps more riders will be enticed to ride as the bicycle will seem like a viable and economical option, much faster than walking and more convenient and direct compared to transit.

#### **According to the 2013 American Community Survey:**

Census tract 106.02 : 4.9% bicycle commute rate and 2% walk rate

Census Tract 101 : 4.7% bike commute rate and 8% walk rate

Both tracts are located in the project area and are at the average or much higher than the average for Redding, by continuing to improve connections from the River Trail it is expected to the commute rate to climb as well as recreational/fitness use of the trail by this community.

Estimated on Riverside:                      daily peds: 20, daily cyclists:30

1 year after project estimation:            daily peds:120, cyclists: 100

5 years after project estimation:          daily peds: 200, cyclists: 200

Nearby schools that will benefit from this project include (see attachment i-1 for map):

**University Preparatory (6-12)            939 students**

**Shasta High School. (9-12)            1371 students**

**Pioneer Continuation HS                217 students**

We have limited data for regular walking and biking to our high schools as our safe routes program focuses on younger grades. But both Shasta and U Prep High Schools are participating in the **National Bike Challenge** for the first time.



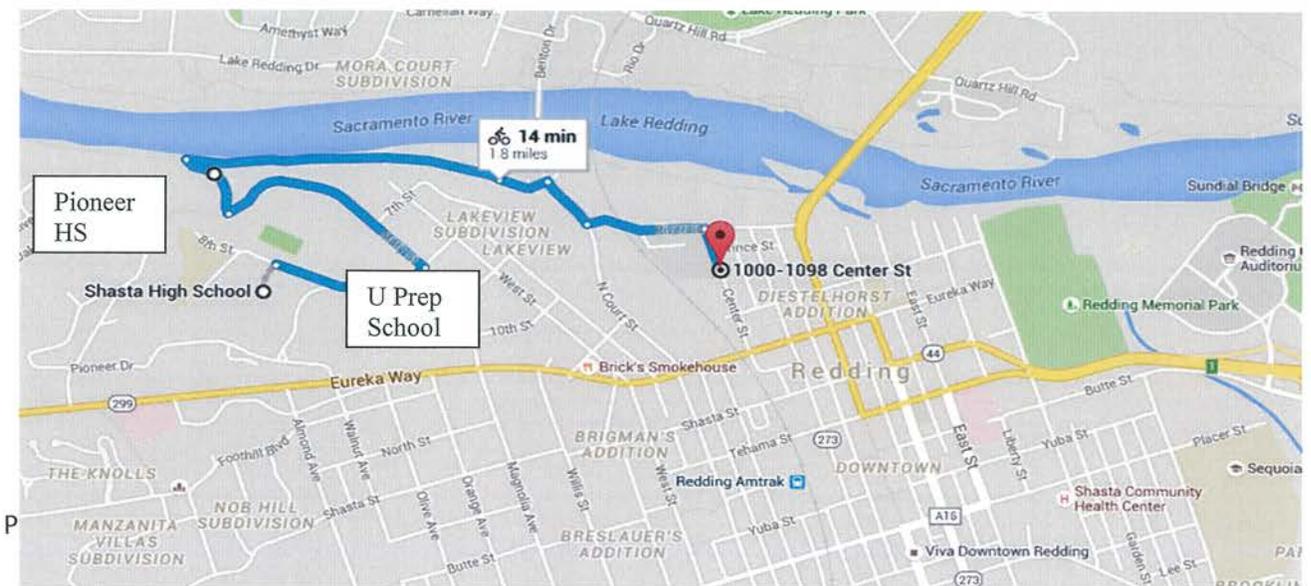
Locally, Shasta High School won the local Shasta Bike Challenge that ended on May 17<sup>th</sup>.

Shasta High School is currently ranked 2<sup>nd</sup> for amongst all high schools nationally and 9<sup>th</sup> overall. They have 46 riders that have logged nearly 3,000 miles at of May 23<sup>rd</sup>.

University Preparatory:

10 riders logging 275 miles, ranked 4<sup>th</sup> locally and 118<sup>th</sup> in the nation.

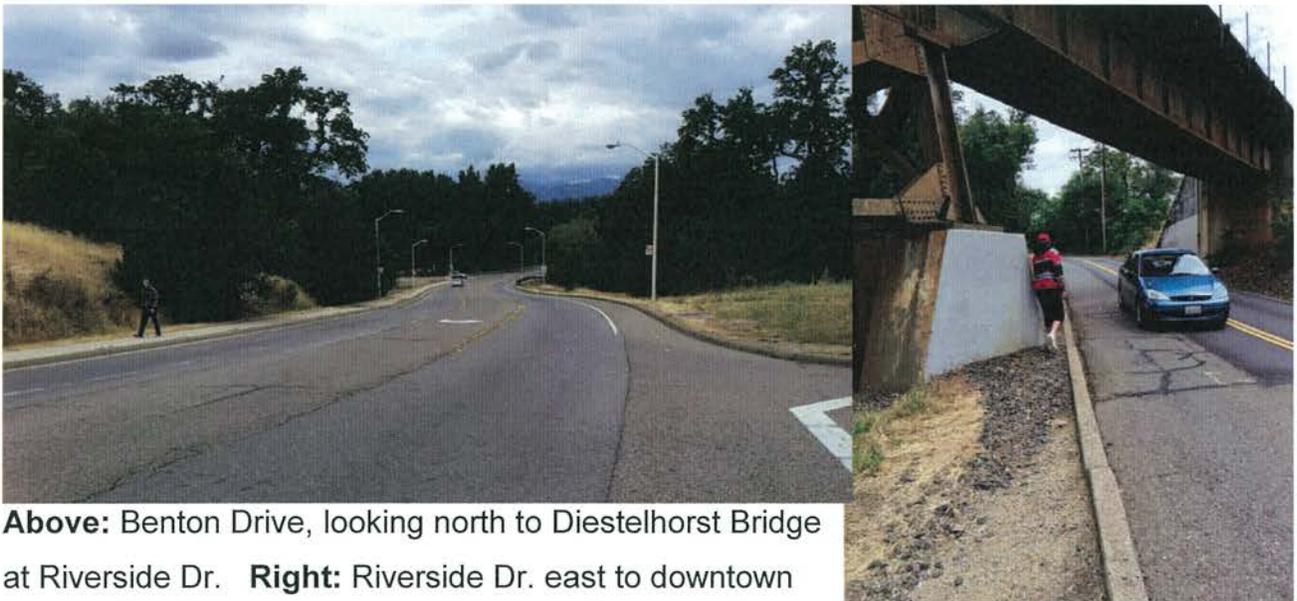
The Superintendent of Shasta Union High School District included in attachment J recognizes the benefit of the project and its importance to children walking and biking to and from school.





- b. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)
- a. creation of new routes
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes

Currently, the route to/from downtown from the Diestelhorst pedestrian and bicycle bridge is a high stress route, with the biggest barriers crossing the road (Benton/Court Street) to Riverside and travelling Riverside Drive by foot or bike is uncomfortably narrow with no sidewalk or bicycle facility to Center Street, “cyclists must take the lane” on an incline.



**Above:** Benton Drive, looking north to Diestelhorst Bridge at Riverside Dr. **Right:** Riverside Dr. east to downtown

**a. Creation of new routes**

This new active transportation corridor will open new routes from the Sacramento River Trail which is a designated National Recreation Trail by the U.S. Department of the Interior to downtown neighborhoods and businesses. It will be the first dedicated route from the River Trail path to the Downtown core.



All neighborhoods already connected to it to the River Trail will now be connected to Downtown businesses, eateries, employment and retail/shopping destinations. Additionally, it will provide direct access for the Diestelhorst neighborhood (Riverside/Center Street) and homes on Trinity Street with safe and attractive access to the River Trail, U Prep Middle and High School and Shasta HS, Botanical Gardens and the world renowned Sundial Bridge.

In reverse, every neighborhood and person accessing the river trail will have a more inviting connection to get to downtown.

The project will complete pedestrian and bicycle facilities to the Downtown Transit Terminal located downtown for that serves Redding Area Bus Authority, Trinity Transit (connections to the Coast), Burney Express, SAGE Stage (connections to Alturas, CA, Klamath OR, Reno, NV), Greyhound and Amtrak.

The two Census tracts that will feel the most direct impact contain about 1000 households, 20% with minors and total population just under 2,000 residents. (See attachment i- tab 1 for map)

The project will create an inviting connection increasing access to/from the river trail, and downtown neighborhoods, businesses and nearby schools. Redding has a strong fitness and recreational use of the river trail by building safe and comfortable facilities to get to the trail for fitness and transport Redding anticipates increasing numbers of people walking and bicycling across all ages and abilities with increased access.

Destinations that will be served by the project:

- Sacramento River Trail
- Diestelhorst Pedestrian and Bicycle Bridge
- Downtown neighborhoods
- Downtown businesses
- Downtown Transit Terminal
- Lake Redding Park
- Caldwell Park
- Redding Aquatic Center
- Senior Citizens Shasta
- Elks Lodge
- Turtle Bay Botanical Gardens and Arboretum
- Sundial Bridge
- Shasta High School



Upon completion of the project people of all ages and abilities and non-motorized mobility choice will be able to enjoy a low stress route. It will certainly appeal to not only current users but also attract riders that are “interested in walking or biking” but concerned due to real and perceived safety concerns.

The researchers are just beginning to gasp the impact of low stress routes for bicyclists but initial studies show that people are willing to higher quality, lower-stress route, even if they must backtrack or ride extra distance to their destination.

In June 2014 the National Institute for Transportation and Communities report called “Lessons from the Green Lanes- Evaluating Protected Bike Lanes in the U.S.” observed that ridership increased on all facilities after installation of separated bicycle lanes. Survey data showed that 10% of riders switched from other modes to bicycle lanes. Redding anticipates to see similar if not greater results in increase in ridership and numbers of people by foot.

### **b. Removal of Barrier to Mobility**

Currently there are major barriers for people walking and biking.

#### **1. Benton/ North Court**

**Bicycle-** from the River Trail to Riverside Drive there is a climb up Benton to North Court ranging from 4%-8% grade up the hill in a minimum bike lane. Drivers are increasing speed up the hill while the bicyclists must negotiate climbing to the center turn lane on the hill and a curve. Speed limit is 30 but a March 2015 speed survey conducted on Benton near the bridge showed the prevailing (85th percentile) to be 40 mph. The pace range 31-41 MPH

#### **See attachment i- tab 2**

Anecdotally, very experienced bicyclists that may be considered as the “strong and fearless” type have told staff that this segment is among the scariest that they have encountered on the roads. An alternative route to



downtown would be to continue south on Court but the bicycle lanes disappear quickly on approach to Eureka Way (State Highway 299). If this connection were to be built feedback from many users say that they will ride the extra distance via Riverside to feel safer on low volume neighborhood roads.

**Pedestrian-** The sidewalk on Benton/Court on the west meets a minimum 5' but there is no pedestrian access to cross the street. Walking south on Court there is only a sidewalk on the west side of the road to Riverside. The project will complete sidewalk from Court on the east side of the road to Riverside

**Barriers will be addressed by project**

- **Provide two options to get to Riverside Drive**
  - One multi-use path will avoid all vehicular conflict by going under Diestelhorst Bridge and Benton
  - The multi-use path other will provide a route on the western side of Benton to Court and include an enhanced crossing with median and rapid flashing beacons
- **On Benton/North Court** the vehicular lanes will be narrowed and bicycle lanes maximized to slow speeds and increase comfort for bicyclists using the bike lane on Benton/Court.

**2. Riverside Drive-** Bicyclists and pedestrians face similar challenges on Riverside Dr. from Benton/Court to Center Street. There is no bicycle lane or sidewalk provided. Under the railroad trestle the two lane road squeezes to 22' of asphalt with trestle pillars on each side pinch point under the railroad trestle and fast moving traffic

Bicycle & Pedestrians face similar challenges on Riverside Drive from the neighborhood the sidewalk ends at the end of the Caltrans building, there is no formal pedestrian access under the Railroad trestle. The major of the traffic



(less than 2,000 ADT) is mostly cut through traffic and drivers tend to be aggressive a speed according to people who walk and bike this segment and people that live or have business on Riverside. Letters of support from residents, business owners indicate their observations of speeding cut through traffic.

**Barrier will be eliminated:** by closing Riverside to through vehicular traffic and prioritizing pedestrian and bicycle movements on this segment.



*Photos above: cyclist and pedestrian traveling Riverside Drive from Benton to Center Street.*

- 3. Center Street-** there are significant sidewalk gaps, particularly on the east of the street side where people live. Also, sidewalk west side ends under the Eureka Way bridge. The only accessible way to get to downtown from this neighborhood is by crossing Eureka Way (SR299) there have been pedestrian collisions on Eureka Way near the neighborhood. The project also intends to extend the “river trail experience” with separated bikeways, to be the most inviting path for bicyclists of all ages and abilities.

**Barrier will be eliminated:** by filling the sidewalk gaps from Center Street, to Division Street to California. Also along the way, all intersections will be improved to shorten crossing distances and create a continuous pedestrian



path from Diestelhorst to the urban network at Shasta and California Street downtown, on low volume neighborhood streets, without having to cross State Highways 273 or 299. Bicyclists will also have a dedicated, low stress route.

### c. Closure of gaps

Upon completion of this project this will close a major gap in the pedestrian and bicycle network. It will be the first non-motorized connection from the River Trail with minimal interaction with vehicles directly into the core of Downtown Redding, bypassing major barriers of Highways 299 and 273 which all pipe into downtown Redding near these neighborhoods.



*Photo:*

*Center Street looking north as seen from the Eureka Way Bridge (State Route 299)*

*Project will complete sidewalk, lighting and provide a bikeway route downtown under SR299 and will not have to cross a state highway*

### d. Other improvements to routes

Lighting will be addressed at a pedestrian and bicycle scale on the entire project corridor to improve safety at night and be an attractive route to use for commuting and recreating during the short winter days and for use late at night in the summer when best time to walk, run and ride for fitness is after the sun goes down.



e. Educates or encourages use of existing routes

The project will connect the heavily used Sacramento River Trail path corridor to downtown. Caltrans recently completed bicycle lanes on California Street (SR273) summer 2014.

The project will connect the gap. Caltrans will likely see an increase in bicycle riders on California Street as a result of the project, thus encouraging use of existing facilities.

Additionally, more families that live on Center Street may feel they can walk more safely with their children downtown with a complete sidewalk network under SR 299/Eureka Way.



*Photo: Project will connect to new bike lanes on California Street (SR273) Downtown*



- c. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The City of Redding has sought to create this connection from the river trail to downtown since the 1990's. Staff has decided to move forward with the project by re-purposing the roadway to prioritize pedestrian and bicycle movement.

Currently, there is not a single comfortable route to downtown from the Sacramento River Trail. All routes have gaps in facilities (bike lanes, sidewalks) and involve crossing State Highway traffic.

Ultimately, the most cost effective way to create this active transportation corridor is use re-purpose the narrow existing roadway under the railroad to prioritize pedestrian and bicycle activity as described in parts A and B of this question. With volumes under 3,000 ADT, mostly cut through traffic and the support and cooperation of Caltrans (who occupies an office on Riverside Drive) staff feels confident that there will be major gains to pedestrian and bicycle activity and comfort and outweighs negative impacts to vehicular circulation.

It is also one of the highest active transportation priorities of the Shasta Regional Transportation Planning Agency as they have programmed seed funds in the upcoming fiscal year to begin the first phases of design, but it's not nearly enough to design and build. If this project is funded we will leverage those funds in this grant.

The project is consistent with several plans and policy documents adopted by City Council including:

- **City of Redding's General Plan Transportation Element**
  - o **Goal T1:** Provide safe, efficient, comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, and meet the needs of all users of the streets.
- **Redding Bicycle Action Plan, 2010-** Recommended System changes and Capital Improvement Plan
  - o Proposed multi use trail from Sacramento River Trail to Center Street via Riverside.



- o Upgrade: Center Street from Riverside to Trinity, Center from Trinity to Division, Division from Center to California, Riverside Drive from Court to Center, Court from the Sacramento River to Schley (a segment included in project),
- **City of Redding Complete Streets Policy**, adopted 2012 complies with AB 1358 "The California Complete Streets Act"
- **Redding Parks, Trails and Open Space Master Plan, 2004** (currently being updated)
  - o Lists the multi-use trail from the Sacramento River to Center street via Riverside as priority connection for 2004-2020
  - o Policies:
    - Goal TB1: Promote and facilitate the development of a Citywide Trail system
      - TB1A- Linkages. Focus effort on linking neighborhoods and activity center, connection recreational, educational, cultural, residential areas and uses.
      - TB1B- Sacramento River Trail. Continue development of the Sacramento River Trail to establish a common and continuous thread along the River corridor.
    - Goal TB2: Design and develop trails to provide maximum recreational and non-motorized opportunities for all segments of Redding's population
      - TB2E- Sidewalks. Connect the trail system with an attractive, safe and continuous system of sidewalks and other pedestrian facilities.
- **Shasta Regional Transportation Agency- 2010** Regional Transportation Plan for Shasta County
  - o Goal: Create a transportation environment that encourages non-motorized alternatives.
    - Objective 1: strive to eliminate barriers to bicycle and pedestrian traffic
    - Objective 6: strive to provide an interconnected ped.bike network throughout the county



- Policy 4- support continued development of the Sacramento River Trail
- City of Redding Actions- Several feeder routes to the Sacramento River Trail are planned, allowing access from adjacent residential areas.
  - Future Trails in Redding Area- connect from Sacramento River to Center Street via Riverside Drive, programmed for 2015.

**See attachment K for documentation of policies and plans**

**See supplemental documentation for each question in Attachment i, filed under the tab number for each question (example question 1 see attachment i-tab 1)**



## Part B: Narrative Questions

### Detailed Instructions for: Question #2

#### QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

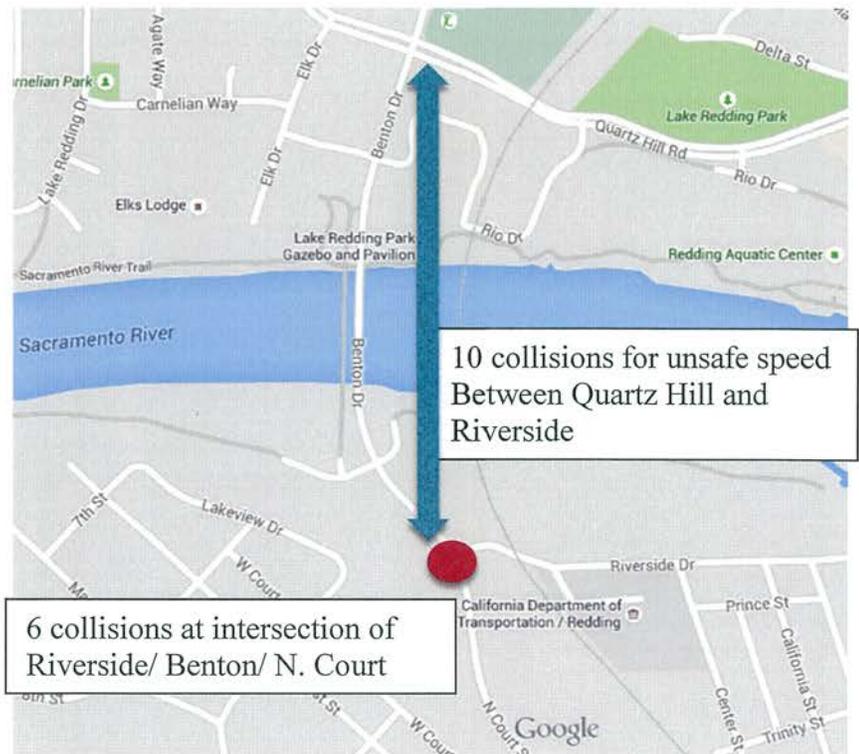
The new enhanced route as proposed is along low volume neighborhood streets, but are challenging to access due to the barriers described in question 1. The barriers are so great that only the most agile and confident attempt it.

#### **Benton Drive/Court Street**

The Redding Police Department Traffic Collision Report (2004-2013) - 10 year report is used due to how long the community desire has been to see this project happen

Segment Quartz Hill to Riverside

- o 10 total collisions involving unsafe speed
- o 6 collisions at the intersection of Riverside at Benton/North Court



Upon completion of the project the route will provide an attractive alternative to downtown rather than taking Benton/Court Street. Court's bike lanes disappear on



approach to Eureka Way (SR299) from the river trail and disappear for several blocks to and through downtown. The project will provide facilities that connect to the Bike Lane network on California Street. Also the route will be more attractive to pedestrians with less traffic volumes and minimize conflicts versus crossing the busy streets along Court and Eureka Way/State Highway 299.

**Benton/Court Street** shows a pattern of collision history along the corridor from the Benton Bridge through downtown (**26 total in the last five years**).

- **2 were auto only involved crashes at Benton and Middle Creek** (near Diestelhorst Bridge). Details in attachment i-tab 2
- 3 collisions involved bicyclists, two at Court /Shasta and one at Court/ Tehama.
- 2 collisions involved pedestrians at Court/Eureka Way (299), the other at Court and Yuba.

Collisions on SR 299 and SR273 with peds and bikes are cited in attachments to demonstrate the need for a route that does not require crossing state highways. It is unknown if the collisions would have been prevented.

In the City's recent outreach at the Spring Spin bike from work day event held May 8<sup>th</sup> 2015, staff had a map of the project to gather input in regards to project. Several riders indicated that they felt unsafe riding Court Street due to volumes and speeds and would gladly take Riverside route if it was improved to have safe access for people walking and biking and even would go a few minutes out of the way to do so.

Riverside though not showing any reported collisions, was cited as a pinch point for people walking and biking. People felt drivers are impatient and aggressive.

In 2012 Healthy Shasta, a program of the County, conducted a trail survey of 819 trail users. In the comments many cited the need for a connection in the Diestelhorst Area, suggestions included a bike/pedestrian route to downtown (such as on Riverside or along Court).

Evidence of the event and documentation of feedback in **attachment i- tab 2**.



- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
  - Improves sight distance and visibility between motorized and non-motorized users.
  - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
  - Improves compliance with local traffic laws for both motorized and non-motorized users.
  - Addresses inadequate traffic control devices.
  - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
  - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The project will connect downtown neighborhoods with the River Trail with a mix of connections including an enhanced street level crossing and a crossing under the bridges, off street paths, class 1 connections, sidewalk gap infill and is proposing separated bike lanes to continue a “river trail like experience” connecting to the urban network to the downtown bike lanes on California Street.

The multi-use paths under the Diestelhorst and Benton Bridges and the alternative path along Benton to Riverside to a street level crossing will eliminate on street conflicts that currently exist.

On Benton/Court speeds will be reduced with lane narrowing and increasing the width of the bike lanes. Bicycle safety improvements include 7' bicycle lanes and will be buffered where possible. According to the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide Buffered Bike Lane benefits include:

- Provides greater shy distance between motor vehicles and bicyclists.
- Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
- Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
- Appeals to a wider cross-section of bicycle users.



- Encourages bicycling by contributing to the perception of safety among users of the bicycle network

**Benton/Riverside intersection the crossing improvements includes a refuge island and pedestrian activated RRFBs** to provide safer access for pedestrians to the downtown neighborhoods to the River Trail. A recent speed survey shows that the average speed here is 36.8 MPH and prevailing is 40. The posted speed is 30 MPH.

The Federal Highway Administration (FHWA) and CalTrans have both published documents that list the safety benefits associated with **pedestrian median refuge** islands. These benefits include:

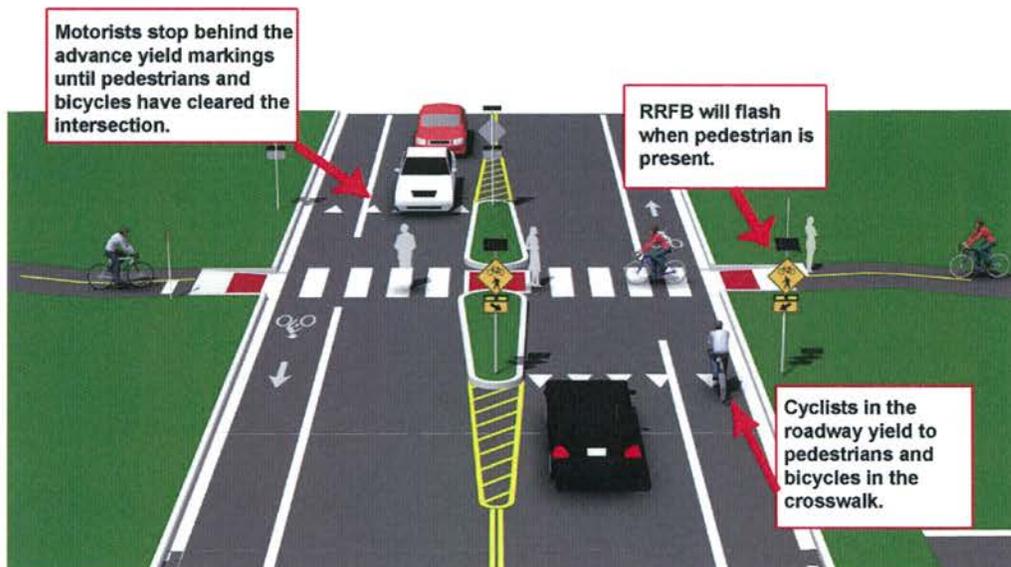
- A 46% reduction in pedestrian involved crashes at marked, uncontrolled crosswalks.
- Reducing the risk of pedestrian exposure to traffic. Pedestrians cross fewer lanes of traffic at a time, and can judge conflicts from either direction separately.
- Reducing delay to pedestrians. Pedestrians need a smaller gap in traffic when dealing with each approaching direction separately, as opposed to a large gap needed to cross the entire road.
- May reduce vehicle speeds.
- Providing an additional visual queue to drivers of the crossing location.

All crossing will include high visibility crosswalks, pedestrian safety lighting, pedestrian crossing signs per the MUTCD standard and Rectangular Rapid Flashing Beacons (RRFBs). These are a relatively new tool for significantly increasing drivers yielding behavior at crosswalks. These lights will be pedestrian activated lights that pulse rapid flashing light that are irregular in pulse length on the pedestrian sign to draw driver's attention to the immediate area where the pedestrian will be located.



**The FHWA notes the RRFB's has the following potential benefits:**

- RRFBs are a lower cost alternative to traffic signals and hybrid signals that are shown to increase driver yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings.
- An official FHWA-sponsored experimental implementation and evaluation conducted in St. Petersburg, Florida found that RRFBs at pedestrian crosswalks are dramatically more effective at increasing driver yielding rates to pedestrians than traditional overhead beacons.
- The novelty and unique nature of the stutter flash may elicit a greater response from drivers than traditional methods.
- The addition of RRFB may also increase the safety effectiveness of other treatments, such as the use of advance yield markings with "YIELD HERE FOR PEDESTRIANS" signs.



FHWA experience notes: "An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks," along with "The Use of Stutter Flash LED Beacons to Increase Yielding to Pedestrians at Crosswalks," presented at the Transportation Research Board Annual Meeting in 2008, summarized



the results of two studies on the effects of RRFBs when used to supplement standard pedestrian crossing warning signs at crosswalks.

The former found that going from a no-beacon arrangement to a two-beacon system, mounted on the supplementary warning sign on the right side of the crossing, increased yielding dramatically from 18 percent to 81 percent. There was a further increase in yielding behavior, with a four-beacon system (with two beacons on both the right and left side of the crossing) to 88 percent. "An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks" also evaluated the sites over a 1-year period, and found that there was little to no decrease in yielding behavior over time.

From Riverside to Center Street & Division Street **separated bike lanes** can contribute to increased bicycle volumes and modes shares as well as reduce safety concerns. When complete this project will provide an appealing connection & a sense of security for all ages and abilities.

The NACTO guide calls out benefits of two-way separated bike lanes

- Dedicates and protects space for bicyclists by improving perceived comfort and safety. Eliminates risk and fear of collision with overtaking vehicles.
- Reduces risk of dooring, compared to bike lanes
- Low implementation cost when making use of existing pavement
- More attractive to a wide range of bicyclists at all levels and ages.



Photo:

Two-way separated bikeway in  
Davis, CA



## Part B: Narrative Questions

### Detailed Instructions for: Question #3

#### QUESTION #3

#### PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

Many community stakeholders have been involved in the development of identified projects and priorities for the City of Redding's Parks, Trails and Open Space Master Plan (2004) and City of Redding's 2010 Bikeway Action Plan. Both plans consistently identify the "Riverside Trail" which is now renamed "Diestelhorst to Downtown."

Early in 2001, the City Council appointed a special nine-member citizen's advisory group whose members possessed diverse interests and expertise to steer the Parks, Trails and Open Space Plan Master Plan Advisory Committee.

In 26 public meetings over almost 2 years, the committee members reviewed inventories of sites and facilities, scrutinized analyses, assisted in survey questionnaire development, advised staff on updated service standards, and helped with the geographic distribution of proposed facilities.

See attachment K for the **Plan's public outreach activities conducted by the advisory committee.**

The City's Bikeway Action Plan 2010-2015 is the first document exclusively dedicated to the bicycle system in Redding since the 1998 Redding Bicycle Plan. The City's 2000-2020 General Plan adopted on October 3, 2000, established general goals and referenced the need for a more comprehensive bikeway plan. Further development occurred with the City's Parks, Trails and Open Space Master Plan 2004, adopted on May 4, 2004 as stated above.

The Bikeway Action Plan complements the efforts the Parks, Trails, Open Space and provides a detailed inventory and analysis of the existing bikeway system, identified



and prioritized specific service improvements, and specified policies and program goals to be adopted. The information contained in this Action Plan has been developed by and in cooperation with local agencies, 19 member Bikeway Action Plan Advisory Committee and community organizations to arrive at a workable solution to many of the issues facing local cyclists.

Attachment K have back up documentation of both plans and who was involved.

- In March 2015 the City of Redding Public Works department launched an Active Transportation advisory group comprised of persons with diverse backgrounds and interests in active transportation as sounding board for active transportation projects and priorities. This project was noted to the group that the City is applying for funds for this project a The City has also actively engaged residents, business owners and current and potential users of the route. Letters of support from these individuals are attached
- The City has also engaged local organizations that are concerned about walking and cycling in the Redding area. Letters from Shasta Living Streets and Ride Redding are attached.
- Ride Redding engaged their followers on social media and turned in 340+ signatures (and counting) in support of the project. See attachment J.
- See letters of support section for 70 pages of documentation of who supports the project.
- Including local businesses, including Chain Gang Bike Shop.
  - o Note that the City may have to purchase right of way from Chain Gang Bike Shop on Center/Division Street. City staff have spoken with the owner of the shop and property and they are very willing to sell any ROW needed. See letter of support and cooperation in attachment J.



**B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

Various stakeholders have been engaged over the years in the identifying the project conceptually. Since revival of the project recently with the new strategy of using out existing roadway to accommodate pedestrian and bicyclists, the City has vigorously re-engaged community members at various venues in spring of 2015 to solicit input and feedback.

- **Downtown Transportation Planning Workshop** (March 2015-

pictured right) where more than 100 interested members of the community and downtown businesses attended. Walking and biking connection to/from downtown was one of four main focus areas. Staff brought maps and specifically asked for feedback on the submitted project.



Many felt strongly that a connection from Diestelhorst to Downtown needed to be made. There were some concerns from people about cutting off traffic but others thought that it was a good trade. Overall many felt strongly that the connection needed to be made. See attachments for documentation.

- **Ride with a Transportation Official (pictured)**– May 6 & 12, 2015 - Caltrans

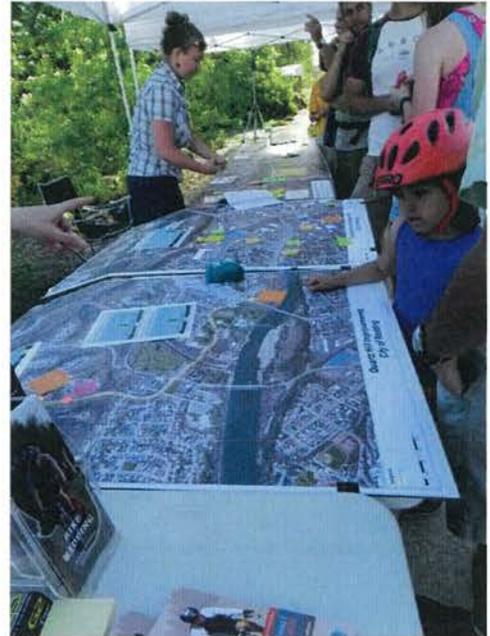
District 2 and the City of Redding hosted and lead a lunch ride with about two dozen community members as a part of Bike Month part of the ride included riding a bike through the project area, speaking about the project and gaining feedback.





The week following the ride a lunch was hosted with physical maps and staff was available for questions about projects including the one in this application.

- **Spring Spin Bike Month** celebration event – **May 8<sup>th</sup> 2015** – pictured right- attended by about 200-300 guests near the Sundial Bridge on the Sacramento River Trail on a Friday afternoon. Caltrans D2, City of Redding and Shasta Regional Transportation Agency co-hosted a large booth at the event to allow for the public to interface with staff about upcoming projects and to hear from the community about questions or concerns they have in regards to active transportation. The City of Redding brought large maps including a 10 foot map of the River Trail and large posters for ATP projects we are applying for including the Diestelhorst to Downtown connection in this grant.
  - Ride Redding also conducted a petition to gather signatures for community support of the project. Attached is the petition to the City to request funding for the project with over 340 signatures.
- C. **What:** Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project’s overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)



### Downtown Transportation Plan Workshop

Several cited that riding and walking from the river trail to downtown via Riverside is a scary and unsafe maneuver. In conversation with staff very experienced and elite level cyclists called the Court Street/Riverside intersection some of the “scariest they have encountered” and “the scariest thing they do every day.”

Written comments on the Boards included:



"I hate biking with cars. Would love more separate paths."

"I'd love a walking/biking trail between Diestelhorst Bridge and Turtle Bay, along Riverside Drive."

"Only limit vehicular traffic on Riverside Drive from N. Court Street to Center Street."

"Concerned about no vehicles on Riverside - if cars not going by will there be enough "eyes on the street" to keep it safe?" (due to this comment lighting was added to the project)

"Extend the Sacramento River Trail into the Downtown Mall. Fully protected."

"To ban vehicular traffic from Riverside Drive is a bad idea. It will close off or severely restrict ingress and egress for residents there."

"More sidewalks with seating. More parklets!"

"Please construct separated and buffered bike lanes apart from vehicular traffic."

Details of the maps and comments collected are included in the attachment I tab 3.

#### "Spring Spin" Bike From Work Event

Staff asked attendees to pinpoint areas of concern or safety issues on the posters and maps. Many attendees felt that Court/Benton/Riverside was an uncomfortable and scary place to be walking or bicycling and were enthusiastically in favor of building a safe and comfortable connection.

Others also pointed out the troubles of taking Court south to downtown destinations and lack of consistent bike lanes especially through the intersection of Eureka Way (State Highway 299) and would gladly go a few minutes out of the way via Riverside if the project is built.

Many also cited the barriers of SR 299 (Eureka Way) and 273 (Market Street).

Documentation of the boards are in attachment I tab 3



The outreach has been effective in re-affirming that this project continues to be a community priority for access to active transportation, especially the 340+ signatures gathered via the Ride Redding community group, and letters from individuals, business owners and community partners.

A project element that was modified as a result of the outreach was to evaluate the lighting in project area and the scope was revised to include corridor lighting the entire length of the project.

Many have cited that they have felt unsafe taking the route as it is today and those that currently brave the connection are supportive of making the route more comfortable and attractive. With this feedback staff developed the project with most attractive, safe and comfortable facility in mind, essentially an extension of the river trail experience, with paths connecting to the urban street network with complete sidewalks and separated bicycle facilities as the ultimate design. By separating active modes from cars, minimizing conflicts at intersections, providing facilities and safer crossings real and perceived risk of safety will be reduced and more people will use this route (furthering the goals of the ATP).

Additionally, the outreach has been effective in furthering the goals of the ATP of increasing walking and biking through increased awareness of the potential project. Through the enthusiastic community support received, building this project will likely be well received by the walking and cycling community, and overall increase the numbers of people walking and biking.

**D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

If funds are received, staff will continue to reach out to the community, in particular the Center Street neighborhood closest to the project, on design details of the project and keep them informed of progress. Based on the initial outreach and the enthusiasm for developing a “trail like experience” to downtown from the Diestelhorst ped/bike bridge there will be a lot of interest from the walking and cycling community, neighbors and business owners along the route and Downtown.



The City anticipates hosting open houses on the details of the design and other outreach as needed to solicit feedback and input from neighbors, current and new potential users and local businesses as well as generate awareness of the project.

The City also plans to leverage community organizations like Shasta Living Streets and Ride Redding to keep audiences engaged in the process and keep people informed.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #4**

#### **QUESTION #4**

#### **IMPROVED PUBLIC HEALTH (0-10 points)**

- **NOTE:** Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Specifically Census tracts 101 and 106.02 show some of the highest rates of asthma in the state of California (both 91st percentile of CalEnviroScore) also described in Question 5 part B with maps in attachment i-tab 5.

**The public health statistics for Shasta County are believed to be fairly representative of the general populations served by this project and those that will have increased access as a result of the project.**

County Health Rankings show Shasta County (see attachment i-tab 4):

- #11/57 highest in obesity (rate of 27%)
- #15/57 most inactive (rate of 19%)
- #3/57 for percent diabetic (11%)
- #2/57 for highest drive alone to work rate (81%, for a total of 53,000+ people)
- #23/57 for least access to exercise opportunities (21% without access)

In collaboration with Shasta County Public Health, we have identified the following specific issues, backed with local data, in **our community that would benefit from increased physical activity levels, and better infrastructure to support active transportation:**

- Residents in Shasta County and Redding have low physical activity levels and high rates of obesity and chronic disease



- Shasta County has an age-adjusted heart disease mortality rate of 229 deaths per 10,000 population, higher than California (189) and the nation (200).
- Less than half of Shasta County adults meet physical activity recommendations like brisk walking for 30 minutes at a time, five times per week (2010 Mercy Medical Center Community Health Assessment)
- 65% of Shasta County residents are overweight or obese (2010 Mercy Medical Center Community Health Assessment), including over one-quarter of the adult population being obese.
- 29% of Shasta County seventh and ninth graders are overweight or obese (2006-07 California Healthy Kids Survey)
- Nearly one in five Shasta County children ages 5-11 are overweight or obese (2005 and 2007 California Healthy Kids Survey)
- 36.6% of low-income school age children and teens (5-19 years) in Shasta County are overweight or obese (2010 Pediatric Nutrition Surveillance System)

Our community has a **lower proportion of residents utilizing active transportation choices than other communities**. Improved bicycle and pedestrian infrastructure will increase active transportation. For example:

- Only 69% of Shasta County respondents currently walk for transportation, fun, and exercise, compared to 77% statewide (2009 California Health Interview Survey, CHIS)
- Only 36% of Shasta County children report walking or biking to school in the past week, compared to 43% statewide (2009 CHIS)
- More Shasta County residents report driving to work alone (80+%) compared to 73% statewide (American Community Survey, 2008-2012). Only 2.4% in Shasta County report walking to work.
- In the City of Redding these numbers are similar for the 2000 Census Journey to Work category: 80% drive alone, 2.4% walk and .5% bicycle



**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

With these pedestrian and bicycle infrastructure improvements low income households located to the south of the River Trail and Diestelhorst neighborhood on Riverside/Center and Trinity Streets could easily meet these health guidelines by walking or bicycling to the river trail or downtown a few times a week with the completion of a safe and attractive connection.

Currently these neighborhoods are bounded by State Highways 299 and 273, while Riverside Drive, Benton and Court are also barriers to the River Trail. The West downtown neighborhood (Census 105) will have great access via Shasta Street and will not have to cross SR299. The Trinity Street neighborhood can cross at signalized intersection to access the new path instead of taking SR 273 to the River Trail





These residents currently have limited, safe access to physical activity from their front door without having to drive.

*Pictured Right:*

*A car with a bicycle driving to the trail head at Diestelhorst from Riverside Drive*



Not only those that live close but all current and potential trail users can and will benefit from this connection from as far of the Old Shasta community to the West and bicycling commuters connecting to the River Trail from the Dana to Downtown path along Highway 44 from the East. Building this facility will tap into the main pedestrian and bicycle artery of Redding.

Increased levels of physical activity would contribute greatly to improving the health of Redding residents. Walking or bicycling to common destinations such as work, school, or downtown destinations provide a cost-effective way for people to meet the Surgeon General's guidelines for physical activity to improve health and prevent chronic disease.

In fact, individuals who walk and bicycle at least 15 minutes each way to work (5 days a week) meet the physical activity guidelines without having to set aside extra time to "go workout". Physical activity is known to prevent, and help control heart disease, diabetes, obesity, depression, and other chronic illnesses.

An attractive connection to/from downtown neighborhoods to the River Trail via Riverside Drive will increase access and be an asset to our existing 35+ mile network of Sacramento River Trail path and 90 miles of trails and off street paths in our region.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #5**

#### QUESTION #5

#### **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

##### **A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project:

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

**The state of California's median income is \$61,094.**

**80% of that is \$48,875**

**City of Redding median income: \$44,236 (2009-2013 ASC 5 Year)**

#### **Census tract 101**

average income: \$21,636 (ACS 2013)

population: 1,454 (ACS 2013 /CPB 2012)

#### **Census Tract 105**

Median income \$36,418 (ACS 2013)

Population: 4,783

#### **Census Tract 106.2**

Median income \$66,442

Population 5,341



The City of Redding's median income is under that 80% threshold at \$44,236. Redding as a community meets the criteria of disadvantaged. It is arguable that the majority of the community (Redding) can and will benefit from this project as it is connected to the most well used and loved active transportation corridor in the county.

Not only is the City of Redding as a whole has a median income under 80% of California's median income  
Census tract 101 has a median income of \$21,636, the project's southern terminus is located in Census tract 101  
Census tract 105, only a few blocks from the southern terminus, will benefit from this project do meet the criteria of a disadvantaged community at a neighborhood level and will be able to access the route via Shasta street which is slated to become a neighborhood bikeway and is already used by many cyclists.

Even though the majority of the Center Street neighborhood (which is along the project corridor) is technically in census tract 106.02 but is geographically set apart from the rest of 106.02 by North Court Street and cut off from River Trail access. It is more characteristically like Census Tract 101 in types of housing, density, rent vs ownership rates and other social demographics.

See attachment i-tab 5 for maps of the census tracts in relation to the project and verified data characteristics.



**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: see below

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Overall Cal EnviroScreen Scores:

Census Tract	Total Population	California County	ZIP	City	CES 2.0 Score	CES 2.0 Percentile Range
6089010100	1581	Shasta	96001	Redding	15.20	26-30%
6089010602	5429	Shasta	96001	Redding	13.58	21-25%

The Census Tracts the project is located in (listed above) **DO NOT meet the criteria for top 25% of overall scores**. But it was found that these Census tracts also tended to have higher scores for CalEnviroScreen population characteristics especially in the areas on unemployment, poverty, low education and asthma.

See attachment-i tab 5 for maps with the population characteristic scores  
 The following numbers represent the percentile score for the Population Characteristics component. A higher percentile indicates a higher relative burden.

**The project will provide new direct access to Tract: 6089010100**

Population Characteristics percentile: 67

Population: 1,581

<b>Age:</b> 67	<b>Asthma:</b> 91	Low birth weight: 64
Low Education: 51	Linguistic isolation: 20	<b>Poverty:</b> 91
<b>Unemployment:</b> 91		

**The majority of the project is located in and will provide increased access to Tract: 6089010602**

Population Characteristics percentile: 47

Population: 5,429

<b>Age:</b> 78	<b>Asthma:</b> 91	Low birth weight: 22
Low Education: 30	Linguistic isolation: 12	<b>Poverty:</b> 44
<b>Unemployment:</b> 56		



**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: see below%

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Nearby schools located in Census tract 106.02 that benefit from the project include:

**University Preparatory** (6-12) 939 total students, FRPM 130 students (13%)

**Shasta High School**. (9-12) 1371 total students, FRPM 476 students (34%)

**Pioneer Continuation High School** total 217, FRPM 171 students (79%)

**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

**B. For proposals located within disadvantage community: (5 points max)**

What percent of the funds requested will be expended in the disadvantaged community? **100%**  
Explain how this percent was calculated.

100% of the funds will be used in the disadvantaged community of Redding, California.

100% of the funds will benefit the census tracts it is located within that show disadvantaged indicators including income below the 80% median of California as well as CalEnvironScreen population characteristics ranking among some of highest for asthma rates, age, poverty and unemployment. Schools located in Census Tract 106.02 show rates as high as 79% qualifying for free or reduced priced meals

The project is located in the City of Redding and will directly benefit many people that live in the City, not just the people who live near it, though the neighborhoods closest will certainly have much to gain in terms of access to transportation and recreational fitness. It will also benefit the thousands of existing river trail users and attract new users with increased connectivity to downtown of all economic backgrounds and increase access to physical activity opportunities.



- C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The project will provide a direct benefit to members of these census tracts that showed disadvantaged characteristics and this connection will work to increase access to one of the closest neighborhoods to the trail without a safe connection.

These residents will have increased access to all the destinations on the river trail from recreational and cultural (Sundial Bridge, Botanical Gardens, Aquatic Center, Caldwell Park, Turtle Bay Museum, Shasta Senior Center) as well as increased access to transportation options. Currently these households are cut off without facilities to get there.

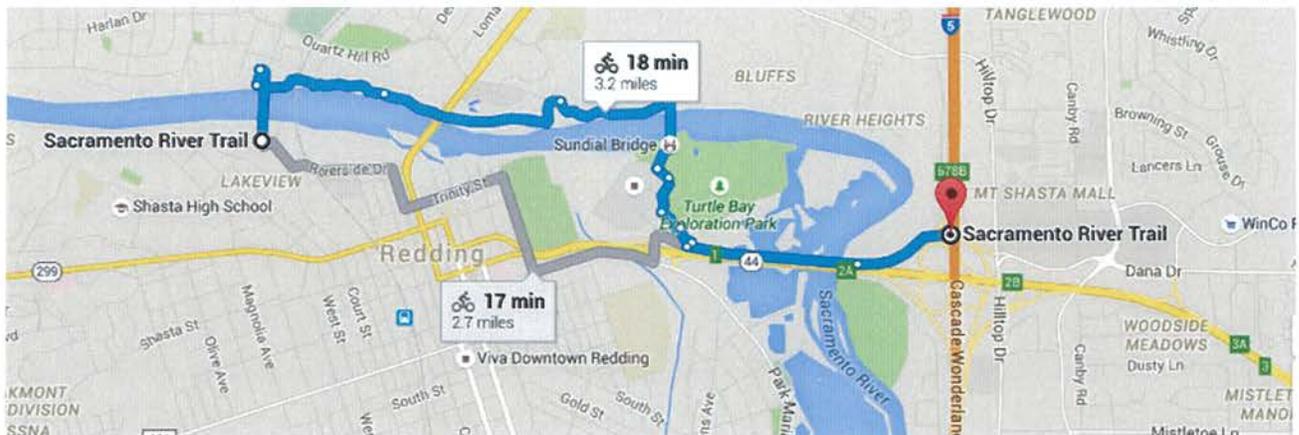
An attractive a safe corridor to the River Trail from disadvantaged downtown neighborhoods will increase access to employment destinations on the eastern terminus of the river trail at Highway 44 and Dana Drive (Dana to Downtown).

Access to walking and biking routes is critical to low-income, live in poverty and/or high rates of unemployment which the Census tract benefited and nearby clearly show these characteristics.

In a survey conducted by Healthy Shasta in 2012 about the Dana to Downtown connection, a separate multiuse path that spans over the Sacramento river parallel to Highway 44.

The most common purpose for using the trail (during 'this trip' or the most recent trip) was for exercise or workout (52%); recreation (to be outdoors, social time, relaxation, enjoyment, other at 37%), and transportation (7%).

Among the 161 who reported using the trail to commute to work or school, the average round trip mileage was 21.8 miles and the median was 8 miles. With the new access residents of Census 101, 106.02 and 105, once they get to Diestelhorst they will be about 3.2 miles from the end of the Dana to Downtown trailhead at Dana Drive, a reasonable distance one in Redding may bike to get to work or conduct errands.



Respondents who reported using the Dana/Hilltop trailhead at the eastern end of Highway 44 reported the following changes since the Dana to Downtown extension opened (n=249):

- 62% reported that they bike or walk more often for recreation
- 30% reported that they commute by foot or bike more often
- 35% reported that their bike/walk commute is safer, quicker and/or better

It is anticipated that the Diestelhorst to Downtown connection will have similar stories of success, increasing access for people living close to the project as well as those riding a fair distance every day providing a more attractive and comfortable option to walk and bicycle.

The City intends to conduct similar surveys of the Diestelhorst to Downtown connection once complete to track ridership and behavior trends with the new infrastructure.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #6**

#### **QUESTION #6**

#### **COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

This project is a cost effective project by utilizing existing roadway on Riverside to provide access for pedestrians, as opposed to an alternative of building a new trail and acquiring ROW access with UPRR and related infrastructure. By simply re-prioritizing the roadway for pedestrian and bicycle movement the City has overcome a major cost barrier.

For the most benefit to cost the City will complete the gaps in the sidewalk to maximize access and use paint and object markers to provide bicycles a separate path from vehicular traffic. These low cost elements are intended to broaden the appeal of the infrastructure to all ages, abilities and families riding with young children in tow.

It is anticipated that upon completion of the project that the connection will be vital to the City's network of and heavily used by people walking a biking to and from downtown to homes, businesses and to work. The benefits of the project are worth the infrastructure investment.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

Methodology for computing future trips

Healthy Shasta one day count

165 peak bicyclists on Diestelhorst

278 peak people on foot at Diestelhorst

Diestelhorst Counts  
 2012 AM peak 67 bicyclists  
 2012 AM peak 76 on foot  
 2012 PM peak 98 bicyclists  
 2012 PM peak 202 on foot



Average Strava ridership on Diestelhorst any given day in May 2015 was 5 Strava users out of 337 this year so far and 770 people that have crossed the bridge on Strava (all-time).

5/165 (in one day) is less than 3% representation of bicyclists

On Riverside Drive an average ridership was 1 per day, on week in May 2015. Given a similar assumption that Strava represents 3% about 30 people ride Riverside everyday. Which may be generous assumption.

It is assumed that after completion more than half the riders of Diestelhorst will take the route to/from downtown, the numbers include anticipated increases in the general area potentially 100 daily bike trips

Given that Riverside has no pedestrian facilities staff will make an assumption that approximately the same number attempt to walk the route daily to/from the neighborhoods. It will be assumed that there will be 20% more pedestrian trips than bike trips.

Results Summary, Full results in Attachment I Tab 6 :

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$2,637,942.00
Net Present Cost	\$2,536,482.69
Total Benefits	\$2,639,183.22
Net Present Benefit	\$1,747,876.98
Benefit-Cost Ratio	0.69

<b>20 Year Itemized Savings</b>	
Mobility	\$759,344.84
Health	\$284,481.23
Recreational	\$596,303.01
Gas & Emissions	\$49,772.10
Safety	\$949,282.04

Funds Requested	\$2,137,942.00
Net Present Cost of Funds Requested	\$2,055,713.46
Benefit Cost Ratio	0.85



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #7**

#### **QUESTION #7**

##### **LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The City will be leveraging \$500,000 of non-ATP funds for the project.

Please see the Project Programming Request in Attachment B.

The Shasta Regional Transportation Agency (SRTA) has prioritized this project with regional match funding of \$400,000 in the State Transportation Improvement Program (STIP) for construction. The match has been approved by SRTA Board of Directors and California Transportation Commission.

Completion of attractive sidewalks, enhanced crossings, off street paths, separated bikeways, and lighting along the connection on Riverside Drive from Court/Benton to Center & Division Street is consistent with the RTP.

See Attachment I Tab 7 for documentation.

The City of Redding will also leverage \$100,000 of Transportation Development Act (TDA) funds in 2017/2018 to construct the project.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #8**

#### **QUESTION #8**

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
  - X No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
  - Project Description
  - Detailed Estimate
  - Project Schedule
  - Project Map
  - Preliminary Plan

California Conservation Corps representative: Community Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- **Neither corps can participate in the project (0 points)**
  - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
  - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
  - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Quotes from the CCC below. See attachment i tab 8 for email documentation.

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**From:** Hsieh, Wei@CCC [mailto:Wei.Hsieh@CCC.CA.GOV] **On Behalf Of** ATP@CCC  
**Sent:** Friday, May 22, 2015 4:28 PM  
**To:** Grant, Sarah  
**Cc:** Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Wolsey, Scott@CCC; Johnson, Nicholas@CCC  
**Subject:** RE: ATP - City of Redding Projects

Hi Sarah,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

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**From:** Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]  
**Sent:** Wednesday, May 27, 2015 10:15 AM  
**To:** Grant, Sarah  
**Cc:** atp@ccc.ca.gov; Bonnin, Zachary  
**Subject:** Re: ATP - City of Redding Projects

Hi Sarah,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in any of these projects. Please include this email with your application as proof that you reached out to the Local Corps.

**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400  
Sacramento, CA 95814  
[916.426.9170](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #9**

#### **QUESTION #9**

#### **APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

*( 0 to-10 points OR disqualification)*

- A. *Applicant:* Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

In the last five years, The City of Redding has received funds and successfully delivered or is currently delivering on projects from several Caltrans local assistance funding programs including:

ATP Cycle 1 (Placer Street Improvements) – in design

Six Safe Routes to School Projects (both State and Federal Programs)

Two Bicycle Transportation Account Projects

Seven Highway Safety Improvement Program Projects

More than 10 Highway Bridge Program Projects

The City has never failed to deliver any of the aforementioned projects nor been unqualified for applying to any grant funding programs because of failure to deliver on time.

- B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

# **Part C**



## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer’s Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>

# **Attachment A**

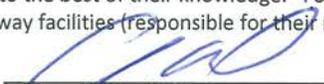


## Part C: Attachments Attachment A: Signature Page

**IMPORTANT:** Applications will not be accepted without all required signatures.

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: May 28, 2015  
Name: Chuck Aukland Phone: 530-225-4170  
Title: Assistant Public Works Director e-mail: CAukland@ci.redding.ca.us  
(on behalf of Brian Crane Public Works Director)

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**

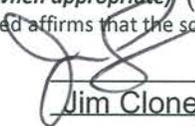
*(For use only when appropriate)*

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: N/A Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**  
*(For use only when appropriate)* (Shasta High School, University Preparatory & Pioneer HS)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:  Date: 5/28/15  
Name: Jim Cloney Phone: 530-241-3261  
Title: Shasta Union High School District e-mail: JCloney@suhsd.net  
Superintendent

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***

*(For use only when appropriate)*

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? YES If yes, no signature is required. If no, the following signature is required.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

\* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

# **Attachment B**

**ATP PROJECT PROGRAMMING REQUEST**

Date: 05/28/2015

Project Information:						
Project Title: City of Redding - Diestelhorst to Downtown Non-Motorized Improvement Project						
District	County	Route	EA	Project ID	PPNO	
02	Shasta	Riverside/Center				

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				148,454				148,454	
PS&E				315,464				315,464	
R/W				40,000				40,000	
CON					2,134,024			2,134,024	
<b>TOTAL</b>				<b>503,918</b>	<b>2,134,024</b>			<b>2,637,942</b>	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				148,454				148,454	
PS&E				315,464				315,464	Notes:
R/W				40,000				40,000	
CON					1,634,024			1,634,024	
<b>TOTAL</b>				<b>503,918</b>	<b>1,634,024</b>			<b>2,137,942</b>	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Date: 05/28/2015

Project Information:					
<b>Project Title:</b> City of Redding - Diestelhorst to Downtown Non-Motorized Improvement Project					
District	County	Route	EA	Project ID	PPNO
02	Shasta	Riverside/Center			

**Funding Information:**  
**DO NOT FILL IN ANY SHADED AREAS**

Fund No. 2: State Transportation Improvement Program									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									MPO
PS&E									Notes:
R/W									Already programmed funds for this project in STIP
CON					400,000			400,000	
<b>TOTAL</b>					400,000			400,000	

Fund No. 3: Transportation Development Act									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									City of Redding
PS&E									Notes:
R/W									
CON					100,000			100,000	
<b>TOTAL</b>					100,000			100,000	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

# **Attachment C**

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

**Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:**

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials:   A  
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials:   A  
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials:   A    
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
4. **Detailed Engineer's Estimate** Engineer's Initials:   A  
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: CA  
a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: CA  
a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.  
b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified  
c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.  
d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: CA  
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

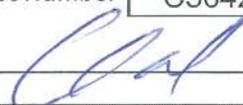
8. **Additional narration and documentation:** Engineer's Initials: CA  
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate  
b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First):

Title:

Engineer License Number

Signature: 

Date:

Email:

Phone:

**Engineer's Stamp:**



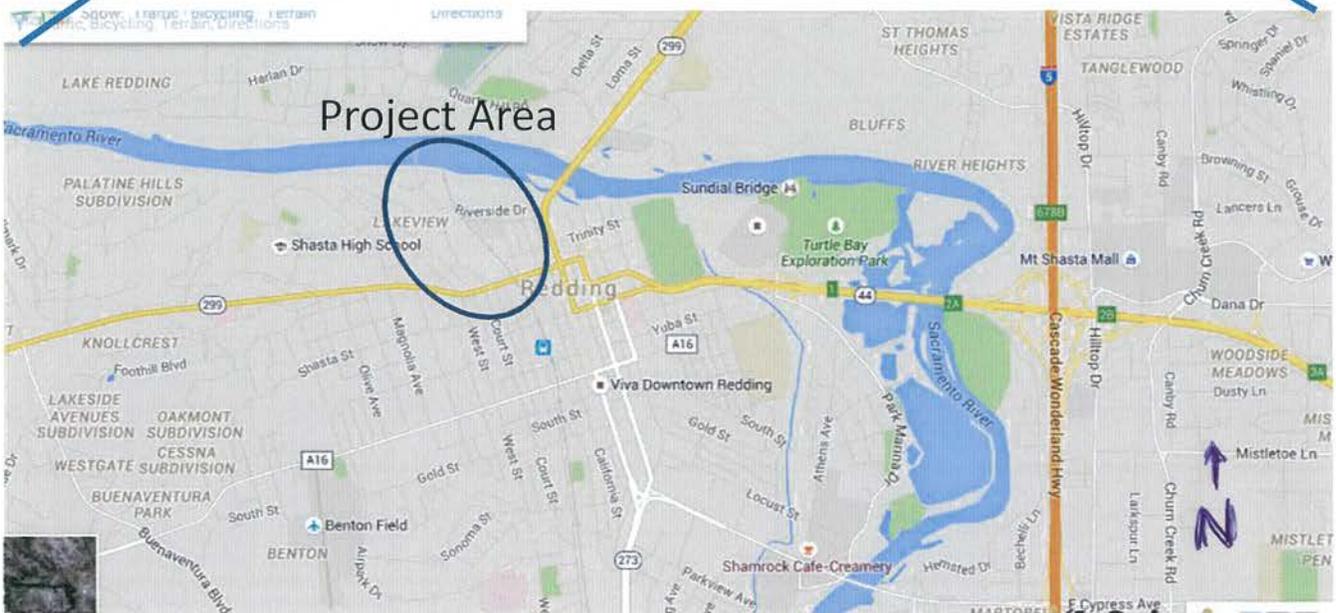
# **Attachment D**

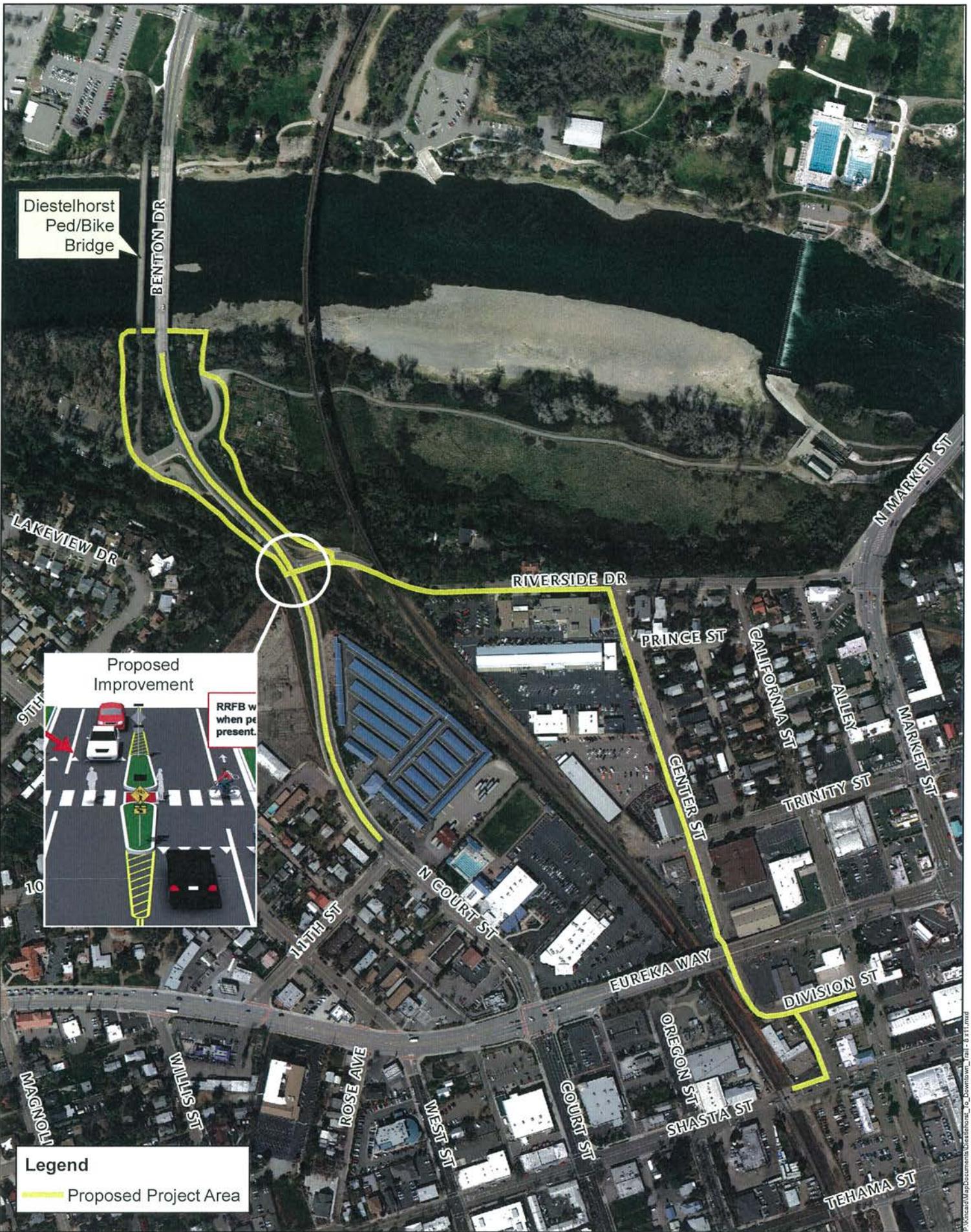
# Location Map

Shasta County  
Redding, CA



# Location Map Redding Area





Diestelhorst  
Ped/Bike  
Bridge

BENTON DR

LAKEVIEW DR

RIVERSIDE DR

N MARKET ST

Proposed  
Improvement

RRFB w  
when pe  
present.

PRINCE ST

CALIFORNIA ST

ALLEY

MARKET ST

TRINITY ST

CENTER ST

N COURT ST

11TH ST

EUREKA WAY

DIVISION ST

MAGNOLI

WILLIS ST

ROSE AVE

WEST ST

COURT ST

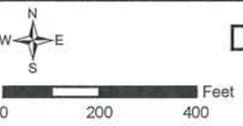
OREGON ST

SHASTA ST

TEHAMA ST

Legend

Proposed Project Area



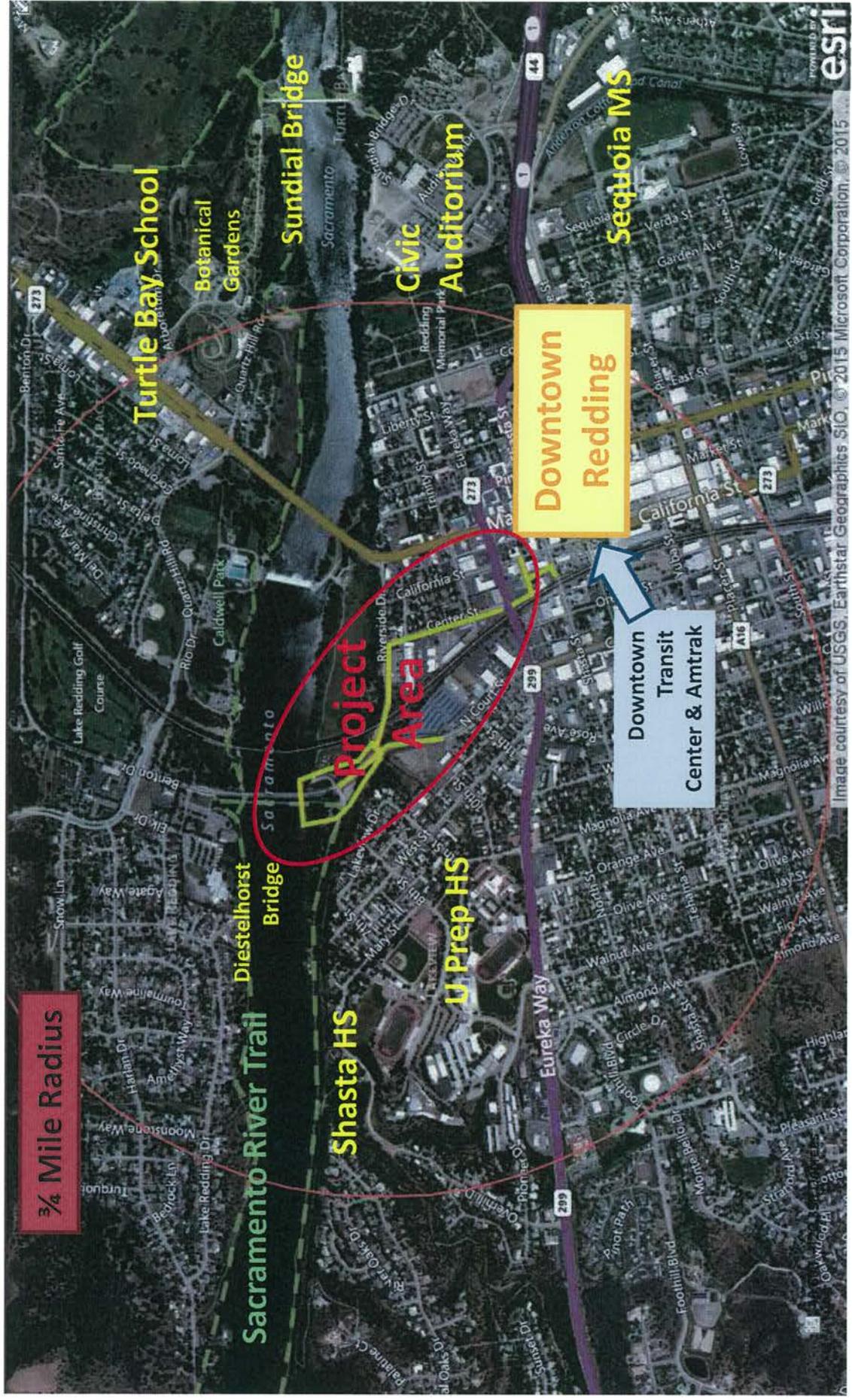
# Diestelhorst to Downtown Non-Motorized Improvement Project

City of Redding



Print Date: June 1, 2015

# 3/4 mile walk radius to/from project



# **Attachment E**

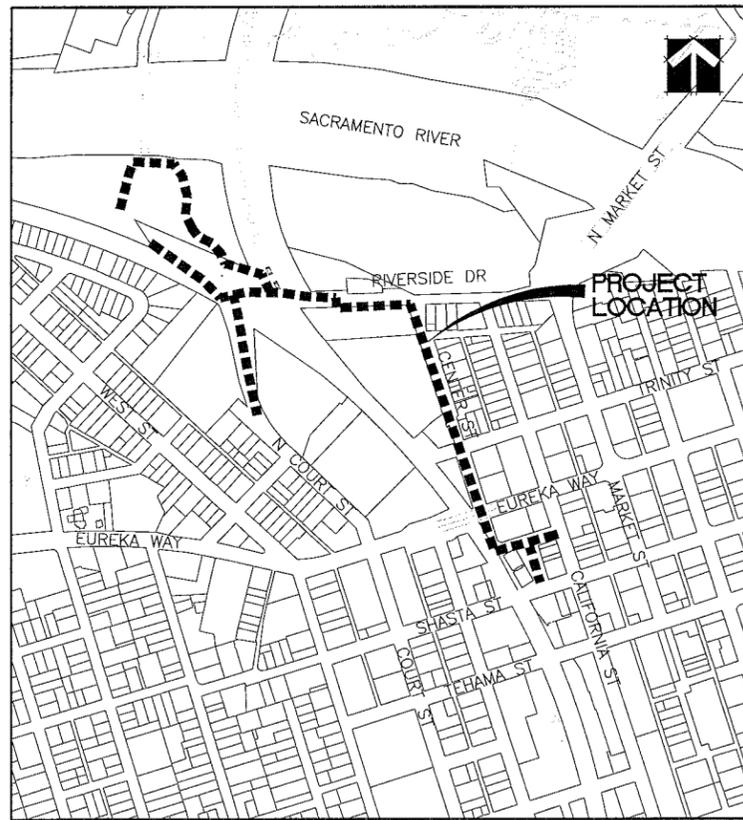
# CITY OF REDDING

## PROJECT PLANS FOR THE CONSTRUCTION OF DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT

JOB NO 5118

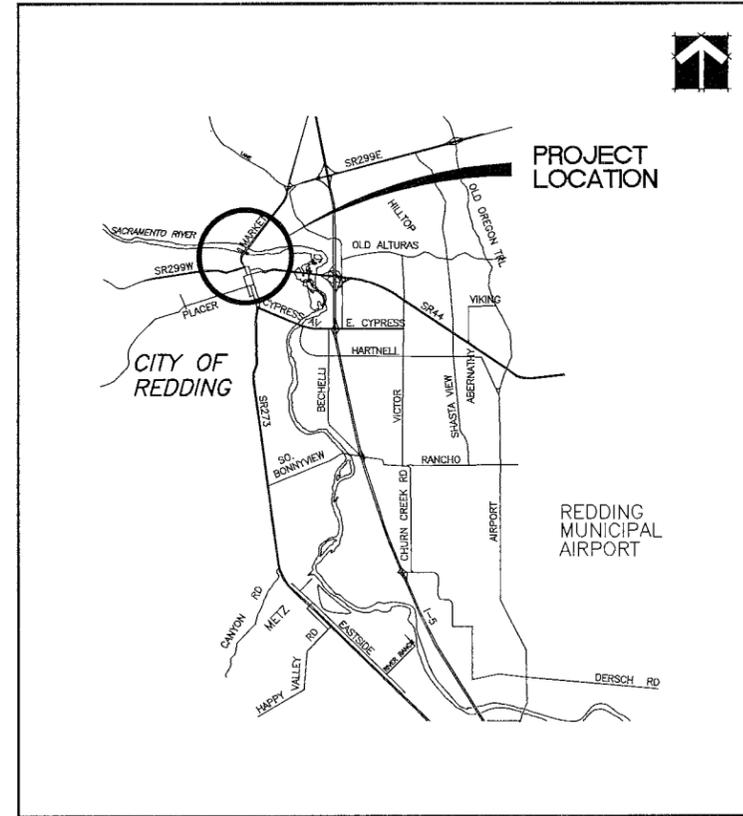
CONTRACTOR SHALL POSSESS A CLASS "A" LICENSE AT THE TIME OF THE BID OPENING.

BID SCHEDULE NO XXXX



**PROJECT LOCATION**  
NO SCALE

SHEET NO.	SHEET INDEX	DRAWING NO.
1	TITLE	A- 1
2	DATA	A- 2
3	NOTES AND QUANTITIES	A- 3
4	TYPICAL SECTIONS	A- 4
5	TYPICAL SECTIONS	A- 5
6	COURT ST 15+00 TO 25+50	A- 6
7	COURT ST 25+50 TO 30+00	A- 7
8	RIVERTRAIL PATH	A- 8
9	RIVERSIDE DR 10+00 TO 21+00	A- 9
10	CENTER ST 'C' and DIVISION ST 'D' 0+00 TO 3+50	A- 10
11	CENTER ST 'D' 3+50 TO 18+30	A- 11
12	PAVEMENT DELINEATION AND SIGNING	A- 12
13	PAVEMENT DELINEATION AND SIGNING	A- 13
14	PAVEMENT DELINEATION AND SIGNING	A- 14
15	PAVEMENT DELINEATION AND SIGNING	A- 15
16	PAVEMENT DELINEATION AND SIGNING	A- 16
17	PAVEMENT DELINEATION AND SIGNING	A- 17
18	CONSTRUCTION SIGNS	A- 18



**VICINITY MAP**  
NO SCALE

PLANS REVIEWED BY:

R.M.U. _____	C.A.T.V. _____
ELECTRIC SUPPORT _____	PG&E _____
R.E.U. _____	RABA _____
AT&T _____	SURVEY _____



NOT LESS THAN TWO WORKING DAYS NOTICE IS REQUIRED PRIOR TO STARTING ANY EXCAVATION NEAR UNDERGROUND FACILITIES BELONGING TO PG&E, AT&T, OR CITY OF REDDING. UNDERGROUND SERVICE ALERT (800) 227-2600 FOR C.A.T.V. FACILITIES, CALL (530) 229-2221 FOR A.C.I.D. FACILITIES, CALL (530) 365-7329

APPROVED BY:

\_\_\_\_\_  
CITY ENGINEER

**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**



DESIGNED BY  
C. VANDIVER  
DRAWN BY  
W. DANIELS



DESIGNED BY:  
DATE:

PROJECT ENGINEER

CITY OF REDDING  
PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN  
NON-MOTORIZED IMPROVEMENT

JOB NO. 5118  
BID SCH. NO. XXXX

TITLE

A-1

ORIGINAL SCALE:  
NONE

DATE: MAY 2015

SHEET 1 OF 17

**ABBREVIATIONS**

@	AT	G	GAS	T	TELEPHONE
AB	AGGREGATE BASE	GA	GAUGE	T&B	TOP AND BOTTOM
AC	ASPHALT CONCRETE	GALV	GALVANIZED	TB	TOP OF BANK
ACP	ASBESTOS CEMENT PIPE	GM	GAS METER	TBR	TO BE REMOVED
AFF	ABOVE FINISH FLOOR	GP	GUY POLE	TC	TOP OF CURB
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS	GR	GRADE	TL	TRIM LINE
BC	BEGINNING OF CURVE	GYP	GYP SUM	TW	TOP OF WALL
BD	BOARD	HB	HOSE BIB	TYP	TYPICAL
BDRY	BOUNDARY	HC	HANDICAP	UG	UNDERGROUND
BF	BOTTOM OF FOOTING	HDR	HEADER	USA	UNDERGROUND SERVICE ALERT
BLK	BLOCK	HORIZ	HORIZONTAL	UTIL	UTILITY
BM	BENCH MARK	HT	HEIGHT	VB	VALVE BOX
BOC	BACK OF CURB	ID	INSIDE DIAMETER	VCP	VITRIFIED CLAY PIPE
C	CHANNEL	JT	JOINT	VERT	VERTICAL
C&G	CURB AND GUTTER	JP	JOINT POLE	W	WATER
CB	CATCH BASIN	L	LEFT	WL	WETLAND
CCO	CONTRACT CHANGE ORDER	LB	POUND	WM	WATER METER
CCR	CALIFORNIA CODE OF REGULATIONS	LF	LINEAR FOOT	WW	WATER VALVE
CCS	CEMENT COATED STEEL	LS	LUMP SUM		
CF	CURB FACE, CUBIC FOOT	MAX	MAXIMUM		
CLF	CHAIN LINK FENCE	MH	MANHOLE		
CL	CLEARANCE	MIN	MINIMUM		
CLR	CLEAR	MISC	MISCELLANEOUS		
CMU	CONCRETE MASONRY UNIT	MJ	MECHANICAL JOINT		
CO	CLEANOUT (SEWER)	MON	MONUMENT		
COL	COLUMN	MKR	MARKER		
CONC	CONCRETE	MS	MOTION SENSOR		
CONN	CONNECTION	(N)	NEW		
CONT	CONTINUOUS	NG	NATURAL GRADE		
CONTR	CONTRACTOR	NTS	NOT TO SCALE		
CONST	CONSTRUCTION	OC	ON CENTER		
COORD	COORDINATE	OD	OUTSIDE DIAMETER		
CORCS	CITY OF REDDING CONSTRUCTION STANDARDS	OG	ORIGINAL GROUND		
CP	CONTROL POINT	OH	OVERHEAD		
CSP	CORRUGATED STEEL PIPE	OSA	OUT SIDE AIR		
CY	CUBIC YARD	PL	PLATE (METAL)		
DF	DOUGLAS FIR	PC	PROPERTY CORNER		
DIA	DIAMETER	PCC	PORTLAND CEMENT CONCRETE		
DIP	DUCTILE IRON PIPE	PE	POLYETHYLENE		
DL	DEAD LOAD	PL	PROPERTY LINE		
DS	DOWN SPOUT	PP	POWER POLE		
DWG	DRAWING	PSI	POUNDS PER SQUARE INCH		
DWY	DRIVEWAY	PTHF	PRESSURE TREATED HEM FIR		
(E)	EXISTING	PVC	POLYVINYL CHLORIDE		
E	ELECTRIC	R	RADIUS		
EA	EACH	RC	RELATIVE COMPACTION		
EC	END OF CURVE	R/W	RIGHT OF WAY		
EG	EDGE OF GUTTER	REINF	REINFORCED OR REINFORCEMENT		
EL	ELEVATION	RG	RETAINER GLAND		
ELB	ELBOW	S&P	SHELF AND POLE		
EN	EDGE NAIL	SD	STORM DRAIN		
EP	EDGE OF PAVEMENT	SF	SQUARE FOOT		
EXC	EXCAVATION	SIM	SIMILAR		
EXT	EXTERIOR	S	SANITARY SEWER, SLOPE		
FF	FINISHED FLOOR	STL	STEEL		
FG	FINISHED GRADE	SQ	SQUARE		
FH	FIRE HYDRANT	STA	STATION		
FL	FLOW LINE	STD	STANDARD		
FLG	FLANGE	STRUCT	STRUCTURAL OR STRUCTURE		
FMJA	FLANGE MECHANICAL JOINT ADAPTER	STSMS	SELF TAPPING SHEET METAL SCREW		
FND	FOUNDATION	SVC	SERVICE		
FOB	FACE OF BLOCK	SW	SIDEWALK		
FOC	FACE OF CURB	SY	SQUARE YARD		
FRP	FIBER REINFORCED PLASTIC				
FT	FOOT, FEET				
FTG	FOOTING				

**LEGEND**

EXISTING	NEW	
		- TELEPHONE POLE
		- JOINT POLE
		- POWER POLE
		- GUY POLE
		- GUY WIRE
		- ELECTRIC MANHOLE
		- SANITARY SEWER MANHOLE
		- STORM DRAIN MANHOLE
		- TELEPHONE MANHOLE
		- CALTRANS PIPE DRAIN
		- STORM DRAIN CATCH BASIN
		- MAILBOX
		- STREET NAME SIGN
		- TRAFFIC SIGN
		- PEDESTRIAN LIGHT
		- FIRE HYDRANT
		- VALVE
		- PROPERTY CORNER / SURVEY MARKER (DO NOT DISTURB)
		- CENTERLINE MONUMENT
		- CONTROL POINT
		- ELECTRIC LINE
		- GAS LINE
		- TELEPHONE LINE
		- WATER LINE
		- STORM DRAIN LINE
		- SANITARY SEWER LINE
		- C.A.T.V. LINE
		- EASEMENT LINE
		- RIGHT-OF-WAY LINE
		- PROPERTY LINE
		- FENCE
		- DITCH
		- SLOPED EMBANKMENT
		- EDGE OF PAVEMENT

NOTE:  
THIS IS A STANDARD LEGEND SHEET.  
THEREFORE SOME SYMBOLS & ABBREVIATIONS  
MAY BE SHOWN ON THIS SHEET BUT MAY NOT  
BE UTILIZED ON THE DRAWINGS OF THIS  
PROJECT.

**%**  
**PRELIMINARY PLANS**  
**SUBJECT TO REVISION**  
**REDUCED PLANS**

DESIGNED BY: C. VANDIVER	ORIGINAL SCALE IN INCHES 1 0
DRAWN BY: W. DANIELS	DATE
PROJECT ENGINEER	
CITY OF REDDING PUBLIC WORKS DEPARTMENT	
BID SCH. NO. XXXX DATA	
JOB NO. 5118 DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT	
ORIGINAL SCALE: NONE	
DATE: MAY 2015	
SHEET 2 OF 17	

**GENERAL NOTES**

- ALL CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, DATED 2009 (GREENBOOK), THE CITY OF REDDING CONSTRUCTION STANDARDS DATED 2007, AND THE CONTRACT SPECIFICATIONS AS THEY PERTAIN TO THE WORK DEPICTED HEREIN.
- ALL UTILITIES SHOWN ARE STRICTLY FOR THE CONVENIENCE OF THE CONTRACTOR. UTILITY LOCATIONS ARE ONLY APPROXIMATE AND THE CONTRACTOR IS ADVISED TO INVESTIGATE EACH UTILITY SHOWN AS WELL AS BE AWARE OTHER UTILITIES NOT SHOWN MAY EXIST. SEE USA NOTICE AT THE BOTTOM OF SHEET 1.
- PRIOR TO TRENCH EXCAVATION, THE CONTRACTOR SHALL POTHOLE ALL UTILITIES TO BE CROSSED TO VERIFY THAT NO GRADE CONFLICTS EXIST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING EXISTING UTILITY LINE PIPING IF GRADE CONFLICT OCCURS.
- ALL TRENCHING AND BACK FILLING SHALL BE IN ACCORDANCE WITH THE CITY OF REDDING CONSTRUCTION STANDARDS OR AS SHOWN IN THE CONSTRUCTION DETAILS ELSEWHERE IN THE PLANS. TRENCH BACKFILL SHALL BE MECHANICALLY COMPACTED. THE CONTRACTOR SHALL NOTIFY THE CITY OF REDDING ELECTRIC UTILITY PRIOR TO EXCAVATING CLOSER THAN EIGHT FEET TO AN EXISTING UTILITY POLE.
- THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR FURNISHING, INSTALLING AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK, AND TO PROVIDE FOR THE PROPER AND CONTINUOUS SAFE ROUTING OF VEHICLE AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO WORKING HOURS. THE USE OF FLAGGERS, BARRICADES AND CONSTRUCTION SIGNING SHALL COMPLY WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA-MUTCD).
- FOR ALL TRENCHING EXCAVATIONS 5 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF INDUSTRIAL SAFETY (381 HEMSTED DRIVE, REDDING CA., 224-4743) PRIOR TO BEGINNING ANY EXCAVATION. A COPY OF THIS PERMIT SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO EXISTING MAILBOXES OR PROVIDE ALTERNATE TEMPORARY MAILBOXES APPROVED BY THE U.S. POSTAL SERVICE.
- CARE SHALL BE TAKEN TO PROTECT EXISTING PLANTS, SHRUBS, TREES, LAWN, LANDSCAPE AREAS AND IRRIGATION SYSTEMS. ANY ITEMS REMOVED OR DAMAGED SHALL BE REPLACED. ALL ITEMS WHICH REQUIRE REMOVAL OR ARE DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED TO ORIGINAL CONDITION AND TO THE APPROVAL OF THE ENGINEER.
- EXACT LIMITS OF PAVEMENT REMOVAL AND RECONSTRUCTION SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THE ASPHALT CONCRETE ALONG THE EDGES OF THE TRENCH SHALL BE SAWCUT AND REMOVED TO A STRAIGHT LINE PRIOR TO FINAL PAVING. EXPOSED VERTICAL EDGES WHICH WILL HAVE ASPHALT CONCRETE AGAINST THEM SHALL BE TACKED WITH EMULSION PRIOR TO PLACEMENT OF ASPHALT CONCRETE.

**WATER LINE NOTES**

- ALL WATER MAINS SHALL HAVE A MINIMUM OF 36" COVER UNLESS NOTED OTHERWISE.
- ALL THRUST BLOCKS FOR WATER PIPING SHALL BE PER DETAILS ON PLANS AND PER DETAILS ON PAGE 403.00 OF THE CITY OF REDDING CONSTRUCTION STANDARDS.
- USE PIPE JOINT DEFLECTION TO ACCOMMODATE BENDS FOR VERTICAL AND HORIZONTAL ALIGNMENT UNLESS NOTED OTHERWISE ON THE DRAWINGS.
- ALL VALVES AND VALVE BOXES SHALL BE ADJUSTED TO FINISHED AC GRADE PER DETAILS ON PAGE 404.00 OF THE CITY OF REDDING CONSTRUCTION STANDARDS.
- CHLORINATION, TESTING, AND FLUSHING OF NEW LINES SHALL BE ACCOMPLISHED PRIOR TO TIE-IN TO EXISTING WATER SYSTEM PER CITY OF REDDING CONSTRUCTION STANDARDS PAGES 400.40 AND 400.50.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL WATER MAIN SHUTDOWNS WITH THE CITY OF REDDING WATER UTILITY A MINIMUM OF TWO WORKING DAYS IN ADVANCE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL WATER SERVICE CUSTOMERS A MINIMUM OF TWO WORKING DAYS IN ADVANCE OF ANY SHUTDOWN.
- THE CONTRACTOR SHALL MAINTAIN ALL WATER FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL THE NEW WATER IMPROVEMENTS ARE IN PLACE AND FUNCTIONING.
- THE MAXIMUM LENGTH OF WATER SHUTDOWN TIME FOR ANY WATER UTILITY CUSTOMER SHALL BE LIMITED TO FOUR HOURS.

SUMMARY OF QUANTITIES		
ITEM	UNIT	QUANTITY
PROJECT ITEMS		
TRAFFIC CONTROL	LS	1
PROJECT FUNDING SIGN	EA	1
CONSTRUCTION AREA SIGNS	EA	16
PREPARE SWPPP	LS	1
IMPLEMENT SWPPP	LS	1
ACQUIRE RIGHT OF WAY (1540-1560 DIVISION ST)	SF	2,230
ROADWAY ITEMS		
CLEAR AND GRUB	AC	1
EXCAVATION (UNCLASSIFIED)	CY	1,020
COLD MILL ASPHALT CONCRETE	SF	27,050
ASPHALT CONCRETE	TON	1,850
AGGREGATE BASE	CY	234
ASPHALT CONCRETE DIKE (TYPE A)	LF	230
PAVEMENT FABRIC	SY	7,760
SLURRY SEAL	SY	12,100
CRACK SEAL	LS	1
CONCRETE ITEMS		
REMOVE CONCRETE	SF	7,660
CONCRETE CURB (6")	LF	530
CURB AND GUTTER (6")	LF	2,950
SIDEWALK (4" PCC)	SF	24,303
CONCRETE (4")	SF	1,400
CONCRETE CURB RAMP	SF	1,570
DRIVEWAY (RESIDENTIAL)	SF	605
DRIVEWAY (COMMERCIAL)	SF	2,200
SIGN, STRIPE AND MARKING ITEMS		
REMOVE PAVEMENT MARKING	LS	1
PAVEMENT MARKING (THERMOPLASTIC)	SF	1,866
TRAFFIC STRIPE (4" THERMOPLASTIC)	LF	10,970
TRAFFIC STRIPE (6" THERMOPLASTIC)	LF	7,304
TRAFFIC STRIPE (8" THERMOPLASTIC)	LF	2,677
PAVEMENT MARKER	EA	270
INSTALL SIGN	LS	1
BEACON (RECTANGULAR RAPID FLASHING)	EA	3
OBJECT MARKERS	EA	130
ELECTRIC ITEMS		
PEDESTRIAN LIGHTING (ASSEMBLY)	EA	92
MISCELLANEOUS ITEMS		
BOLLARD (FOLDING)	EA	5
REMOVE FENCE	LF	540
FENCE (6' CHAIN LINK, VINYL COATED)	LF	513



DESIGNED BY: C. VANDIVER  
 DRAWN BY: W. DANIELS  
 DATE: \_\_\_\_\_



DESIGNED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 PROJECT ENGINEER

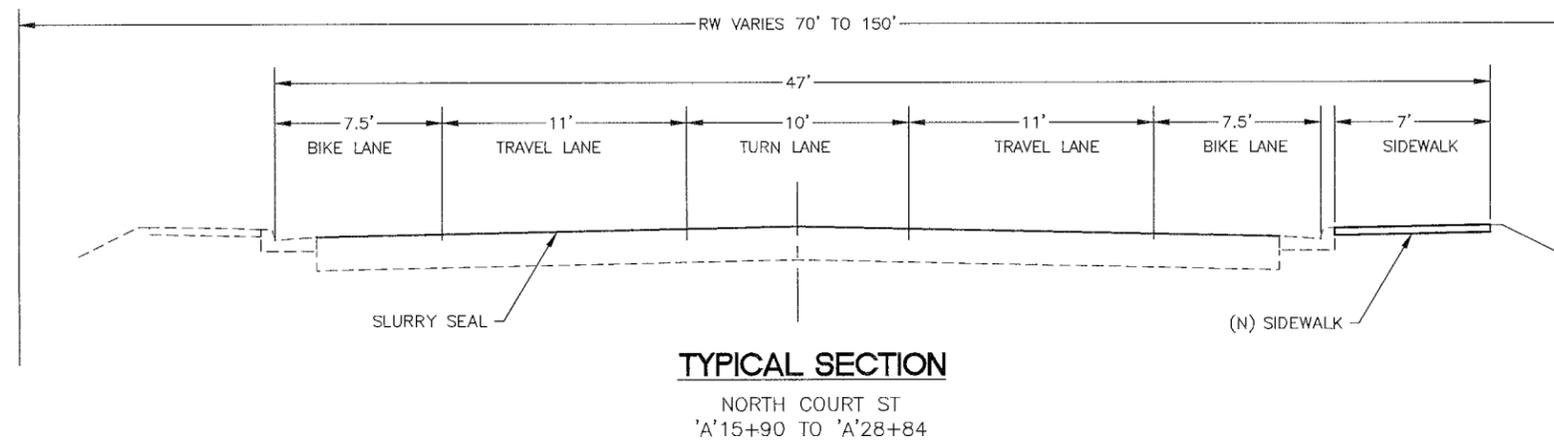
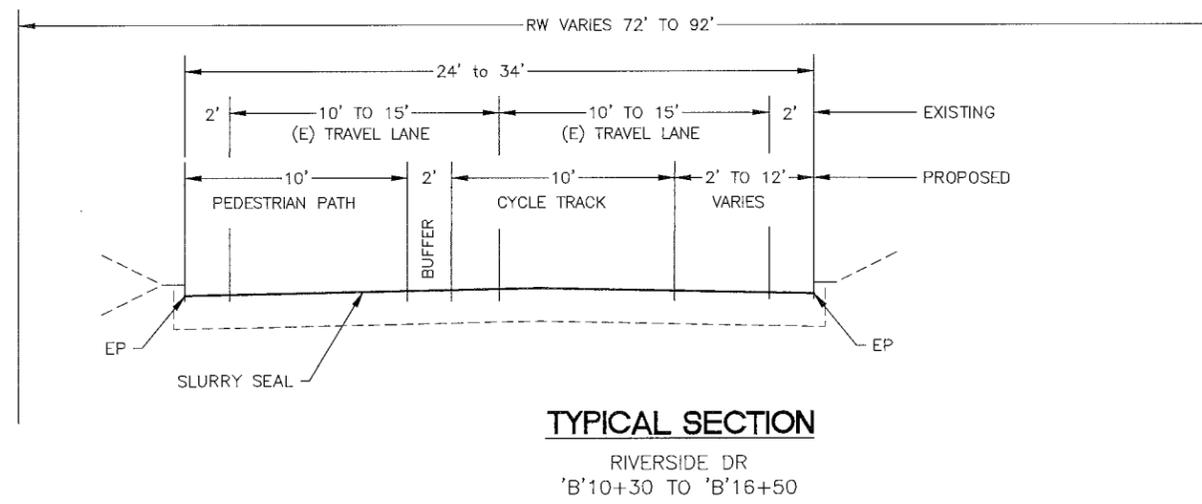
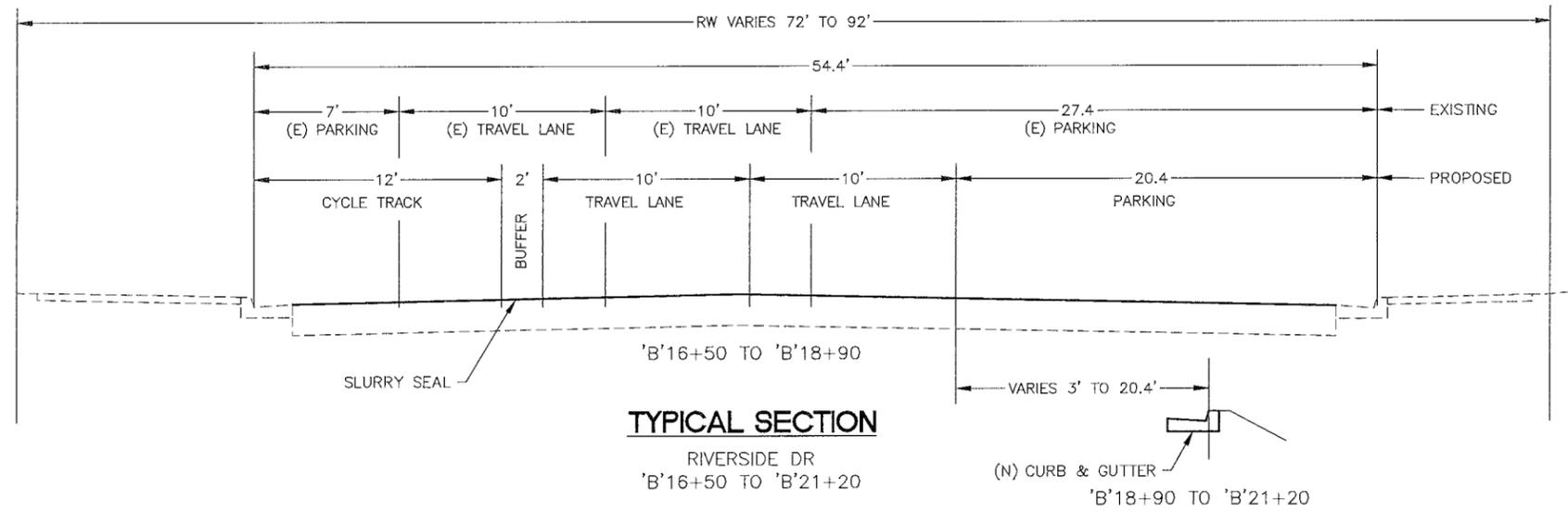
CITY OF REDDING  
 PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN  
 NON-MOTORIZED IMPROVEMENT  
 JOB NO. 5118  
 BID SCH. NO. XXXX  
 NOTES AND QUANTITIES

A-3  
 ORIGINAL SCALE: NONE  
 DATE: MAY 2015  
 SHEET 3 OF 17

**%  
 PRELIMINARY PLANS  
 SUBJECT TO REVISION**

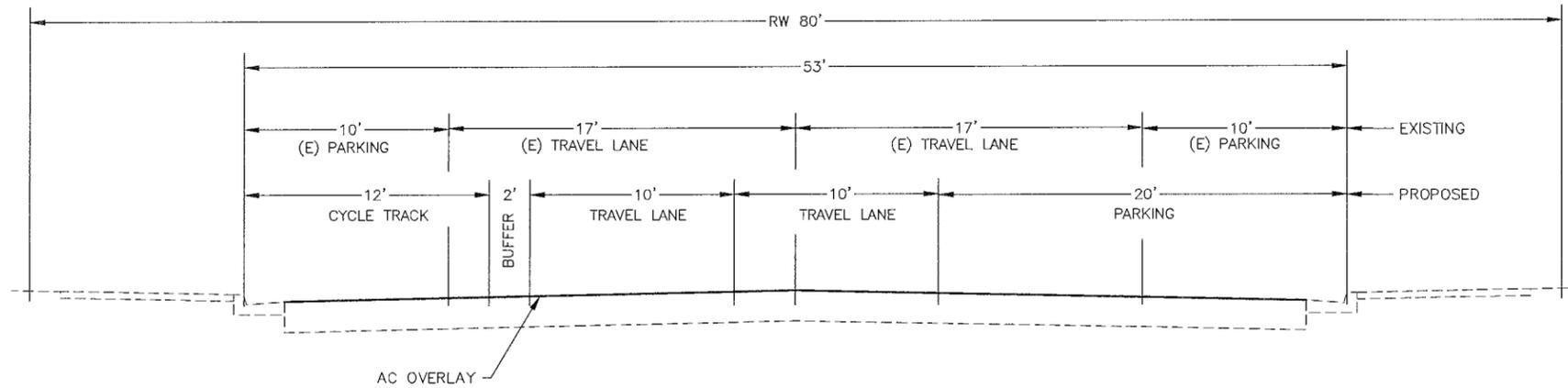
REDUCED  
PLANS



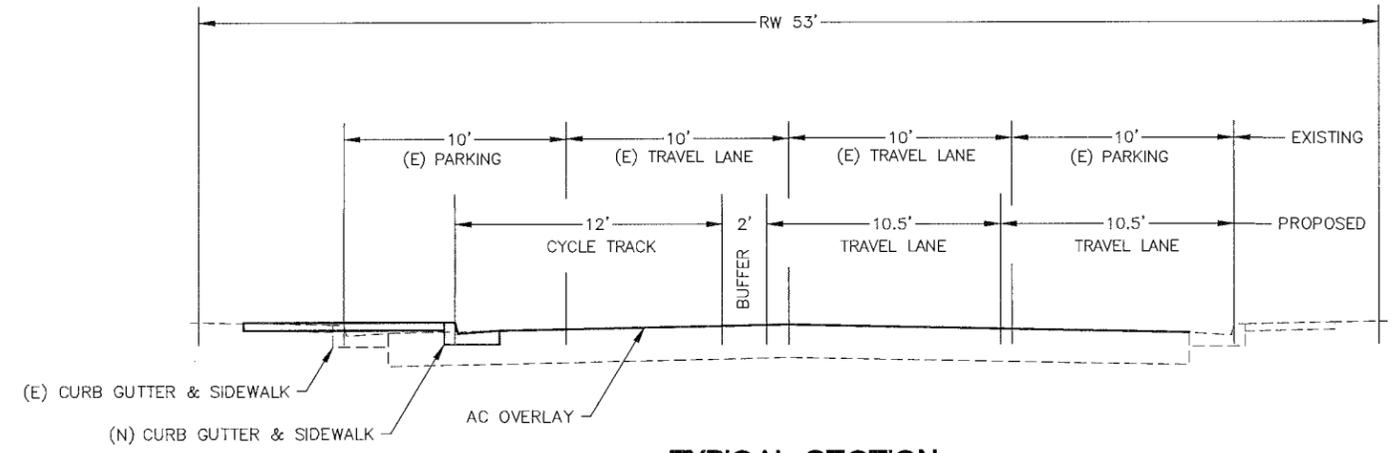
**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

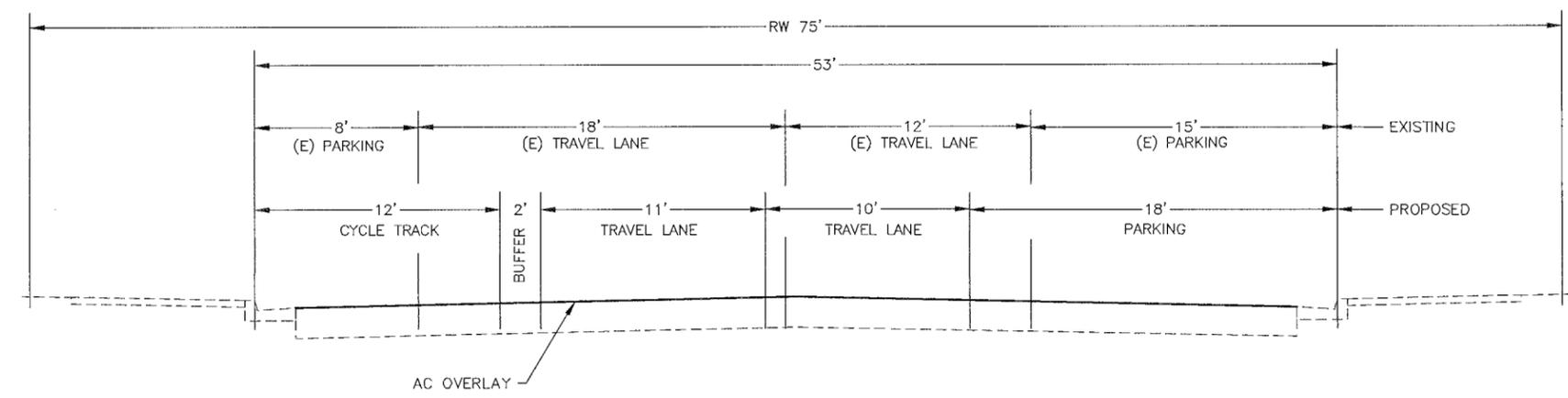
ORIGINAL SCALE IN INCHES 	DESIGNED BY C. VANDIVER DRAWN BY W. DANIELS	CITY OF REDDING RECORD DRAWING DATE	
CITY OF REDDING PUBLIC WORKS DEPARTMENT		TYPICAL SECTIONS	
DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT		JOB NO. 5118 BID SCH. NO. XXXX	
A-4		ORIGINAL SCALE: DATE: MAY 2015 SHEET 4 OF 17	



**TYPICAL SECTION**  
 CENTER ST  
 'D'11+75 TO 'D'16+00



**TYPICAL SECTION**  
 CENTER ST  
 'D'9+75 TO 'D'10+90

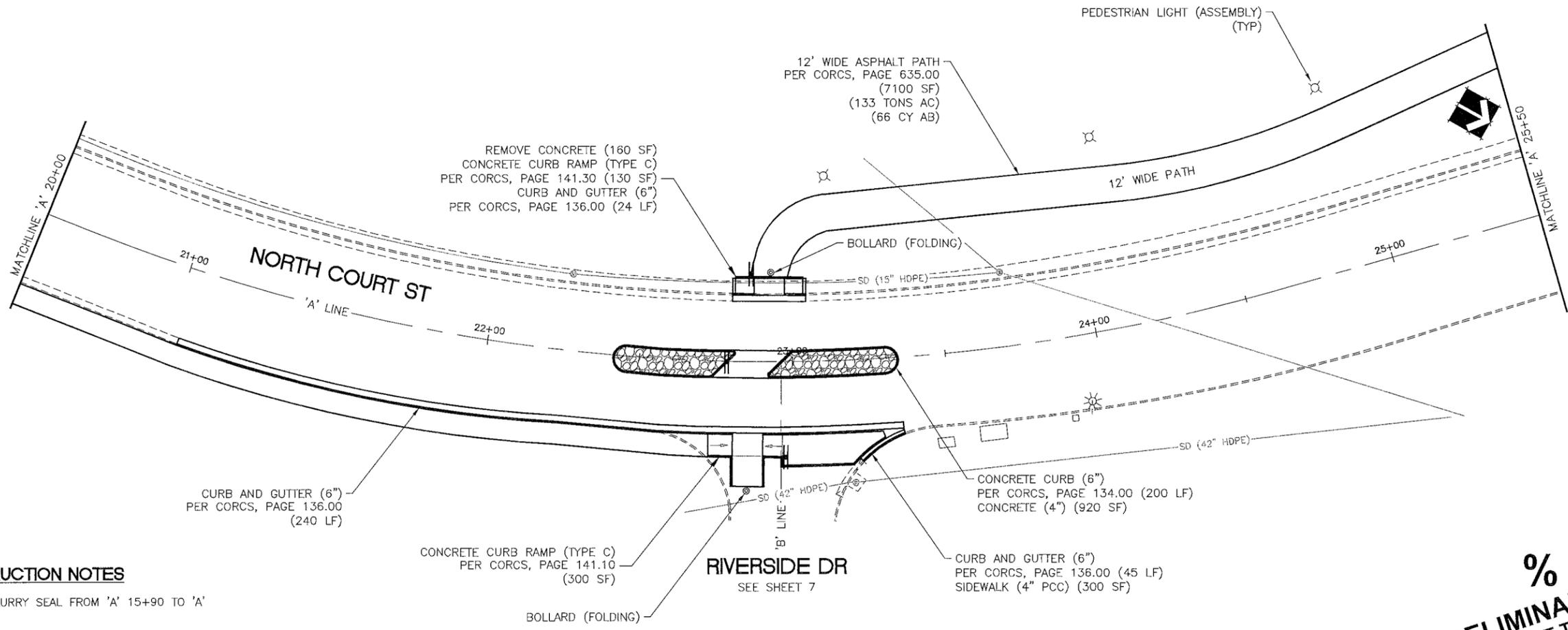
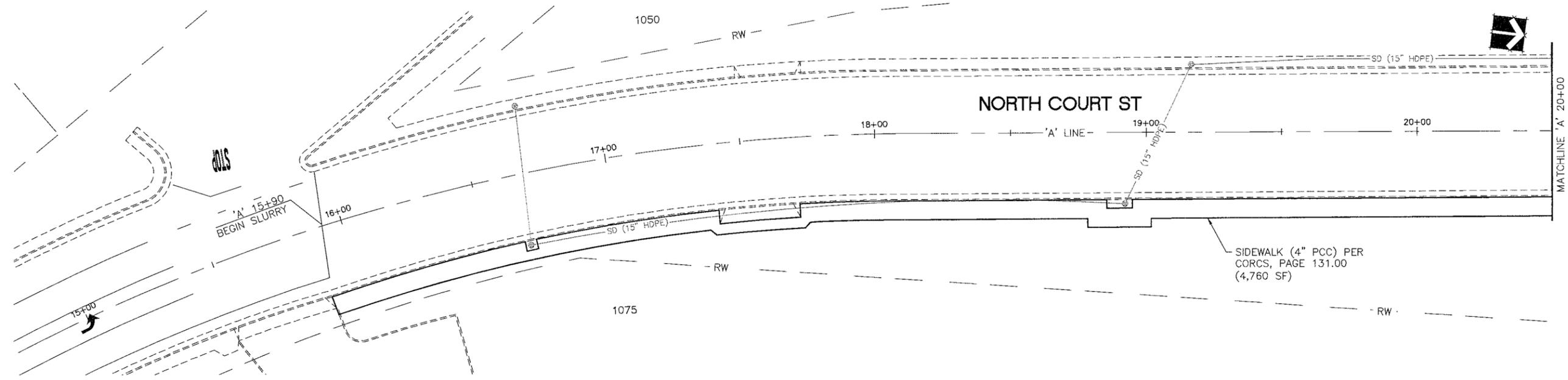


**TYPICAL SECTION**  
 DIVISION ST  
 'D'0+30 TO 'D'3+50

**%  
 PRELIMINARY PLANS  
 SUBJECT TO REVISION**

**REDUCED  
 PLANS**

DESIGNED BY: C. VANDIVER	ORIGINAL SCALE IN INCHES 1" = 20'
DRAWN BY: W. DANIELS	DATE
CITY OF REDDING RECORD DRAWING	
DESIGNED BY:	PROJECT ENGINEER
DATE:	
<b>CITY OF REDDING</b>	
<b>PUBLIC WORKS DEPARTMENT</b>	
<b>DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT</b>	
JOB NO. 5118	BID SCH. NO. XXXX
<b>TYPICAL SECTIONS</b>	
A-4	ORIGINAL SCALE:
DATE: MAY 2015	
SHEET 5 OF 17	



**CONSTRUCTION NOTES**

1. SLURRY SEAL FROM 'A' 15+90 TO 'A'

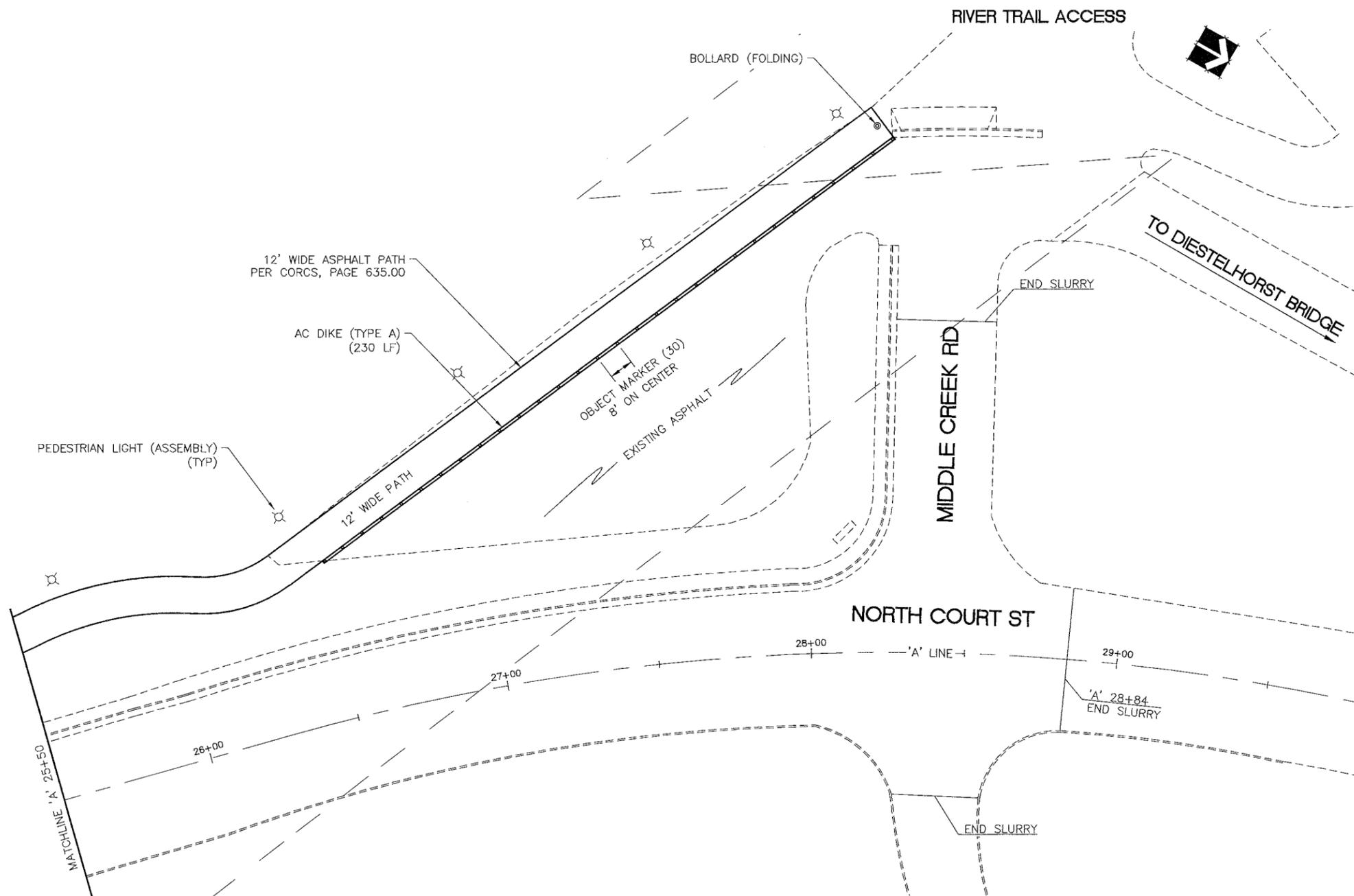
**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

DESIGNED BY: C. VANDIVER	ORIGINAL SCALE: IN INCHES 1" = 20'
DRAWN BY: C. PAGET	DATE: MAY 2015
DESIGNED BY: C. VANDIVER No. 67812 Exp. 6-30-18	PROJECT ENGINEER
CITY OF REDDING PUBLIC WORKS DEPARTMENT	
DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT	
JOB NO. 511.6 COURT ST 15+00 TO 25+50	
A-6	
ORIGINAL SCALE: 1" = 20'	
DATE: MAY 2015	
SHEET 6 OF 17	

**CONSTRUCTION NOTES**

1. SLURRY SEAL FROM 'A' 15+90 TO 'A' 28+84



DESIGNED BY: C. VANDIVER  
 DRAWN BY: W. DANIELS  
 ORIGINAL SCALE IN INCHES: 1" = 20'  
 CITY OF REDDING RECORD DRAWING DATE: \_\_\_\_\_

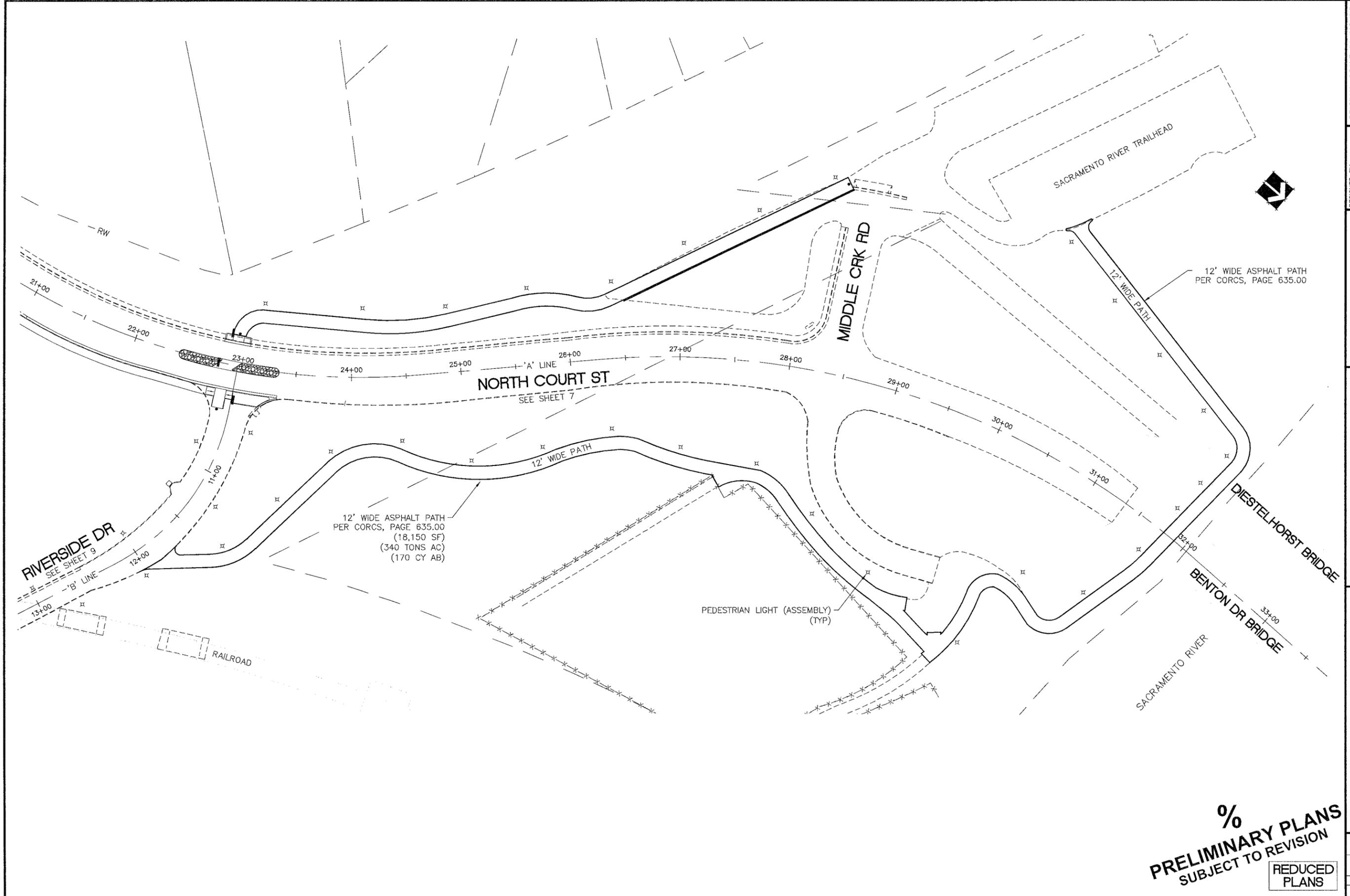
DESIGNED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 PROJECT ENGINEER: \_\_\_\_\_  
 CITY OF REDDING  
 PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN  
 NON-MOTORIZED IMPROVEMENT  
 JOB NO. 5118 BID SCH NO. XXXX  
 COURT ST 25+50 TO 30+00

A-7  
 ORIGINAL SCALE: 1" = 20'  
 DATE: MAY 2015  
 SHEET 7 OF 17

**%  
 PRELIMINARY PLANS  
 SUBJECT TO REVISION**

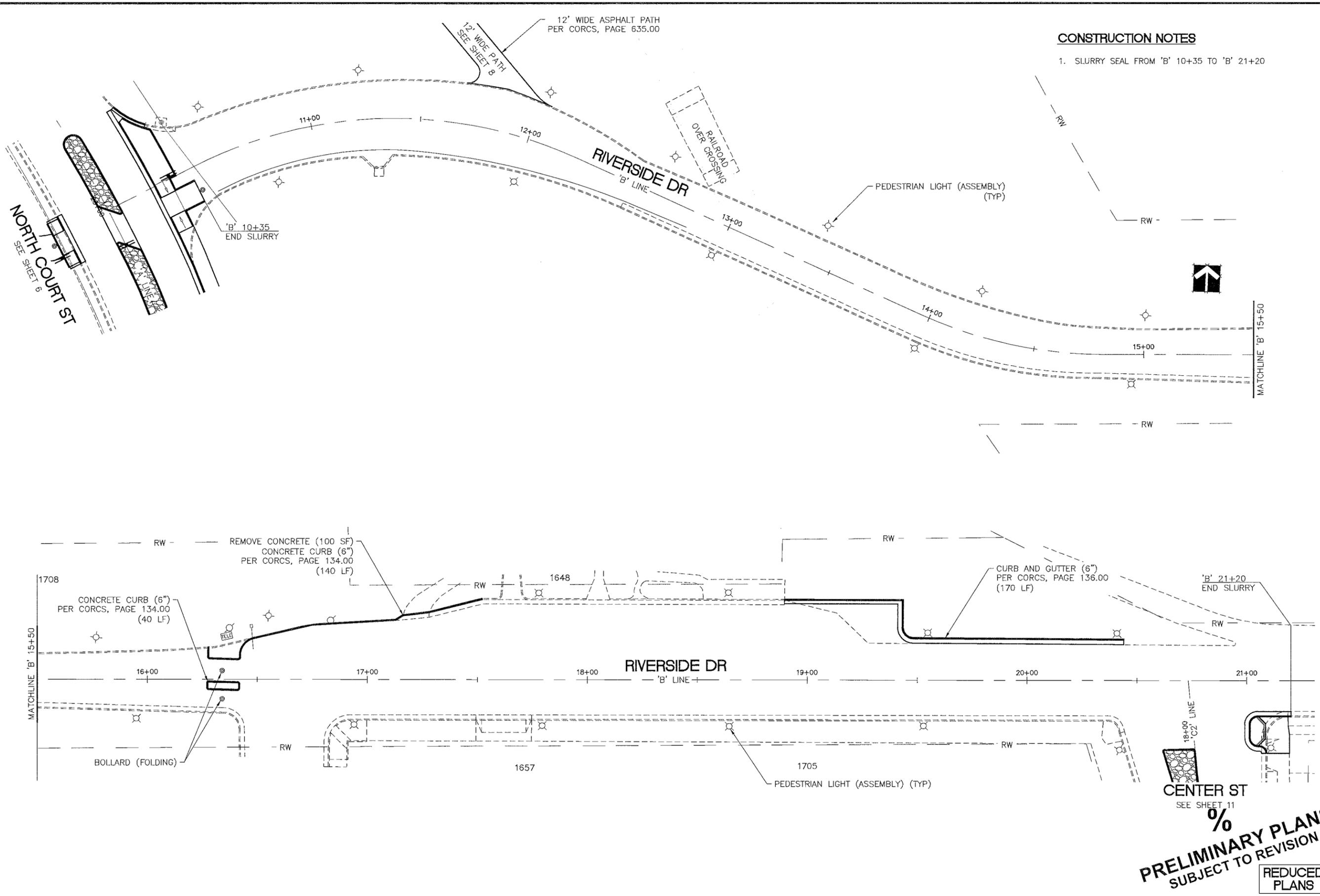
**REDUCED  
 PLANS**



**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

ORIGINAL SCALE IN INCHES 	DESIGNED BY C. VANDIVER	DRAWN BY W. DANIELS	CITY OF REDDING RECORD DRAWING DATE
	DESIGNED BY: C. VANDIVER	DATE:	PROJECT ENGINEER
<b>CITY OF REDDING</b> <b>PUBLIC WORKS DEPARTMENT</b>			
<b>DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT</b>		BID. SCH. NO. XXXX	RIVERTRAIL PATH
JOB NO. 5118		A-8	ORIGINAL SCALE: 1"=40'
DATE: MAY 2015		SHEET 8 OF 17	



**CONSTRUCTION NOTES**

1. SLURRY SEAL FROM 'B' 10+35 TO 'B' 21+20

DESIGNED BY: C. VANDIVER  
 DRAWN BY: W. DANIELS  
 PROJECT ENGINEER

DESIGNED BY:  
 DATE:

PROFESSIONAL ENGINEER  
 C. L. VANDIVER  
 No. 67912  
 Exp. 2-28-19  
 CIVIL  
 STATE OF OREGON

ORIGINAL SCALE: IN INCHES  
 2  
 1  
 0

CITY OF REDDING RECORD DRAWING \_\_\_\_\_ DATE \_\_\_\_\_

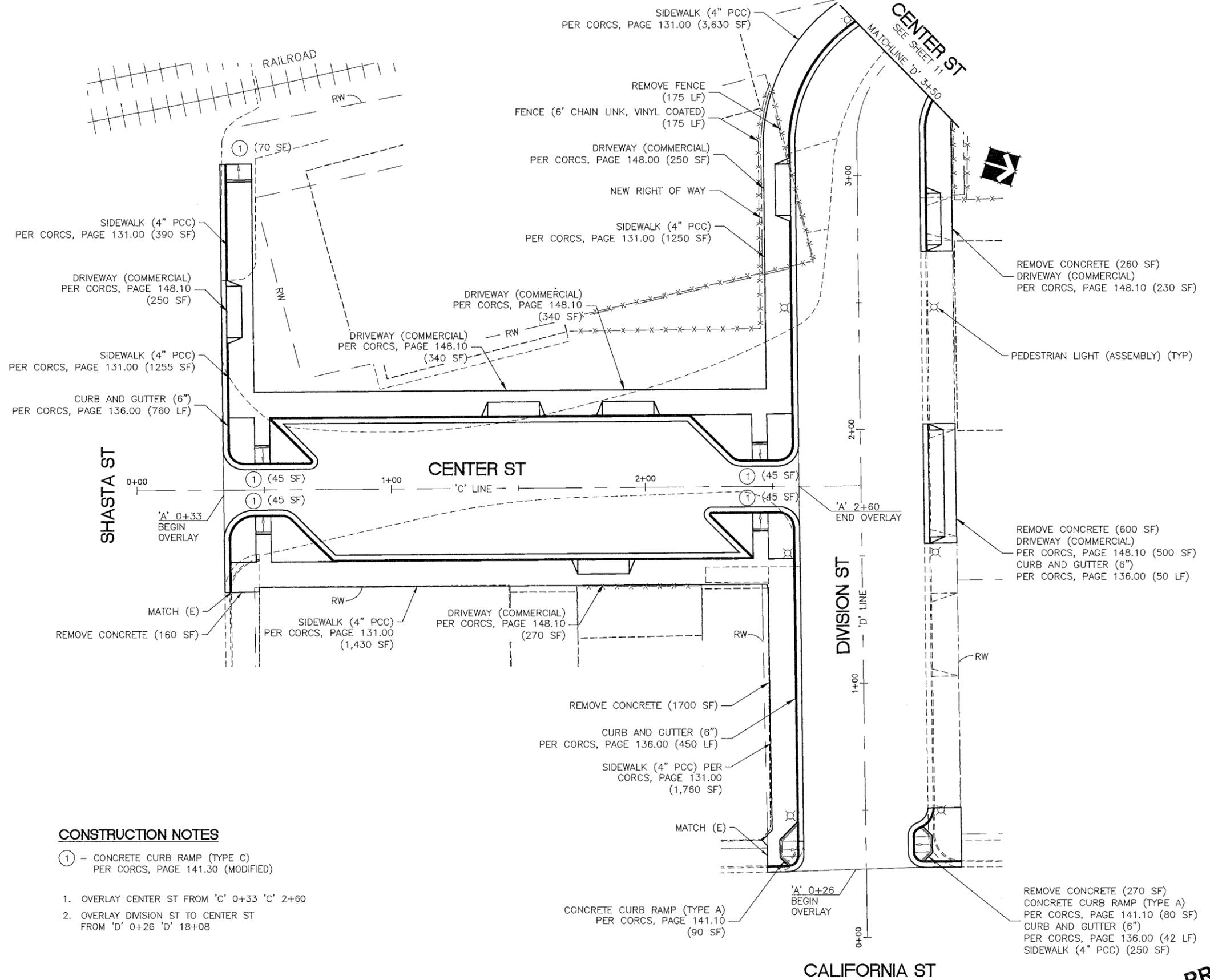
CITY OF REDDING  
 PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN  
 NON-MOTORIZED IMPROVEMENT  
 BID SCH. NO. XXXX  
 JOB NO. 5118  
 RIVERSIDE DR 10+00 TO 21+00

A-9  
 ORIGINAL SCALE:  
 1" = 20'  
 DATE: MAY 2015  
 SHEET 9 OF 17

**%**  
**PRELIMINARY PLANS**  
**SUBJECT TO REVISION**  
**REDUCED PLANS**

NORTH COURT ST  
 SEE SHEET 8



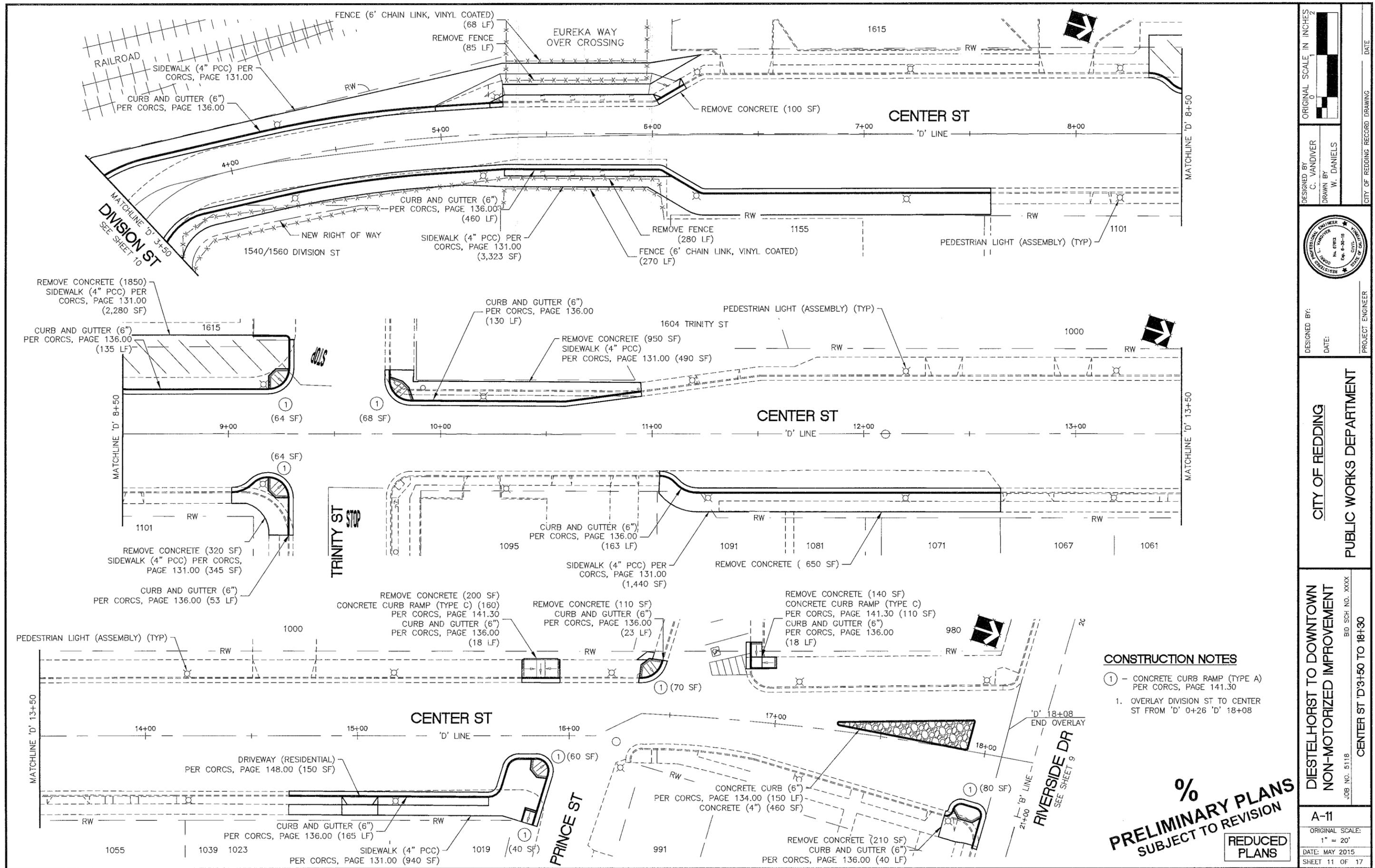
**CONSTRUCTION NOTES**

- ① - CONCRETE CURB RAMP (TYPE C)  
PER CORCS, PAGE 141.30 (MODIFIED)
- 1. OVERLAY CENTER ST FROM 'C' 0+33 'C' 2+60
- 2. OVERLAY DIVISION ST TO CENTER ST  
FROM 'D' 0+26 'D' 18+08

**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

DESIGNED BY: C. VANDIVER DRAWN BY: W. DANIELS DATE: _____ PROJECT ENGINEER: _____	ORIGINAL SCALE IN INCHES: 0 1 2 3 4 5 6 7 8 9 10 DATE: _____ CITY OF REDDING RECORD DRAWING
	
<b>CITY OF REDDING PUBLIC WORKS DEPARTMENT</b>	
<b>DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT</b> JOB NO. 5118    BID. SCH. NO. XXXX CENTER ST 'C' AND DIVISION ST 'D' 0+00 TO 3+50	
<b>A-10</b> ORIGINAL SCALE: 1" = 20' DATE: MAY 2015 SHEET 10 OF 17	



**CONSTRUCTION NOTES**

- ① - CONCRETE CURB RAMP (TYPE A) PER CORCS, PAGE 141.30
- 1. OVERLAY DIVISION ST TO CENTER ST FROM 'D' 0+26 'D' 18+08

**% PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED PLANS**

ORIGINAL SCALE IN INCHES  
0 10 20

DESIGNED BY  
C. VANDIVER  
DRAWN BY  
W. DANIELS



DESIGNED BY  
C. VANDIVER  
DATE:  
PROJECT ENGINEER

CITY OF REDDING  
PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN  
NON-MOTORIZED IMPROVEMENT  
JOB NO. 5118 BID SCH. NO. XXXX  
CENTER ST 'D' 3+50 TO 18+30

A-11  
ORIGINAL SCALE:  
1" = 20'  
DATE: MAY 2015  
SHEET 11 OF 17

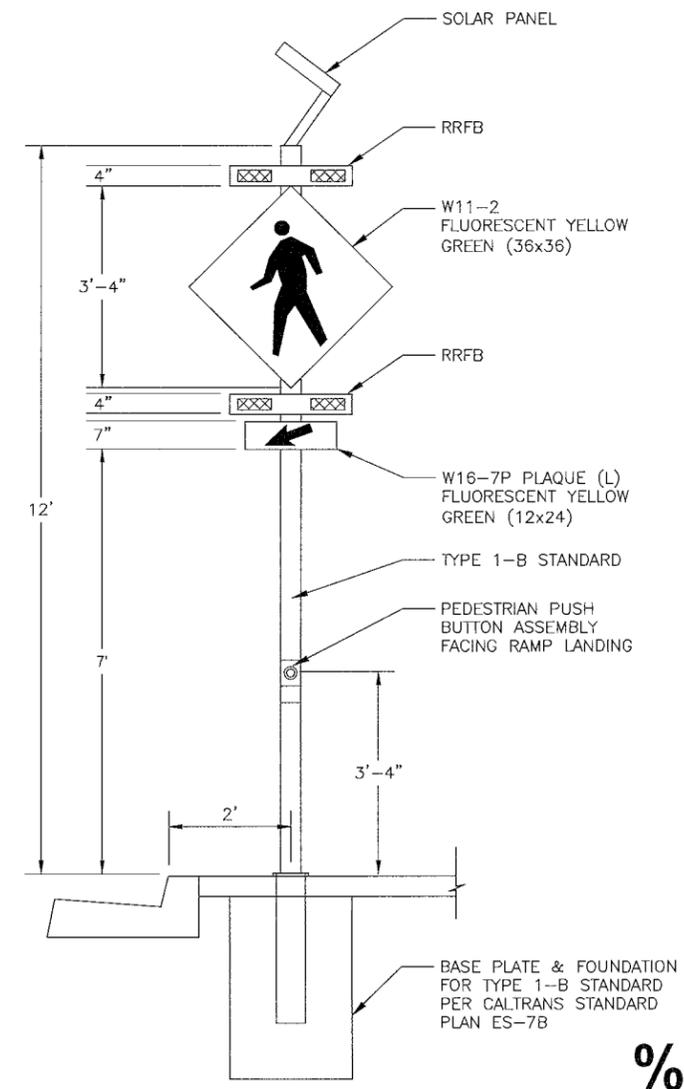
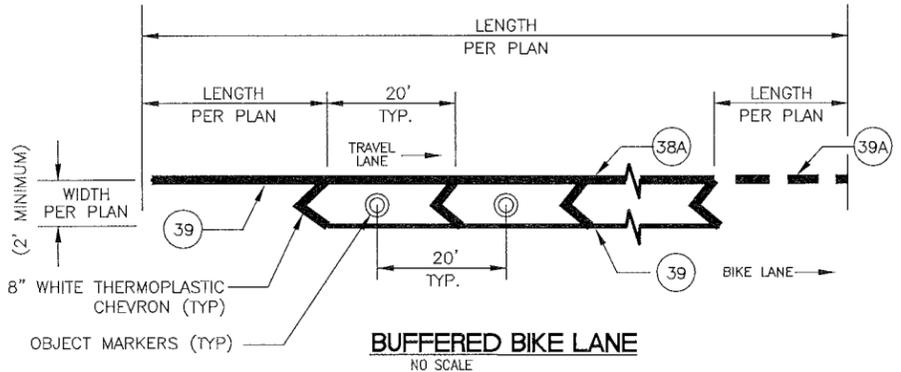
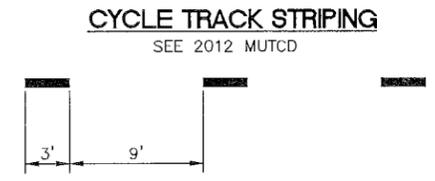
THERMOPLASTIC TRAFFIC STRIPE							THERMOPLASTIC PAVEMENT MARKING				PAVEMENT MARKERS			
CYCLE TRACK	(22)	(25A)	(32)	(39)	(39A)	(38A)	BIKE LANE SYMBOLS & ARROWS	ARROW SYMBOLS	STOP BOX LIMIT LINES X-WALKS LIMIT LINES CHEVRONS	STOP LEGEND	(22)	(32)	(25A)	BLUE HYDRANT
4" SKIP	4" SOLID DOUBLE	4" SOLID	4" SOLID 4" SKIP	6" SOLID	6" SKIP	8" SOLID	WHITE	WHITE	WHITE	WHITE	TYPE D	TYPE D	TYPE G	
WHITE	YELLOW	YELLOW	YELLOW	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	TWO-WAY	TWO-WAY	ONE-WAY	TWO-WAY
LF	LF	LF	LF	LF	LF	LF	SF	SF	SF	SF	EA	EA	EA	EA
4,610	3,500	400	2,460	6,924	380	2,677	69	155	1,378	264	146	103	17	4
20,951 LF							1866 SF				270 EA			

**LEGEND**

- TYPE I (10') ARROW (14 SF)
- TYPE IV (R) ARROW (15 SF)
- TYPE IV (L) ARROW (15 SF)
- CALTRANS TRAFFIC STRIPE DETAIL NUMBER
- BIKE LANE SYMBOL PER CORCS, PAGE 173.20
- BIKE LANE ARROWS PER CORCS, PAGE 173.20

**STRIPING NOTES:**

1. PAVEMENT ARROWS SHALL BE CENTERED IN LANES.
2. PAVEMENT ARROWS SHALL CONFORM TO CALTRANS STANDARDS
3. STRIPING DETAIL NUMBERS REFER TO CALTRANS STANDARD PLANS A20A, A20B, A20C AND A20D, AND CITY OF REDDING STANDARD 171.00 AND 173.20
4. CROSSWALKS AND STOP BARS SHALL BE 12" THERMOPLASTIC.



**RECTANGULAR RAPID FLASHING BEACON (RRFB) WITH PUSH BUTTON**

**% PRELIMINARY PLANS SUBJECT TO REVISION**

**REDUCED PLANS**

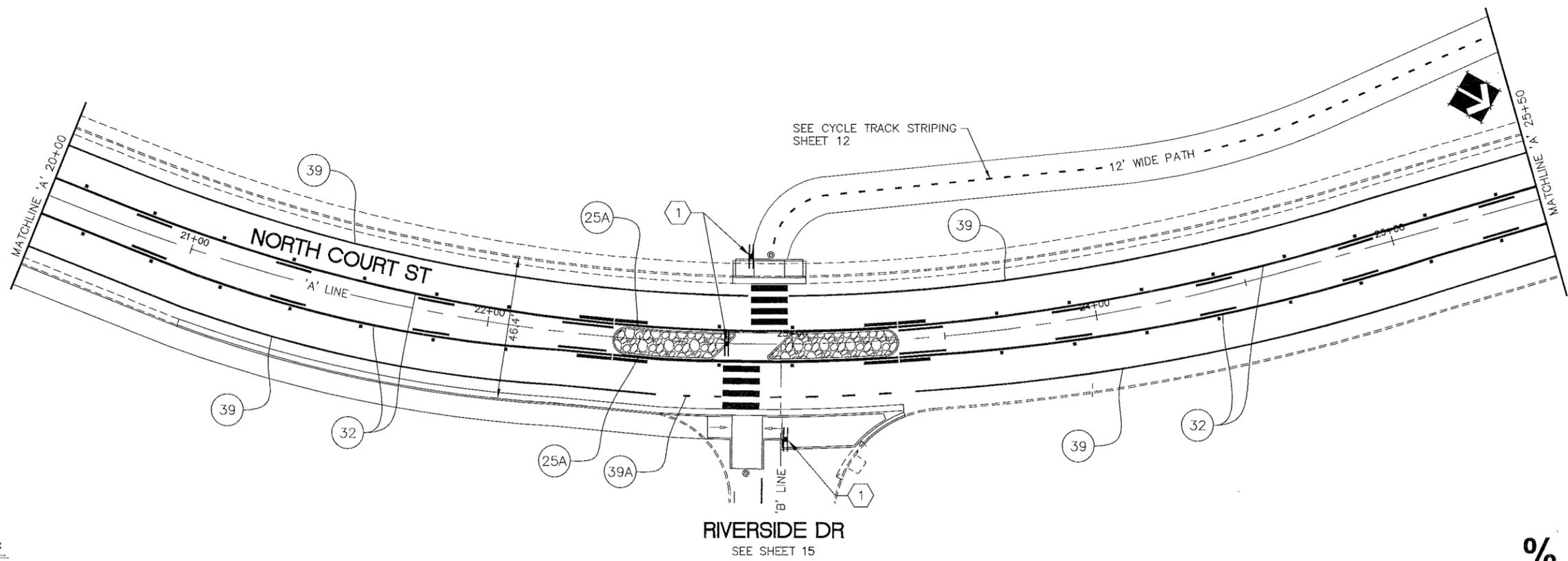
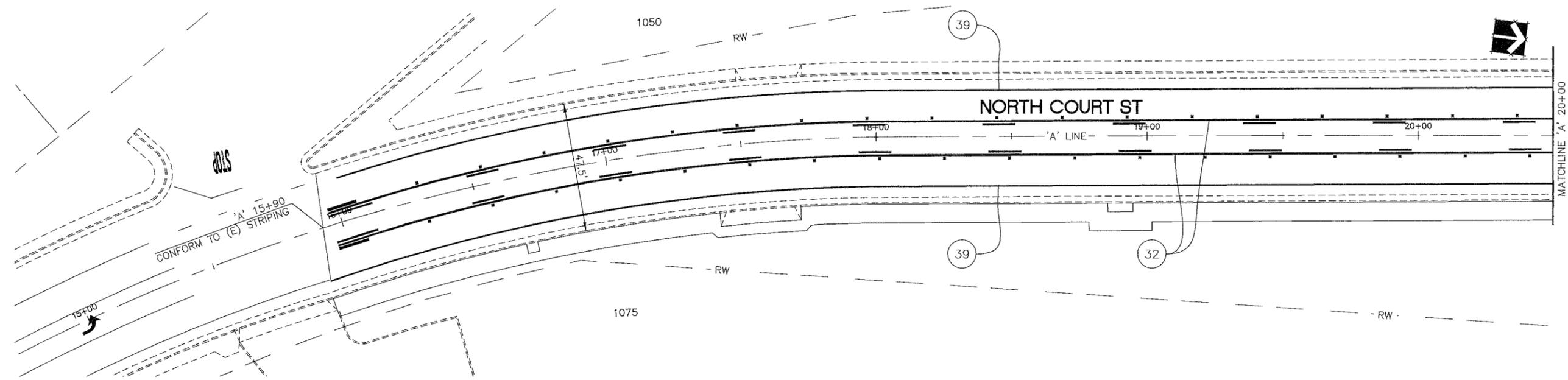
DESIGNED BY: C. VANDIVER  
 DRAWN BY: W. DANIELS  
 ORIGINAL SCALE: 1" = 20'  
 DATE: MAY 2015  
 SHEET 12 OF 17

DESIGNED BY: C. VANDIVER  
 DATE: \_\_\_\_\_  
 PROJECT ENGINEER: \_\_\_\_\_

CITY OF REDDING  
 PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT  
 BID. SCH. NO. XXXX  
 PAVEMENT DELINEATION AND SIGNING  
 JOB NO. 5118

A-12  
 ORIGINAL SCALE: 1" = 20'  
 DATE: MAY 2015  
 SHEET 12 OF 17



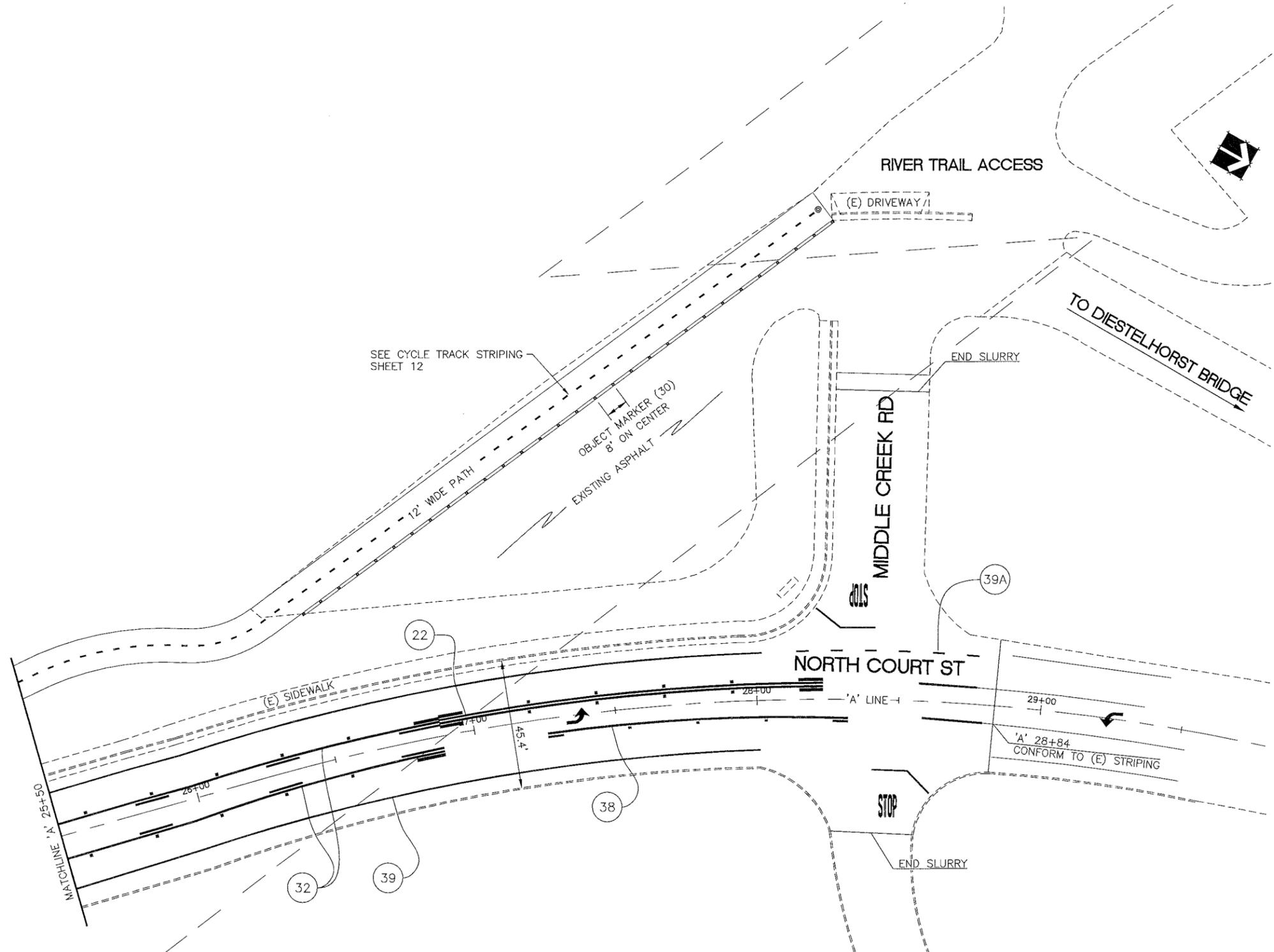
**NOTES:**

- 1 INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB) WITH PUSH BUTTON  
SEE DETAIL SHEET 12

**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

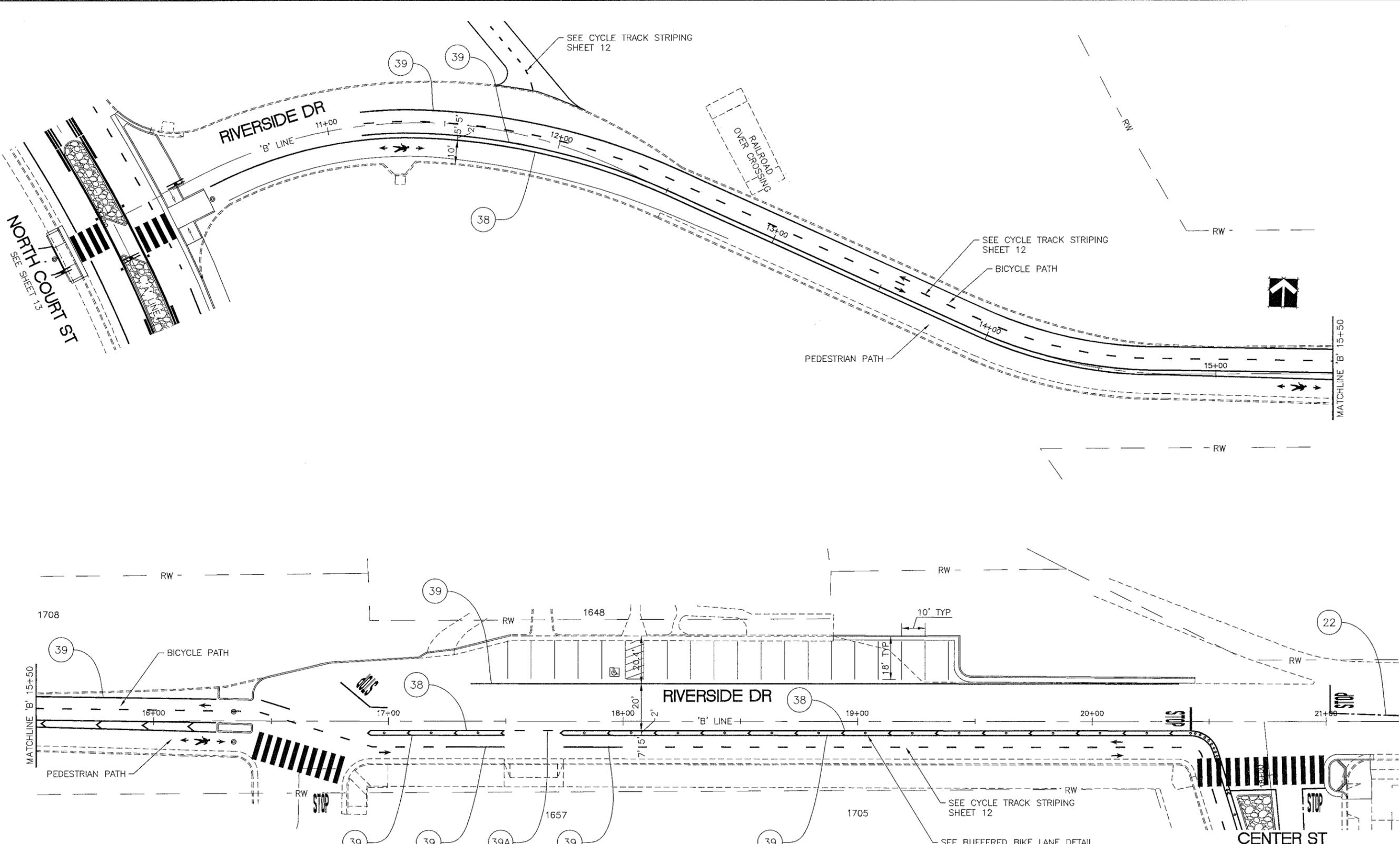
DESIGNED BY: C. VANDIVER DRAWN BY: W. DANIELS	ORIGINAL SCALE IN INCHES: 	CITY OF REDDING RECORD DRAWING DATE: _____	
CITY OF REDDING PUBLIC WORKS DEPARTMENT			
DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT PAVEMENT DELINEATION AND SIGNING			
JOB NO. 5118    BID. SCH. NO. XXXX			
A-13			
ORIGINAL SCALE: 1" = 20'			
DATE: MAY 2015			
SHEET 13 OF 17			



**%**  
**PRELIMINARY PLANS**  
 SUBJECT TO REVISION

REDUCED  
 PLANS

ORIGINAL SCALE IN INCHES 	DESIGNED BY C. VANDIVER	DRAWN BY W. DANIELS	ORIGINAL SCALE IN INCHES 1" = 20' DATE: MAY 2015 SHEET 14 OF 17
		DESIGNED BY: C. VANDIVER DATE:	PROJECT ENGINEER W. DANIELS DATE:
CITY OF REDDING PUBLIC WORKS DEPARTMENT			
DIESELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT PAVEMENT DELINEATION AND SIGNING BID. SCH. NO. XXXX JOB NO. 5118			
A-14			



DESIGNED BY: C. VANDIVER  
 DRAWN BY: W. DANIELS  
 ORIGINAL SCALE IN INCHES: 1" = 20'

DATE: \_\_\_\_\_  
 PROJECT ENGINEER: \_\_\_\_\_  
 CITY OF REDDING, RECORD DRAWING: \_\_\_\_\_ DATE: \_\_\_\_\_



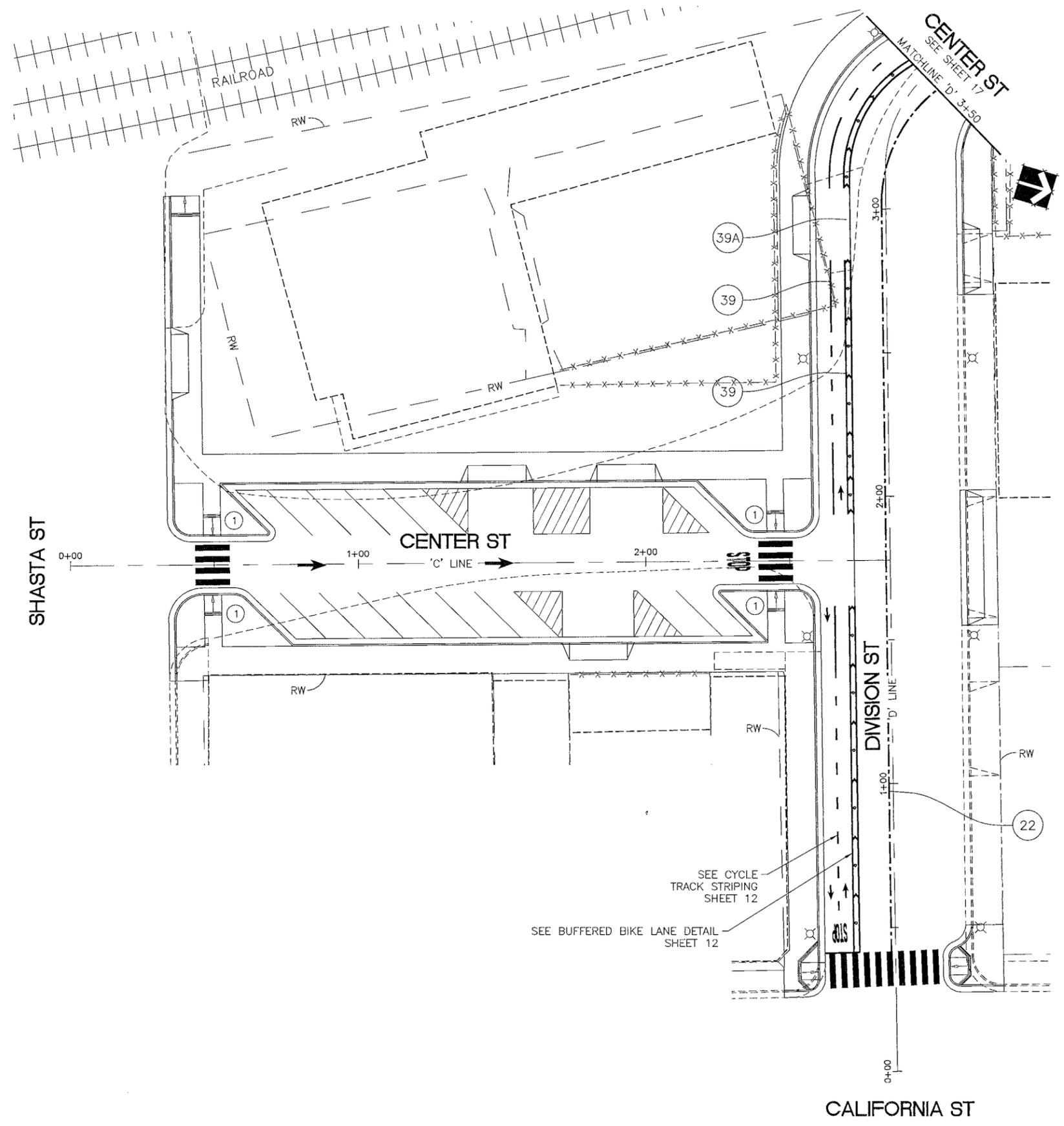
DESIGNED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 PROJECT ENGINEER: \_\_\_\_\_

CITY OF REDDING  
 PUBLIC WORKS DEPARTMENT

DIESTELHORST TO DOWNTOWN  
 NON-MOTORIZED IMPROVEMENT  
 JOB NO. 511B BID. SCH. NO. XXXX  
 PAVEMENT DELINEATION AND SIGNING

A-15  
 ORIGINAL SCALE: 1" = 20'  
 DATE: MAY 2015  
 SHEET 15 OF 17

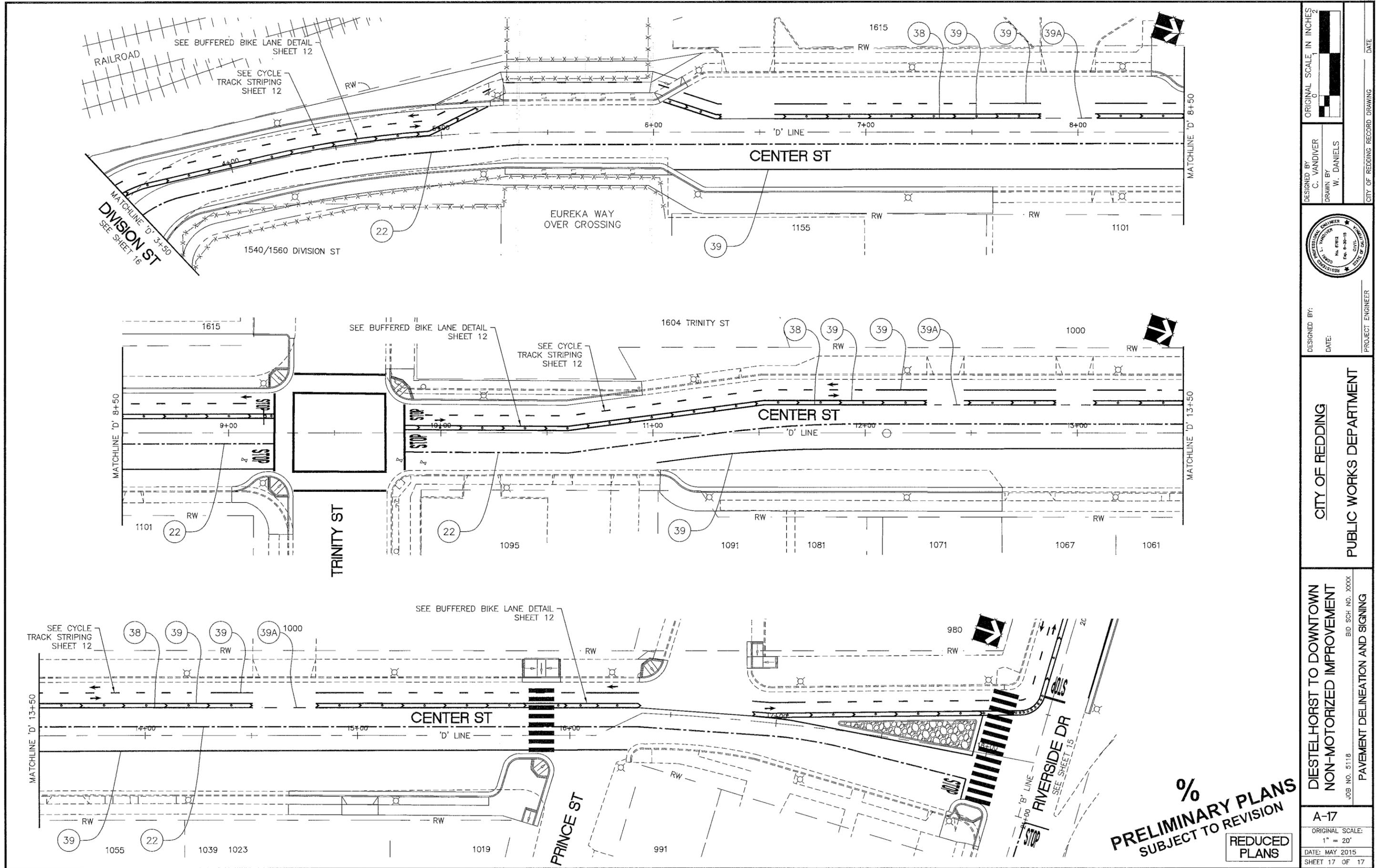
**PRELIMINARY PLANS**  
**SUBJECT TO REVISION**  
**REDUCED PLANS**



**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

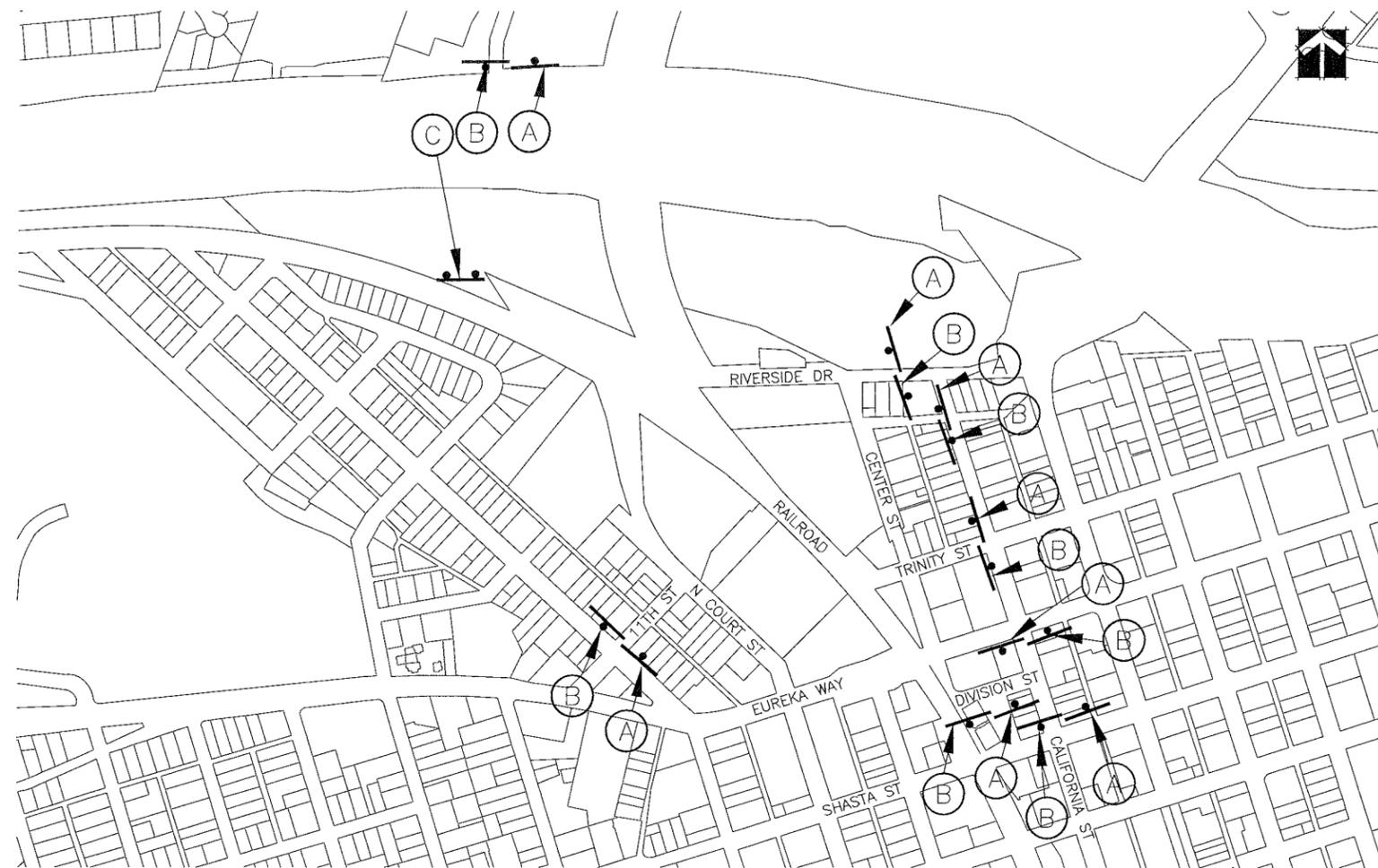
DESIGNED BY: C. VANDIVER DRAWN BY: W. DANIELS	ORIGINAL SCALE IN INCHES 0 1 2
	CITY OF REDDING RECORD DRAWING _____ DATE _____
DESIGNED BY: DATE:	
PROJECT ENGINEER	CITY OF REDDING PUBLIC WORKS DEPARTMENT
DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT JOB NO. 5118 BID SCH. NO. XXXX	PAVEMENT DELINEATION AND SIGNING
A-16	ORIGINAL SCALE: 1" = 20' DATE: MAY 2015 SHEET 16 OF 17



**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

DESIGNED BY: C. VANDIVER DRAWN BY: W. DANIELS PROJECT ENGINEER	ORIGINAL SCALE IN INCHES: 1" = 20' DATE: MAY 2015 SHEET 17 OF 17
CITY OF REDDING PUBLIC WORKS DEPARTMENT	CITY OF REDDING RECORD DRAWING DATE:
DESIGNED BY: C. VANDIVER DATE:	PROJECT ENGINEER W. DANIELS No. 67812 Exp. 6-30-19 REGISTERED PROFESSIONAL ENGINEER STATE OF CALIFORNIA
DIESTELHORST TO DOWNTOWN NON-MOTORIZED IMPROVEMENT PAVEMENT DELINEATION AND SIGNING JOB NO. 5118 BID. SCH. NO. XXXX	A-17 ORIGINAL SCALE: 1" = 20' DATE: MAY 2015 SHEET 17 OF 17



8'      4" LETTERS (TYP)

**DIESTELHORST TO DOWNTOWN  
NON-MOTORIZED IMPROVEMENT**

**THIS COMMUNITY PROJECT IS BEING  
UNDERTAKEN BY THE CITY OF REDDING AND  
THE REDDING REDEVELOPMENT AGENCY**

**OUR GOALS ARE TO:  
COMPLETE THIS PROJECT ON TIME, WITHIN  
THE BUDGET BID AMOUNT, & PROVIDE  
IMPROVED SERVICE TO THE COMMUNITY**

CONTRACTOR: CONSTRUCTION CO. TEL. NO. ###-####  
CONSTRUCTION MANAGER: DON CHILTON TEL. NO. 225-4170

3" LETTERS (TYP)

4'

2" LETTERS

CITY SEAL  
(CITY PROVIDED)  
TYP. OF 2

**NOTE:**

- 1) EXACT LOCATION TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER
- 2) SIGN PANEL SHALL BE 3/4" EXTERIOR GRADE PLYWOOD OR CITY APPROVED EQUAL
- 3) SPACE BETWEEN LINES AS INDICATED
- 4) CUT VINYL BLACK LETTERING WITH A BLACK EDGE BOARDER ON WHITE BACKGROUND
- 5) MOUNT SIGN ON 2-4"x6" WOOD POSTS

**PROJECT FUNDING SIGN**

EXACT LOCATION TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER

**CONSTRUCTION AREA SIGNS (STATIONARY MOUNTED)**

TYPE	CODE	PANEL SIZE	SIGN MESSAGE	NUMBER AND SIZE OF POSTS PER SIGN	EACH
(A)	W20-1	36" X 36"	ROAD WORK AHEAD	1-4" X 6"	8
(B)	G20-2	36" X 18"	END ROAD WORK	1-4" X 4"	8
(C)	-	8' X 4'	FUNDING SIGN	2-4" X 6"	1
POST LENGTHS ARE APPROXIMATE ONLY. POST SHOULD NOT BE PRECUT					
TOTAL					17

**NOTES:**

1. LOCATIONS OF CONSTRUCTION AREA SIGNS SHOWN ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. ALL SIGNS SHALL HAVE 7-FT VERTICAL CLEARANCE TO BOTTOM OF SIGN PANEL.

**%  
PRELIMINARY PLANS  
SUBJECT TO REVISION**

**REDUCED  
PLANS**

DESIGNED BY: C. VANDIVER

DRAWN BY: W. DANIELS

ORIGINAL SCALE IN INCHES: 2

DESIGNED BY: C. VANDIVER

DATE:

PROJECT ENGINEER

**CITY OF REDDING**

**PUBLIC WORKS DEPARTMENT**

DIESTELHORST TO DOWNTOWN  
NON-MOTORIZED IMPROVEMENT

CONSTRUCTION SIGNS

JOB NO. 5118

BID. SCH. NO. XXXX

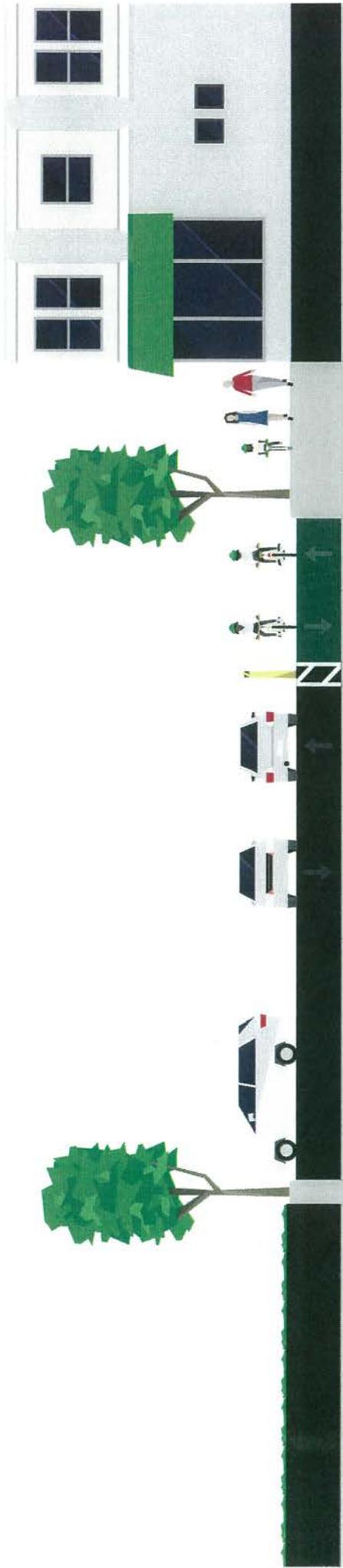
A-18

ORIGINAL SCALE: NONE

DATE: MAY 2015

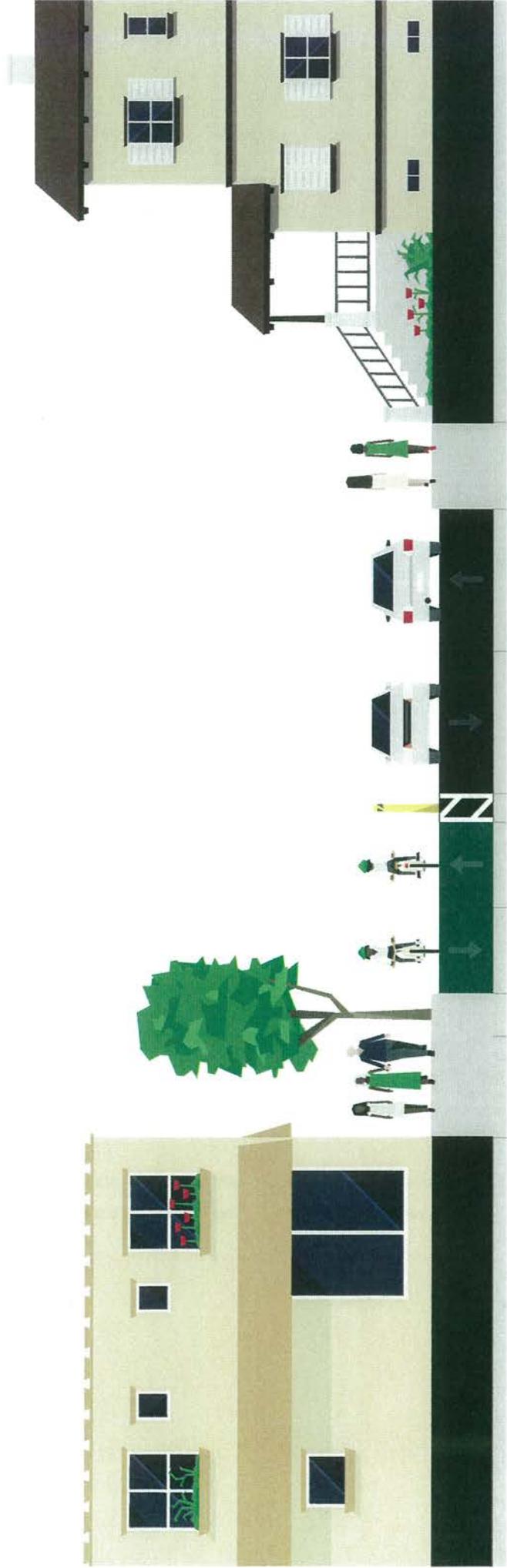
SHEET 18 OF 17

# Riverside (Caltrans Bldg)



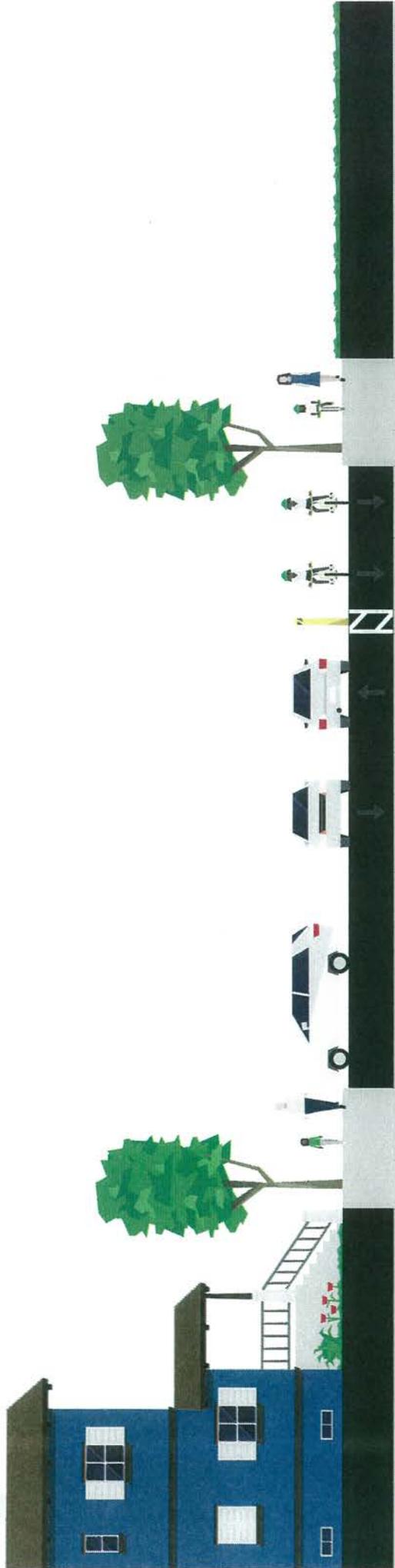
*Proposed Project  
looking East on Riverside*

# Center at Trinity (looking north)



Center Street  
Proposed streetscape  
looking North  
at Trinity

# Center Street



Proposed project  
Street scape  
Center St looking South  
from Prince

# **Attachment F**

# Benton / Court

Looking North to Benton at Riverside  
(towards the Sacramento River Trail)



Looking South to Court Street at Riverside  
Drive (towards Downtown)  
Sidewalks will be completed to the south  
Bike lanes will be maximized



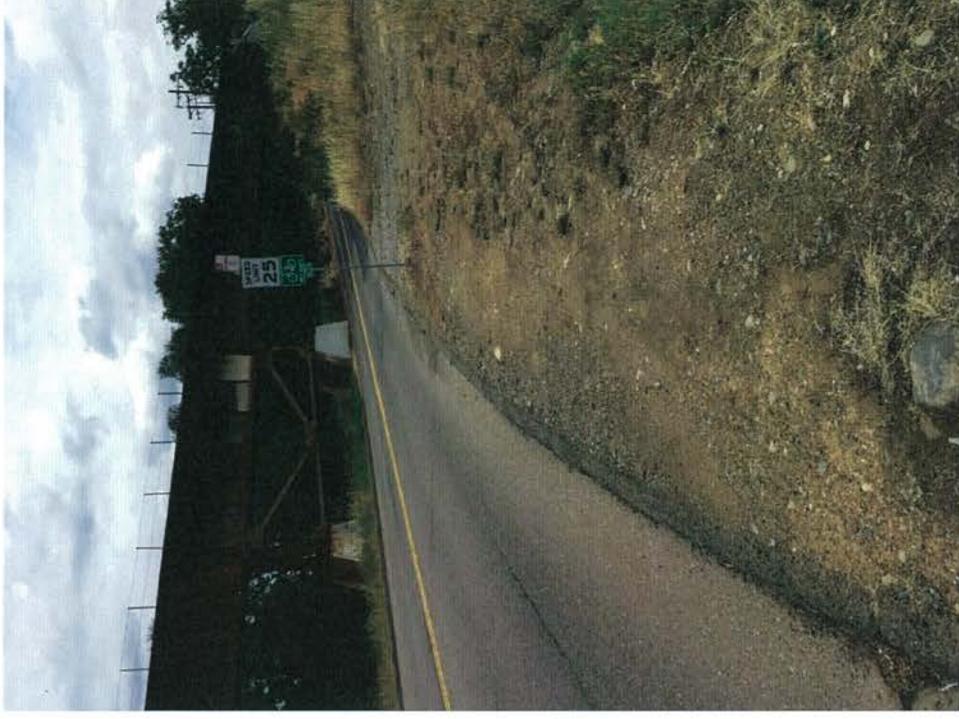
# Riverside Drive

looking east from Benton/Court

**North side- beaten path**

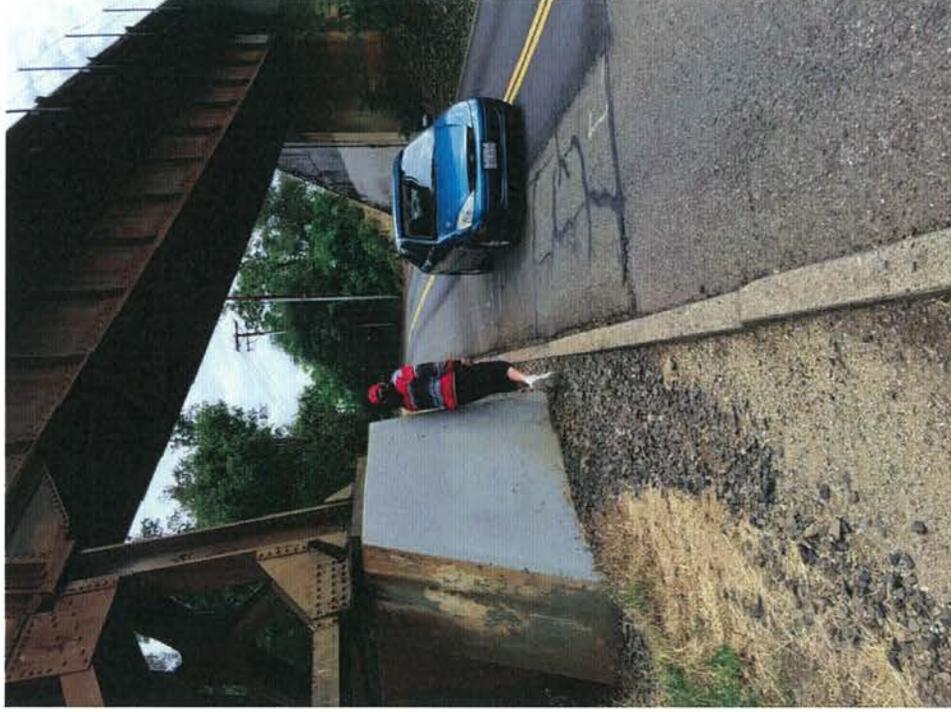


**South side – beaten path**



# Riverside Drive

No path accessible path for pedestrians. This teenager shown walks here almost everyday.



No bicycle facilities, cars often cross double yellow on a uphill curve.



# Riverside Drive

Looking west- towards Benton



Looking east towards Center street



# Path connection under the Roadways

**Eastside of Benton Goat Trails**



# Path connection under the Roadways

South end of the Diestelhorst Bridge.



Westside of Diestelhorst bridge



# Path connection under the Roadways

**Under Diestelhorst ped/bike  
bridge**



**Under Benton Bridge**



# Diestelhorst to Riverside

along west side of Benton

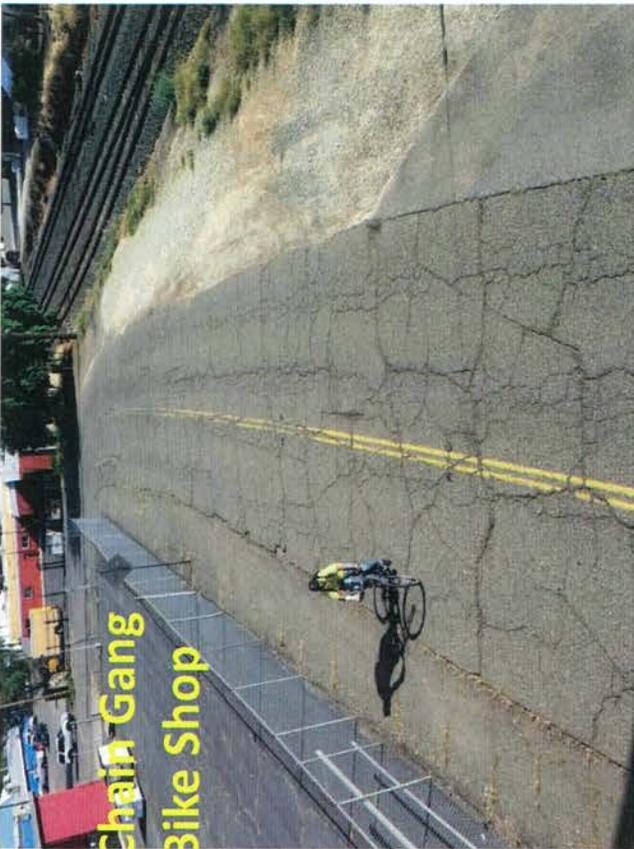
**Goat trails**



# Center Street

from Eureka Way (299) bridge

Looking South towards  
downtown

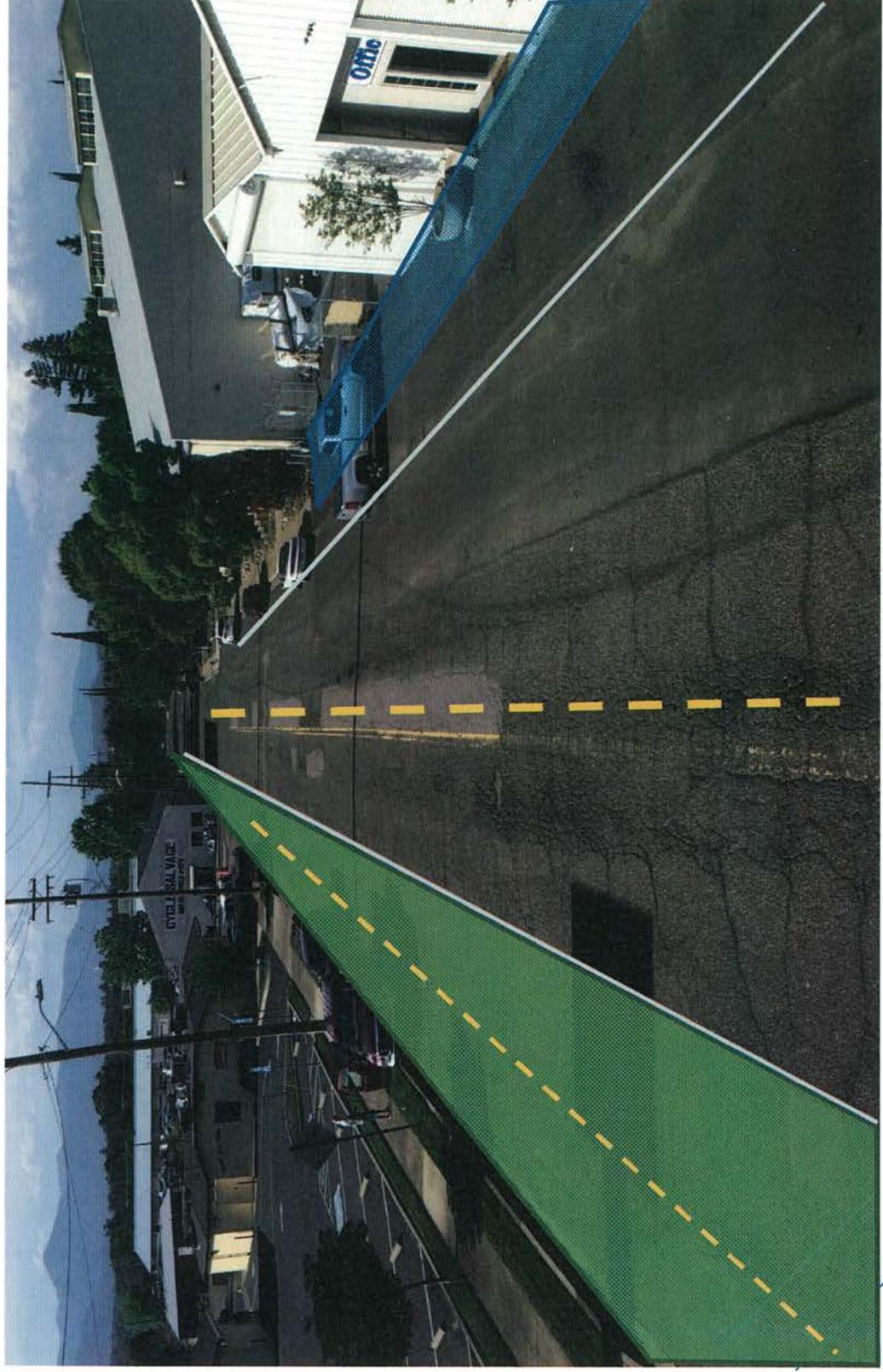


Looking north towards Riverside

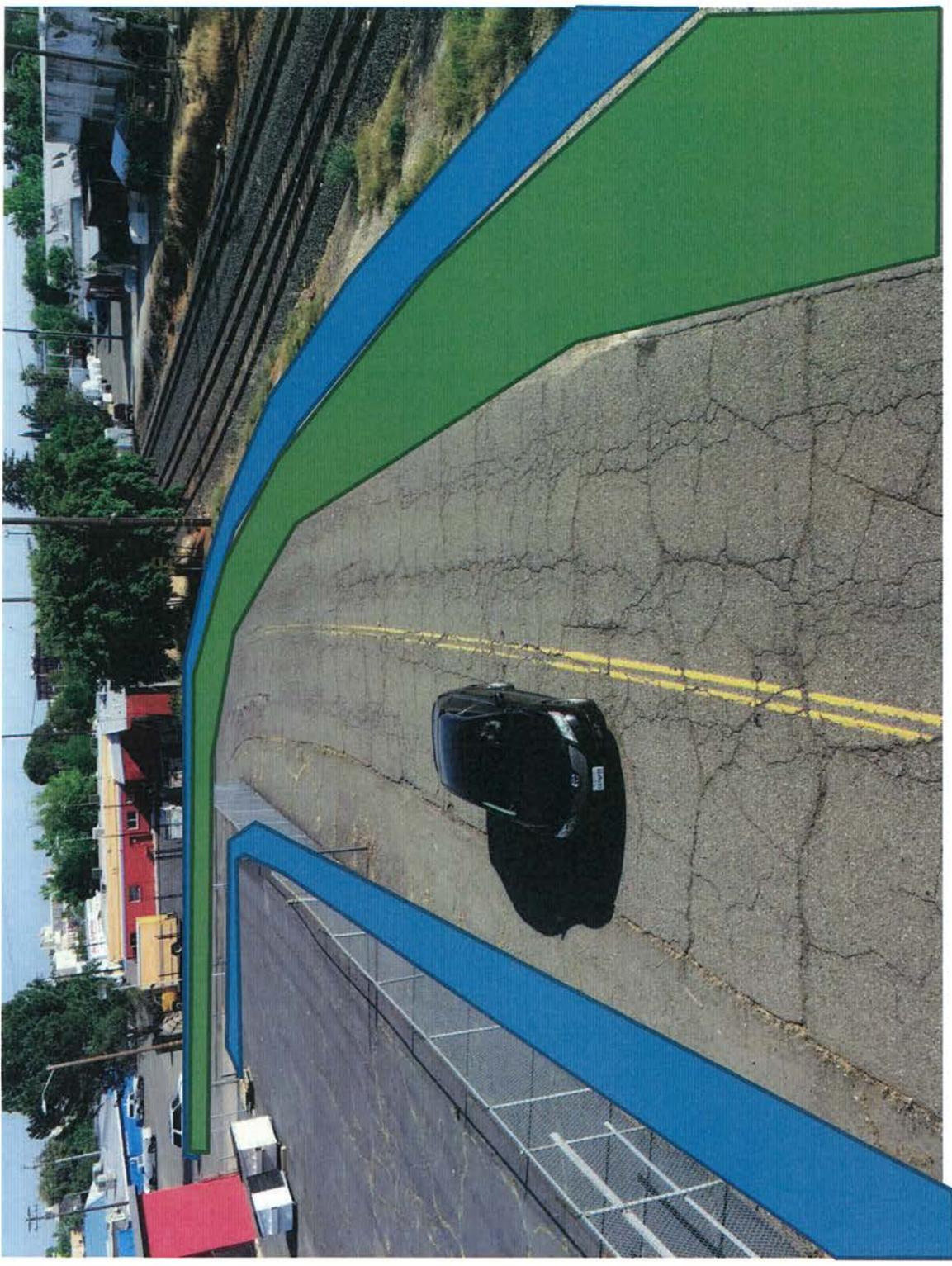


## Center Street

Proposed new sidewalk and separated bikeway (not to scale)



Center Street  
Proposed new sidewalk and bikeway (not to scale)



# Division Street

looking east from Center Street to California Street



# Center Street

will complete sidewalks and reduce crossing distances

**From Shasta Street looking  
towards Division**



**Looking south towards Shasta  
Street**



# **Attachment G**

## Detailed Engineer's Estimate and Total Project Cost

### Diesterhorst to Downtown Non-Motorized Improvement Project

**Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).**

#### Project Information:

Agency:	City of Redding		
Application ID:	02-City of Redding-1	Prepared by:	C. Vandiver
		Date:	05/21/2015
Project Description:	Construct a mix of paths from the River Trail to Downtown: off street paths, Class 2, separated bikeways, complete sidewalk gaps, improve all intersections, an enhanced crossing including median and rapid flashing beacons and corridor lighting.		
Project Location:	Project will span a corridor from Sacramento River Trailhead at Deisterhorst Bridge to downtown neighborhoods under and via Benton Dr., Riverside Dr., Center Street and Division Street.		

#### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Traffic Control	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
2	Construction Area Signs	16	EA	\$300.00	\$4,800	100%	\$4,800						
3	Prepare SWPPP	1	LS	\$3,000.00	\$3,000	100%	\$3,000						
4	Implement SWPPP	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
5	Clear and Grub	1	AC	\$7,500.00	\$7,500	100%	\$7,500						
6	Excavation (Unclassified)	1020	CY	\$45.00	\$45,900	100%	\$45,900						
7	Cold Mill Asphalt Concrete	27050	SF	\$1.50	\$40,575	100%	\$40,575						
8	Asphalt Concrete	1850	Ton	\$95.00	\$175,750	100%	\$175,750						
9	Aggregate Base	234	CY	\$60.00	\$14,040	100%	\$14,040						
10	Pavement Fabric	7760	SY	\$4.00	\$31,040	100%	\$31,040						
11	Asphalt Concrete Dike (Type A)	230	LF	\$25.00	\$5,750	100%	\$5,750						
12	Crack Seal	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
13	Slurry Seal	12100	SY	\$3.00	\$36,300	100%	\$36,300						
14	Concrete Curb (6")	530	LF	\$22.00	\$11,660	100%	\$11,660						
15	Curb and Gutter (6")	2950	LF	\$26.00	\$76,700	100%	\$76,700						
16	Sidewalk (4" PCC)	24303	SF	\$9.00	\$218,727	100%	\$218,727						
17	Concrete (4")	1400	SF	\$15.00	\$21,000	100%	\$21,000						
18	Concrete Curb Ramp	1570	SF	\$20.00	\$31,400	100%	\$31,400						
19	Driveway (Residential)	605	SF	\$11.00	\$6,655	100%	\$6,655						
20	Driveway (Commercial)	2200	SF	\$12.00	\$26,400	100%	\$26,400						
21	Pavement Marking (Thermoplastic)	1866	SF	\$7.50	\$13,995	100%	\$13,995						
22	Traffic Stripe (4" Thermoplastic)	10970	LF	\$1.00	\$10,970	100%	\$10,970						
23	Traffic Stripe (6" Thermoplastic)	7304	LF	\$1.50	\$10,956	100%	\$10,956						
24	Traffic Stripe (8" Thermoplastic)	2677	LF	\$3.00	\$8,031	100%	\$8,031						
25	Pavement Marker	270	EA	\$8.00	\$2,160	100%	\$2,160						
26	Install Sign	1	LS	\$6,000.00	\$6,000	100%	\$6,000						
27	Beacon (Rectangular Rapid Flashing)	3	EA	\$10,000.00	\$30,000	100%	\$30,000						
28	Bollard (Folding)	5	EA	\$2,000.00	\$10,000	100%	\$10,000						
29	Object Marker	130	EA	\$100.00	\$13,000	100%	\$13,000						
30	Miscellaneous Storm Drain Improvements	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
31	Fence (6' Chain Link, Vinyl Coated)	513	LF	\$40.00	\$20,520	100%	\$20,520						
32	Remove Fence	540	LF	\$10.00	\$5,400	100%	\$5,400						
33	Remove Traffic Stripe	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
34	Remove Pavement Marking	1	LS	\$3,500.00	\$3,500	100%	\$3,500						
35	Remove Concrete	7,780	SF	\$5.00	\$38,900	100%	\$38,900						
36	Pedestrian Lighting (Assembly)	92	EA	\$6,500.00	\$598,000	100%	\$598,000						
<b>Subtotal of Construction Items:</b>					\$1,613,629		\$1,613,629						
Construction Item Contingencies (% of Construction Items): Enter in the cell to the right				15.00%	\$242,044								
<b>Total (Construction Items &amp; Contingencies) cost:</b>					\$1,855,673								

#### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$	148,454	
Plans, Specifications and Estimates (PS&E):	\$	315,464	
<b>Total PE:</b>	<b>\$</b>	<b>463,918</b>	25.00% 25% Max

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
<b>Right of Way (RW)</b>													
	Right of Way Engineering:			\$	25,000								
	Acquisitions and Utilities:			\$	15,000								
	<b>Total RW:</b>			<b>\$</b>	<b>40,000</b>								
<b>Construction (CON)</b>													
	Construction Engineering (CE):			\$	278,351	13.04%	15% Max						
	Total Construction Items & Contingencies:				\$1,855,673								
	<b>Total CON:</b>			<b>\$</b>	<b>2,134,024</b>								
<b>Total Project Cost Estimate:</b>					<b>\$</b>	<b>2,637,943</b>							

# **Attachment H**

Non-infrastructure Work Plan

Not Applicable

# **Attachment i-1**

# Strava Cycling



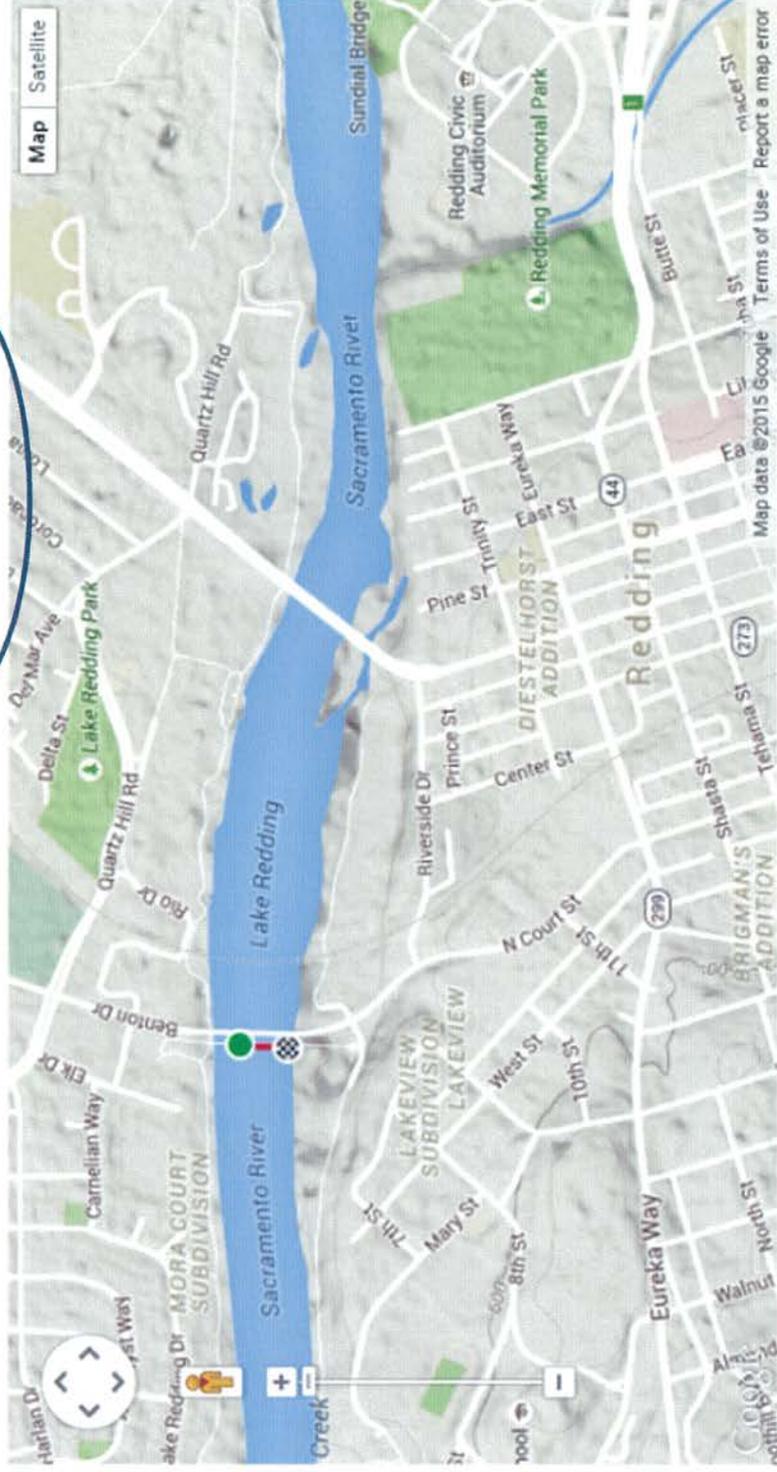
Dashboard ▾ Training ▾ Explore ▾ Challenges ▾ Shop

## ★ Diestelhorst Southbound

Ride Segment Redding, California

0.0 mi 1% Avg Grade 498 ft Lowest Elev 502 ft Highest Elev 4 ft Elevation Difference

6,690 Attempts By 770 People



# Strava Cycling

**STRAVA**



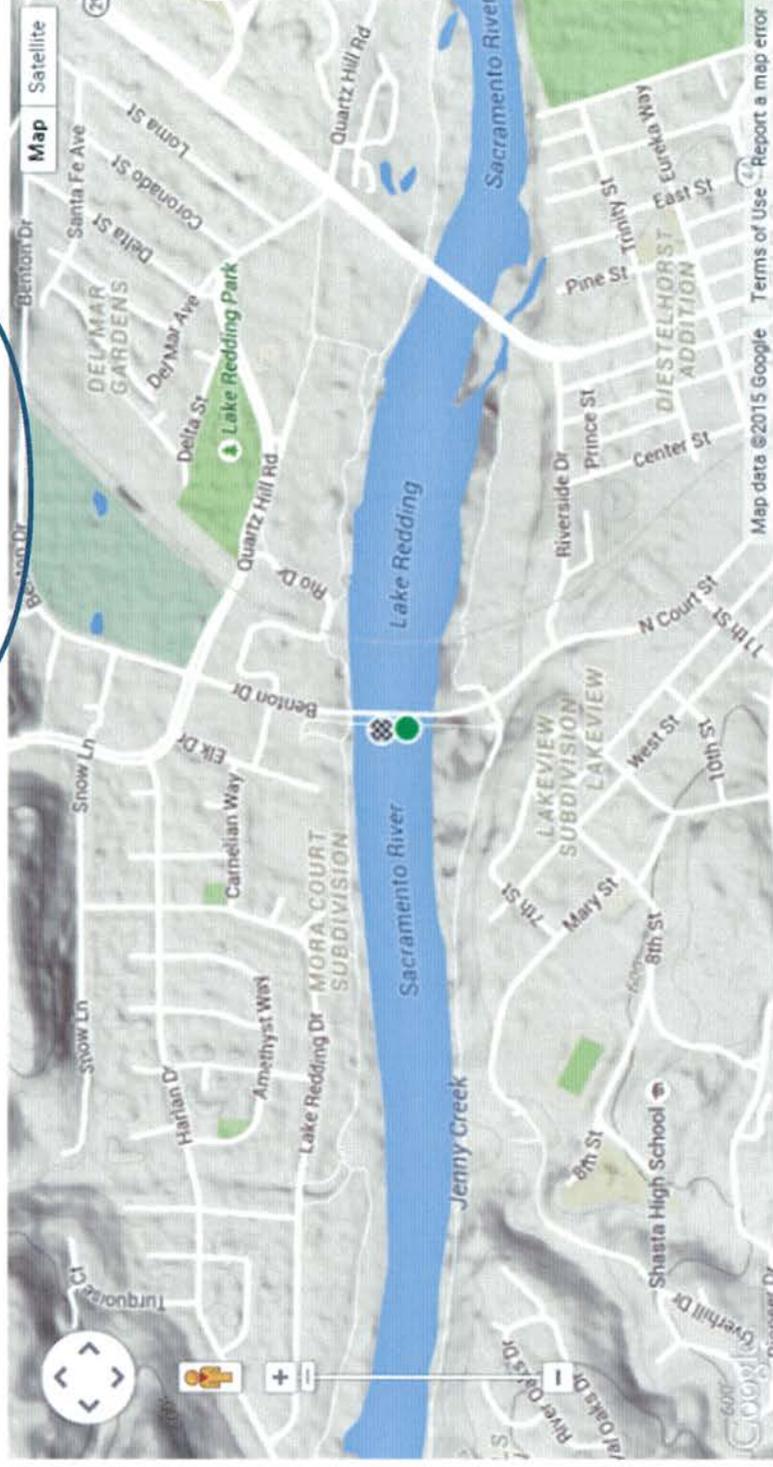
Dashboard ▾ Training ▾ Explore ▾ Challenges ▾ Shop

## ★ Diestelhorst northbound

Ride Segment Redding, California

0.0 mi 0% 485 ft 485 ft 0 ft

Distance Avg Grade Lowest Elev Highest Elev Elev Difference 1,518 Attempts By 413 People



# Strava Cycling

**STRAVA**



Dashboard

Training

Explore

Challenges

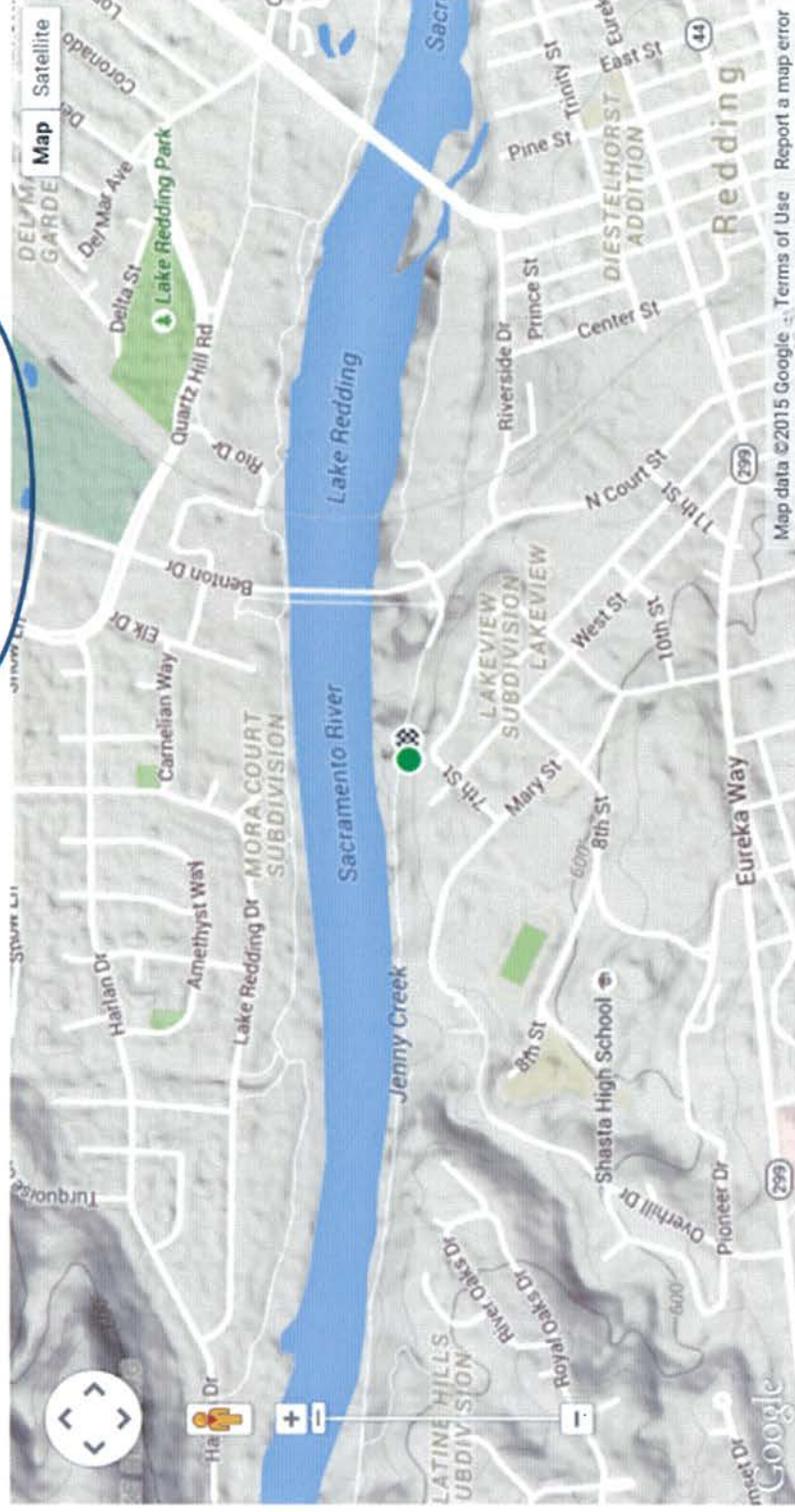
Shop

## ★ Middle Creek Start W2E

Ride Segment Redding, California

0.0 mi 0% 545 ft 545 ft 0 ft

Distance Avg Grade Lowest Elev Highest Elev Elev Difference 3,195 Attempts By 622 People



# Strava Cycling

**STRAVA**



Dashboard



Training



Explore



Challenges



Shop

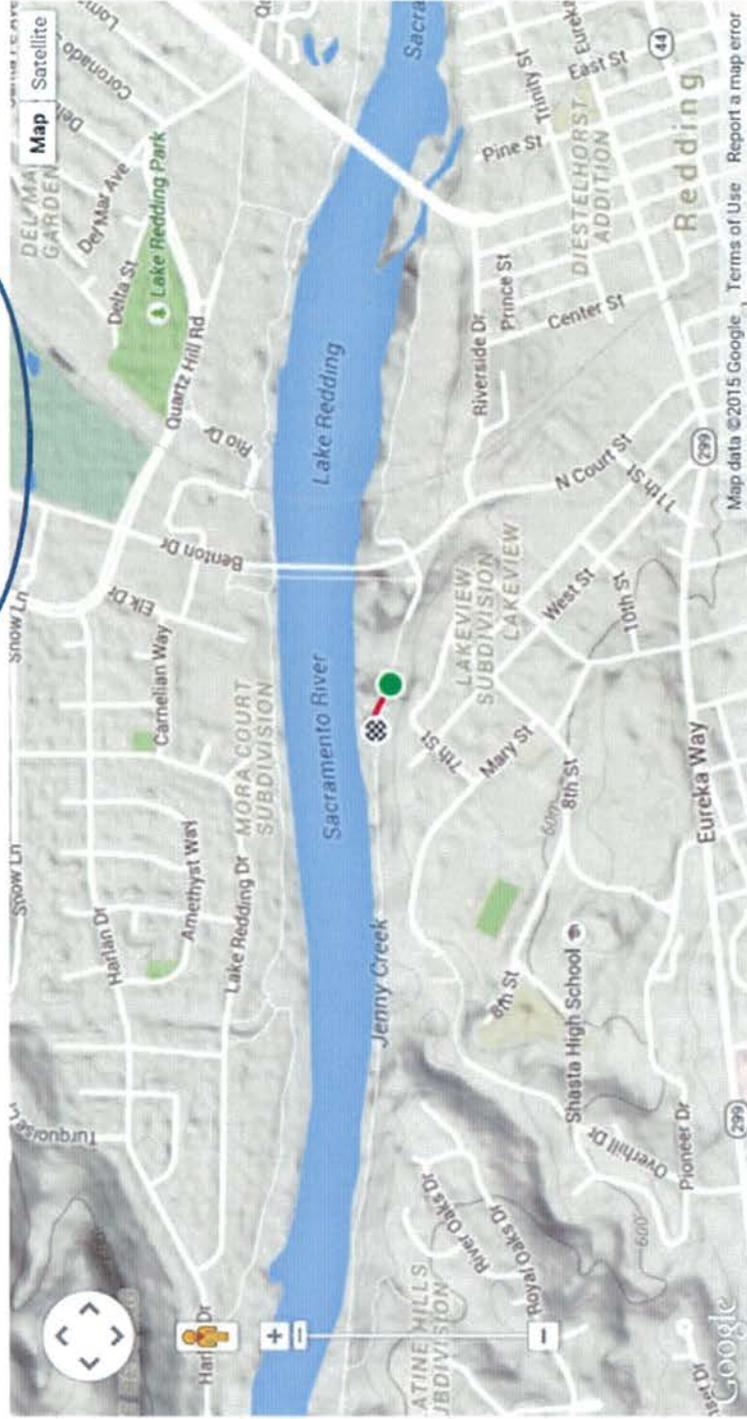
## ★ Middle Creek Start E2W

Ride Segment Redding, California

0.0 mi -2% 514 ft 519 ft 5 ft

Distance Avg Grade Lowest Elev Highest Elev Elev Difference

7,466 Attempts By 799 People



# Strava Cycling

**STRAVA**

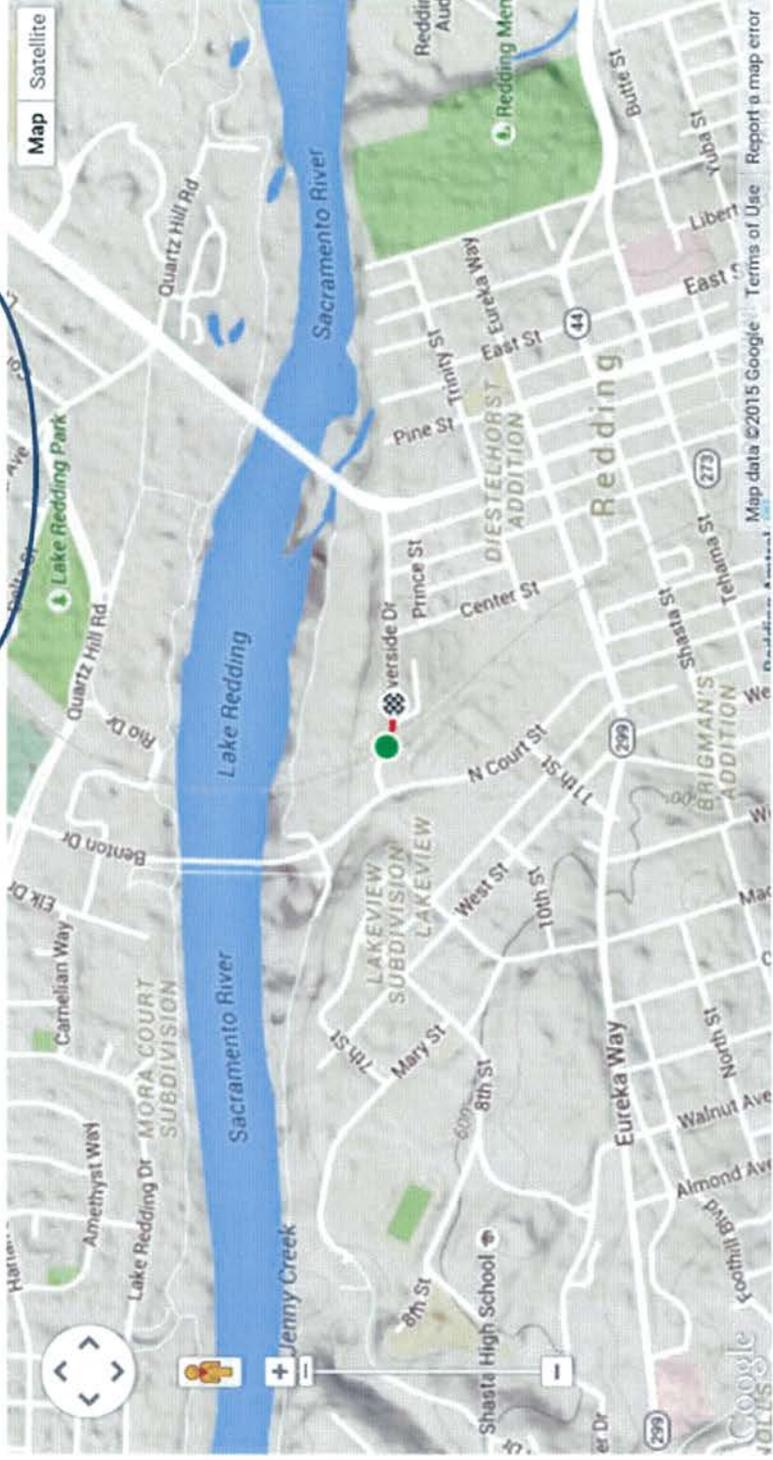
Dashboard ▾ Training ▾ Explore ▾ Challenges ▾ Shop

## ★ Riverside Hill

Ride Segment Redding, California

0.0 mi 8% 440ft 463ft 23ft

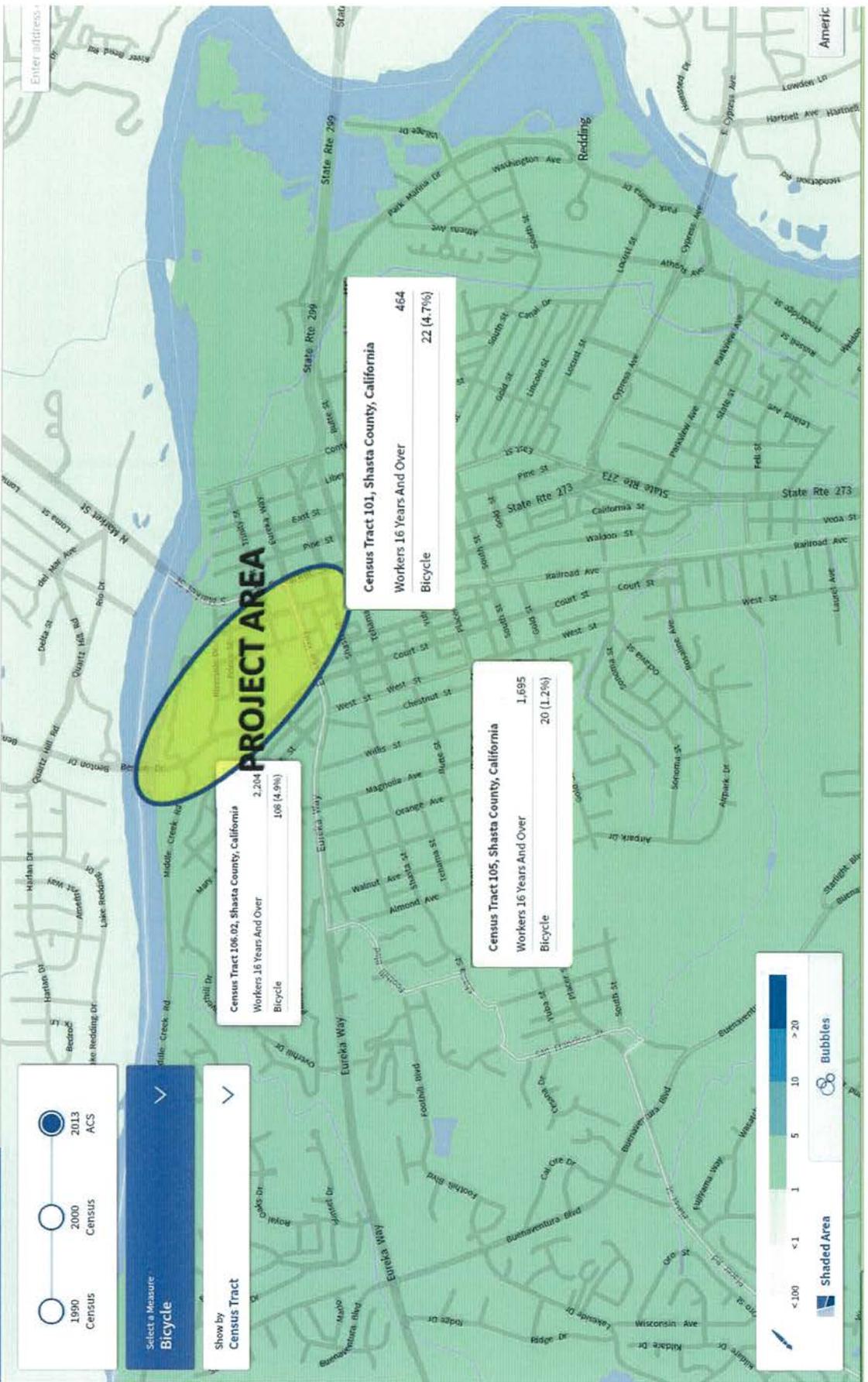
Distance Avg Grade Lowest Elev Highest Elev Elev Difference 1,049 Attempts By 172 People



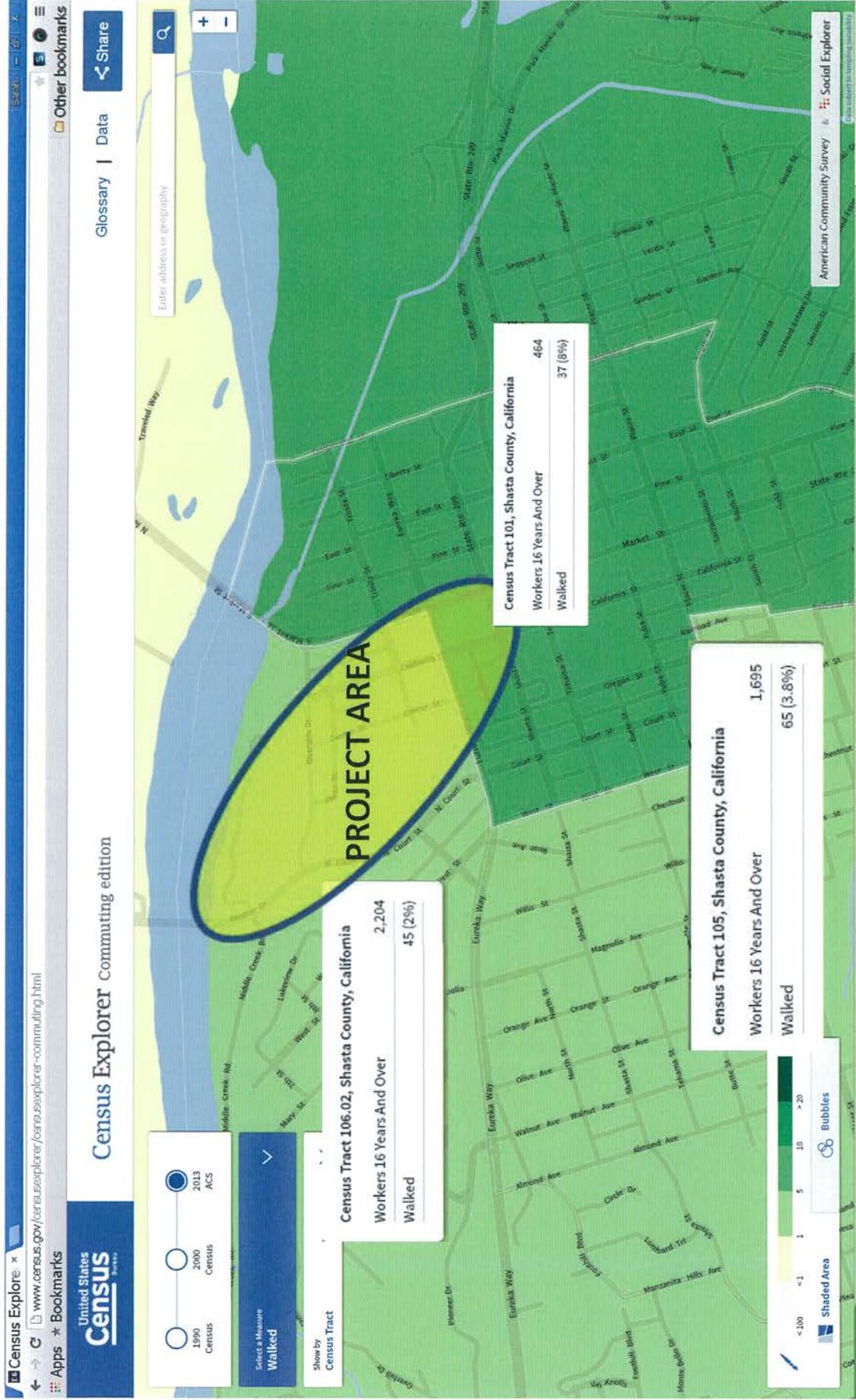
# 2013 ACS Bike to Work

United States  
**Census**  
BUREAU OF ECONOMIC ANALYSIS

Census Explorer Commuting edition

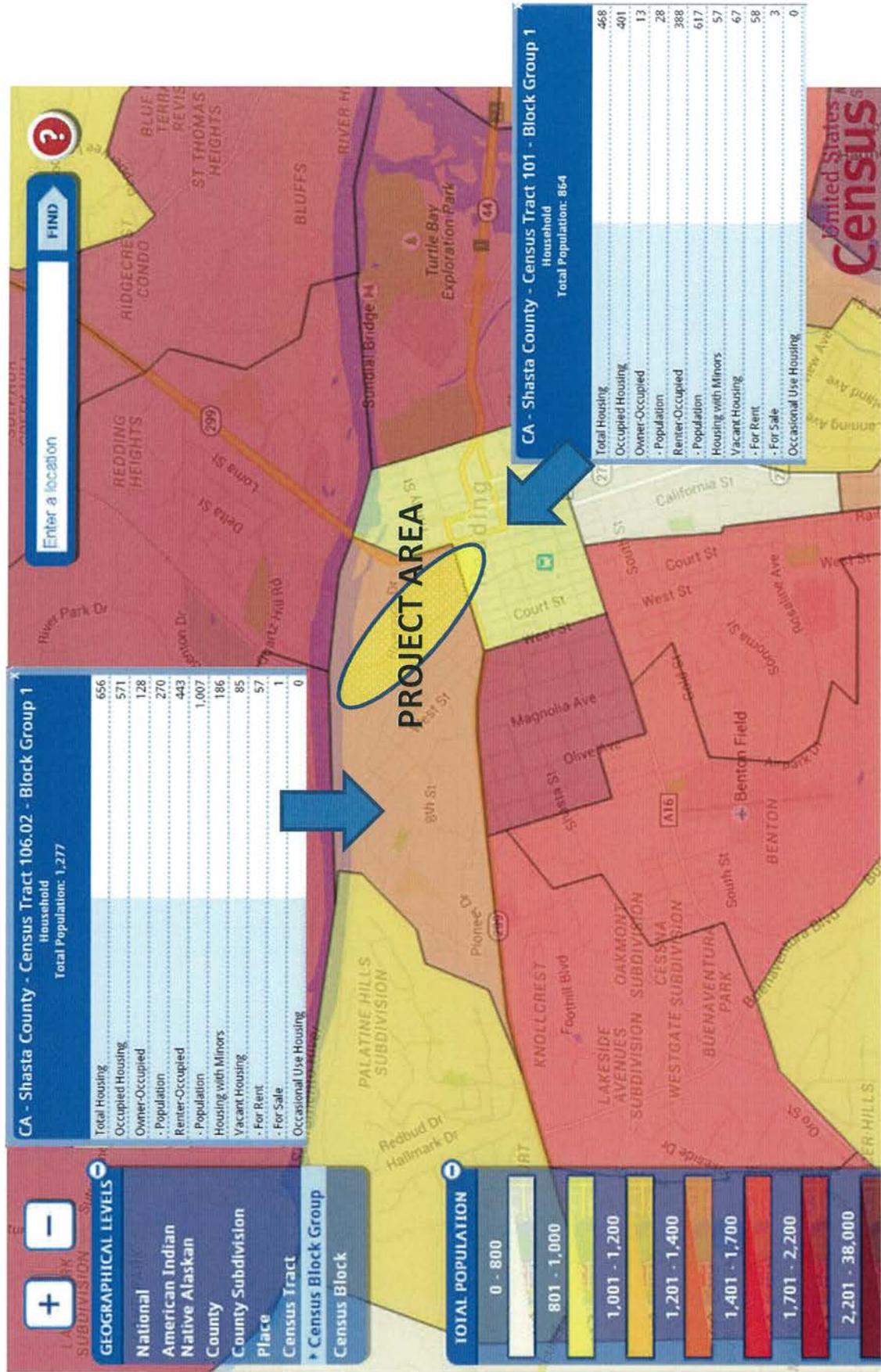


# ACS 2013 Walk to Work

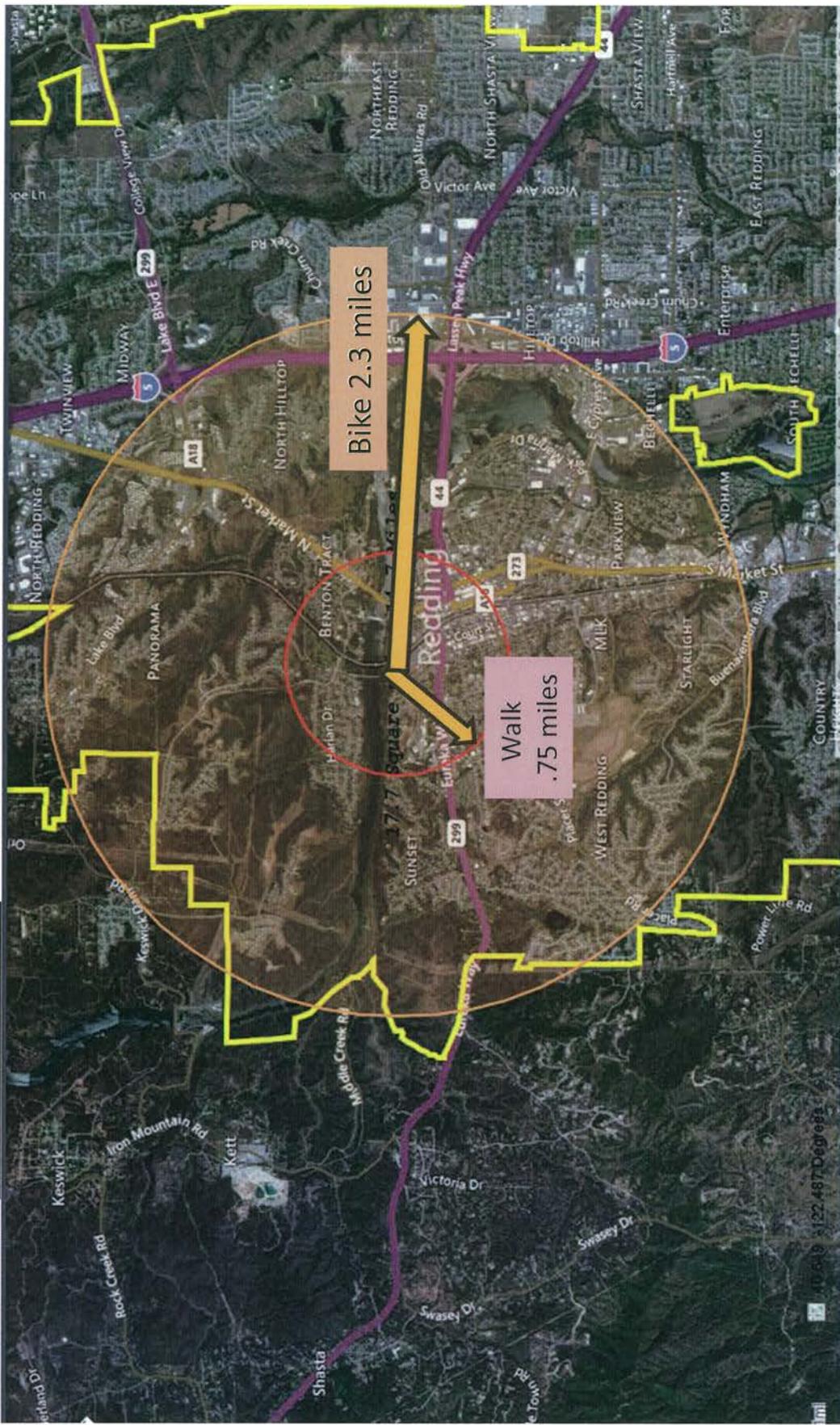




# 2010 Census



# National Household Travel Survey average walk/bike distance



# **Attachment i-2**

# Redding Police Department Traffic Unit

05/14/2015  
Page 1

## Traffic Collision History Report Midblock Collisions

Arterial: BENTON DR  
Limit 1: QUARTZ HILL RD  
Limit 2: RIVERSIDE DR

Total Number of Collisions: 37

Date Range Reported: 01/01/2004 - 12/31/2013

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
04-19378	3/31/04 16:20	45' North of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	South	Slowing/Stopping	South	Stopped In Road	Unsafe Speed	Complaint of Pain
04-46948	7/27/04 11:23	27' South of	Benton Dr/Quartz Hill Rd	Not Stated	Other Motor Vehicle	South	Making Right Turn	South	Making Left Turn	Auto R/W Violation	Property Damage Only
04-53356	8/23/04 13:20	495' West of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Making Left Turn	Unsafe Speed	Complaint of Pain
04-73080	11/18/04 17:34	0' In Int.	Benton Dr/Quartz Hill Rd	Sideswipe	Other Motor Vehicle	West	Making Left Turn	East	Making Right Turn	Auto R/W Violation	Property Damage Only
04-76713	12/6/04 12:42	0' In Int.	Quartz Hill Rd/Benton Dr	Broadside	Other Motor Vehicle	North	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	Property Damage Only
05-35583	6/3/05 14:55	1056' South of	Benton Dr/Quartz Hill Rd	Other	Not Stated	North	Proceeding Straight			Unknown	Other Visible Injury
05-45596	7/14/05 09:06	0' In Int.	Quartz Hill Rd/Benton Dr	Sideswipe	Other Motor Vehicle	East	Making Right Turn	East	Stopped In Road	Improper Turning	Property Damage Only
05-50725	8/3/05 17:11	0' In Int.	Riverside Dr/N Court St	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Driving Under Influence	Property Damage Only
05-52913	8/12/05 00:00	0' In Int.	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Proceeding Straight	Unsafe Speed	Complaint of Pain
05-83497	12/22/05 12:52	0' In Int.	Quartz Hill Rd/Benton Dr	Sideswipe	Other Motor Vehicle	East	Passing Other Vehicle	East	Proceeding Straight	Improper Passing	Property Damage Only
05-84056	12/24/05 18:16	0' In Int.	Quartz Hill Rd/Benton Dr	Broadside	Other Motor Vehicle	East	Proceeding Straight	South	Proceeding Straight	Auto R/W Violation	Complaint of Pain

# Redding Police Department Traffic Unit

05/14/2015  
Page 2

## Traffic Collision History Report Midblock Collisions

Arterial: BENTON DR  
Limit 1: QUARTZ HILL RD  
Limit 2: RIVERSIDE DR

Total Number of Collisions: 37  
Date Range Reported: 01/01/2004 - 12/31/2013

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
06-8159	2/7/06 14:40	0' In Int.	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	South	Proceeding Straight	North	Making Left Turn	Auto R/W Violation	Property Damage Only
06-45014	7/18/06 17:42	0' In Int.	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	Other Visible Injury
06-46276	7/24/06 09:41	493' South of	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	East	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	Property Damage Only
07-2310	1/10/07 21:17	0' In Int.	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	South	Proceeding Straight	North	Making Left Turn	Traffic Signals and Signs	Property Damage Only
07-11826	2/21/07 14:25	416' South of	Benton Dr/Quartz Hill Rd	Broadside	Bicycle	North	Proceeding Straight	East	Making Right Turn	Other Hazardous Movement	Complaint of Pain
07-12441	2/24/07 11:50	0' In Int.	N Court St/Riverside Dr	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Making Right Turn	Unsafe Speed	Property Damage Only
07-66858	10/5/07 13:50	495' South of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed	Property Damage Only
07-71302	10/25/07 15:38	29' South of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed	Property Damage Only
08-6552	1/31/08 14:16	0' In Int.	N Court St/Riverside Dr	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Making Left Turn	Auto R/W Violation	Complaint of Pain
08-16104	3/13/08 13:26	0' In Int.	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Auto R/W Violation	Property Damage Only
08-21847	4/7/08 13:40	250' South of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Proceeding Straight	Unsafe Speed	Property Damage Only

# Redding Police Department Traffic Unit

05/14/2015  
Page 3

## Traffic Collision History Report Midblock Collisions

Arterial: BENTON DR  
Limit 1: QUARTZ HILL RD  
Limit 2: RIVERSIDE DR

Total Number of Collisions: 37  
Date Range Reported: 01/01/2004 - 12/31/2013

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
08-25118	4/21/08 07:12	0' In Int.	N Court St/Riverside Dr	Broadside	Other Motor Vehicle	East	Making Left Turn			Auto R/W Violation	Complaint of Pain
09-22794	4/9/09 17:57	90' South of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed	Property Damage Only
10-8462	2/9/10 14:35	177' South of	Benton Dr/Quartz Hill Rd	Sideswipe	Other Motor Vehicle	North	Entering Traffic	North	Changing Lanes	Unknown	Property Damage Only
10-49103	7/28/10 17:16	200' South of	Benton Dr/Quartz Hill Rd	Sideswipe	Other Motor Vehicle	North	Changing Lanes	North	Proceeding Straight	Improper Turning	Property Damage Only
10-72202	10/28/10 15:17	0' In Int.	N Court St/Riverside Dr	Broadside	Other Motor Vehicle	West	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	Property Damage Only
10-75171	11/10/10 08:00	376' South of	Benton Dr/Middle Creek Rd	Hit Object	Fixed Object	South	Proceeding Straight			Unsafe Lane Change	Property Damage Only
11-5658	1/20/11 14:53	40' North of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed	Property Damage Only
11-7221	2/2/11 14:53	400' North of	Benton Dr/Middle Creek Rd	Hit Object	Fixed Object	North	Proceeding Straight			Driving Under Influence	Other Visible Injury
11-27137	5/4/11 18:20	0' In Int.	Benton Dr/Quartz Hill Rd	Sideswipe	Other Motor Vehicle	East	Making Right Turn	South	Stopped In Road	Driving Under Influence	Property Damage Only
11-65730	10/13/11 12:33	0' In Int.	Quartz Hill Rd/Benton Dr	Sideswipe	Other Motor Vehicle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	Complaint of Pain
11-70134	11/1/11 16:48	150' South of	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	South	Entering Traffic	North	Proceeding Straight	Improper Turning	Property Damage Only

Redding Police Department  
Traffic Unit

05/14/2015  
Page 4

Traffic Collision History Report  
Midblock Collisions

Arterial: BENTON DR  
Limit 1: QUARTZ HILL RD  
Limit 2: RIVERSIDE DR

Total Number of Collisions: 37

Date Range Reported: 01/01/2004 - 12/31/2013

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
12-43472	6/24/12 12:17	0' In Int.	Benton Dr/Quartz Hill Rd	Broadside	Other Motor Vehicle	South	Making Left Turn	South	Making Left Turn	Driving Under Influence	Complaint of Pain
12-81032	11/16/12 16:25	150' North of	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Proceeding Straight	Unsafe Speed	Property Damage Only
13-11858	2/20/13 17:19	0' In Int.	Benton Dr/Quartz Hill Rd	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	Property Damage Only
13-17826	3/16/13 17:00	30' North of	Benton Dr/Quartz Hill Rd	Sideswipe	Other Motor Vehicle	South	Passing Other Vehicle	South	Proceeding Straight	Improper Passing	Property Damage Only

Redding Police Department  
Traffic Unit

Traffic Collision History Report  
Midblock Collisions

Arterial: BENTON DR  
Limit 1: QUARTZ HILL RD  
Limit 2: RIVERSIDE DR

Total Number of Collisions: 37  
Date Range Reported: 01/01/2004 - 12/31/2013

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
<p><b>Total Number of Collisions: 37</b>    Segment Length: 0.47 miles (2,470')</p> <p><b>Average Daily Traffic: 12,194</b>    Length of Time (in Years): 10.01</p> <p>Collision Rate (Collisions per Million Vehicle Miles): 1.78</p>											

**Settings Used For Query**

<u>Parameter</u>	<u>Setting</u>
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'



**City of Redding**  
 Department of Public Works  
 Traffic Operations

**Prevailing Speed Calculation**

**Location: Benton Drive south of Quartz Hill Road**

Posted Speed: 30 mph  
 Road Condition: Dry  
 Weather: Clear

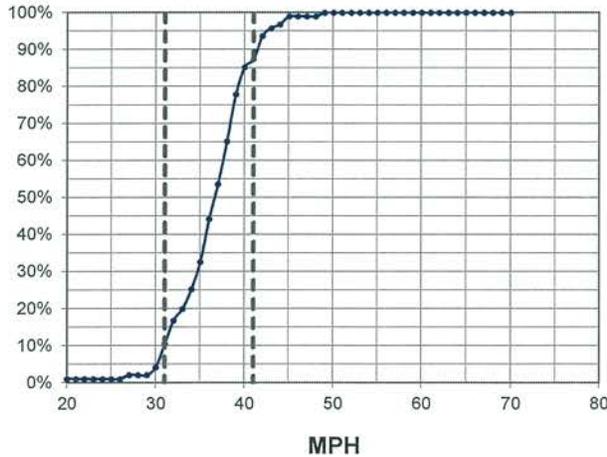
Direction: Combined  
 Observer: Bill Booth  
 Calcs By: Bill Booth

Date: 3/27/2015  
 Day of Week: Friday  
 Time: 3:40 - 4:00

Statistics

Prevailing Speed (85%) : 40 mph  
 Average Speed : 36.8 mph  
 Median Speed : 37 mph  
 Standard Deviation: 4.2 mph  
 Pace Range : 31 - 41 mph  
 Percent in Pace : 81.1 %  
 Total # Vehicles : 95

Cumulative Speeds



MPH	# of Veh.	Tally	%
70			100.0%
69			100.0%
68			100.0%
67			100.0%
66			100.0%
65			100.0%
64			100.0%
63			100.0%
62			100.0%
61			100.0%
60			100.0%
59			100.0%
58			100.0%
57			100.0%
56			100.0%
55			100.0%
54			100.0%
53			100.0%
52			100.0%
51			100.0%
50			100.0%
49	1	◆	100.0%
48	0		98.9%
47	0		98.9%
46			98.9%
45	2	◆◆	98.9%
44	1	◆	96.8%
43	2	◆◆	95.8%
42	6	◆◆◆◆◆◆	93.7%
41	2	◆◆	87.4%
40	7	◆◆◆◆◆◆◆	85.3%
39	12	◆◆◆◆◆◆◆◆◆◆	77.9%
38	11	◆◆◆◆◆◆◆◆◆◆	65.3%
37	9	◆◆◆◆◆◆◆◆◆	53.7%
36	11	◆◆◆◆◆◆◆◆◆◆	44.2%
35	7	◆◆◆◆◆◆◆	32.6%
34	5	◆◆◆◆◆	25.3%
33	3	◆◆◆	20.0%
32	6	◆◆◆◆◆◆	16.8%
31	6	◆◆◆◆◆◆	10.5%
30	2	◆◆	4.2%
29	0		2.1%
28	0		2.1%
27	1	◆	2.1%
26	0		1.1%
25	0		1.1%
24	0		1.1%
23	0		1.1%
22	0		1.1%
21	0		1.1%
20	1	◆	1.1%
19			0.0%
18			0.0%
17			0.0%
16			0.0%
15			0.0%



**Location: Court St. north of Eureka Wy.**

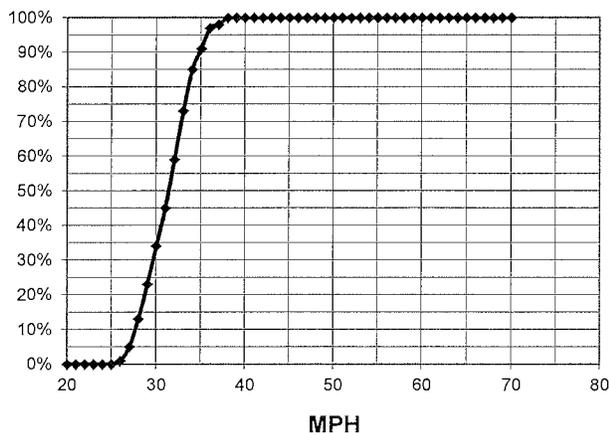
Posted Speed: 30 mph  
 Road Condition: Dry  
 Weather: Clear

Direction: Combined  
 Observer: Lori Lackey  
 Calcs By: Lori Lackey

Date: 8/22/2012  
 Day of Week: Wednesday  
 Time: 10:15-10:43 A.M.

Prevailing Speed (85%) : 35 mph  
 Average Speed : 31.8 mph  
 Median Speed : 32 mph  
 Standard Deviation: 2.7 mph  
 Pace Range : 27 - 37 mph  
 Percent in Pace : 96.0 %  
 Total # Vehicles : 100

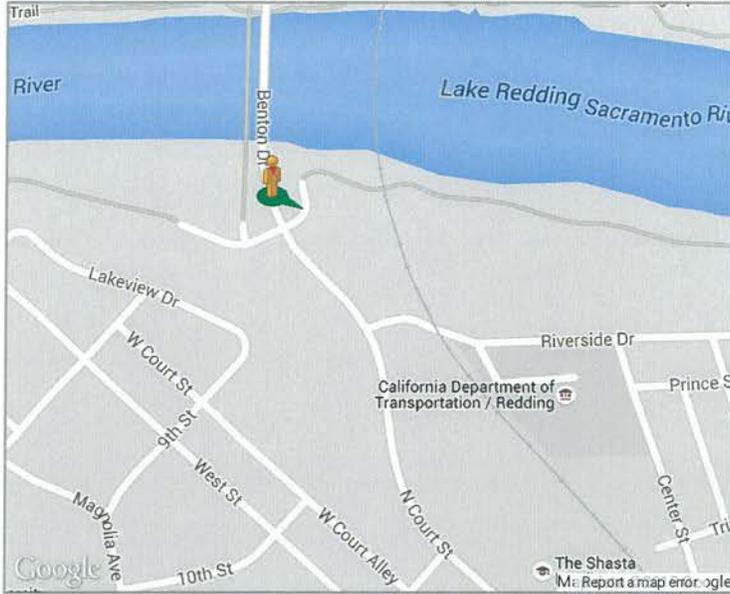
Cumulative Speeds



MPH	# of Veh.	Tally	%
70			100.0%
69			100.0%
68			100.0%
67			100.0%
66			100.0%
65			100.0%
64			100.0%
63			100.0%
62			100.0%
61			100.0%
60			100.0%
59			100.0%
58			100.0%
57			100.0%
56			100.0%
55			100.0%
54			100.0%
53			100.0%
52			100.0%
51			100.0%
50			100.0%
49			100.0%
48			100.0%
47			100.0%
46			100.0%
45			100.0%
44			100.0%
43			100.0%
42			100.0%
41			100.0%
40			100.0%
39			100.0%
38	2	◆◆	100.0%
37	1	◆	98.0%
36	6	◆◆◆◆◆◆	97.0%
35	6	◆◆◆◆◆◆	91.0%
34	12	◆◆◆◆◆◆◆◆◆◆	85.0%
33	14	◆◆◆◆◆◆◆◆◆◆◆◆	73.0%
32	14	◆◆◆◆◆◆◆◆◆◆◆◆	59.0%
31	11	◆◆◆◆◆◆◆◆◆◆	45.0%
30	11	◆◆◆◆◆◆◆◆◆◆	34.0%
29	10	◆◆◆◆◆◆◆◆◆◆	23.0%
28	8	◆◆◆◆◆◆◆◆	13.0%
27	4	◆◆◆◆	5.0%
26	1	◆	1.0%
25			0.0%
24			0.0%
23			0.0%
22			0.0%
21			0.0%
20			0.0%
19			0.0%
18			0.0%
17			0.0%
16			0.0%
15			0.0%

(rev 9/12)

## COLLISION DETAILS: CASE ID 5144057

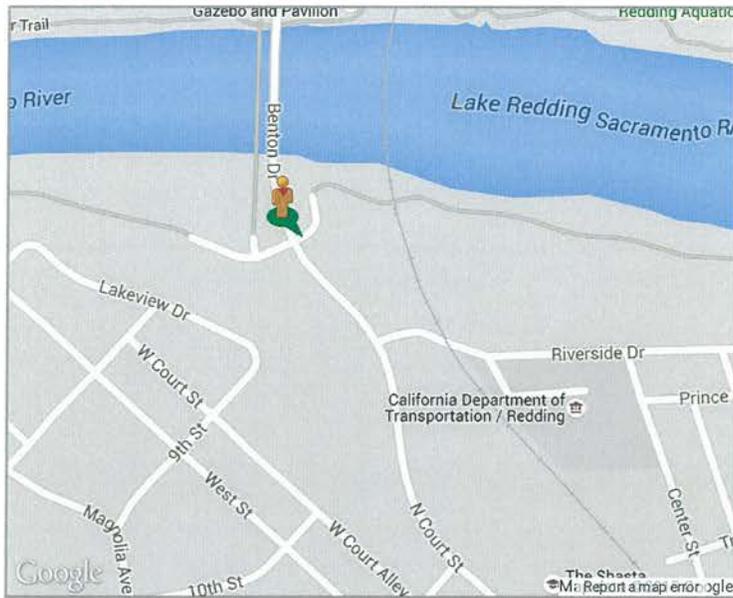


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2011-02-02	<b>Time</b>	14:53
<b>Nearby Intersection</b>	BENTON DR & MIDDLE CREEK RD		
<b>Coordinate Location</b>	40.5918398761, -122.401402009		
<b>State Highway</b>	N	<b>Route</b>	- Postmile -
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	YES	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Driving or Bicycling Under the Influence of Alcohol or Drug	<b>Involved with</b>	Fixed Object

## STREET VIEW



## COLLISION DETAILS: CASE ID 4995163



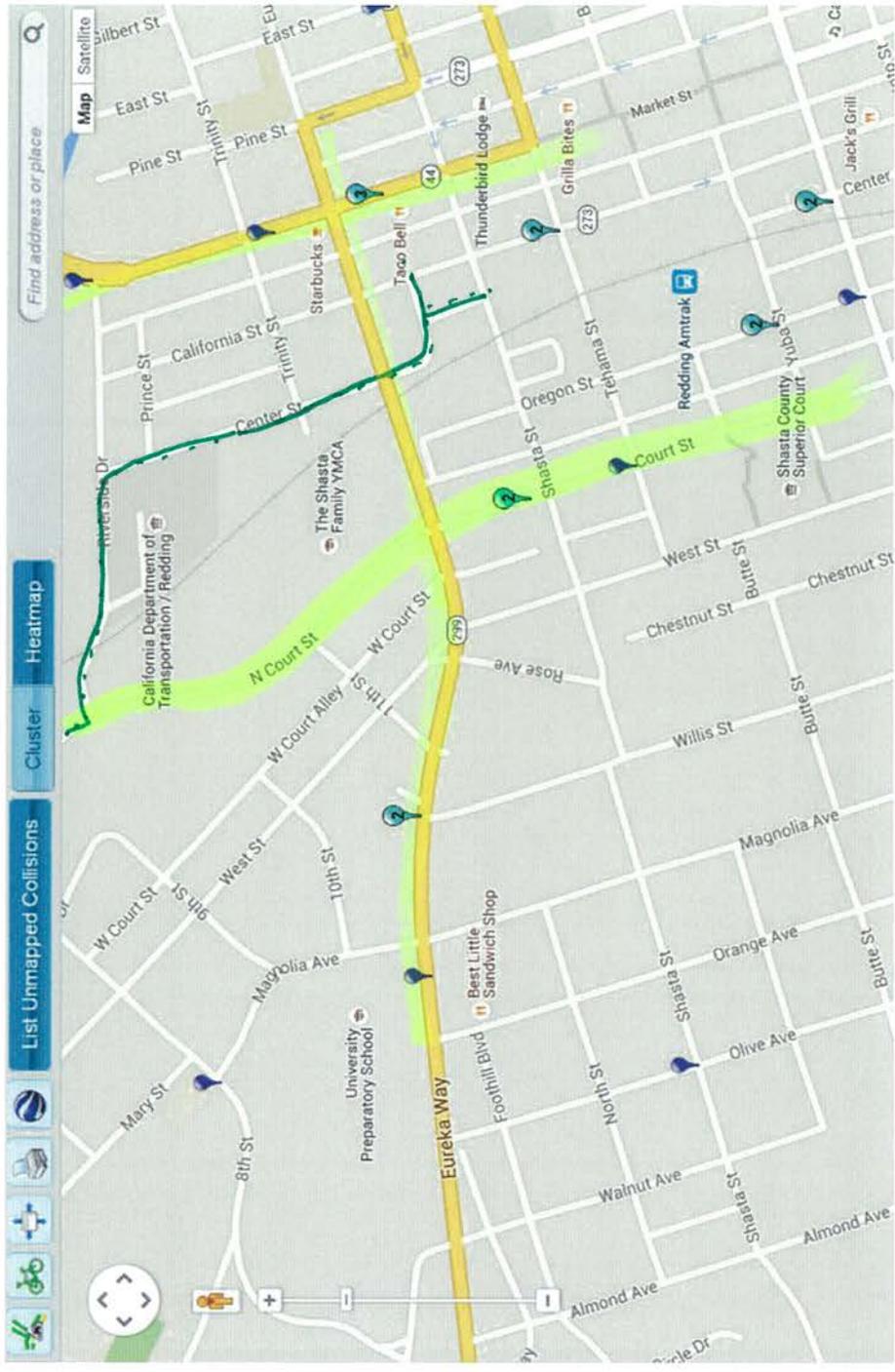
<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2010-11-10	<b>Time</b>	08:00
<b>Nearby Intersection</b>	BENTON DR & MIDDLE CREEK RD		
<b>Coordinate Location</b>	40.591778089, -122.40137195		
<b>State Highway</b>	N	<b>Route</b>	- Postmile -
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	NO	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Unsafe Lane Change	<b>Involved with</b>	Fixed Object

## STREET VIEW



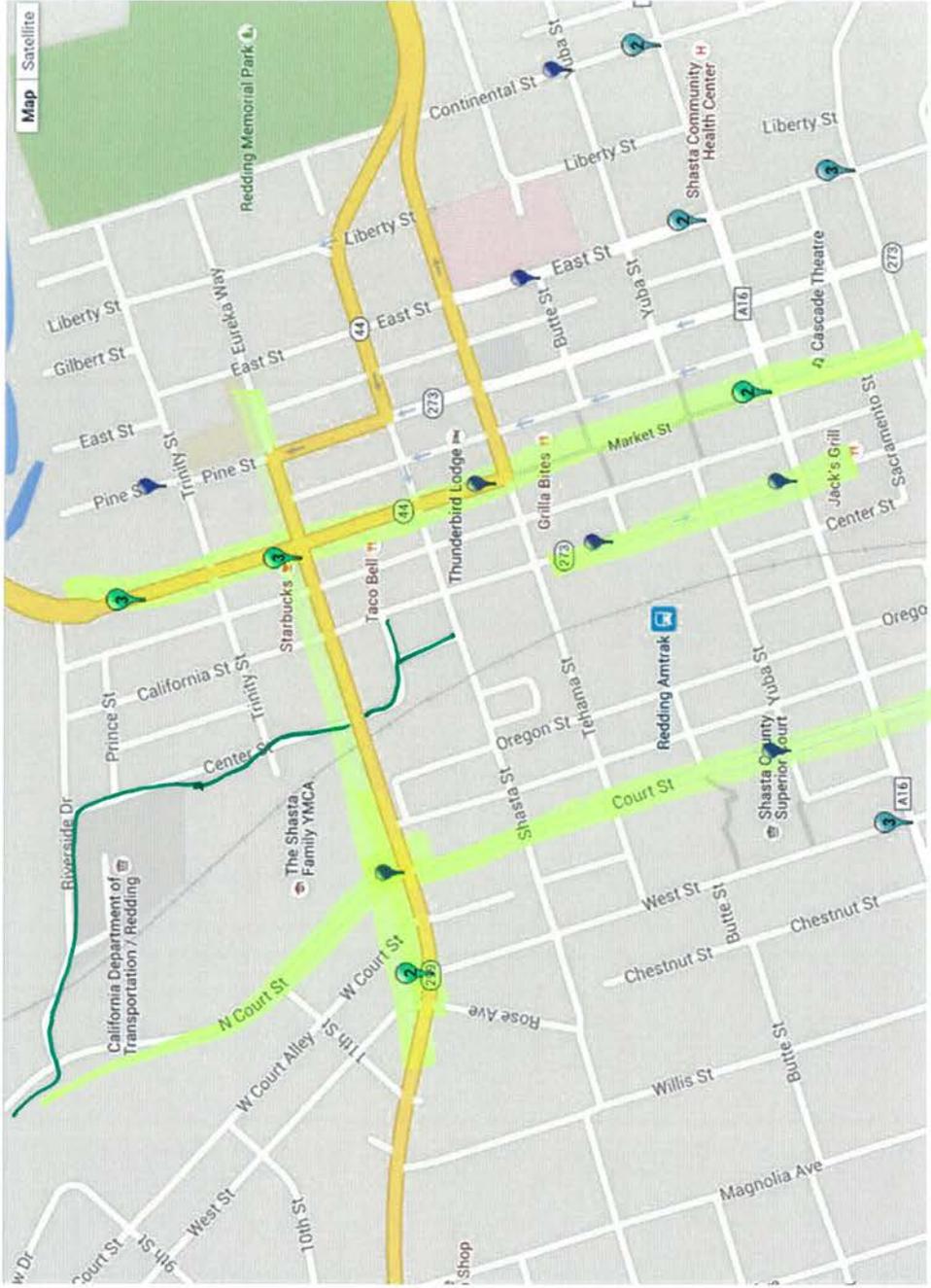
# TIMS Bicycle Collisions 2009-2013

Source: [www.cityofredding.com/transportation/mapping](http://www.cityofredding.com/transportation/mapping)

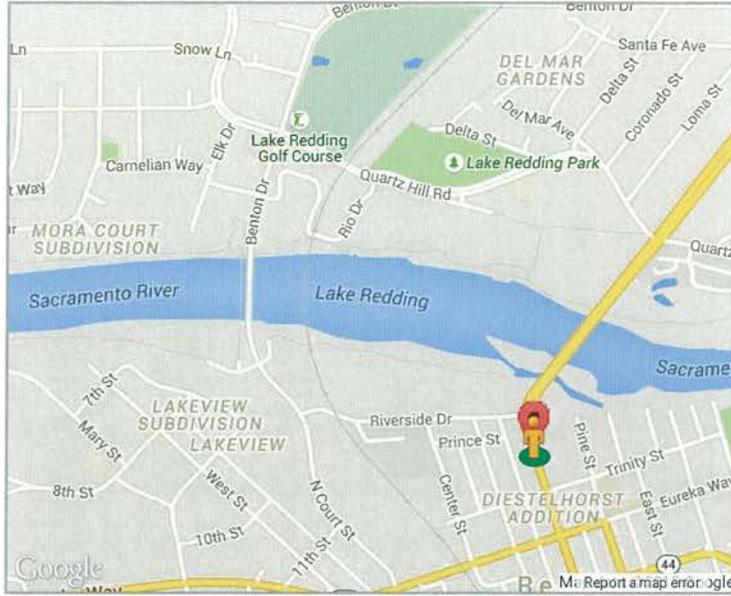


# TIMS Pedestrian Collisions

## 2009-2013



# COLLISION DETAILS: CASE ID 4505578

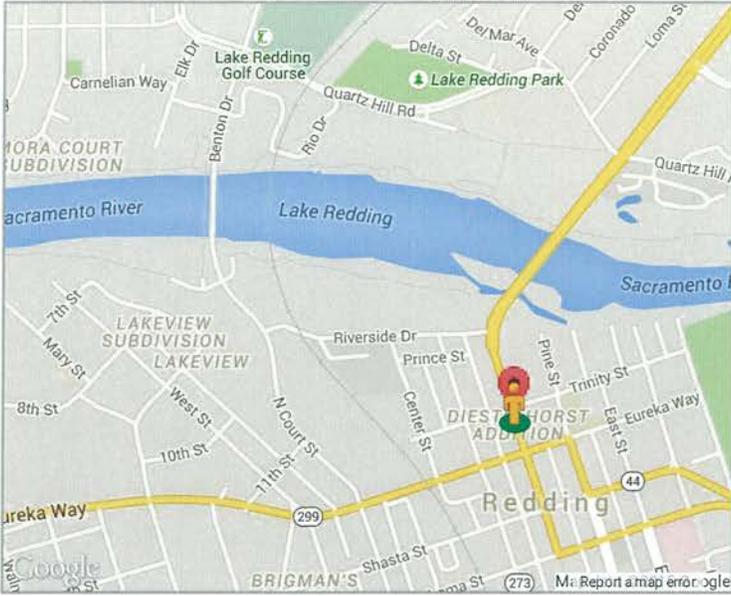


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2009-12-02	<b>Time</b>	08:51
<b>Nearby Intersection</b>	RT 273 & TRINITY ST		
<b>Coordinate Location</b>	40.589403172, -122.3930909		
<b>State Highway</b>	Y Route	273S	Postmile 16.96
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	NO	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Pedestrian Violation	<b>Involved with</b>	Pedestrian

## STREET VIEW



**COLLISION DETAILS: CASE ID 4716370**



<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2010-05-07	<b>Time</b>	11:54
<b>Nearby Intersection</b>	MARKET ST & TRINITY ST		
<b>Coordinate Location</b>	40.588292923, -122.392624118		
<b>State Highway</b>	Y Route	273S	Postmile 16.88
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	NO	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Automobile Right of Way	<b>Involved with</b>	Bicycle

**STREET VIEW**

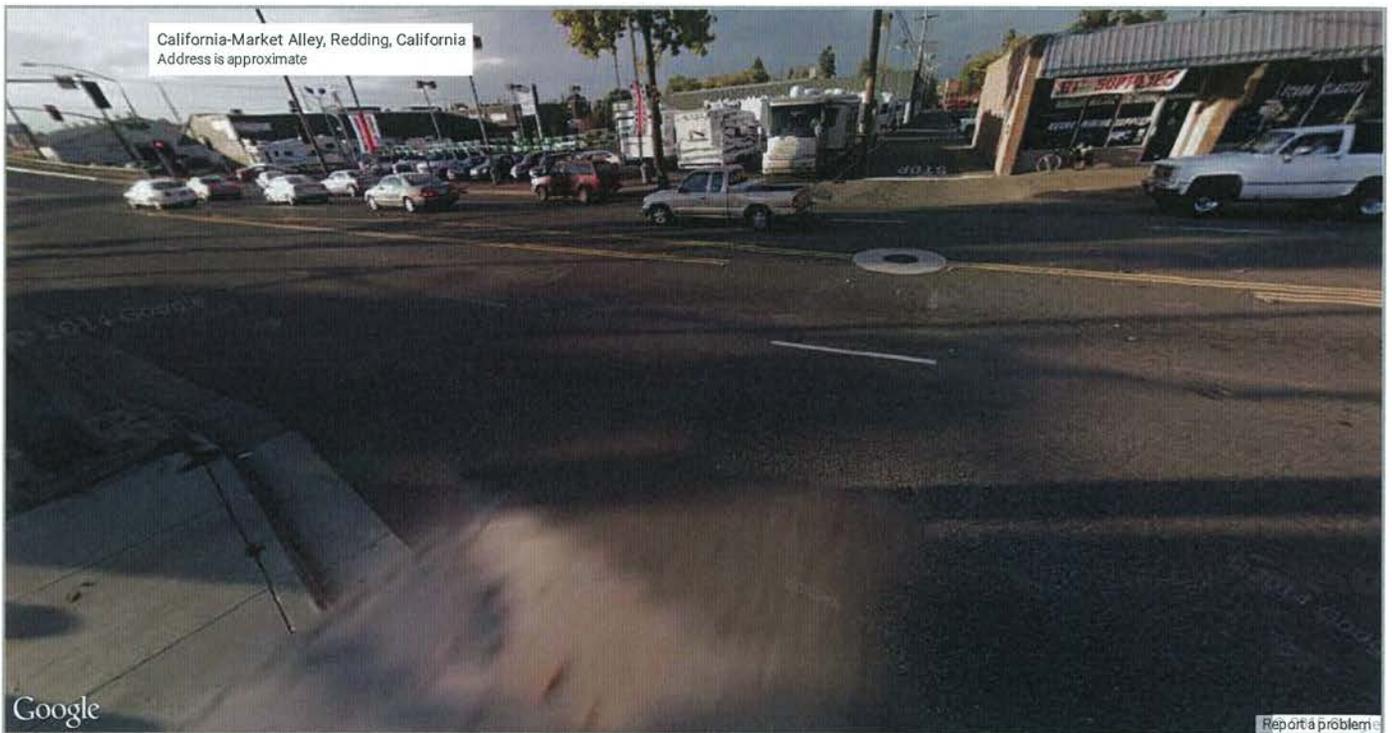


## COLLISION DETAILS: CASE ID 2043420

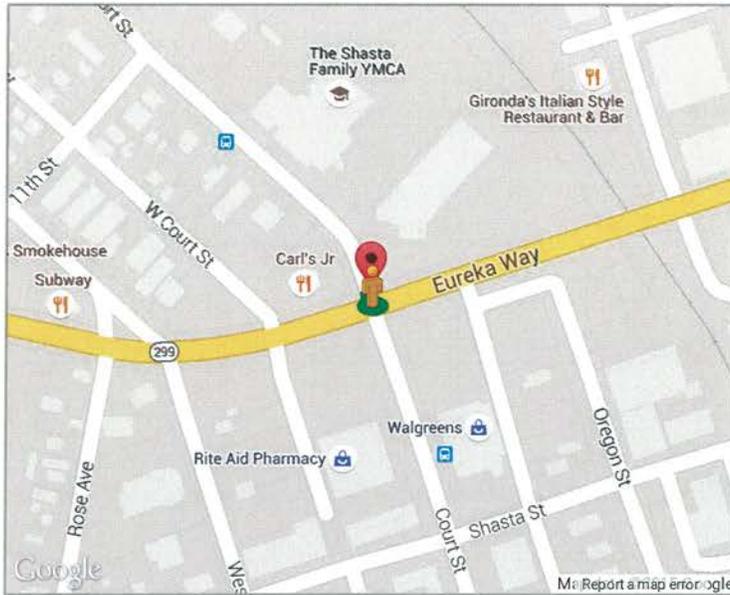


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2005-05-11	<b>Time</b>	21:00
<b>Nearby Intersection</b>	EUREKA WY & CALIFORNIA AV		
<b>Coordinate Location</b>	40.587437249, -122.392976502		
<b>State Highway</b>	Y Route	299E	Postmile 24.05
<b>Injured Victims</b>	2	<b>Fatalities</b>	1
<b>Alcohol</b>	YES	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Pedestrian Violation	<b>Involved with</b>	Pedestrian

## STREET VIEW



## COLLISION DETAILS: CASE ID 6740531

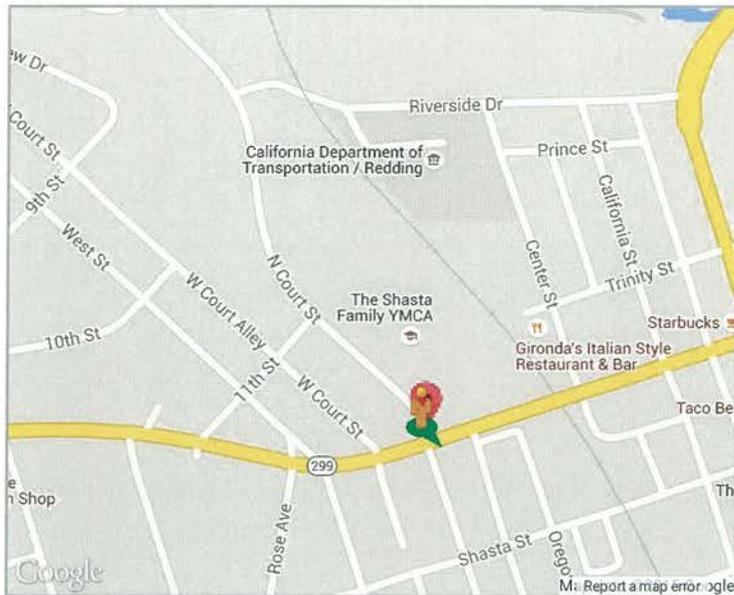


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2013-08-12	<b>Time</b>	14:12
<b>Nearby Intersection</b>	COURT ST & EUREKA WY		
<b>Coordinate Location</b>	40.5865, -122.397140694		
<b>State Highway</b>	N	<b>Route</b>	- Postmile -
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	NO	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Pedestrian Right of Way	<b>Involved with</b>	Pedestrian

## STREET VIEW



**COLLISION DETAILS: CASE ID 6740531**

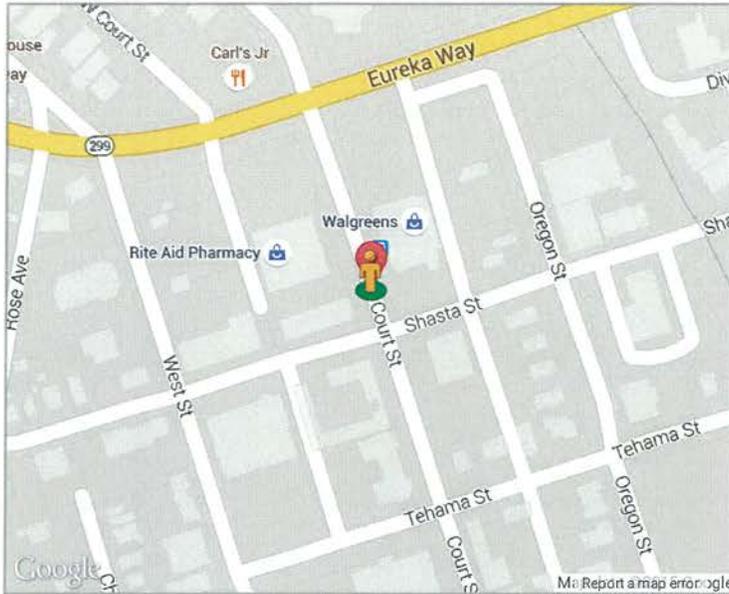


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2013-08-12	<b>Time</b>	14:12
<b>Nearby Intersection</b>	COURT ST & EUREKA WY		
<b>Coordinate Location</b>	40.5865, -122.397140694		
<b>State Highway</b>	N	<b>Route</b>	- Postmile -
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	NO	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Pedestrian Right of Way	<b>Involved with</b>	Pedestrian

**STREET VIEW**



## COLLISION DETAILS: CASE ID 4283627

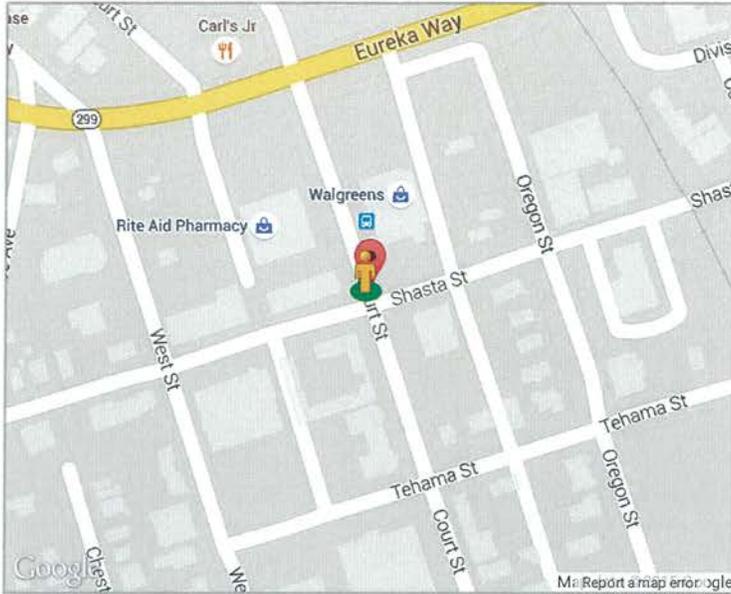


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2009-06-12	<b>Time</b>	16:30
<b>Nearby Intersection</b>	COURT ST & SHASTA ST		
<b>Coordinate Location</b>	40.58534575, -122.3966552		
<b>State Highway</b>	N	<b>Route</b>	-
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	YES	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	- Not Stated	<b>Involved with</b>	Bicycle

## STREET VIEW



## COLLISION DETAILS: CASE ID 6768846

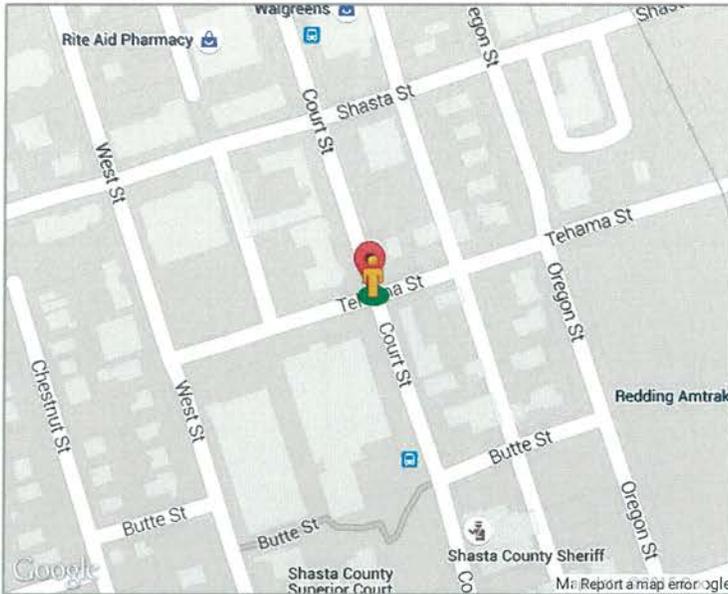


<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2013-09-24	<b>Time</b>	18:22
<b>Nearby Intersection</b>	SHASTA ST & COURT ST		
<b>Coordinate Location</b>	40.5852, -122.39656		
<b>State Highway</b>	N	Route	- Postmile -
<b>Injured Victims</b>	1	<b>Fatalities</b>	0
<b>Alcohol</b>	NO	<b>Weather</b>	Cloudy
<b>Primary Collision Factor</b>	Wrong Side of Road	<b>Involved with</b>	Bicycle

## STREET VIEW



## COLLISION DETAILS: CASE ID 3956675



<b>County</b>	SHASTA	<b>City</b>	REDDING
<b>Date (Y-M-D)</b>	2008-12-10	<b>Time</b>	15:08
<b>Nearby Intersection</b>	COURT ST & TEHAMA ST		
<b>Coordinate Location</b>	40.5841369629, -122.396163522		
<b>State Highway</b>	N	<b>Route</b>	-
		<b>Postmile</b>	-
<b>Injured Victims</b>	1	<b>Fatalities</b>	1
<b>Alcohol</b>	NO	<b>Weather</b>	Clear
<b>Primary Collision Factor</b>	Pedestrian Right of Way	<b>Involved with</b>	Pedestrian

## STREET VIEW

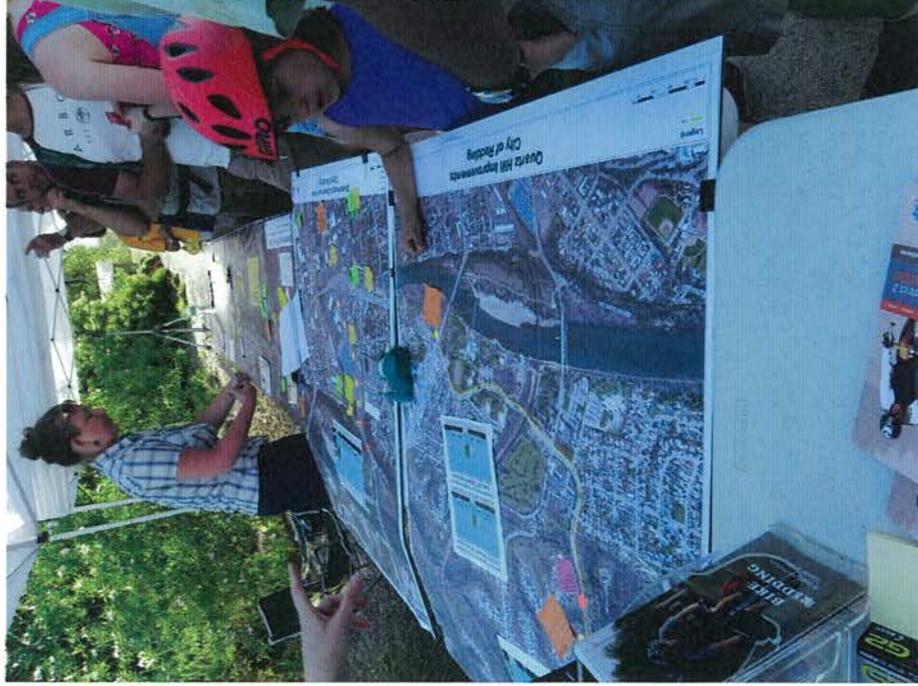


# Spring Spin

May 8 2015

bike from work event

City of Redding displays including the Diestelhorst to Downtown project



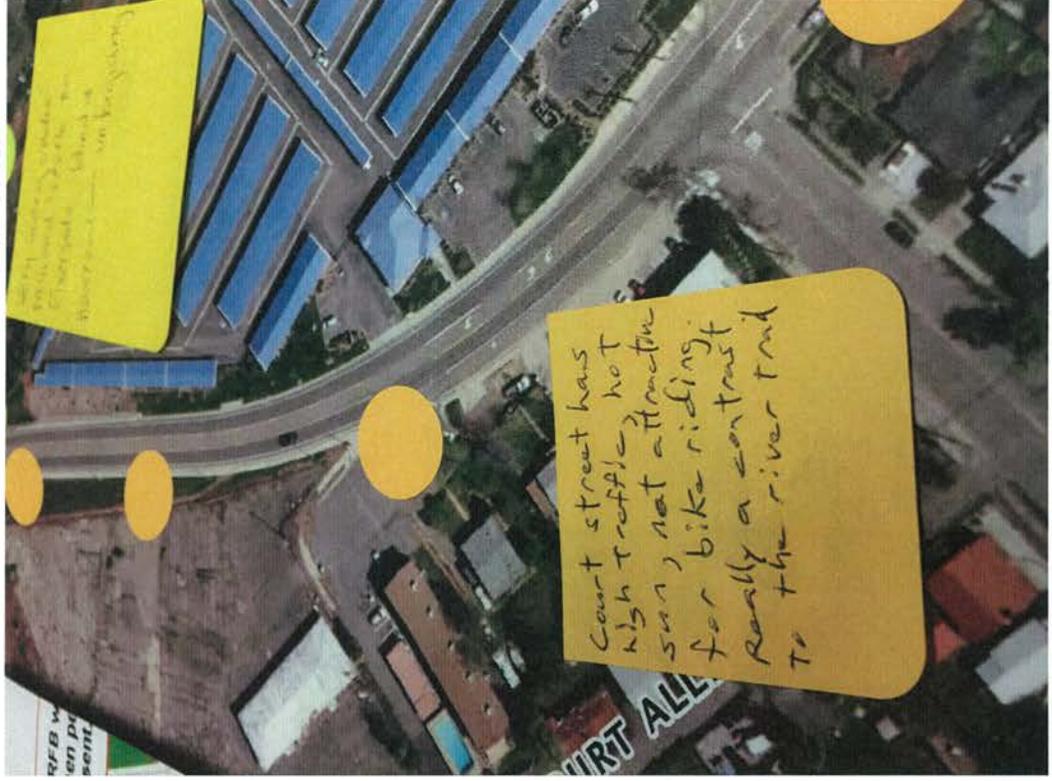
Caltrans, City of Redding and SRTRTA all share a government interface booth

# Feedback from Spring Spin

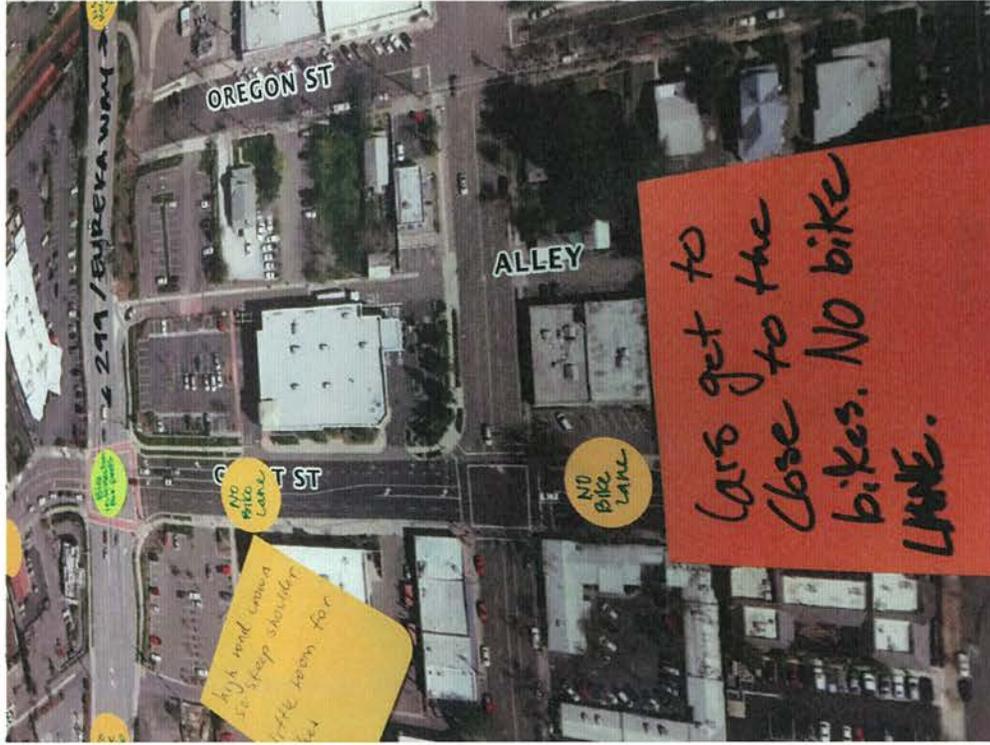
Residents cite concerns for walking and biking along Benton to Riverside



Cyclists cite concerns about biking on North Court to downtown from the River Trail



# Spring Spin Feedback



More barriers cited on Court Street- no bike lanes

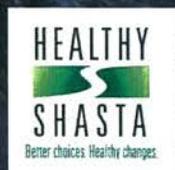


No bike lane and crossing barriers cited for Eureka Way (SR 299) and Market Street (SR 273)

# Trail User Survey Results

Sacramento River Trail &  
Dana to Downtown Extension

*Released January 2013*



# Trail User Survey Results ~ Sacramento River Trail and Dana-to-Downtown Extension

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## SUMMARY

- The survey was conducted online (694 respondents) and by paper (125 responses, mostly gathered by volunteers at the Dana trailhead), for a total of 819 responses.
- Over three-quarters of respondents live in a Redding area zip code (79% in 96001, 96002, or 96003). Eighteen percent live in other Shasta County zip codes and 3% live outside Shasta County.
- Among those completing the paper survey, 65% indicated that they use the Dana/Hilltop trailhead one or more times per week, including 31% who use it 4 or more times per week.
- Among those completing the online survey, 44% indicated that they use the River Trail at least once per week, 33% use it a few times a month, and 23% use it less than once a month.
- The main activity (during 'this trip' or the most recent trip) reported on the trail was walking at 45% of respondents, bicycling at 35%, jogging/running at 16%, and a variety of other activities (4%).
- The most common purpose for using the trail (during 'this trip' or the most recent trip) was for exercise or workout (52%); recreation (to be outdoors, social time, relaxation, enjoyment, other at 37%), and transportation (7%).
  - - Note that 18% of those using the Dana/Hilltop trailhead were using the trail for transportation and 25% of those completing the paper survey were using that trailhead for transportation.
- Among the 161 who reported using the trail to commute to work or school, the average round trip mileage was 21.8 miles and the median was 8 miles. Of these, 85 reporting using the Dana trailhead.
- Overall, 63% of respondents indicated that they got the trailhead using a motor vehicle on this or their last trip, while 20% biked and 14% walked to the trailhead.
  - Among those using the Dana/Hilltop trailhead on this or their last trip, 29% biked and 18% walked to the trailhead while less than half drove to the trailhead.
- Respondents who reported using the Dana/Hilltop trailhead reported the following changes since the Dana to Downtown extension opened (n=249):
  - 62% reported that they bike or walk more often for recreation
  - 30% reported that they commute by foot or bike more often
  - 35% reported that their bike/walk commute is safer, quicker and/or better
  - 19% reported that their walking/bicycling habits have not changed
  - Destinations reported by users of the Dana/Hilltop trailhead included shopping (including Mt Shasta Mall), restaurants, Turtle Bay Exploration Park, downtown, work, church and other destinations.
- Among all respondents, the most likely locations at which they entered or exited the trail system included the Sundial Bridge / Turtle Bay Area (287 references), Diestelhorst Bridge / Senior Center / Benton Drive Area (275 references), Hilltop / Dana Drive Area (156 references), and Caldwell Park / Aquatic Center Area (109 references). A wide variety of additional access points were referenced, such as Keswick Dam Area and the Buenaventura Trail.

- 414 respondents provided written responses to a question about how to make it easier to walk or bike to the trailhead. Some of the most common themes included:
  - At Dana/Hilltop many indicated that this is a great new connection; suggestions included better bike/pedestrian infrastructure near the trailhead (such as navigating the intersection and a better way for bicyclists get on the curb to enter the trail), more or better bike lanes (including Old Alturas, Hilltop, Old Oregon Trail and Churn Creek), and improved pedestrian routes (such as to Boulder Creek School or the Churn Creek Trails).
  - In the Sundial Bridge Area, suggestions included improving or adding bicycle lanes connecting to this area (such as between Sundial Bridge and Park Marina and a route through downtown), better bike/pedestrian navigation through the Highway 44 interchange / intersections, and a non-skid surface for bicycles on the Sundial Bridge.
  - In the Diestelhorst Area, suggestions included a bike/pedestrian route to downtown (such as on Riverside or along Court), trail or bike/ped access along Quartz Hill to the neighborhoods on the hill, and better signal detection for bicycles at intersections.
  - In the Buenaventura Area, a paved trail or bike lanes between Placer (Blue Gravel Trail) and Eureka (to the Buenaventura Trailhead) and to pave or widen the Buenaventura Trail.
  - Other suggestions included a trail link to Palo Cedro, improved intersections near Shasta College, bike lanes in the Swasey and Victoria Drive areas, extending the trail link to Old Shasta, and improvements at the Keswick trailhead.
  
- 474 respondents provided written responses to a question about how to make it easier, safer or more convenient to walk/bike in Redding and/or provided ideas on how to encourage more people to walk or bike more often. Some of the common themes included:
  - At least 78 comments were related to more or better bike lanes and shoulders (including bike lanes that continue through intersections, connecting bike lanes to trails, and widen shoulders).
  - Keep bike lanes swept clean, more bike paths separate from traffic, more bicycle racks, and bicycle detection at traffic signals.
  - Comments related to safety included suggestions for more police presence on trails, police on bicycles, volunteer citizen patrols on the trail, lighting, safe and secure trailhead parking, and addressing graffiti and homeless camps. A variety of comments expressed concern about declining safety.
  - Comments related to 'share the road' include making drivers more aware of bicyclists and pedestrians, encouraging all users to be respectful of each other, educating bicyclists on how to ride safely in traffic, and education about rules of the road.
  - Comments related to the trail included addressing dog poop and providing dog poop bags, more trails, more trash containers, enforcing the leash law, more drinking foundations, and slowing bikes on the trail.

### **For Additional Information**

For additional information, contact Healthy Shasta at (530) 229-8243 or [bike@healthyshasta.org](mailto:bike@healthyshasta.org)

# **Attachment i-3**

# Share Your Ideas!

## Community Workshop #1

**Presentation with audience input and participation with interactive keypad polling**



### Discuss & identify opportunities in four areas of concentration

#### **Bicycle & Pedestrian Connections:**

Discuss plans for a more walkable and bikeable Downtown that includes a strong connection to Redding's extensive trail network.

#### **Traffic Circulation:**

Discuss opportunities to improve vehicular traffic circulation into and through Downtown.

#### **Market Street Promenade Streets:**

Explore the potential for reopening Market, Yuba and Butte Streets through the Market Street Promenade.

#### **Parking:**

Review existing parking conditions and discuss future opportunities and challenges.

### Hosted by:



DESIGNWORKSHOP



**Wed, March 25**  
**5:30pm-7:30pm**  
**The Atrium at the south end**  
**of the Market Street Promenade**

Please, we want your input to help make this work.  
For questions, or more information please contact:  
Larry Morgon, (530) 941-3617 or [ldmorgon@gmail.com](mailto:ldmorgon@gmail.com)

[www.downtownreddingtransportationplan.com](http://www.downtownreddingtransportationplan.com)

Please Note: The Atrium is accessible to people with disabilities. Every reasonable effort will be made to accommodate any person needing special assistance to attend this meeting.

**Downtown Redding Transportation Plan –  
Community Workshop 1  
March 25 2015  
Sticky Note Comments by Topic**

**Mall/Promenade Streets**

Two-way streets everywhere.”

“No. Do not open the streets in the Mall.”

“Two-way street on Market Street. Yes!”

“I like the widest sidewalks with patio seating.”

“I love the Mall as a park-like, family-friendly place - no cars.”

“If the Promenade does not have shade features, shopping and walking is out of the picture - too hot!”

“Open up Butte and Yuba Streets. Yes!”

“The Promenade is a nice name ... but it’s a cement cauldron. Push Market Street thru - bring small businesses to the newly opened streets.”

**Pedestrians/Bicyclists**

“I hate biking with cars. Would love more separate paths.”

“I’d love a walking/biking trail between Diestelhorst Bridge and Turtle Bay, along Riverside Drive.”

“Only limit vehicular traffic on Riverside Drive from N. Court Street to Center Street.”

“Concerned about no vehicles on Riverside - if cars not going by will there be enough “eyes on the street” to keep it safe?”

“Solar power for shade - not trees. You have to water trees.”

“Extend the Sacramento River Trail into the Downtown Mall. Fully protected.”

“To ban vehicular traffic from Riverside Drive is a bad idea. It will close off or severely restrict ingress and egress for residents there.”

“More sidewalks with seating. More parklets!”

“Increase the duration of green lights for pedestrians at crosswalks.”

“Please construct separated and buffered bike lanes apart from vehicular traffic.”

**Traffic Circulation**

“Money could be spent on improving downtown instead of a roundabout.”

“Please fix the Cypress intersection for people walking and on bikes.”

“I think it would be okay to turn some of the one-way streets into two-way, but not the narrow streets.”

“Love the roundabout at Cypress/Pine Streets. This intersection is so dangerous for cars, bikes, and pedestrians. It simply doesn’t work for anyone.”

“Restore the grid!”

“Roundabouts aren’t very pedestrian friendly.”

“Reclaim the alleys as public places for art, pedestrians, etc. And they should get names.”

“Redding traffic isn’t bad but getting through Downtown is confusing for visitors.”

“A trolley car between downtown and Turtle Bay is a must.”

“One-way streets, please.”

“Restore the right hand turn lane at Pine Street and Tehama Street.”

## **Parking**

“Love easy angled parking.”

“Solar over parking lot ... shade.”

“Parking downtown for semi-handicapped needs to be provided near shops, etc. The way it is now keeps me from activities.”

“Back in diagonal parking is safer for all.”

“Parking structures go underground.”

“Get rid of car lots in downtown. Why would you fill parking lots with cars that no one drives and then complain about the lack of parking?”

“Preserve the parking structure.”

“No fees or meters at public parking spaces!”

“Too often there’s a shortage of parking spaces for older, less agile vehicles.”

“Tear down the parking structure and build one high rise style parking garage on half the space. Use the remaining half for condo’s and retail/office space.”

“Parking should not be so easy that people don’t walk some.”

“Designate a downtown trailhead parking area - possibly in the Oregon Street/Rail Yard area.”

“Keep in mind the concept of apartments and/or businesses above parking areas.”

“Shaded parking downtown will encourage people to visit and stay downtown.”

“Light up and paint the parking garage now.”

“I think parking downtown is great as it is.”



# Spring Spin

May 8 2015

bike from work event

City of Redding displays including the Diestelhorst to Downtown project\*



Caltrans, City of Redding and SRTA all share a government interface booth



Cars get to close to the bikes. No bike lane.

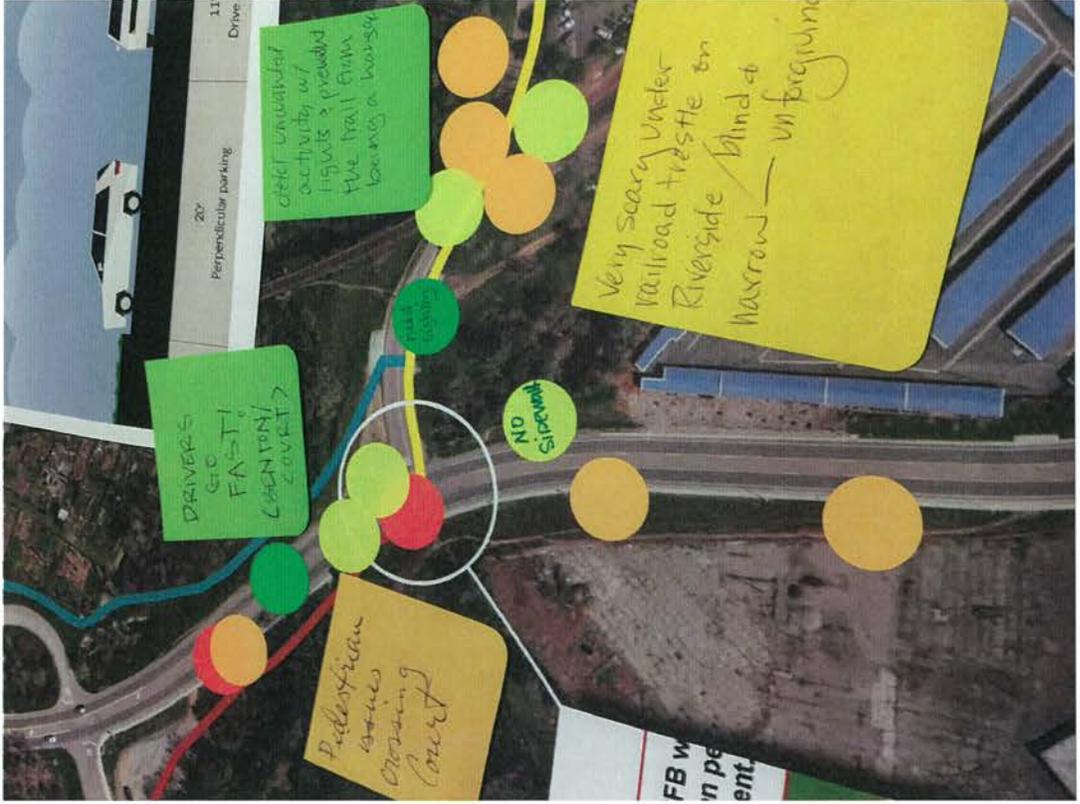
# Diestelhorst to Downtown Trail City of Redding

1" = 400'

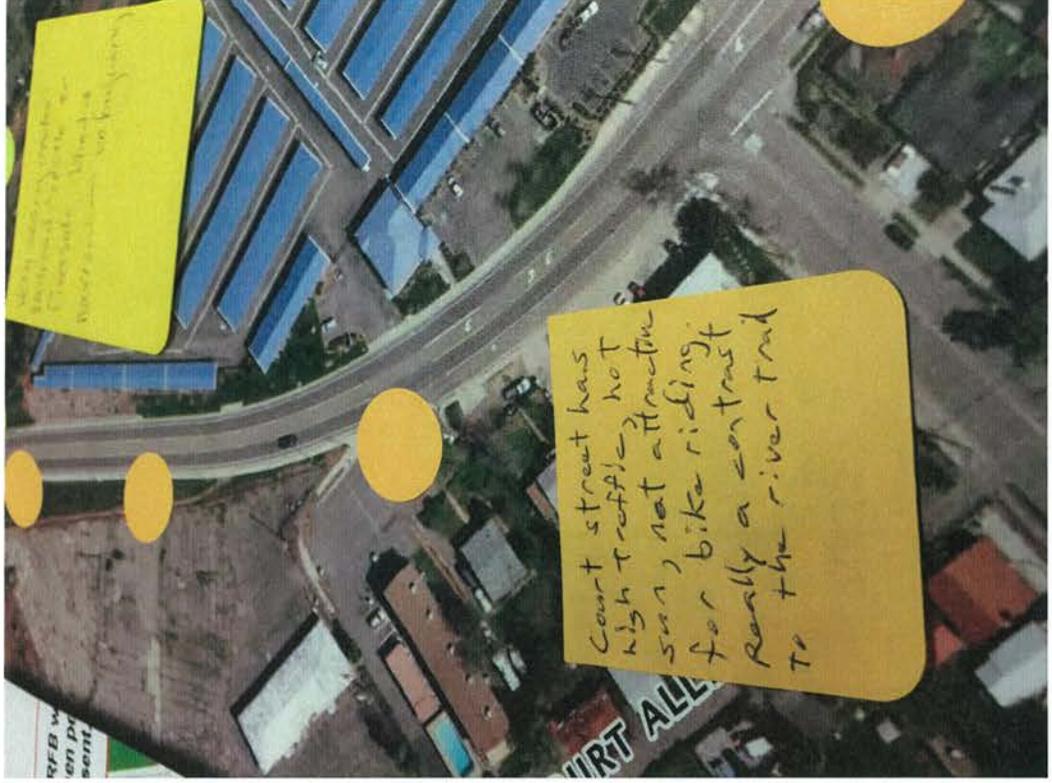


# Feedback from Spring Spin

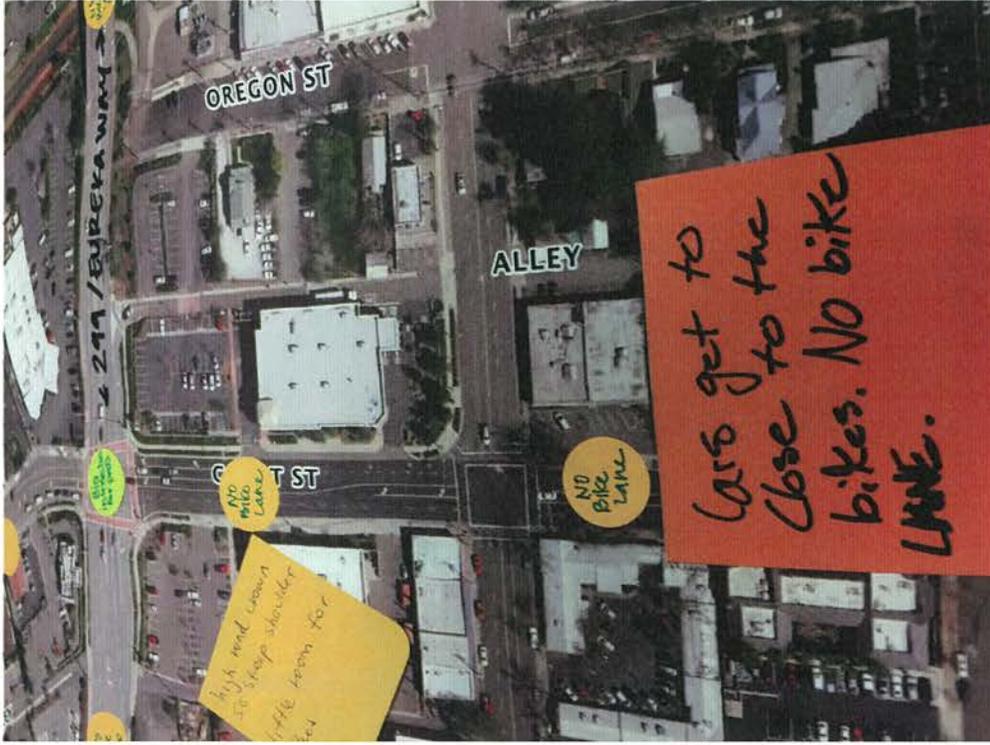
Residents cite concerns for walking and biking along Benton to Riverside



Cyclists cite concerns about biking on North Court to downtown from the River Trail



# Spring Spin Feedback



More barriers cited on Court Street- no bike lanes



No bike lane and crossing barriers cited for Eureka Way (SR 299) and Market Street (SR 273)

# **Attachment i-4**

# County Health Rankings & Roadmaps

Building a Culture of Health, County by County

**Shasta (SH) #50/57 counties**

	Shasta County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
<b>Health Outcomes</b>					<b>50</b>
<b>Length of Life</b>					<b>52</b>
Premature death	8,990	8,475-9,505	5,200	5,295	
<b>Quality of Life</b>					<b>25</b>
Poor or fair health	16%	13-20%	10%	18%	
Poor physical health days	4.1	3.3-4.9	2.5	3.7	
Poor mental health days	4.1	3.3-4.9	2.3	3.6	
Low birthweight	6.0%	5.6-6.4%	5.9%	6.8%	
<b>Health Factors</b>					<b>43</b>
<b>Health Behaviors</b>					<b>56</b>
Adult smoking	25%	21-30%	14%	13%	
Adult obesity	27%	24-31%	25%	23%	
Food environment index	6.4		8.4	7.5	
Physical inactivity	19%	16-23%	20%	17%	
Access to exercise opportunities	79%		92%	93%	
Excessive drinking	20%	16-24%	10%	17%	
Alcohol-impaired driving deaths	38%		14%	31%	
Sexually transmitted infections	328		138	441	
Teen births	35	33-36	20	34	
<b>Clinical Care</b>					<b>21</b>
Uninsured	19%	17-21%	11%	20%	
Primary care physicians	1,294:1		1,045:1	1,294:1	
Dentists	1,432:1		1,377:1	1,291:1	
Mental health providers	422:1		386:1	376:1	
Preventable hospital stays	43	40-45	41	45	
Diabetic monitoring	85%	81-88%	90%	81%	
Mammography screening	65.0%	61.6-68.4%	70.7%	59.3%	
<b>Social &amp; Economic Factors</b>					<b>33</b>
High school graduation	90%			83%	
Some college	64.5%	61.5-67.6%	71.0%	61.7%	
Unemployment	10.9%		4.0%	8.9%	
Children in poverty	28%	23-33%	13%	24%	
Income inequality	4.6	4.3-4.8	3.7	5.1	
Children in single-parent households	35%	32-39%	20%	32%	
Social associations	8.2		22.0	5.8	
Violent crime	757		59	425	
Injury deaths	96	90-103	50	46	
<b>Physical Environment</b>					<b>30</b>
Air pollution - particulate matter	9.6		9.5	9.3	
Drinking water violations	0%		0%	3%	
Severe housing problems	23%	22-25%	9%	29%	
Driving alone to work	81%	80-82%	71%	73%	
Long commute - driving alone	15%	14-16%	15%	37%	

\* 90th percentile, i.e., only 10% are better.

Note: Blank values reflect unreliable or missing data

## HEALTH FACTORS - ADULT OBESITY

### Description

Percentage of adults that report a BMI of 30 or more

### Ranking Methodology

Summary Measure:	Health Factors - Health Behaviors (Diet and Exercise)
Weight in Health Factors:	5%
Years of Data Used:	2011

### Summary Information

Range in California (Min-Max):	15-32%
Overall in California:	23%
Top U.S. Performers:	25% (90th percentile)

### Adult obesity

Place	% Obese	Error Margin	Z-Score
Stanislaus	32%	29 - 36	2.39
Merced	31%	26 - 37	2.10
San Joaquin	30%	27 - 34	1.90
Fresno	29%	26 - 32	1.34
Tulare	28%	24 - 33	1.28
Kern	28%	25 - 31	1.19
San Bernardino	28%	26 - 30	1.11
Yuba	28%	22 - 34	1.08
Sutter	28%	22 - 33	1.08
Madera	28%	23 - 33	1.08
Shasta #11	27%	24 - 31	0.99
Tehama	27%	22 - 33	0.93
Sacramento	27%	25 - 29	0.87
Solano	27%	23 - 30	0.76
Lake	27%	22 - 32	0.76
Glenn	26%	20 - 33	0.58
Riverside	26%	24 - 28	0.58
Humboldt	26%	22 - 30	0.52
Del Norte	26%	20 - 32	0.47
Trinity	25%	19 - 31	0.32
Amador	25%	20 - 31	0.26
Plumas	25%	19 - 30	0.26
Butte	24%	21 - 28	0.14
Calaveras	24%	20 - 30	0.11
Mendocino	24%	20 - 29	0.09
Napa	24%	20 - 29	0.06
Modoc	24%	18 - 31	0.06
Lassen	24%	19 - 30	0.06
Mariposa	24%	19 - 30	0.06

Kings	24%	19 - 29	-0.06
Alpine	24%	18 - 30	NR
San Benito	23%	18 - 29	-0.18
Sierra	23%	17 - 30	-0.18
Inyo	23%	17 - 29	-0.32
Tuolumne	23%	18 - 28	-0.35
San Diego	23%	21 - 24	-0.38
Placer	23%	20 - 26	-0.41
Sonoma	22%	20 - 25	-0.44
Contra Costa	22%	20 - 25	-0.44
Colusa	22%	16 - 29	-0.47
Imperial	22%	17 - 28	-0.53
Monterey	22%	19 - 25	-0.56
Siskiyou	22%	17 - 27	-0.64
Mono	22%	16 - 29	-0.67
Santa Cruz	22%	18 - 25	-0.70
Los Angeles	21%	20 - 22	-0.76
Ventura	21%	19 - 24	-0.76
Yolo	21%	17 - 25	-0.82
El Dorado	21%	18 - 25	-0.85
San Mateo	21%	18 - 23	-0.91
Orange	21%	19 - 22	-0.94
Alameda	21%	19 - 22	-0.99
Santa Clara	20%	19 - 22	-1.02
San Luis Obispo	20%	17 - 24	-1.02
Santa Barbara	19%	17 - 23	-1.32
Nevada	18%	15 - 22	-1.78
Marin	16%	13 - 19	-2.37
San Francisco	15%	13 - 17	-2.54

NR in Z-Score column indicates county "not ranked"

\*Complete estimates of error for this county were not included in the original data source.

## HEALTH FACTORS - PHYSICAL INACTIVITY

### Description

Percentage of adults aged 20 and over reporting no leisure-time physical activity

### Ranking Methodology

Summary Measure:	Health Factors - Health Behaviors (Diet and Exercise)
Weight in Health Factors:	2%
Years of Data Used:	2011

### Summary Information

Range in California (Min-Max):	10-23%
Overall in California:	17%
Top U.S. Performers:	20% (90th percentile)

### Physical inactivity

Place	% Physically Inactive	Error Margin	Z-Score
Imperial	23%	18 - 29	2.13
Kern	22%	19 - 25	1.70
Sutter	22%	17 - 27	1.63
Lake	22%	17 - 27	1.60
San Joaquin	21%	19 - 24	1.45
Modoc	21%	15 - 28	1.38
Solano	20%	18 - 24	1.17
Merced	20%	16 - 25	1.03
Stanislaus	20%	17 - 23	0.99
Tulare	20%	17 - 23	0.92
Madera	20%	15 - 24	0.88
Tuolumne	20%	15 - 24	0.85
Siskiyou	19%	15 - 25	0.81
Yuba	19%	15 - 25	0.78
<b>Shasta #15</b>	<b>19%</b>	<b>16 - 23</b>	0.78
San Bernardino	19%	18 - 21	0.78
Riverside	19%	17 - 21	0.67
Plumas	19%	14 - 25	0.64
Trinity	19%	14 - 25	0.56
Kings	19%	14 - 24	0.49
Tehama	18%	14 - 23	0.46
Fresno	18%	16 - 21	0.42
Del Norte	18%	13 - 24	0.35
Mariposa	18%	13 - 24	0.28
Mendocino	18%	14 - 22	0.28
Alpine	18%	13 - 24	NR
Calaveras	18%	13 - 22	0.17
Sierra	17%	12 - 24	0.03
Amador	17%	13 - 22	0.03

Los Angeles	17%	16 - 18	-0.04
Butte	17%	14 - 20	-0.08
Ventura	17%	15 - 19	-0.15
Sacramento	17%	15 - 18	-0.15
Glenn	17%	12 - 22	-0.18
Contra Costa	17%	15 - 18	-0.22
Lassen	17%	12 - 21	-0.22
Monterey	16%	13 - 19	-0.32
Colusa	16%	11 - 22	-0.43
Orange	16%	15 - 17	-0.47
San Mateo	16%	14 - 18	-0.50
Santa Clara	16%	14 - 17	-0.57
San Diego	15%	14 - 17	-0.64
Inyo	15%	11 - 20	-0.68
Alameda	15%	14 - 17	-0.75
San Francisco	15%	13 - 17	-0.82
Humboldt	15%	12 - 18	-0.82
San Benito	15%	11 - 20	-0.86
Placer	14%	12 - 17	-0.96
Yolo	14%	12 - 18	-0.96
El Dorado	14%	12 - 17	-0.96
Nevada	14%	11 - 18	-1.00
Santa Barbara	14%	12 - 16	-1.14
San Luis Obispo	14%	11 - 16	-1.25
Mono	13%	9 - 19	-1.32
Napa	13%	10 - 17	-1.39
Sonoma	12%	11 - 14	-1.71
Marin	11%	9 - 13	-2.28
Santa Cruz	10%	8 - 13	-2.39

NR in Z-Score column indicates county "not ranked"

\*Complete estimates of error for this county were not included in the original data source.

## ADDITIONAL MEASURES - DIABETES

### Description

Percentage of adults aged 20 and above with diagnosed diabetes

### Summary Information

Range in California (Min-Max):	6-11%
Overall in California:	8%
Years of Data Used:	2011

### Diabetes

Place	# Diabetic	% Diabetic	Error Margin
Solano	32,628	11%	9 - 13
Lake	5,186	11%	8 - 13
<b>Shasta #3</b>	<b>14,040</b>	<b>11%</b>	<b>9 - 13</b>
Mariposa	1,506	10%	8 - 13
Amador	3,087	10%	8 - 13
Alpine	89	10%	7 - 14
Calaveras	3,579	10%	8 - 13
Inyo	1,423	10%	7 - 13
Sierra	248	10%	7 - 13
Trinity	1,069	10%	7 - 13
Tuolumne	4,225	10%	7 - 12
Riverside	147,511	10%	9 - 11
Plumas	1,507	10%	7 - 13
San Joaquin	45,597	10%	8 - 11
Butte	15,773	10%	8 - 11
Stanislaus	33,455	9%	8 - 11
Modoc	666	9%	7 - 12
San Bernardino	127,639	9%	8 - 10
Tehama	4,201	9%	7 - 12
Kern	51,002	9%	8 - 11
Fresno	56,694	9%	8 - 10
Madera	9,341	9%	7 - 11
Sutter	5,854	9%	7 - 11
Sacramento	90,838	9%	8 - 10
Siskiyou	2,990	9%	7 - 11
Del Norte	1,899	9%	6 - 12
Kings	8,951	9%	7 - 11
Yuba	4,233	9%	7 - 11
Glenn	1,651	8%	6 - 11
Contra Costa	64,653	8%	7 - 9
Merced	14,085	8%	6 - 10
Colusa	1,189	8%	6 - 11
Humboldt	8,617	8%	7 - 10
El Dorado	10,946	8%	6 - 10

Mendocino	5,291	8%	6 - 10
Imperial	9,488	8%	6 - 11
Los Angeles	580,158	8%	8 - 9
Lassen	2,209	8%	6 - 10
Alameda	89,012	8%	7 - 9
San Mateo	42,339	8%	6 - 9
Orange	169,935	8%	7 - 8
San Diego	176,627	8%	7 - 8
Santa Clara	100,252	8%	7 - 8
Tulare	21,513	8%	6 - 9
Placer	19,512	7%	6 - 9
Napa	7,628	7%	6 - 9
San Benito	2,795	7%	5 - 10
Ventura	41,915	7%	6 - 8
San Luis Obispo	14,435	7%	6 - 8
Mono	752	7%	5 - 10
San Francisco	46,969	7%	6 - 8
Yolo	9,903	7%	5 - 9
Nevada	5,348	7%	5 - 9
Monterey	19,792	7%	5 - 8
Marin	13,029	7%	5 - 8
Santa Barbara	20,074	7%	5 - 8
Sonoma	23,552	6%	5 - 8
Santa Cruz	12,569	6%	5 - 8

\*Complete estimates of error for this county were not included in the original data source.

## HEALTH FACTORS - DRIVING ALONE TO WORK

### Description

Percentage of the workforce that drives alone to work

### Ranking Methodology

Summary Measure:	Health Factors - Physical Environment (Housing and Transit)
Weight in Health Factors:	2%
Years of Data Used:	2009-2013

### Summary Information

Range in California (Min-Max):	37-81%
Overall in California:	73%
Top U.S. Performers:	71% (90th percentile)

### Driving alone to work

Place	# Drive Alone	# Workers	% Drive Alone	Error Margin	Z-Score
Amador	9,772	12,062	81%	78 - 84	1.11
<b>Shasta #2</b>	<b>53,380</b>	<b>65,892</b>	<b>81%</b>	<b>80 - 82</b>	1.11
Calaveras	13,588	16,966	80%	76 - 84	0.98
Stanislaus	156,027	196,796	79%	78 - 80	0.86
Imperial	44,513	56,590	79%	77 - 81	0.77
Tuolumne	14,413	18,325	79%	76 - 82	0.77
Placer	122,038	155,572	78%	78 - 79	0.74
Merced	70,957	90,630	78%	77 - 79	0.72
Orange	1,111,997	1,425,016	78%	78 - 78	0.68
Riverside	660,150	857,119	77%	77 - 77	0.53
Fresno	266,765	346,655	77%	76 - 78	0.52
San Benito	18,553	24,143	77%	74 - 79	0.51
El Dorado	60,358	78,546	77%	75 - 78	0.51
Sierra	871	1,134	77%	70 - 84	0.50
San Joaquin	200,464	261,485	77%	76 - 77	0.48
Ventura	292,557	382,237	77%	76 - 77	0.46
Madera	31,873	41,685	76%	75 - 78	0.45
Santa Clara	644,741	844,255	76%	76 - 77	0.44
Kern	235,298	309,086	76%	75 - 77	0.40
Kings	41,301	54,277	76%	74 - 78	0.40
Napa	49,355	64,876	76%	74 - 78	0.40
Sonoma	171,505	225,640	76%	75 - 77	0.39
Nevada	30,952	40,722	76%	73 - 79	0.39
Solano	138,750	182,643	76%	75 - 77	0.38
San Diego	1,090,962	1,436,094	76%	76 - 76	0.38
San Bernardino	597,018	788,495	76%	75 - 76	0.34
Yuba	18,659	24,662	76%	73 - 78	0.34
Sutter	27,487	36,348	76%	74 - 77	0.33
Tulare	123,846	163,808	76%	74 - 77	0.33

Sacramento	448,414	593,695	76%	75 -76	0.32
Colusa	6,369	8,446	75%	72 -79	0.30
Del Norte	6,475	8,598	75%	73 -78	0.29
Tehama	16,681	22,156	75%	72 -78	0.28
Lassen	7,091	9,423	75%	72 -79	0.28
Plumas	5,403	7,297	74%	69 -79	0.10
Butte	62,199	84,086	74%	73 -75	0.09
Lake	16,098	21,768	74%	71 -77	0.09
San Luis Obispo	89,507	121,124	74%	73 -75	0.08
Glenn	7,661	10,403	74%	71 -76	0.04
Humboldt	41,857	57,743	72%	71 -74	-0.12
Los Angeles	3,170,087	4,378,758	72%	72 -73	-0.14
Inyo	6,166	8,520	72%	69 -75	-0.14
Mendocino	25,993	36,046	72%	70 -74	-0.18
Siskiyou	11,319	15,885	71%	68 -75	-0.30
Monterey	125,504	176,312	71%	70 -72	-0.31
Santa Cruz	88,727	124,909	71%	70 -72	-0.33
San Mateo	254,332	362,286	70%	70 -71	-0.45
Contra Costa	332,215	476,834	70%	69 -70	-0.53
Trinity	3,026	4,409	69%	63 -74	-0.68
Yolo	58,908	87,386	67%	66 -69	-0.86
Santa Barbara	127,665	192,480	66%	65 -67	-1.02
Marin	80,231	121,269	66%	65 -67	-1.04
Alameda	451,334	693,191	65%	65 -66	-1.19
Modoc	2,260	3,500	65%	59 -70	-1.27
Mariposa	4,476	7,082	63%	57 -70	-1.47
Mono	4,216	7,825	54%	48 -60	-2.82
Alpine	237	454	52%	43 -62	NR
San Francisco	165,631	447,243	37%	36 -38	-5.26

NR in Z-Score column indicates county "not ranked"

\*Complete estimates of error for this county were not included in the original data source.

## HEALTH FACTORS - ACCESS TO EXERCISE OPPORTUNITIES

### Description

Percentage of population with adequate access to locations for physical activity

### Ranking Methodology

Summary Measure:	Health Factors - Health Behaviors (Diet and Exercise)
Weight in Health Factors:	1%
Years of Data Used:	2010 & 2013

### Summary Information

Range in California (Min-Max):	51-100%
Overall in California:	93%
Top U.S. Performers:	92% (90th percentile)

### Access to exercise opportunities

Place	# With Access	% With Access	Z-Score
Lassen	17,729	51%	2.39
Kings	78,834	52%	2.34
Mariposa	10,043	55%	2.08
Modoc	5,493	57%	1.96
Calaveras	28,626	63%	1.51
Tehama	40,825	64%	1.40
Glenn	18,768	67%	1.22
Tulare	295,228	67%	1.22
Sutter	63,668	67%	1.18
Merced	173,916	68%	1.13
Amador	26,281	69%	1.05
Imperial	123,049	71%	0.94
Siskiyou	32,014	71%	0.88
Colusa	15,691	73%	0.74
Sierra	2,392	74%	0.70
Mendocino	66,087	75%	0.59
Fresno	718,053	77%	0.45
Nevada	76,550	78%	0.42
Madera	117,747	78%	0.38
Del Norte	22,330	78%	0.38
Yuba	56,358	78%	0.38
Shasta #26	139,200	79%	0.35
Kern	669,089	80%	0.26
Tuolumne	45,627	82%	0.06
Inyo	15,302	83%	0.06
Butte	184,886	84%	-0.06
San Joaquin	581,826	85%	-0.12
Humboldt	116,439	86%	-0.24
Lake	56,180	87%	-0.27

Monterey	363,379	88%	-0.32
Mono	12,631	89%	-0.42
Trinity	12,315	89%	-0.45
San Bernardino	1,828,243	90%	-0.48
San Luis Obispo	244,894	91%	-0.56
Placer	316,635	91%	-0.56
Riverside	1,990,762	91%	-0.56
Yolo	184,664	92%	-0.64
Stanislaus	473,806	92%	-0.65
San Benito	51,624	93%	-0.75
Napa	127,766	94%	-0.76
El Dorado	170,276	94%	-0.80
Sonoma	456,978	94%	-0.82
Plumas	18,967	95%	-0.85
Santa Barbara	404,069	95%	-0.89
Contra Costa	1,004,734	96%	-0.92
San Diego	2,984,387	96%	-0.97
Solano	398,981	97%	-0.98
Sacramento	1,377,744	97%	-1.02
Marin	245,196	97%	-1.02
Los Angeles	9,543,159	97%	-1.03
Ventura	800,898	97%	-1.03
Santa Cruz	257,000	98%	-1.08
Santa Clara	1,747,458	98%	-1.09
Orange	2,959,183	98%	-1.11
San Francisco	802,539	100%	-1.21
San Mateo	716,363	100%	-1.21
Alameda	1,506,212	100%	-1.21
Alpine	1,175	100%	NR

NR in Z-Score column indicates county "not ranked"

\*Complete estimates of error for this county were not included in the original data source.

ADDITIONAL MEASURES - **MEDIAN HOUSEHOLD INCOME**

**Description**

Median household income

**Summary Information**

Range in California (Min-Max):	\$35,708-94,347
Overall in California:	\$60,185
Years of Data Used:	2013

**Median household income**

Place	Household Income <i>Low to High</i>	Error Margin
Trinity	\$35,708	\$31,519 - 39,897
Lake	\$36,973	\$32,713 - 41,233
Modoc	\$37,055	\$32,710 - 41,400
Siskiyou	\$37,108	\$33,681 - 40,535
Del Norte	\$38,663	\$34,301 - 43,025
Tulare	\$39,657	\$37,229 - 42,085
Imperial	\$40,106	\$36,827 - 43,385
Humboldt	\$40,882	\$37,403 - 44,361
Merced	\$41,003	\$38,748 - 43,258
Madera	\$41,223	\$37,817 - 44,629
<b>Shasta #11</b>	<b>\$41,236</b>	<b>\$38,043 - 44,429</b>
Yuba	\$41,824	\$37,949 - 45,699
Mendocino	\$42,001	\$38,260 - 45,742
Glenn	\$42,129	\$37,225 - 47,033
Butte	\$42,395	\$39,944 - 44,846
Tehama	\$43,459	\$39,509 - 47,409
Fresno	\$43,741	\$42,248 - 45,234
Mariposa	\$45,251	\$40,411 - 50,091
Inyo	\$45,784	\$41,156 - 50,412
Kings	\$45,794	\$42,753 - 48,835
Sierra	\$46,449	\$40,895 - 52,003
Kern	\$46,688	\$44,269 - 49,107
Plumas	\$47,645	\$42,747 - 52,543
Stanislaus	\$47,808	\$45,178 - 50,438
Sutter	\$47,903	\$43,973 - 51,833
Colusa	\$48,897	\$44,155 - 53,639
Alpine	\$49,392	\$43,523 - 55,261
Lassen	\$50,487	\$45,555 - 55,419
Tuolumne	\$50,774	\$47,956 - 53,592
San Joaquin	\$51,219	\$49,813 - 52,625
San Bernardino	\$52,112	\$50,861 - 53,363
Amador	\$52,357	\$46,958 - 57,756
Calaveras	\$52,598	\$47,624 - 57,572
Sacramento	\$52,980	\$51,337 - 54,623

Riverside	\$53,909	\$52,550 - 55,268
Los Angeles	\$54,443	\$53,763 - 55,123
Yolo	\$55,011	\$50,313 - 59,709
Mono	\$55,107	\$49,084 - 61,130
Nevada	\$55,246	\$50,684 - 59,808
Monterey	\$55,411	\$51,876 - 58,946
San Luis Obispo	\$57,743	\$54,950 - 60,536
Santa Barbara	\$60,803	\$57,646 - 63,960
Sonoma	\$61,020	\$59,211 - 62,829
San Diego	\$61,365	\$60,458 - 62,272
El Dorado	\$63,002	\$58,274 - 67,730
Solano	\$63,398	\$59,878 - 66,918
Santa Cruz	\$65,282	\$60,885 - 69,679
San Benito	\$66,780	\$62,227 - 71,333
Napa	\$68,619	\$64,425 - 72,813
Alameda	\$72,128	\$70,267 - 73,989
Placer	\$73,643	\$70,533 - 76,753
Orange	\$73,827	\$72,314 - 75,340
Ventura	\$76,513	\$74,420 - 78,606
San Francisco	\$76,933	\$74,517 - 79,349
Contra Costa	\$78,909	\$75,485 - 82,333
San Mateo	\$91,061	\$89,142 - 92,980
Santa Clara	\$91,843	\$90,175 - 93,511
Marin	\$94,347	\$88,761 - 99,933

\*Complete estimates of error for this county were not included in the original data source.

## HEALTH FACTORS - CHILDREN IN POVERTY

### Description

Percentage of children under age 18 in poverty

### Ranking Methodology

Summary Measure:	Health Factors - Social & Economic Factors (Income)
Weight in Health Factors:	7.5%
Years of Data Used:	2013

### Summary Information

Range in California (Min-Max):	10-42%
Overall in California:	24%
Top U.S. Performers:	13% (90th percentile)

### Children in poverty

Place	# Children in Poverty	% Children in Poverty	Error Margin	Z-Score
Fresno	115,339	42%	40 - 44	2.50
Tulare	56,797	40%	36 - 43	2.21
Trinity	780	35%	26 - 43	1.51
Merced	26,870	34%	30 - 39	1.44
Lake	4,272	34%	27 - 41	1.39
Modoc	598	33%	25 - 42	1.35
Del Norte	1,880	33%	24 - 41	1.24
Madera	13,563	32%	26 - 38	1.18
Alpine	76	32%	23 - 40	NR
Imperial	15,594	31%	25 - 37	1.01
Stanislaus	43,722	31%	27 - 34	0.95
Kern	77,009	31%	27 - 34	0.95
Mendocino	5,329	29%	22 - 35	0.74
Tehama	4,250	29%	21 - 36	0.71
Glenn	2,131	29%	22 - 35	0.68
Shasta #16/57	10,702	28%	23 - 33	0.66
Kings	11,605	28%	23 - 33	0.62
Siskiyou	2,445	28%	21 - 35	0.62
Yuba	5,711	28%	22 - 34	0.62
Los Angeles	624,784	27%	26 - 28	0.54
San Bernardino	151,926	27%	25 - 29	0.44
San Joaquin	51,577	26%	24 - 29	0.40
Sacramento	92,187	26%	24 - 28	0.33
Humboldt	6,550	26%	21 - 30	0.29
Mariposa	754	26%	19 - 32	0.28
Sutter	6,372	25%	20 - 31	0.27
Butte	11,074	25%	20 - 30	0.21
Plumas	797	25%	19 - 31	0.20
Monterey	27,175	24%	21 - 28	0.13

Riverside	146,552	24%	22 - 26	0.10
Inyo	894	23%	18 - 28	-0.04
Amador	1,235	22%	17 - 27	-0.18
Calaveras	1,689	22%	16 - 27	-0.22
Tuolumne	1,927	22%	16 - 27	-0.25
Santa Barbara	20,049	21%	18 - 24	-0.34
Sierra	100	20%	15 - 26	-0.41
Colusa	1,190	20%	15 - 25	-0.46
Lassen	1,095	20%	15 - 24	-0.48
San Diego	138,588	19%	18 - 21	-0.54
Santa Cruz	10,223	19%	15 - 23	-0.61
Orange	134,278	19%	17 - 20	-0.62
Mono	524	19%	14 - 24	-0.64
San Benito	2,907	19%	14 - 23	-0.65
Ventura	36,357	18%	16 - 20	-0.73
Yolo	7,921	18%	14 - 22	-0.75
Nevada	3,072	18%	14 - 22	-0.76
Solano	17,418	18%	15 - 20	-0.76
San Luis Obispo	7,997	16%	12 - 20	-0.99
Sonoma	16,308	16%	13 - 19	-1.00
Alameda	52,179	15%	14 - 17	-1.08
San Francisco	15,760	14%	11 - 17	-1.22
El Dorado	5,285	14%	11 - 17	-1.30
Napa	4,207	14%	10 - 17	-1.31
Contra Costa	34,435	13%	11 - 15	-1.35
Santa Clara	55,624	13%	11 - 14	-1.42
Marin	5,417	10%	8 - 13	-1.77
San Mateo	15,889	10%	8 - 12	-1.81
Placer	8,068	10%	7 - 12	-1.88

NR in Z-Score column indicates county "not ranked"

\*Complete estimates of error for this county were not included in the original data source.

## HEALTH FACTORS - CHILDREN IN SINGLE-PARENT HOUSEHOLDS

### Description

Percentage of children that live in a household headed by single parent

### Ranking Methodology

Summary Measure:	Health Factors - Social & Economic Factors (Family and Social Support)
Weight in Health Factors:	2.5%
Years of Data Used:	2009-2013

### Summary Information

Range in California (Min-Max):	22-44%
Overall in California:	32%
Top U.S. Performers:	20% (90th percentile)

### Children in single-parent households

Place	# Single-Parent Households	# Households	% Single-Parent Households	Error Margin	Z-Score
Mariposa	1,365	3,100	44%	33 - 55	2.17
Trinity	1,026	2,437	42%	28 - 56	1.82
Del Norte	2,479	5,947	42%	32 - 52	1.75
Lake	5,502	13,200	42%	35 - 48	1.75
Humboldt	10,225	25,888	39%	35 - 44	1.35
Plumas	1,375	3,484	39%	30 - 49	1.35
Alpine	100	254	39%	28 - 50	NR
Fresno	107,928	275,234	39%	38 - 41	1.30
Inyo	1,494	3,832	39%	28 - 50	1.26
Kern	95,881	252,798	38%	36 - 40	1.07
Mendocino	6,882	18,724	37%	32 - 41	0.86
Merced	29,102	79,539	37%	34 - 40	0.83
Siskiyou	3,293	9,026	36%	31 - 42	0.81
Sacramento	130,344	357,404	36%	35 - 38	0.81
Los Angeles	837,013	2,353,276	36%	35 - 36	0.64
Shasta #16/57	13,773	38,867	35%	32 - 39	0.62
Tulare	50,331	142,490	35%	34 - 37	0.60
Butte	15,855	45,032	35%	32 - 38	0.58
San Bernardino	205,027	582,866	35%	34 - 36	0.57
Imperial	17,614	50,396	35%	32 - 38	0.53
Lassen	1,807	5,186	35%	26 - 44	0.51
Solano	34,194	99,049	35%	32 - 37	0.45
Sierra	174	508	34%	10 - 58	0.40
San Joaquin	67,201	197,288	34%	32 - 36	0.37
Yuba	7,013	20,691	34%	29 - 39	0.34
Kings	14,068	41,734	34%	30 - 37	0.31
Stanislaus	48,392	143,968	34%	32 - 36	0.29

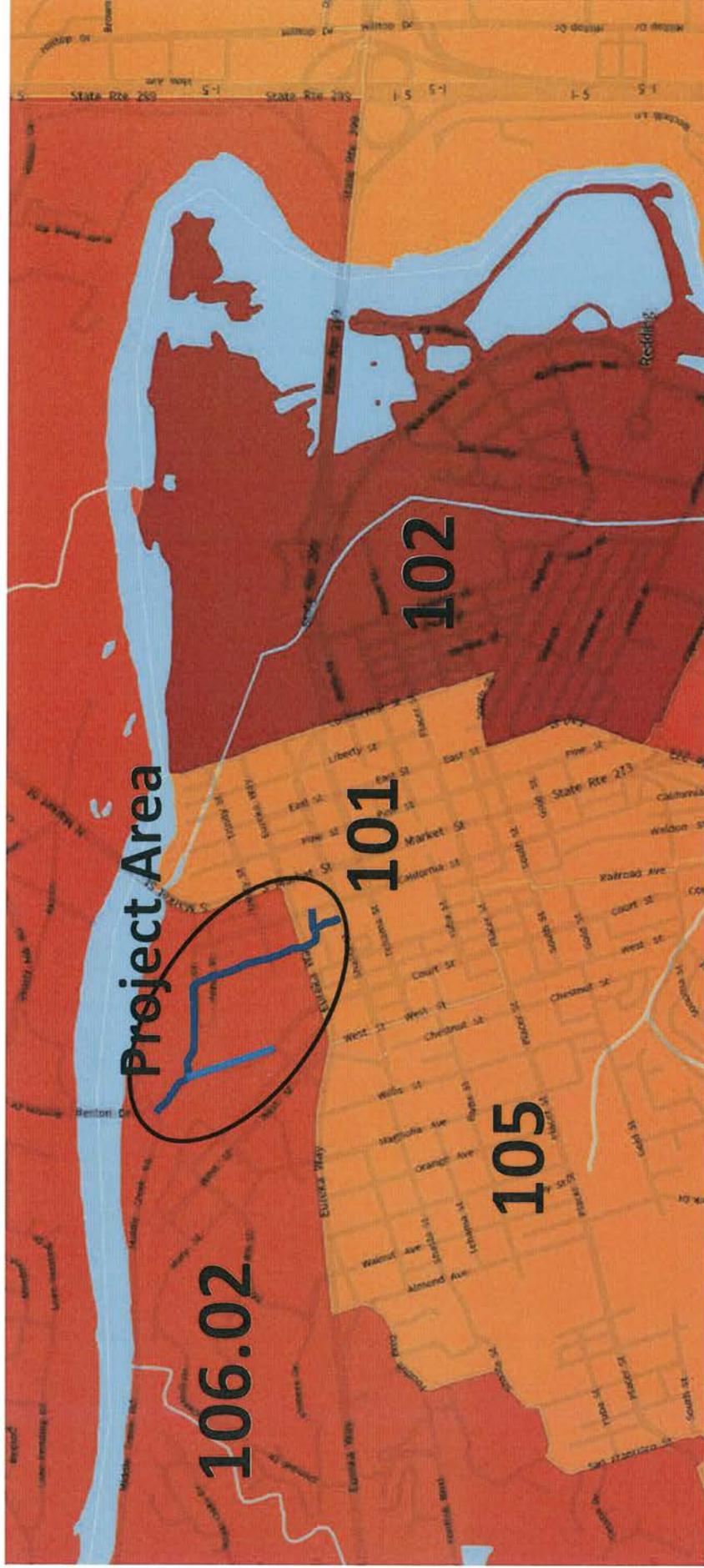
Colusa	2,041	6,111	33%	26 - 41	0.25
Madera	14,129	42,561	33%	29 - 37	0.21
Monterey	35,475	110,899	32%	30 - 34	-0.00
Glenn	2,471	7,742	32%	24 - 40	-0.02
Santa Barbara	30,179	96,794	31%	29 - 33	-0.15
Modoc	634	2,040	31%	21 - 42	-0.17
Riverside	185,711	611,839	30%	29 - 31	-0.30
Sutter	7,593	25,420	30%	26 - 34	-0.39
Santa Cruz	16,154	54,525	30%	26 - 33	-0.43
Tehama	4,626	15,697	29%	24 - 35	-0.46
Amador	1,697	5,783	29%	21 - 38	-0.48
Alameda	98,769	337,968	29%	28 - 30	-0.50
Calaveras	2,478	8,495	29%	22 - 37	-0.51
San Diego	209,553	718,574	29%	28 - 30	-0.51
Sonoma	30,027	103,790	29%	27 - 31	-0.56
San Francisco	30,473	108,241	28%	26 - 30	-0.70
Napa	8,656	30,850	28%	24 - 32	-0.71
Nevada	5,134	18,347	28%	23 - 33	-0.73
Yolo	12,301	44,523	28%	25 - 31	-0.79
Ventura	55,434	207,800	27%	25 - 28	-0.96
San Benito	4,172	15,767	26%	22 - 31	-1.00
Contra Costa	67,508	258,185	26%	25 - 27	-1.06
Orange	189,430	727,803	26%	25 - 27	-1.08
San Luis Obispo	12,917	50,207	26%	23 - 28	-1.13
Mono	761	2,976	26%	15 - 36	-1.16
Tuolumne	2,272	9,313	24%	19 - 29	-1.37
Marin	12,407	52,185	24%	21 - 26	-1.49
Santa Clara	95,368	428,738	22%	21 - 23	-1.76
El Dorado	8,818	39,776	22%	19 - 25	-1.78
San Mateo	35,196	159,269	22%	21 - 24	-1.79
Placer	18,681	84,766	22%	20 - 24	-1.80

NR in Z-Score column indicates county "not ranked"

\*Complete estimates of error for this county were not included in the original data source.

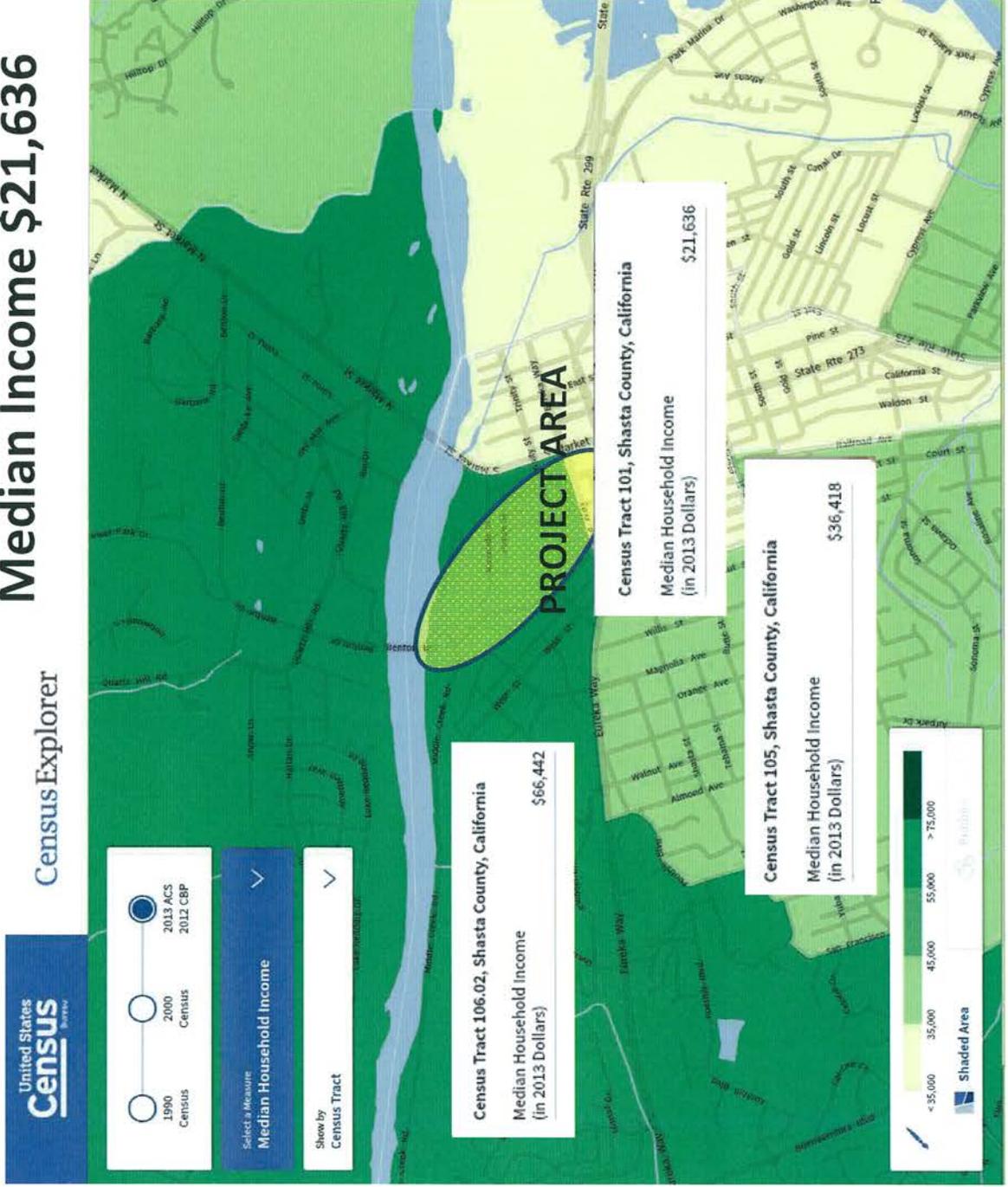
# **Attachment i-5**

# Census Tracts Overview



# 2013 ACS Census Tract 101

## Median Income \$21,636

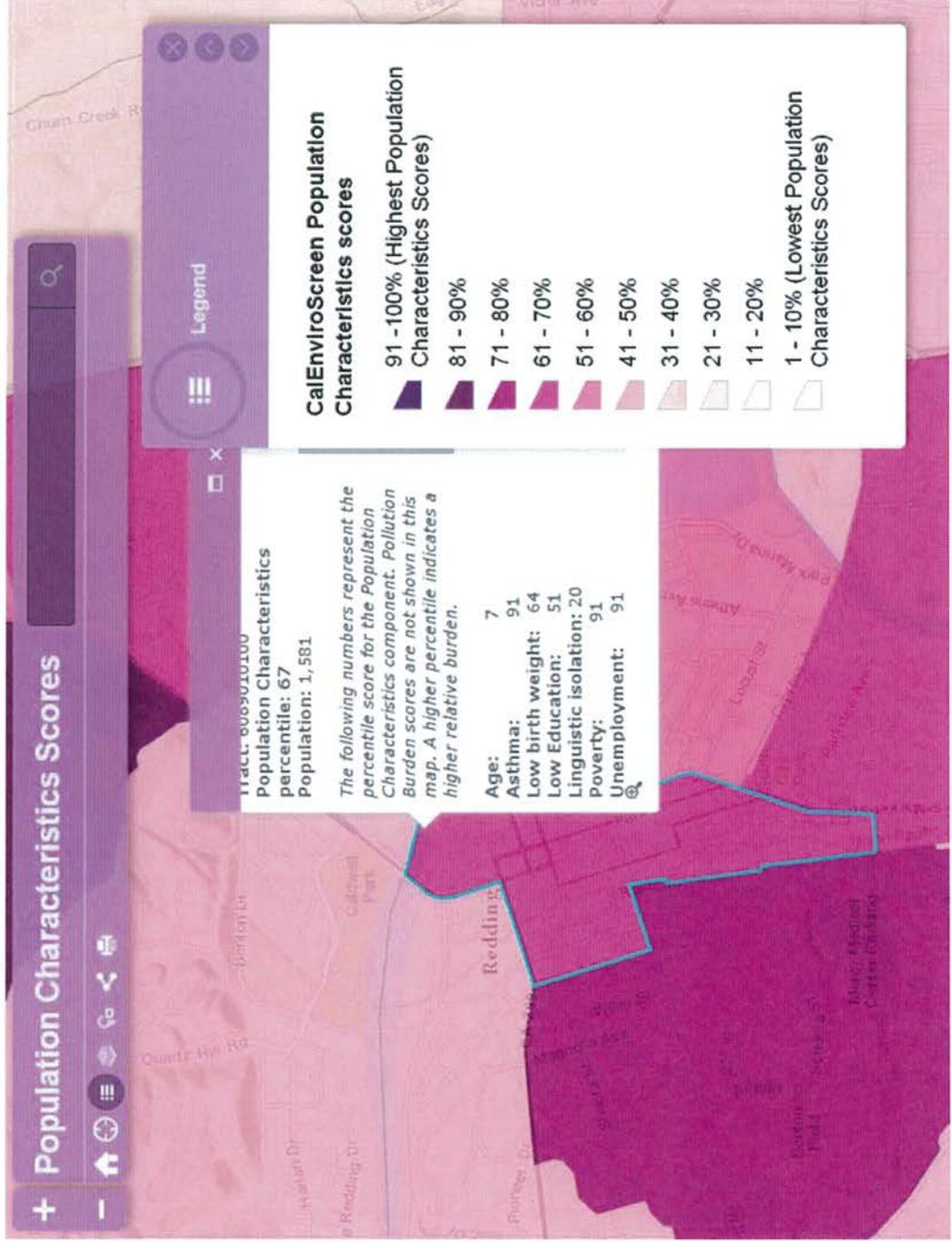


Southern Terminus of the Project is in Census Tract 101. Very low income area will have increased access to the River trail path 105 will have increased access via Shasta Street

The neighborhood shown in the project area East of North Court in 106.02 characteristically more like the household demographics of 101 neighborhood

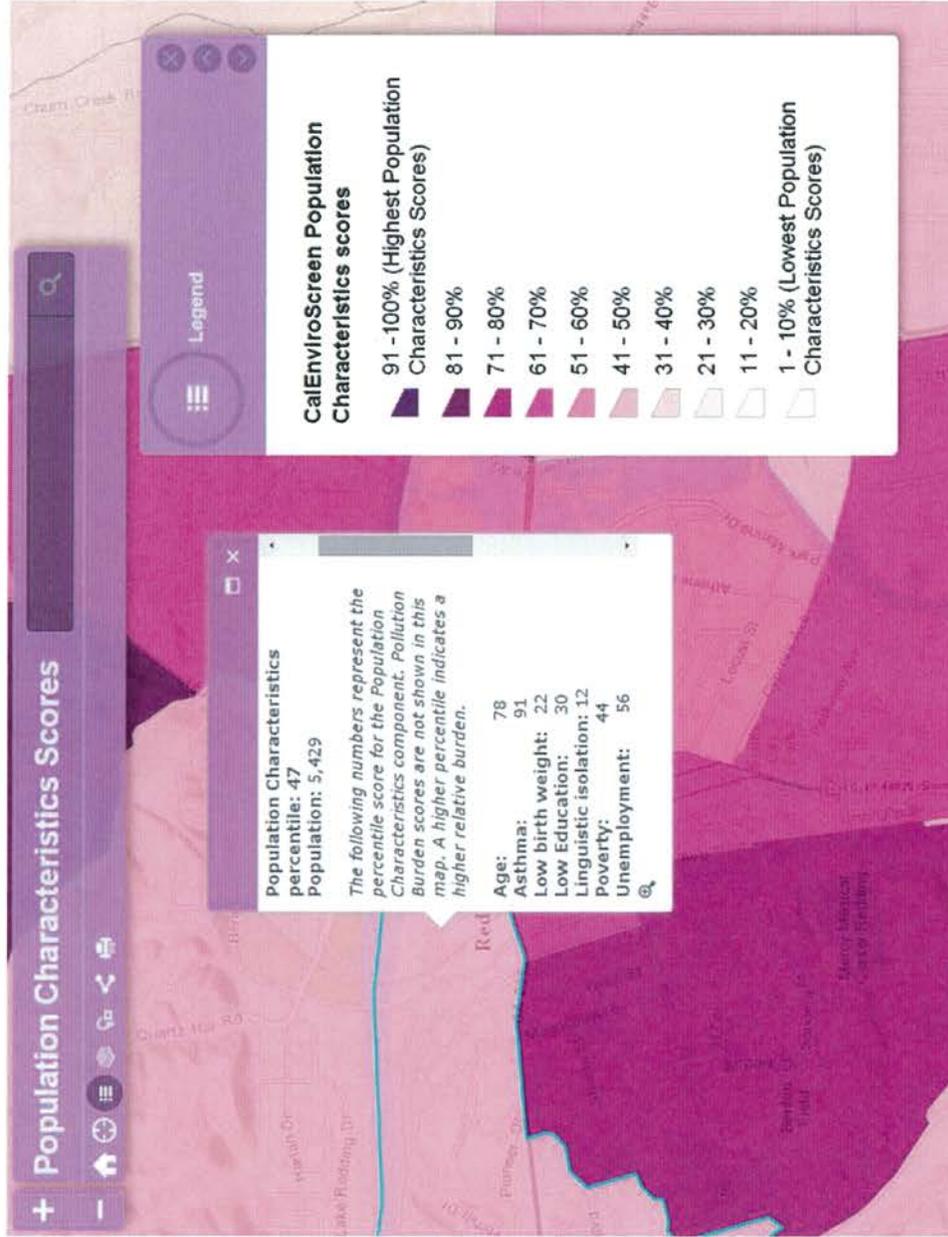
# Tract 6089010100

## CalEnviroScreen Population Characteristics scores



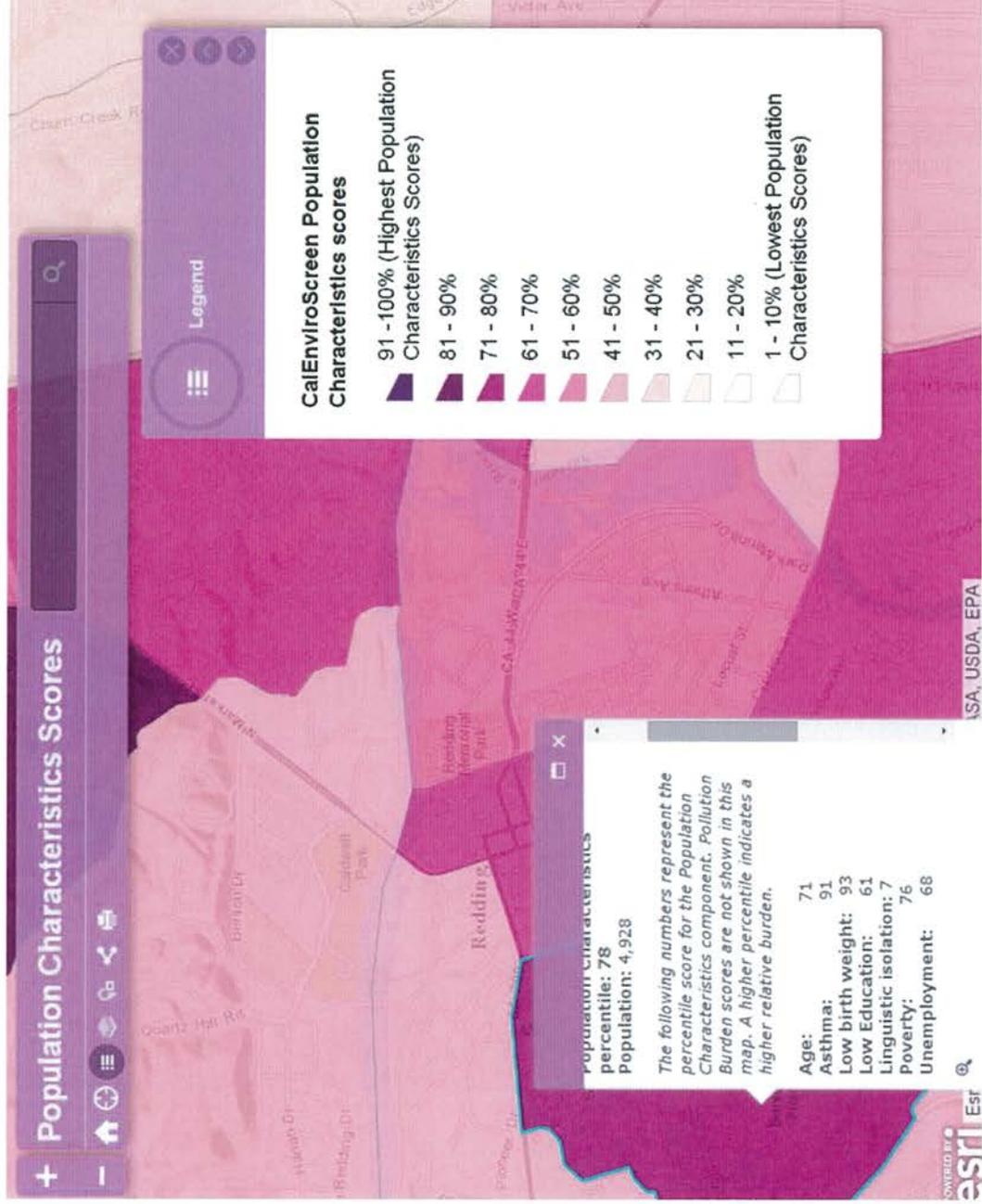
# Tract: 6089010602

## CalEnviroScreen Population Characteristics scores



# Tract: 6089010500

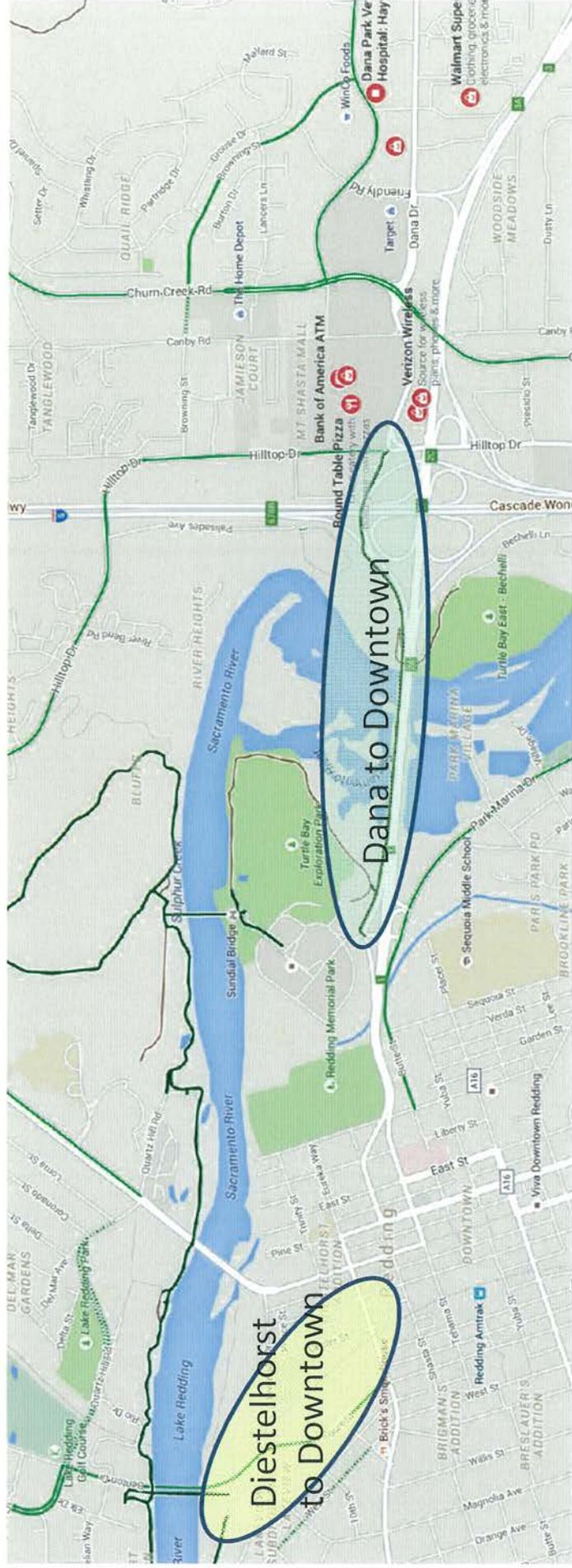
## CalEnviroScreen Population Characteristics scores



Tract is only a few blocks from Southern terminus Of project and will increase access for this population via Shasta Street

Shasta Street is designated to become a neighborhood bikeway

# New Diestelhorst to Downtown connects to River Trail to Dana to Downtown Connection to retail and employment on the eastside



# **Attachment i-6**

Project Name:  
Project Location:

Diestelhorst to Downtown Non-Motorized Improvement Project  
Redding, CA

**INFRASTRUCTURE**

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	30		
Forecast (1 Yr after completion)	35	100	
	Commuters	Recreational Users	
Existing Trips	3	10	
New Daily Trips (estimate) (1 YR after completion) (actual)	1.5	1.5	
<b>Project Information- Non SR2S Infrastructure</b>			
Bike Class Type		Bike Class I	
Average Annual Daily Traffic (AADT)		13,000	

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$2,637,942
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$2,137,942
SR2S Infrastructure	

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	2	0.4
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	20		
Forecast (1 YR after project completion)	25	120	
	Without Project	With Project	
Existing step counts (600 steps=0.3mi=1 trip)	12,000	73,000	
Existing miles walked	6	36	

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	Y
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
Roadways	Pedestrian signals	N
	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	Y
	Other reduction factor countermeasures	

Safe Routes to School (SR2S) (Box 1C)	
	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

**20 Year Invest Summary Analysis**

Total Costs	\$2,637,942.00
Net Present Cost	\$2,536,482.69
Total Benefits	\$2,639,183.22
Net Present Benefit	\$1,747,876.98
Benefit-Cost Ratio	0.69

***20 Year Itemized Savings***

Mobility	\$759,344.84
Health	\$284,481.23
Recreational	\$596,303.01
Gas & Emissions	\$49,772.10
Safety	\$949,282.04

Funds Requested	\$2,137,942.00
Net Present Cost of Funds Requested	\$2,055,713.46
Benefit Cost Ratio	0.85

**ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT**

<b>Current Walk Counts</b>	
Total miles walked	0.00
Total person Trips walked	25.00
Total Steps walked	0.00

<b>After the Project is Completed</b>	
Total miles walked	0.00
Total person trips walked	120.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	95
Converted steps walked to trips	0

<b>Current Bike Counts</b>	
Existing Commuters	3
New Commuters	2

<b>Benefits, 2014 values</b>	
Annual Mobility Benefit (Walking)	\$20,188
Annual Mobility Benefit (Biking)	\$11,064.64

<b>Total Annual Mobility Benefits</b>	<b>\$31,252</b>
---------------------------------------	-----------------

**Project Types**

For M values:

20.38 min/trip	OFF STREET
18.02 min/trip	ON STREET
15.83 min/trip	ON STREET

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestr

Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

**YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT**

**INFRASTRUCTURE**

**Cycling:**

New Cyclists 32.5

Value of Health (ave.annual) \$146

Annual Health Benefits \$4,757

GDP Deflator

2006 0.9429

2014 1.0781

**Walking:**

New Walkers 47.5

Value of Health \$146

Annual Health Benefits \$6,952

Total Annual Health Benefits \$11,708

Source: NCHRP 552- Guidelines for Analysis of Investments in  
 Bicycle Facilities, Appendix G.  
 (Estimated annual per capita cost savings of direct and/indirect  
 of physical activity)

## YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

### INFRASTRUCTURE

New Pedestrians	48
New Bicyclists	33
Avoided VMT due to Walking	3,028
Avoided VMT due to Biking	8,166
Fuel Saved	\$1,909
Emissions Saved	\$140
Fuel and Emissions saved	\$2,048

#### Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
  - 2) Assume 50% of new walkers and cyclists choose not to drive their cars
  - 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO<sub>2</sub> based on US average 20mpg.
- Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.

<http://www.railstotrails.org/resourcehandler.ashx?id=2948>

- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

**YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT**

<b>Biking</b>		
New Recreational Users	5	\$10 per trip
New Commuters	2	
Existing Recreational Users	10	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$6,200	
Value of Spending Recreational Time for Existing Recreational Users	\$4,960	
Potential number of recreational time outdoors	124	
<b>Annual Biking Recreational Benefits</b>	<b>\$11,160</b>	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		

<b>Walking</b>		
Total Recreational pedestrians	14	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$5,201	\$1 per trip
Potential number of recreational time outdoors	365	
<b>Annual Walking Recreational Benefits</b>	<b>\$5,201</b>	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		

<b>Total Annual Recreational Benefits</b>	<b>\$16,361</b>
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**ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION**

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing			
Applicable Countermeasures	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y		
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
1st year	\$0	\$0	\$0	\$0	\$14,651	\$8,139	\$11,395	\$17,907	\$11,395	\$26,046	\$9,767	\$11,395	\$3,256	\$19,535	\$19,535

	Fatal	Injury	PDO	Total
Frequency	0	0.4	0	0.4
Cost/crash	\$4,130,347	\$81,393	\$7,624	

**Assumption:**

For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

**ECONOMIC EVALUATION (Constant Values)**

<b>Total Benefits</b>	\$2,042,880
Mobility Benefits	\$759,345
Health Benefits	\$284,481
Recreational Benefits	\$596,303
Safety Benefits	\$949,282
Gas & Emission Benefits	\$49,772

<b>Total Costs</b>	\$2,637,942
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<b>Benefit-Cost Ratio (BCR)</b>	0.8
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**INFRASTRUCTURE - Non SR2S**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits
<b>PROJECT OPEN</b>					
1	\$31,252	\$11,708	\$16,361	\$19,535	\$2,048
2	\$31,877	\$11,942	\$16,688	\$19,925	\$2,089
3	\$32,515	\$12,181	\$17,022	\$20,324	\$2,131
4	\$33,165	\$12,425	\$17,363	\$20,730	\$2,174
5	\$33,828	\$12,673	\$17,710	\$21,145	\$2,217
6	\$34,505	\$12,927	\$18,064	\$21,568	\$2,262
7	\$35,195	\$13,185	\$18,425	\$21,999	\$2,307
8	\$35,899	\$13,449	\$18,794	\$22,439	\$2,353
9	\$36,617	\$13,718	\$19,170	\$22,888	\$2,400
10	\$37,349	\$13,993	\$19,553	\$23,346	\$2,448
11	\$38,096	\$14,272	\$19,944	\$23,813	\$2,497
12	\$38,858	\$14,558	\$20,343	\$24,289	\$2,547
13	\$39,635	\$14,849	\$20,750	\$24,775	\$2,598
14	\$40,428	\$15,146	\$21,165	\$25,270	\$2,650
15	\$41,237	\$15,449	\$21,588	\$25,776	\$2,703
16	\$42,061	\$15,758	\$22,020	\$26,291	\$2,757
17	\$42,902	\$16,073	\$22,460	\$26,817	\$2,812
18	\$43,761	\$16,394	\$22,910	\$27,353	\$2,868
19	\$44,636	\$16,722	\$23,368	\$27,900	\$2,926
20	\$45,528	\$17,057	\$23,835	\$28,458	\$2,984
<b>Total</b>	<b>\$759,345</b>	<b>\$284,481</b>	<b>\$397,535</b>	<b>\$474,641</b>	<b>\$49,772</b>

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$31,252	\$11,708	\$16,361	\$19,535	\$2,048	\$80,905	\$2,637,942	1.02
2	\$31,877	\$11,942	\$16,688	\$19,925	\$2,089	\$82,523		
3	\$32,515	\$12,181	\$17,022	\$20,324	\$2,131	\$84,173		
4	\$33,165	\$12,425	\$17,363	\$20,730	\$2,174	\$85,857		
5	\$33,828	\$12,673	\$17,710	\$21,145	\$2,217	\$87,574		
6	\$34,505	\$12,927	\$18,064	\$21,568	\$2,262	\$89,325		
7	\$35,195	\$13,185	\$18,425	\$21,999	\$2,307	\$91,112		
8	\$35,899	\$13,449	\$18,794	\$22,439	\$2,353	\$92,934		
9	\$36,617	\$13,718	\$19,170	\$22,888	\$2,400	\$94,793		
10	\$37,349	\$13,993	\$19,553	\$23,346	\$2,448	\$96,689		
11	\$38,096	\$14,272	\$19,944	\$23,813	\$2,497	\$98,623		
12	\$38,858	\$14,558	\$20,343	\$24,289	\$2,547	\$100,595		
13	\$39,635	\$14,849	\$20,750	\$24,775	\$2,598	\$102,607		
14	\$40,428	\$15,146	\$21,165	\$25,270	\$2,650	\$104,659		
15	\$41,237	\$15,449	\$21,588	\$25,776	\$2,703	\$106,752		
16	\$42,061	\$15,758	\$22,020	\$26,291	\$2,757	\$108,887		
17	\$42,902	\$16,073	\$22,460	\$26,817	\$2,812	\$111,065		
18	\$43,761	\$16,394	\$22,910	\$27,353	\$2,868	\$113,286		
19	\$44,636	\$16,722	\$23,368	\$27,900	\$2,926	\$115,552		
20	\$45,528	\$17,057	\$23,835	\$28,458	\$2,984	\$117,863		
						Sum Total Benefits	Total Project Cost	
Total	\$759,345	\$284,481	\$397,535	\$474,641	\$49,772	\$1,965,775	\$2,637,942	

**SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value
<b>PROJECT OPEN</b>											
1	\$31,252	\$11,708	\$24,542	\$39,069	\$2,048	\$108,620	\$104,442	\$2,637,942	\$2,536,483	4.00%	-\$788,605.71
2	\$31,877	\$11,942	\$25,033	\$39,851	\$2,089	\$110,793	\$102,434	\$0	\$0		
3	\$32,515	\$12,181	\$25,533	\$40,648	\$2,131	\$113,008	\$100,464	\$0	\$0		
4	\$33,165	\$12,425	\$26,044	\$41,461	\$2,174	\$115,269	\$98,532	\$0	\$0		
5	\$33,828	\$12,673	\$26,565	\$42,290	\$2,217	\$117,574	\$96,637	\$0	\$0		
6	\$34,505	\$12,927	\$27,096	\$43,136	\$2,262	\$119,925	\$94,779	\$0	\$0		
7	\$35,195	\$13,185	\$27,638	\$43,998	\$2,307	\$122,324	\$92,956	\$0	\$0		
8	\$35,899	\$13,449	\$28,191	\$44,878	\$2,353	\$124,770	\$91,168	\$0	\$0		
9	\$36,617	\$13,718	\$28,755	\$45,776	\$2,400	\$127,266	\$89,415	\$0	\$0		
10	\$37,349	\$13,993	\$29,330	\$46,691	\$2,448	\$129,811	\$87,696	\$0	\$0		
11	\$38,096	\$14,272	\$29,916	\$47,625	\$2,497	\$132,407	\$86,009	\$0	\$0		
12	\$38,858	\$14,558	\$30,515	\$48,578	\$2,547	\$135,055	\$84,355	\$0	\$0		
13	\$39,635	\$14,849	\$31,125	\$49,549	\$2,598	\$137,757	\$82,733	\$0	\$0		
14	\$40,428	\$15,146	\$31,748	\$50,540	\$2,650	\$140,512	\$81,142	\$0	\$0		
15	\$41,237	\$15,449	\$32,382	\$51,551	\$2,703	\$143,322	\$79,582	\$0	\$0		
16	\$42,061	\$15,758	\$33,030	\$52,582	\$2,757	\$146,188	\$78,051	\$0	\$0		
17	\$42,902	\$16,073	\$33,691	\$53,634	\$2,812	\$149,112	\$76,550	\$0	\$0		
18	\$43,761	\$16,394	\$34,365	\$54,706	\$2,868	\$152,094	\$75,078	\$0	\$0		
19	\$44,636	\$16,722	\$35,052	\$55,801	\$2,926	\$155,136	\$73,634	\$0	\$0		
20	\$45,528	\$17,057	\$35,753	\$56,917	\$2,984	\$158,239	\$72,218	\$0	\$0		
<b>TOTALS</b>											
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost		
	\$759,345	\$284,481	\$596,303	\$949,282	\$49,772	\$2,639,183	\$1,747,877	\$2,637,942	\$2,536,483		

**PARAMETERS**

Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person

Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking	New Users	\$10 per trip
	Existing Users	\$4 per trip
Walking	All Users	\$1 per trip

VMT Reduction		Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices <a href="http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf">http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf</a>
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	\$0.01	
Working days	250	

# **Attachment i-7**

# STAFF REPORT



<b>MEETING DATE:</b>	<b>12/10/13</b>
<b>SUBJECT:</b>	<b>Adopt 2014 Regional Transportation Improvement Program (RTIP)</b>
<b>AGENDA ITEM:</b>	<b>11</b>
<b>STAFF CONTACT:</b>	<b>Dan Little, Executive Director</b>

## SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year budget to develop and deliver major projects in the Shasta region. The RTIP must be updated every two years. The 2014 RTIP has been prepared for consideration by the board of directors.

## STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Conduct a public hearing;
2. Approve the 2014 Regional Transportation Improvement Program (RTIP); and
3. Authorize the executive director to make minor technical corrections in response to California Transportation Commission (CTC) comments.

## DISCUSSION:

Revenues generated from federal and state gasoline and diesel fuel taxes, and from vehicle weight fees, are deposited in the State Highway Account. Funds for state administration, maintenance, and safety programs are taken off the top. The remaining balance is split 25% to the state and 75% to regional agencies. Caltrans nominates a list of projects based on its shares known as the Interregional Transportation Improvement Program (ITIP). Regional agencies nominate a list of projects based on their shares, known as the Regional Transportation Improvement Program (RTIP). The Caltrans ITIP recommendation and the regional agency's RTIP recommendations are placed together and approved by the California Transportation Commission in March of even-numbered years; this becomes the State Transportation Improvement Program (STIP).

**Fund Estimate** – RTIP funds are allocated to regions based on population and state highway miles. Every two years, the CTC develops a five-year funding forecast for the STIP. The fund estimate includes minimum guaranteed RTIP shares for each region. It also includes regional maximum RTIP shares that may be programmed at the discretion of the CTC. Shares may accrue or be advanced from future year RTIP cycles; they cannot be taken from the region.

The region's guaranteed RTIP minimum over the five-year period is \$14.204 million. SRTA may request up to a maximum target of \$18.041 million, but the CTC may deny this higher request depending on statewide needs.

**Current STIP projects** – The existing 2012 STIP contains only one capital project – the design and right-of-way work for the Interstate 5 (I-5) Redding to Anderson Six Lane Project. When completed, this project would provide six lanes of traffic on I-5 (three lanes in each direction) between the two existing six-lane segments located south of Redding and south of Anderson. With project

development components now underway, over \$74 million is needed for construction. Due to financial limitations, the project will need to be broken into smaller phases.

**Proposed RTIP Projects Nominated for Inclusion in the STIP** – At the October 22, 2013 meeting, the SRTA Board of Directors provided guidance for RTIP priorities and stated a preference to consider programming a small phase of the Redding to Anderson Six-Lane construction, and to program a non-motorized bike or pedestrian project. After consultation with Caltrans, the California Transportation Commission, the cities and the county, staff has developed the following recommendations for 2014 RTIP programming:

- Redding to Anderson Six-Lane Project: Phase 1 Construction (\$12.122 million). Construction of the Redding to Anderson Six-Lane Project is the next priority in the Regional Transportation Plan (RTP) and is consistent with the agency's adopted RTIP project selection priorities. This project would extend the existing six lanes on I-5 from south of the Bonnyview/Churn Creek Road Interchange to just south of the Knighton Road Interchange. Construction is programmed in 2016. While this phase represents only a small segment of the entire Redding to Anderson Six-Lane project, it is better to proceed with the smaller project with RTIP funds now than wait until state and federal funds are available. There is an expectation of ITIP or other state or federal funding participation in Phase II to arrive at a total Phase I and II participation of 50%. This expectation is documented in the attached resolution with ITIP funds anticipated as part of the 2016 RTIP cycle.

The final segment of the Redding to Anderson Six Lane Project – Phase III – includes the Union Pacific Railroad overcrossing. Recently, Union Pacific has required that the existing bridge be replaced rather than widened since bridge supports are within the railroad right-of-way. This adds over \$20 million to the Phase III cost. All work for Phase III is on hold. Without a new source of funds to construct the new bridge, the SRTA Board of Directors may choose to delay Phase III indefinitely and begin widening Interstate 5 in North Redding, upon Phase II completion.

- Planning, Programming and Monitoring – Regional Transportation Planning Agencies such as SRTA are allowed Planning, Programming and Monitoring (PPM) funds to administer the STIP and related studies. A total of \$864,000 is available and recommended for programming over five years. \$484,000 of this is carryover from amounts approved in the 2012 RTIP.
- Non-motorized projects – Former RTIPs included Transportation Enhancement (TE) funds for non-motorized transportation projects selected by SRTA. The TE program was eliminated in the new federal transportation authorization. SRTA had over \$600,000 of TE funds unallocated in the last RTIP cycle. These funds are still available but can now be used for any purpose. Consistent with the original intent of the funds, the SRTA Board of Directors requested that staff use the former TE shares to solicit bicycle and pedestrian project recommendations from the local agencies.

Staff met with city, county and Caltrans representatives. Two projects are recommended:

- \$400,000 to add bikeway and walkway facilities between Riverside Drive and Shasta/California Streets via Center Street (See Attachment D of RTIP); and

- \$275,000 to add a bikeway and sidewalks on Browning Street between Hilltop Drive and Canby Road (See Attachment E of RTIP).

These funds would likely not be available until 2017 or later. In the interim, the city of Redding intends to fund all project development costs while SRTA would fund construction.

Both of these projects would meet most but not all of two larger regional needs. The first is to safely connect the Sacramento River Trail to Downtown Redding. The second is a safe connection between the East Redding Bike Lane Project (Old Alturas Road segment) and the SR 44 Dana Drive to Downtown path. An additional phase for each project would still be needed to complete the two connections. The city of Redding, with support from SRTA, can likely build a strong case to fund the remaining phases through several upcoming grant opportunities. With respect to the Sacramento River Trail to Downtown connection – and with board of directors concurrence – SRTA intends to fund the remaining phase (at approximately \$400,000) in the event good-faith efforts to obtain grant funding over the next three years are unsuccessful. This funding backstop provides a reasonable assurance to the city before investing their project development dollars.

The county of Shasta and the cities of Anderson and Shasta Lake have also expressed interest in smaller bike and pedestrian projects, or for project design costs that would enable them to better compete for grants. These needs can be funded earlier using SRTA's Local Transportation Funds set aside for non-motorized projects. Staff recommends that the board of director's consider these projects at the February meeting.

**ALTERNATIVES:**

The board of directors may consider other candidate projects consistent with the RTP and the board of director's project selection priorities.

**OTHER AGENCY INVOLVEMENT:**

Staff has developed the RTIP in consultation with Caltrans whose comment letter is included in the RTIP. The California Transportation Commission must approve the RTIP in March, 2014. The Technical Advisory Committee concurs with the 2014 RTIP as recommended, including the bigger-picture non-motorized project strategy going forward.

**FINANCING:**

The 2014 RTIP will deliver \$13.261 million in transportation projects. This will position the region to leverage other state and federal funds.



Daniel S. Little, AICP, Executive Director

**Attachments:** Resolution 13-15: Adoption of 2014 Shasta County Regional Transportation Improvement Program (RTIP)  
Draft 2014 Regional Transportation Improvement Program – Available at [http://www.srta.ca.gov/pastel/RT\\_RTIP.html](http://www.srta.ca.gov/pastel/RT_RTIP.html)

# RESOLUTION



<b>RESOLUTION NUMBER:</b>	<b>13-15</b>
<b>SUBJECT:</b>	<b>Adoption of 2014 Shasta County Regional Transportation Improvement Program (RTIP)</b>

**WHEREAS**, the Shasta Regional Transportation Agency (SRTA) is the regional transportation planning agency for the Shasta region pursuant to Government Code Section 66500 *et seq.*; and

**WHEREAS**, SRTA has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

**WHEREAS**, SRTA biennially adopts a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

**WHEREAS**, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2014-15 through 2018-19 of the 2014 RTIP; and

**WHEREAS**, the 2014 RTIP has been developed consistent with the policies and procedures outlined in Section 1250 of SRTA's Financial and Accounting Policies and Procedures, approved October 22, 2013, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on August 6, 2013; and

**WHEREAS**, a public hearing was held on the projects proposed for funding of the five-year program.

**NOW, THEREFORE, BE IT RESOLVED** that the Shasta Regional Transportation Agency approves the 2014 Shasta Regional Transportation Improvement Program.

**THEREFORE, BE IT FURTHER RESOLVED** that the board of directors approves the Phase I Interstate 5 project with 100% Regional Improvement Program (RIP) funds under the expectation of Interregional Improvement Program participation (or other state or federal funding) in Phase II of the Redding to Anderson Six-Lane Project, with a goal of total Phase I and Phase II participation not to exceed 50% RIP resources, to be determined with the 2016 RTIP submittal.

**PASSED AND ADOPTED** this 10th day of December, 2013, by the Shasta Regional Transportation Agency.

---

**Greg Watkins, Chair**  
Shasta Regional Transportation Agency

# 2014 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)  
(\$1,000's)

Total County Share, June 30, 2013 (from 2013 Report)	12,248
Adjustment for 2011-12 and 2012-13 lapses	0
Less 2012-13 Allocations and closed projects	(676)
2014 STIP Fund Estimate Formula Distribution	6,960
Total County Share, June 30, 2014	18,532

## Shasta

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year							Project Totals by Component				
								Prior	14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
<b>Highway Projects:</b>																			
Shasta RTPA		2368	Planning, programming, and monitoring			Mar-14	147	147	0	0	0	0	0	0	0	0	0	0	
Caltrans	5	3445A	Redding-Anderson, Knighton O/C-Churn Crk O/C, 6-lr				12,796	0	658	16	12,122	0	0	6	11,020	0	658	10	1,102
Caltrans	5	3445B	Redding-Anderson, North St U/C-Knighton O/C, 6-lr				2,607	0	2,482	125	0	0	0	75	0	0	2,482	50	0
Shasta RTPA		2368	Planning, programming, and monitoring				864	0	147	147	190	190	190	0	864	0	0	0	0
			<b>Subtotal, Highway Projects</b>				16,414	147	3,287	288	12,312	190	190	81	12,031	0	3,140	60	1102
<b>Bicycle and Pedestrian Projects:</b>																			
Redding	loc	2559	Browning St, Canby Rd-Churn Crk Rd, Complete Street				275	0	0	0	275	0	0	0	275	0	0	0	0
Redding	loc	2560	Sac River Trail to Downtown, multiple street ped. improv				400	0	0	400	0	0	0	0	400	0	0	0	0
			<b>Subtotal, Bike &amp; Ped Projects</b>				675	0	0	0	675	0	0	0	675	0	0	0	0
			<b>Total Programmed or Voted since July 1, 2013</b>				17,089												
<b>Balance of STIP County Share, Shasta</b>																			
			Total County Share, June 30, 2014				18,532												
			Total Now Programmed or Voted Since July 1, 2013				17,089												
			Unprogrammed Share Balance				1,443												
			Share Balance Advanced or Overdrawn				0												

# **Attachment i-8**

## Grant, Sarah

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Friday, May 22, 2015 4:28 PM  
**To:** Grant, Sarah  
**Cc:** Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Wolsey, Scott@CCC; Johnson, Nicholas@CCC  
**Subject:** RE: ATP - City of Redding Projects

Hi Sarah,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

---

**From:** Grant, Sarah [<mailto:sgrant@ci.redding.ca.us>]  
**Sent:** Thursday, May 21, 2015 4:59 PM  
**To:** [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org); ATP@CCC  
**Cc:** Bonnin, Zachary  
**Subject:** ATP - City of Redding Projects

Hello Wei and Danielle,

The City of Redding is applying for 2 ATP projects.

Please let us know if the CCC is interested in possibly working with us on any of these projects we will include your response in our grant application.

Feel free to contact us with any questions or if you need further information. Thank you!

### Project 1

Project Title: City of Redding - Diestelhorst to Downtown Non-Motorized Improvement Project

Project Description:

Construct a mix of path connections including:

- Class 1 from Diestelhorst Bridge to Riverside Drive, there will be two options. One option will be an accessible Class 1 path along Benton Drive, the second will go under Diestelhorst Bridge and Benton Drive bridges to Riverside (if a Class 1 cannot be built due to ADA will would install a trail)

- protected bikeways (Class IV),
- complete sidewalk gaps,
- improve intersections to reduce crossing distance, and enhanced crossings including median and rapid flashing beacons to create a corridor to/from Downtown to the River Trail

Detailed Estimate see attached initial draft estimate

Project Schedule: est construct 2017 or 2018

Project Map see attached

Location project spans from Diestelhorst bridge to Riverside to Center Street/Division and ends at California Street

## **Project 2**

Project Title: City of Redding - Quartz Hill Road Improvement Project

Project Description

Widen road to construct new sidewalk and infill gaps to the west of Benton, to the east of Benton road diet, class 2 facilities, enhanced pedestrian crossings with RRFBs, reduce curb radii and crossing distance to/from neighborhood and the Park.

Enhance/rehabilitate hardscape paths from Quartz Hill Road to Sacramento River Trail through the Park.

Detailed Estimate : draft estimate for the project west of Benton is attached, staff is still quantifying estimates for road diet and elements west of Benton including new curb corners on selected enhanced crossings and path rehabilitation.

Project Schedule: Construct 2017 or 2018

Project Map see attached

Location Project area spans from Terra Nova to Market (SR299) on Quartz Hill

Preliminary Plan

**Sarah Grant**

**RABA/City of Redding – Public Works**

**530-245-7116**

## Grant, Sarah

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Wednesday, May 27, 2015 10:15 AM  
**To:** Grant, Sarah  
**Cc:** atp@ccc.ca.gov; Bonnin, Zachary  
**Subject:** Re: ATP - City of Redding Projects

Hi Sarah,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in any of these projects. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 4:59 PM, Grant, Sarah <[sgrant@ci.redding.ca.us](mailto:sgrant@ci.redding.ca.us)> wrote:

Hello Wei and Danielle,

The City of Redding is applying for 2 ATP projects.

Please let us know if the CCC is interested in possibly working with us on any of these projects we will include your response in our grant application.

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- complete sidewalk gaps,
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Project Map see attached

Location Project area spans from Terra Nova to Market (SR299) on Quartz Hill

Preliminary Plan

**Sarah Grant**

**RABA/City of Redding – Public Works**

**530-245-7116**

--

**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400  
Sacramento, CA 95814  
[916.426.9170](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

# **Attachment J**

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DISTRICT 2 DIRECTOR  
1657 RIVERSIDE DRIVE  
REDDING, CA 96001  
PHONE (530) 225-3270  
FAX (530) 225-2459  
TTY 711  
[www.dot.ca.gov/dist2/](http://www.dot.ca.gov/dist2/)



*Serious Drought.  
Help save water!*

May 27, 2015

Mr. Kurt Starman, City Manager  
City of Redding  
777 Cypress Ave.  
Redding, CA 96001

Dear Mr. Starman:

The City of Redding plans to submit an Active Transportation Program Application to receive funds to construct the Diestelhorst to Downtown Non-Motorized Improvement Project. Ultimately the project will provide a trail-like experience from the Diestelhorst Bridge to California Street in downtown Redding. Some of the components of the project include:

- Trail and Class 1 bike lane (accessible off street path) options from Diestelhorst Bridge to Riverside Drive
- Enhance Class 2 bike lanes on Benton Drive
- Fill in and complete sidewalk gaps on Center Street
- Improve intersections
- Enhance safety at street crossings by adding medians and rapid flashing beacons at Benton Drive and Riverside Drive to create a corridor to/from Downtown Redding to the Sacramento River Bike/Pedestrian Trail
- Construct sidewalk and curb extensions on Center Street from Division Street to Shasta Street

The City will also consider a full closure of Riverside Drive from Benton Drive to the Caltrans office driveway, while maintaining parking access for the businesses and houses as it exists today.

Caltrans recognizes the importance of building and improving safe transportation facilities for bicyclists and pedestrians in the North State.

I appreciate and support your continued efforts in seeking funding opportunities to ensure that this important project is completed.

Sincerely,

A handwritten signature in black ink that reads "Dave Moore".

Dave Moore  
Acting Director, District 2



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189  
E-Mail [srta@srta.ca.gov](mailto:srta@srta.ca.gov) • HOME PAGE [www.srta.ca.gov](http://www.srta.ca.gov)

**Daniel S. Little, Executive Director**

---

May 29, 2015

Chuck Aukland, P.E.  
Assistant Director  
Public Works Department  
City of Redding  
777 Cypress Avenue  
Redding, CA 96001

Subject: Support for city of Redding's ATP Application for Diestelhorst to Downtown Non-Motorized Improvement Project

Dear Mr. Aukland:

The Shasta Regional Transportation Agency (SRTA) is pleased to support the Diestelhorst to Downtown project and strongly encourages its selection for Active Transportation Program (ATP) funding. Construction of the proposed connections would create a safe and seamless non-motorized path between the Sacramento River Trail at Diestelhorst Bridge and downtown Redding. The project would help accomplish Regional Transportation Plan objectives, including:

- Eliminate barriers to bicycle and pedestrian traffic;
- Increase bicycle/pedestrian network interconnectivity throughout the county; and
- Encourage public use of non-motorized transportation facilities.

The improvements also support the draft 2015 Regional Transportation Plan and Sustainable Communities Strategy objectives, including:

- Develop an integrated, context appropriate range of local transportation choices; and
- Enhance community health, safety and well-being.

A regional match of \$400,000 has been approved by the SRTA Board of Directors and the California Transportation Commission with Regional Transportation Improvement Program funds. An ATP award would complete our long-standing goal of connecting the Sacramento River Trail to downtown Redding which is the centerpiece of the region's Sustainable Communities Strategy.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Little", is written over a horizontal line.

Daniel S. Little, AICP, Executive Director  
Shasta Regional Transportation Agency (MPO)

DSL/KW/jac



**Board of Trustees**

*James M. Schwerdt  
Constance Pepple  
Mike Wharton Jr.  
Ron Zufall  
Salvador J. Valdivia*

**Superintendent**

*Jim Cloney*

May 28, 2015

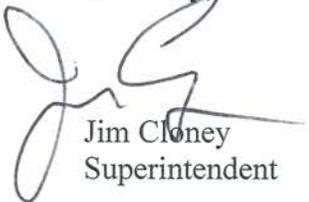
To Whom It May Concern:

The administration of the Shasta Union High School District would like to give its full and sincere support to the City of Redding's applications to Caltrans' Active Transportation Program. The grant funds would go toward the *Diestelhorst to Downtown Non-Motorized Improvement Project* and the *Quartz Hill Corridor Improvement Project*.

We have a significant number of students living in neighborhoods that would be affected by these projects who attend Shasta High School, University Preparatory Charter School or Pioneer Continuation High School. As these neighborhoods are also largely inside of a three mile radius from the school campuses, the District does not provide home to school bus transportation. When funded and completed, the Diestelhorst to Downtown and Quartz Hill Corridor Projects would have a positive impact on the safe access to the above schools for our students who walk or bike to school.

Please give the City of Redding's applications for these projects your highest consideration.

Sincerely,



Jim Cloney  
Superintendent



The McConnell Foundation

*Helping Build Better Communities Through Philanthropy*

May 26, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works

Dear Sara,

On behalf of The McConnell Foundation, please accept this letter in support of the Diestelhorst to Downtown Non-Motorized Improvement Project for which you are applying for grant funding from the State of California Active Transportation program. The Foundation supports efforts to improve the health and livability of the communities we serve.

Over the last 17 years, the McConnell Foundation has helped plan, design, finance, and build more than 90 miles of multi-use trails. This experience has given us a deep understanding of how to build successful trail systems that create community health and vitality. After reviewing the City of Redding's Diestelhorst to Downtown Non-Motorized Improvement Project and visiting the project site, the McConnell Foundation whole-heartedly recommends this project for ATP funding. We believe the project successfully fulfills the following ATP criteria:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility for non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals;
- Enhance public health; and
- Ensure that disadvantaged communities fully share in the benefits of the program

Thank you for your efforts to make Redding a safer and more livable community.

Sincerely,

Brian Sindt  
Program Officer



Anderson Partnership for  
Healthy Children/South  
County HEAC

City of Anderson

City of Redding

City of Shasta Lake

County of Shasta

First 5 Shasta

Mercy Medical  
Center

Redding Rancheria

Redding School  
District

Shasta College

Shasta County Office  
of Education

Shasta County RTPA

Shasta Family  
YMCA

Shasta Head Start

Simpson University

The McConnell  
Foundation

Turtle Bay Exploration  
Park

University of California  
Cooperative Extension

Viva Downtown

Whiskeytown  
National  
Recreation Area

May 26, 2015

Caltrans Division of Local Assistance / Office of Active Transportation  
PO Box 942874  
Sacramento, CA 94274-0001

RE: ATP Application for bicycle and pedestrian connection between Sacramento River Trail  
and Downtown Redding

Dear ATP Review Committee:

Healthy Shasta strongly supports the City of Redding's efforts to seek funding through the California Active Transportation Program in order to create a safe non-motorized connection between the Sacramento River Trail and downtown Redding.

At this time there is not a safe non-motorized route between the River Trail and downtown Redding, which would greatly increase opportunities for people to safely and pleasantly walk or bicycle to work, entertainment, restaurants and other downtown destinations. The project will address currently unsafe crossings, fill sidewalk gaps, add a bikeway, and create an inviting 'trail like' option that will be safer and result in more people walking and bicycling between downtown destinations and the River Trail (which connects to many residential areas).

Healthy Shasta's trail user survey found that nearly three-quarters of people drive to the trailhead at the Diestelhorst Bridge. Improved non-motorized options in the area can help shift that pattern as people feel it is safe and comfortable to walk or bicycle to the trail. Trail users recommended better connections between the trail and downtown, specifically pointing out difficulty in crossing Benton, the lack of sidewalks or bicycle facilities on Riverside (including the existing abutments that force non-motorized users into the travel lane), along with high speeds and lack of site distance along Riverside.

Healthy Shasta is a local partnership formed to address obesity and prevent chronic disease by making the 'healthy choice the easy choice' for physical activity and healthy eating. We commend City of Redding for pursuing this project to make active transportation safe and more inviting. If you would like to discuss this further, please contact me at (530) 229-8428.

Sincerely,

A handwritten signature in black ink that reads "Shellisa Moore". The signature is fluid and cursive, with the first name being more prominent.

Shellisa Moore  
Healthy Shasta Coordinator



May 28<sup>th</sup>, 2015

To Sarah Grant @ City of Redding Public Works

RE: Diestelhorst to Downtown Trail Non-Motorized Improvement Project.

I am the owner of the Chain Gang Bike Shop which is located on the corner of Division and Center Street. Both of these streets are on the proposed route. I am 100% in favor of the project happening as soon as possible. It will tie our existing trail system into the downtown area and enhance safety for cyclist, improve neighborhood tranquility, and provide much needed improvements along the route. I believe it will also help the rejuvenation of the Downtown area. A great deal of existing blight will be mitigated at the same time.

I understand that a portion of my property may need to be purchased for right-of-way in order to complete building of the streets. I am committed to working with the City of Redding Public Works Department and willing to sell what is needed to make this project happen.

Gary Larson- owner

Chain Gang Bike Shop  
1540 Division Street  
Redding, Ca. 96001  
P: 530-243-9951  
F: 530-243-9953



1455 Riverside Drive  
Redding CA 96001  
(530) 247-7177

[www.bridgehousebb.com](http://www.bridgehousebb.com)

Date: May 26, 2015

RE: Diestelhorst to Downtown Non-Motorized Improvement Project

To: Sarah Grant

Transportation Planner, City of Redding

I am writing in support of the City of Redding's application to the Active Transportation Program for the Diestelhorst to Downtown Non-Motorized Improvement project. I feel this project will help promote more pedestrian and Bicycle traffic between the River Trail system and downtown. The connection will make it safer for Biking and also will make our neighborhood more attractive.

A cohesive plan to link the trail system to the downtown area is very important to the economic success of our downtown businesses. It is important that local residents have a choice to use Bicycles for transportation downtown.

I support the project as it will reduce the auto traffic that uses our street as a short cut. Not only does it reduce traffic, it will also reduce the speed which cars tend to travel through our neighborhood. I own 2 Bed and Breakfasts that are located at 1455 and 1465 Riverside Drive. I attract upper end guests that visit from all over. They choose to stay downtown where they can walk and bike to the trails, restaurants and shopping in our downtown area. Currently on a weekly basis I have to explain to them about the unsafe street they must travel to access the trail. It is very encouraging to see that we could possibly change this current condition.

Sincerely,



Janelle Pierson  
Bridgehouse Bed and Breakfast



Woody's Brewing Co.

1257 Oregon Street

Redding, CA

96001

530-768-1034

Attn: Sarah Grant, City of Redding Public Works

We, at Woody's Brewing Co. greatly support the proposed plan for the connection of the City's Diestelhorst to Downtown Non-Motorized Improvement Project application to Caltrans' Active Transportation Program. Being just a block away from the adjoining street for this project, we feel that this project should alleviate many negative activities in the area. This would also help build locals and tourists' likelihood of actually using their bikes for not just leisure activity but to safely reach downtown using their bike as a transportation mode. At the moment, we have many bike enthusiasts who ride their bikes to our establishment, and we believe that the number of those bicyclists will be even greater with this type of addition. I hope this proposal is strongly considered for approval.

Sincerely,

Andrew Wlodarczyk

Scott Wlodarczyk

## Grant, Sarah

---

**From:** Brandi Greene <brandigreene1@gmail.com>  
**Sent:** Monday, May 25, 2015 10:02 PM  
**To:** Grant, Sarah  
**Subject:** Diestelhorst to Downtown Non-Motorized Improvement Project

I am writing in support of the City of Redding's application to the Active Transportation Program for the Diestelhorst to Downtown Non-Motorized Improvement Project. The project will promote more people walking and biking to/from the River Trail to downtown by creating a safer and more attractive neighborhood connection. I am a home owner in this neighborhood and find living near the trail a benefit until I actually try to access it. Then I am overwhelmed with the narrowness and lack of shoulder on Riverside Drive, the pinch at the Union Pacific overpass and high rate of speed of cars using this area as a cut through. Crossing Court/Benton is also incredibly stressful and dangerous due the high rate of speed of cars, no designated crossing and the oncoming traffic not being visible up hill or from the bridge. An underpass for both bikes and pedestrians would be a safe alternative. Closing Riverside Dr. to vehicle traffic would also be a great benefit to pedestrians and bikes as well as the neighborhood. People using this as a cut through are generally driving significantly faster than resident traffic making residents here feel less safe.

Thank you,

--

Brandi Greene  
991 Center St Redding CA 96001

Cell: (530) 227-5605  
[brandigreene1@gmail.com](mailto:brandigreene1@gmail.com)

## Grant, Sarah

---

**From:** allen kost <allenkost@sbcglobal.net>  
**Sent:** Wednesday, May 27, 2015 9:06 AM  
**To:** Grant, Sarah  
**Subject:** Downtown - Active Transportation Program grant applications to Caltrans

RE: City of Redding's application to the Active Transportation Program for the Diestelhorst to Downtown Non-Motorized Improvement Project.

City of Redding,

This project will provide a key link between one of the major hubs along the Sacramento River Trail and downtown Redding. While riding my bike, I have experienced several intendants with motor vehicles along Riverside Drive between Center Street and Court Street. This project should greatly improve the safety of cyclists and pedestrians while providing much better access to the downtown area for non motorized users.

In addition to the above, this project should also improve the surface of the connecting streets. This project is badly needed as a key element to the overall bicycle network for the people of the city of Redding. It will also help make our downtown area more vibrant by bringing more human traffic to our local shops and eateries.

I am looking forward to the fulfillment of this project. Sincerely, Allen Kost



May 28, 2015

OFFICERS AND  
BOARD  
OF DIRECTORS

Charles M. Finkel  
*President*

Don Talkington  
*Vice President*

Maggie Fournier  
*Secretary*

Wayne Wilson  
*Treasurer*

Doug Holt  
*Past President*

Re: Diestelhorst to Downtown Improvement Project

Dear Sir or Madam:

I am current President of the Shasta Wheelmen, a non-profit organization formed in 1970 the purposes of which are, among other good causes, interact with the public and local governmental entities to promote safe, effective cycling, and improved road conditions to facilitate bicycle commuting and recreational riding. This letter is written in support of the proposed Diestelhorst to Downtown Improvement Project.

Bicycling is an important means of transportation for all members of our community and the proposed improvements allowing safer access between the Diestelhorst Bridge and Downtown Redding are critical to improving accessibility and safety for cyclists. There are those who presently use their bicycles in this high traffic volume area, including myself, yet many safety shortfalls pose a danger to these cyclists, and put a chill on those considering to cycle but opting not to because of the existing roadblocks to safe cycling. The proposed improvement project would alleviate many of the existing hazards, mostly traffic related, which in turn would increase the number of cyclists and pedestrians seeking safe transit between the River Trail and Downtown area.

The benefits associated therewith include better air quality, less motor vehicle congestion, and the promotion of a healthy lifestyle for Shasta County residents. On behalf of the Shasta Wheelmen, I therefore urge all appropriate measures be taken to improve bicycle and pedestrian access, and support the Diestelhorst to Downtown Improvement Project.

Sincerely yours,

CHARLES M. FINKEL  
President, Shasta Wheelmen

# Shasta Living Streets

*Better bikeways, trails, walkable cities and vibrant public places*

May 26, 2015

To: State of California, Active Transportation Program

Re: **Enthusiastic Support for City of Redding - Diestelhorst to Downtown Non-Motorized Improvement Project**

Shasta Living Streets enthusiastically supports the Diestelhorst to Downtown Non-Motorized Improvement Project. We encourage you to ensure this project receives needed funding.

We believe our region has an exciting opportunity to build great cities and towns by making bicycling safe, convenient and fun. This is not about thinking bikes are cool and its not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling and walking safe, convenient and fun for everyday transportation brings tremendous advantages – it allows families to be healthy and save money on transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists.

For some time the connector route created by this project has been our number one priority because it provides two main benefits to our community:

## **1 - An essential connector route for families and commuting**

This project will make a significant difference for people and transportation throughout Shasta County. Many people want to have this safe route for commuting to and from work, shopping, and for downtown entertainment and weekend activities with their families and friends.

This is a project that is an essential gap-fix in the routes for many neighborhoods and areas of the city including neighborhoods to the north and east and connecting them through downtown to neighborhoods in the west and south. It also serves people coming from the western areas of the county who bicycle along the paved trail from Old Shasta (and soon Whiskeytown National Park) into and out of Redding.

## **2 - A trail-like experience bringing tourism and recreational customers directly to downtown Redding businesses to support our regional economy**

Additionally, and very importantly, this project will make a real difference to businesses and the struggling economy of our region by providing a safe and inviting trail-like experience from the major tourist, recreational and entertainment attractions of Redding into the heart of the Downtown business district.

Shasta Living Streets staff, members and volunteers have talked to and worked with many downtown business owners and business associations for over two years for this project. We are a part of the Downtown Collaborative, Viva Downtown, the Shasta Historical Society and partner with the Cascade Theater, the Shasta Arts Council, Turtle Bay Exploration Park, Hilltop hotel managers, and others. This connector route comes up repeatedly as a priority for business owners who see strong business sense in providing a route that is safe and inviting for the everyday citizen and their families who want to travel in and out of downtown for meals, cafes, shopping and other downtown events and activities.

athomas@shastalivingstreets.org | 530 355-2230 | shastalivingstreets.org

The Redding hotel association and tourism group (Visit Redding) has prioritized Redding Trails and cycling as the focus of their marketing to outside areas. One main priority for them is ensuring a safe and inviting route for tourists to get to and from our trail system to local businesses.

One of the board members of this group has a lodging business where her customers can look out the window and see the trail – but have trouble getting there. It is very close. But she knows from customer feedback and her own experience that the current route on Riverside, while very short, can be very unsafe for walking or bicycling. Often her customers choose to drive the two blocks and then walk or ride. This project will allow her customers and other hotel and motel customers in downtown, easily access the trail system and the events and attractions along it. It will also serve as a route for many hotel customers on Hilltop Avenue, who will use the trail and this connector as a beautiful, safe route to get into and out of downtown Redding.

**Great need in our community**

There is great need in our community for high-quality, non-motorized transportation options.

**Disadvantaged community.** Shasta county is considered a disadvantaged community by measures of income and unemployment: Shasta county’s median household income is 73% of the state’s median; the countywide unemployment rate is 9.7%.

**High rates of negative health outcomes.** Shasta County is ranked at number 50 of 57 in the state of California, for both health outcomes and health determinants. More active living and daily movement is key to addressing these health issues.

**County Health Rankings Measures and Data for Shasta County**

<i>Measure</i>	<i>Year</i>	<i>Shasta Co</i>	<i>State of CA</i>	<i>Difference</i>
Adult obesity	2011	27%	23%	+4
Adult diabetes	2011	11%	8%	+3
Adult physical inactivity	2011	19 %	17%	+2
Access to exercise opportunities	2010-13	79%	93%	-14
Park access within 1 mi	2013	8%	58%	- 50
Drive alone to work	2012-14	81%	73%	+8
Long commute - driving alone	2014	15%	37%	-22
Motor vehicle crash deaths	2006-12	14	9	+5
Alcohol impaired driving deaths	2009-13	38%	31%	+7

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring this project receives funding. For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.

I’m happy to answer any questions. And I invite you to come visit when it’s completed! This is a great project.



Anne Wallach Thomas  
Executive Director, Shasta Living Streets

I support the new trail that connects from the river trail to downtown.

5/8/15  
Gustavo Carlos Redding.

I strongly support the bike-friendly Diestlehorst to downtown Trail. Safety for walkers and cyclists is critical to making/encouraging people to minimize gas vehicles.

Paul Thayer  
5/8/15

5/8/2015 Jerry Krafz

We need better trail access between downtown and south Redding. Below Buena Ventura, it is pretty poor and dangerous due to traffic. This pertains to pedestrian and bicycle traffic.

5-8-15

Ryan Smith.

The extra connection to Dieselheart from N Court St. is an excellent idea, and as a cyclist I would certainly utilize it on a regular basis.

5/8/15

Please close Riverside Drive to vehicle traffic so bikes can safely access downtown.

Also - Quartz Hill Drive is so narrow and unsafe for cyclists which use that road for great loops from Kenwick & Old Shuster. Please widen! And protect bikes with an uphill bike lane.

Thanks!  
Michelle Morris  
530-605-4430

DuSlehorse to Riverside -  
great idea. Redding needs more  
bike friendly riding.

I LOVE THE IDEA OF MORE BIKE CONNECTIONS  
TO THE DOWNTOWN AREA. DARYN

I would use Dieselhorst to downtown  
route instead of court street as a  
safer parallel route than Court St.  
Donnell Ewert

I would favor the Dieselhorst to  
Downtown route.  
M. Ball

Viva Downtown!

Lots of good stuff in town  
to enjoy after a ride - OR  
during a ride. K. Ball

This plan will ~~also~~ create a new  
artery into our downtown  
encouraging a culture of  
cycling and family recreation.

JOHN FRIESEN  
1091 RIVER RIDGE DR.  
REDDING, CA 96003

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

I am writing in support of the City of Redding's application to the Active Transportation Program for the Diestelhorst to Downtown Non-Motorized Improvement Project. The project will promote more people walking and biking to/from the River Trail to downtown by creating a safer and more attractive connection.

I support the project and I am excited to see this project become a reality. The project will mean reduced cut through traffic, reduced speeding, increased walk and bicycle traffic, a safer and more attractive connection for people walking and biking, is good for businesses, local neighborhoods and the community.

Sincerely,

John Friesen

TODD DODDS  
960 REDBUD DR  
REDDING, CA 96001

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Todd Dodds

PAUL LENNON  
3275 WILSHIRE DR  
REDDING, CA 96002

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Paul Lennon

BILL REUSS  
819 PALATINE  
REDDING, CA 96001

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Bill Reuss

MIKE SIMPSON  
P.O. BOX 713  
SHASTA, CA 96087

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Mike Simpson

MARK BLASER  
19362 HOLLOW LANE  
REDDING, CA 96003

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Mark Blaser

JONZ NORINE  
709 METRO WAY  
REDDING, CA 96003

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Jonz Norine

ADAM PRESSMAN  
1035 REDBUD ROAD  
REDDING, CA 96001

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Adam Pressman

JORDAN ANDERSON  
9944 TILTON MINE  
REDDING, CA 96001

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Jordan Anderson

JED POPE  
3785 MARIO AVE  
REDDING, CA 96001

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Jed Pope

SCOTT ASBILL  
760 SUNRIVER LN  
REDDING, CA 96001

May 28<sup>th</sup>, 2015

Sarah Grant  
Transportation Planner  
City of Redding – Public Works  
777 Cypress Ave.  
Redding, CA 96001

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Sincerely,

Scott Asbill

Ride Redding  
3335 Placer Street  
#121  
Redding CA 96001  
carson.blume@rideredding.com

May 28, 2015

To whom it may concern,

The Diestelhorst To Downtown project is an absolute, no-brainer! Upon completion, it will be vital and vibrant connection in our bikeway network. Ride Redding is a local community organization that advocates and supports bicycling in the North State. We strongly support the City of Redding's application to the Active Transportation Program.

This project gives direct class 1 access to the heart of our struggling downtown. We have had 35 miles of Sacramento River Trail built over the years and it continues to grow, as does interest in bicycling. The trail connects our neighborhoods, communities and recreation areas together and gives people a great way to get around and recreate but currently, the trail lacks an attractive and safe connection to our downtown.

In the present state of the network, our downtown is cut off from the streams of pedestrians and bicyclists utilizing the river trail paths, unless you have a car or are a strong and confident rider or agile pedestrian. Attractive facilities that can be used by people of all ages and abilities increase access and enables people to safely get to where they need to go, whether its for transportation or recreation. It allows them the freedom to chose to live their lives by bike, by comfortably accessing neighborhoods, recreational areas and business districts.

A few years ago Caltrans did a wonderful project connecting the river trail to the east side of town (Dana to Downtown) via a protected path along Highway 44 and it has been a huge success connecting the east side business district to the trail. We know that we will see the same successes as Dana to Downtown, if we connect the Diestelhorst pedestrian and bicycle bridge to downtown from the west with similar separated facilities.

Many times I have personally witnessed people scurrying along the proposed route improvement area, terrified of the cars buzzing them on the narrow, zero shoulder, steep (up to 10%) grade on Riverside Drive that is the crux of this problem the project will resolve. I, myself have been harassed on this section of steep road several times and I agree that the solution proposed is currently the best and safest way to get to our downtown from Diestelhorst Bridge. We really need this project to continue growing our cycling community and increase access for neighborhoods and businesses cut off from river trail.

Attached to this letter I am enclosing signatures from over 340 local residents and counting that are in support of the project, collected in just three days. The signatures not only show strong community support but also upon completion we will see a huge increase in numbers of people walking and biking on this route and more people walking and cycling overall as our City continues to build safer routes for all people, connecting our neighborhoods, business districts and the River Trail.

Carson Blume

Carson Blume, Director, Ride Redding



Dear Sarah Grant, City of Redding Transportation Planner,

We are pleased to present you with this petition affirming this statement:

**"This petition is to support the City of Redding's grant application to Caltrans Active Transportation Program.**

**Location:**

**Project spans from Diestelhorst bridge to Riverside to Center Street/Division and ends at California Street**

**Brief Project Description:**

**Connect people walking and biking the Sacramento River Trail from Diestelhorst Bridge to Downtown with safer and more attractive facilities: including trail, bike lanes and protected bikeways, complete sidewalk gaps on Center street, improve intersections, and an enhanced crossing at Benton and Riverside Drive that includes a pedestrian median and rapid flashing beacons. The project will provide a river trail like experience from the Diestelhorst Bridge to California Street downtown."**

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,  
Ride Redding

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Sara Nopwaskey  
ANDERSON, CA 96007  
May 27, 2015

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Lisa Jeter  
Redding, CA 96002  
May 27, 2015

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Robin Baker  
Redding, CA 96003  
May 27, 2015

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yes please!

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Monica  
Redding, CA 96001  
May 27, 2015

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Tammy mowry  
Redding, CA 96003  
May 27, 2015

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Denise Frintner  
Redding, CA 96003  
May 27, 2015

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Graet idea. Go Regdding!

---

robert E. cooper  
Redding, CA 96003  
May 27, 2015

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Lillie  
Redding, CA 96003  
May 27, 2015

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Mike Ruffell  
Redding, CA 96003  
May 27, 2015

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Guy Chetelat  
Shasta, CA 96087  
May 27, 2015

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Jen Day Heidel  
Redding, CA 96003  
May 27, 2015

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Miriam  
redding, CA 96003  
May 27, 2015

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Sounds great!

Kevin  
Etna, CA 96027  
May 27, 2015

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Ann M. Wright  
Redding, CA 96002  
May 27, 2015

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Very cool

Glen Norton  
Redding, CA 96001  
May 27, 2015

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Yes please

Michele Benjamin  
Redding, CA 96099  
May 27, 2015

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Robin knighten  
Redding, CA 96001  
May 27, 2015

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Bryan thompson  
Redding, CA 96003  
May 27, 2015

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Brett wiley  
Redding, CA 96003  
May 27, 2015

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mike hoag  
Bella Vista, CA 96008  
May 27, 2015

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Mike Adams  
Sutter, CA 95982  
May 27, 2015

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Wayne adsms  
Anderson, CA 96007

May 27, 2015

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Kimberly Hill  
Redding, CA 96003  
May 27, 2015

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Jeremy Pagan  
Redding, CA 96001  
May 27, 2015

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96001

Richard brummer  
Redding, CA 96001  
May 27, 2015

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Katelyn  
Redding, CA 96001  
May 27, 2015

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Shelbie Brown  
Redding, CA 96001  
May 27, 2015

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Jenny  
Antelope, OR 97001  
May 27, 2015

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Justin LaNier  
Redding, CA 96001  
May 27, 2015

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Angela Rodriguez  
Redding, CA 96002  
May 27, 2015

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Brittanie Weil  
Redding, CA 96002  
May 27, 2015

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Doreen Velasquez  
Redding, CA 96001  
May 27, 2015

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John Greaves  
Redding, CA 96001  
May 27, 2015

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Bob Mandell  
Redding, CA 96003  
May 27, 2015

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David loetterle  
Redding, CA 96001  
May 27, 2015

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Matt herzog  
Redding, CA 96001  
May 27, 2015

---

A eke Stokes  
Redding, CA 96001  
May 27, 2015

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John caldwell  
Redding, CA 96001  
May 27, 2015

---

nicole  
san diego, CA 92101  
May 27, 2015

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C jensen  
Redding, CA 96001  
May 27, 2015

---

make the bridge happen!

---

deborah wedick-cooper  
Redding, CA 96003  
May 27, 2015

---

Curtis Wong  
Redding, CA 96001  
May 27, 2015

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I am disabled. I hope accommodations will be incorporated into the design.

---

Catherine Goodno  
Weed, CA 96094  
May 27, 2015

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Jimmy Zanotelli  
Redding, CA 96002  
May 27, 2015

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Farren Forcella  
Palo Cedro, CA 96073  
May 27, 2015

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Roger Elliott  
Redding, CA 96003  
May 27, 2015

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Wendy Ewing  
Redding, CA 96003  
May 27, 2015

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Steve Silva  
Redding, CA 96002  
May 27, 2015

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Cheryl Ricketts  
Anderson, CA 96007  
May 27, 2015

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Kim spini  
Redding, CA 96001  
May 27, 2015

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Marty Bullock  
Redding, CA 96001  
May 27, 2015

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Mary Speigle  
Redding, CA 96001  
May 27, 2015

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Sabrina Mcdonald  
Redding, CA 96003  
May 27, 2015

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Mina Hedemark  
Redding, CA 96003  
May 27, 2015

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Bill Ryan  
Shasta Lake, CA 96019  
May 27, 2015

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This enhancement to Redding will enable the locals to safely use the upgrade for a safe way to get outside and enjoy the outdoors.

Richard B Renouf  
mount Shasta, CA 96067  
May 27, 2015

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Leslie Ryan  
Redding, CA 96002  
May 27, 2015

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Jordan Dahlquist  
Redding, CA 96003  
May 27, 2015

---

Lee Gray  
Shasta Lake, CA 96019  
May 27, 2015

---

This would be great, I dislike riding up Benton up to Eureka way. Cars are always speeding close to the bicycle lane which is almost nonexistent.

corin fator  
Redding, CA 96002  
May 27, 2015

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Sylvia Hill  
Redding, CA 96002  
May 27, 2015

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Larry Bailey  
Redding, CA 96099  
May 27, 2015

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Barbara Enochian  
Redding, CA 96001  
May 27, 2015

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Patricia baer  
Redding, CA 96002  
May 27, 2015

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Ryan Revnak  
Redding, CA 96001  
May 27, 2015

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good idea, need better condition's when it come's to public access

mark johnson  
488 brushwood dr, redding, CA 96003  
May 27, 2015

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It's about time!

Gail Stream  
Redding, CA 96001  
May 27, 2015

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Sarah Garcia  
Paradise, CA 95969  
May 27, 2015

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Mike Loya  
REDDING, CA 96001  
May 27, 2015

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shawnee Dickson  
REDDING, CA 96001  
May 27, 2015

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Angela Schuderer  
Redding, CA 96001  
May 27, 2015

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John Kimple  
Redding, CA 96001  
May 27, 2015

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Amy jasmime  
Shasta Lake, CA 96019  
May 27, 2015

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Bryson Howell  
Redding, CA 96001  
May 27, 2015

---

Geneva M Omann  
Weed, CA 96094  
May 27, 2015

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Victoria P Bernet  
Redding, CA 96001  
May 27, 2015

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Nancy Hutchins  
Redding, CA 96001  
May 27, 2015

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Jeanette Reitan  
Redding, CA 96001  
May 27, 2015

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The Redding Trail System is a big selling point for the city. Connecting it to downtown Redding will be a big step forward.

Lang Dayton  
Redding, CA 96001  
May 27, 2015

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Improvements are needed to infrastructure in order to keep our community development headed in the right direction

Madison Zimmerman  
REDDING, CA 96001  
May 27, 2015

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Anything we can do to improve bicycle and pedestrian access and safety will only add to the livability of our city.

Mike Simpson  
Shasta, CA 96087  
May 27, 2015

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Debra Atlas  
Redding, CA 96001  
May 27, 2015

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Pat Sansom-Olds  
Redding, CA 96099  
May 27, 2015

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This will make Redding StrongER!

Redding Strong  
Redding, CA 96001  
May 27, 2015

---

Dave Nelson  
South Lake Tahoe, CA 96002  
May 27, 2015

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Loch Jones  
Maccoel, CA 96058  
May 27, 2015

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It's a lovely corridor, and would be a great way to enjoy the trails.

Kelli Graves  
Redding, CA 96001  
May 27, 2015

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Holly Snow  
Redding, CA 96003  
May 27, 2015

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I. LaVeau  
Redding, CA 96002  
May 27, 2015

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We need this.

patricia cordeiro  
redding, CA 96002  
May 27, 2015

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Matthew T. Emry  
Shasta Lake, CA 96019  
May 27, 2015

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Alicia  
redding, CA 96002  
May 27, 2015

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peggy lopez  
red bluff, CA 96080  
May 27, 2015

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Deborah Uhl  
Anderson, CA 96007  
May 27, 2015

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braylie  
Shasta Lake, CA 96019  
May 27, 2015

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APRIL LITTLE  
ANDERSON, CA 96007  
May 27, 2015

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Judy Addison  
REDDING, CA 96002  
May 27, 2015

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Great idea.

Eric Morton  
Redding, CA 96099  
May 27, 2015

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Brittany Whitmore  
Redding, CA 96001  
May 27, 2015

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Marydell Lobeski  
Redding, CA 96001  
May 27, 2015

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Irene  
Shasta Lake, CA 96019  
May 27, 2015

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Ashlee  
Redding, CA 96001  
May 27, 2015

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Steve Towers  
Redding, CA 96001  
May 27, 2015

---

Great idea!! Redding provides bike riders so many options for riding!!! I am glad to support the effort!

Daniel P Backstrom  
Red Bluff, CA 96080  
May 27, 2015

---

Ride on

Jason  
Shasta Lake, CA 96019  
May 27, 2015

---

I'm looking forward to having the river trail to downtown connection completed.

Leona McCoach  
Redding, CA 96001  
May 27, 2015

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Matt Briner  
Redding, CA 96002  
May 27, 2015

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Julie DePrada  
Redding, CA 96002  
May 27, 2015

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Suzanne Birch  
Redding, CA 96002  
May 27, 2015

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JUDY PRICE  
Redding, CA 96001  
May 27, 2015

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Janis Logan  
Redding, CA 96001  
May 27, 2015

---

Melissa Shukis  
Shasta Lake, CA 96019  
May 27, 2015

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We need to continue to be more bike friendly. Thank you.

---

David Schauer  
Redding, CA 96001  
May 27, 2015

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Patricia Campbell  
Redding, CA 96001  
May 27, 2015

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Melissa  
Redding, CA 96003  
May 27, 2015

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Jami Poole  
Redding, CA 96001  
May 27, 2015

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Greg 8  
Redding, CA 96001  
May 26, 2015

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Terry fifield  
Redding, CA 96002

May 26, 2015

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Brandon Little  
Shasta, CA 96087  
May 26, 2015

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Stan Scheuerman  
Redding, CA 96001  
May 26, 2015

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Tom graves  
Redding, CA 96001  
May 26, 2015

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Bill Jostock  
Redding, CA 96002  
May 26, 2015

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Ken Klaas  
Redding, CA 96001  
May 26, 2015

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Janyce Bryant  
Redding, CA 96002  
May 26, 2015

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Angelia Monath  
Redding, CA 96001  
May 26, 2015

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Shellisa Moore  
Redding, CA 96002  
May 26, 2015

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Annie Comisky  
Redding, CA 96003  
May 26, 2015

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mira el  
Mount Shasta, CA 96067  
May 26, 2015

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Stacy Garcia  
Redding, CA 96003  
May 26, 2015

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Christina McClenaghan  
Redding, CA 96001  
May 26, 2015

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Mark Gonzales  
Redding, CA 96003  
May 26, 2015

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Valarie fenton  
redding, CA 96001  
May 26, 2015

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Jennifer Dugan  
Redding, CA 96002  
May 26, 2015

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Linda Lewis  
Redding, CA 96001  
May 26, 2015

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Ian Endicott  
Redding, CA 96002  
May 26, 2015

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Cori Trent  
redding, CA 96001  
May 26, 2015

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Elisabeth Towers  
Redding, CA 96001  
May 26, 2015

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Kellie strong  
Redding, CA 96003  
May 26, 2015

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Paul Evans  
Redding, CA 96001  
May 26, 2015

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Myrna Rae Dupzyk  
dunsmuir, CA 96025-2103  
May 26, 2015

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Erin Salazar  
Redding, CA 96001  
May 26, 2015

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Paul Peterson  
Redding, CA 96001  
May 26, 2015

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Terri Uhler  
Millville, CA 96062  
May 26, 2015

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Ryan Russell  
redding, CA 96001  
May 26, 2015

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I live in this area and I know this would be a major plus for our community and a positive move for the environment, in that people can bike and walk to areas that would be difficult to access, otherwise.

Lynette Coffey  
Shasta Lake, CA 96019  
May 26, 2015

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Chris fulkerth  
Shasta Lake, CA 96019  
May 26, 2015

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laurel  
Redding, CA 96001  
May 26, 2015

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Kaela Ripley  
Shasta Lake, CA 96019  
May 26, 2015

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Darcey prior  
Redding, CA 96001  
May 26, 2015

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Justine  
Redding, CA 96001  
May 26, 2015

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Taryn  
Redding, CA 96002  
May 26, 2015

---

this would make it so much safer

Laura  
Anderson, CA 96007  
May 26, 2015

---

Natasha rose  
shasta lake, CA 96019  
May 26, 2015

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ken lengel  
Palo Cedro, CA 96073  
May 26, 2015

---

We support safe bike routes!

Dustie Kenyon  
Redding, CA 96001  
May 26, 2015

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Ryan Heron  
Redding, CA 96003  
May 26, 2015

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yes please

Marco Alatorre  
Redding, CA 96002  
May 26, 2015

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Judy Knight  
Redding, CA 96001  
May 26, 2015

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Melissa Buciak  
Redding, CA 96001  
May 26, 2015

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Alexandria  
Redding, CA 96002  
May 26, 2015

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Nicholas Webb  
Redding, CA 96099  
May 26, 2015

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steve woodson  
Redding, CA 96003  
May 26, 2015

---

We need this project to happen!

Paul Cheso  
Redding, CA 96001  
May 26, 2015

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Jessee Baldwin  
Redding, CA 96001

May 26, 2015

---

Paved trail would be so nice and much safer to get to downtown ( work) on bike .., and would help detour the homeless from loitering in that area as well

Pam Richardson  
Redding, CA 96003  
May 26, 2015

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Kevin Parisot  
Palo Cedro, CA 96073  
May 26, 2015

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Gwen Kraft  
Hornbrook, CA 96044  
May 26, 2015

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yes to connecting the sacramento river trail to downtown!

katrina keyes  
Redding, CA 96003  
May 26, 2015

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Jessica Yarnell  
Redding, CA 96003  
May 26, 2015

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Nicole Jaquez  
Redding, CA 96003  
May 26, 2015

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Judy Turner  
Corning, CA 96021  
May 26, 2015

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Joanna Guillot  
Redding, CA 96003  
May 26, 2015

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Kevin oleary  
redding ca, CA 96003  
May 26, 2015

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Angela Brock  
Redding, CA 96001  
May 26, 2015

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Jean Cannon  
Palo Cedro, CA 96073

May 26, 2015

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Tim Smith  
Redding, CA 96002  
May 26, 2015

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Elise figueroa  
Redding, CA 96002  
May 26, 2015

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peter welch  
Red Bluff, CA 96080  
May 26, 2015

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Abby  
Redding, CA 96002  
May 26, 2015

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Downtown needs this for revitalization.

Penny Woodmansee  
Shasta Lake City, CA 96019  
May 26, 2015

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Coty Vazquez  
Redding, CA 96003  
May 26, 2015

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Rebecca Tabor  
Redding, CA 96001  
May 26, 2015

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McKyla Earl  
Redding, CA 96001  
May 26, 2015

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Jade Coyote  
Mount Shasta, CA 96067  
May 26, 2015

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Andrew Lopez  
Redding, CA 96001  
May 26, 2015

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Chris Caton  
Redding, CA 96003  
May 26, 2015

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Alan Kramer  
Etna, CA 96027  
May 26, 2015

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Gena prior  
Redding, CA 96001  
May 26, 2015

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Jennifer killion  
Redding, CA 96002  
May 26, 2015

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Colette funk  
Palo Cedro, CA 96073  
May 26, 2015

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Ray Jarosz  
Montgomery Creek, CA 96065-0301  
May 26, 2015

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Dustin Harms  
Redding, CA 96002  
May 26, 2015

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Jason Wilson  
Redding, CA 96003  
May 26, 2015

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Lisa Cole  
Anderson, CA 96007  
May 26, 2015

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Safe routes all over Redding are needed.

Sandy Rich  
anderson, CA 96007  
May 26, 2015

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Jason Hubbert  
Redding, CA 96002  
May 26, 2015

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Tyler Shuster  
Redding, CA 96001  
May 26, 2015

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Michelle Holvik  
Redding, CA 96001

May 26, 2015

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Patty Martin  
Redding, CA 96002  
May 26, 2015

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Scott Russell  
Redding, CA 96001  
May 26, 2015

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Pauline Asbill  
Redding, CA 96001  
May 26, 2015

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Dave Zumwalt  
Palo Cedro, CA 96073  
May 26, 2015

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Stacy Baxter  
Redding, CA 96099  
May 26, 2015

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Tara Schneider  
Redding, CA 96003  
May 26, 2015

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John Mcmillian  
Redding, CA 96001  
May 26, 2015

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Jeremy Kellogg  
Redding, CA 96003  
May 26, 2015

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James Freemon  
Redding, CA 96001  
May 26, 2015

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Andrew Taylor  
Redding, CA 96001  
May 26, 2015

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Sean Ferguson  
Redding, CA 96001  
May 26, 2015

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Adam Pressman  
Redding, CA 96001  
May 26, 2015

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pao tane  
Redding, CA 96002  
May 26, 2015

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Terri Ensey  
Bella Vista, CA 96008  
May 26, 2015

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Patricia Davis  
Redding, CA 96001  
May 26, 2015

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While I don't live in Redding, my husband and I recently made two trips to Redding to ride along the river paths. We stayed in a hotel in downtown Redding but felt we had to drive to our start point. This connection would facilitate people like us (and bring tourist dollars!). Thanks.

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Karen Goodwin  
Chico, CA 95926  
May 26, 2015

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Lana Granfors  
Redding, CA 96003  
May 26, 2015

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Jeanette Isitt  
Redding, CA 96003  
May 26, 2015

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Marlana fry  
Redding, CA 96003  
May 26, 2015

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Jennifer stirnkorb  
Redding, CA 96002  
May 26, 2015

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Kurtis Fullerton  
Anderson, CA 96007  
May 26, 2015

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Sherry Jones  
Shasta, CA 96087  
May 26, 2015

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Benjamin L Francis  
Redding, CA 96003  
May 26, 2015

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scott asbill  
redding, CA 96001  
May 26, 2015

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Rick Youngblood  
Redding, CA 96003  
May 26, 2015

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Lisa gonzalez  
Redding, CA 96003  
May 26, 2015

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Jim Keil  
Redding, CA 96003  
May 26, 2015

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Please do the connection.

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John Tucker  
Redding, CA 96003  
May 26, 2015

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Michele Driggs  
Redding, CA 96001  
May 26, 2015

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Staci Thon  
Redding, CA 96003  
May 26, 2015

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Sheri Richmond  
Redding, CA 96003  
May 26, 2015

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Mike Nelson  
Redding, CA 96001  
May 26, 2015

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Teri Foster  
Redding, CA 96001  
May 26, 2015

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Candy Colbert  
redding, CA 96001  
May 26, 2015

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Chari Koller  
Redding, CA 96001

May 26, 2015

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Russ Wenham  
Redding, CA 96002  
May 26, 2015

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Casey Kerrigan  
Shingletown, CA 96088  
May 26, 2015

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Gino orlando  
Redding, CA 96001  
May 26, 2015

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Mike Pimentel  
Redding, CA 96002  
May 26, 2015

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Leslie Taylor  
Redding, CA 96003  
May 26, 2015

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Michelle lennon  
Redding, CA 96002  
May 26, 2015

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Rob Delker  
Redding, CA 96002  
May 26, 2015

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Annie Bakaleinikoff  
Redding, CA 96001  
May 26, 2015

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Butch Hall  
Redding, CA 96003  
May 26, 2015

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thad treece  
Redding, CA 96002  
May 26, 2015

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Julie York  
Redding, CA 96001  
May 26, 2015

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Kareem Speake  
Redding, CA 96003  
May 26, 2015

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Michael C. Holmes  
Redding, CA 96002  
May 26, 2015

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Nate Parsons  
Redding, CA 96001  
May 26, 2015

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Joel stafft  
Redding, CA 96002  
May 26, 2015

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Tim McBroome  
Redding, CA 96001  
May 26, 2015

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Patrick Szymanski  
Redding, CA 96003  
May 26, 2015

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Cork McGowan  
Redding, CA 96001  
May 26, 2015

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Chris Flentye  
Redding, CA 96003  
May 26, 2015

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Bryan Warwick  
Redding, CA 96003  
May 25, 2015

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Jeff Cole  
Redding, CA 96001  
May 25, 2015

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Ryan Richardson  
Redding, CA 96001  
May 25, 2015

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Megan Dias  
Redding, CA 96001  
May 25, 2015

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Carrie Boswell  
Redding, CA 96002  
May 25, 2015

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Mike Eastman  
Redding, CA 96003  
May 25, 2015

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Ryan schuppert  
Shasta lake, CA 96019  
May 25, 2015

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Lollie Com  
Redding, CA 96003  
May 25, 2015

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Geoff Forcella  
Redding, CA 96003  
May 25, 2015

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MAX WALTER  
Redding, CA 96001  
May 25, 2015

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Sarah Storer  
Redding, CA 96001  
May 25, 2015

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Tracy Barber  
Shasta Lake, CA 96019  
May 25, 2015

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Steven King  
Redding, CA 96003  
May 25, 2015

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Michael Russo  
redding, CA 96001  
May 25, 2015

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Mary Barrow  
Redding, CA 96003  
May 25, 2015

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Cecina Hines  
Shasta Lake, CA 96019  
May 25, 2015

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Megan Alatorre  
Redding, CA 96002  
May 25, 2015

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Eileen Hall  
Redding, CA 96001  
May 25, 2015

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Fred Chaffin  
Redding, CA 96001  
May 25, 2015

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Sally Chaney  
Redding, CA 96001  
May 25, 2015

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Lorene Bower Holley  
Redding, CA 96003  
May 25, 2015

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Great idea!

Juliet  
Redding, CA 96003  
May 25, 2015

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Brandi Greene  
Redding, CA 96001  
May 25, 2015

---

christie simms  
Redding, CA 96003  
May 25, 2015

---

The cycling community has been cut off to long from downtown, please make this happen.

Carson Blume  
Redding, CA 96001  
May 25, 2015

---

Ride Redding  
Redding, CA 96001  
May 25, 2015

CLICK HERE TO BECOME A FREE RIDE REDDING MEMBER!



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# Support The Rivertrail Experience From Diestelhorst To Downtown



May 25, 2015  
by Carson Blume

**SOCIALIZE WITH US!**



This is about the freedom to choose how to move safely through our community. Diestelhorst to

Downtown is about connecting the miles of River Trail and our neighborhoods along it with downtown. If you have ever tried to get downtown walking or biking you know what I am talking about. This project will bring the River Trail experience all the way to California street.

### Diestelhorst to Downtown Non-Motorized Improvement Project

This petition is to support the City of Redding's grant application to Caltrans Active Transportation Program.

Location:  
Project spans from Diestelhorst bridge to Riverside to Center Street/Division and ends at California Street

Brief Project Description:  
Connect people walking and biking the Sacramento River Trail from Diestelhorst Bridge to Downtown with safer and more attractive facilities: including trail, bike lanes and protected bikeways, complete sidewalk gaps on Center street, improve intersections, and an enhanced crossing at Benton and Riverside Drive that includes a pedestrian median and rapid flashing beacons. The project will provide a river trail like experience from the Diestelhorst Bridge to California Street downtown.

Sign the Petition!

**MoveOn.ORG**  
*Petitions*

369  
SIGNATURES

> Full Info on this Petition  
> Terms of Service



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**0 Comments** **Ride Redding**

 **Carson Blume** ▾

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## **Ride Redding**

**Week of May 25, 2015 -  
May 31, 2015**

## Post Details

Reported stats may be delayed from what appears on posts



### Ride Redding

Published by Carson Blume · May 25 at 9:21pm ·

Help connect the River Trail to Downtown by signing this petition in support of funding.

<http://www.rideredding.com/.../2015525support-the-rivertrail-...>



### Support the Rivertrail Experience from Diestelhorst to Downtown

This is about the freedom to choose how to move safely through our community. Diestelhorst to Downtown is about connecting the miles...

RIDEREDDING.COM

21,888 People Reached

705 Likes, Comments & Shares

534 Likes      447 On Post      87 On Shares

108 Comments      86 On Post      22 On Shares

63 Shares      63 On Post      0 On Shares

824 Post Clicks

0 Photo Views      579 Link Clicks      245 Other Clicks

#### NEGATIVE FEEDBACK

8 Hide Post      0 Hide All Posts

0 Report as Spam      0 Unlike Page

21,888 people reached

Boost Post

Like · Comment · Share · 447 23 63



Curtis Chow, Dustin Smith, Brandi Greene and 444 others like this. Most Recent

63 shares



**Dawn Rudeen** It's about freedom...lol

Like · Reply · 3 hrs



**Matt Root** im hesitant to support this and the quartz hill coordor. when you think about urban-use planning more needs to be looked at, than just bicyclist safety. like urban expansion. and habitat loss. also, cost.

think about how many miles of technical trai... See More

Like · Reply · 1 · May 27 at 1:12pm · Edited



**Bea Tyler-Ross** It would be good if the trail we had was made safe first. I miss walking alone and feeling safe.

Like · Reply · 2 hrs



**Don DeGraw** We rode it many times last year, then some things happened that changed where we ride. I have been back once since. Hopefully it's better now than it was.

Like · Reply · 17 hrs



**Roberta L McLaughlin** The proposal includes closure of Riverside Dr to motor vehicles. Diverts bicycles to California Street near Tehama. Court St needs better sidewalks between trail and Eureka way. More direct route to downtown.

Like · Reply · 1 · May 27 at 6:55pm



**Kimberly Ann Hill** Darrell Hill

Unlike · Reply · 1 · Yesterday at 8:13am



**Nick Jones** Nicole Mitchell

Unlike · Reply · 1 · May 26 at 7:21am



**Celene Edmonds** Jennifer Henry

Unlike · Reply · 2 · May 26 at 4:29am



**Sandra Vigil Mollman** a waste of money. It could be used for better things!

Like · Reply · 2 · 5 hrs



**Martin Taft** Dedicated bike only (no cars) routes are really needed for the safety of riders.

And how do we stop the trails from being transient magnets ????

Like · Reply · 2 · 16 hrs



**Chari Koller** Done...

Unlike · Reply · 2 · May 26 at 6:27am



**Katrina Reed Brooks** I can already easily ride from downtown to the river trail.

Like · Reply · 4 · May 27 at 9:53am



**Ride Redding** a 8 year old can not safely make it from the river trail to downtown

Like · 1 · Commented on by Carson Blume · May 27 at 1:18pm



**Bryan Russell** Didn't they just take away bunch of traffic lanes already for bicyclists to get around?

Like · Reply · 2 · May 26 at 4:24pm



**Ride Redding** CA Street a bit prematurely

<http://www.rideredding.com/news/177>



### Why wait for California Street?

With all the hub-bub about California Street we need to pull back and take a 10,000 foot view...

RIDEREDDING.COM

Like · Remove Preview · 1 · Commented on by Carson Blume · May 26 at 8:46pm



**Casey Kerrigan** Didn't they only remove one lane from California street and even with that lane removed there is plenty of capacity for the amount of traffic that actually uses California street. The trend over the nation is for traffic volume going down not up as many young people are turning away from cars and using other forms of transportation so there is really no reason not to remove lanes from over built streets.

Like · 18 hrs



**Ride Redding** Yes only 1 lane was removed but it was unnecessary, a bike lane was going to be put in regardless, and it was to high of a profile with out the benefit of being connected to a network like the rivertrail, it is just a few blocks of super big bike lane that is not connected to the network. The bike lanes are also on the wrong side but the conversation got hijacked due the the lane removal hubbub.

Like · Commented on by Carson Blume · 18 hrs



Write a reply..



**Karen Joy** I heard it will completely close Riverside Drive to motor vehicles. This would cause excessive traffic on Market St. and Benton.

Like · Reply · 2 · May 27 at 1:04pm

View 2 more replies



**Ride Redding** In a perfect world yes.

Like · Commented on by Carson Blume · 18 hrs



**Casey Kerrigan** Even in a not so perfect world. I forget the exact numbers but a pedestrian being hit by a car going 25 vs 30 has a much higher chance of surviving the accident. We will never have a perfect world but that should stop us from pushing for things that are easy to do, cost little to do but will have a large impact on safety.

Like · 18 hrs



**Ride Redding** The problem is getting people to slow down, we have no way to enforce such a speed limit, I was on Shasta Street today

and a big truck passed me, on my motorcycle and went right over the roundabout

Like · Commented on by Carson Blume · 18 hrs



**Casey Kerrigan** In the short term handing out some speeding tickets will get a lot of people to slow down. Of course with over built streets, ie streets that are too wide for the amount of traffic they are carrying, it is harder to get even people who want to obey the s... See More

Like · 18 hrs



Write a reply...



**Heather Lankford** I think it is unnecessary. There are too many people (including me) that use riverside drive multiple times a day. I'm quite sure there could be a better alternative. Especially when the argument for it is that an 8 year old can not safely make the present route. Well why the heck would an 8 year old just be cruising around downtown on their bike alone anyhow? I dunno.. seems a little odd to me.

Like · Reply · 3 · May 27 at 4:39pm · Edited



**Ride Redding** What do you use riverside for, where are you going and where do you come from also it was never said that the 8 year old is alone

Like · 1 · Commented on by Carson Blume · May 27 at 7:01pm



**Brandi Greene** Multiple home owners and business owners in this neighborhood support this(including me), partially because we want as many people as possible to have safe, direct access to the trails/downtown. The bigger reason this neighborhood supports this is that... See More

Unlike · 3 · May 27 at 7:35pm



Write a reply...



**Quinn and Trish James** Hardly ever see any bicyclists in downtown even after all the new bike lanes have been put in. Just don't think it's one of those "if you build it, they will come" type of proposals. I am not anti-bike but looking around I don't see the need for the money to be spent on this

Like · Reply · 2 · May 27 at 10:04pm



**Ride Redding** CA street was done prematurely, you do not see a ton of cyclist on it because it connects to nothing that is going to produce those cyclist <http://www.rideredding.com/news/177>



### Why wait for California Street?

With all the hub-bub about California Street we need to pull back and take a 10,000 foot view...

RIDEREDDING.COM

Like · Remove Preview · 2 · Commented on by Carson Blume · May 27 at 10:10pm



**Ride Redding** The difference is that this is connecting the River Trail with tons of cyclist walkers and runners to CA street now. If we could wave a magic wand and do CA street and this project as a joint effort and continue the river trail separated path from the road experience all the way to the mall you would see a even bigger increase in cyclist runners and walkers.

Like · 1 · Commented on by Carson Blume · May 27 at 10:13pm



**Bruce Allen Hedrick** I ride regularly through downtown and I always see a few other bikers. But what we need is to be sensible about our suggested easements. The City is strapped for cash (in part thanks to poor judgement on expensive projects and some really bad choices)... See More

Like · 1 · 19 hrs



**Joe Ghorso** Airport rd all the way to Shasta college is soooo dangerous for both driver and riders , they defiantly need to re do that entire road , someone is gonna die and it will probably be a cyclist

Unlike · 1 · 4 hrs



**Joe Ghorso** Quartz hill going up the hill is so dangerous , I've seen several cyclists almost get hit from idiots doing 60 +

Unlike · 1 · 4 hrs



**Ride Redding** Airport Old Oregon is on the short list!

Like · Commented on by Carson Blume · 1 hr



Write a reply...



**John Armstrong** Maybe the funds could be better used to repair the existing steets in our town so that a majority of the public could benifit rather than the minority.

Like · Reply · 1 · 15 hrs



**Ride Redding** These funds are not out of the city's streets fund, this money is coming in the form of grant money from the state and Feds for specific non motorized transportation projects, Center Street will getting redone because of it, so is Placer and Old Alturas these projects would not be getting done with out this Active Transportation Program money, your welcome.

Like · Commented on by Carson Blume · 15 hrs



**Joe Ghorso** I totally agree with john , even if it is a grant there's existing areas where bicyclist just HAVE to ride where the road is so narrow they arrogantly hold traffic up because it is to dangerous for the driver and rider to go around so yeah waste of time , focus on the streets that need a wider shoulder to accommodate the drivers and riders so that it is safe for all not just the chosen few

Like · 4 hrs



**Ride Redding** It is not just a chosen few and cars can get anywhere they want in this area for the most part and safely, we just want one, 1 safe way to get downtown.

Like · Commented on by Carson Blume · 1 hr



**Joe Ghorso** Yeah , but it causes a dangerous situation when you come up behind a rider and there is no room for you to get around and the rider as easy as it would be to stop and let the twenty cars he holding up refuses to do so and puts everybody at risk , yes y... See More

Like · 1 hr



**Ride Redding** This project means that you do not have to deal with cyclist and cyclist do not have to deal with drivers, it is a completely separated facility from River Trail to Downtown. The quartz hill project adds bike lanes and sidewalks giving each person thei... See More

Like · Commented on by Carson Blume · 1 hr



**Joe Ghorso** Well in that case you just answered my concerns , TY

Unlike · 1 · 32 mins



**Ride Redding** Your welcome! Trust me 99% of cyclist do not want to be in your way, way more than you don't want us in your way lol

Like · Commented on by Carson Blume · 30 mins



Write a reply...



**Christine Esler** i AM GOING TO MOVE THERE..sounds like a brilliant proposal

Unlike · Reply · 2 · May 25 at 10:39pm



**Ride Redding** If you ever want to come visit let us know

Like · 2 · Commented on by Carson Blume · May 26 at 8:41am



**Brandi Greene** Katrina Reed Brooks, if you tried to ride from the downtown businesses to the river trail at diestelhorst bridge you could not easily or safely. There is zero space outside the car lane to bike or walk, and a very unsafe crossing of Court St to reach t... See More

Unlike · Reply · 5 · May 27 at 11:09am · Edited



**Chfís Topher** The same is true for most of the streets in Enterprise, when annexed all the city did was drop in sewer and water lines and now most of the streets are torn to hell. I think maintaining what we have now should take priority over remodeling or reinventing.

Like · 1 · May 27 at 3:51pm



**Ride Redding** This money does not come out of the city's streets budget, it comes from the state in the form of a grant, some of these grants even help entire roads like Old Alturas and placer which are

getting redone soon thanks to this kind of funding.  
Like · 1 · Commented on by Carson Blume · May 27 at 3:54pm

 Write a reply...

 **Chari Koller** We need bike routes. This town is so anti-bike riders. I don't get it.  
Unlike · Reply · 3 · May 27 at 9:10pm

View 1 more reply

 **Ride Redding** Yes in a perfect utopia where people in cars put down their phones and were not bullies yes we could share the road but we prefer to look at the world how it currently is.  
Like · Commented on by Carson Blume · 21 hrs

 **Casey Kerrigan** Unfortunately a lot of drivers have an entitlement attitude towards the road. Ie they feel they have paid for the roads via their gas taxes and registration fees thus everyone else should get the heck off their roads and out of their way. We need bette... See More  
Unlike · 1 · 18 hrs

 Write a reply...

 **Bill New** Couldn't pay me enough to ride the street next to live traffic! Bike dedicated areas are needed!!!!  
Unlike · Reply · 1 · 1 hr

 **Ride Redding** exactly!  
Like · Commented on by Carson Blume · 1 hr

 **Bill New** I ride Sundial every other day! No traffic and miles of riding with comfort! More safe trails sound great...  
Unlike · 1 · 41 mins

 **Bill New** To Ride Redding. How do we get the tour of California here? No place better than here to start the race..  
Unlike · 1 · 38 mins

 **Ride Redding** Agreed and already working on it, basically we need to raise about \$350k to put in a bid, if you care to get involved....  
<http://www.rideredding.com/.../become-a-ride-redding...>



### Become a Ride Redding Ambassador & Get Involved

What is a Ride Redding Ambassador? Think of...  
RIDEREDDING.COM

Like · Remove Preview · 1 · Commented on by Carson Blume · 35 mins

 Write a reply...

 **Fozzie Phillips** To downtown?  
Like · Reply · 28 mins

 **Ride Redding** Yes  
Like · Commented on by Carson Blume · 25 mins

 Write a comment...



#### VIDEOS

Like · Commented on by Carson Blume · 1 hr  
View more replies

 **Fozzie Phillips** To downtown?  
Like · Reply · 28 mins

 **Ride Redding** Yes  
Like · Commented on by Carson Blume · 25 mins

**People Who Shared This**



**Erin Flamedream** shared a link.  
May 27 at 5:46pm ·

Show Attachment

Unlike · Comment · Share

You like this.



**Carson Blume** Thank you!  
Like · Reply · 1 · May 27 at 5:46pm



Write a comment...



**Dallas Banks** shared a link.  
May 27 at 3:34pm ·

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Write a comment...



**Gracious Palmer** via Ride Redding  
May 27 at 3:30pm ·

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You like this.



Write a comment...



**Cecina Hines** via Ride Redding  
May 25 at 10:04pm ·

Show Attachment

Unlike · Comment · Share

You, Co A. Bos and 2 others like this.



**Carson Blume** Thank you!  
May 25 at 10:49pm · Like



Write a comment...



**Kristen Carlton** via Ride Redding  
3 hrs ·

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**Faye Jones** via Ride Redding  
14 hrs ·

Show Attachment

Share



**Vicki Bavetta** via Ride Redding  
17 hrs ·

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Share



**Elizabeth Rose Zheng** via Ride Redding

Yesterday at 9:16am ·

Show Attachment

Share



**Sally-Ann Bethea-Holt** shared a link.

Yesterday at 8:19am ·

Show Attachment

Unlike · Comment · Share · 1



**Barbara Harrison** via Ride Redding

Yesterday at 7:21am ·

Show Attachment

Share

Allyn Clark likes this.



**Dominic Darlene Kieffaber** via Ride Redding

May 27 at 10:35pm ·

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Share

Jessica Page likes this.



**Janelle Pierson** via Ride Redding

May 27 at 11:00am ·

Show Attachment

Share

Heidi Belden likes this.



**Janyce Bryant** via Ride Redding

May 26 at 9:43pm ·

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Unlike · Comment · Share · 2



**Ankur Fitness Training** via Ride Redding

May 26 at 12:31pm ·

Show Attachment

Unlike · Comment · Share · 4



**Marlana Fry** via Ride Redding

May 26 at 12:04pm ·

Show Attachment

Share



**Connie Locker** via Ride Redding

May 26 at 11:23am ·

Show Attachment

Share

Everett Locker likes this.



**Carson Blume** via Ride Redding

May 26 at 8:46am ·

Help connect the River Trail to Downtown by signing this petition in support

of funding.

Show Attachment

Like · Comment · Share

Erin Flamedream, Julie DePrada, Ryan Russell and 7 others like this.



**Eric Teel** I thought you crossed Diestelhorst and basically WERE in downtown? Aint it just up the hill?

Like · Reply · May 26 at 9:03am



**Carson Blume** Yes but it is schecy to ride there, no shoulders, no bike lanes, narrow roads, fine for you and me but would you want an 8 year old girl to ride it? <http://www.peopleforbikes.org/.../build-it-for-isabella>



**Build it for Isabella**

Get Weekly News > Follow Us Facebook Twitter  
Green Lane Project About the Project...

PEOPLEFORBIKES.ORG

Like · Remove Preview · May 26 at 9:05am



**Eric Teel** Aah. I seem to recall that the road up the hill was wide enough to punch a path through, but once you're up by Weinerschnitzel...uuuhhh... kinda screwed. Unless it follows the RR tracks somehow?

Like · Reply · May 26 at 9:08am



**Carson Blume** Riverside, but you have to cross traffic that is flying around 50mph on avg, this brings the rivertrail all the way to center at CA street which has bike lanes

Like · 1 · May 26 at 9:09am



**Julie DePrada** Sounds great! All signed up!

Unlike · Reply · 1 · May 27 at 7:38am



Write a comment...



**Teresa DaVinci** via Ride Redding

May 26 at 8:16am ·

Show Attachment

Share



**Deborah Rullman** via Ride Redding

May 26 at 7:46am ·

Show Attachment

Share



**Ronica Sowers** via Ride Redding

May 26 at 7:12am ·

Show Attachment

Share

Diane Hicks likes this.



**Shasta Wheelmen** via Ride Redding

May 26 at 6:20am ·

This would be great for downtown since it will make it easier and safer for people to ride from the trail to downtown

Show Attachment

Unlike · Comment · Share · 8



**Timothy McBroome** via Ride Redding

May 26 at 4:04am ·

Let's work together to increase the quality of life for Redding!

Show Attachment

Unlike · Comment · Share · 7

Post Details



**Ride Redding**  
Published by Carso

Help connect the River T  
of funding.

<http://www.rideredding.c>



**Support the River  
Downtown**

This is about the freedom  
Diestelhorst to Downtown  
RIDEREDDING.COM

21,888 people reached

Like · Comment · Share ·

Curtis Chow, Dustin Smit

63 shares



**Dawn Rudeen** It's at  
Like · Reply · 3 hrs



**Matt Root** im hesitar  
think about urban-us  
safety. like urban exp

think about how man  
Like · Reply · 1 · M



**Bea Tyler-Ross** It w  
walking alone and fe  
Like · Reply · 2 hrs



**Don DeGraw** We roc  
that changed where  
now than it was.  
Like · Reply · 17 hrs



**Roberta L McLaughlin** Some posts may not appear here because of their privacy settings.  
motor vehicles. Diver  
needs better sidewalks between trail and Eureka way. More direct route  
downtown.  
Like · Reply · 1 · May 27 at 6:55pm



**Kimberly Ann Hill** Darrell Hill  
Unlike · Reply · 1 · Yesterday at 8:13am



**Nick Jones** Nicole Mitchell  
Unlike · Reply · 1 · May 26 at 7:21am



**Celene Edmonds** Jennifer Henry  
Unlike · Reply · 2 · May 26 at 4:29am



**Sandra Vigil** Mollman a waste of money. It could be used for better things!  
Like · Reply · 2 · 5 hrs



**Christine Esler** via Ride Redding  
May 25 at 10:39pm ·

Show Attachment

Share



**Carson Blume** Shaping Redding's Future  
May 25 at 9:24pm ·

Show Attachment

Like · Comment · Share

Brandi Greene, Steven King and 2 others like this.



Write a comment...



**Carson Blume** RMB riders group  
May 25 at 9:23pm ·

Help connect the River Trail to Downtown by signing this petition in support  
of funding.

Show Attachment

Like · Comment · Share

Matt Brunelli, Max Walter, Tracy Barber and 5 others like this.



**Christie Simms** done  
May 25 at 9:29pm · Unlike · 1



**Carson Blume** Share if you care! Also...  
<http://www.rideredding.com/.../2015525quartz-hill-road...>



**Support the Quartz Hill Road Corridor  
Improvement Project**

Socialize with us!  
RIDEREDDING.COM

May 25 at 9:31pm · Like · Remove Preview



**Chari Koller** Done...  
May 26 at 6:24am · Unlike · 1



Write a comment...



**Carson Blume** Get Out! Nor Cal  
May 25 at 9:22pm ·

Help connect the River Trail to Downtown by signing this petition in support  
of funding.

Show Attachment

Like · Comment · Share

4 people like this.



Write a comment...

d from what appears on posts

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On Shares

**22**  
On Shares

**0**  
On Shares

**245**  
Other Clicks

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# Post Details

Reported stats may be delayed from what appears on posts

Details Video



## Ride Redding

Published by Carson Blume · May 26 at 2:47pm ·

Help connect the River Trail to Downtown by signing this petition in support of funding.

<http://petitions.moveon.org/sign/diestelhorst-to-downtown>



01:13

7,576 people reached

Boost Post

Like · Comment · Share · 67 4 12



Terry Grafe, Mark Naomi Haslam, Corin Fator and 64 others like this. Most Recent

12 shares



**Kevin Oleary** Just did

Unlike · Reply · 1 · May 26 at 2:53pm



**Kevin Oleary** Doing this and making it more accessible to public, def would lower the unsightly foot traffic i see wondering in and out of there.

Unlike · Reply · 2 · May 26 at 2:55pm



**Pam Richardson** Wow. I've never been on the dirt trails. That would be awesome !!!! Paved ??? I thought on line petitions go no where !!!

Like · Reply · 1 · May 26 at 3:37pm

 **Ride Redding** This is just to show the state that people support the project so the city can get awarded grant money to do the project.

Like · Commented on by Carson Blume · May 26 at 3:38pm



**Terry Grafe** Where is a paper petition? I am not signing any 'moveon' petitions.

Like · Reply · Yesterday at 6:52am



Write a comment...

7,576 People Reached

3,021 Video Views

151 Likes, Comments & Shares

117 Likes	67 On Post	50 On Shares
-----------	------------	--------------

20 Comments	5 On Post	15 On Shares
-------------	-----------	--------------

14 Shares	12 On Post	2 On Shares
-----------	------------	-------------

253 Post Clicks

88 Clicks to Play	45 Link Clicks	120 Other Clicks
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### NEGATIVE FEEDBACK

3 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page



01:13

7,576 people reached

Like · Comment · Share ·

Terry Grafe, Mark Naomi this.

12 shares

**Kevin Oleary** Just did  
Unlike · Reply · 1

**Kevin Oleary** Doing lower the unsightly fence  
Unlike · Reply · 2

**Pam Richardson** Wow awesome !!!! Paved the  
Like · Reply · 1 · May 27

**Ride Redding** project so the city  
Like · Comment

**Terry Grafe** Where is  
Like · Reply · Yesterday

Write a comment...

117 Likes

67 On Post

50 On Shares

### People Who Shared This



**Patricia Davis** shared Ride Redding's video.  
May 27 at 12:20pm ·

Show Attachment

Unlike · Comment · Share



Ride Redding likes this.



Write a comment...



**Brandi Greene** shared Ride Redding's video.  
May 26 at 3:02pm ·

Show Attachment

Unlike · Comment · Share



Ride Redding, Zesty Honey Clark, Matt Briner, Kristyl Murley and 4 others like this.



Write a comment...



**Eric Morton** shared Ride Redding's video.  
15 hrs ·

Here's a visual for the proposed new trails.

Show Attachment

Unlike · Comment · Share · 3



**Eric Hartline** shared Ride Redding's video.  
May 27 at 8:33pm ·

Show Attachment

Like · Comment · Share



**Shasta Outdoors Recreation** shared Ride Redding's video.  
May 27 at 5:31pm ·

Ride like there's no tomorrow

Show Attachment

Like · Comment · Share · 1



**Active Norcal** shared Ride Redding's video.  
May 27 at 10:55am · Edited ·

Ride Redding is trying to get the City of Redding to create a safe bike route from the Diestelhorst Bridge (River Trail) to downtown. Check out their petition: <http://bit.ly/1FgRuPf>

Show Attachment

Unlike · Comment · Share · 18 · 3



Ride Redding, Erin Mccarthy, Bryan Angie Weingart, Laura Calkins and 14 others like this.



Write a comment...



**Ride Redding** Thanks for the share! Caltrans controls the funding, the City of Redding will be constructing it, Active Transportation Funds will be paying for it. ATP is a mix of Federal and State funds. The petition is to show support for the grant which is the ATP.

Unlike · Reply · 3 · Commented on by Carson Blume · May 27 at 11:11am

**Kaete Cavin** Have you tried contacting Rails to Trails? They may be able to assist in raising/offsetting funds.

Unlike · 1 · May 27 at 1:08pm

15 On Shares

2 On Shares

120 Other Clicks

Hide All Posts

Unlike Page



0

Post

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**Ride Redding** Different kind of project.

Like · Commented on by Carson Blume · May 27 at 1:09pm



Write a reply...



**Kaete Cavin** Is Rails to Trails involved? They are a huge lobbying organization for trails throughout North America. They can help if this is something which falls under their parameters.

Unlike · Reply · 1 · May 27 at 1:05pm



**Ride Redding** Nope, different kind of project, but they do great work!

Like · 1 · Commented on by Carson Blume · May 27 at 1:08pm



**Kaete Cavin** It was a thought. Best of luck on this project! We need more trails.

Unlike · 1 · May 27 at 1:09pm



**Ride Redding** agreed, want to get involved?

<http://www.rideredding.com/.../become-a-ride-redding...>



**Become a Ride Redding Ambassador & Get Involved**

What is a Ride Redding Ambassador? Think of...  
RIDEREDDING.COM

Like · Remove Preview · Commented on by Carson Blume · May 27 at 1:11pm



**Kaete Cavin** Amy, interested in helping out?

I am too far away to be effective. But if I can do anything via Internet, I would be happy to help.

Unlike · 1 · May 27 at 1:15pm



Write a reply...



**Carson Blume** Thank you!

Like · Reply · May 27 at 12:22pm

Write a comment...



**Woody's Brewing Co.** shared Ride Redding's video.

May 26 at 4:14pm ·

Woody's Brewing greatly supports Ride Redding. Please take note and help build downtown's future and revitalization.

Show Attachment

Unlike · Comment · Share · 17 · 2

Ride Redding, Zach O'Brien, Carson Blume, Amanda Tempest and 13 others like this.



**Laura Smith** Theresa-Rob DeGenaro

Unlike · Reply · 2 · May 26 at 5:48pm



**Ride Redding** Thank you!

Like · Reply · Commented on by Carson Blume · May 27 at 12:21pm



Write a comment...

Some posts may not appear here because of their privacy settings.



**Support the Quartz Hill Road Corridor Improvement Project**

Socialize with us!

RIDEREDDING.COM

13,496 people reached

Boost Post

# **Attachment K**

## School Information

All schools in the  
**Shasta Union High School District**  
**2200 Eureka Way,**  
**Redding, CA 96001**

**All school contact**  
**Jim Cloney, School District Superintendent**  
530.241.3261  
[jcloney@suhsd.org](mailto:jcloney@suhsd.org)

**Shasta High School**  
45-70136-4537304  
2500 Eureka Way  
Redding, Ca 96001  
1371 student enrollment  
estimated walk/bike 3%  
FRPM 34%

**University Preparatory**  
45-70136-0106013  
2200 Eureka Way  
Redding, CA 96001  
939 students enrollment,  
estimated walk/bike unknown,  
FRPM 13%

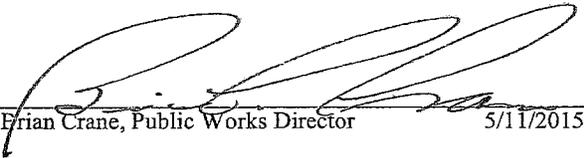
**Pioneer High School**  
45-70136-4530200  
2650 Eighth Street  
Redding, CA 96001  
217 students  
estimated walk/bike unknown,  
FRPM 79%





# CITY OF REDDING REPORT TO REDDING CITY COUNCIL

APPROVED

<b>MEETING DATE:</b> May 19, 2015 <b>ITEM NO.</b> 9.11(e) [G-100-170]	<b>FROM:</b> Brian Crane, Public Works Director
<b>SUBJECT:</b> 9.11(e)--Active Transportation Program grant applications for roadway improvements	
***APPROVED BY***	
<b>Department Director:</b>   Brian Crane, Public Works Director 5/11/2015	<b>City Manager:</b>   Kent Starman, City Manager 5/12/2015

### ***Recommendation***

Authorize submittal of Active Transportation Program grant applications for roadway improvements from Diestlehorst Bridge to Downtown along Riverside Drive and Center Street, and along Quartz Hill Road.

### ***Background***

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus on making California a national leader in active transportation. Caltrans will administer the ATP program through its Office of Local Assistance.

The purpose of the ATP is to encourage increased use of active modes of transportation thereby increasing the proportion of biking and walking trips, increasing safety and mobility for non-motorized users and enhance public health. To compete for these funds, projects must include elements that achieve these goals.

Due to very tight project execution requirements, infrastructure projects that are either designed, nearly complete with design, or require little design work compete better overall and are more suited to meet the project execution timelines. As such, staff recommends two project applications for this cycle. The applications include:

- Diestelhorst to Downtown Non-Motorized Project: This project will provide pedestrian and cycling improvements to connect users from the River Trail near the Diestelhorst Bridge into the downtown area. The improvements will include an enhanced crossing of Court Street with rectangular rapid flashing beacons, dedicated cycling and pedestrian

pathway along Riverside Drive that may include a partial closure of Riverside Drive from Court Street to Center Street or one-way vehicular travel, and bike lanes (potentially separated from vehicular traffic), and sidewalks along Center Street to California and Shasta Streets.

- Quartz Hill Road Non-Motorized Improvements: Staff has nearly completed design work for this Citywide Traffic Impact Fee (TIF) program project. The project includes sidewalks along the eastern side as well as widening of the roadway to provide bike lanes/shoulder area on both sides for non-motorized users and vehicle recovery area. The project has been delayed due to TIF funding constraints. Additional funding from the ATP program would reduce the impact on the TIF account and make the project viable.

These projects were presented to, and have the support of, the City's Active Transportation Advisory Group. In addition, the Diestelhorst to Downtown project was presented at the first community meeting regarding the preparation of the City's Downtown Transportation Circulation and Parking Plan.

### *Issue*

Should the City Council direct staff to apply for ATP funds for the proposed projects?

### *Alternatives; Implication of Alternatives*

1. Direct staff to submit applications to Caltrans to obtain ATP program grant funds for the Diestelhorst to Downtown and Quartz Hill Road Projects. (**Staff Recommendation**)
2. Do not direct staff to apply for ATP program funds.
3. Provide alternative direction to staff.

### *Fiscal Impact*

The ATP program does not require matching funds. However, local resources for projects make them better able to compete for ATP funding. Matching funds for the Diestelhorst to Downtown project are available from non-motorized State Transportation Improvement Program funds already programmed for this project through the Shasta Regional Transportation Agency and by the California Transportation Commission. The Quartz Hill project will be matched with TIF program funds already expended for design.

In addition, Street Division funds are used to fund the staff time necessary to complete the project applications. The amount is expected to be less than \$15,000 and sufficient funds are already appropriated in the current fiscal year. Street Division funds have also been utilized to develop and scope the Diestelhorst to Downtown project in sufficient detail to provide sufficient cost estimates for the grant application.

---

**Conclusion**

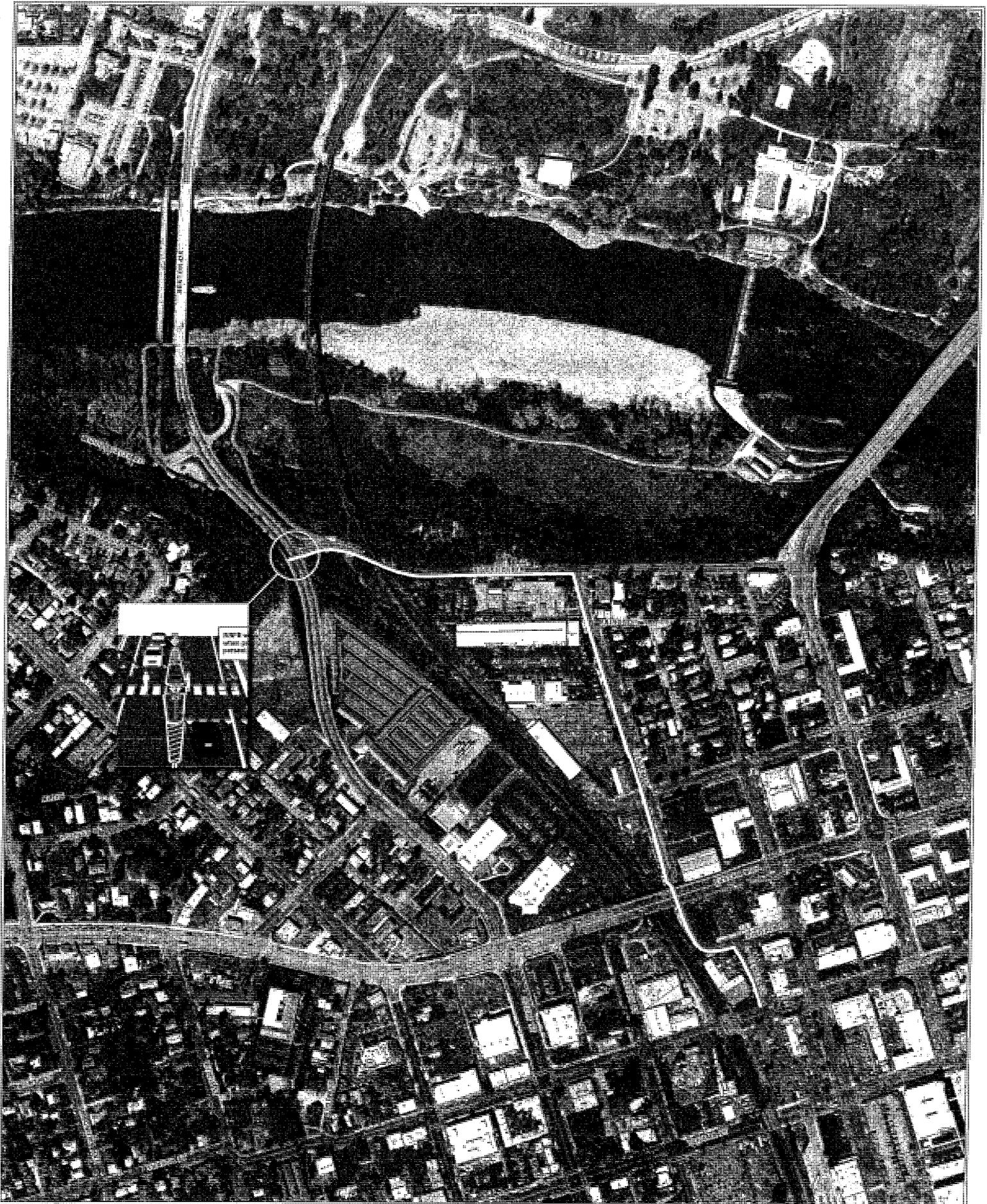
The proposed grant funds can be leveraged with other local investments to provide safe, reliable and efficient facilities for all transportation modes along these corridors. The proposed projects have been identified as priorities for the community of active transportation users and it is prudent to pursue additional grant funding to complete the improvements proposed.

c: Angela Udovich, Public Works  
John Abshier, Streets  
Corri Vandiver, Public Works  
Sarah Grant, Public Works

**Attachments:**

Diestlehorst To Downtown Trail  
Quatrz Hill To North Market Trail

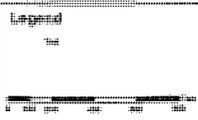




***Diestelhorst to Downtown Trail***  
***City of Redding***







**Quartz Hill Improvements**  
**City of Redding**





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# TRANSPORTATION ELEMENT

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## INTRODUCTION

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### PURPOSE AND CONTENT

A city is both defined and constrained by the network of highways, roads, trails, railroads, and transit services that move its residents and goods in, through, and out of the community. A comprehensive, well-planned, and efficiently functioning transportation system is essential to Redding's long-term growth and vitality. The Transportation Element (referred to by the Government Code as the *Circulation Element*) provides the necessary framework to guide the growth and development of the Planning Area's transportation-related infrastructure and integrates land use and transportation planning by ensuring that all existing and future developments have adequate circulation. The element is not limited to automobile-related transportation, but addresses the development of a balanced, multimodal transportation system for the City, although the street and highway (circulation/access) system supports the movement of all transportation modes, except rail, in Redding. Recognition of the regional nature of transportation facilities that various transport modes use and the need for interagency coordination is also emphasized.

Background data and information for this element are contained within Chapter 6 of the City of Redding *General Plan Background Report*.

Specific topics addressed within the policy document include:

- ▶ Streets and Highways.
- ▶ Regional Transportation Planning.
- ▶ Neighborhood Streets.
- ▶ Pedestrianism.
- ▶ Parking.
- ▶ Bicycle System.
- ▶ Public Transportation and Facilities.
- ▶ Air Transportation and Facilities.
- ▶ Railroad Services and Facilities.

### AUTHORITY

Pursuant to Government Code Section 65302(b), a general plan is required to include:

*A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the plan.*

The provisions of a Transportation Element affect a community's physical, social, and economic environment and are inexorably linked with a land use element. Its provisions must also be integrated with applicable state and regional transportation plans.

The City of Redding has chosen to address utility-oriented facilities, such as energy, water, sewage, storm drainage, and communications, within a comprehensive Public Facilities and Services Element.

---

## GOALS AND POLICIES

---

### COMPLETE STREETS

The City of Redding desires to develop and maintain an efficient transportation system that provides safe multimodal transportation choices for independent mobility, encourages healthy, active living, and supports greater social interaction. This system will provide safe and convenient travel along and across streets through the development and maintenance of a comprehensive, integrated transportation network designed to provide safe and convenient transportation alternatives for all users, including pedestrians, bicyclists, public transportation riders, and motorists. Such a transportation network is accomplished through the development of a system of "Complete Streets."

The goals and policies below reinforce various policies of the General Plan's Community Development and Design Element, Transportation Element, and Recreation Element intended to encourage development of infill parcels and mixed-use developments that help to lessen reliance on automobiles and to provide pedestrian and bicycle connections between neighborhoods, transit, recreational amenities, schools, employment centers, and services. Together these actions will help to establish a land use and transportation network that is efficient, accessible, and builds on the existing strengths of the Redding community.

---

### GOAL T1

**PROVIDE SAFE, EFFICIENT, AND COMFORTABLE ROUTES FOR WALKING, BICYCLING, AND PUBLIC TRANSPORTATION TO INCREASE USE OF THESE MODES OF TRANSPORTATION, ENABLE CONVENIENT AND ACTIVE TRAVEL AS PART OF DAILY ACTIVITIES, AND MEET THE NEEDS OF ALL USERS OF THE STREETS.**

---

Policies to achieve this goal are to:

**T1A.** Ensure that multimodal infrastructure improves transportation choices for pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities and that all users

are considered and included in the planning, design, approval, construction, and operation of new streets, and the alteration and maintenance phases of existing streets by:

- ▶ Including infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared-use paths, bicycle lanes, and paved shoulders.
- ▶ Provide pedestrian and bike connections from developments to adjacent main streets, open space areas, parks, transit stops, schools, commercial and employment centers, and other activity centers as opportunities arise.
- ▶ Designing new development to incorporate street connectivity for all users.
- ▶ Including new or alteration of existing infrastructure that facilitates safe crossing of the right-of-way for all users, such as: accessible curb ramps, high-visibility crosswalks, pedestrian refuge islands, smaller curb radii, corner bulbouts, pedestrian signals, and bicycle detection at traffic signals where warranted.
- ▶ Incorporating street design features and techniques that promote safe and comfortable travel along streets by pedestrians, bicyclists, and public transportation riders. Examples include: constructing traffic-calming mechanisms in neighborhoods; providing pedestrian refuge medians on busy streets; reducing the number of motor vehicle lanes and/or widths where appropriate; providing transit turnouts; and constructing physical buffers and separations between vehicular traffic and other users.
- ▶ Providing features that improve the comfort, convenience, and safety of users such as pedestrian-oriented/wayfinding signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, comfortable and attractive public transportation stops and facilities, street trees, landscape, and planting strips.

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## GOAL T2

**ESTABLISH A SYSTEMATIC COMPLETE STREETS RETROFIT PROGRAM THAT WILL EFFECTIVELY ALTER EXISTING APPROPRIATELY IDENTIFIED STREETS INTO COMPLETE STREETS AS RESOURCES BECOME AVAILABLE.**

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**Policies to achieve this Goal are to:**

- T2A.** Identify and prioritize physical improvements that would make bicycle and pedestrian travel safer along current key bicycling and walking routes. Establish an implementation strategy to construct needed improvements. Undertake improvements as part of street projects where feasible.
- T2B.** Identify intersections and other locations where collisions have occurred or that present safety challenges for pedestrians, bicyclists, or other users, including, but not limited to, intersections within one mile of schools; consider gathering additional data through methods such as walkability/bikeability audits.
- T2C.** Ensure that the transportation capital improvement program and other budgetary tools include funding for Complete Streets infrastructure to the fullest feasible extent. Utilize grant funds and other funding sources to augment City resources. Undertake street modifications with existing capital projects such as overlays, sidewalk repair, ADA curb ramps, and similar projects to reduce costs while providing multimodal accessibility.

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## GOAL T3

**ENSURE THAT EXISTING STANDARDS, PROGRAMS, AND PROCEDURES INCLUDE COMPLETE STREETS IMPLEMENTATION AS A MAIN FOCUS.**

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**Policies to achieve this Goal are to:**

- T3A.** Review the City's construction standards for streets, intersections, pedestrian facilities, bicycle facilities, and transit facilities and

revise as necessary to incorporate Complete Streets standards that support all users.

- T3B.** Consider establishing Multimodal Level of Service Criteria, including pedestrians and cyclists to guide development of the street network.
- T3C.** Collaborate with the Redding Area Bus Authority (RABA) to incorporate infrastructure to assist users in employing multiple means of transportation in a single trip in order to increase transportation access and flexibility. Examples include, but are not limited to, provisions for bicycle access on public transportation, secure bicycle racks at transit stops, and public transportation access to trails and recreational locations.
- T3D.** Consider development of a Complete Streets Design Manual that can serve as a guide for public and private development projects that propose new streets or modifications of existing streets.
- T3E.** Encourage new development in close proximity to existing employment, housing, schools, commercial centers, and other services and amenities.

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## GOAL T4

**WORK WITH THE PUBLIC, STAKEHOLDERS, AND OTHER JURISDICTIONS AND AGENCIES TO PROMOTE, DESIGN, AND CONSTRUCT AN EFFECTIVE TRANSPORTATION SYSTEM THAT SERVES ALL USERS.**

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**Policies to achieve this Goal are to:**

- T4A.** Undertake targeted outreach and public participation in community decisions concerning street design and use.
- T4B.** In collaboration with Shasta County, City of Anderson, City of Shasta Lake, and the Regional Transportation Planning Agency, integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs to

- ▶ Use LOS "D" —"tolerable delays"—for streets within the state highway system and interchanges.
- ▶ Use LOS "D"—"tolerable delays"—for river-crossing street corridors whose capacity is affected by adjacent intersections.

- T5B. Require development projects to construct both on- and off-site improvements as necessary to mitigate the effects of increased traffic generated by the project and maintain peak-hour LOS standards established by Policy T1A. The traffic analysis used to establish mitigating measures shall be based on the City's Traffic Model or other City-approved method. Improvements may be deferred by the City upon approval of a Deferred Improvement Plan which identifies improvements needed, costs, funding sources, and other pertinent data required by the City.
- T5C. Obtain needed street right-of-way dedications with ministerial projects and with the approval of subdivisions, use permits, and other discretionary actions.
- T5D. Encourage employers to provide incentives for employees utilizing alternatives to the single-occupant automobile, such as car pools, van pools, buses, bicycling, and walking.
- T5E. Encourage employers, including government agencies, to allow telecommuting and flex time and to promote staggered shifts or base work hours that do not coincide with peak-period traffic to reduce peak-hour trips.
- T5F. Route through truck traffic around existing and future residential neighborhoods and incompatible commercial areas to the extent feasible.
- T5G. Continue to utilize signage and enforcement to clearly demonstrate the City's intent to reduce truck traffic and parking in residential districts.

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## GOAL T6

### USE TRANSPORTATION SYSTEMS TO REINFORCE THE URBAN LAND USE PATTERN OF DOWNTOWN.

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#### Policies to achieve this goal are to:

- T6A. Retain alleys in the Downtown area to provide pedestrian circulation and convenient service access to local businesses.
- T6B. Establish motorized and/or non-motorized transportation linkages to connect Downtown Redding to the Park Marina, Turtle Bay, and Civic Center areas; augment the transit system to establish frequent and convenient access to these destination areas.

#### PROVIDING EFFICIENT ROADWAYS

The street network is, and will remain, the basic element of the transportation system for the foreseeable future. That network is made up of a number of different types of streets, each performing a special function and serving different types of traffic. The street classifications Redding uses are listed in the table below. Each class, with the exception of Freeways and Expressways, also has subclasses, depending on the nature and quantity of traffic they are designed to carry. Figure 2-2 depicts the City's basic circulation system, including new street links that will be needed between now and buildout of the City. Appendix "A" notes the types of street improvements that will be needed over the next 40 to 50 years. Appendix "B" provides a list of the City's expressway, arterial, and collector streets. These improvements have been projected through the use of the "Shasta County Travel Demand Model." This computer model utilizes existing and planned land uses to estimate future traffic levels and roadway deficiencies. It is based on a countywide system, thereby taking into account traffic originating from areas outside the city as well as those generated from within.

Given significant barriers such as Interstate 5, the Sacramento River, the Union Pacific Railroad, Redding Cemetery, and often difficult topography, Redding has done an admirable job of planning for and constructing an efficient system of cross-town arterial streets. Most traffic flows smoothly, even during peak hours. The system, however, must be continually enhanced as

This agency coordinates local land use planning and establishes capital improvement programs under a state referendum approved in 1990. The agency is made up of representatives from Shasta County and the Cities of Redding, Shasta Lake, and Anderson.

**GOAL T8**

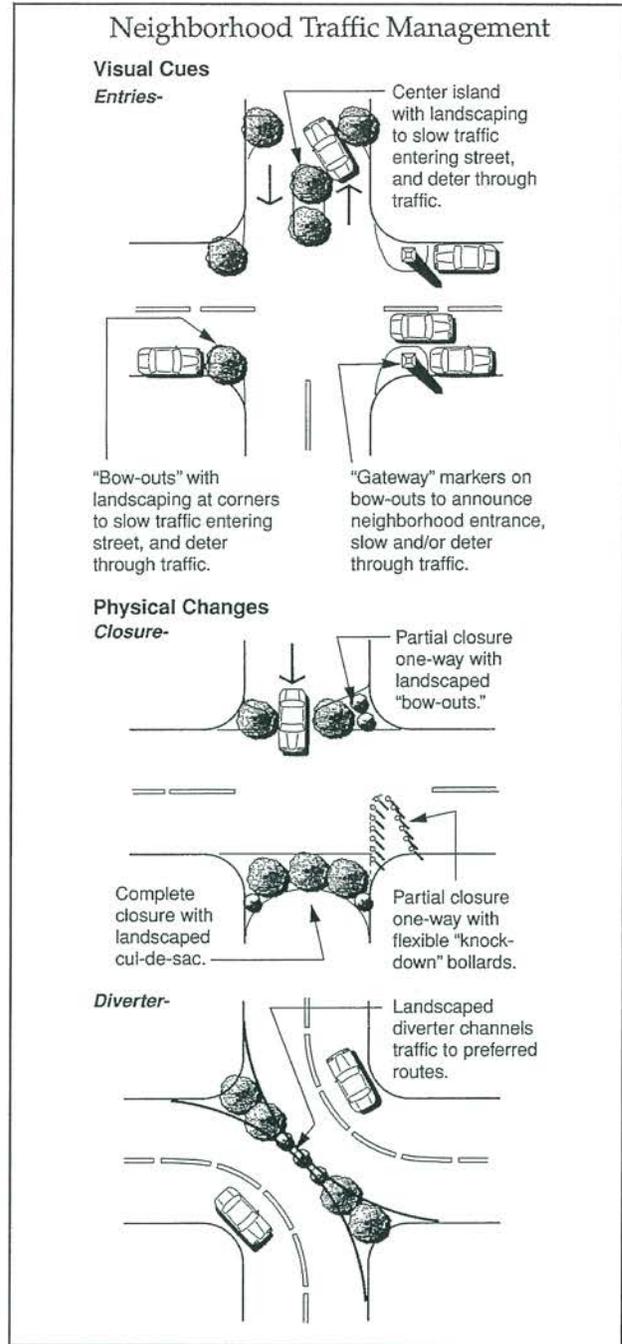
**ENSURE INTERAGENCY AND REGIONAL COORDINATION WITH REGARD TO TRANSPORTATION PLANNING AND IMPROVEMENTS.**

**Policies to achieve this goal are to:**

- T8A. Participate in multijurisdictional efforts to plan, upgrade, and expand the regional road network.
- T8B. Work closely with Caltrans and the RTPA to ensure that state facilities which go through the City—including SR 299, SR 44, SR 273, Interstate 5, and intersections/interchanges that involve those facilities—are maintained at an acceptable LOS as defined in this element.
- T8C. Encourage Caltrans and the RTPA to incorporate desired City design features (Intelligent Transportation System programs, landscaped medians, Class II bike lanes, and detached sidewalks) within state facilities that function as arterials and gateways through the City.
- T8D. Work closely with Shasta County to ensure that adequate street rights-of-way and improvements are provided in areas likely to annex to the City.

**NEIGHBORHOOD STREETS**

Maintaining adequate traffic flows and acceptable levels of service is of primary concern on freeways, expressways, arterials, and collectors. However, the focus on residential streets is often to slow traffic down and create more livable street environments. Capacity thresholds for residential streets are usually designed to ensure that traffic flows remain within acceptable levels of service. The typical threshold given for local streets is 3,000 trips per day. Although this figure may indicate what is generally acceptable in terms of vehicular levels of service, it is actually much higher than the traffic volumes that most residents and



pedestrians would find acceptable. In general, residential streets that accommodate more than 2,000 trips per day are viewed as unsafe, noisy, and disruptive to the quality of a residential environment.

Even though Redding has a good system of arterials, drivers may be prompted by heavy traffic at some locations to take short-cuts through residential neighborhoods. Excessive traffic can destroy the feeling of comfort, safety, and cohesion in neighborhoods. The City should use a variety of

physical and program options to divert traffic in problem areas. The size and kind of problem should be verified by a special traffic study prior to carrying out any options. Careful review of proposed street designs (including street patterns and widths) in new subdivisions is also important to avoid the creation of new problems.

The speed vehicles travel in residential neighborhoods is a very real concern. Although residential streets are "designed" for a speed of 25 MPH, the average speed along the City's residential streets is in excess of 30 MPH. On certain streets, the average speed is considerably higher. Excessive speed not only poses serious pedestrian safety concerns, it also detracts from the general quality of life within the neighborhood.

Speed can be controlled through a number of means, including increased enforcement; traffic-calming devices, such as roundabouts and neck-downs; and narrowing the "pavement width" of the street. The latter two can work together when designed as an integral component of new neighborhoods as addressed in the Community Development and Design Element. Where problems occur on existing streets, the same types of techniques can be used to "retrofit" the street, thereby slowing vehicle speed. Speed bumps, street closures, and diversions should be used only as a last resort. These devices may cause longer response times for emergency vehicles and reduce access options.

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**GOAL T9**  
**PROTECT RESIDENTIAL NEIGHBORHOODS FROM**  
**EXCESSIVE THROUGH TRAFFIC, WHERE**  
**FEASIBLE.**

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**Policies to achieve this goal are to:**

- T9A. Develop neighborhood protection plans when traffic studies or monitoring confirm excessive traffic volumes, substantial through traffic, speeding, or accidents in specific residential areas.
- T9B. Emphasize the use of landscape and other visual deterrents to through traffic; install physical measures only as a last resort.
- T9C. Establish street design standards and review criteria intended to avoid the creation of local

streets that will encourage excessive speed and/or which will ultimately function as collectors. Factors that may contribute to a local street functioning as a collector include:

- ▶ Excessive length (typically greater than one-half mile).
- ▶ Excessive width.
- ▶ The lack of other streets which may be used to convey traffic to nearby arterials.

T9D. Encourage new neighborhoods to incorporate detached sidewalks and to establish landscape "parkways" between the curb and sidewalk. Continuous and consistent tree-planting to form canopy closure is encouraged.

T9E. Route through traffic around the perimeters of neighborhoods where possible.

**PEDESTRIANISM**

The popularity of walking is continuing to increase. Not only does walking provide a good form of exercise, it can also be an effective "commuting" mode if complementary land uses are located nearby. In the past, the realm of the pedestrian has often been overlooked in Redding. In order to be effective, sidewalks and other pedestrian areas need to be reasonably attractive, impart a feeling of safety and separation from vehicles, and be designed for use by all individuals, including those with mobility impairments. These objectives can largely be achieved through facility design. Factors such as sidewalk width and the creation of an attractive separation between the sidewalk and the curb (usually by a maintained landscape strip) can contribute to the quality and perceived safety of the pedestrian's experience. This is particularly important on streets which carry heavy traffic volumes and/or have relatively high vehicle speeds.

Sidewalks are particularly critical in areas where young children are likely to walk. This would include corridors between residential areas and parks or schools. The installation of handicapped ramps in accordance with Americans with Disabilities Act requirements is also important at intersections, so that those with mobility impairments can easily cross the street and safely return to a sidewalk system. In order

to encourage the highest level of use, pedestrian facilities need to be linked or connected to areas or destination points that people want to get to. These include, but are not limited to: a neighborhood store, place of employment, neighboring development, educational/recreational facilities, the river, or other creekside trail. Policies addressing this issue are included in the Community Development and Design Element.

When walking is not perceived as safe, convenient, or comfortable, it is not selected as the mode of travel by those who have a choice. Development of the type of pedestrian system described in this section is essential to increasing the number of individuals choosing to walk through the Redding community. The Recreation Element also addresses the establishment of a comprehensive trail system that will complement the City's sidewalk system.

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**GOAL T10**  
**PROVIDE AN ATTRACTIVE, SAFE, AND**  
**CONTINUOUS SYSTEM OF SIDEWALKS AND**  
**OTHER PEDESTRIAN FACILITIES.**

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**Policies to achieve this goal are to:**

- T10A. Provide pedestrian-oriented features, such as benches, enhanced landscape, and trash receptacles, in commercial areas, particularly in the Downtown and Park Marina areas.
- T10B. Require new development to provide sidewalks or other pedestrian-dedicated facilities on both sides of new public streets. Exceptions may be appropriate where topography is difficult, proposed lots are of a rural or semi-rural nature, or where the development plan illustrates that pedestrians will be accommodated by alternative means.
- T10C. Work with neighborhoods to decide where curbs, gutters, and sidewalks are needed on unimproved local streets and how to pay for the improvements; establish sidewalk continuity wherever feasible.
- T10D. Pursue funding for the continued replacement and repair of sidewalks that have deteriorated due to age and tree-root invasion.

- T10E. Develop and implement a program to identify, prioritize, and fund the retrofitting of existing intersections that do not currently have handicapped access ramps at the street corners.
- T10F. Require all new or renovated pedestrian facilities to be of a sufficient width to ensure pedestrian comfort and safety and to accommodate the special needs of the physically disabled.
- T10G. Restrict speed limits in residential neighborhoods, Downtown, and other areas of the City where pedestrian activities are strongly encouraged to reduce the potential for pedestrian injuries and fatalities.

**PARKING**

Parking facilities are an important part of the transportation system. Allowing on-street parking along busy arterial streets, for instance, increases the possibility of pedestrian and vehicle conflicts and can disrupt the flow of traffic. Off-street parking often has its own drawbacks, particularly related to conflicts resulting from the number and location of driveways and the appearance they have from the street. The latter issue is addressed in the Community Development and Design Element. In certain areas, such as Downtown, on-street parking is desirable, the conflicts noted above notwithstanding. Traffic generally moves at a slower speed in the Downtown area and maintains a small-town feel to the streets.

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**GOAL T11**  
**ENSURE THAT SUFFICIENT, WELL-DESIGNED,**  
**AND CONVENIENT ON-STREET AND OFF-STREET**  
**PARKING FACILITIES ARE PROVIDED TO SERVE**  
**LAND USES THROUGHOUT THE CITY.**

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**Policies to achieve this goal are to:**

- T11A. Maintain adequate on-street and public off-street parking areas within the Downtown area to meet ongoing parking demands.
- T11B. Generally prohibit on-street parking on arterial streets outside the Downtown area to reduce congestion and conflicts.
- T11C. Pursue funding options and strategies for the construction and maintenance of shared-parking facilities/structures Downtown.

T11D. Establish maximum and minimum standards for parking spaces in transit corridors and Downtown to promote use of alternate modes.

**BICYCLE SYSTEM**

Bicycles can be an integral part of a city's transportation system. As lifestyles and land use patterns continue to change, there is every reason to expect that this transportation mode will increase considerably. To make the most of commuter bicycle use, a comprehensive system of bikeways needs to be established. There are many opportunities within Redding's existing arterial and collector street system to establish a viable commuter system. In many instances, this system can be linked to the system of multiuse trails that have been and will be constructed along the river, its tributary streams, and other areas. It will take commitment on the part of the City to ensure that proper facilities are provided as new streets are constructed and to establish an active program to retrofit existing streets to accommodate bike facilities. This work may consist of restriping streets to provide adequate width for bike facilities and/or providing additional paved width along shoulders. The preparation of a properly documented Bikeway Plan is necessary to identify existing deficiencies, recommend upgrades, and establish timing and funding priorities.

Until a Comprehensive Bikeway Plan is adopted, Figure 2-3 should be used to plan for a well-integrated bikeway system. The system should include all classes of facilities as addressed in Table 2-1.

**Table 2-1  
Bikeway Classifications**

Bikeway Classification	Description of Facility
Class I	Paths developed within an entirely separate right-of-way for the exclusive use of bicycles and pedestrians. Except for occasional cross-flow points, these facilities completely separate cyclists from motorists.
Class II	Lanes within the road right-of-way designated specifically for one-way bicycle use. Class II facilities are delineated by signs and striping along street shoulders.
Class III	Bicycle routes indicated only by posted signs on existing streets. No specific bicycle lane is delineated.

**GOAL T12**

**MAKE IT EASIER AND SAFER FOR PEOPLE TO TRAVEL BY BICYCLE.**

Policies to achieve this goal are to:

- T12A. Develop and maintain a Comprehensive Bikeway Plan geared to establishing an integrated bicycle system.
- T12B. Incorporate facilities suitable for bicycle use in the design of interchanges, intersections, and other street-improvement/maintenance projects.
- T12C. Make improvements to streets, signs, and traffic signals as needed to improve bicycle travel.
- T12D. Keep bikeways free of overhanging shrubbery, debris, and other obstacles.
- T12E. Install bicycle parking in the Downtown area and at City parks, civic buildings, and other community centers.
- T12F. Support the efforts of the Redding Area Bus Authority (RABA) to provide bicycle racks on all buses within the system.
- T12G. Require new development to provide bicycle facilities or pay in-lieu fees based on the fair share of that development's impacts on the bikeway system and needs identified on the Comprehensive Bikeway Plan.

**PUBLIC TRANSPORTATION AND FACILITIES**

Public transportation, particularly bus service, is essential to the circulation system. It is often the only means of transport for people who cannot or choose not to drive, including school children, the elderly, and disabled persons. In conjunction with fundamental land use changes that provide adequate densities to ensure the feasibility of transit, the availability of a quality public transportation system can help reduce residents' dependence on the automobile. Coordination between transit and air transportation services can also enhance the transportation options available to residents and visitors.

**CITY OF REDDING, CALIFORNIA  
COUNCIL POLICY**

SUBJECT	RESOLUTION NUMBER	POLICY NUMBER	EFFECTIVE DATE	PAGE
COMPLETE STREETS INFRASTRUCTURE	2012-073	1303	AUGUST 21, 2012	1

***BACKGROUND***

On September 30, 2008, Governor Arnold Schwarzenegger signed Assembly Bill 1358, "The California Complete Streets Act." The legislation requires local jurisdictions to amend their General Plans as necessary to ensure that they include polices that will lead to the construction of streets that can accommodate use by pedestrians, bicyclists, disabled persons, and transit users, in addition to motor vehicles. The City of Redding adopted amendments to the Transportation Element of the General Plan on August 21, 2012, to comply with the Complete Streets Act.

***PURPOSE***

The purpose of this Council policy is to provide specific direction to affected City departments in the implementation of the City's Complete Street policies.

***POLICY***

The following shall be the policy of the City of Redding to ensure that Complete Streets are, and will continue to be, a vital element of the City's transportation infrastructure.

1. The various departments of the City of Redding shall make Complete Streets practices a routine part of everyday operations, shall approach transportation projects and programs as opportunities to improve public streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets. For purposes of this resolution, projects and programs include the public and private construction, reconstruction, retrofit, maintenance, alteration, or repair of the street system and includes the planning, design, approval, and implementation processes. Projects and programs do not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.
  
2. Street projects, including those constructed within and adjacent to, or necessary to serve, new development should incorporate Complete Streets infrastructure that balances the needs of all users, provided, however, that such infrastructure may be excluded upon written approval by the Public Works Director where documentation and data indicate that:
  - a. Use by nonmotorized users is prohibited by law.
  - b. The existing right-of-way does not allow for the accommodation of all users. In such cases, alternatives shall be explored, such as the use of revised travel-lane configurations, paved shoulders, signage, traffic-calming, or similar alternatives.
  - c. The cost would be excessively disproportionate to the need or probable future.
  - d. There is a documented absence of current or future need.
  - e. The safety of pedestrians, bicyclists, transit users, or vehicular traffic may be placed at an unacceptable risk

**CITY OF REDDING, CALIFORNIA  
COUNCIL POLICY**

SUBJECT	RESOLUTION NUMBER	POLICY NUMBER	EFFECTIVE DATE	PAGE
<b>COMPLETE STREETS INFRASTRUCTURE</b>	<b>2012-073</b>	<b>1303</b>	<b>AUGUST 21, 2012</b>	<b>2</b>

3. If the safety and convenience of users can be improved within the scope of pavement resurfacing, re-striping, signalization operations, and similar routine activities on public streets, such projects shall incorporate Complete Streets components unless to do so would be unreasonable or inappropriate in light of the scope of the project or the project is subject to the limitations noted in Item 2 above.
  
4. The City of Redding Public Works Department and the Development Services Department shall review the City's existing street-related standards and ordinances and prepare revisions as may be necessary to apply Complete Streets practices throughout the transportation network. The review shall consider right-of-way needs, cross-section templates, design-treatment details, street/intersection curb radii, and other standards to achieve a balance between the needs of various users of streets.
  
5. In its review of proposed development projects, the City will ensure that the intent of this Complete Streets policy is implemented by ensuring that the design of the development includes streets that will accommodate all multimodal users of the facility in a safe and efficient manner and that appropriate street, pedestrian, and bicycle connections from developments to adjacent main streets, open-space areas, parks, transit stops, schools, employment and commercial centers, and other activity centers are provided. It is recognized that streets must be designed in a context-sensitive manner and that not all streets, such as many local residential streets, will necessarily incorporate separate facilities for each use, as long as they provide safe accommodation for all users.
  
6. The Public Works Director shall:
  - a. Establish a program to identify critical pedestrian- and bicycle-route gaps in the transportation network for all roadway users, which categorizes and prioritizes necessary improvements to correct identified deficiencies through street-maintenance programs as funding allows.
  - b. Identify those streets and sections of streets within the City that, given existing and forecast traffic volumes, have been designed and/or constructed to accommodate traffic in excess of existing and future need. Establish a program for the redesign/retrofit of said streets to be implemented when funding is available. Such retrofits may include, but are not limited to, reducing the number of traffic lanes and adding bike lanes (i.e., "road diet"), reducing lane widths to accommodate bike and pedestrian facilities, and providing pedestrian-safety enhancements at intersections, such as "bulbouts" and refuge islands.
  - c. Establish a process to facilitate public participation in policy decisions and transparency in determinations concerning the design and use of streets.
  - d. Develop funding strategies for addressing transportation needs; actively pursue funding from state, federal, and other sources.

**CITY OF REDDING, CALIFORNIA  
COUNCIL POLICY**

SUBJECT	RESOLUTION NUMBER	POLICY NUMBER	EFFECTIVE DATE	PAGE
COMPLETE STREETS INFRASTRUCTURE	2012-073	1303	AUGUST 21, 2012	3

- e. Report to the City Council regarding the steps taken to implement this policy, additional steps planned, and any desired actions that would need to be taken by the City Council or other agencies or departments to remove impediments to implementation of this policy.
- 7. Provide opportunities for City staff and the public to participate in training programs in how to integrate, accommodate, and balance the needs of all users when such training becomes available.

Policies\CompleteStreets-KM-CC.wpd



# FINAL DRAFT 2010 Regional Transportation Plan For Shasta County



**Shasta County  
Regional Transportation  
Planning Agency  
(Metropolitan Planning Organization)  
1855 Placer Street  
Redding, CA 96001**

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### Background

#### Overview

The primary goal of the non-motorized transportation program is to create a transportation environment that encourages non-motorized alternatives. Actions and policies listed below promote bicycling and walking as a means to decrease automobile-dependency; reduce traffic congestion, air pollution, and noise pollution; and support sidewalks, and bike and pedestrian trails. Planning for facilities to promote walking and biking as transportation modes provides for safe non-motorized travel.



#### Pedestrian

Most residents of Shasta County choose the automobile for transportation to work: 92% of workers, or 59,096 people, according to the 2000 Census.<sup>1</sup> Walking is the next most popular mode, with 2.2% of workers, or 1,443 people, walking. Although often overlooked as a significant mode of transportation, walking is more common than both transit and bicycling. Attempts to promote walking are primarily addressed through land use measures. The policy section of the land use chapter (see Chapter 10) encourages local agencies to provide for mixed-use development that lends itself to walking or bicycling.

Recreational hiking and bike riding are widespread in the many parks and forests in Shasta County. Lassen Volcanic National Park, in the southeast corner of the county, has perhaps the best-developed series of hiking trails. Additionally, hundreds of miles of abandoned logging roads provide recreational opportunities for mountain biking.

The Pacific Crest National Scenic Trail extends 2,600 miles from Canada to Mexico. Seventy-eight miles of this hiking and equestrian trail lie in Shasta County, extending up the east side and across the north side of the county. The U.S. Forest Service has another 275 miles of trails in Shasta County.

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<sup>1</sup>The 2000 Census only addresses transportation modes to work; therefore, modes of travel to schools and stores are not addressed in this document.

The City of Redding has built a series of interconnected river and park trails along the Sacramento River. Approximately eight miles of paved pedestrian/bicycle trails have been completed along the Sacramento River between Hilltop Drive and Keswick Dam Road. A footbridge was completed in 1990 at the northerly end of the trail to provide a looped system. New feeder trails have been funded and are under design. These trails will provide bicycle and pedestrian access from adjacent residential areas to the main river trail. Various extensions of the main trail are planned as funding becomes available. The Sundial Bridge, which connects the Museums of Turtle Bay with the Redding Arboretum across the Sacramento River, opened in July 2004.

A former railroad grade has been improved and provides a 12 mile paved and unpaved trail from near Keswick Dam Road to Shasta Dam. This trail connects with the City of Redding’s network of trails. These trails are coordinated with designated bikeways on roads to provide loop possibilities to the trail users. It is also anticipated that, as this network of trails matures and becomes more widespread, bicycling will become a more viable commuting option.

**TABLE 9-1**  
**Summary of Trails and Bikeways in the Redding Area**

	<i>TRAILS Paved and Dirt</i>	<i>BIKEWAYS Class I, II, III</i>	<i>TOTAL System Miles</i>
Existing Miles	80.25	75.46	155.71
Proposed Miles	78.45	54.56	133.01
Total Existing and Proposed Miles	158.7	130.02	288.72

In the Burney area, there is a proposed project to create a multipurpose trail on the alignment of the former McCloud Railway Company railroad tracks. The rail line has been abandoned east of McCloud, which included a line to Burney in Shasta County. The tracks have been removed. The right-of-way is still owned by the Forbis family.

The Shasta County Department of Public Health encourages pedestrian facilities and walking as part of a healthy lifestyle. Walking can help reduce obesity, diabetes, hearth disease, and respiratory diseases. Public Health also encourages safe design of pedestrian facilities to prevent injuries.

**TABLE 9-2**  
Existing Trails in the City of Redding (2008)

<b>MULTIPLE-USE TRAILS</b>					
	<b>Trail Name</b>	<b>From</b>	<b>To</b>	<b>Length</b>	<b>Acres *</b>
1	Blue Gravel Mine Trail *	Placer St	Canyon Creek Rd	2.04	12.34
2	Buckeye Park Trail*	Internal Loop	Internal Loop	0.29	1.76
3	Buenaventura Trail	Lakeside Drive	Sunflower Drive	0.45	
4	Canyon Creek Trail*	Blazingwood Dr	Buenaventura Blvd	0.51	3.09
5	Cascade Park Trail	Internal Loop	Internal Loop	0.50	
6	Civic Center Perimeter Trail	Internal Loop	Internal Loop	0.89	
7	Clover Creek Preserve	Internal Loop	Internal Loop	2.00	
8	Enterprise Park Trail	Internal Loop	Internal Loop	1.53	
9	Knolls Trail *	Foothill Blvd	Eureka Way	0.19	0.14
10	Lema Ranch Trails (private, open to the public)	Internal Loop	Internal Loop	3.58	
11	Mary Lake Trail Loop	Internal Loop	Internal Loop	0.75	
12	Mary Lake - Westside Trail Connector *	Mary Lake Park	Westside Trail	0.30	1.82
13	Mary Street / Overhill Extension *	Sacramento River Trail	Overhill St	0.31	1.90
14	Park Marina River Front	Cypress Bridge	2703 Park Marina	0.11	
15	Parkview Riverfront Park Trail	Civic Center	Cypress Bridge	0.55	
16	Peppertree Park Trail	Internal	Internal Loop	0.37	
17	Sacramento River Trail - North *	Keswick Dam Road	Hilltop Drive	6.72	40.73
18	Sacramento River Trail - South *	Court St	Keswick Dam Road	3.40	20.61
19	Sacramento River Rail Trail (BLM)	Motion Creek	Keswick Dam Rd	12.00	
20	Stanford Hills Trail *	Sutro Mine Rd	Sac. River Trail - North	0.86	5.19
21	Sundial Bridge *	Riverfront Park	Highway 44/Auditorium Dr	1.32	8.00
			<b>MULTIPLE-USE TRAILS</b>	<b>38.67</b>	<b>87.58</b>
<b>DIRT TRAILS</b>					
	<b>Trail Name</b>	<b>From</b>	<b>To</b>	<b>Length</b>	<b>Acres *</b>
1	Buenaventura Trail	Sunflower Drive	Sacramento River Trail	0.70	
2	Churn Creek Open Space Trails (private, open to public)	Tidmore Lane	Minder Park	4.00	
3	Clover Creek Preserve	Internal Loop	Internal Loop	2.50	
4	Fishermens Trail (BLM)	Keswick Dam	Sacramento River Rail Trail	0.40	
5	Hornbeck Trail (BLM)	Quartz Hill Road	Walker Mine Road	4.00	
6	Lower Sacramento Ditch Trail (BLM)			3.30	
7	Sunset Trail (Palatine) *	Scenic Dr	Sacramento River Trail	0.50	3.03
8	Swasey Trails (BLM)	Swasey Road	Mule Town Road	10.80	
9	Upper Sacramento Ditch Trail (BLM)	Walker Mine Road	Shasta Dam	10.00	
10	Westside Trails	Lower Springs/Placer Rd	Mary Lake Park	6.08	
			<b>DIRT TRAILS</b>	<b>41.58</b>	<b>3.03</b>
			<b>MULTIPLE-USE and DIRT TRAILS</b>	<b>80.25</b>	
			<b>TRAIL ACREAGE *</b>		<b>90.61</b>

\* TRAIL ACREAGE. Trails included in the Level-of-Service acreage, using a 50'-wide corridor, are marked with asterisks. Included in this acreage calculation are all public trails found within the city limits and outside a developed park.

**TABLE 9-3  
Future Trails in the Redding Area**

<b>MULTIPLE-USE TRAILS</b>						
	<b>Trail Name</b>	<b>From</b>	<b>To</b>	<b>Miles</b>	<b>Acres</b>	<b>Year</b>
1	ACID Trail	Butte St	Cypress Av	0.89	5.38	2012
2	Boulder Creek Trail	SR 299E Bikeway	Churn Creek	1.69	10.24	2015
3	Candlewood Trail	Highway 44	Candlewood Dr	0.55	3.32	2009
4	Canyon Creek Trail Extension	Placer St	Blazingwood Dr	2.13	12.93	2010
5	Churn Creek Trail	Minder Park	Churn Creek Rd	4.03	24.42	2007-2020
6	Clear Creek Trail	SR 273S Bridge	Cascade Park	1.66	10.06	2012
7	Clover Creek Trail	Sports Park	Sacramento River	8.30	50.32	2007-2020
8	Dana To Downtown Bikeway	Sundial Bridge Drive Overpass	Mt. Shasta Mall	1.00	6.06	2011
9	Jenny Creek Trail	Eureka Way	Mary Lake	0.62	3.78	2011
10	Lema - Nash Trail	Shasta View Dr	Old Oregon Trail	0.98	5.94	2015
11	Linden Creek Trail	Placer St	MLK, Jr. Park	1.64	9.94	2012
12	Little Churn Creek Trail	Hartnell Av	Churn Creek	1.07	6.48	2012
13	Manzanita Trail	Manzanita Hills Av	Almond Av	0.27	1.63	2012
14	Middle Creek Trail	Old Shasta / SR 299W	Sacramento River Trail	1.86	11.28	2009-2012
15	Old 99 Spur Trail*	Lake Blvd	North Market St	0.96	4.61	2010
16	Palisades Trail	Hilltop Dr	North Bechelli Ln	1.43	8.67	2012
17	Riverside Trail	Sacramento River Trail	Center St	0.38	2.31	2015
18	Sac. River Trail - Future Expansion	Cypress Av	Anderson River Park	11.50	69.72	2018-2020
19	Sac. River Trail - Hatchcover Spur	Hemstead Dr	Cypress Av	0.29	1.74	2010
20	Sac. River Trail - Park Marina Trail	State Route 299W	Cypress Av	2.12	12.87	2015
21	Sac. River Trail - Turtle Bay West Extension	Convention Center	State Route 44	1.00	6.06	2007
22	Stillwater Creek Trail	Old Oregon Trail	Sacramento River	15.45	93.63	2020
23	Stillwater Plant Trail	State Route 44	Dersch Rd	1.85	11.21	2020
24	Sulphur Creek Trail -South	North Market St	Arboretum Perimeter Trail	0.38	2.30	2010
25	Upper Churn Creek Trail	Pine Grove Av	Oasis Rd	1.75	10.62	2020
26	Wentz Creek Trail	Mistletoe School	Cypress Av	0.55	3.34	2020
			<b>FUTURE MULTIPLE-USE TRAILS</b>	<b>64.36</b>	<b>390.08</b>	



**TABLE 9-3 (Cont'd)**

**DIRT TRAILS**

	<b>Trail Name</b>	<b>From</b>	<b>To</b>	<b>Miles</b>	<b>Acres</b>	<b>Year</b>
1	China Dam Trail	Placer Rd	Texas Springs Rd	2.43	14.75	2012
2	Mercedes Trail	Arboretum Perimeter Trail	Mercedes Ln	0.21	1.26	2015
3	Olney Creek Trail	Texas Springs Rd	Cascade Park	3.67	22.22	2016
4	Ridgeview Trail	Ridgeview Park	Blue Gravel Mine Trail	0.65	3.91	2012
5	Salt Creek Trail	Lower Springs Rd	Sacramento River Trail	2.00	12.12	2010
6	Sulphur Creek Trail - North	Quartz Hill Rd	North Market St	3.30	20.02	2012
7	Greenwood Trail	Walnut Ave	Sonoma St	0.83	5.03	2010
8	Avalon Trail	Shasta View Dr	Old Oregon Trail	1.00	6.06	2015
			<b>FUTURE DIRT TRAILS</b>	<b>14.09</b>	<b>85.37</b>	
			<b>TOTAL FUTURE TRAILS</b>	<b>78.45</b>		
			<b>TOTAL FUTURE ACRES</b>		<b>475.44</b>	

**Bicycling**

In California, 0.83% of employees bicycled to work in 2000, according to the 2000 Census. This is an unusually high average because of good weather and the presence of bicycle-friendly cities, such as Davis, where 25% of commuters bicycle.

In Shasta County, only 0.38% of employees bicycle to work. This is the same percentage as the national average.

There are some significant impediments for bicycle commuters in Shasta County. The major barriers in the urbanized area are Interstate 5, the Union Pacific Railroad, and the Sacramento River. Of the seven existing Sacramento River crossings for autos in the urbanized areas of Redding and Anderson, three have design provisions to accommodate bicycle traffic: the Diestelhorst, South Bonnyview, and Airport Road/North Street bridges. Two others, Cypress Avenue and Highway 44, are currently being widened and will contain pedestrian and bicycle facilities. There are also two bicycle/pedestrian bridges connecting sections of the Sacramento River Trail that cross the river: the Ribbon and Sundial bridges.

Bikeways are only part of the story. The Redding Area Bus Authority has front-mounted bike racks on its fixed-route buses. Each bus can carry three bicycles. This will increase opportunities for both commuting and recreational bicyclists.

Biking to the store, school, or work provides the added benefit of improving the health of Shasta County citizens. By providing a system that supports bicycling as an alternative transportation option, citizens have a time-efficient, low cost way of attaining the U.S. Surgeon General's recommended daily allowance for

physical activity. Bicycle exercise can help reduce heart disease, diabetes, obesity, and other chronic illnesses.

**State Facilities Not Restricting Bicycle Traffic**

Existing bike routes in the county include portions of the state and federal highways listed in Table 9-4. In the vicinity of Redding, there are sections of SR 299, Interstate 5, and SR 44 that prohibit bicycle and/or pedestrian traffic. Per District 2’s Cycling Guide for State Highways of Northern California, “While enjoying the 1,200+ miles open to cyclists in District 2, you should be aware of certain hazards. On all highways other than I-5, a cyclist should expect to find paved shoulder widths anywhere from 0-8 feet, with 2 feet or less being the most common. On I-5 a cyclist will encounter a 10-foot treated shoulder with rumblestrips.” Pit River Bridge has less than 10-foot shoulders. State highways provide vital links from the rural areas of Shasta County to the cities of Redding, Anderson, and Shasta Lake.

**TABLE 9-4  
STATE AND FEDERAL HIGHWAYS OPEN TO BICYCLISTS**

HIGHWAYS	LOCATION	MILES OPEN TO BICYCLES
I-5	North of Cottonwood to Anderson	5 miles
I-5	SR 273 to Oasis Road	1 mile
I-5	City of Shasta Lake to Dunsmuir	40 miles
SR 36	Platina to Trinity County line	12 miles
SR 44	Redding to Lassen County line	75 miles
SR 89	Siskiyou to Viola	50 miles
SR 151	City of Shasta Lake	3 miles
SR 273	Redding to Anderson	15 miles
SR 299	Trinity County to Lassen County	100 miles

*For more information, see the Caltrans District 2 Cycling Guide at [www.dot.ca.gov/dist2](http://www.dot.ca.gov/dist2).*

## Bikeways Defined

Bikeways are divided into three basic categories, based on the degree to which they separate bicycles from other travel modes:

- **Class I bikeways** (bike "paths") - Characterized by completely separate rights-of-way separating cyclists from motorists.
- **Class II bikeways** (bike "lanes") - Delineated by signs and striping along street shoulders.
- **Class III bikeways** (bike "routes") - Indicated only by posted signs on existing streets.

## Bikeways Existing and Proposed

The following is an inventory of bikeways, both existing and proposed:

**TABLE 9-5  
Shasta County Bikeways**

<b>Class II Bike Lanes</b>					
	<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>	<b>MILES</b>
1	Existing	Lake Boulevard	Redding city limit	Ashby Road	2.05
2	Existing	Deschutes Road	Hillside Drive	Berkeley Drive	0.60
3	Existing	Ashby Road	Lake Boulevard	Shasta Lake city limit	0.15
4	Proposed	Gas Point Road	I-5/Cottonwood	Happy Valley Road	6.44
5	Proposed	Happy Valley Road	Gas Point Road	Hawthorne Avenue	6.58
6	Proposed	Canyon Road	Hawthorne Avenue	Highway 273	2.18
7	Proposed	Balls Ferry Road	Anderson city limit	Deschutes Road	1.03
8	Proposed	Deschutes Road	Balls Ferry Road	Highway 299 East	13.80
9	Proposed	Placer Road	Redding city limit	Cloverdale Road	7.64
10	Proposed	Texas Springs Road	Placer Road	Branstetter Road	4.60
11	Proposed	Oasis Road	I-5/Redding	Old Oregon Trail	1.72
12	Proposed	Union School Road	I-5/Shasta Lake	Old Oregon Trail	1.73
13	Proposed	Old Oregon Trail	I-5/Mountain Gate	Highway 299 East	7.34
14	Proposed	Old Oregon Trail	Highway 299 East	Highway 44	4.37
15	Proposed	Airport Road	Highway 44	Anderson city limit	6.40
16	Proposed	Cloverdale Road	Placer Road	Oak Street	5.78
17	Proposed	Oak Street	Cloverdale Road	Palm Avenue	1.57
18	Proposed	Palm Avenue	Oak Street	Happy Valley Road	2.54
19	Proposed	Olinda Road	Happy Valley Road	Anderson city limit	5.20
20	Proposed	Old Alturas Road	Redding city limit	Old Oregon Trail	0.45
21	Proposed	Dersch Road	Airport Road	Deschutes Road	2.79
22	Proposed	Swasey Drive	Highway 299 West	Placer Road	4.06
23	Proposed	Abandoned McCloud Railway Company railbed*	Burney	To be determined	N/A

\* Sponsored by Save Burney Falls, a non-profit organization.

**TABLE 9-6**  
**City of Anderson Bikeways**

<b>Class 1 - Bikeways</b>				
	<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>
1	Existing	Barney Road	South Street	SR 273
2	Existing & proposed	SR 273	South Street	South city limit
<b>Class 2 – Bike Lanes</b>				
3	Existing & proposed	South Street	SW city limit	SR 273
4	Existing & proposed	North Street		
5	Existing & proposed	Balls Ferry Road	South Street	SE city limit
6	Existing & proposed	East Street	Alexander Ave.	Balls Ferry Road
7	Existing	Rupert Road	Stingy Lane	Dodson Lane
8	Proposed	Dodson Lane	Balls Ferry Road	Rupert Road
9	Proposed	Stingy Lane	North Street	Balls Ferry Road
10	Proposed	Riverside Avenue	North Street	Ox Yoke Road
11	Proposed	McMurray Drive	North Street	Balls Ferry Road
12	Proposed	Ventura Street	North Street	Balls Ferry Road
13	Proposed	Freeman Street	North Street	South Street
14	Proposed	Fairgrounds Drive	1 <sup>st</sup> Street	3 <sup>rd</sup> Street
15	Proposed	3 <sup>rd</sup> Street	Fairgrounds Drive	SR 273
16	Proposed	Marx Way	SR 273	Barney Road
17	Proposed	Pinon Avenue	SR 273	To the west
<b>Class 3 – Bike Routes</b>				
18	Existing	Church Street	North Street	South Street
19	Existing	Silver Street	Briggs Street	South Street
20	Existing & proposed	Ferry Street	ACID canal	Ventura Atreet
21	Proposed	Barney Road	South Street	SR 273
22	Proposed	Alexander Avenue & Little Street	SR 273	Riverside Avenue
23	Proposed	1 <sup>st</sup> Street & Briggs Street	Fairgrounds Drive	SR 273

**TABLE 9-7**  
**City of Redding Bikeways**

<b>CLASS I - BIKEWAYS</b>				
<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>	<b>MILES</b>
Existing	SR 299E	Boulder Creek	Interstate 5	0.24
Existing	SR 299E	Interstate 5	College View Dr	0.61
	SR 44	Dana Drive	Sundial Bridge Drive	1.10
<b>EXISTING CLASS I BIKEWAYS:</b>				<b>1.95</b>

<b>CLASS II - BIKE LANES</b>				
<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>	<b>MILES</b>
Existing	Buenaventura Blvd	Keswick Dam Rd	Stanford Hills Trailhead	1.00
Existing	Cedars Rd	Westside Rd	State Route 273	0.03
Existing	Eastside Rd	Polk St	Radio Ln	1.13
Existing	Knighton Rd	Churn Creek Rd	Airport Rd	1.75
Existing	Park Marina Dr	Butte	Parkview Av	1.36
Existing	Polk St	Ellis	Eastside	0.37
Existing	South Bonnyview Rd	State Route 273	Churn Creek Rd	3.06
Existing/ Proposed	N Market St	Lake Blvd	Quartz Hill Rd	1.26
Existing/ Proposed	Tarmac Rd	Shasta View Dr	Abernathy Ln	0.97
Existing/ Upgrade	Buenaventura Blvd	Buenaventura Trailhead	Railroad Av	3.00
Existing/ Upgrade	Hilltop Dr	State Route 299	E Cypress Av	3.34
Existing/ Upgrade	Lake Blvd	Pine Grove Av	N Market St	5.02
Existing/ Upgrade	Old Alturas Rd	Churn Creek Rd	Old Oregon Trail	2.46
Existing/ Upgrade	Shasta View Dr	College View Dr	Rancho Rd	5.97
Existing/ Upgrade	Victor Av	Old Alturas Rd	Rancho Rd	3.68
Existing/ Upgrade/ Proposed	Bechelli Ln	Bechelli River Access	South Bonnyview Rd	3.22
Existing/ Upgrade/ Proposed	Browning St	Hilltop Dr	Old Alturas Rd	1.11
Existing/ Upgrade/ Proposed	Churn Creek Rd	State Route 299	Knighton Rd	8.53
Existing/ Upgrade/ Proposed	Hartnell Av	Cypress Av	Airport Rd	4.14

Upgrade	Benton Dr	Quartz Hill Rd	Sacramento River	0.47
Upgrade	Butte St	Continental St	Park Marina Dr	0.39
Upgrade	Center St	Riverside Dr	Trinity St	0.16
Upgrade	College View Dr	Bodenhamer Blvd (Future)	Old Alturas Rd	2.01
Upgrade	Continental St	Trinity St	Butte	0.31
Upgrade	Court St	Sacramento River	Schley Av / Railroad Av	1.19
Upgrade	Cypress Av	Civic Center Dr	Ishi Dr	2.90
Upgrade	East St	Trinity St	South St	1.14
Upgrade	Keswick Dam Rd	Buenaventura Blvd	Lake Blvd	1.70
Upgrade	Oasis Rd	Lake Blvd	Old Oregon Trail	4.15
Upgrade	Old Oregon Trail	Oasis Rd	State Route 44	7.09
Upgrade	Parkview Av	Market Street	Park Marina Dr	0.96
Upgrade	Quartz Hill Rd	Keswick Dam Rd	N Market St	3.01
Upgrade	Railroad Av	Schley Av	Buenaventura Blvd	1.35
Upgrade	Riverside Dr	Court St	Center St	0.20
Upgrade	Schley Av	Court St	Railroad Av	0.07
Upgrade	State Route 273	South Bonnyview Rd	City Limits	3.88
Upgrade	Trinity St	Center St	Continental St	0.43
Upgrade	Westside Rd	Buenaventura Blvd	Cedars Rd	1.87
Upgrade/ Proposed	Boulder Dr	State Route 299 Bikeway	State Route 299 Bikeway	0.18
Upgrade/ Proposed	Hawley St	State Route 299	Proposed Future Trailhead	0.58
Upgrade/ Proposed	Placer St	City Limits	Airpark Dr	3.26
Upgrade/ Proposed	Rancho Rd	Churn Creek Rd	Venture	2.36
Proposed	Airport Rd	Hartnell Av	Sacramento River	6.15
Proposed	Bechelli River Access	Dana-to-Downtown Bikeway	Bechelli Ln	0.24
Proposed	Future Rd	Future Trailhead	Tanglewood	0.66
Proposed	Loma Vista	Bechelli Ln	Churn Creek Rd	0.50
Proposed	Palisades Av	Hilltop Dr	Dana-to-Downtown Bikeway	0.42
Proposed	Preserve Blvd	Thomason	Airport Rd	0.38
Proposed	Radio Ln / East Bonnyview Rd	Eastside Rd	South Bonnyview Rd	0.46
Proposed	South St	Court St	Park Marina Dr	1.35
Proposed	Venture St	Rancho Rd	Unforgettable Ln	2.34
Proposed	View St	Browning St	Dana-to-Downtown Bikeway	0.25
<b>TOTAL CLASS II BIKEWAYS:</b>				<b>103.80</b>

<b>CLASS III - BIKE ROUTES</b>				
<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>	<b>MILES</b>
Existing	Anita St	Ellis	Rio Street	0.16
Existing	Benton Dr	Quartz Hill Rd	N Market St	1.00
Existing	Branstetter Ln	West City Limits	Westside Rd	2.06

Existing	Cedars Rd	El Reno Ln	Westside Rd	1.50
Existing	Clear Creek Rd	West City Limits	State Route 273	4.01
Existing	Collyer Dr	Mountain View Dr	Old Oregon Trail	2.42
Existing	East St	South St	Locust St	0.21
Existing	Eastside Rd	Radio Ln	Girvan Rd	2.35
Existing	El Reno Ln	Cedars Rd	Westside Rd	0.15
Existing	Ellis St	Polk St	Anita St	0.12
Existing	Freebridge Av	Parkview Av	Rio St	0.39
Existing	Girvan Rd	Eastside Rd	State Route 273	0.04
Existing	Honeybee Rd	Texas Springs Rd	Clear Creek Rd	0.67
Existing	Mountain View Dr	Twin View Blvd	Collyer	0.57
Existing	Rio St	Freebridge Av	Anita St	0.04
Existing	Texas Springs Rd	Honeybee Rd	Branstetter Ln	2.42
Existing	Twin View Blvd	Oasis Rd	Mountain View Dr	1.29
Proposed	8 th St	Mary St	West St	0.08
Proposed	11 th St	West St	Court St	0.08
Proposed	Airpark Dr	Placer St	Gold St	0.16
Proposed	California St	Trinity St	Tehama St	0.24
Proposed	Center St	Trinity St	Division	0.10
Proposed	Churn Creek Rd	Knighton Rd	Airport Rd	3.43
Proposed	Civic Center Dr	Locust St	Cypress Av	0.14
Proposed	Continental St	Butte St	South St	0.32
Proposed	Dersch Rd	Airport Rd	Stillwater Creek Trail	0.81
Proposed	Division	Center St	California St	0.08
Proposed	Foothill Blvd	Lakeside Dr	Knolls Trailhead / Las Animas	0.59
Proposed	Gold St	Airpark Dr	West St	0.52
Proposed	Hemstead	Cypress Av	Bechelli Ln	0.47
Proposed	Hilltop Dr	E Cypress Av	Maraglia St	0.27
Proposed	Keswick Dam Rd	Sacramento River Trailhead	Buenaventura Blvd	1.48
Proposed	Lakeside Dr	Buenaventura Blvd	Foothill Blvd	0.14
Proposed	Las Animas	Foothill Blvd	Monte Bello	0.05
Proposed	Locust St	East St	Civic Center Dr	0.32
Proposed	Manzanita Hills Av	Knolls Trailhead / Monte Bello	Shasta St	0.11
Proposed	Market St	Placer St	South St	0.11
Proposed	Mary St	Overhill Trailhead	8 th St	0.20
Proposed	Meadow View Dr	Churn Creek Rd	Airport Rd	0.93
Proposed	Monte Bello	Las Animas	Manzanita Hills Av	0.05
Proposed	Overhill	Eureka Way	Overhill Trailhead	0.53
Proposed	Pleasant St	Placer St	Stratford	0.20
Proposed	Quartz Hill Rd	Keswick Dam Rd	Lake Blvd	2.91
Proposed	Railroad Av	South St	Schley Ave / Court St	0.44
Proposed	Shasta St	Stratford	Court St	0.98
Proposed	South St	West St	Court St	0.08
Proposed	Tehama St	West St	California St	0.28

Proposed	Traveled Way	N Market St	Sacramento River Trailhead	0.24
Proposed	West St	8 th St	11 th St	0.30
Proposed	West St	Shasta St	Gold St	0.46
Proposed	Willis	Shasta St	Shasta St	0.01
<b>TOTAL CLASS III BIKEWAYS:</b>				36.50
<b>TOTAL ALL TYPES OF BIKEWAYS:</b>				142.25

**TABLE 9-8**  
**City of Shasta Lake Bikeways**

<b>Class I - Bikeways (Path)</b>				
	<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>
1	Existing	Sacramento St	Shasta Dam Blvd	Rose Ave
2	Proposed	Ashby Road	Pine Grove Ave	El Cajon Ave
3	Proposed	Pine Grove Ave	Ashby Rd	Cascade Blvd
4	Proposed	Along Churn Creek	Pine Grove Ave	South city limits
5	Proposed	Shasta Way (future road)	Grand Avenue	Mountain Gate Blvd
6	Proposed	Future Rd	Shasta Way (future road)	Black Canyon Blvd

<b>Class II - Bike Lanes</b>				
	<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>
7	Existing	Shasta Dam Blvd (SR 151)	Lake Blvd	I-5
8	Existing	Lake Blvd	Shasta Dam Blvd	Pine Grove Ave
9	Existing	Pine Grove Ave/Ashby Rd	Lake Blvd	El Cajon Ave
10	Proposed	Ashby Rd/Shasta Gateway Dr and future road	Pine Grove Ave	Cascade Blvd
11	Proposed	Future road/Cabello/Black Ranch Rd	Pine Grove Ave	Shasta Way (future road)
12	Proposed	Cascade Blvd	South city limit	Shasta Dam Blvd
13	Proposed	Grand Coulee Blvd	Shasta Dam Blvd	Cascade Blvd
14	Proposed	Twin View Blvd	South city limit	Pine Grove Ave east
15	Proposed	Shasta Way (future road)	Grand Ave	Mountain Gate Blvd

<b>Class III - Bike Routes</b>				
	<b>STATUS</b>	<b>ROAD SEGMENT</b>	<b>FROM</b>	<b>TO</b>
16	Proposed	Lake Blvd	Shasta Dam Blvd	North city limit
17	Proposed	SR 151	Lake Blvd	West city limit
18	Proposed	Flanagan Road	Lake Blvd	West city limit
19	Proposed	Hill Street	Lake Blvd (south)	Lake Blvd (north)
20	Proposed	Toyon Ave	Lake Blvd	Sacramento Ave
21	Proposed	Future road	Pine Grove Ave	South city limit
22	Proposed	Montana St	Vallecito Ave	Red Bluff Ave
23	Proposed	Vallecito Ave	Montana St	Washington Ave
24	Proposed	Washington Ave	Vallecito Ave	Shasta Way
25	Proposed	Shasta Way	Washington Ave	Shasta Dam Blvd
26	Proposed	Fort Peck St	Montana Ave	Shasta Way
27	Proposed	Red Bluff Ave	Montana Ave	Mussel Shoals Ave
28	Proposed	Mussel Shoals Ave	Shasta Dam Blvd	Black Canyon Rd
29	Proposed	Grand Ave	Mussel Shoals Ave	Shasta Way

## **Non-Motorized Goal, Issues, Objectives, Policies, and Actions**

**Goal:** *Create a transportation environment that encourages non-motorized alternatives.*

### **Issues**

- A. Inadequate bicycle and pedestrian facilities discourage non-motorized trips. Bike plans need to account for commuter trail interconnectivity in order to increase bike- and walk-to-work trips.
- B. Many existing or potential on-street bicycle/pedestrian routes are not used due to a lack of shoulders or other barriers.
- C. Class I bikeways are costly, difficult to maintain, and used less by bicycle commuters.
- D. Class II and III bikeways utilizing street and road shoulders are often littered with glass, gravel, and other debris.
- E. The lack of a continuous regional bikeway system often impedes bicycle commuters.
- F. In addition to bicycles, Class II facilities are important routes for wheelchair users and pedestrians.
- G. Traffic lights often won't change for bicycles.
- H. Maintenance of bike lanes and bike paths is a continuing problem.
- I. Utility poles often obstruct pedestrian facilities.

## Objectives

### Short-Range (2010-2020)

- O-1 Strive to eliminate barriers to bicycle and pedestrian traffic.
- O-2 Integrate non-motorized transportation into development plans throughout the region.
- O-3 Keep bicycle and pedestrian lanes in a usable condition through an on-going maintenance program.
- O-4 Mark the road as to where a bicycle should be placed to trip all new traffic signals.
- O-5 At fixed-time traffic signals, where feasible, make all new walk/don't walk signals automatic so they go to walk without having to push the button. This is considered an ITS application for pedestrian crossing detection information.

### Long-Range (2020-2030)

- O-6 Strive to provide an interconnected bicycle/pedestrian network throughout the county.
- O-7 Mark all signaled intersections as to where to place a bicycle to trip the signal.
- O-8 Encourage the public to use non-motorized transportation facilities.

## Policies

- P-1 Encourage each city and the county to maintain an updated bikeway plan.
- P-2 Implement the Shasta County Regional Bikeway Plan including, where appropriate, street and highway improvements that accommodate non-motorized traffic by utilizing widened shoulders, bike paths, or lanes that serve non-motorized transportation.
- P-3 Provide bicycle lanes and pedestrian walkways on the Sacramento River bridges in Redding and Anderson to allow for better non-motorized traffic flow.
- P-4 Support continued development of the Sacramento River Trail and feeder trails.
- P-5 Encourage pedestrian and bicycle transportation as mitigation for regional transportation impacts.
- P-6 Encourage the inclusion of bike lanes and pedestrian facilities in road construction and improvement projects, where appropriate.
- P-7 Eliminate non-motorized barriers to comply with the Americans with Disabilities Act.
- P-8 Encourage sweeping of shoulders on all feeder and arterial routes on a frequent schedule to improve conditions for bicyclists.

- P-9 Identify traffic signal detectors for bicycle placement with use of standard road markings.
- P-10 Provide automatic walk signals at fixed-time signalized intersections equipped with walk/don't walk signals, where feasible.
- P-11 Use the Transportation Enhancement (TE) funding available within Shasta County for development of non-motorized projects.
- P-12 Where feasible and appropriate, enhance pedestrian safety by installing traffic calming measures, such as raised sidewalks, medians, and pedestrian countdown signals that are appropriately timed to meet the needs of seniors.

## **Actions**

### Short-Range (2010-2020)

#### *Caltrans and Regional Transportation Planning Agency*

- TE funds will remain available for use in constructing/improving non-motorized facilities. (P-1, P-2, P-11)

#### *Shasta County*

- The Shasta County Bikeway Plan emphasizes safety, and focuses on Class II and III bike lanes adjacent to selected roadways. (P-2) This Bikeway Plan is currently being updated.
- Due to low construction and maintenance costs and higher commuter usage of Class II and III facilities, Shasta County is focusing on these types of facilities for improvement of its bicycle corridors. (P-2)

#### *City of Anderson*

- The City of Anderson Bicycle Transportation Plan was adopted October of 2007. It emphasizes coordination of bicycle facilities with local agencies to link major activity centers. The City currently has about 7.5 miles of Class I, II, and III bicycle facilities, including about 2.5 miles in the Anderson River Park. The Plan proposes to add 9.9 miles of bikeways. (P-1)

#### *City of Redding*

- The City of Redding has identified various potential bikeways and paths that are expected to be built by land developers as part of their requirements. Several feeder routes to the Sacramento River Trail are planned, allowing access from adjacent residential areas. (P-2, P-4)

#### *City of Shasta Lake*

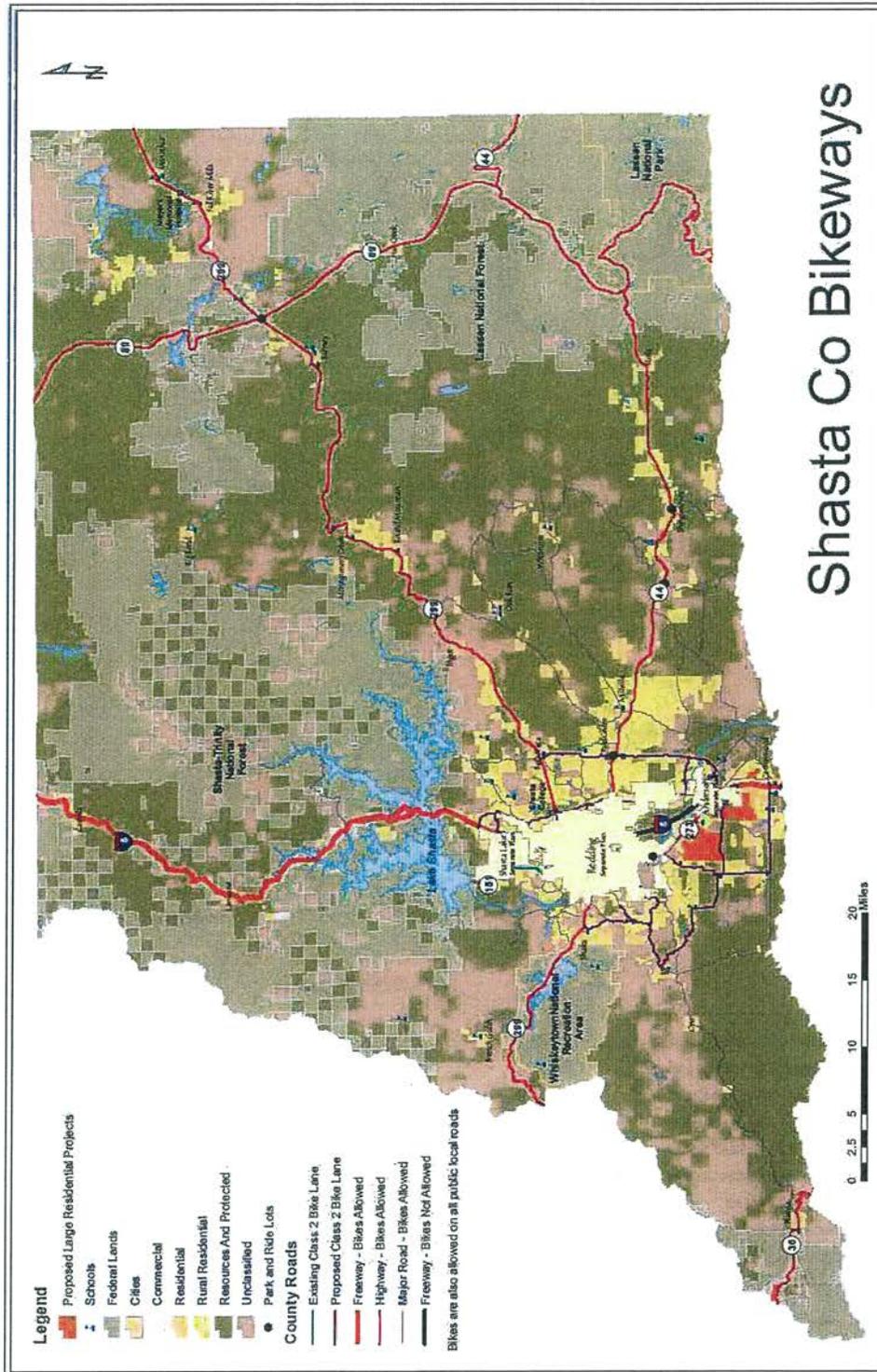
- The City of Shasta Lake adopted a new Bicycle Transportation Plan (BTP) in July of 2009. Adoption of the plan qualifies the city to apply for Bicycle Transportation Account funding. The City has about seven miles of existing bikeways. The BTP proposes to construct an additional 16.5 miles of bikeways. (P-1).

Long-Range (2020-2030)

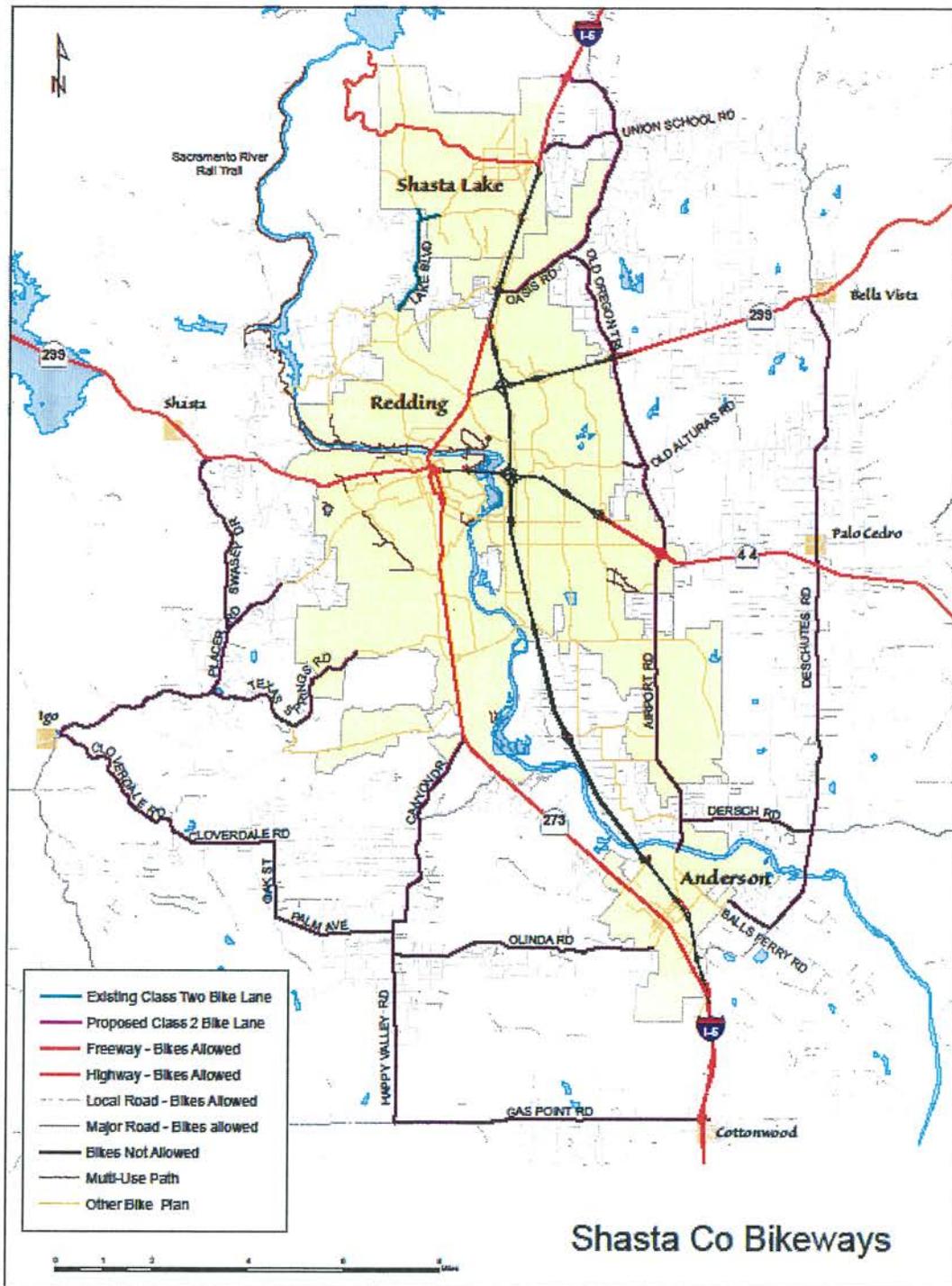
*Regional Transportation Planning Agency*

- The RTPA will pursue funding for non-motorized facilities and coordinate bikeway planning efforts. (P-11)

MAP 9-1  
Shasta County Bikeways



**MAP 9-2**  
**Shasta County South Central Region (SCR) Bikeways**



# **Parks, Trails, and Open Space Master Plan**

## **Document Structure**

### **Introduction and Summary**

- Summary Fact Sheet
- Guiding Principles
- Document Summary

### **Master Plan Strategies**

- Park Strategy
- Trail and Bikeway Strategy
- Open Space Strategy
- Implementation Strategy

### **Quadrant Plans**

- Northeast Quadrant Plan
- Northwest Quadrant Plan
- Southeast Quadrant Plan
- Southwest Quadrant Plan

### **Appendix and Supporting Materials**

#### **Maps**

- Parks and Open Space System Map
- Parks, Trails and Bikeways Map
- Regional Open Space Map
- Open Space Suitability Analysis Map
- Northeast Quadrant Map
- Northwest Quadrant Map
- Southeast Quadrant Map
- Southwest Quadrant Map

- *Partnerships.* Continue to seek partnerships with national, regional, and local organizations, as well as educational entities, the development community, and individuals, to create unique projects within the park, trail, and open space system.
- *Grants.* Continue to pursue grant opportunities from federal, state, and local sources to plan and develop the proposed improvements.
- *Park Impact Fee.* Increase park development impact fee so that it may reach the maximum amount provided for by state law.
- *Improvement Fee.* Add an “off-site improvement fee,” equal to 20 percent of the in-lieu park fee, to cover the cost of utility line extensions, curb, gutter, pavement, street lights, and other necessary public improvements already required from subdividers who dedicate parkland.
- *Park and Open Space Tax.* Consider an increase to the local sales tax to fund acquisition, development, and maintenance of parks, trails, and open spaces.

OR

Consider utilization of a benefit assessment district to acquire, develop, and maintain parks, trails, and open space areas through the levying of a city-wide parcel tax.

- *Maintenance Districts.* Consider maintenance districts for new residential developments to fund park development and/or maintenance costs.

### **Relation to Other Plans**

The Master Plan has taken into consideration various plans already completed so that redundancy is reduced and coordination with potential partners is maximized.

Staff reviewed several plans generated by the City, including the 1998 Redding Bikeways Plan and the Downtown Specific Plan. The bicycle

plans of Shasta County, Anderson, Shasta Lake, and CalTrans were considered. Discussions were held with several school districts regarding their capital improvement plans.

Finally, we consulted various governmental agencies and nonprofit groups with activities relevant to parks, trails, and open space regarding their own strategies and management plans.

Because a small portion of the planning area is presently within Shasta County’s jurisdiction, continued coordination is also desirable with that entity. Should the County choose through its development review process to reserve or otherwise set aside land for park, trails, and/or open space purposes, the City would consider cooperating in acquisition or otherwise obtaining rights for public use. (Development and maintenance costs of such lands by the County would be at the County's sole discretion.)

### **Master Plan Advisory Committee**

As with other significant City planning efforts, public participation and involvement has been sought from the outset.

Early in 2001, the City Council appointed a special nine-member citizen’s advisory group whose members possessed diverse interests and expertise, including education, transportation, recreation, real estate, development, urban design, and law. Three members of this Master Plan Advisory Committee were drawn from the Community Services Advisory Commission, a standing citizens group that advises the Council on issues related to parks, recreation, open space, and tourism issues. The others were selected specifically for this task from the public at large.

In 26 public meetings over almost 2 years, the committee members reviewed inventories of sites and facilities, scrutinized analyses, assisted in survey questionnaire development, advised staff on updated service standards, and helped with the geographic distribution of proposed facilities. The City is indebted to their perseverance and vision in helping to create this document.

## **Public Outreach Activities**

- **Cable Access Call-in Show** to inform the public of the master planning effort (June 2001).
- **Local Sports Organizations** were given questionnaires and interviewed to gather information on their recreation facility needs.
- **High School Recreation Survey** given to 400 students to better understand the points of view of Redding teens.
- **Comprehensive Household Survey** completed by 1,352 Redding residents to solicit information on participation levels, spending priorities, and ideas for improving services. The survey was made possible through a LEGACI grant from the Great Valley Center, which the City applied for in partnership with Shasta Land Trust.
- **Open Space “Summit”** attended by forty representatives from natural resource agencies, adjacent governmental jurisdictions, nonprofit organizations, and interested citizens who discussed the direction for a Redding open space program.
- **Public Information Meetings** to present the public with the completed draft Plan and to solicit feedback and opinions.
- **Community Services Advisory Commission** held 5 public meetings and took testimony on the draft Plan. On September 10, 2003, the Commission unanimously recommended approval of the Plan to the City Council.
- **Redding Planning Commission Workshop** with the Community Services Advisory Commission to discuss the draft Plan.
- **Redding Planning Commission** held two public hearings to discuss and take testimony on the draft Plan, resulting in their recommendation to Council for approval on October 28, 2003.
- **Special Group Meetings** were conducted with service clubs, sports organizations and local business organizations to solicit input and explain the draft Plan’s major points.
- **Media Coverage** in the form of seven articles and editorials in 2003 have informed a broad, local audience.
- **Master Plan Web Site** launched June 2003 to keep the public up-to-date on scheduled public meetings and hearings, and to allow access online of the entire document for review or download.

### **Go To:**

<http://ci.redding.ca.us/comsrv/pmp/index.htm>

## Future Trails for the Redding Area, 2004-2020

### MULTIPLE-USE TRAILS

Map No.	Trail Name	From	To	Length	Acres	Quad	Year
16	ACID Trail	Butte St	Cypress Av	0.89	5.38	SW	2008
17	Blue Gravel Mine Spur	Placer St	Blue Gravel Mine Trail	0.18	1.08	SW	2004
18	Boulder Creek Trail	SR 299E Bikeway	Chum Creek	1.89	10.24	NE	2015
19	Buenaventura Trail	Eureka Way	Placer St	0.82	4.96	SW	2004
20	Candlewood Trail	Chum Creek Trail	Candlewood Dr	0.55	3.32	NE	2010
21	Canyon Creek Trail Extension	Placer St	Blazingwood Dr	2.13	12.93	SW	2004-2005
22	Chum Creek Trail	Twin View Blvd	Chum Creek Rd	8.03	48.68	NE	2007-2020
23	Clear Creek Trail	SR 273S Bridge	Cascade Park	1.86	10.06	SW	2012
24	Clover Creek Trail	Sports Park	Sacramento River	8.30	50.32	NE	2007-2020
25	Dana Drive Trail and Bikeway	Turtle Bay	Mt. Shasta Mall	0.59	3.57	SW	2006-2007
26	Gold Run Creek Trail	Sacramento River Trail	Eureka Way	0.90	5.44	SW	2004
27	Jenny Creek Trail	Eureka Way	Mary Lake	0.82	3.78	SW	2004
28	Lema - Nash Trail	Shasta View Dr	Old Oregon Trail	0.98	5.94	NE	2015
29	Linden Creek Trail	Fire Hall #2	MLK, Jr. Park	1.84	9.94	SW	2020
30	Little Chum Creek Trail	Hartnell Av	Chum Creek	1.07	6.48	SE	2010
31	Manzanita Trail	Manzanita Hills Av	Almond Av	0.27	1.63	SW	2010
32	Middle Creek Trail	Old Shasta / SR 299W	Sacramento River Trail	1.86	11.28	SW	2005-2007
33	Minder Park Trail	Lema Ranch	Chum Creek	0.37	2.22	NE	2006
35	Palisades Trail	Hilltop Dr	North Bechelli Ln	1.43	8.67	NW	2006-2007
37	Riverside Trail	Sacramento River Trail	Center St	0.38	2.31	SW	2005
38	Sac. River Trail - Future Expansion	Cypress Av	Anderson River Park	10.20	61.82	SW	2018
39	Sac. River Trail - Hatchcover Spur	Hemstead Dr	Cypress Av	0.29	1.74	SW	2004
41	Sac. River Trail - Keswick Dam Extension	Keswick Dam	Stress Ribbon Bridge	0.69	4.15	NW	2004
42	Sac. River Trail - Park Marina Trail	State Route 299W	Cypress Av	2.12	12.87	SW	2015
43	Sac. River Trail - Turtle Bay/West Extension	Convention Center	State Route 299W	1.57	9.51	SW	2007
44	Sacramento River Rail Trail	Shasta Dam	Keswick Dam Rd	11.80	71.52	NW	2004
45	Stillwater Creek Trail	Old Oregon Trail	Sacramento River	15.46	93.63	NE	2020
46	Stillwater Plant Trail	State Route 44	Dersch Rd	1.85	11.21	SE	2020
47	Sulphur Creek Trail - South	North Market St	Arboretum Perimeter Tra	0.38	2.30	NW	2010
48	Sundial Bridge	McConnell Arboretum	Convention Center	0.32	1.94	SW	2004
49	Sunset Trail	Scenic Dr	Sacramento River Trail	0.15	0.91	SW	2004
50	Upper Chum Creek Trail	Pine Grove Av	Oasis Rd	1.75	10.62	NE	2020
51	Wertz Creek Trail	Mistletoe School	Cypress Av	0.55	3.34	SE	2020
FUTURE MULTIPLE-USE TRAILS				81.47	493.79		



### DIRT TRAILS

Map No.	Trail Name	From	To	Miles	Acres	Quad	Year
52	China Dam Trail	Placer Rd	Texas Springs Rd	2.43	14.75	SW	2012
53	Mercedes Trail	Arboretum Perimeter Trail	Mercedes Ln	0.21	1.26	NW	2006
54	Olney Creek Trail	Texas Springs Rd	Cascade Park	3.87	22.22	SW	2016
55	Ridgeview Trail	Ridgeview Park	Blue Gravel Mine Trail	0.65	3.91	SW	2008
56	Salt Creek Trail	Lower Springs Rd	Sacramento River Trail	2.00	12.12	SW	2010
57	Sulphur Creek Trail - North	Quartz Hill Rd	North Market St	3.30	20.02	NW	2010
58	Westside Trails Extension	Mule Town Rd	Westside Ridge	5.00	30.30	SW	2003-2005
59	Greenwood Trail	Walnut Ave	Sonoma St	0.83	5.03	SW	2010
60	Avalon Trail	Shasta View Dr	Old Oregon Trail	1.00	6.06	NE	2015
FUTURE DIRT TRAILS				19.09	115.67		
FUTURE DIRT and MULTIPLE-USE TRAILS				100.56	609.46		
TOTAL EXISTING and FUTURE TRAILS				132.13	692.53		

## Summary

An integrated system of parks and open spaces linked to neighborhoods and major destinations by outstanding trails, bikeways and linear parks — this is the vision articulated for Redding in the General Plan.

The purpose of the Trail and Bikeway Strategy is to transform this broad vision into a specific action plan that can be implemented over the next two decades. Undoubtedly, the City will accomplish this future work, as in the past, with the help and cooperation of significant partners in both the public and private sectors.

As the trails and greenways movement has evolved over time, the focus has shifted from a primarily recreational use of trails to a broader, more comprehensive view of the transportation role these facilities can play. Trails and bikeways are now considered integral and vital components of our community infrastructure.

Linkage is a central goal of trails and bikeways — to parks, schools, transit stops, shopping, neighborhoods, cultural attractions, and to other trails and bikeways. In the past decade, federal and state programs have increasingly provided support and funding for these facilities. Redding has consistently and assertively used these resources to build an outstanding system enjoyed by residents and visitors alike.

The hub of the system is the nationally recognized Sacramento River Trail, which has recently been designated a National Recreation Trail by the U.S. Department of the Interior. Over the last eighteen years, this paved trail has been extended to almost nine miles in length. It links the city on both sides of the river and creates a viable commuter corridor.

In addition, seventeen other trails, including 6 miles of dirt-surfaced mountain bike and equestrian paths, have been constructed or are under development in parks and open spaces in every quadrant of the City.



Bikeways and sidewalks located along streets and roads also play an important role in the overall system design. They contribute to the multi-modal transportation system, and reduce traffic congestion and air pollution in the urban area. Up-coming projects by the City and others, which incorporate bike and pedestrian accommodations into vehicle bridge designs, will address some of the long-standing difficulties non-motorized travel has had crossing from one side of town to the other.

In the next twenty years, the trail and bikeway system being developed by Redding and its partners will be remarkable. New trails will take people out to the Whiskeytown National Recreation Area with its thousands of acres of lake, mountainous woodlands, and streams, or north to Lake Shasta and the National Forest. In town, they will make their way along paths that follow the River and its large creeks, and enjoy family bike-and-hike loops in their neighborhoods and close-by parks.

*Trails & Bikeways for the Redding Area*

	<i>TRAILS Paved and Dirt</i>	<i>BIKEWAYS Class I, II, and III</i>	<i>TOTAL System Miles</i>
<i>Existing Miles</i>	31.57	73.12	104.69
<i>Proposed Miles</i>	101.86	52.94	154.80
<i>Total Existing &amp; Proposed Miles</i>	<b>133.43</b>	<b>126.06</b>	<b>259.49</b>

## **Roles and Benefits of Trails and Bikeways**

As adjuncts to both the transportation system and the park system, trails and bikeways have the capacity to positively affect our city and the region in many ways.

### **Component in a Multi-modal Transportation System**

Bikeways are included in Redding's transportation plan and the Shasta County Regional Transportation Planning Agency's (RTPA) strategy to encourage alternative modes of transportation. Trails and their associated open space corridors help these efforts by linking residents to shopping and entertainment districts, and by providing viable transportation alternatives for commuting to work and to school.

### **Promotes Physical Activity Goals for Public Health**

Many commonly recognized activities related to physical activity exclude large segments of the community. For example, organized team sports may favor athletically inclined individuals; fitness centers may favor individuals who have high self-determination and fitness ability; youth recreational programs may favor young children.

Trails however, represent a diversity of opportunity — from the gifted athlete interested in a convenient place to train, to the individual looking for an aesthetically pleasing place to take an after dinner walk, to a family spending time together walking.

There is strong scientific evidence that regular physical activity promotes health and reduces risk of premature death and many chronic diseases. It is recommended that adults obtain a minimum of 30 minutes of moderate intensity (e.g., brisk walking on trails) on most, if not all, days of the week.

### **Assists Fire Protection Efforts**

Trails can provide fire and emergency access into open space areas via co-location with fire breaks

and waterlines. This is especially important for the protection of life and property in areas where urban development abuts natural areas with high fire risks.

### **Helps Achieve Natural Resource and Conservation Goals of General Plan**

As tools for conservation, Redding's trail and open space systems have mutually supportive goals. Trails, and the open space corridors they often occupy, help preserve important natural landscapes, provide needed links between fragmented habitats, and offer tremendous opportunities for protecting plant and animal species. Partially due to increasing development, "islands" of habitat occur throughout the Redding area, isolating wildlife and plant species, and reducing habitat necessary for their survival. Trails corridors within open space can help provide important links between these isolated populations and habitats, and increase the land available to many species.

### **Assists in Economic Development**

The presence of trail systems, along with other desirable community recreation amenities, play an increasing role in the decisions businesses make when relocating or expanding operations. Better wages and enhanced opportunities positively affect many areas of the community.

### **Creates Potential for Efficient Multiple-Use Utility Corridors**

Combining linear utility corridors with trails has many benefits. Co-location often creates more attractive utility corridors, and can turn a potentially divisive barrier into a connecting recreational feature. Water storage projects, irrigation canals, flood control projects, electric power lines, sewer lines, fiber optic lines, gas pipelines — all provide opportunities worth investigating as our trail and bikeway system expands.

# Trail and Bikeway Strategy

## Recommended Goals and Policies

The many recommended goals and policies for the Trail and Bikeway Strategy found within this section of the Master Plan are gathered here for ease of reference.

Bracketed text refers to relevant General Plan goals and policies in the Natural Resources [NR], Community Development and Design [CDD], Recreation [R], Public Facilities [PF], and Air Quality [AQ] Elements, which can be found in abridged form in the Appendix.

### Trails

---

#### Goal TB1

*Promote and facilitate the development of a Citywide Trail System.* [R11] [AQ2-28]

---

Policies to achieve this goal include:

TB1A *Linkages.* Focus efforts on linking neighborhoods and activity centers, connecting recreational, educational, cultural, commercial, and residential areas and uses. [R11A]

TB1B *Sacramento River Trail.* Continue development of the Sacramento River Trail to establish a common and continuous thread along the river corridor. [R11B]

TB1C *Trail Corridors.* Use this document and the map entitled, "Redding Parks, Trails and Bikeways Map," and all subsequent revisions, to guide trail development. [R11]

- Integrate trail corridors and bicycle routes into project improvement plans to provide alternative access to public and private parks and open space, transit stops, nearby commercial developments, and schools. [CDD10F]
- Continue to obtain land dedications and/or easements for the development of public trails and the Regional Sacramento River Parkway through direct purchases, and through the discretionary approval process for new development. [R11D]
- Co-locate trails in open space areas whenever public access is compatible with natural resource goals. [NR10]
- Provide continuous trail connections, including a looped system around the City. [R11A]
- Develop and designate family "bike-and-hike" loops where residents can exercise close to their own neighborhoods.
- Protect the privacy and security of adjacent land uses. [R11F]
- Future expansion to the trail system should take place with the willing cooperation of land owners.

---

## Goal TB2

*Design and develop trails to provide maximum recreational and non-motorized opportunities for all segments of Redding's population.*

---

Policies to achieve this goal include:

- TB2A *Trail Entrances.* Provide trailhead improvements, such as signage, seating, drinking fountains, and restrooms, to existing and future trails.
- TB2B *Funding.* Pursue funding that can be used for parkway and trail system planning, land acquisition, construction, maintenance, and programs that promote health and fitness activities related to trail use. [R11E]
- TB2C *Partnerships.* Continue to actively seek partnerships with other local jurisdictions, governmental agencies, public health organizations, and willing landowners in trail development.
- TB2D *Planning.* Include the participation of trail users in trail planning, design, and maintenance.
- Perform regular trail user surveys to learn specific interests and concerns at targeted locations.
  - Encourage the establishment of volunteer bicycle-path/recreation-trail patrols to improve the real and perceived level of safety for users. [R11G]
  - Consider the creation of an Adopt-A-Trail Program to organize volunteer efforts benefitting trails.
- TB2E *Sidewalks.* Connect the trail system with an attractive, safe, and continuous system of sidewalks and other pedestrian facilities. Give special consideration in prioritization of sidewalk improvement projects to school walk zones. [T6]

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## Goal TB3

*Coordinate trail development with emergency and fire management efforts.*

---

Policies to achieve this goal include:

- TB3A *Emergency Features.* Coordinate with other City departments to include the following features in the design and location of trail corridors whenever possible:
- Routes for medical and fire emergency access and evacuation
  - Shaded fuel breaks, and fuel reduction areas
  - Water lines in trail corridors for both trail use and fire fighting

## Bikeways

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### Goal TB4

*Make it easier and safer for people to travel by bicycle.* [T8] [AQ2-28]

---

Policies to achieve this goal include:

- TB4A *Bicycle Plan.* Implement the goals and policies found in the “1998 Redding Bicycle Plan.” Incorporate the bikeway components of this document into subsequent revisions of that Plan. [T8A]
- TB4B *Improvements.* Make improvements to existing streets, signs, and traffic signals as needed to improve bicycle travel. [T8C]
- Use this document and the map entitled, “Redding Parks, Trails and Bikeways Map,” and all subsequent revisions, to guide bikeway development.
- TB4C *Design.* Incorporate facilities suitable for bicycle use in the design of interchanges, intersections, street-improvement, and maintenance projects. [T8B]
- TB4D *Safety.* Separate bicyclists and pedestrians from vehicular traffic, and pedestrian facilities from bicycle facilities, whenever feasible. [R11A]
- TB4D *Bicycle Parking.* Install bicycle parking in the Downtown area and at City parks, trailheads, civic buildings, and other community centers. [T8E]

- TB4E *Planning.* Designate a bikeway planner or coordinator to work with bicycle advocacy groups and bike race organizations to plan for and accommodate future improvements to the bicycle system.
- TB4F *Jurisdictional Coordination.* Continue to work with surrounding jurisdictions and agencies to create a regional network of bikeways that connect Shasta County communities and destinations. [R12]
- TB4G *Maintenance.* Keep bikeways free of overhanging shrubbery, debris, and obstacles, and periodically re-grade earthen and gravel shoulders next to bikeways to prevent drop-offs. [T8D]
- TB4H *Funding.* Continue to seek funding for bikeway system expansion, improvement, and maintenance. [AQ2-26]
- Require new development to provide bicycle facilities or pay in-lieu fees based on the fair share of that development’s impacts on the bikeway system and needs identified in this document [T8G] [AQ2-20]
  - Use all available state and federal funding programs. [PF20D]
  - Encourage cooperation among agencies and volunteers for jointly funding bikeway facilities.



City of Redding

# Bikeway Action Plan

## 2010-2015





## Acknowledgments

### City Council

Patrick Jones, Mayor  
Missy McArthur

Rick Bosetti  
Mary Leas Stegall

Dick Dickerson

### City of Redding Community Services Advisory Commission

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Healthy Shasta

The McConnell Foundation

Shasta College

Shasta County Public Health

Shasta County Regional Transportation Planning Agency

Shasta Wheelmen

## APPENDIX B- Recommended System Changes and Capital Improvement Plan

### Recommended System Changes

The Bikeway Plan Committee systematically reviewed the current bikeway network to consider various circulation and connectivity improvements, identify safety issues, and grade the overall functionality of the system. The result was a number of recommended additions, deletions or corrections.

The accompanying table in this appendix and the maps included in Appendix F detail the proposed changes to the bikeway system. 2.9 miles of bikeways have been deleted from the system, primarily in the downtown core where bike traffic has been re-routed to less congested streets. Conversely 41.60 miles in bikeways have been added to the system, in the downtown core as mentioned and at other strategic locations throughout the City to improve connectivity. The result is a net gain of 38.70 on-street miles for a system total of 140.30 on-street miles.

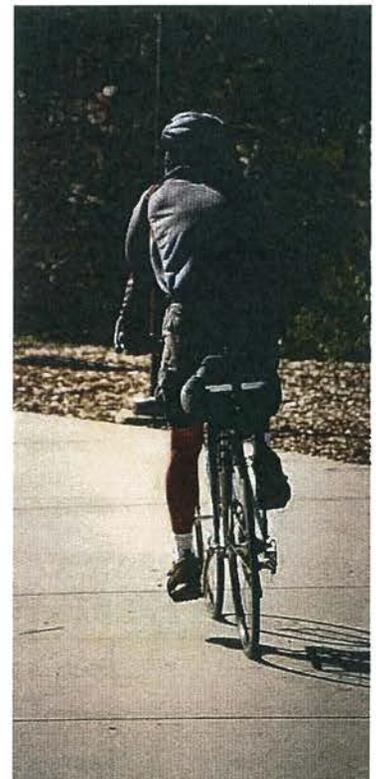
Based on the recommendations of the Bikeway Plan Committee, the *Action Plan* anticipates by 2015 the complete bikeway system network totaling 162.81 miles of dedicated paved multi-use paths and on-street signed routes to serve current and future needs, with a significant portion of the on-street system upgraded to a Class 2 Bike Lane level of service.

The Bikeway Plan Committee also identified emerging issues that while not contained in the current *Action Plan* recommendations should be considered in future bikeway system discussions:

- Establishing a connection between Browning Street and the Dana-to-Downtown Trail either via the Caltrans right-of-way next to Interstate 5, or alternatively using the service lane located behind the retail centers on Hilltop Drive.
- Ensuring that bike-friendly elements are incorporated into the traffic circulation designed for the forthcoming Shasta County Courthouse construction.

### Capital Improvement Plan

The accompanying table in Appendix B also serves as the Capital Improvement Plan for the *Action Plan* with priorities based on street projects identified in the *City of Redding's 2009-10 to 2014-15 Capital Improvement Plan*.



Adding signage to designate all 140.30 miles of the on-street bikeway system network is a major priority, and the timeline detailed in Appendix A proposes an orderly completion of this task within the *Action Plan* timeframe.

It is anticipated that the improvement of individual Class 3 Bike Routes to a Class 2 Bike Lane level of service will be completed on an as-opportunity-permits basis by incorporating these projects into overall roadway design and construction projects. Some segments were graded as “Almost Class 2” by the Bikeway Plan Committee, and can qualify as full Class 2 Bike Lanes after the completion of minor improvements such as lane striping and leveling out manhole covers. Others will require significantly more work to be improved.

In planning these improvements, priority should be given to segments that provide connectivity to existing Class 1 and 2 bikeways, and improve vital north-south / east-west connections. Because the needs of each individual segment are different, specific project costs will be determined on a case-by-case basis as these projects are designed and developed.

System improvements currently under active consideration, pending Bicycle Transportation Account grant funding, include the installation of Class 2 Bike Lanes on Quartz Hill Road between Snow Lane and Terra Nova Drive (estimated cost \$223,000) and the installation of Class 2 Bike Lanes on Old Alturas Road between Edgewood Drive and Shasta View Drive (estimated cost \$554,000). These two potential upgrades will significantly improve the bikeway system, particularly the Old Alturas Road segment which was designated the “worst section of road in the City” in the recent assessment undertaken by the Bikeway Plan Committee.

**CLASS I - BIKEWAYS**

STATUS	ROAD SEGMENT	FROM	TO	MILES
Existing	CalTrans Bikeway	Boulder Creek	Interstate 5	0.24
Existing	CalTrans Bikeway	Interstate 5	College View Dr	0.61
In Process	CalTrans Bikeway	Dana Drive	Sundial Bridge Drive	1.10
EXISTING CLASS I BIKEWAYS:				1.95

**CLASS II - BIKE LANES**

STATUS	ROAD SEGMENT	FROM	TO	MILES
Existing	Buenaventura Blvd	Keswick Dam Rd	Stanford Hills Trailhead	1.00
Existing	Cedars Rd	Westside Rd	State Route 273	0.03
Existing	Eastside Rd	Polk St	Radio Ln	1.13
Existing	Knighton Rd	Churn Creek Rd	Airport Rd	1.75
Existing	Park Marina Dr	Butte	Parkview Av	1.36
Existing	Polk St	Ellis	Eastside	0.37

Existing	South Bonnyview Rd	State Route 273	Churn Creek Rd	3.06
Existing / Proposed	N. Market St	Lake Blvd	Quartz Hill Rd	1.26
Existing / Proposed	Tarmac Rd	Shasta View Dr	Abernathy Ln	0.97
Existing / Upgrade	Buenaventura Blvd	Buenaventura Trailhead	Railroad Av	3.00
Existing / Upgrade	Hilltop Dr	State Route 299	E. Cypress Av	3.34
Existing / Upgrade	Lake Blvd	Pinegrove	N. Market St	5.02
Existing / Upgrade	Old Alturas Rd	Churn Creek Rd	Old Oregon Trail	2.46
Existing / Upgrade	Shasta View Dr	College View Dr	Rancho Rd	5.97
Existing / Upgrade	Victor Av	Old Alturas Rd	Rancho Rd	3.68
Existing / Upgrade / Proposed	Bechelli Ln	Bechelli River Access	South Bonnyview Rd	3.22
Existing / Upgrade / Proposed	Browning St	Hilltop Dr	Old Alturas Rd	1.11
Existing / Upgrade / Proposed	Churn Creek Rd	State Route 299	Knighton Rd	8.53
Existing / Upgrade / Proposed	Hartnell Av	Cypress Av	Airport Rd	4.14
Upgrade	Benton Dr	Quartz Hill Rd	Sacramento River	0.47
Upgrade	Butte St	Continental St	Park Marina Dr	0.39
 Upgrade	Center St	Riverside Dr	Trinity St	0.16
Upgrade	College View Dr	Bodenhamer Blvd (Future)	Old Alturas Rd	2.01
Upgrade	Continental St	Trinity St	Butte	0.31
 Upgrade	Court St	Sacramento River	Schley Av / Railroad Av	1.19
Upgrade	Cypress Av	Civic Center Dr	Ishi Dr	2.90
Upgrade	East St	Trinity St	South St	1.14
Upgrade	Keswick Dam Rd	Buenaventura Blvd	Lake Blvd	1.70
Upgrade	Oasis Rd	Lake Blvd	Old Oregon Trail	4.15
Upgrade	Old Oregon Trail	Oasis Rd	State Route 44	7.09
Upgrade	Parkview Av	Market Street	Park Marina Dr	0.96
Upgrade	Quartz Hill Rd	Keswick Dam Rd	N. Market St	3.01
Upgrade	Railroad Av	Schley Av	Buenaventura Blvd	1.35
 Upgrade	Riverside Dr	Court St	Center St	0.20
Upgrade	Schley Av	Court St	Railroad Av	0.07
Upgrade	State Route 273	South Bonnyview Rd	City Limits	3.88
Upgrade	Trinity St	Center St	Continental St	0.43
Upgrade	Westside Rd	Buenaventura Blvd	Cedars Rd	1.87
Upgrade / Proposed	Boulder Dr	State Route 299 Bikeway	State Route 299 Bikeway	0.18

# appendix B-26

Bikeway Action Plan | 2010-2015

Upgrade / Proposed	Hawley St	State Route 299	Proposed Future Trailhead	0.58
Upgrade / Proposed	Placer St	City Limits	Airpark Dr	3.26
Upgrade / Proposed	Rancho Rd	Churn Creek Rd	Venture	2.36
Proposed	Airport Rd	Hartnell Av	Sacramento River	6.15
Proposed	Bechelli River Access	Dana-to-Downtown Bikeway	Bechelli Ln	0.24
Proposed	Future Rd	Future Trailhead	Tanglewood	0.66
Proposed	Loma Vista	Bechelli Ln	Churn Creek Rd	0.50
Proposed	Palisades Av	Hilltop Dr	Dana-to-Downtown Bikeway	0.42
Proposed	Preserve Blvd	Thomason	Airport Rd	0.38
Proposed	Radio Ln / East Bonnyview Rd	Eastside Rd	South Bonnyview Rd	0.46
Proposed	South St	Court St	Park Marina Dr	1.35
Proposed	Venture St	Rancho Rd	Unforgettable Ln	2.34
Proposed	View St	Browning St	Dana-to-Downtown Bikeway	0.25
<b>TOTAL CLASS II BIKEWAYS:</b>				<b>103.80</b>

## CLASS III - BIKE ROUTES

STATUS	ROAD SEGMENT	FROM	TO	MILES
Existing	Anita St	Ellis	Rio St	0.16
Existing	Benton Dr	Quartz Hill Rd	N. Market St	1.00
Existing	Branstetter Ln	West City Limits	Westside Rd	2.06
Existing	Cedars Rd	El Reno Ln	Westside Rd	1.50
Existing	Clear Creek Rd	West City Limits	State Route 273	4.01
Existing	Collyer Dr	Mountain View Dr	Old Oregon Trail	2.42
Existing	East St	South St	Locust St	0.21
Existing	Eastside Rd	Radio Ln	Girvan Rd	2.35
Existing	El Reno Ln	Cedars Rd	Westside Rd	0.15
Existing	Ellis St	Polk St	Anita St	0.12
Existing	Freebridge Av	Parkview Av	Rio St	0.39
Existing	Girvan Rd	Eastside Rd	State Route 273	0.04
Existing	Honeybee Rd	Texas Springs Rd	Clear Creek Rd	0.67
Existing	Mountain View Dr	Twin View Blvd	Collyer	0.57
Existing	Rio St	Freebridge Av	Anita St	0.04
Existing	Texas Springs Rd	Honeybee Rd	Branstetter Ln	2.42
Existing	Twin View Blvd	Oasis Rd	Mountain View Dr	1.29
Proposed	8 th St	Mary St	West St	0.08

Proposed	11 th St	West St	Court St	0.08
Proposed	Airpark Dr	Placer St	Gold St	0.16
Proposed	California St	Trinity St	Tehama St	0.24
X Proposed	Center St	Trinity St	Division	0.10
Proposed	Churn Creek Rd	Knighton Rd	Airport Rd	3.43
Proposed	Civic Center Dr	Locust St	Cypress Av	0.14
Proposed	Continental St	Butte St	South St	0.32
Proposed	Dersch Rd	Airport Rd	Stillwater Creek Trail	0.81
X Proposed	Division	Center St	California St	0.08
Proposed	Foothill Blvd	Lakeside Dr	Knolls Trailhead / Las Animas	0.59
Proposed	Gold St	Airpark Dr	West St	0.52
Proposed	Hemstead	Cypress Av	Bechelli Ln	0.47
Proposed	Hilltop Dr	E. Cypress Av	Maraglia St	0.27
Proposed	Keswick Dam Rd	Sacramento River Trailhead	Buenaventura Blvd	1.48
Proposed	Lakeside Dr	Buenaventura Blvd	Foothill Blvd	0.14
Proposed	Las Animas	Foothill Blvd	Monte Bello	0.05
Proposed	Locust St	East St	Civic Center Dr	0.32
Proposed	Manzanita Hills Av	Knolls Trailhead / Monte Bello	Shasta St	0.11
Proposed	Market St	Placer St	South St	0.11
Proposed	Mary St	Overhill Trailhead	8 th St	0.20
Proposed	Meadow View Dr	Churn Creek Rd	Airport Rd	0.93
Proposed	Monte Bello	Las Animas	Manzanita Hills Av	0.05
Proposed	Overhill	Eureka Way	Overhill Trailhead	0.53
Proposed	Pleasant St	Placer St	Stratford	0.20
Proposed	Quartz Hill Rd	Keswick Dam Rd	Lake Blvd	2.91
Proposed	Railroad Av	South St	Schley Ave / Court St	0.44
Proposed	Shasta St	Stratford	Court St	0.98
Proposed	South St	West St	Court St	0.08
Proposed	Tehama St	West St	Callifornia St	0.28
Proposed	Traveled Way	N. Market St	Sacramento River Trailhead	0.24
Proposed	West St	8 th St	11 th St	0.30
Proposed	West St	Shasta St	Gold St	0.46
Proposed	Willis	Shasta St	Shasta St	0.01
TOTAL CLASS III BIKEWAYS:				36.50
TOTAL ALL TYPES OF BIKEWAYS:				142.25

## MULTI-USE TRAILS

STATUS	TRAIL NAME	FROM	TO	MILES
Existing - Paved	Blue Gravel Mine Trail	Placer St	Canyon Creek Rd	2.04
Existing - Paved	Buckeye Park Trail	Internal Loop	Internal Loop	0.29
Existing - Paved	Buenaventura Trail	Lakeside Dr	Sunflower Dr	0.45
Existing - Paved	Canyon Creek Trail	Blazingwood Dr	Buenaventura Blvd	0.51
Existing - Paved	Cascade Park Trail	Internal Loop	Internal Loop	0.50
Existing - Paved	Civic Center Perimeter Trail	Internal Loop	Internal Loop	0.89
Existing - Paved	Clover Creek Preserve	Internal Loop	Internal Loop	2.00
Existing - Paved	Enterprise Park Trail	Internal Loop	Internal Loop	1.53
Existing - Paved	Knolls Trail	Foothill Blvd	Eureka Way	0.19
Existing - Paved	Lema Ranch Trails (Private, Open to public)	Internal Loop	Internal Loop	3.58
Existing - Paved	Mary Lake - Westside Trail Connector	Mary Lake Park	Westside Trail	0.30
Existing - Paved	Mary Lake Trail Loop	Internal Loop	Internal Loop	0.75
Existing - Paved	Mary Street / Overhill Extension	Sacramento River Trail	Overhill St	0.31
Existing - Paved	Park Marina River Front	Cypress Av	Park Marina Blvd	0.11
Existing - Paved	Parkview Riverfront Park Trail	Civic Center	Cypress Av	0.55
Existing - Paved	Peppertree Park Trail	Internal Loop	Internal Loop	0.37
Existing - Paved	Sacramento River to Rail Trail	Motion Creek	Keswick Dam Rd	12.00
Existing - Paved	Sacramento River Trail - North	Keswick Dam Rd	Hilltop Drive	6.72
Existing - Paved	Sacramento River Trail - South	Court St	Keswick Dam Rd	3.40
Existing - Paved	Sacramento River Trail - Turtle Bay West	Convention Center	State Route 44	1.00
Existing - Paved	Stanford Hills Trail	Sutro Mine Rd	Sacramento River Trail - North	0.86
Existing - Paved	Sundial Bridge	Riverfront Park	State Route 44 / Auditorium Dr	1.32
Existing - Dirt	Buenaventura Trail	Sunflower Dr	Sacramento River Trail - South	0.70
Existing - Dirt	Candlewood Trail	State Route 44	Candlewood Dr	0.55
Existing - Dirt	Churn Creek Open Space Trails (Private, Open to public)	Tidmore Ln	Minder Park	4.00
Existing - Dirt	Clover Creek Preserve	Internal Loop	Internal Loop	2.50
Existing - Dirt	Fishermens Trail	Keswick Dam Rd	Sacramento River to Rail Trail	0.40
Existing - Dirt	Hornbeck Trail	Quartz Hill Rd	Walker Mine Rd	4.00
Existing - Dirt	Lower Sacramento Ditch Trail	Internal Loop	Internal Loop	3.30
Existing - Dirt	Old 99 Spur Trail	Lake Blvd	North Market St	0.96
Existing - Dirt	Palatine Trail	Scenic Dr	Sacramento River Trail - South	0.50

Existing - Dirt	Swasey Trails	Swasey Rd	Mule Town Rd	10.80
Existing - Dirt	Upper Sacramento Ditch Trail	Walker Mine Rd	Shasta Dam	10.00
Existing - Dirt	Westside Trails	Placer Rd	Mary Lake Park	6.08
Proposed - Paved	ACID Trail	Butte St	Cypress Av	0.89
Proposed - Paved	Boulder Creek Trail	State Route 299 Bikeway	Churn Creek	1.69
Proposed - Paved	Canyon Creek Trail Extension	Placer St	Blazingwood Dr	2.13
Proposed - Paved	Churn Creek Trail	Minder Park	Churn Creek Rd	4.03
Proposed - Paved	Clear Creek Trail	State Route 273	Cascade Park	1.66
Proposed - Paved	Clover Creek Trail	Sports Park	Sacramento River	8.30
Proposed - Paved	Jenny Creek Trail	Eureka Way	Mary Lake	0.62
Proposed - Paved	Lema - Nash Trail	Shasta View Dr	Old Oregon Trail	0.98
Proposed - Paved	Linden Creek Trail	Placer St	Sheridan St	1.64
Proposed - Paved	Little Churn Creek Trail	Hartnell Av	Churn Creek	1.07
Proposed - Paved	Manzanita Trail	Manzanita Hills Av	Almond Av	0.27
Proposed - Paved	Middle Creek Trail	Old Shasta / State Route 299	Sacramento River Trail	1.86
Proposed - Paved	Palisades Trail	Hilltop Dr	North Bechelli Ln	1.43
Proposed - Paved	Riverside Trail	Sacramento River Trail	Center St	0.38
Proposed - Paved	Sacramento River Trail - Expansion	Cypress Av	Anderson River Park	11.50
Proposed - Paved	Sacramento River Trail - Hatchcover Spur	Hemstead Dr	Cypress Av	0.29
Proposed - Paved	Sacramento River Trail - Park Marina	State Route 299	Cypress Av	2.12
Proposed - Paved	Stillwater Creek Trail	Old Oregon Trail	Sacramento River	15.45
Proposed - Paved	Stillwater Plant Trail	State Route 44	Dersch Rd	1.85
Proposed - Paved	Sulpher Creek Trail - South	North Market St	Aboretum Perimeter	0.38
Proposed - Paved	Upper Churn Creek Trail	Pine Grove Av	Oasis Rd	1.75
Proposed - Paved	Wentz Creek Trail	Mistletoe School	Cypress Av	0.55
Proposed - Dirt	Avalon Trail	Shasta View Dr	Old Oregon Trail	1.00
Proposed - Dirt	China Dam Trail	Placer Rd	Texas Springs Rd	2.43
Proposed - Dirt	Greenwood Trail	Walnut Av	Sonoma St	0.83
Proposed - Dirt	Mercedes Trail	Arboretum Perimeter Trail	Mercedes Ln	0.21
Proposed - Dirt	Olney Creek Trail	Texas Springs Rd	Cascade Park	3.67
Proposed - Dirt	Ridgeview Trail	Ridgeview Park	Blue Gravel Mine Trail	0.65
Proposed - Dirt	Salt Creek Trail	Lower Springs Rd	Sacramento River Trail	2.00
Proposed - Dirt	Sulpher Creek Trail - North	Quartz Hill Rd	North Market St	3.30
TOTAL MULTI-USE TRAILS - EXISTING AND PROPOSED:				158.39

Proposed  
Multi-use  
trail/path  
\*

(Diestelhorst  
to Downtown)

## APPENDIX C

# Legal Requirements and Related Planning Documents

### State of California Bicycle Transportation Act and Streets and Highways Code

The City of Redding *Bikeway Action Plan 2010-2015* has been prepared pursuant to the *California Bicycle Transportation Act* and is directed towards meeting the provisions of the *Act* and the *California Street and Highways Code Chapter 517, Article 3, Sections 890 – 894.2*. The *Act* outlines the required elements for inclusion in a bicycle transportation plan in order for cities or counties to be eligible for Bicycle Transportation Account (BTA) funds. The *Bicycle Transportation Act* provides state funds for city and county projects that improve safety and convenience for bicycle commuters. The City of Redding's *Bikeway Action Plan 2010-2015* addresses these requirements through narrative, tables, and maps.

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*Life is like a ten speed bicycle. Most of us have gears we never use.*

~Charles M. Shultz

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Reproduced below are the relevant section of the *Code*.

#### **California Streets and Highways Code Section 891.2:**

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

*The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.*

*A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.*

*A map and description of existing and proposed bikeways.*

*A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.*

*A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles.*

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*A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.*

*A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.*

*A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.*

*A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.*

*A description of the projects proposed in the plan and a listing of their priorities for implementation.*

*A description of past expenditures for bicycle facilities and future needs for projects that improve safety and convenience for bicycle commuters in the plan area.*

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*I thought of that  
while riding my  
bicycle.*

~Albert Einstein,  
on the theory of relativity

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## City of Redding General Plan 2000-2020

The City of Redding's *General Plan 2000-2020*, adopted October 3, 2000, directed that a Comprehensive Bikeway Plan be adopted and provided policy guidance prior to the adoption of that plan.

Reproduced below is relevant section from the Transportation Element of the General Plan detailing goals and policy elements for the bikeway system.

### **Bicycle System**

Bicycles can be an integral part of a city's transportation system. As lifestyles and land use patterns continue to change, there is every reason to expect that this transportation mode will increase considerably. To make the most of commuter bicycle use, a comprehensive system of bikeways needs to be established. There are many opportunities within Redding's existing arterial and collector street system to establish a viable commuter system. In many instances this system can be linked to the system of multi-use trails that have been and will be constructed along the river, its tributary streams, and other areas. It will take commitment on the part of the City to ensure that proper facilities are provided as new streets are constructed and to establish an active program to retrofit existing streets to accommodate bike facilities. This work may consist of re-striping streets to provide adequate width for bike facilities and/or providing additional paved width along shoulders. The preparation of a properly docu-

mented Bikeway Plan is necessary to identify existing deficiencies, recommend upgrades, and establish timing and funding priorities.

Until a Comprehensive Bikeway Plan is adopted, Figure 2-3 [map, not reproduced] should be used to plan for a well-integrated bikeway system. The system should include all classes of facilities as addressed in table 2-1 [not reproduced].

**GOAL T8**

**Make it Easier and Safer for People to Travel by Bicycle**

Policies to achieve this goal are to:

**T8A.** Develop and maintain a Comprehensive Bikeway Plan geared to establishing an integrated bicycle system.

**T8B.** Incorporate facilities suitable for bicycle use in the design of interchanges, intersections, and other street-improvement/maintenance projects.

**T8C.** Make improvements to streets, signs, and traffic signals as needed to improve bicycle travel.

**T8D.** Keep bikeways free of overhanging shrubbery, debris, and other obstacles.

**T8E.** Install bicycle parking in the Downtown area and at City parks, civic building, and other community centers.

**T8F.** Support the efforts of the Redding Area Buss Authority (RABA) to provide bicycle racks on all buses within the system.

**T8G.** Require new development to provide bicycle facilities or pay in-lieu fees based on the fair share of that development's impacts on the bikeway system and needs identified on the Comprehensive Bikeway Plan.

**City of Redding Parks, Trails and Open Space Master Plan 2004**

Between 2001-2004, the City of Redding's Community Services Department developed the *Parks Master Plan*, comprehensive planning document for the City's park system through 2024. Adopted in 2004, the *Parks Master Plan* provided additional policy guidance for the bikeway system in advance of a more specific plan.

**Bikeways**

**Goal TB4**

**Make it Easier and Safer for People to Travel by Bicycle**

Policies to achieve this goal include:

**TB4A Bicycle Plan.** Implement the goals and policies found in the "1998 Redding Bicycle Plan." Incorporate the bikeway components of this document into subsequent revisions of that Plan.

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*If constellations had been named in the 20th century, I suppose we would see bicycles.*

~Prof. Carl Sagan

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**TB4B Improvements.** Make improvements to existing streets, signs, and traffic signals as need to improve bicycle travel.

Use this document and the map entitled "Redding Parks, Trails and Bike-ways Map" [not reproduced] and all subsequent revisions to guide bikeway development.

**TB4C Safety.** Separate bicyclists and pedestrians from vehicular traffic, and pedestrian facilities from bicycle facilities, whenever feasible.

**TB4D Bicycle Parking.** Install bicycle parking in the Downtown area and at City parks, trailheads, civic buildings, and other community centers.

**TB4E Planning.** Designate a bikeway planner or coordinator to work with bicycle advocacy groups and bike race organizers to plan for and accommodate future improvements to the bicycle system.

**TB4F Jurisdictional Coordination.** Continue to work with surrounding jurisdictions and agencies to create a regional network of bikeways that connect Shasta County communities and destinations.

**TB4G Maintenance.** Keep bikeways free of overhanging shrubbery, debris, and obstacles, and periodically re-grade earthen and gravel shoulders next to bike-ways to prevent drop-offs.

**TB4H Funding.** Continue to seek funding for bikeway system expansion, improvement, and maintenance.

Require new development to provide bicycle facilities or pay in-lieu fees based on the fair share of that development's impacts on the bikeway system and need identified in this document.

Use all available state and federal funding programs.

Encourage cooperation among agencies and volunteers for jointly funding bike-way facilities.

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*When the spirits  
are low, when the  
day appears dark,  
when work becomes  
monotonous, when  
hope hardly seems  
worth having, just  
mount a bicycle  
and go out for a  
spin down the road,  
without thought on  
anything but the ride  
you are taking.*

~Sir Arthur Conan Doyle

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