

Fiscal Year 2016-17 SUSTAINABLE TRANSPORTATION PLANNING GRANT APPLICATION

Check One Grant Program:

- Strategic Partnerships
 Sustainable Communities

PROJECT TITLE	
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PROJECT LOCATION (city and county)	
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	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization			
Mailing Address			
City			
Zip Code			
Executive Director/designee and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
E-mail Address			
Contact Person and title	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>	Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs. <input type="checkbox"/>
Contact E-mail Address			
Phone Number			

FUNDING INFORMATION

Use the Match Calculator to complete this section.

[Match Calculator](#)

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$	\$	\$	\$

Specific Source of Local Cash Match (i.e. local transportation funds, local sales tax, special bond measures, etc.)

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**Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

LEGISLATIVE INFORMATION

Information in this section must directly be tied to the applicant's address.

All legislative members in the project area do not need to be listed.

State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District

***Use the following link to determine the legislators.**
<http://findyourrep.legislature.ca.gov/> (search by address)

Grant applications must clearly demonstrate how the proposed transportation planning project promotes State and Federal Transportation Planning Goals. Select all that apply.

STATE TRANSPORTATION PLANNING GOALS

- Improve Multimodal Mobility and Accessibility for All People: Expand the system and enhance modal choices and connectivity to meet the state's future transportation demands.
- Preserve the Multimodal Transportation System: Maintain, manage, and efficiently utilize California's existing transportation system.
- Support a Vibrant Economy: Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.
- Improve Public Safety and Security: Ensure the safety and security of people, goods, services, and information in all modes of transportation.
- Foster Livable and Healthy Communities and Promote Social Equity: Find transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions.
- Practice Environmental Stewardship: Plan and provide transportation services while protecting our environment, wildlife, historical, and cultural assets.

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FEDERAL TRANSPORTATION PLANNING GOALS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

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1. Project Description (100 words maximum) (25 points): Briefly summarize project.

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2. Project Justification (Do not exceed the space provided.) (25 points): Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.

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3. Project Management (50 points)

- A. Scope of Work in required Microsoft Word format (25 points)
- B. Project Timeline in required Microsoft Excel format (25 points)

**Fiscal Year 2016-17
SUSTAINABLE TRANSPORTATION PLANNING
GRANT APPLICATION**

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.



Signature of Authorized Official (Applicant)

Executive Director

Title

Daniel S. Little, AICP

Print Name

12/31/2015

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date

SCOPE OF WORK CHECKLIST

The scope of work is the official description of the work that is to be completed during the contract. **The scope of work must be consistent with the project timeline.**

The scope of work must:

- Be completed using the Fiscal Year 2016-17 template provided and in Microsoft Word format.
- List all tasks and sub-tasks using the same title as stated in the project timeline.
- Have task and sub-task numbers in accurate and proper sequencing; consistent with the project timeline.
- List the responsible party for each task and subtask and ensure that it is consistent with the project timeline (i.e. applicant, sub-applicant, or consultant).
- Have a thorough Introduction to describe the project and project area demographics.
- Have a thorough and accurate narrative description of each task and sub-task.
- Include a task for a kick-off meeting with Caltrans at the start of the grant.
- Include a task for procurement of consultants, if consultants are needed.
- Include a task for invoicing.
- Include a task for quarterly reporting to Caltrans.
- Include public participation and services to diverse communities.
- Include project implementation/next steps.
- NOT include environmental, complex design, or engineering work and other ineligible activities.
- List the project deliverable for each task in a table following each task and ensure that it is consistent with the project timeline.

NOTE: Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your scope of work is complete.

SCOPE OF WORK:
**A New Generation of Non-motorized Infrastructure and Amenities for
Strategic Growth Areas**

INTRODUCTION:

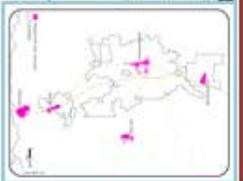
A new generation of non-motorized infrastructure and amenities is required in the Shasta Region to affect sustainable development. Above all, SRTA's '2015 Regional Transportation Plan/Sustainable Communities Strategy for Shasta County' (RTP/SCS) is premised on a leap forward in multi-modal infrastructure, not incremental change. To ensure a competitive alternative to driving in the region's Strategic Growth Areas (SGAs), new facilities must be appealing, connected, and safe. Therefore the proposed project is needed to ready state-of-the-art non-motorized infrastructure and amenities that will facilitate the mode shift needed to demonstrate progress towards the region's greenhouse gas (GHG) emission reduction target.

Other planning efforts are closely related to the proposed project for a new generation of non-motorized infrastructure and amenities. Building upon the region's extensive and popular system of recreational trails, SRTA has taken the initial steps to connect the trails to the dense concentration of trip generators found in SGAs. These efforts include the creation of a non-motorized program with dedicated funding and policies. Recent calls for local non-motorized projects have resulted in SRTA funding three project study reports instead of capital funding. A gap (red in diagram) exists between project concepts found in high level plans and the necessary level of detail needed to seek grants and other funds for construction. The following diagram (next page) demonstrates the relationship of on-going efforts and the proposed project.

Outside of regional and local planning efforts, the project is also closely aligned with Caltrans objectives. SRTA intends to partner with Caltrans District 2 with regard to state highway corridors that feed into SGAs as well as portions of state highways that serve as destination locations within the SGAs. SRTA consulted with Caltrans staff in Regional Planning, System Planning, Permits, and Traffic Operation on the project scope of work. If funded the project will develop and implement enhancements to capital maintenance projects and seek to use Caltrans's new concept of "asset management" to increase construction project scopes to include the new generation of non-motorized infrastructure and amenities. Additionally, public participation will include outreach and neighborhood focus groups for state highways that lead into or are with SGAs. Findings from this grant funded study will be considered by Caltrans District 2 during development of Transportation Concept Reports.

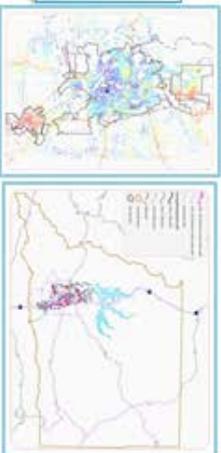
2015 RTP/SCS for Shasta County

High level
20-year Plan
Project Lists, SGAs



Goshasta

High level
Non-motorized Plan
Data Focus



New Generation Non-motorized Infrastructure and Amenities

- Limited conflict corridors into SGAs
- Destination streets within SGAs
- Procurement program for amenities
- Funding policies for advanced projects

Detailed projects
Programming ready
Developer focused



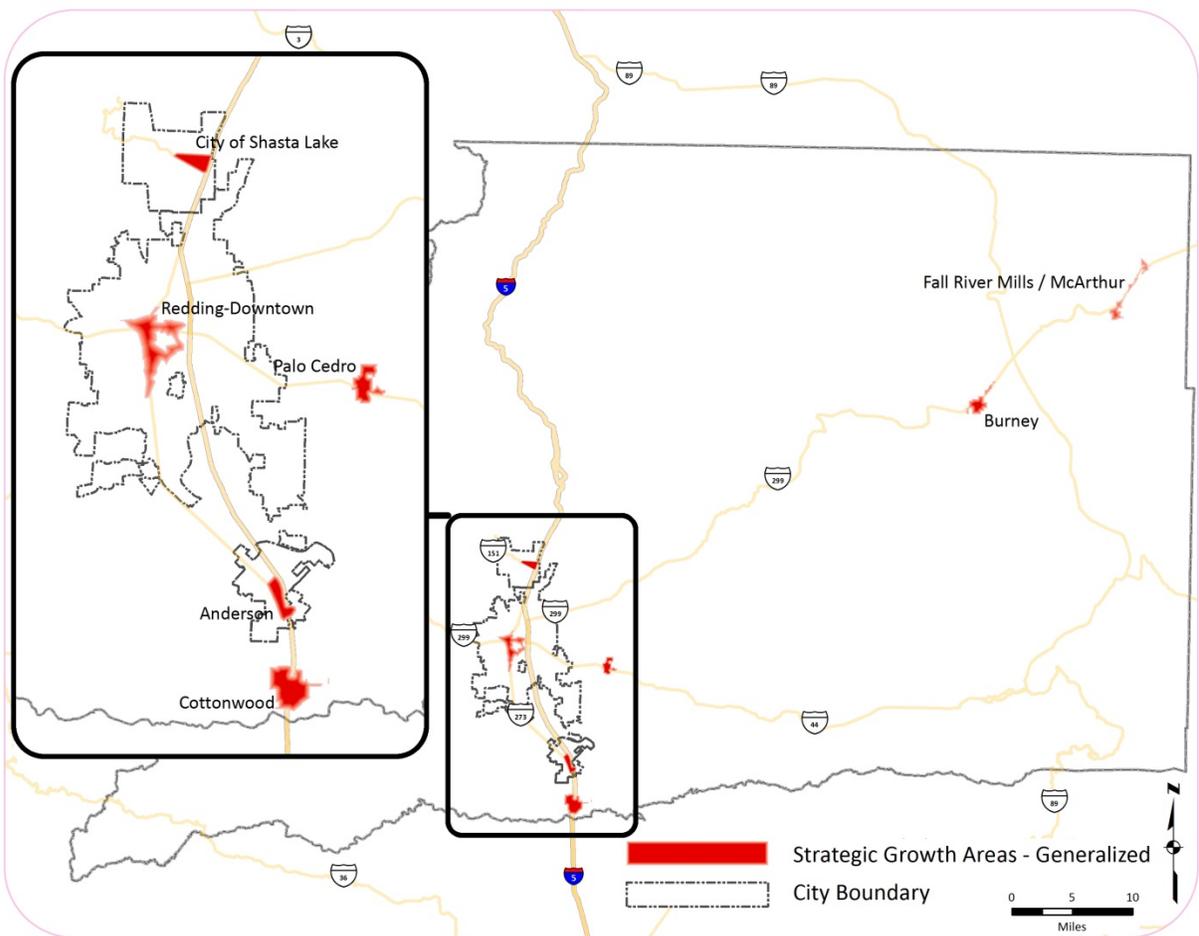
details for portions of SGAs
Downtown Redding Transportation Plan
Pit River Tribe/Burney Bicycle Walkway Plan

Project Delivery

Engineering, Environmental, ROW, Construction

Increasing Level of Detail

PROJECT AREA - STRATEGIC GROWTH AREAS



SGAs, identified in the 2015 RTP/SCS, are shown in the above map. They are delineated by the urban centers of the three incorporated cities – Redding, Anderson, and City of Shasta Lake – and four unincorporated compact communities of Shasta County.

The proposed project is an application of the Smart Mobility Framework (SMF). Identifying non-motorized project investments in SGAs aligns with SMF principles, specifically, location efficiency, reliable mobility, health and safety, social equity, and robust economy. Regional accessibility and community design have been considered by classifying the SGAs as either ‘urban centers’ or ‘compact communities’ (both SMF place types). The appropriate context and scale will be considered when reviewing alternative corridors, alignments and layouts within and to the SGAs that will achieve smart mobility benefits, e.g. context-sensitive neighborhood solutions.

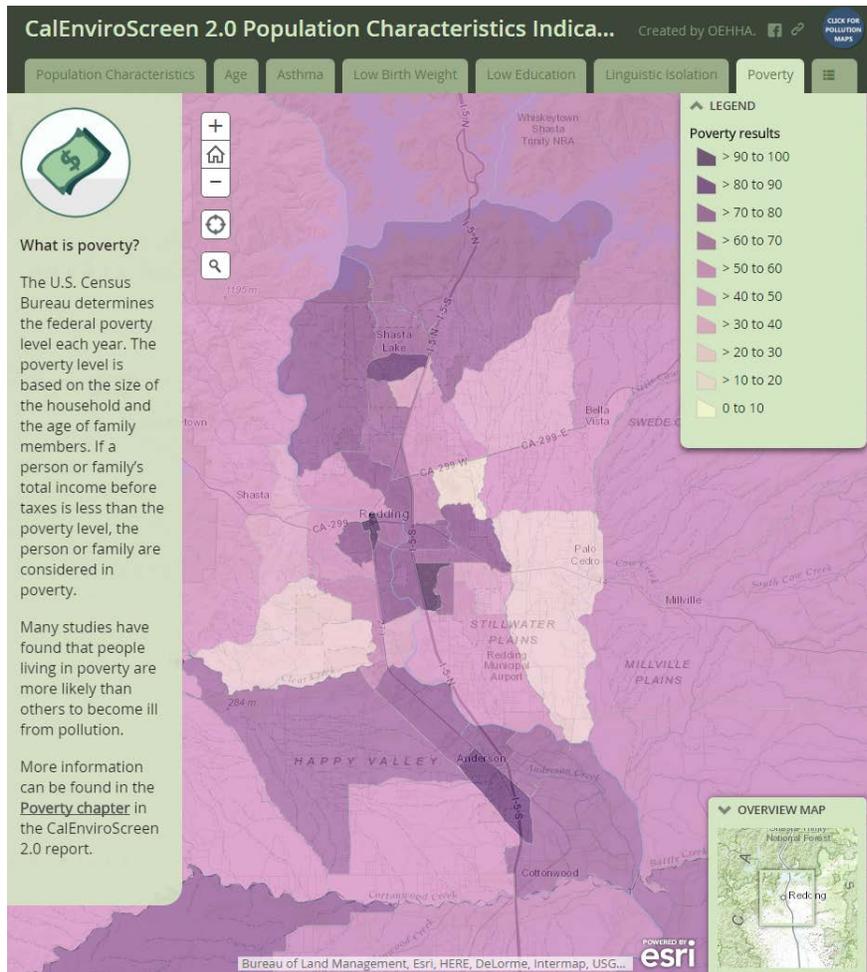
Inherently the SGAs most closely model the five 'D' factors known to reduce vehicle miles traveled and associated GHG emissions: density, diversity, design, destination accessibility, and distance to transit. Accordingly mode shift from automobile dependency to non-motorized transportation is most likely within and to SGAs. The proposed project will strengthen three ‘D’ factors within and to SGAs:

- Design – Street network and non-motorized travel accommodations;
- Destination Accessibility – Number of jobs and other attractions accessible via any travel mode; and
- Distance to Transit – Proximity of high quality public transit service to home and work.

If built, state-of-the-art non-motorized infrastructure and amenities in SGAs would facilitate the mode shift needed to meet the region's GHG target and goals for mobility, health, safety, and sustainability.

DEMOGRAPHICS

Not only are the SGAs primed for 'D' factor implementation, but their populations are Shasta County's most



economically disadvantaged (dark purple in map from CalEnviroScreen 2.0).

Shasta County, as a whole, has a median household income of \$44,651 which is only 73% of California's median household income – \$61,094 (ACS 2009-2013).

As shown in the following table the SGAs get high scores (increased vulnerability) based on the CalEnviroScreen 2.0 Population Characteristics. The CalEnviroScreen population characteristics are biological traits, health status, or community characteristics that can result in increased vulnerability to pollution (i.e. age, asthma, low birth weight, low education, linguistic isolation, poverty, and unemployment).

Strategic Growth Area (Census Tract)	CalEnviroScreen 2.0 Population Percentile Score
Anderson (6089012000)	69
Redding (6089010100)	67
Shasta Lake (6089011702)	70
Cottonwood (6089012200)	77
Palo Cedro (6089011900)	40
Burney (6089012701)	63
Fall River Mills/McArthur (6089012702)	65

RESPONSIBLE PARTIES:

- Shasta Regional Transportation Agency (SRTA)
- Caltrans District 2
- City of Redding
- City of Anderson
- City of Shasta Lake
- County of Shasta
- Redding Rancheria
- Pit River Tribe

OVERALL PROJECT OBJECTIVES:

By creating a shelf of non-motorized projects ready for construction, a new generation of non-motorized infrastructure and amenities will help direct limited resources that impact quality of life factors such as personal mobility, environmental quality, economic opportunity, public health, and public safety. Increased accessibility into the SGAs by local recreational users and bike/walk commuter traffic should reduce parking demand, provide better access to businesses and services, and improve air quality thus directly increasing economic activity and community satisfaction.

The project will improve the economy and livability in and around the Shasta Region’s SGAs by:

- Providing the details to build attractive, convenient, and accessible non-motorized facilities for all ages, to more efficiently utilize the entire transportation system;
- Providing details for advanced safety features for bicycle (Class I and IV Bikeways) and pedestrian (roadway treatments and amenities) facilities;
- Laying out projects that reduce GHG emissions and improve air quality, implementing the region’s Sustainable Communities Strategy; and
- Connecting transit and state-of-the-art bicycle and pedestrian facilities on local streets and state highways that provide access to commercial districts in the urban centers and compact communities, integrating multi-modal options and land use.

The following scope of work is the result of consultation with the responsible parties. No environmental, complex design, nor engineering plans and design specification work will be completed under the grant funding.

1. Project Initiation and Management

Task 1.1 – Prepare request for proposals, procure consultant.

Task 1.2 – Administer grant, including quarterly reports to Caltrans and invoicing.

- **Responsible Party:** SRTA

Task	Deliverable
<i>1.1</i>	<i>RFP, consultant contract (SRTA)</i>
<i>1.2</i>	<i>Quarterly reports and invoicing (SRTA)</i>

2. Outreach and Stakeholder Communication

Task 2.1 – Kick-off meeting between SRTA, consultant and project partners (Caltrans, cities, county, and tribes).

Task 2.2 – Coordinate project team communication.

Task 2.3 – Coordinate 15-20 outreach meetings, including neighborhood focus groups – piggybacking with on-going neighborhood association and other organization coordination (e.g. Healthy Shasta), – stakeholder interviews, and site visits. Participants will be directly invited to final presentations in Task 5.3.

Task 2.4 – Summary of outreach and stakeholder communication.

- **Responsible Party:** SRTA, consultant, project partners

Task	Deliverable
2.1	<i>Kick-off meeting agenda and minutes; project management plan with defined roles; updated project schedule (SRTA, consultant, project partners)</i>
2.2	<i>Project team list, sign-in sheets, agendas, minutes, project updates, presentation material (SRTA, consultant)</i>
2.3	<i>Notes from 15-20 outreach meetings (consultant)</i>
2.4	<i>Technical memorandum summarizing outreach and stakeholder communication and results (consultant)</i>

3. Corridor Alignment and Layout

Task 3.1 – Analyze and present alternative context-appropriate non-motorized alignments and layouts for 15 to 20 corridors with limited automobile conflicts into seven regional SGAs. A new generation of Class I and Class IV non-motorized projects that enhance connectivity to surrounding neighborhoods facilities are needed to expand mobility options within and to SGAs.

Task 3.2 – Recommend non-motorized alignments and layouts for 15-20 corridors into SGAs.

Task 3.3 – Analyze and present alternative alignments and layouts of destination streets or blocks in SGAs.

Task 3.4 – Recommend alignments and layouts for destination streets/blocks in SGAs.

Task 3.5 – Summary of corridor alignments and layouts.

- **Responsible Party:** SRTA, consultant, project partners

Task	Deliverable
3.1	<i>Alignment and layout alternatives for 15 to 20 corridors into SGAs (consultant)</i>
3.2	<i>Recommended alignments and layouts for 15-20 corridors into SGAs (SRTA, consultant, project partners)</i>
3.3	<i>Alignment and layout alternatives for destination streets/blocks in SGAs (consultant)</i>
3.4	<i>Recommended alignments and layouts for destination streets/blocks in SGAs (SRTA, consultant, project partners)</i>
3.5	<i>Technical memorandum summarizing corridor alignment and layout results (consultant)</i>

4. Regional Policies and Procurement Program

Task 4.1 - Establishment of regional non-motorized funding policies that point partner agencies to the most up-to-date guidance on advanced bicycle and pedestrian infrastructure (e.g. NACTO Urban Bikeway Design Guide) and promote projects that include non-motorized amenities.

Task 4.2 - Development of a procurement program for non-motorized transportation amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.).

Task 4.3 – Summary of regional funding policies and amenities procurement program.

- **Responsible Party:** SRTA, consultant, project partners

Task	Deliverable
4.1	<i>Regional non-motorized funding policies for advanced non-motorized infrastructure and amenities (SRTA, consultant, project partners)</i>
4.2	<i>Procurement program for amenities (SRTA, consultant, project partners)</i>
4.3	<i>Technical memorandum summarizing regional non-motorized funding policies and amenities procurement program (consultant)</i>

5. Final Report

Task 5.1 - Prepare draft final report with implementation and next steps, circulate for review and make revisions as appropriate.

Task 5.2 - Final report printing and circulation.

Task 5.3 - Present final report (totaling 6-8 final presentations) to project team boards and councils, Caltrans executive management and SRTA board.

- **Responsible Party:** SRTA, consultant

Task	Deliverable
5.1	<i>Draft final report with implementation and next steps (consultant)</i>
5.2	<i>Final report in printed and digital formats (consultant)</i>
5.3	<i>Presentations (6-8) to project team boards and councils, Caltrans executive management and SRTA board (consultant)</i>

Third Party In-Kind Valuation Plan

Task	Activity	Title	Name of In-Kind Match Provider	Fair Market Value Determination	Fair Market Value or Hourly Rate	Number of Hours	Estimated Cost
2.1	Kick-off meeting between SRTA consultant and project partners (Citrus, cities, county, and tribes).	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	19	\$1,710
2.2	Coordinate project team communication.	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	108	\$9,720
2.3	Coordinate 15-20 outreach meetings, including neighborhood focus groups – piggybacking with on-going neighborhood association and other organization coordination (e.g. Healthy Shasta) – stakeholder interviews, and site visits. Participants will be directly invited to final presentations in Task 3.3.	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	27	\$2,430
3.2	Recommend non-motorized alignments and layouts for 15-20 corridors into SGAs.	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	27	\$2,430
3.4	Recommend alignments and layouts for destination streets blocks in SGAs.	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	27	\$2,430
4.1	Establishment of regional non-motorized funding policies that point partner agencies to the most up-to-date guidance on advanced bicycle and pedestrian infrastructure (e.g. NACTO Urban Bikeway Design Guide) and promote projects that include non-motorized amenities.	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	41	\$3,690
4.2	Development of a procurement program for non-motorized transportation amenities (e.g. wayfinding signage, racks, lockers, stair ramps, fix-it stations, air stations, hydration stations, benches, shelters, etc.).	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	41	\$3,690
5.1	Prepare draft final report with implementation and next steps, circulate for review and make revisions as appropriate.	Participant time	Staff of City of Redding, Anderson and Shasta Lake, and Shasta County; Local community groups	Based upon approximate average hourly salary/benefits of expected participants.	\$90	44	\$3,960
Total In-Kind Match:					\$90,060		

How the third party in-kind match will be documented for accounting purposes: For participant time, the third party in-kind provider will fill out a sign-in sheet acknowledging their participation in the meeting and deliverable deliverable review and comment preparation.

LETTERS OF SUPPORT



October 26, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Anderson supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

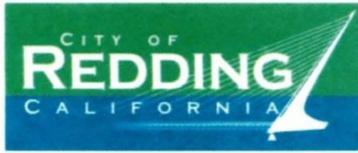
The project could help the City of Anderson as the City is bisected by two State Highways and needs assistance integrating its existing non-motorized infrastructure with the two highway crossing to provide a safe and live able infrastructure with in the City of Anderson.

The City of Anderson is considered to be a disadvantaged community and supports creating safe, innovative, and sustainable infrastructure that enhances the livability of our residents. We feel this can only be achieved with the collaboration of our stakeholders and community members.

The City of Anderson looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,


Jeffrey D. Kiser, City Manager
City of Anderson



PUBLIC WORKS - ENGINEERING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. Box 496071, REDDING, CA 96049-6071
530.225.4170 FAX 530.245.7024

October 26, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Redding supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The project will assist the City of Redding with conceptual planning of a new generation of transportation facilities and while engaging neighborhoods and stakeholders in an active forum. The plan will lead to community supported projects that promote safer streets, and a more sustainable, integrated and efficient transportation system while enhancing the local economy and livability. We look forward to the opportunity to collaborate with Shasta Regional Transportation Agency to address multimodal deficiencies in and around the City of Redding's SGA region to meet the mobility needs of disadvantaged communities, promote healthy and active living by planning for a complete network of transportation options.

The City of Redding looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Crane", is written over a horizontal line.

Brian Crane, Public Works Director
City of Redding

BC:sm
102915L-SRTA-NewGenNonMotFac_Serv

City of Shasta Lake

P.O. Box 777 • 1650 Stanton Drive
Shasta Lake, CA 96019
Phone: 530-275-7400
Fax: 530-275-7414
Website: www.cityofshastalake.org



October 27, 2015

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

SRTA's application meets with the City of Shasta Lake's continued interest in providing non-motorized facilities including bicycle/pedestrian improvements within the central part of the City. As a disadvantaged small community, the City is constantly searching for funds to provide efficient transportation systems, correct mobility deficiencies and increase safety while providing a healthy, livable and sustainable community for our residents. As part of this effort, the City has collaborated in the past with the California Department of Transportation to add/improve bicycle/pedestrian improvements along State Route 151 within the City. We believe that SRTA's application meets our interests both on a citywide basis as well as on a regional basis.

The City of Shasta Lake looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. We wish the best of luck on SRTA's grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "John N. Duckett, Jr.", is written over a horizontal line.

John N. Duckett, Jr.
City Manager

City of Shasta Lake



Better bikeways, trails, walkable cities and vibrant public places

October 22, 2015

Dan Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Re: **New Generation Non-motorized Facilities and Services**

Dear Mr. Little,

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas. The project's objective is to bridge the gap between plans and construction in the region's Strategic Growth Areas, providing non-motorized implementation tools to stakeholders.

We believe our region has an exciting opportunity to build great cities and towns by providing access for all-day, all-purpose trips for people walking and bicycling. 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, accessible and convenient 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.

We are excited to be working with Shasta Regional Transportation on this project that directly addresses what people tell us they want: connectivity, safety and convenience.

Shasta Living Streets looks forward to working with Shasta Regional Transportation Agency on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project.

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for these efforts that will bring a new generation of non-motorized facilities and services to our region.

A handwritten signature in black ink, appearing to read 'Anne Wallach Thomas', with a long horizontal flourish extending to the right.

Anne Wallach Thomas
Executive Director, Shasta Living Streets

athomas@shastalivingstreets.org | 530 355-2230 | shastalivingstreets.org



Shasta County

DEPARTMENT OF PUBLIC WORKS

1855 PLACER STREET
REDDING, CA 96001-1759
530.225.5661 530.225.5667 FAX
800.479.8022 California Relay Service at 700 or 800.735.2922

PATRICK J. MINTURN, DIRECTOR
C. TROY BARTOLOMEI, DEPUTY
SCOTT G. WAHL, DEPUTY

October 26, 2015

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

The Shasta County Department of Public Works supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

The grant objectives will help the region meet sustainability goals by encouraging active transportation—mode shifting. It will aid the region and County specifically in engaging stakeholders and disadvantaged communities to identify gaps in the non-motorized transportation system. Encouraging alternate modes of transportation will have net positive effect on health in the region.

The Shasta County Department of Public Works looks forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

Patrick J. Minturn, Director

PJM/tac



Anderson Partnership for
Healthy Children

October 26, 2015

City of Anderson

Daniel S. Little

City of Redding

Executive Director

City of Shasta Lake

Shasta Regional Transportation Agency

County of Shasta

1255 East Street, Suite 202

Redding, CA 96001

First 5 Shasta

Subject: New Generation Non-motorized Facilities and Services

Good News Rescue
Mission

Dear Mr. Little:

Mercy Medical
Center

Healthy Shasta supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

Redding Rancheria

Redding School
District

Shasta College

Having safe non-motorized transportation options is especially important to our many residents who do not drive, including children, those with disabilities, and those who cannot afford a vehicle or fuel. Our community has high rates of poverty, particularly among single women with children, who will benefit from safer access to groceries, school, jobs, and other destinations. Our community also has a heavy chronic disease burden, so opportunities to use active transportation to get to key destinations will help prevent disease as physical activity levels increase.

Shasta Community
Health Center

Shasta County Office
of Education

Shasta Regional
Transportation Agency

Shasta Family
YMCA

Healthy Shasta is a partnership of multiple organizations formed to address growing rates of obesity and chronic disease in our community. Our vision is to create a community where the healthy choice is the easy choice, especially around physical activity and nutrition. We have worked with SRTA in the past and look forward to working with SRTA on innovative non-motorized designs and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application. If you have any questions please call me at (530)229-8428.

Shasta Head Start

Simpson University

The McConnell
Foundation

Turtle Bay Exploration
Park

Sincerely,

A handwritten signature in blue ink that reads "Shellisa Moore".

University of California
Cooperative Extension

Shellisa Moore,

Viva Downtown

Healthy Shasta Coordinator

Whiskeytown
National
Recreation Area

Phone 530.229.8428

2660 Breslauer Way, Redding, CA 96001
www.healthyshasta.org

Fax 530.229.8460



Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

October 26, 2015

Subject: New Generation Non-motorized Facilities and Services

Dear Mr. Little:

Turtle Bay Exploration Park supports the Shasta Regional Transportation Agency's (SRTA) application for a new generation of non-motorized facilities and services in the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing non-motorized implementation tools to stakeholders.

We understand Caltrans mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance the economy and livability. This mission matches what we want to do at Turtle Bay and at the new hotel and restaurant. Specifically, our goal is to rent bikes for a discounted rate to allow visitors to experience the best trail system in California and to exercise in the process. We would like to offer tours on the weekends for people staying at the hotel and allow them to see the downtown, river, and other parts of our city from a bicycle rather than drive by in a car.

We are committed to working with other non-profits to get both visitors and residents out of their cars and onto bikes or other forms of transportation (including walking) that will allow for a cleaner, safer, and healthier environment.

Turtle Bay looks forward to working with SRTA on innovative non-motorized designs and programs. Good luck on the grant application.

Sincerely,

Michael Warren
CEO
Turtle Bay Exploration Park

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1335 ARBORETUM DRIVE, SUITE A • REDDING, CA 96003 • 530-243-8850 • FAX 530-243-8898 • TURTLEBAY.ORG

PHOTOGRAPHS

The following pictures demonstrate example state-of-the-art infrastructure and amenities that the proposed project will analyze.



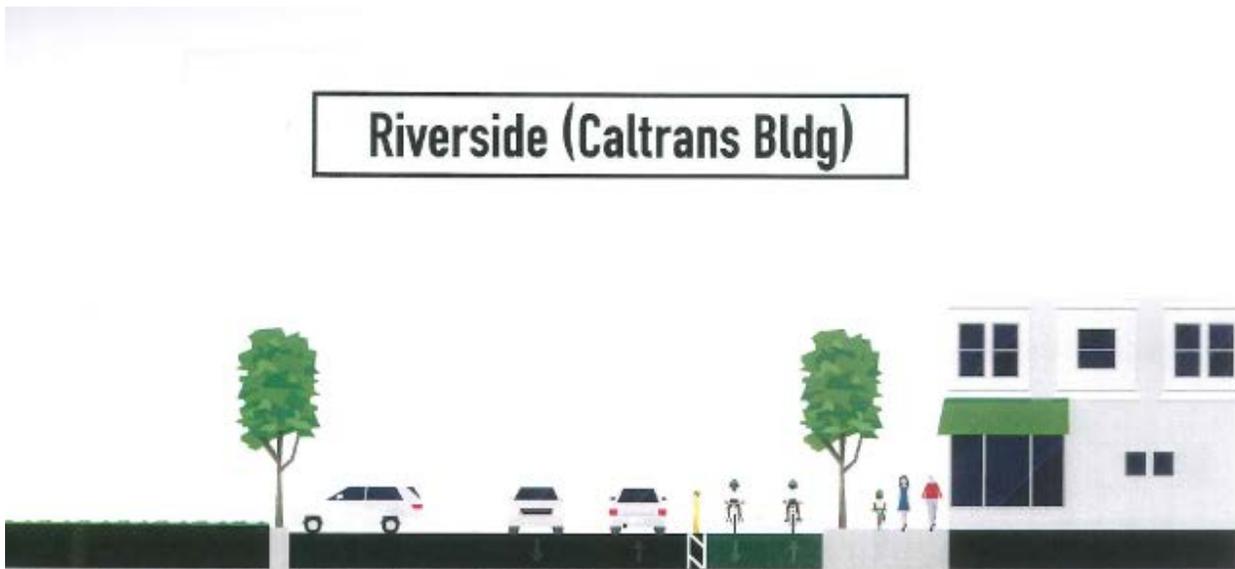
The Indianapolis Cultural Trail: The Next-Gen in U.S. Protected Bike Lanes (Streetfilms) is an example of a Class I Bikeway, i.e. bike path or multi-use trail, that is clearly signed and aesthetically distinct.



The Indianapolis Cultural Trail (Indiana University Public Policy Institute) provides clear instruction on its use, is visually appealing, and has limited automobile conflict areas.



This Class IV Bikeway, i.e. cycle track, with an adjacent bike share station, accesses store fronts and is safely separated from the automobile traffic. The bike share system is efficiently managed with a prime rate for trips less than 30 minutes, i.e. shorter commute trips.



This picture shows the anticipated 2015 City of Redding Active Transportation Program successful grant application project for bicycle and pedestrian improvements including a Class IV Bikeway, i.e. two-way cycle track, and improved pedestrian facilities that will provide Sacramento River Trail recreational users safe access to Downtown Redding's economic center and Strategic Growth Area.

A New Generation of Non-motorized Infrastructure and Amenities for Strategic Growth Areas

CALIFORNIA STREET PROTECTED BIKE LANE (FURTHER STUDY REQUIRED)

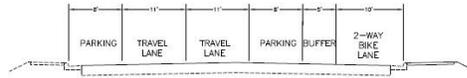
The potential exists to construct a 2-way protected bike lane on much of California Street in the section recently reduced from 34lanes to 2-lanes.

Protected bike lanes put a barrier between vehicles and bicyclists. The barrier can be either parked cars, plastic posts or raised islands.

Studies have shown significant increases in bicycle use after implementation of protected bike lanes.

There are fewer injuries among bike riders on streets with protected bike lanes.

Drivers don't have to worry about unexpected maneuvers.



TYPICAL SECTION
CALIFORNIA STREET



The California Street Class IV Bikeway, i.e. two-way cycle track, was provided as a high level project concept at the City of Redding’s Downtown Transportation Plan Community Workshop. Notice that **further study is required**.

SIGNING ENHANCEMENTS



Instructional Trail Sign



Trail Directional Sign



Informs road users that the bicyclists might occupy the travel lane



Traffic Signal Detection Sign

INTERSECTION IMPROVEMENTS



Green Bike Boxes can enhance safety at intersections



Green lanes improve safety in conflict areas



Signal push buttons can keep bicyclists in the street and off sidewalks eliminating the need to dismount

PARKING



Bike parking facilities encourage bicycle use



Bike Corrals complement activated areas

PAVEMENT MARKINGS



Use Sharrow to inform that bicyclists might occupy the travel lane



Traffic Signal detection markings show bicyclists where to stop

These potential infrastructure improvements and amenities would help make active forms of transportation the easy transportation choice (City of Redding Downtown Transportation Plan Community Workshop).



The newly installed (2015) rectangular rapidly flashing beacon on Old Alturas Road (two photograph exhibits) near the Edgewood Subdivision is an example roadway treatment that the proposed project will analyze.



The 2015 City of Anderson Class I Bikeway, i.e. bike path or multi-use trail, from Balls Ferry Road to Anderson River Park provides a direct connection between neighborhoods and recreational uses. Nearby on Balls Ferry Road is a retail center with a grocery store and restaurant; the road also leads into the north side of Anderson's Strategic Growth Area.



The 2015 Shasta Living Streets California Street//State Highway 273 Parklet temporarily makes use of ample downtown parking slots adding greenery and shade umbrellas (not shown) to an urban heat island. The associated Market Hall makes temporary use of vacant retail space as a “pop up market” that sales coffee and pastries and showcases local artists work.



The 2015 Shasta Living Streets California Street/State Highway 273 Parklet is an example amenity that creates a sense of community and livability along a state route corridor. Community members can relax and connect with one another.



This 2015 City of Redding Class II Bikeway, i.e. bike lane, provides a large buffer with signage to minimize automobile conflict. The bike lane provides access from neighborhoods to adjacent Lake Redding Park, and Caldwell Park, and the Sacramento River Trail leading to Downtown Redding (Strategic Growth Area).



The 2015 City of Redding colored bicycle facilities highlight conflict areas and provide instruction to cyclists at a high bicycle commuter intersection (Hartnell and Cypress Avenues).

SAFETY DATA

The Shasta Region has the fifth highest pedestrian fatality rate per 100,000 population in the state (US DOT, 2008-2012 and CHP’s 2012 Annual Report of Consolidated SWITRS Data). As depicted in Figure 1 and Figure 2, Shasta County had the highest number of pedestrian and bicycle injuries and fatalities in the northern most 20 counties of California according to the CHP’s most recent annual consolidation of SWITRS reports. This data does not factor in the many more collisions which go unreported.

Comparison of Bicycle and Pedestrian Collision Data Across California's 20 Northern Most Counties								
	Ped Fatal/100k	Ped Injury/100k	Bicycle Fatal/100k	Bicycle Injury/100k	Pedestrian Involved Fatal	Pedestrian Involved Injury	Bicycle Involved Fatal	Bicycle Involved Injury
Shasta County	3.4	16.3	0.6	17.4	6	29	1	31
Northern most 20 Counties in CA (AVG)	1.7	18.9	0.5	18.0	1.8	18.6	0.7	22.2
Northern most 20 Counties in CA (Median)	1.5	21.0	0.0	15.1	1.0	14.0	0.0	9.0
Northern most 20 Counties in CA: Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Napa, Nevada, Placer, Plumas, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, and Yuba.								

Figure 1 - CHP’s Annual Report of Consolidated SWITRS Data (2012)

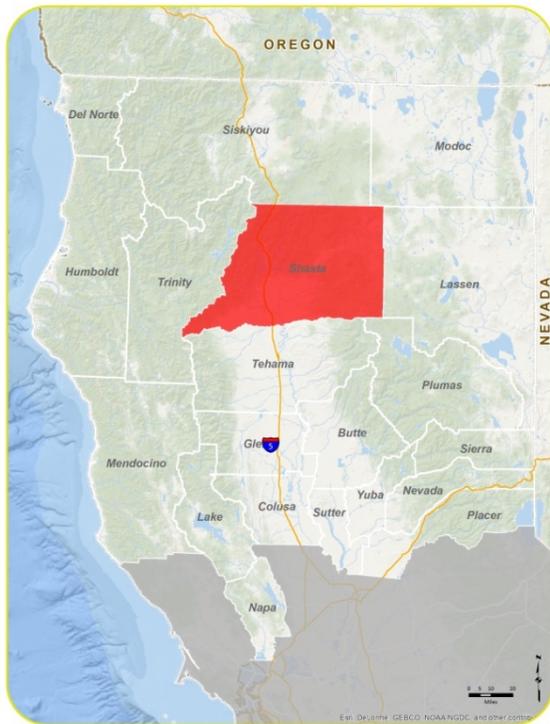
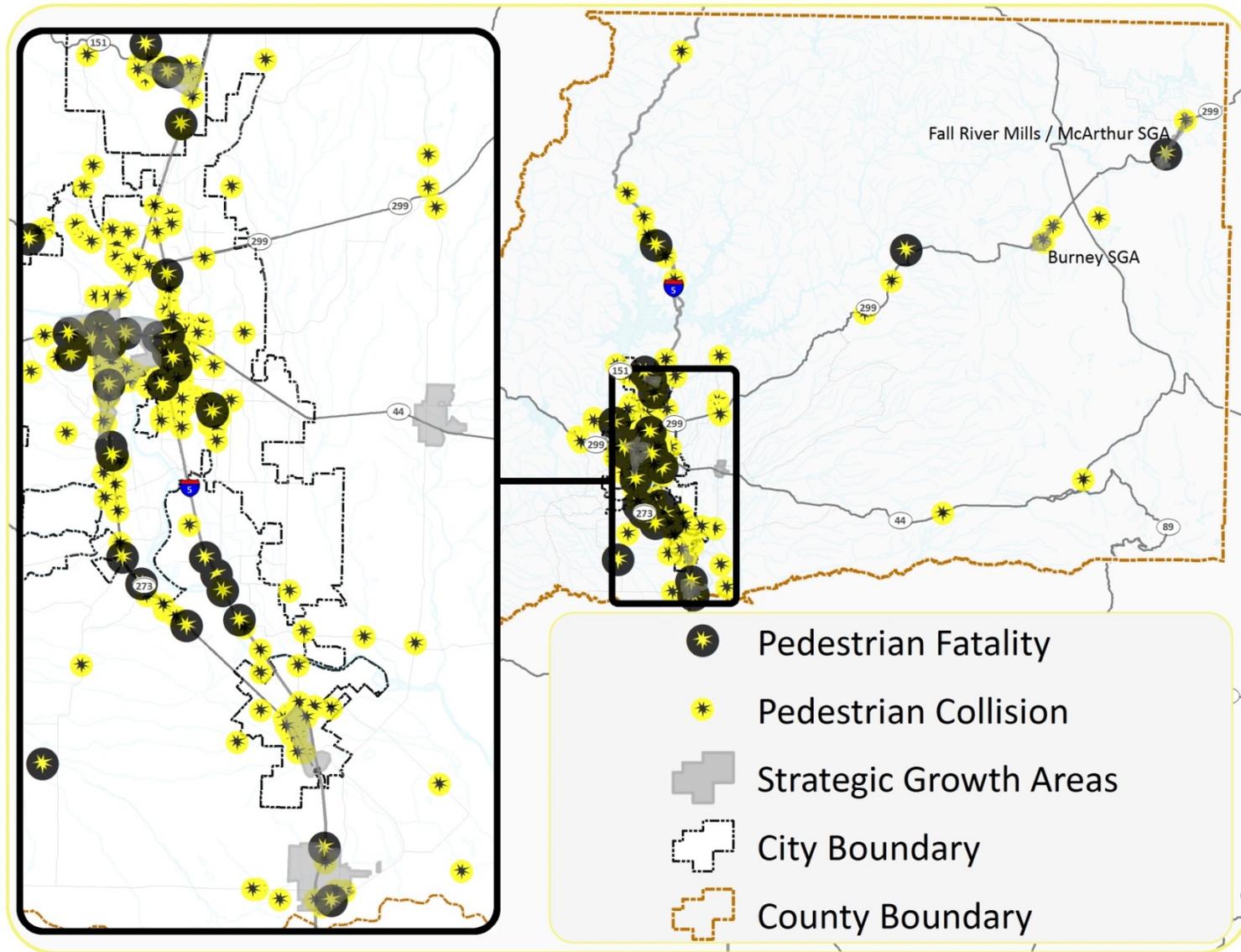
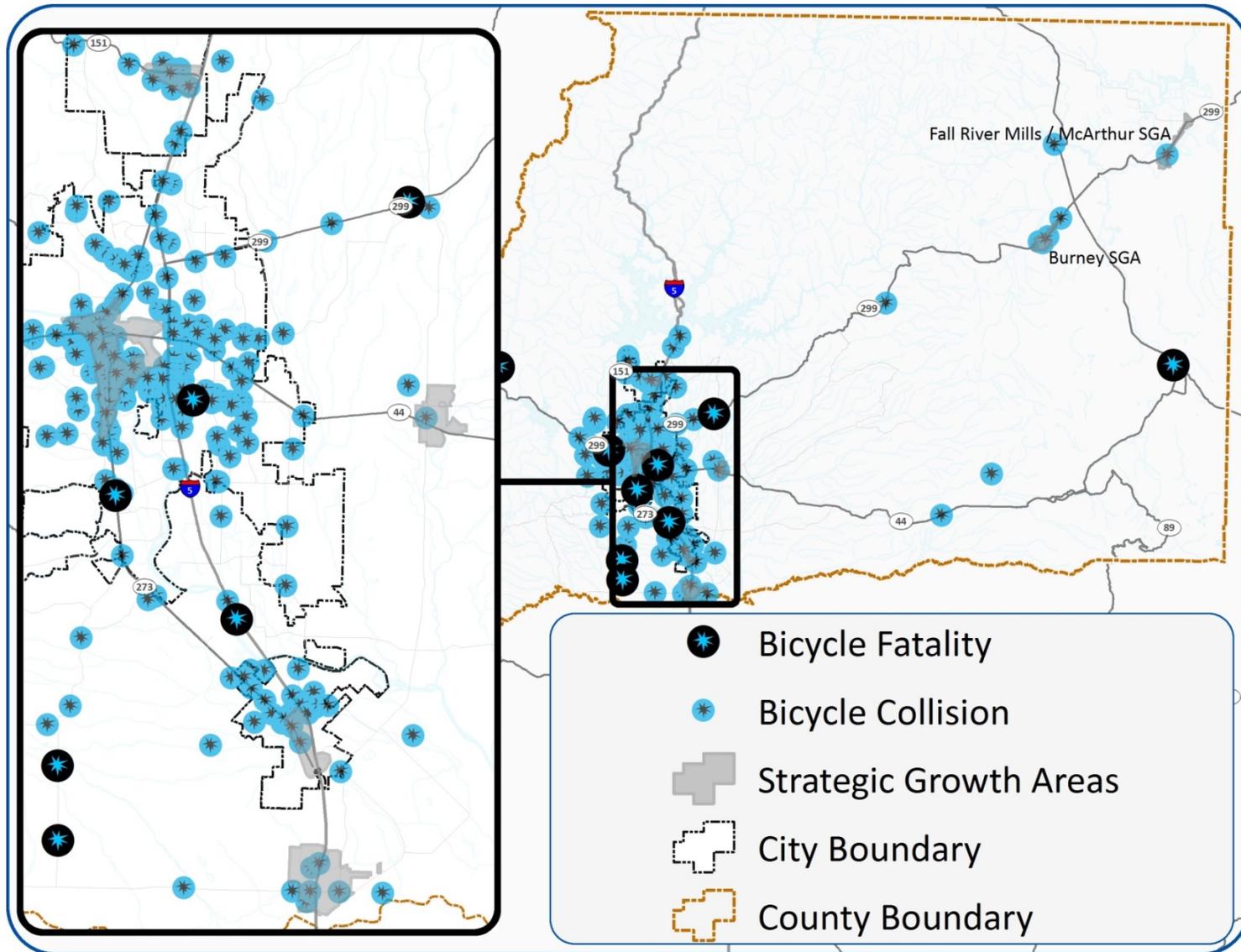


Figure 2 - Shasta County has the highest number of non-motorized injuries and fatalities in the 20 northern most counties of CA





SRTA LOCAL HEADLINES OF NON-MOTORIZED COLLISIONS

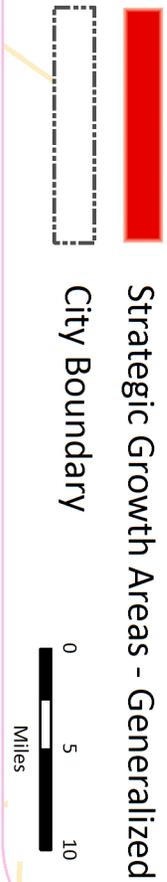
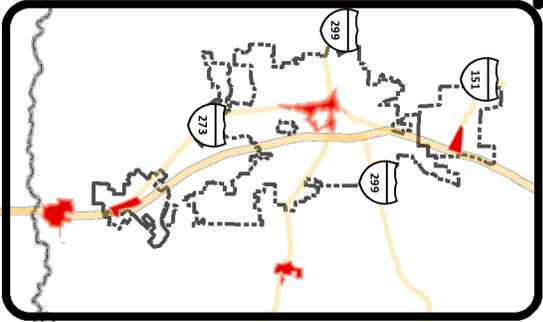
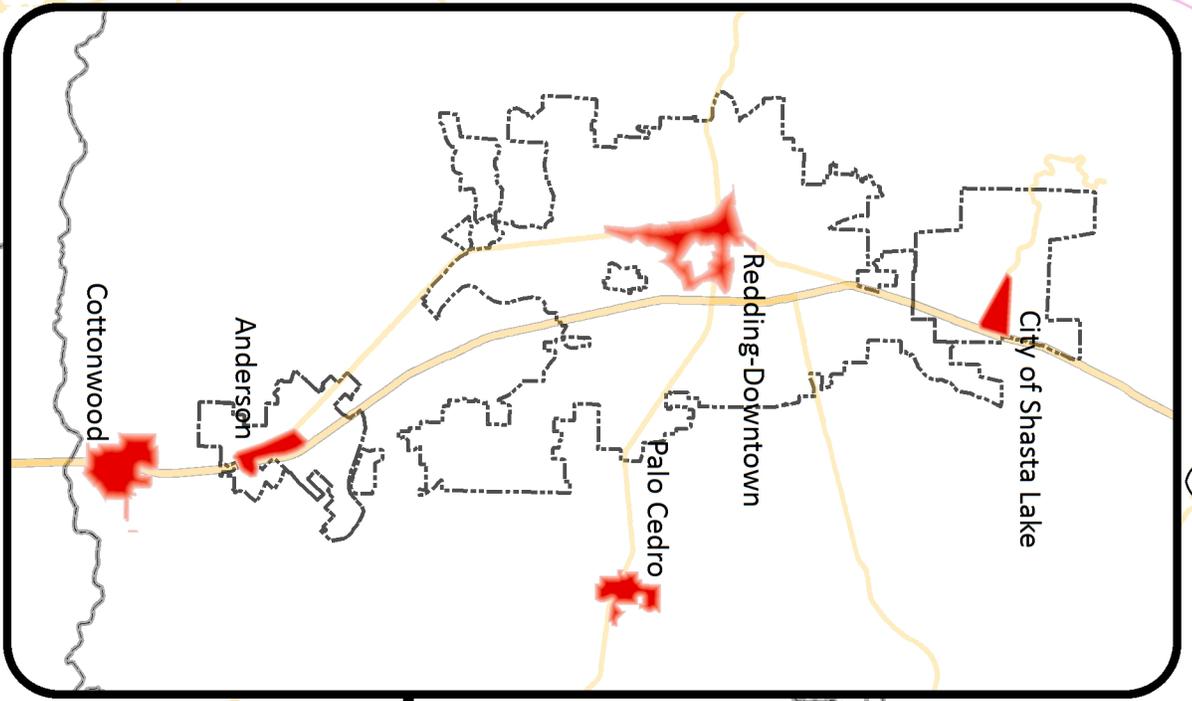
MAY TO DECEMBER 2015

Date	Local headlines from the last six months (7 bicyclist and pedestrian deaths)
12/11/2015	UPDATED: Arrest made in fatal crash, Pedestrian remains in critical condition after hit-and-run
11/29/2015	Bicyclist hit by vehicle on Millville Plains Road in Anderson
11/21/2015	CHP: Bicyclist dies after getting hit by semi on I-5
11/12/2015	UPDATE: Pedestrian hit by vehicle in Redding
11/4/2015	Bicyclist injured after getting hit by car
11/1/2015	Police: Vehicle fatally hits pedestrian on Highway 273
10/21/2015	Police: Bicyclist dies after being hit by car
10/13/2015	Crash pins bicyclist on E. Cypress Avenue
9/25/2015	Woman killed in crash involving car, bike
9/4/2015	Police: Hit-and-run sends bicyclist to hospital
8/25/2015	Boy slowly recovering after a hit-and-run accident
8/19/2015	Bicyclist suffers major injuries in hit-and-run
7/14/2015	Man in wheelchair killed crossing Bechelli Lane
7/7/2015	UPDATE: Pedestrian struck, killed on Highway 273 ID-ed; vision may have been to blame
6/24/2015	UPDATED: Pedestrian injured after getting hit by 2 vehicles

JANUARY 2014 TO APRIL 2015

UPDATED: Man injured in bicycle crash in critical condition
UPDATE: Redding cyclist in critical condition after Monday wreck
UPDATED: Child hit by vehicle in front of Mistletoe School
UPDATED: Man hit by train near Oasis identified
UPDATED: Pedestrian killed on Lake Blvd. ID'd
Pedestrian hurt in hit-and-run
UPDATED: Vehicle hits man in wheelchair in Redding
UPDATE: Court Street reopened after major injury crash
UPDATED: Pedestrian struck by train in downtown Redding
Man in critical condition after being hit by car

UPDATED: Pedestrian dies after being hit by truck on South Market Street
Report: Auto hits bicyclist at Hilltop, Dana drives
UPDATED: Pickup collides with bicyclist near Shasta College
CHP: Bicyclist suffers major injuries in hit-and-run
Police: Pedestrian hit by car on Eastside Road
CHP: Bicyclist injured by hit-and-run driver
Police: Pedestrian suffers major injuries after being hit by vehicle



Supplemental Information: Map of Project Area