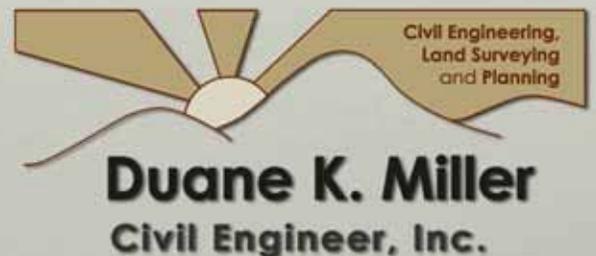
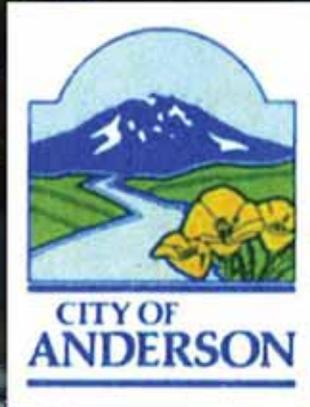


City of Anderson Pedestrian Accessibility & Safety Master Plan

DRAFT REPORT

September 2011



**CITY OF ANDERSON
PEDESTRIAN ACCESSIBILITY AND SAFETY
MASTER PLAN**

DRAFT REPORT

**Prepared For:
City of Anderson**

Prepared By:



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September 2011

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CHAPTER 1 - INTRODUCTION

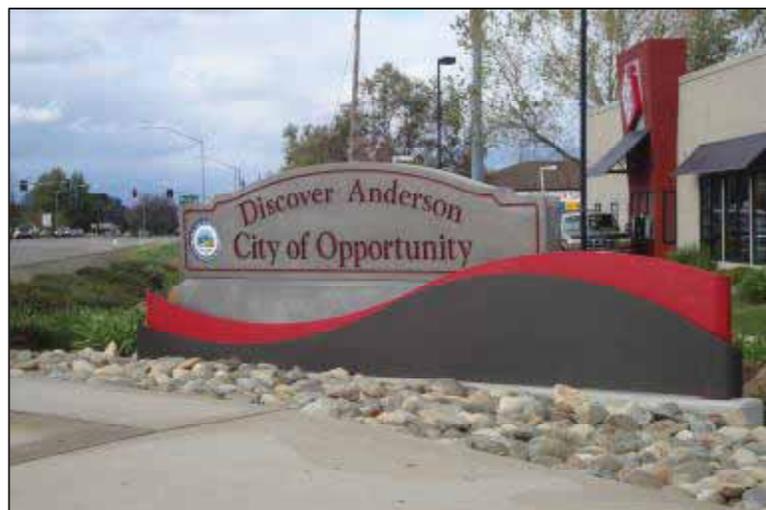


Walking is the oldest and most efficient, affordable, and environmentally friendly form of transportation. Walking helps to build healthy individuals and strong communities, and is the primary way that neighbors get to know one another. Walking is also great exercise and an easy way to improve mental and physical health. Nearly everyone, for at least some portion of every day, is a pedestrian.

To promote more walking, the City of Anderson received a Transportation Planning Grant in 2010 to develop a Pedestrian Accessibility and Safety Master Plan (PASMP). The need for the PASMP was identified based on several existing issues and deficiencies summarized below:

- Lack of pedestrian facilities in the downtown core (less than 50% of streets have sidewalks), near the City's 430 acre River Park, adjacent to schools, and between regional shopping centers and residential areas
- Lack of a comprehensive inventory of Americans with Disabilities Act (ADA) deficiencies to guide future grant applications and project priorities
- High poverty and unemployment rates that result in the demand for connected and continuous pedestrian facilities
- Pedestrian barriers caused by the 100-foot railroad right-of-way and State Highway 273 that both run through the center of the City of Anderson

This PASMP includes a comprehensive review of the existing pedestrian facilities in the City of Anderson and identification of several priority projects for implementation as funding becomes available. The PASMP has been developed to create a working document that is easy to understand and can be used for multiple purposes including incorporation into public works projects, review of private development applications, and information for future grant funding applications.



CITY OF ANDERSON BACKGROUND

According to the recently released 2010 US Census, the population of the City of Anderson is 9,932. The City is a small urban center serving surrounding unincorporated areas and provides regional retail shopping opportunities for southern Shasta County. The City was incorporated in 1956, with much of the city core laid out in the late 1800's. Although the City has a traditional grid layout, which typically encourages walking, most streets do not include curbs and sidewalks since they were constructed before incorporation of the City.

REPORT ORGANIZATION

The remainder of this report is organized into the following four sections:

Chapter 2 – Existing Facilities and Conditions

Chapter 3 – Public Outreach

Chapter 4 – Vision, Goals, and Objectives

Chapter 5 – Identification of Priority Projects

Chapter 6 – Potential Funding Sources

Appendices are also attached with supporting information for each of the report chapters.

CHAPTER 2 – EXISTING FACILITIES AND CONDITIONS



This section summarizes the data collection and existing conditions of pedestrian facilities in the City of Anderson. Field observations were performed using GPS equipment and digital photography of existing pedestrian facilities along all expressways, arterials, and collectors identified in the City of Anderson General Plan Circulation Element Figure 3.5.1, May 2007 (see Appendix A). The data collection along roadways also included specific recorded information for nine key intersections identified by City staff. Existing pedestrian facilities at intersections were verified if they

currently meet City and ADA standards, including condition of curb returns, presence of pedestrian ramps and signal heads, and type of crosswalk.

For areas near schools, the lack of sidewalk connections on local streets from residential areas to school entrances in the City were identified based on aerial photography and field observations. The study area for each school was limited to a half-mile radius. As requested by City staff, non-ADA compliant existing sidewalks, those with a cross-slope greater than two percent, were also collected in the City of Anderson Downtown Mixed Use District boundary as defined in Figure 17-1: The Regulating Plan, Revised January 15, 2009 (see Appendix A).

Using the GPS data and other data collected, GIS-based figures were developed of the existing pedestrian facilities in the City. The existing pedestrian facilities along roadways were identified by the location (length) and width of existing sidewalks. GIS-based maps were also created for the information from the key intersection locations, downtown mixed-use district, and existing sidewalk coverage around each school within a half-mile radius. The GIS mapping was an important part of the public workshops and determining priority improvements to connect residents to existing schools, community facilities, transit stops, and commercial areas.

A draft memorandum (dated May 9, 2011) was prepared summarizing the existing data collection for City staff review, which is included in Appendix B. The memorandum was reviewed by City of Anderson staff and this report includes revisions based on comments received from City staff.

The specific GPS data collection and GIS mapping was performed for the following pedestrian facilities in the City of Anderson:

- All expressways, arterials, and collectors identified in the City of Anderson General Plan Circulation Element (Figure 3.5.1, May 2007)
- Local streets within a half-mile radius surrounding each of the following six schools:
 1. Meadow Lane Elementary School
 2. Anderson Heights Elementary School

3. Anderson Middle School
 4. Anderson High School
 5. New Tech High School
 6. North Valley High School
- The following nine key intersections identified at the project kick-off meeting with City staff on March 17, 2011:
 1. North Street/Riverside Avenue
 2. North Street/McMurry Drive
 3. North Street/State Route 273
 4. North Street/Silver Street
 5. Stingy Lane/Rupert Drive
 6. Balls Ferry Road/Dodson Lane
 7. South Street/State Route 273
 8. Bruce Drive/Emily Road/Cemetery Road
 9. Bruce Drive/Pinon Avenue
 - Non-ADA compliant sidewalks (cross-slope greater than two percent) in the City of Anderson Downtown Mixed Use District boundary as defined in Figure 17-1: The Regulating Plan (revised January 15, 2009).

Summarized below are the data collection methodology, pedestrian travel and accident data, and the resulting GIS mapping of the pedestrian facilities.

DATA COLLECTION

Field observations of the above pedestrian facilities were collected using a GPS unit for identification of facilities and a digital camera for photos. The GPS unit used a data dictionary to collect the following information for sidewalks and trails (including expressways, arterials, collectors, and local roads within a half-mile radius of schools):

- Sidewalk/trail location (start, intermediate, and stop points recorded every 1 second)
- Sidewalk/trail width in feet
- Sidewalk/trail condition
 - Excellent – Sidewalk/Trail is relatively new and/or has few cracks that provides a clear path for pedestrians using the facility
 - Good – Sidewalk/Trail is in good condition but has settled areas that trap water, vegetation overgrowth or obstacles, and/or potential safety issues that can reduce the ease of pedestrians using the facility



- *Needs Repair* – Sidewalk/Trail has numerous large cracks, uneven or broken concrete, and/or slabs uplifted by tree roots that substantially reduce ease of pedestrians (and especially wheelchairs) using the facility.
- Bus stop type located on study facilities, for Redding Area Bus Authority (RABA)
 - Bus sign only
 - Bench and bus sign (no shelter)
 - Covered (sheltered) bench with bus sign
- Digital Photos – Image number was recorded along with specific facility/location (sidewalk/trail or bus stop)

At the nine key intersections, the following information was collected using the GPS units:

- Intersection Curb Return
 - Condition
 - i. Excellent
 - ii. Good
 - iii. Needs Repair
 - Width in feet (face of curb at ramp to back of walk)
 - Material
 - i. Concrete
 - ii. Asphalt
- Pedestrian Crosswalk
 - Regular Striped Crosswalk
 - School Zone Crosswalk
 - Lack of Clear Crosswalk
- Pedestrian Ramp
 - With Detectable Warning Mat
 - Without Detectable Warning Mat
- Pedestrian Signal Heads
 - With Countdown
 - Without Countdown
- Digital Photos – Image number was recorded along with intersection quadrant

In the Downtown Mixed-Use District, the widths of sidewalks with a cross-slope greater than two percent were collected as non-ADA compliant locations.

PEDESTRIAN TRAVEL DATA

The latest US Census Journey-to-Work data available is from 2000. The 2000 US Census data indicates that approximately two percent of people in the City of Anderson commuted to work by walking. A closer look at the Journey-to-Work data at the sub-area level of the City indicates that the area around City Hall has as high as four percent of people that commute to work by walking, while areas further from the downtown have a lower percentage.

The 2000 US Census data does not include all pedestrian activity in the City of Anderson since it only focuses on residents walking to work that are over the age of 16. There are a number of students that walk to schools, residents that walk for recreation, and others who walk to retail and other uses. To better capture some of the non-work related walking in the City of Anderson, pedestrian counts at the

nine key study intersections were collected during the morning and evening on a typical weekday. Table 1 summarizes the day and time period when the counts were collected, and the highest one-hour and total two-hour pedestrian volume at each intersection (for all directions) during the morning and evening time periods (detailed pedestrian counts at each intersection are included in Appendix C). Time periods were varied at each intersection depending on proximity to schools versus retail/employment areas, and in some cases only one hour of counts were collected at intersections where limited pedestrian activity was observed.

As shown in Table 1, 5 of the 9 key intersections had existing counts of 20 pedestrians or greater during at least one 1-hour period. In addition, the following four intersections had greater than 40 pedestrians during at least one 2-hour period:

- North Street/State Route 273
- North Street/Silver Street
- South Street/State Route 273
- Bruce Drive/Emily Road/Cemetery Road

This information was used to determine locations with high levels of pedestrian activity as part of determining the priority projects. In addition, this pedestrian count information will be useful as part of future grant applications.

Table 1. Pedestrian Counts at Key Intersections

Intersection	Date/Time Collected	Highest 1-Hour Pedestrian Count AM (PM)	Total 2-Hour Pedestrian Count AM (PM) ¹
1 - Riverside Avenue/North Street	Thurs, May 5, 2011 7 to 9 AM, 2 to 4 PM	9 (3)	9 (3)
2 - North Street/McMurry Drive	Tue/Wed, May 3/4, 2011 7 to 9 AM, 4 to 6 PM	11 (25)	17 (36)
3 - North Street/State Route 273	Tue/Wed, May 3/4, 2011 7 to 9 AM, 4 to 6 PM	19 (39)	36 (47)
4 - North Street/Silver Street	Wed/Thurs, May 4/5, 2011 7 to 9 AM, 2 to 4 PM	10 (21)	18 (42)
5 - Stingy Lane/Rupert Drive	Thurs, May 5, 2011 7 to 9 AM, 2 to 4 PM	4 (4)	5 (7)
6 - Balls Ferry Road/Dodson Lane	Thurs, May 5, 2011 7 to 8 AM, 2 to 4 PM	8 (1)	- (1)
7 - South Street/State Route 273	Tue/Wed, May 3/4, 2011 7 to 9 AM, 4 to 6 PM	37 (22)	48 (44)
8 - Bruce Drive/Emily Road/Cemetery Road	Wed/Thur, May 4/5, 2011 6:30 to 7:30 AM, 2 to 4 PM	14 (39)	- (48)
9 - Pinon Avenue/Bruce Drive	Wed/Thur, May 4/5, 2011 6:30 to 7:30 AM, 2 to 4 PM	6 (16)	- (21)
Notes: ¹ Only one hour of counts were collected at some intersections where limited pedestrian activity was observed. Source: Marks Traffic Data, May 2011.			

PEDESTRIAN ACCIDENT DATA

The latest available pedestrian accident data was obtained from the Department of California Highway Patrol website (<http://www.chp.ca.gov>, accessed March 29, 2011) for the last 10-years of Statewide Integrated Traffic Records System (SWITRS) reports from 2001 through 2010. Table 2 summarizes the number of pedestrian related accidents reported for the latest available 10-year period in the City of Anderson.

Table 2. Pedestrian Related Accidents Reported in the City of Anderson

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 ¹	Total
Number of Pedestrian Accidents Involving Motor Vehicles	2	1	4	3	3	3	4	4	4	0	28
Notes: ¹ Does not include data for entire year. Source: 2001 to 2010 SWITRS Reports from Department of California Highway Patrol Website (http://www.chp.ca.gov , accessed March 29, 2011)											

As shown in Table 2, 28 total pedestrian related accidents involving motor vehicles were reported during the approximately 10-year period from 2001 to 2010. The highest number of accidents reported during a one year period was four, which based on the current City of Anderson population of approximately 10,000 people is one pedestrian related accident per 2,500 people per year. At least one person was reported to have an injury in all except 3 of the 28 reported pedestrian related accidents. No pedestrian fatalities were reported during the approximately 10-year period between 2001 and 2010.

GIS MAPPING

Information collected from the GPS unit, digital camera, and SWITRS's accident data was used to create interactive GIS mapping of the existing pedestrian facilities and data. The following GIS layers were created as part of the mapping effort (each GIS layer has direct links to the digital photos taken for each facility):

- Existing sidewalk and trail facilities (including width of sidewalks)
- Existing sidewalk conditions
- Existing bus stop locations and types
- Existing pedestrian facilities at key intersections
- Location of pedestrian related accidents from 2001 to 2010

The GIS layer information was used to create the following Exhibits that show the existing pedestrian facilities collected in the City of Anderson.

- Exhibits 1A, 1B, and 1C: Existing Pedestrian Facilities
- Exhibits 2A, 2B, and 2C: Existing Sidewalk Condition
- Exhibits 3A, 3B, and 3C: Existing Bus Stop Locations
- Exhibit 4: Existing Pedestrian Facilities Near Meadow Lane Elementary School
- Exhibit 5: Existing Pedestrian Facilities Near Anderson Heights Elementary School
- Exhibit 6: Existing Pedestrian Facilities Near Anderson Middle School
- Exhibit 7: Existing Pedestrian Facilities Near Anderson High School
- Exhibit 8: Existing Pedestrian Facilities Near New Tech High School
- Exhibit 9: Existing Pedestrian Facilities Near North Valley High School
- Exhibit 10: Existing Pedestrian Facilities At North St/Riverside Ave
- Exhibit 11: Existing Pedestrian Facilities At North St/McMurry Dr
- Exhibit 12: Existing Pedestrian Facilities At North St/SR 273
- Exhibit 13: Existing Pedestrian Facilities At North St/Silver St
- Exhibit 14: Existing Pedestrian Facilities At Stingy Ln/Rupert Dr
- Exhibit 15: Existing Pedestrian Facilities At Balls Ferry Rd/Dodson Ln

- Exhibit 16: Existing Pedestrian Facilities At South St/SR 273
- Exhibit 17: Existing Pedestrian Facilities At Bruce Dr/Emily Rd/Cemetery Rd
- Exhibit 18: Existing Pedestrian Facilities At Bruce Dr/Pinon Ave
- Exhibit 19: Existing Non-ADA Compliant Sidewalks in Downtown Mixed-Use District
- Exhibit 20: Location Of Pedestrian Accidents Between 2001 and 2010

EXISTING FACILITIES SUMMARY

As shown in the attached Exhibits 1 through 3, there is substantial potential to improve the existing pedestrian facilities throughout the City of Anderson. In general, most sidewalks along major roadways are discontinuous or are only on one side of the roadway, especially in older areas of the City. However, the sidewalks that do exist are in good or excellent condition, with repairs only needed at specific locations and along a few larger segments. Bus stops are provided where there are existing sidewalks, but continuous connections along the major roadways from the bus stops to residential and other areas could be improved.

Exhibits 4 through 9 show the existing pedestrian facilities near schools in the City of Anderson. Both the Anderson Middle School and New Tech High School, located in the downtown core of the City, have direct roadway connections and some sidewalk connectivity to near-by bus stops, but are lacking continuous connections within a half-mile radius. Anderson High School and North Valley High School are located in more isolated areas with few direct roadway connections to the surrounding area, but some sidewalks connections are provided. Meadow Lane Elementary School and Anderson Heights Elementary School are located in more recently developed areas that have sidewalks provided on most residential streets but multiple direct connections from surrounding residential areas are missing.



Exhibits 10 through 18 show existing pedestrian facilities at the nine key intersections. Existing facilities at each intersection cover a large range, from all four intersection quadrants at the North Street/Riverside Avenue intersection including pedestrian signal heads and new curbs with ADA compliant ramps; to the Balls Ferry Road/Dodson Lane intersection, which given the more rural location has no existing pedestrian facilities. The need for improvements at each intersection will be different depending on pedestrian activity, public input, and other considerations.

Exhibit 19 shows the locations of sidewalks with a cross-slope greater than two percent in the Anderson Downtown Mixed-Use District. The locations identified are mainly where existing driveways are located that have a non-ADA compliant cross slope greater than two percent. Most, if not all, of these driveways were constructed long before ADA standards were adopted. It is

anticipated that these locations will be improved to have ADA compliant cross slopes as new development occurs or funding becomes available.

Exhibit 20 shows the location of pedestrian accidents over the latest available 10-year period between 2001 and 2010. The following locations had two or more pedestrian related accidents in the vicinity of the intersections listed below over the 10-year period:

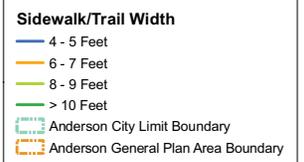
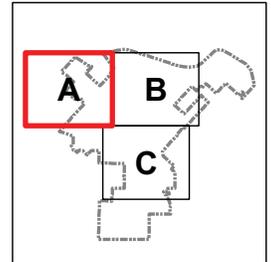
- Balls Ferry Road/McMurry Drive/I-5 Northbound Off-Ramp (3 accidents)
- Balls Ferry Road/Shady Lane (3 accidents)
- State Route 273/North Street (2 accidents)
- State Route 273/Pinon Avenue (2 accidents)
- Alamo Drive/Manter Drive (2 accidents)



EXHIBIT 1A
 EXISTING PEDESTRIAN FACILITIES
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 APRIL 25, 2011



Vicinity Map



NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

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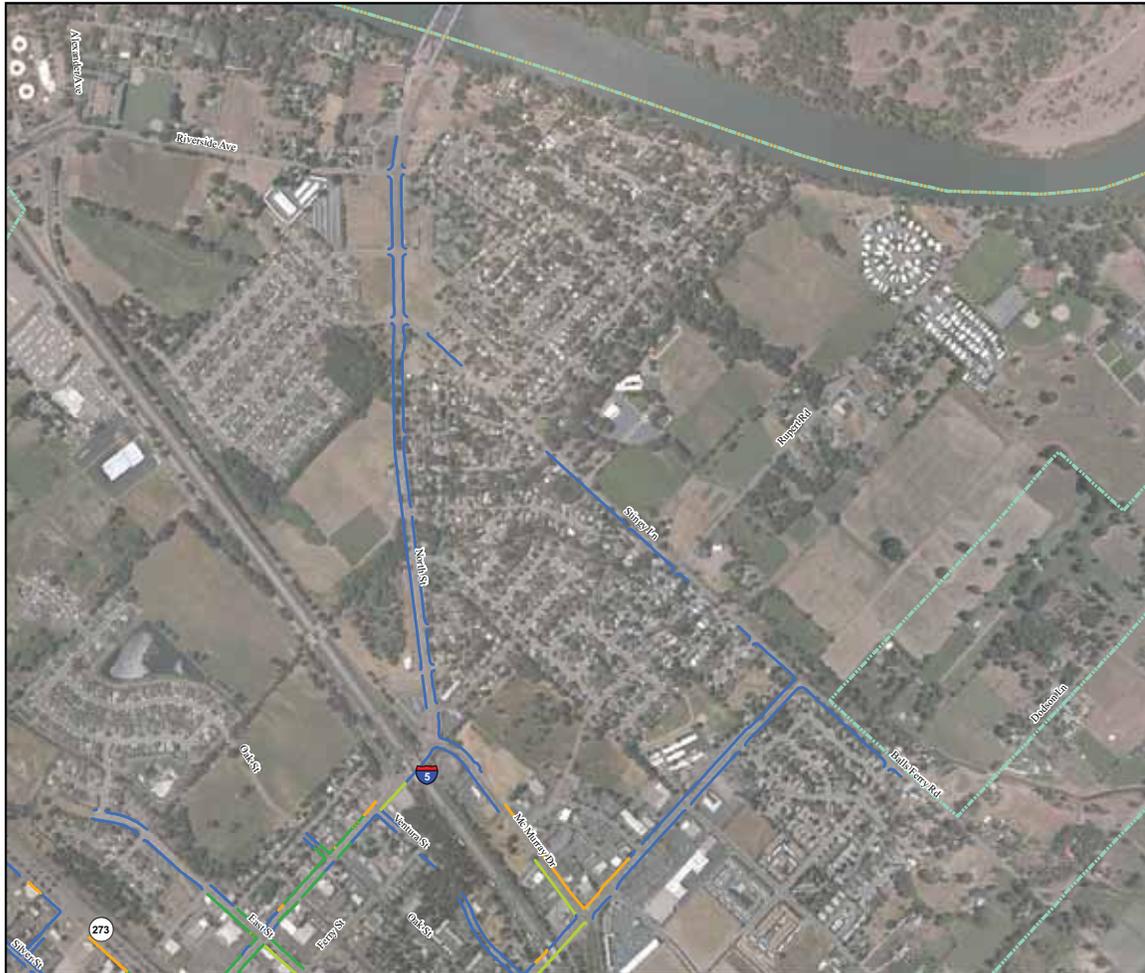
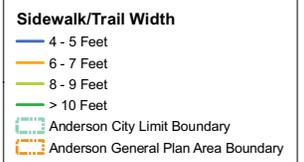
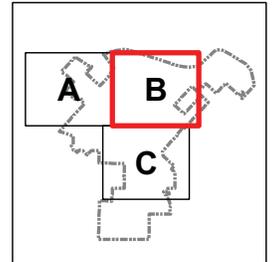


EXHIBIT 1B
 EXISTING PEDESTRIAN FACILITIES
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 APRIL 25, 2011



Vicinity Map



NOTE:
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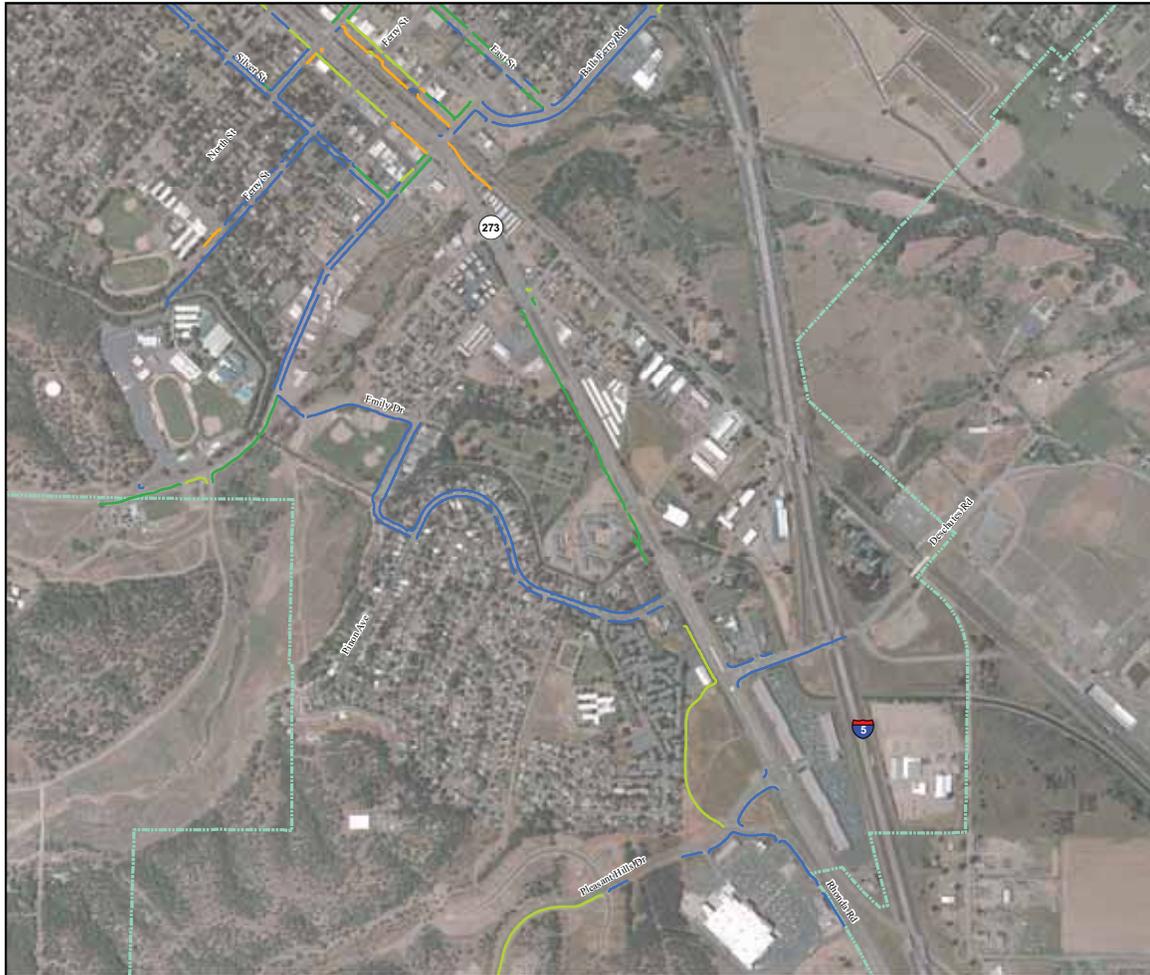
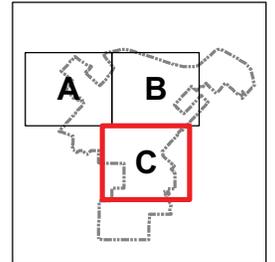


EXHIBIT 1C
 EXISTING PEDESTRIAN FACILITIES
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 SEPTEMBER 14, 2011



Vicinity Map



Sidewalk/Trail Width

- 4 - 5 Feet
- 6 - 7 Feet
- 8 - 9 Feet
- > 10 Feet
- - - Anderson City Limit Boundary
- - - Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
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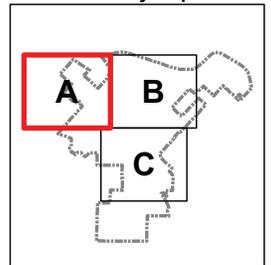
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EXHIBIT 2A
 EXISTING SIDEWALK CONDITION
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 APRIL 25, 2011



Vicinity Map



Sidewalk/Trail Condition

- Needs Repair
- Good
- Excellent
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTE:
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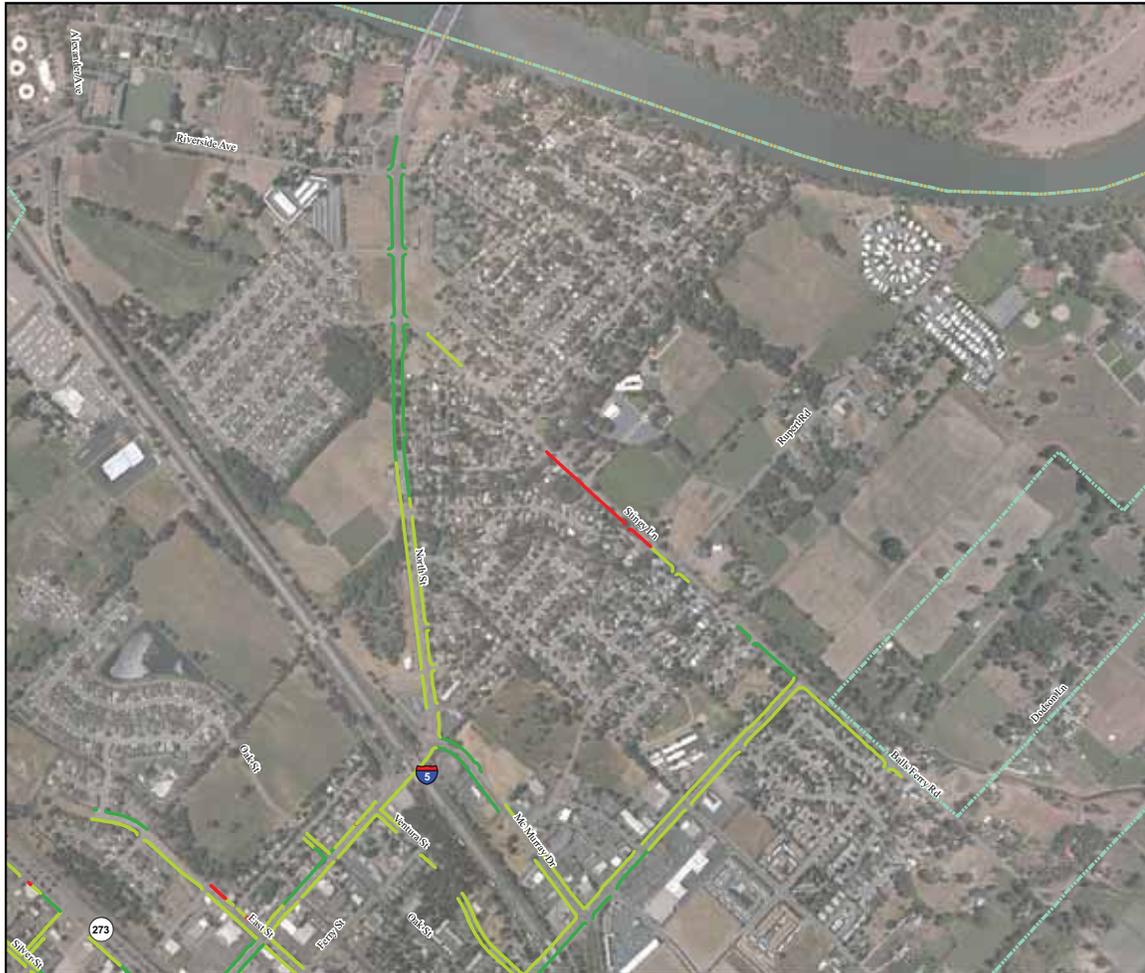
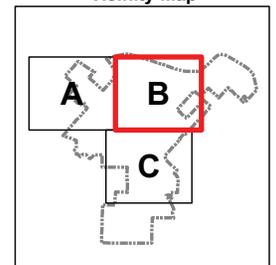


EXHIBIT 2B
 EXISTING SIDEWALK CONDITION
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 APRIL 25, 2011



Vicinity Map



Sidewalk/Trail Condition

- Needs Repair
- Good
- Excellent
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTE:
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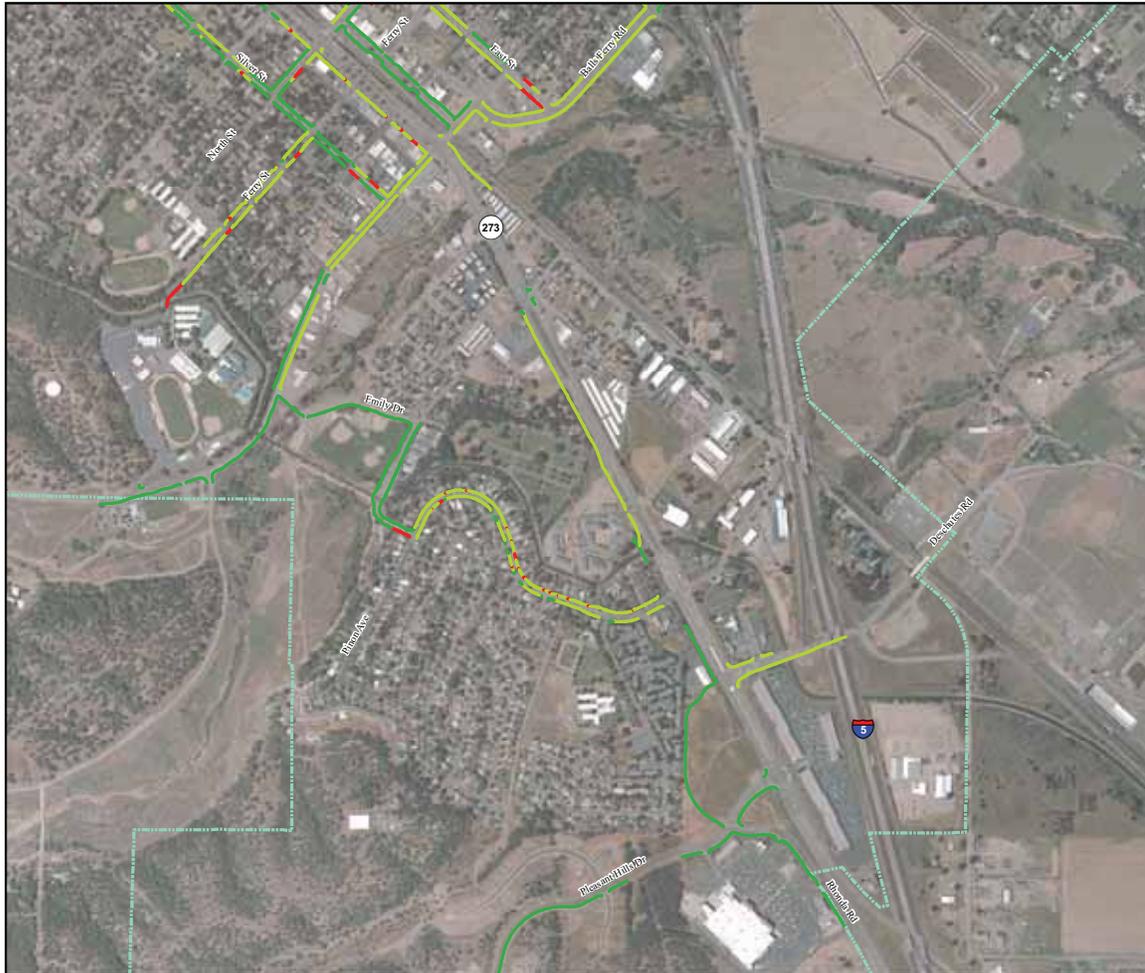
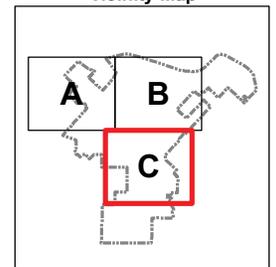


EXHIBIT 2C
 EXISTING SIDEWALK CONDITION
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 SEPTEMBER 14, 2011



Vicinity Map



Sidewalk/Trail Condition

- Needs Repair
- Good
- Excellent
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTE:
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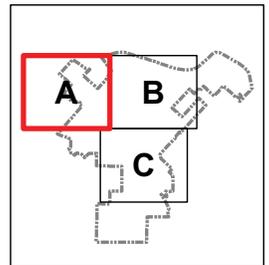
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EXHIBIT 3A
 EXISTING BUS STOP LOCATIONS
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 APRIL 25, 2011



Vicinity Map



- Bus Stop**
- Sign
 - Bench
 - Covered Bench
 - Sidewalk/Trail
 - Anderson City Limit Boundary
 - Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
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 ANDERSON, 2008

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 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 3301 C Street, Bldg. 100-B Tel: 916.341.7760
 Sacramento, CA 95816 Fax: 916.341.7767

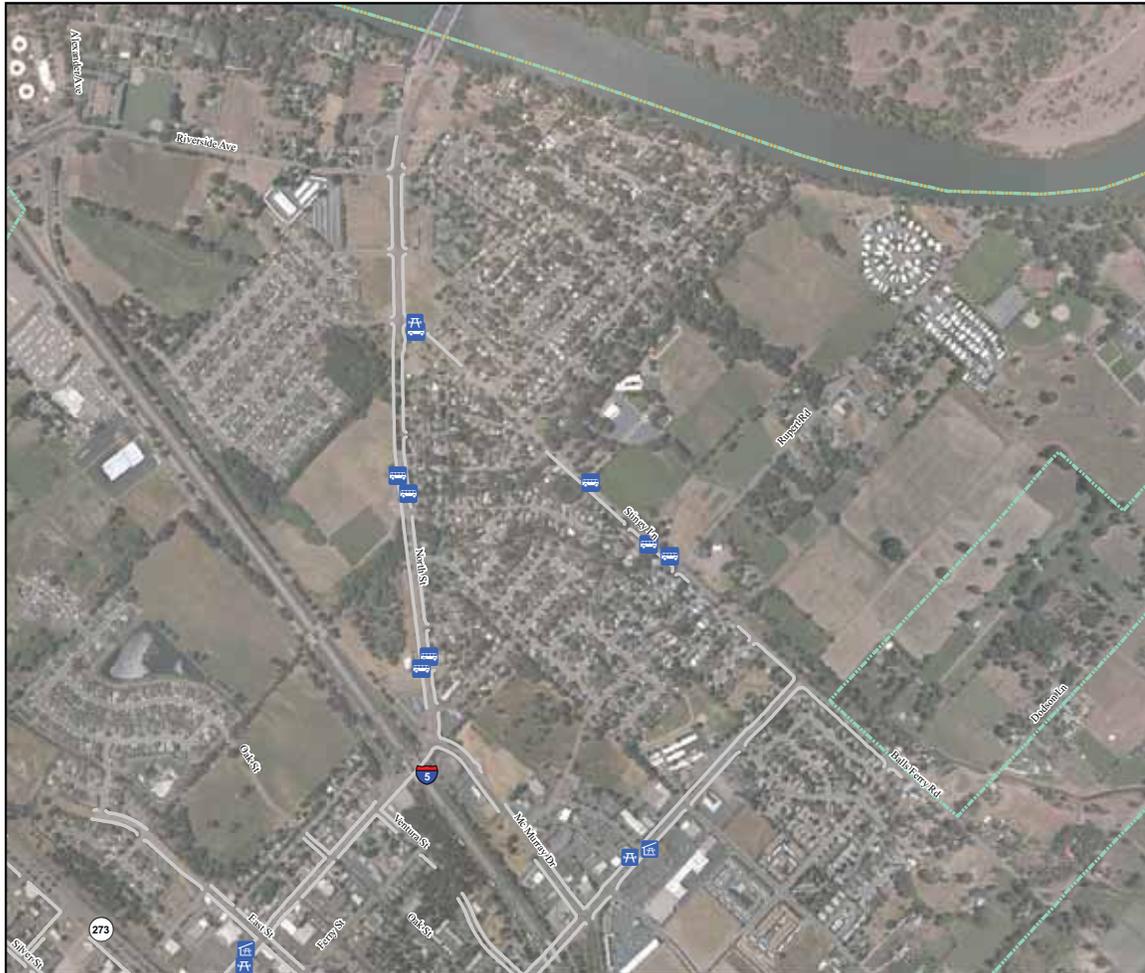
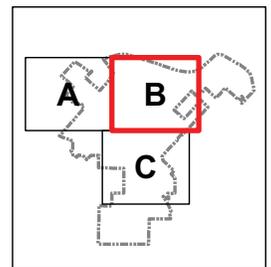


EXHIBIT 3B
 EXISTING BUS STOP LOCATIONS
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 APRIL 25, 2011



Vicinity Map



- Bus Stop**
- Sign
 - Bench
 - Covered Bench
 - Sidewalk/Trail
 - Anderson City Limit Boundary
 - Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

PRELIMINARY

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 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
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 Sacramento, CA 95816 Fax: 916.341.7767

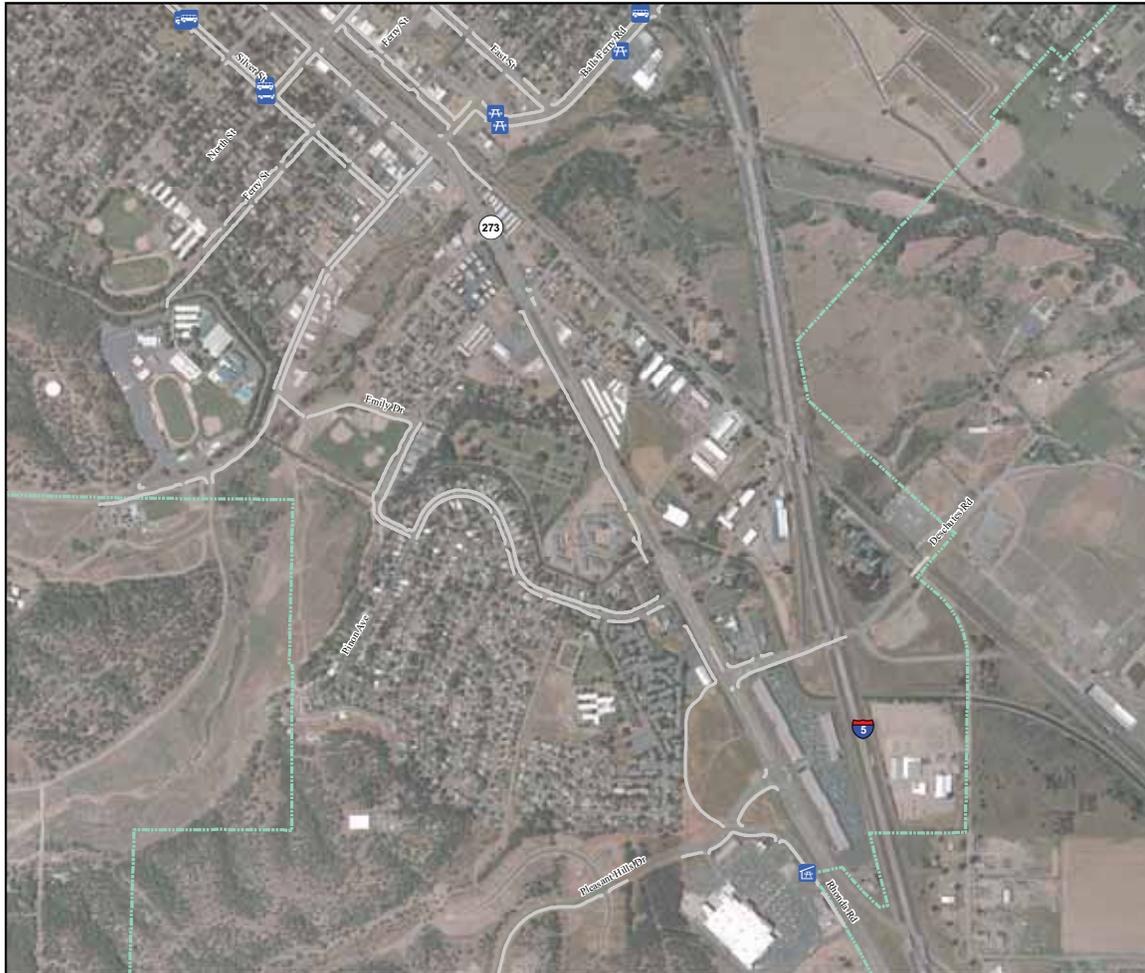
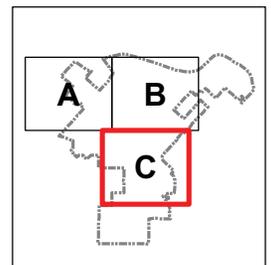


EXHIBIT 3C
 EXISTING BUS STOP LOCATIONS
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CALIFORNIA
 SEPTEMBER 14, 2011



Vicinity Map



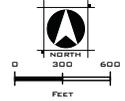
- Bus Stop**
- Sign
 - Bench
 - Covered Bench
 - Sidewalk/Trail
 - Anderson City Limit Boundary
 - Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

PRELIMINARY

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 Sacramento, CA 95816 Fax: 916.341.7767

EXHIBIT 4
 EXISTING PEDESTRIAN FACILITIES NEAR
 MEADOW LANE ELEMENTARY SCHOOL
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 APRIL 25, 2011



- Meadow Lane Elementary School
- Sidewalk Condition**
 - Needs Repair
 - Good
 - Excellent
- Bus Stop**
 - Sign
 - Bench
 - Covered Bench
 - 0.5 Mile Buffer
 - Anderson City Limit Boundary
 - Anderson General Plan Area Boundary

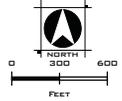
NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHODROMAGE
 ANDERSON, 2008

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EXHIBIT 5
 EXISTING PEDESTRIAN FACILITIES NEAR
 ANDERSON HEIGHTS ELEMENTARY SCHOOL
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 SEPTEMBER 14, 2011



-  Anderson Heights Elementary School
- Sidewalk Condition**
-  Needs Repair
-  Good
-  Excellent
- Bus Stop**
-  Sign
-  Bench
-  Covered Bench
-  0.5 Mile Buffer
-  Anderson City Limit Boundary
-  Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHODMAGE
 ANDERSON, 2008

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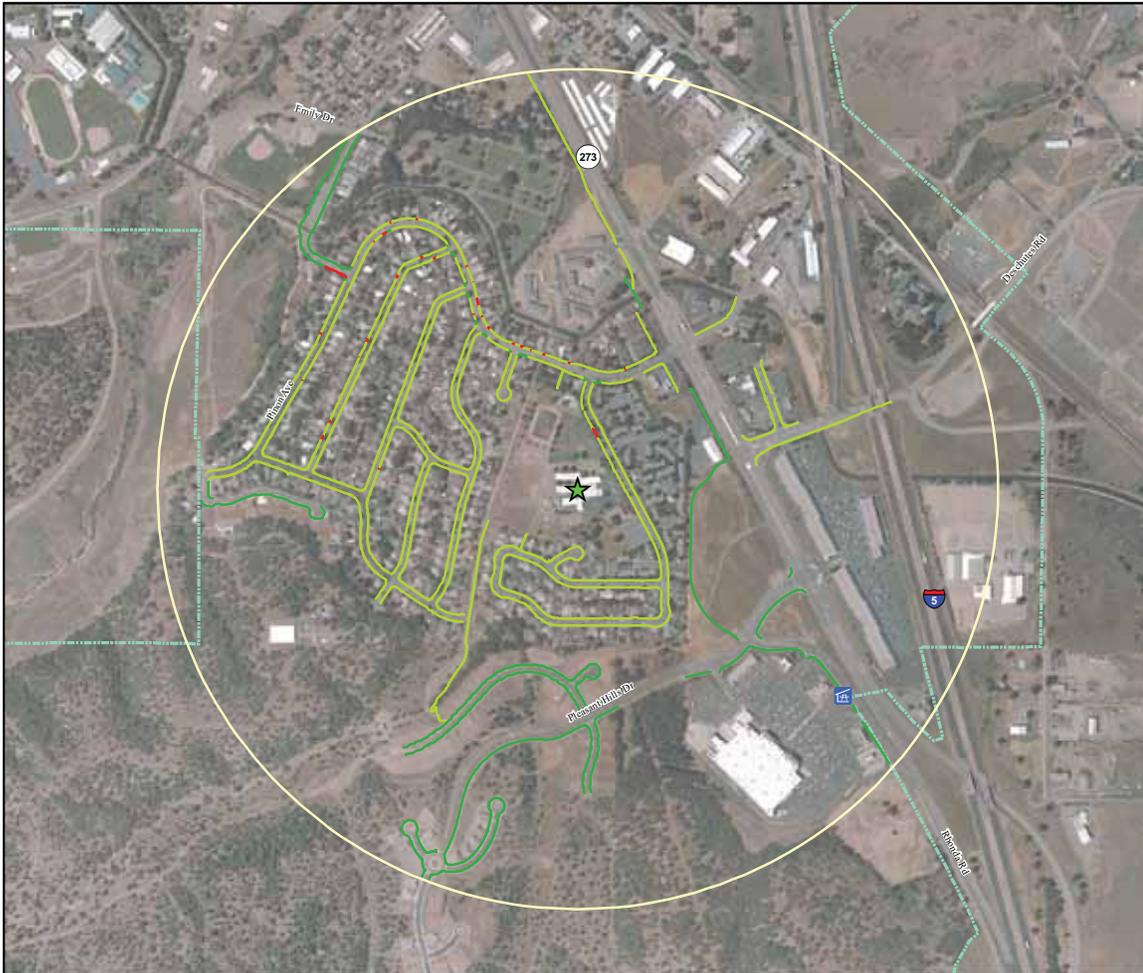
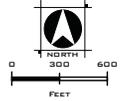




EXHIBIT 6
 EXISTING PEDESTRIAN FACILITIES NEAR
 ANDERSON MIDDLE SCHOOL
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



- Anderson Middle School
- Sidewalk Condition**
- Needs Repair
- Good
- Excellent
- Bus Stop**
- Sign
- Bench
- Covered Bench
- 0.5 Mile Buffer
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOGMAGE
 ANDERSON, 2008

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WOOD ROGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 3301 C Street, Bldg. 100-B Tel: 916.341.7760
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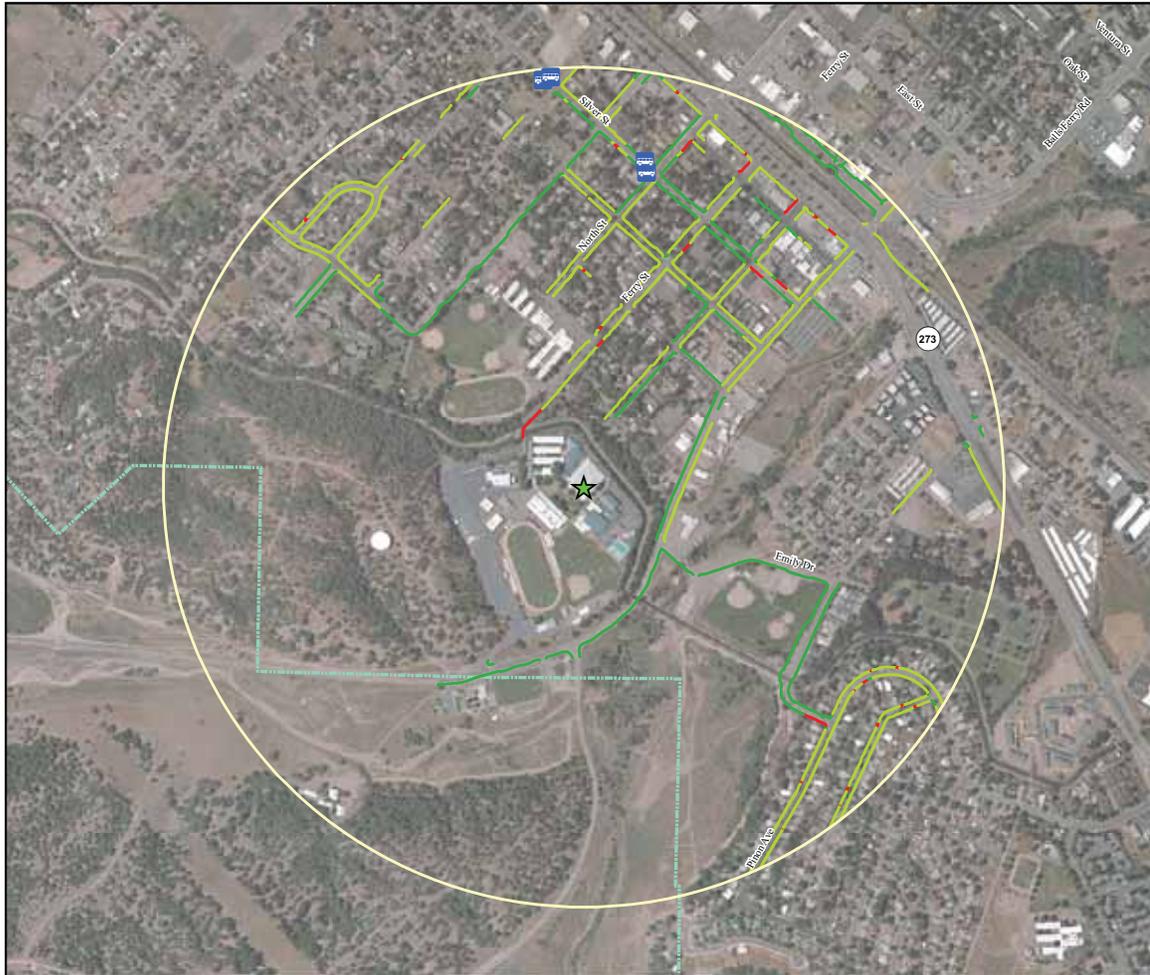
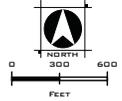


EXHIBIT 7
 EXISTING PEDESTRIAN FACILITIES NEAR
 ANDERSON HIGH SCHOOL
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



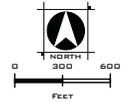
- Anderson High School
- Sidewalk Condition**
- Needs Repair
- Good
- Excellent
- Bus Stop**
- Sign
- Bench
- Covered Bench
- 0.5 Mile Buffer
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOGMAGE
 ANDERSON, 2008

PRELIMINARY

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EXHIBIT 8
 EXISTING PEDESTRIAN FACILITIES NEAR
 NEW TECH HIGH SCHOOL
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



- New Tech High School
- Sidewalk Condition**
 - Needs Repair
 - Good
 - Excellent
- Bus Stop**
 - Sign
 - Bench
 - Covered Bench
 - 0.5 Mile Buffer
 - Anderson City Limit Boundary
 - Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOMORGE
 ANDERSON, 2008

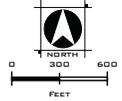
PRELIMINARY

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 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
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 Sacramento, CA 95816 Fax: 916.341.7767





EXHIBIT 9
 EXISTING PEDESTRIAN FACILITIES NEAR
 NORTH VALLEY HIGH SCHOOL
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 APRIL 25, 2011



- North Valley High School
- Sidewalk Condition**
- Needs Repair
- Good
- Excellent
- Bus Stop**
- Sign
- Bench
- Covered Bench
- 0.5 Mile Buffer
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOMAGE
 ANDERSON, 2008

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PHOTO OF NW QUADRANT



PHOTO OF NE QUADRANT

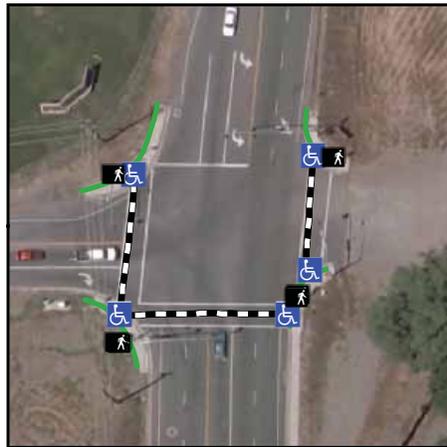
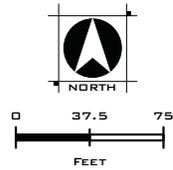


PHOTO OF SW QUADRANT



PHOTO OF SE QUADRANT

EXHIBIT 10
 EXISTING PEDESTRIAN FACILITIES AT
 NORTH ST/RIVERSIDE AVE
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

- With Detectable Warning Mat
- Without Detectable Warning Mat

Pedestrian Signal Heads

- With Countdown
- Without Countdown

Crosswalks

- No Clear Striping
- School Zone Striping
- Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

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 Sacramento, CA 95816 Fax: 916.341.7767

EXHIBIT 11
 EXISTING PEDESTRIAN FACILITIES AT
 NORTH ST/MCMURRAY DR
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011

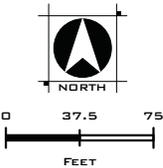


PHOTO OF SE QUADRANT

Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

-  With Detectable Warning Mat
-  Without Detectable Warning Mat

Pedestrian Signal Heads

-  With Countdown
-  Without Countdown

Crosswalks

-  No Clear Striping
-  School Zone Striping
-  Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

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PHOTO OF NW QUADRANT

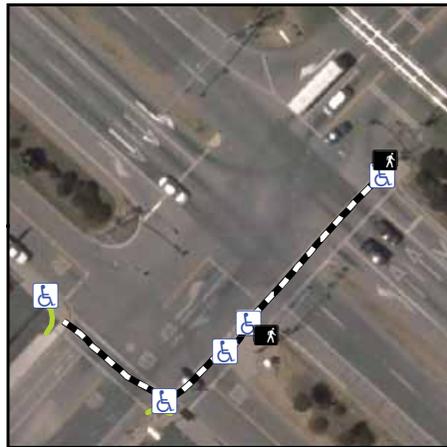
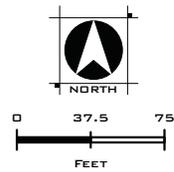


PHOTO OF SW QUADRANT



PHOTO OF SE QUADRANT

EXHIBIT 12
 EXISTING PEDESTRIAN FACILITIES AT
 NORTH ST/SR 273
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

- With Detectable Warning Mat
- Without Detectable Warning Mat

Pedestrian Signal Heads

- With Countdown
- Without Countdown

Crosswalks

- No Clear Striping
- School Zone Striping
- Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

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 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
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 Sacramento, CA 95816 Fax: 916.341.7767

EXHIBIT 13
 EXISTING PEDESTRIAN FACILITIES AT
 NORTH ST/SILVER ST
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011

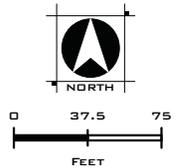


PHOTO OF NW QUADRANT



PHOTO OF NE QUADRANT

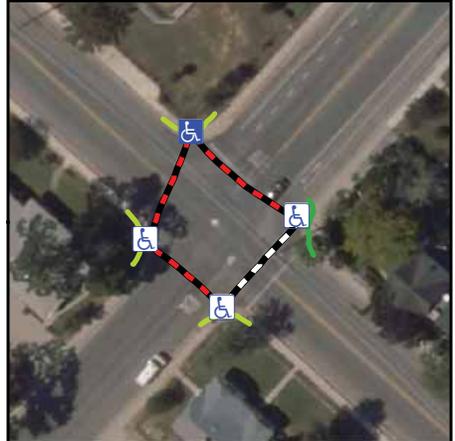


PHOTO OF SW QUADRANT



PHOTO OF SE QUADRANT

Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

- With Detectable Warning Mat
- Without Detectable Warning Mat

Pedestrian Signal Heads

- With Countdown
- Without Countdown

Crosswalks

- No Clear Striping
- School Zone Striping
- Regular Striping

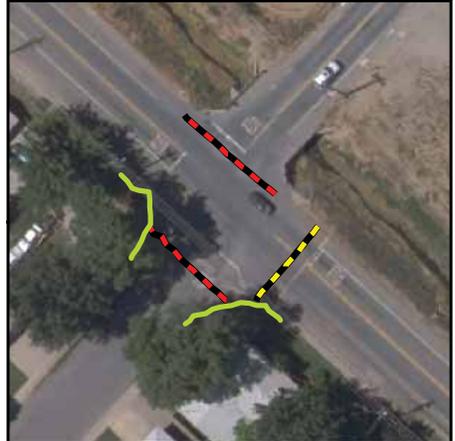
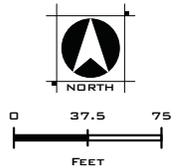
NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

PRELIMINARY



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 Sacramento, CA 95816 Fax: 916.341.7767

EXHIBIT 14
 EXISTING PEDESTRIAN FACILITIES AT
 STINGY LN/RUPERT DR
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



Curb Return Condition

-  Needs Repair
-  Good
-  Excellent

Pedestrian Ramps

-  With Detectable Warning Mat
-  Without Detectable Warning Mat

Pedestrian Signal Heads

-  With Countdown
-  Without Countdown

Crosswalks

-  No Clear Striping
-  School Zone Striping
-  Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

PRELIMINARY



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 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
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 Sacramento, CA 95816 Fax: 916.341.7767

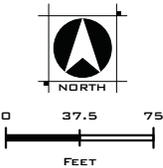


PHOTO OF SW QUADRANT



PHOTO OF SE QUADRANT

EXHIBIT 15
EXISTING PEDESTRIAN FACILITIES AT
BALLS FERRY RD/DODSON LN
PEDESTRIAN MASTER PLAN
CITY OF ANDERSON, CA
MAY 09, 2011



Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

- With Detectable Warning Mat
- Without Detectable Warning Mat

Pedestrian Signal Heads

- With Countdown
- Without Countdown

Crosswalks

- No Clear Striping
- School Zone Striping
- Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

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 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
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PHOTO OF NW QUADRANT



PHOTO OF NE QUADRANT

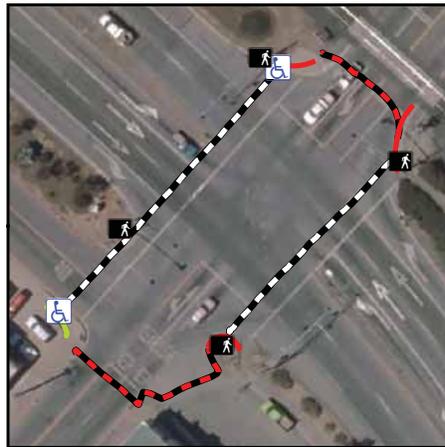
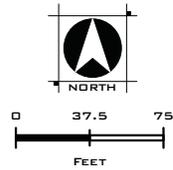


PHOTO OF SW QUADRANT



PHOTO OF SE QUADRANT

EXHIBIT 16
 EXISTING PEDESTRIAN FACILITIES AT
 SOUTH ST/SR 273
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

- With Detectable Warning Mat
- Without Detectable Warning Mat

Pedestrian Signal Heads

- With Countdown
- Without Countdown

Crosswalks

- No Clear Striping
- School Zone Striping
- Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

PRELIMINARY



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PHOTO OF NW QUADRANT

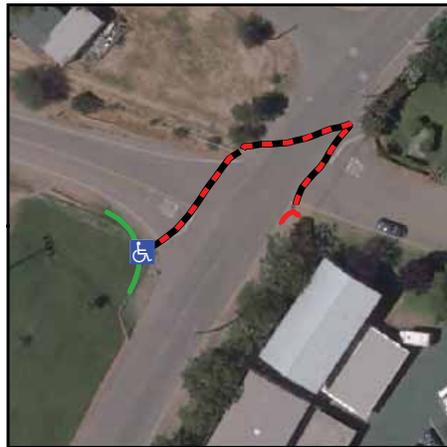
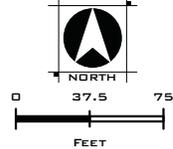


PHOTO OF SW QUADRANT

EXHIBIT 17
 EXISTING PEDESTRIAN FACILITIES AT
 BRUCE DR/EMILY RD/
 CEMETERY RD
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



Curb Return Condition

-  Needs Repair
-  Good
-  Excellent

Pedestrian Ramps

-  With Detectable Warning Mat
-  Without Detectable Warning Mat

Pedestrian Signal Heads

-  With Countdown
-  Without Countdown

Crosswalks

-  No Clear Striping
-  School Zone Striping
-  Regular Striping

NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

PRELIMINARY



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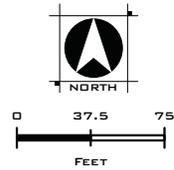
PHOTO OF NW QUADRANT



PHOTO OF NE QUADRANT



EXHIBIT 18
 EXISTING PEDESTRIAN FACILITIES AT
 BRUCE DR/PINON AVE
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 MAY 09, 2011



Curb Return Condition

- Needs Repair
- Good
- Excellent

Pedestrian Ramps

-  With Detectable Warning Mat
-  Without Detectable Warning Mat

Pedestrian Signal Heads

-  With Countdown
-  Without Countdown

Crosswalks

-  No Clear Striping
-  School Zone Striping
-  Regular Striping

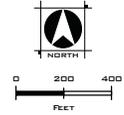
NOTE:
 DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2008

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EXHIBIT 19
 EXISTING NON-ADA COMPLIANT SIDEWALKS
 IN DOWNTOWN MIXED-USE DISTRICT
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 SEPTEMBER 07, 2011



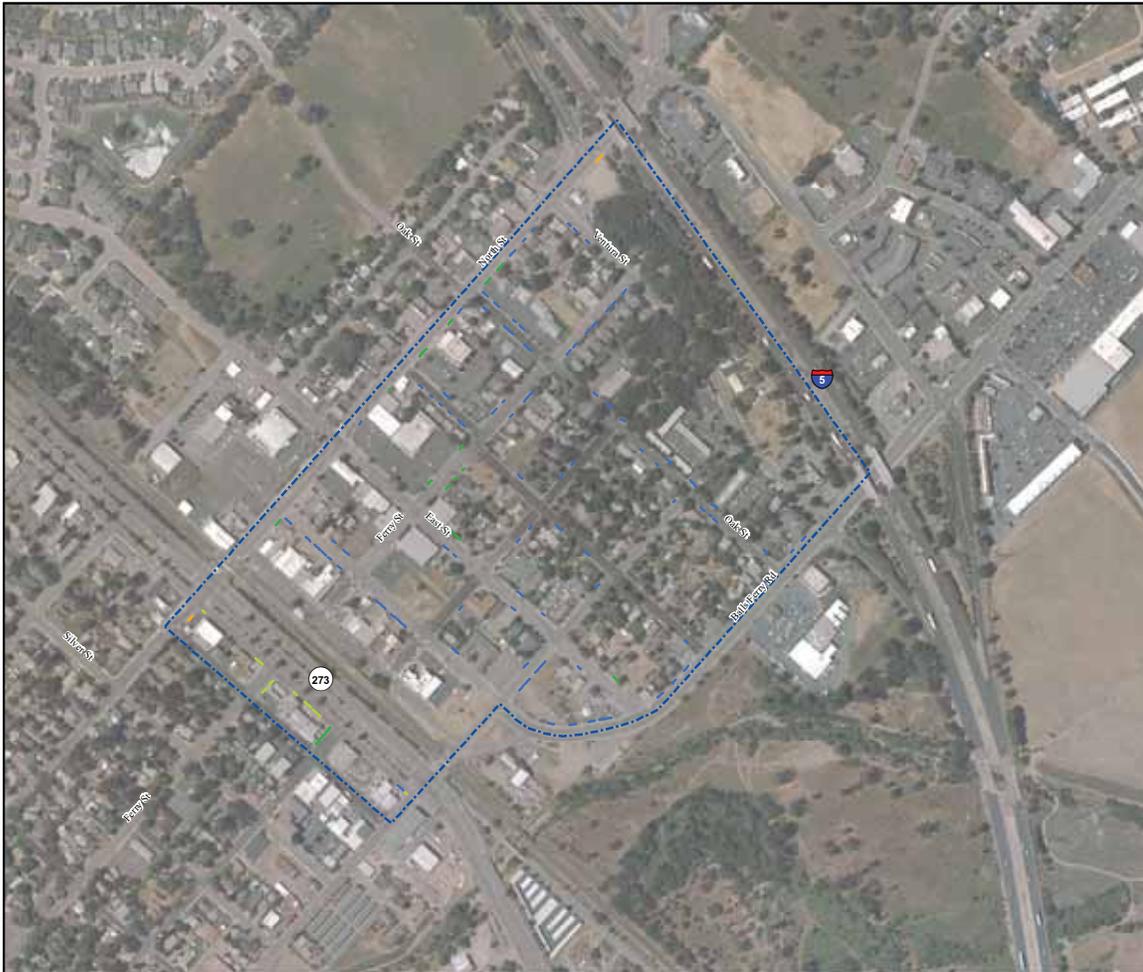
Sidewalk Width with Cross Slope >2%

- 4 - 5 Feet
- 6 - 7 Feet
- 8 - 9 Feet
- > 10 Feet
- Dashed blue line: Downtown Mixed-Use District Boundary
- Dashed green line: Anderson City Limit Boundary
- Dashed orange line: Anderson General Plan Area Boundary

NOTE:
 DATA FROM FIELD COLLECTION, JULY 2011
 DUANE K MILLER ENGINEERING
 CITY OF ANDERSON ORTHOGMAGE
 ANDERSON, 2008

PRELIMINARY

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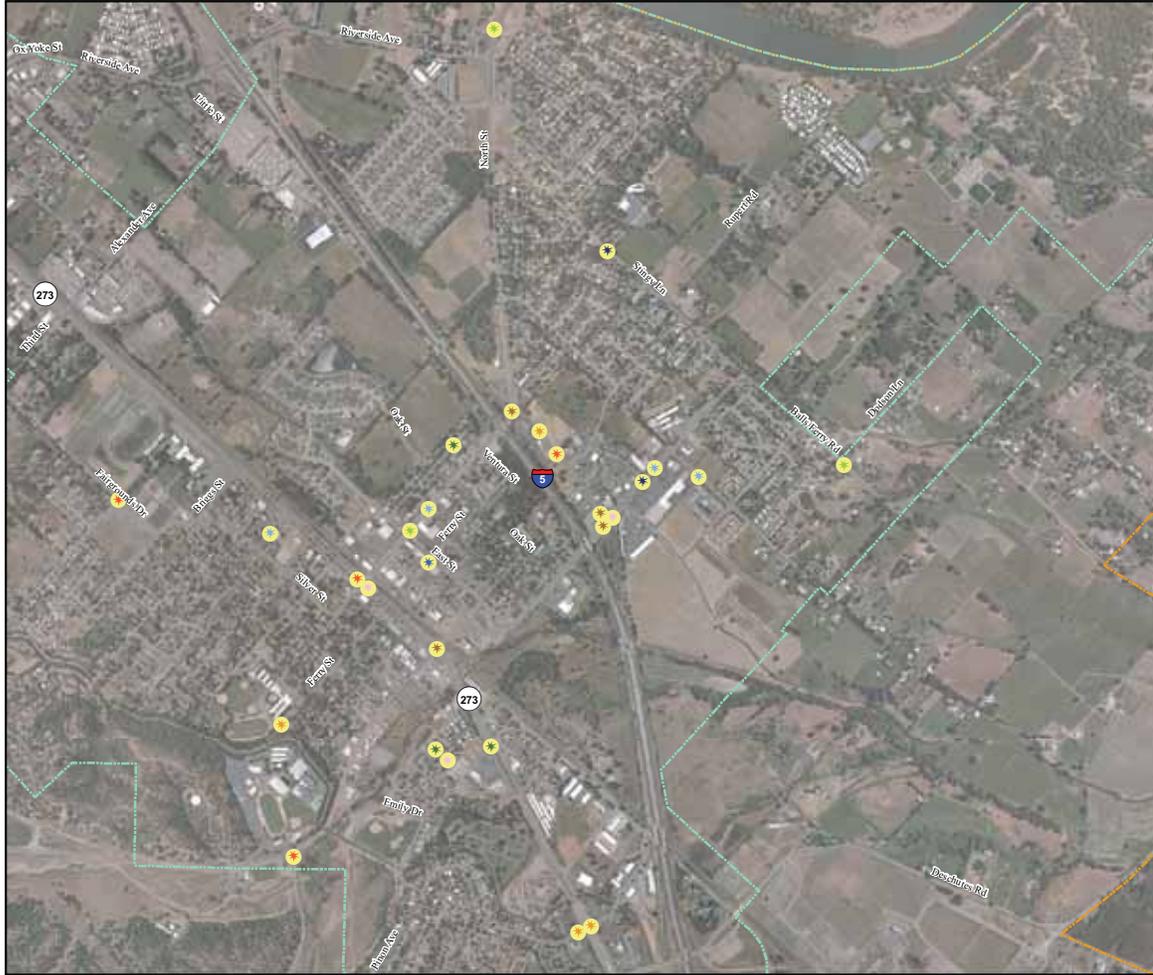
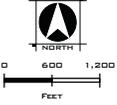


EXHIBIT 20
 LOCATOR OF PEDESTRIAN ACCIDENTS
 BETWEEN 2001 AND 2010
 PEDESTRIAN MASTER PLAN
 CITY OF ANDERSON, CA
 SEPTEMBER 14, 2011



Year (Number of Accidents)

- ★ 2001 (2)
- ★ 2002 (1)
- ★ 2003 (4)
- ★ 2004 (3)
- ★ 2005 (3)
- ★ 2006 (3)
- ★ 2007 (4)
- ★ 2008 (4)
- ★ 2009 (4)
- ★ 2010 (0)

Anderson City Limit Boundary
 Anderson General Plan Area Boundary

NOTES:
 CITY OF ANDERSON ORTHOIMAGE
 ANDERSON, 2009
 SOURCE: SMITRS REPORTS FROM DEPARTMENT OF
 CALIFORNIA HIGHWAY PATROL WEBSITE
 (ACCESSED MARCH 29, 2011)

PRELIMINARY

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 Sacramento, CA 95816 Fax: 916.341.7767

CHAPTER 3 – PUBLIC OUTREACH

Development of the City of Anderson PASMP relied heavily on public input. The public outreach approach took advantage of the small population of the City of Anderson and engaged key stakeholders such as the Planning Commission, Park Commission, City Council, school officials, Frontier Senior Center, Teen Center, Public Health Department, ADA advocacy groups, local media, local business owners, churches, and other key groups identified in the initial phases of the project.

A comprehensive and accurate key stakeholder database was developed that included approximately 100 key individuals throughout the City of Anderson, including contact information. The stakeholder database was used to keep updated contact information and to ensure stakeholders were provided up-to-date information regarding the project, including, but not limited to public meeting notices. Local media also played a key role in providing exposure of the project to City residents and promoting participation at public meetings to ensure residents have the opportunity to provide input on development of the City of Anderson PASMP.

PUBLIC MEETINGS

The City of Anderson held a public workshop at City Hall located at 1887 Howard Street in Anderson, CA on Wednesday, June 29, 2011 from 5:30 – 7:00 P.M. A project flyer was developed as the public meeting notice (Appendix D includes a copy of the project flyer). The public workshop was published in the Anderson Valley Post three weeks prior to the workshop and on the day of the workshop. The workshop flyer was also posted on the City of Anderson's website and sent out to the list of stakeholders three weeks prior to the workshop.

An overview of the project was presented to workshop attendees and then attendees were asked to identify project preferences at stations positioned around the room. City of Anderson staff, Duane K. Miller staff, and Wood Rodgers, Inc. staff were available to answer questions and walk attendees through the process of the project. The workshop was set up with three tables representing three different areas of the City (Areas A, B, and C, which correspond to the areas in Exhibits 1A, 1B, and 1C, respectively), with information on the existing pedestrian facilities for each area at the tables. Large maps showing the three areas and pedestrian facilities throughout the City were posted on the wall at each station.

Ten members of the public attended the workshop and six comment cards were filled out at the meeting. A copy of the comment card provided at the public workshop is included in Appendix D. Workshop attendees rated the workshop on a scale of 1-10 (10 being the best). All attendees that filled out a comment card rated the workshop a 10 based on the presentation and information provided. The majority of workshop attendees were Shasta County Public Health employees and local residents. Workshop attendees were asked to identify the location of pedestrian improvements using dot stickers placed on exhibits at the three tables and then a description of each pedestrian improvement was written down on a note board near the table for other workshop participants to see. The projects identified were used to develop the initial priority pedestrian improvement projects list. The Identification of Priority Projects chapter includes a summary by area of the pedestrian improvement projects that were identified at the workshop.

In addition to the public workshop, public input will be obtained during a presentation of the Draft Pedestrian Accessibility and Safety Master Plan to the Anderson City Council.

OTHER PUBLIC OUTREACH EFFORTS

The City of Anderson, as well as other local agencies, have previously and continue to provide public outreach and education on improving the pedestrian environment in the City. The City of Anderson has developed an “Anderson Walks Guide” that is currently posted on the City’s website homepage (a copy of the guide is included in Appendix D). This guide shows locations of designated walking areas throughout the City. In addition, the City’s homepage includes a “Maps to Parks” guide, which shows the locations of parks, schools, and other activity centers in the City of Anderson (see Appendix D for copy of map).

A key pedestrian education partner for the City of Anderson is Shasta County Public Health. Shasta County Public Health's strategic plan calls for taking policy and environmental approaches to preventing chronic disease and injury among residents. Since its adoption in 2004, awareness has increased about how land use planning affects human health. Building neighborhoods with access to parks, trails, open space, and good connectivity and street design can prevent obesity, improve safety, and reduce asthma. Public Health has reached out to local planning agencies for many collaborative efforts:

- Community Education & Outreach: Outreach events have educated the community on the connections between land use and health. Public Health has regional offices in the county's various communities, which helps partner with planning and transportation agencies for outreach.
- Data Collection: Mini-grants were granted to all three cities, including the City of Anderson, in Shasta County to collect non-motorized transportation GIS data. This data includes bicycle, sidewalk, parks, trails, and points of interest layers, and it has been used to update general plans and develop walking brochures.
- Development Review: Public Health, along with the County's three incorporated cities, including the City of Anderson, reviews site plans for new developments as well as Environmental Impact Reports.
- Trainings/Workshops: Public Health has hosted workshops and trainings that have brought in speakers from around the nation to talk about mixed-use development, community design, and pedestrian- and bicyclist-friendly street development.

Healthy Shasta, which the City of Anderson is a partner, is a countywide collaborative formed in 2005 to “create a community where the healthy choice is the easy choice”. It is made up of community leaders who are committed to obesity prevention. One of this group's initiatives is to “create healthy community design that supports healthy and active lifestyles”. Healthy Shasta began a media campaign in September 2006 to encourage people to walk more and be physically active as a family. A walkability checklist was developed for residents to assess walking routes to local destinations (Appendix D includes the walkability checklist). More information about Healthy Shasta can be found at <http://healthyshasta.org>.

CHAPTER 4 – VISION, GOALS, AND OBJECTIVES

Applicable documents, including the City of Anderson General Plan Circulation Element (May 2007) Objectives, Policies, and Implementation Program, were reviewed to create a concise and refined list of goals and objectives to support the vision statement of the City of Anderson PASMP. The vision statement, goals, and objectives set a framework for development and implementation of the City of Anderson PASMP. The vision statement, goals, and objectives were refined throughout the project as needed to reflect public, stakeholder, and City of Anderson staff input.

VISION STATEMENT

To promote a pedestrian-friendly environment; where public spaces, including streets and off-street paths, offer a level of convenience, safety, and attractiveness to pedestrians that will encourage and reward the choice to walk

GOALS

1. To ensure the development of a multimodal circulation system which will be both safe and efficient
2. Provide pedestrian trails and facilities within and between residential areas
3. Provide pedestrian facilities on all arterial and collector streets
4. Pedestrian routes shall connect to schools, shopping centers, and recreational areas
5. Provide maximum opportunities for pedestrian circulation on existing and new roadway facilities
6. Create a pedestrian system that provides connections throughout Anderson and with neighboring areas, and serves both recreational and commuter users
7. Design new roadway facilities to accommodate pedestrians. Through the Design Review process, provide sidewalks to all roads, except in cases where very low pedestrian volumes and/or safety considerations preclude sidewalks.



OBJECTIVES

1. Incorporate provisions for pedestrians during the planning and development review processes for new development and new roadways
2. Design residential streets to balance pedestrian safety with vehicular movement and safety to avoid creating hazards

3. Plan pedestrian routes to form a continuous system to connect as many parts of the City as possible. Avoid dead-end trails.
4. Encourage greater support and use of trails
5. During the site plan review process, require new development to incorporate design features that support walking, particularly in those areas that could provide access to and between major destinations. This could include continuous sidewalks; an internal pedestrian circulation plan; walkways for pedestrians between cul-de-sacs; and at least one major entrance adjacent to a sidewalk, wherever possible.
6. The Pedestrian Accessibility and Safety Master Plan should complement and be compatible with the existing and future updates of the City's Bikeway Master Plan
7. Design trails to avoid unnecessary impacts to wetlands, drainages, and sensitive species
8. Develop a strategic approach to pursuing State and Federal funding for pedestrian improvement projects, working closely with neighboring jurisdictions
9. Coordinate with local public and private schools to create well-designed Safe Routes to Schools and maps for pedestrians

CHAPTER 5 – IDENTIFICATION OF PRIORITY PROJECTS

The focus of the City of Anderson PASMP was to document the existing pedestrian facilities in the City and identify a reasonable set of pedestrian improvement projects that could realistically be implemented over the next 5 to 10 years. Some recent pedestrian improvement projects that have been constructed in the City are listed below, followed by the identification of the priority pedestrian improvement projects identified as part of the PASMP.

RECENTLY COMPLETED/PLANNED PEDESTRIAN IMPROVEMENT PROJECTS

The following projects that include pedestrian facilities were either completed after the existing conditions data collection or are currently being planned. These projects are not shown on the existing conditions exhibits in Chapter 2; however, some of the project improvements below were identified as part of the public outreach effort.

- Third Street and State Route 273 Intersection – Four new curb returns, including approximately 300 feet of curb, gutter, and sidewalk for a RABA bus stop.
- Outlets Drive and State Route 273 Intersection – This project included installing a new traffic signal, pedestrian signal heads, new curb returns, re-striping of crosswalks, and new ADA compliant pedestrian ramps.
- North Street and State Route 273 – This project was to improve the entire intersection including new crosswalk striping, two new curb returns, relocation of traffic signals, new tie-in paving, and new median curbs.
- South Street and State Route 273 – Included in the project was one new curb return on the southeast side of State Route 273 along the railroad tracks. Part of this project was completed along with the North Street and State Route 273 project, which included new median curbs, crosswalk, traffic striping, and tie-in paving.
- Veterans Lane Sidewalks – Construction of new sidewalks for connecting private school and day care facilities is currently under construction.
- Bruce Street and Emily Drive Intersection – This project is currently under review for funding and design. The extent of the work is yet to be determined.

PRIORITY PROJECT PERFORMANCE MEASURES

Reasonable and effective performance measures were developed to identify priority projects taking into account the limited funding available for pedestrian facilities in the City of Anderson.

Performance measures focused on increasing pedestrian safety, implementation of the continuous and connected pedestrian facility improvements, and potential for the projects to compete well for grant funding.

Input received from the public workshop was used to develop the initial list of potential pedestrian improvement projects in the City of Anderson. This initial list was developed based on public review of the existing pedestrian facilities exhibits and the pedestrian accident data. As part of the public workshop an exhibit was developed displaying example existing sidewalks and trails in the City of Anderson that are in need of repair, good, or excellent condition. Exhibit 21 shows the pictures and sidewalk condition definitions by area of the City (Areas A, B, and C correspond to the areas shown on Exhibits 1A, 1B, and 1C, respectively). In some cases based on public input, it was determined

that an existing sidewalk needs to be repaired and/or widened based on the existing facilities inventory.

The list of potential priority projects were then refined based on coordination with City of Anderson staff. The following information was summarized in a project matrix for each of the potential priority projects:

- Project Number, which included a numerical identifier followed by the area of the City (A, B, or C) that the project was located
- Project Name
- Project Location, including limits of project
- Project Description
- Located in Existing City Limits (Yes or No)
- Located in General Plan Area Boundary (Yes or No)
- Improves Connectivity to (Yes or No):
 - Existing Sidewalks
 - Recreation Areas
 - Retail Areas
 - Schools
 - Residential Areas
 - Neighboring Areas to City
- ADA Improvement to Existing Facilities (Yes or No)
- Improves Pedestrian Safety (Yes or No)
- Potential Environmental Impacts (Yes or No)
- Right-of-Way Available (Yes or No)
- Rough Construction Cost (Dollar Value)
- Maintenance Cost (Low, Medium, or High)
- Potential Grant Funding (Identified Funding Grant Programs)

Based on coordination with City staff, the priority projects were then ranked based on the information above and if the project is likely to be pursued by the City in the next 5 to 10 years. The full project matrix is included in Appendix E. The ranking resulted in 10 priority projects, while other projects not identified as a priority may be pursued if additional funding becomes available.

A key factor in evaluating proposed improvements was which projects are most likely to compete well for regional, state, and federal funding opportunities or present opportunities for public-private partnerships. For instance, recreational pedestrian facilities do not always compete well for funding sources focused on transportation projects that improve air quality. However, some facilities serve both recreational and transportation/commuting purposes and; therefore, are more likely to compete for a wider range of funding sources. The specific funding sources available for each project are discussed in detail in the next chapter.

RECOMMENDED PEDESTRIAN ROUTES AND NETWORKS

A GIS-based map of the Pedestrian Routes and Networks was developed showing the existing pedestrian facilities and the identified 10 priority pedestrian improvement projects. Exhibits 22A, 22B, and 22C show the Pedestrian Routes and Networks. The priority projects identified are listed below:

1. Vernon Street Sidewalk

Construct sidewalk along north side of Vernon Street and right-of-way acquisition
Estimated Cost \$85,000

2. Anderson High School Walking Path

Upgrade/replace existing sidewalk/path on south side of Ferry Street for pedestrians to and from the High School (asphalt surface)
Estimated Cost \$120,000

3. South Street/State Route 273 Improvements

Improve traffic signal (left-turn arrow), crosswalk, and pedestrian facilities
Estimated Cost \$300,000

4. South Street Improvements

Replace/widen sidewalk and plant trees along South Street
Estimated Cost \$12,500

5. Diamond Street/Silver Street Improvements

Construct new curb returns, widen sidewalk
Estimated Cost \$30,000

6. Pedestrian Trail to Anderson River Park

Construct New Trail (Decomposed Granite surface) Running Northeast Between Rupert Road and Dodson Lane (potentially along existing sewer line easement) With Lighting
Estimated Cost \$130,000

7. Stingy Lane Sidewalk #3

Improve/replace sidewalk on south side of Stingy Lane, including removal of telephone poles and widening to 6 feet
Estimated Cost \$175,000

8. McMurray Drive Sidewalk

Construct approximately 500 feet of curb, gutter, and sidewalk (missing link), tie-in paving, and striping along southwest side of McMurray Drive
Estimated Cost \$130,000

9. Ox Yoke Street Sidewalk

Construct approximately 550 feet of sidewalk (missing link) along north side of Ox Yoke Street
Estimated Cost \$35,000

10. Stingy Lane Sidewalk #1 and #2

Construct sidewalk (missing link) on south side of Stingy Lane between existing sidewalks
Estimated Cost \$60,000

The total cost of the 10 priority pedestrian improvement projects is \$1,077,500. Detailed project fact sheets for each of the priority pedestrian improvement projects were developed displaying the project location and other key information, which are included in Appendix E.

EXHIBIT 21: SIDEWALK / TRAIL CONDITION DEFINITIONS

AREA A



Silver Street



Ox Yoke Street



Fairgrounds Drive

AREA B



Stingy Lane



Balls Ferry Road



North Street

AREA C



Silver Street



Ferry Street



Bruce Drive

CONDITION DEFINITIONS

Needs Repair

Sidewalk/Trail has numerous large cracks, uneven or broken concrete, and/or slabs uplifted by tree roots that substantially reduce ease of pedestrians (and especially wheelchairs) using the facility.

Good

Sidewalk/Trail is in good condition but has settled areas that trap water, vegetation overgrowth or obstacles, and/or potential safety issues that can reduce the ease of pedestrians using the facility.

Excellent

Sidewalk/Trail is relatively new and/or has few cracks that provides a clear path for pedestrians using the facility.

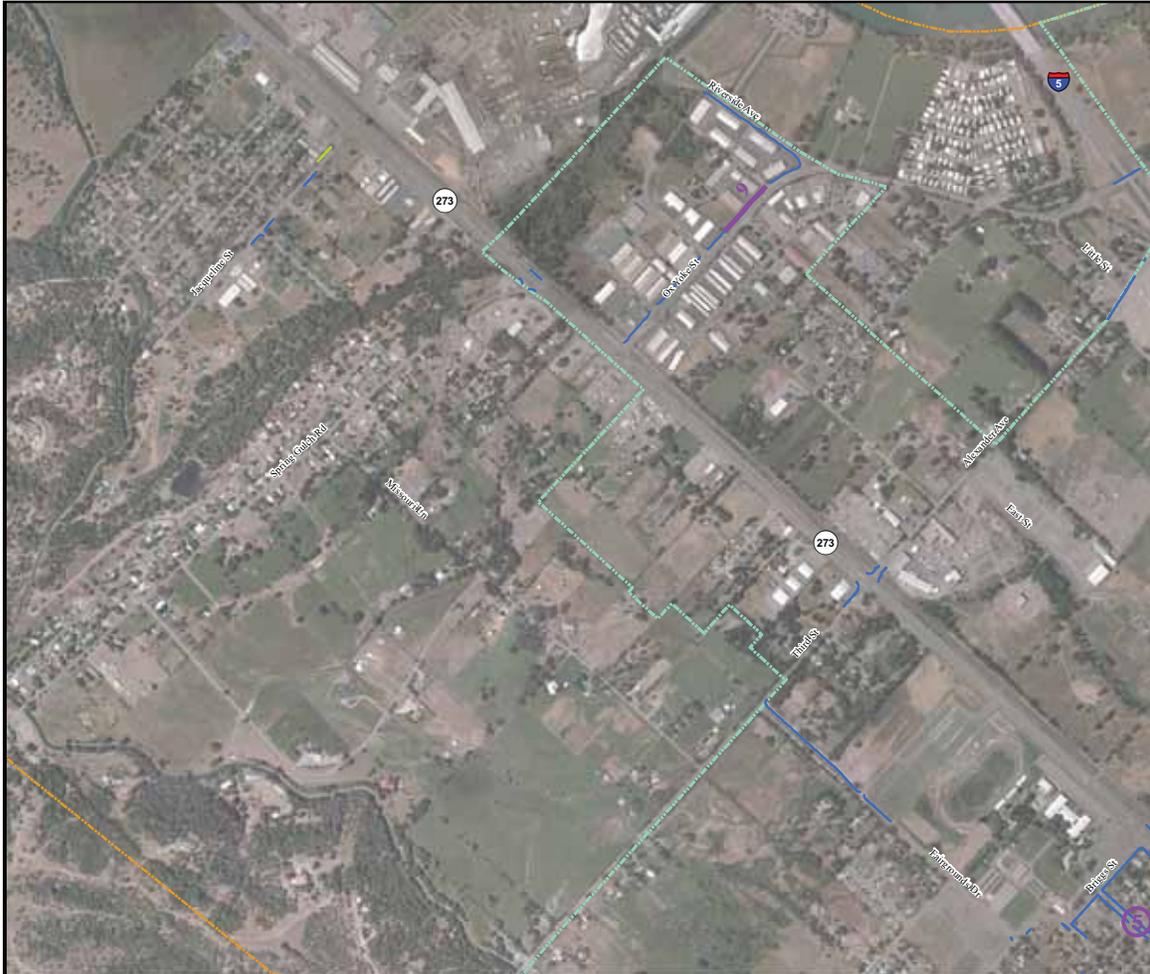
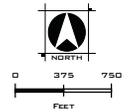
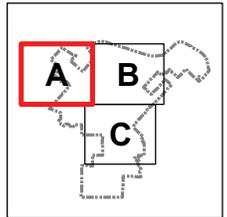


EXHIBIT 22A
PEDESTRIAN ROUTES AND NETWORKS
PEDESTRIAN MASTER PLAN
CITY OF ANDERSON, CALIFORNIA
SEPTEMBER 14, 2011



Vicinity Map



Priority Projects

- Sidewalk/Trail Improvements
- Priority Project Number
- Intersection Improvements

Sidewalk/Trail Width

- 4 - 5 Feet
- 6 - 7 Feet
- 8 - 9 Feet
- > 10 Feet

- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTES:
1. DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
DUANE K MILLER ENGINEERING
CITY OF ANDERSON ORTHOIMAGE
ANDERSON, 2008
2. ALIGNMENTS SHOWN ARE CONCEPTUAL. FINAL ALIGNMENTS
TO BE DETERMINED AS PART OF PRELIMINARY ENGINEERING DESIGN

PRELIMINARY

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
3301 C Street, Bldg. 100-B Tel: 916.341.7760
Sacramento, CA 95816 Fax: 916.341.7767

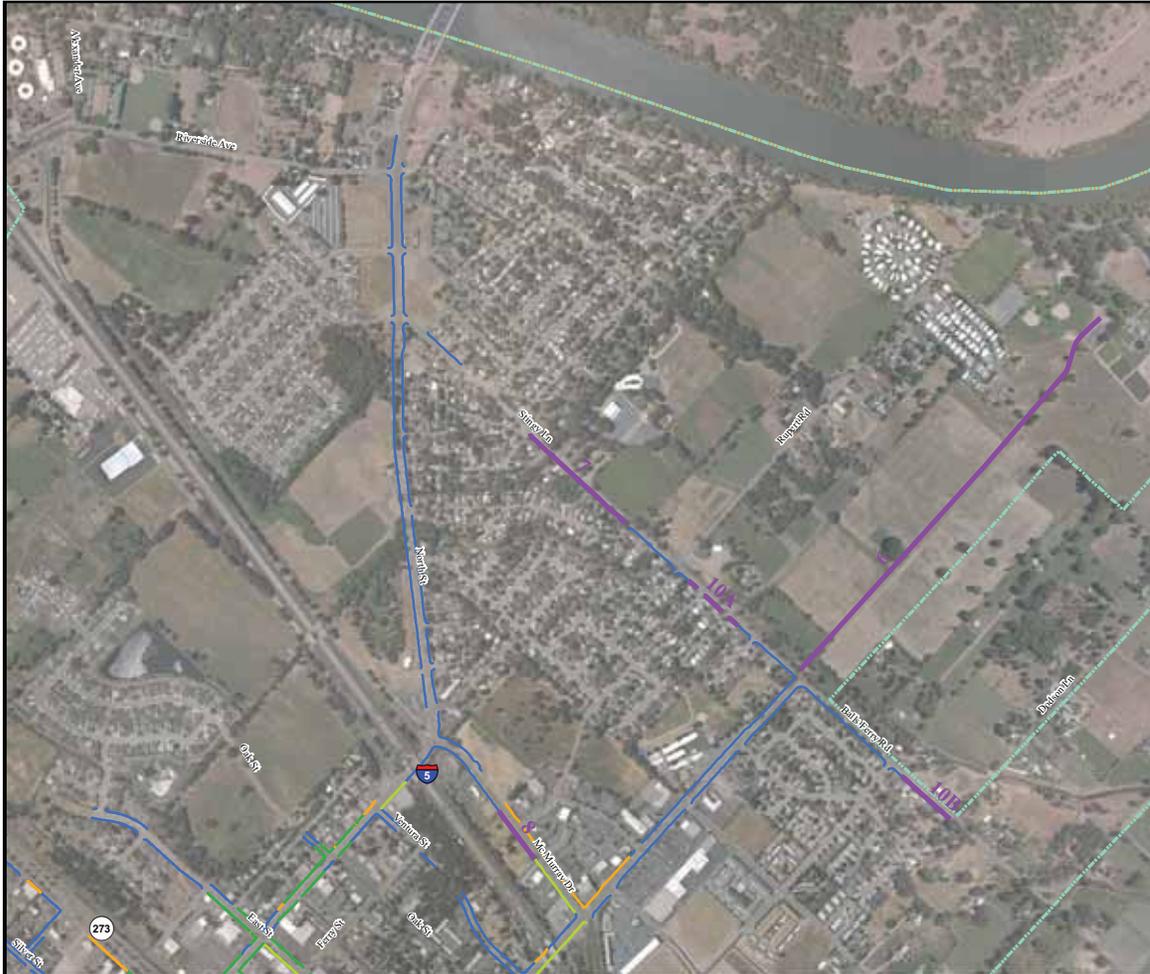
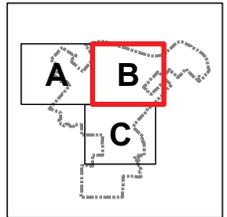


EXHIBIT 22B
PEDESTRIAN ROUTES AND NETWORKS
PEDESTRIAN MASTER PLAN
CITY OF ANDERSON, CALIFORNIA
SEPTEMBER 14, 2011



Vicinity Map



Priority Projects

- Sidewalk/Trail Improvements
- 1 Priority Project Number

Sidewalk/Trail Width

- 4 - 5 Feet
- 6 - 7 Feet
- 8 - 9 Feet
- > 10 Feet

- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTES:
1. DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
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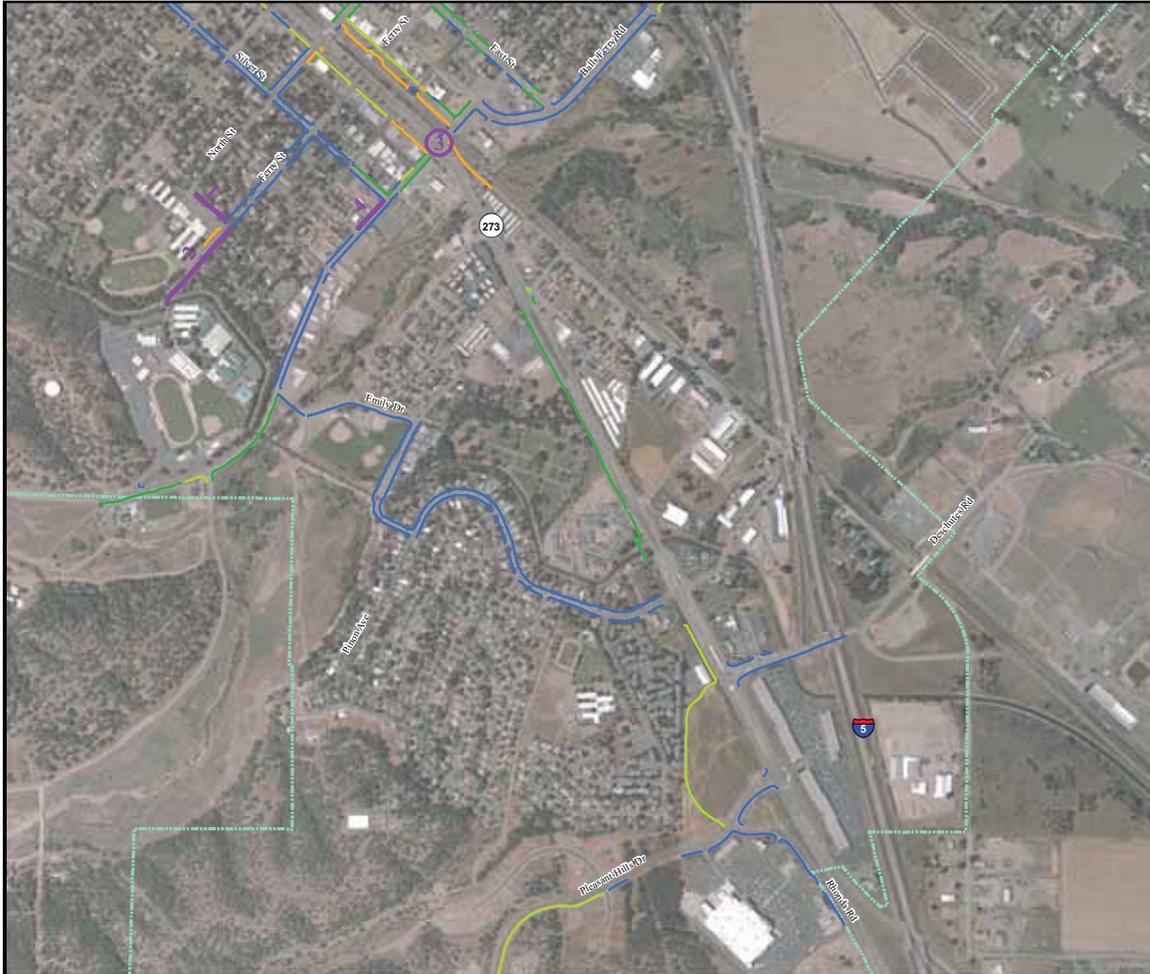
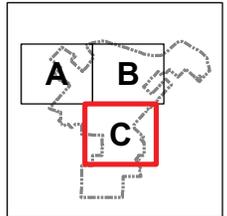


EXHIBIT 22C
PEDESTRIAN ROUTES AND NETWORKS
PEDESTRIAN MASTER PLAN
CITY OF ANDERSON, CALIFORNIA
SEPTEMBER 14, 2011



Vicinity Map



Priority Projects

- Sidewalk/Trail Improvements
- 1 Priority Project Number
- ③ Intersection Improvements

Sidewalk/Trail Width

- 4 - 5 Feet
- 6 - 7 Feet
- 8 - 9 Feet
- > 10 Feet
- Anderson City Limit Boundary
- Anderson General Plan Area Boundary

NOTES:
1. DATA FROM FIELD COLLECTION, MARCH AND APRIL, 2011
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ANDERSON, 2008
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CHAPTER 6 – POTENTIAL FUNDING SOURCES

In the past few years, California has passed several key laws related to integrated land use and transportation planning for sustainable communities. The 2006 *Global Warming Solutions Act*, Assembly Bill 32 (AB 32), calls for a reduction in greenhouse gas emissions (GHG) to 1990 levels by 2020. The State of California Air Resources Board is responsible for overseeing the implementation of AB 32. Other relevant California legislation includes:

- Assembly Bill 57 (AB 57) – *Safe Routes to School*: Signed in 2007, law extended program indefinitely with funding provided from the State Highway Account. It also directs Caltrans and the California Highway Patrol to make grants available to local governmental agencies.
- Senate Bill 375 (SB 375) – Passed in September 2008, SB 375 requires GHG targets to be set and Sustainable Communities Strategies to be developed through Metropolitan Planning Organizations’ Regional Transportation Plans under an integrated land use and transportation planning framework. The law coordinates the regional housing needs allocation (RHNA) process with the regional transportation process while maintaining local authority over land use decisions and providing limited CEQA exemptions for “transit-priority areas”.
- Senate Bill 732 (SB 732) – *Strategic Growth Council*: Signed into law September 2008, the Strategic Growth Council will assist state and local entities in the planning of sustainable communities and meeting AB 32 climate change goals. The Council represents the Secretaries from the Business Transportation and Housing Agency, the California Health and Human Services Agency, the California Environmental Protection Agency, and the California Natural Resources Agency; the Governor’s Office of Planning and Research (OPR) Director; and a public member appointed by the Governor. The law requires that the Council identify and review activities and funding programs of member state agencies that may be coordinated, as well as recommend policies, investment strategies, and priorities to encourage the development of sustainable communities that promote equity, strengthen the economy, protect the environment, and promote public health.

Prior to the adoption of AB 32 and SB 375, the role of the State in the integration of land use and transportation planning processes was limited in both breadth and influence. However, the growing level of importance that climate change now carries at the state and federal level has resulted in new and refined funding programs available for local project implementation. This chapter provides an overview of such programs and recommended strategy for approaching various



grant opportunities to fund either individual pedestrian projects or combined efforts with regional/local partners for the City of Anderson PASMP.

REGIONAL PROGRAMS

- 2010 Shasta County Regional Transportation Plan (RTP) – The Shasta County RTP identifies pedestrian investments as an important aspect of supporting the Regional Transportation Planning Agency (RTPA) goals and policies. Although often overlooked as a significant mode of transportation, walking is more common than both transit and bicycling within the region. Attempts to promote walking are primarily addressed through land use measures in the RTP, where the land use chapter encourages local agencies to provide for mixed-use development that lends itself to walking. The Shasta County Department of Public Health encourages pedestrian facilities and walking as part of a healthy lifestyle. Walking can help reduce obesity, diabetes, heart disease, and respiratory diseases. Public Health also encourages safe design of pedestrian facilities to prevent injuries. Additionally, the Shasta County Regional Transportation Planning Agency (RTPA) is required to develop a Sustainable Communities Strategy (SCS) for achieving the California Air Resources Board’s assigned GHG reduction target for the region under SB 375.

Funding mechanisms within the Shasta County RTP that support the priority projects identified in the Anderson Pedestrian Master Plan are limited to the following:

- Ox Yoke Road/Riverside Avenue Corridor Study - Growth and development pressures continue within the City of Anderson and areas of Shasta County north of the City of Anderson. In August of 2007, the Ox Yoke Road/Riverside Avenue Corridor Study was prepared. The first phase of the study generated a working paper that presented a summary of existing and future conditions through the year 2030. The second phase of the study focused on identifying the fee methodology to fund the transportation improvements identified in phase 1. Without this comprehensive study, transportation improvements within the corridor may not have adequate funding. The fee program component of the study was suspended by the City of Anderson due to the economic recession. The study is expected to be finalized before the next update of the RTP.

STATE PROGRAMS

- Proposition 84 Sustainable Community Planning Grants – The State Strategic Growth Council is currently allocating \$60 million for community planning grants over a three-year period. The Council is a cabinet-level committee tasked with improving air quality and transportation by assisting state and local entities in planning sustainable communities and meeting California’s AB 32 goals. The first grant cycle in 2010 awarded \$22 million across 44 California communities. The grant program includes three focus areas, with 70 percent of funding administered for the “Local Sustainable Planning” category including cities as eligible applicants. At least twenty percent of each round of funding shall be awarded to Focus Area #1 projects that target economically disadvantaged communities (EDC). An EDC is a community with a median household income (MHI) less than 80 percent of the statewide average, and a “severely disadvantaged community” is a community with a MHI less than 60 percent of the statewide average. The City of Anderson would qualify for EDC status as “severely disadvantaged” – thus providing a significant scoring advantage in the application review. The guidelines and application are available at the Strategic Growth Council [website](#). Criteria and objectives for the program include:

- Support development and implementation of local plans that support the State’s AB 32 GHG emission reduction targets and under SB 375, while creating sustainable communities
- Collaborate with regional planning efforts
- Eligible proposals include local plans, which:
 - Promote infill development and invest in existing communities
 - Protect, preserve, and enhance environmental, agricultural, and recreation resources
 - Encourage location and resource efficient development
- The following areas have been identified as priorities in awarding grants:
 - Demonstrates collaboration and involvement of the community
 - Addresses climate change impacts
 - Demonstrates strategies or outcomes that can serve as best practices
 - Leverages additional resources
 - Serves an economically disadvantaged community
- Proposals must achieve a variety of the objectives listed below and identify anticipated indicators that will be incorporated into the proposal to measure success of the objective:
 - Improve Air and Water Quality
 - Promote Public Health
 - Promote Equity
 - Increase Housing Affordability
 - Promote Infill and Compact Development
 - Revitalize Urban and Community Centers
 - Protect Natural Resources and Agricultural Lands
 - Reduce Automobile Usage and Fuel Consumption
 - Improve Infrastructure Systems
 - Promote Water Conservation
 - Promote Energy Efficiency and Conservation
 - Strengthen the Economy
- California Department of Transportation (Caltrans) Programs – Caltrans manages several related programs to support alternative transportation modes projects. Funding source and eligibility vary.
 - *Transportation Enhancement (TE) Program* – California receives approximately \$75 million per year for transportation-related capital improvement projects that enhance quality-of-life. RTPAs are required to use criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP). Projects must be selected from one or more of the twelve activity categories:
 - Provision of facilities for pedestrians and bicycles
 - Provision of safety & educational activities for pedestrians and bicyclists
 - Acquisition of scenic easements and scenic or historic sites
 - Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
 - Landscaping and other scenic beautification
 - Historic preservation
 - Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)

- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Mitigation of water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums
- *Safe Routes to Schools (SR2S)* – SR2S funding is made available to increase the number of children walking and bicycling to school by removing barriers and facilitating opportunities for active transportation. While California SR2S funding is limited to local governments and requires a 10% match for infrastructure projects around schools grades K-12, federal SRTS funding includes Metropolitan Planning Organizations, local governments, and school districts (if partners with government agency) – requiring no match for both infrastructure projects and programs for schools grades K-8. Both the federal and state programs provide grants ranging from \$500,000 to \$1 million.
- *Community-Based Transportation Planning Grants Program* – supports land use and transportation planning at the local level and has provided nearly \$45.3 million over 310 grants in the past decade. Successful applications focused on improving mobility by innovatively addressing problems or deficiencies in the transportation system. The objective of the program is to plan for a closer connection between transportation and land use including innovative public and stakeholder participation in the planning and decision-making process.

FEDERAL PROGRAMS

- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – Signed by Congress in 2005, SAFETEA-LU is the most recent surface transportation act authorizing federal spending on highway, transit, and transportation-related projects. SAFETEA-LU has been extended through September 2011 in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) predate SAFETEA. In California, federal funding is administered by Caltrans via the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ). Caltrans assigns a significant portion of the funding to regional planning agencies (e.g. Shasta County RTPA) to use at their discretion.
- Congestion Mitigation and Air Quality (CMAQ) Program – Under SAFETEA-LU, the CMAQ program has provided just under \$9 billion in authorizations to State DOTs and metropolitan planning organizations, and their project sponsors for a growing variety of transportation-environmental projects. Because CMAQ funds are intended to improve air quality, funds must be spent in non-attainment or maintenance areas. A non-attainment area is an area formally designated by the United States Environmental Protection Agency as not meeting the National Ambient Air Quality Standards (NAAQS). While Shasta County current is in air quality attainment and ineligible for this funding source, Shasta County has been close to exceeding the federal ozone standard for many years. If the county is designated federal non-attainment, it would take at least three years of demonstrating compliance in order to return to the attainment classification – thus the RTPA has been taking steps to prepare for non-attainment giving the timing.

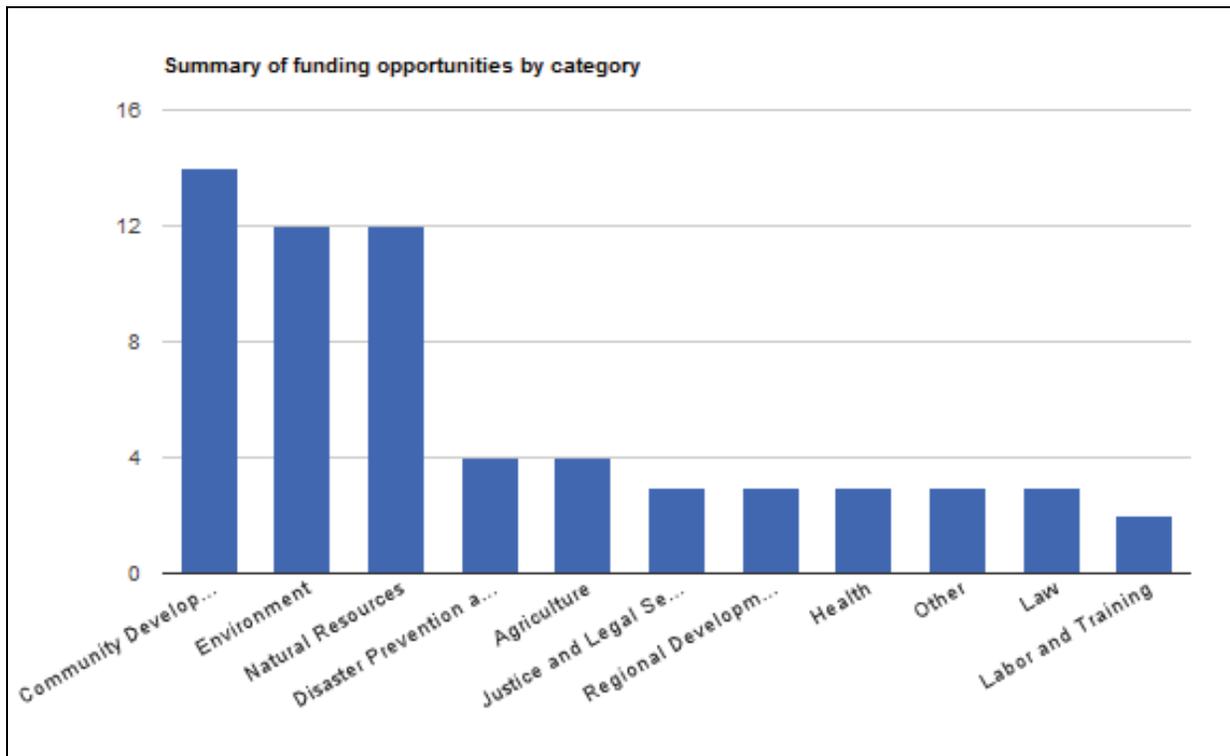
- Federal Highways Administration (FHWA) Discretionary Grant Programs: Transportation, Community and System Preservation Program (TCSP) – The TCSP Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve those relationships. The guidelines and application are available at the FHWA [website](#). Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:
 - Improve the efficiency of the transportation system of the United States
 - Reduce the impacts of transportation on the environment
 - Reduce the need for costly future investments in public infrastructure
 - Provide efficient access to jobs, services, and centers of trade
 - Examine community development patterns and identify strategies to encourage private sector development
 - FHWA has not established regulatory criteria for the selection of TCSP projects; however, FHWA notes that the following criteria will also be considered in the evaluation of candidates for this program:
 - Livability - Priority will be given to requests that address livability, especially from a highway perspective.
 - State of Good Repair - Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
 - Safety - Improving the safety of U.S. transportation facilities and systems.
 - Expedient completion of project - Consideration is given to requests that will expedite the completion of a viable project. This is a project's ability to be expeditiously completed within the limited funding amounts available.
 - State Priorities - For States which more than one project is submitted. Consideration is given to the individual State's priorities. Applicants other than the State should coordinate with the State Department of Transportation to ensure prioritization.
 - Leveraging of private or other public funding - Because the requests for funding far exceed the available TCSP funds, commitment of other funding sources to complement the requested TCSP funding is an important factor.
 - Amount of TCSP funding - The requested amount of funding is a consideration. Realizing the historically high demand of funding under this program and the very limited amount of funding available, modest sized requests to allow more States to receive funding under this program are given added consideration.
 - National Distribution - National geographic distribution of funding in both urban and rural areas.
- Public Prevention Health Fund: Community Transformation Grant – The Patient Protection and Affordable Care Act of 2010 (Affordable Care Act) authorizes Community Transformation Grants under the Centers for Disease Control and Prevention (CDC). A total of \$900 million is available for the project period, with \$102 million available for Fiscal Year 2011/12. The purpose of this program is to create healthier communities by:

- Building capacity to implement broad evidence and practice-based policy, environmental, programmatic, and infrastructure changes, as appropriate, in large counties, and in states, tribes and territories, including in rural and frontier areas
- Supporting implementation of such interventions in five strategic areas (Strategic Directions) aligning with Healthy People 2020 focus areas and achieving demonstrated progress in the following five performance measures outlined in the Affordable Care Act: 1) changes in weight, 2) changes in proper nutrition, 3) changes in physical activity, 4) changes in tobacco use prevalence, and 5) changes in emotional well being and overall mental health, as well as other program-specific measures.
- The program includes proposal examples, including goals such as “increase walking” to support communities designed for health and safety. The guidelines and application are available at the Grants.gov [website](#). Suggested proposal strategies include:
 - Integrate health criteria into planning and decision making, where appropriate, across multiple sectors
 - Enhance cross-sector collaboration in community planning and design to promote health and safety
 - Design and promote affordable, accessible, safe, and healthy housing
 - Encourage community design and development that supports physical activity
 - Facilitate access to safe, attractive, and affordable places for physical activity
- **Partnership for Sustainable Communities Grants** – In June 2009, the Department of Housing and Urban Development (HUD), the Environmental Protection Agency (EPA), and Department of Transportation (DOT) announced the formation of a joint program entitled “Partnership for Sustainable Communities”. In 2011, the Partnership released a notice of funding availability consisting of \$35 million in TIGER II Planning Grants and \$40 million in Sustainable Community Challenge Grants for local planning activities that integrate transportation, housing, and economic development. Additionally, HUD announced \$100 million available through the Sustainable Communities Regional Planning Grant Program. Criteria for all grants are based on the following six objectives:
 - Providing more transportation choices
 - Promoting equitable, affordable housing
 - Enhancing economic competitiveness
 - Supporting existing communities
 - Coordinating policies and leveraging investments
 - Valuing the uniqueness of communities and neighborhoods

IDENTIFICATION OF FUNDING FOR PRIORITY PROJECTS

Based on a review of major grant programs at the federal and state level, as well as opportunities at the regional scale, key considerations should be made when prioritizing funding eligibility for the priority projects identified in the City of Anderson PASMP. Policy in Motion examined programs and opportunities within the State of California Energy Commission, Department of Transportation, Air Resources Board, Department of Public Health, Strategic Growth Council, Housing and Community Development; federal grant programs at the United States Department of Transportation, Environmental Protection Agency, Housing and Urban Development, Center for Disease Control and Prevention; as well as the Shasta County RTPA Regional Transportation Improvement Program and

Regional Transportation Plan. Recent grant programs established under the American Recovery and Rehabilitation Act (i.e. “stimulus funding”) were also explored for opportunities to fund local pedestrian infrastructure. Additionally, Policy in Motion ran database queries to search for eligible grant funding for the City of Anderson PASMP’s priority projects within the California Office of Traffic Safety and the Air Resources Board’s “Cool California” Funding Wizard (Graph 1). Although the Funding Wizard did not identify a significant source of funding for the priority projects, it could be a good resource in the future as new funding becomes available and/or new projects are identified.



Graph 1: Cool California Funding Wizard

OVERALL GRANT FUNDING RECOMMENDATIONS

Based on review of available grant funding sources, the following should be considered to obtain funding and implement the City of Anderson PASMP:

- Explore opportunities for leveraging existing regional and local sustainability efforts to compete for state and federal grant programs emphasizing active transportation, greenhouse gas reduction, and public health
- Most federal programs are extremely competitive and require significant effort pertaining to coordination with larger livability/sustainability goals
- Applications submitted to fund the complete City of Anderson PASMP in conjunction with other local/regional plans would better position the City of Anderson in receiving awards from the agencies comprising the Federal Partnership for Sustainable Communities (HUD/EPA/DOT)

- If Shasta County does enter a non-attainment designation for air quality, CMAQ funding would be a new revenue source for individual pedestrian projects
- While the federal Safe Routes to School program requires no local match, eligible applicants include MPOs and school districts – making the federal program significantly more competitive than the State’s program. Pursuing other sources for pedestrian infrastructure funding may be a more strategic approach.
- Greatest opportunities for funding are state grant programs connecting pedestrian infrastructure to the State’s policy goals pertaining to AB 32, SB 375, livability/sustainability, and public health objectives.
 - The City of Anderson’s status as a “severely (economically) disadvantaged community” is an advantage within the application scoring criteria in the Strategic Growth Council’s Sustainable Planning Grants under Proposition 84. However, this opportunity would be best leveraged by a joint application.
 - The Caltrans Transportation Enhancement (TE) Program offers a large funding stream for pedestrian infrastructure projects, and is the best avenue for individual project funding for those projects listed in the RTIP. To leverage this funding source, collaboration with Shasta County RTPA will be needed.
- Pursue joint applications for funding with Shasta County RTPA and/or local partners (e.g. Shasta County Department of Public Health) to increase funding opportunities

Based on the above recommendations, Table 3 summarizes the potential grant funding that should be pursued for the 10 priority pedestrian improvement projects (see Exhibits 22A, 22B, and 22C for pedestrian priority project number and location).

Table 3: Grant Funding Recommendations for Priority Pedestrian Improvement Projects

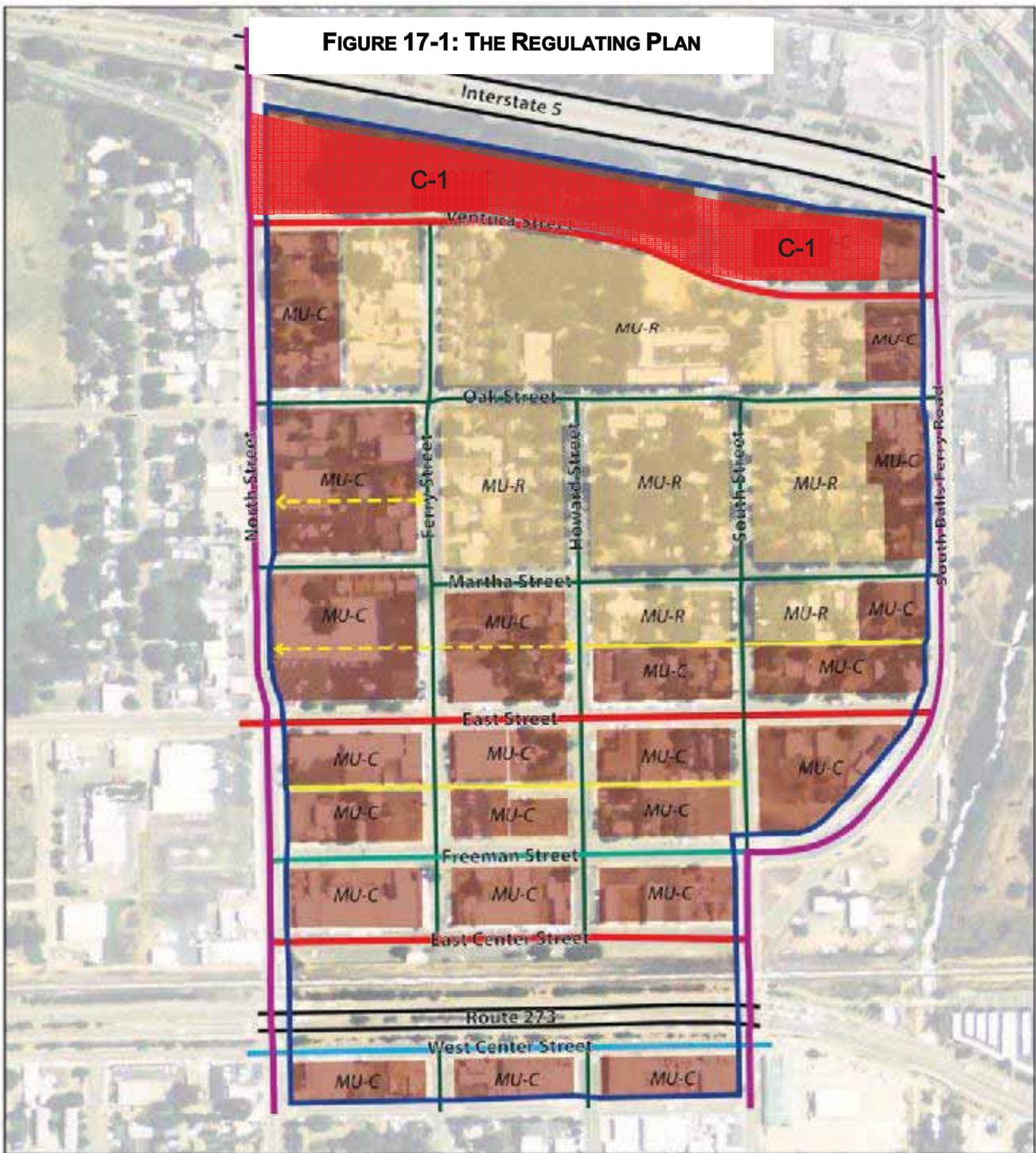
Grant Program	Eligible Priority Project Numbers	Application Type
<i>Proposition 84 Sustainable Community Planning Grants</i>	Combined Projects in Pedestrian Master Plan	Joint Partner with Shasta County RTPA’s SB 375 Efforts and/or Shasta County Department of Public Health
<i>Transportation Enhancement (TE) Program</i>	Individual Projects #1-10	Joint Partner with Shasta County RTPA for RTIP Inclusion
<i>Safe Routes to Schools (SR2S)</i>	Individual Projects #1-5, 10	Individual Application
<i>Congestion Mitigation and Air Quality (CMAQ) Program</i>	Individual Projects #1-10	Only if Shasta County is federally designated as non-attainment area
<i>FHWA Discretionary Grant Programs: Transportation, Community and System Preservation Program</i>	Combined Projects in Pedestrian Master Plan	Joint Partner with Shasta County RTPA’s SB 375 Efforts and/or Shasta County Department of Public Health
<i>Partnership for Sustainable Communities Grants</i>	Combined Projects in Pedestrian Master Plan	Joint Partner with Shasta County RTPA’s SB 375 Efforts and/or Shasta County Department of Public Health

APPENDIX

- Appendix A – General Plan Circulation Element and Downtown Mixed-Use District Figures
- Appendix B – Summary of Existing Data Collection and Mapping Memorandum
- Appendix C – Pedestrian Counts at Key Intersections
- Appendix D – Information from Public Outreach Meetings
- Appendix E – Project Matrix and Detailed Fact Sheets of Priority Projects

**Appendix A –
General Plan Circulation Element and Downtown Mixed-Use District Figures**

FIGURE 17-1: THE REGULATING PLAN



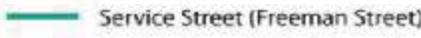
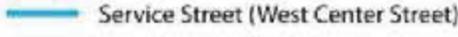
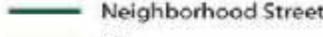
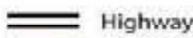
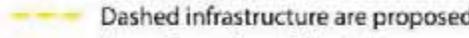
Regulating Plan

City of Anderson - Mixed Use Ordinance

Zoning Districts:

-  MU-C Mixed Use Commercial
-  MU-R Mixed Use Residential
-  Downtown Boundary

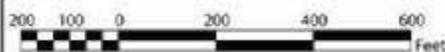
Street Typologies:

-  Avenue
-  Main Street
-  Service Street (Freeman Street)
-  Service Street (West Center Street)
-  Neighborhood Street
-  Alley
-  Highway
-  Dashed infrastructure are proposed to continue the grid pattern

Street Hierarchy:

- Highest (Primary) ↑ Avenue
Main Street
Service Street
Neighborhood Street
↓ Alley
Lowest (Secondary)

**Wherever a building is located at the intersection of two street types, the building should follow the higher type's requirements.*



**Appendix B –
Summary of Existing Data Collection and Mapping Memorandum**

Memorandum



To: City of Anderson – Jeff Kiser, Dave Durette **DRAFT**
cc: Duane Miller Civil Engineering, Inc. – Duane Miller, Jason Vine
Wood Rodgers, Inc. – Ravi Narayanan
From: Duane Miller Civil Engineering, Inc. – Josh Miller
Wood Rodgers, Inc. – Luke McNeel-Caird, P.E., LEED GA
Date: May 9, 2011
File: T:\8467_Anderson\8467_001 Ped Master Plan\Traffic\Memos\8467-ExistingMappingMemo_05092011.doc
Job No.: 8467.001
RE: **Pedestrian Accessibility and Safety Master Plan - Summary of Existing Data Collection and Mapping**

Duane Miller Civil Engineering, Inc. and Wood Rodgers, Inc. have completed the Global Positioning System (GPS) data collection and Geographic Information System (GIS) mapping of pedestrian facilities for the City of Anderson Pedestrian Accessibility and Safety Master Plan.

Summarized in this Working Paper are the GPS data collection methodology and the resulting GIS mapping of the pedestrian facilities. Upon City review and approval of the enclosed information, the GIS mapping of the existing pedestrian facilities will be used as part of the upcoming public workshop and to identify the priority improvements in the City of Anderson Pedestrian Accessibility and Safety Master Plan.

GPS DATA COLLECTION

The data collection was performed for the following pedestrian facilities in the City of Anderson:

- All expressways, arterials, and collectors identified in the City of Anderson General Plan Circulation Element (Figure 3.5.1, May 2007)
- Local streets within a half-mile radius surrounding each of the following six schools:
 1. Meadow Lane Elementary School
 2. Anderson Heights Elementary School
 3. Anderson Middle School
 4. Anderson High School
 5. New Tech High School
 6. North Valley High School
- The following nine key intersections identified at the project kick-off meeting on March 17, 2011:
 1. North Street/Riverside Avenue
 2. North Street/McMurry Drive
 3. North Street/State Route 273
 4. North Street/Silver Street
 5. Stingy Lane/Rupert Drive
 6. Balls Ferry Road/Dodson Lane
 7. South Street/State Route 273
 8. Bruce Drive/Emily Road/Cemetery Road
 9. Bruce Drive/Pinon Avenue

Field observations of the above pedestrian facilities were collected using a GPS unit for identification of facilities and a digital camera for photos. The GPS unit used a data dictionary to collect the following information for sidewalks and trails (including expressways, arterials, and collectors; and local roads within a half-mile radius of schools):

- Sidewalk/trail location (start, intermediate, and stop points recorded every 1 second)
- Sidewalk/trail width in feet
- Sidewalk/trail condition
 - Excellent – Sidewalk is relatively new and/or has few cracks that provides a clear path for pedestrians using the facility.
 - Good – Sidewalk is in good condition but has settled areas that trap water, vegetation overgrowth or obstacles, and/or potential safety issues that can reduce the ease of pedestrians using the facility.
 - Needs Repair – Sidewalk has numerous large cracks, uneven or broken concrete, and/or slabs uplifted by tree roots that substantially reduce ease of pedestrians (and especially wheelchairs) using the facility.
- Bus stop type located on study facilities
 - Bus sign only
 - Bench and bus sign (no shelter)
 - Covered (sheltered) bench with bus sign
- Digital Photos – Image number was recorded along with specific facility/location (sidewalk/trail or bus stop)

At the nine key intersections, the following information was collected using the GPS units:

- Intersection Curb Return
 - Condition
 - i. Excellent
 - ii. Good
 - iii. Needs Repair
 - Width in feet (face of curb at ramp to back of walk)
 - Material
 - i. Concrete
 - ii. Asphalt
- Pedestrian Crosswalk
 - Regular Striped Crosswalk
 - School Zone Crosswalk
 - Lack of Clear Crosswalk
- Pedestrian Ramp
 - With Detectable Warning Mat
 - Without Detectable Warning Mat
- Pedestrian Signal Heads
 - With Countdown
 - Without Countdown
- Digital Photos – Image number was recorded along with intersection quadrant

The collected information was extracted from the GPS units in a shape file and associated database (DBF) file formats for use in creating the GIS map exhibits.

PEDESTRIAN ACCIDENT DATA

The latest available pedestrian accident data was obtained from the Department of California Highway Patrol website (<http://www.chp.ca.gov>, accessed March 29, 2011) for the last 10-years of Statewide Integrated Traffic Records System (SWITRS) reports from 2001 through 2010. Table 1 summarizes the number of pedestrian related accidents reported for the latest available 10-year period in the City of Anderson.

Table 2. Pedestrian Related Accidents Reported in the City of Anderson

Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 ¹	Total
Number of Pedestrian Accidents Involving Motor Vehicles	2	1	4	3	3	3	4	4	4	0	28
Notes: ¹ Does not include data for entire year. Source: 2001 to 2010 SWITRS Reports from Department of California Highway Patrol Website (http://www.chp.ca.gov , accessed March 29, 2011)											

As shown in Table 2, 28 total pedestrian related accidents involving motor vehicles were reported during the approximately 10-year period from 2001 to 2010. The highest number of accidents reported during a one year period was four, which based on the current City of Anderson population of approximately 10,000 people is one pedestrian related accident per 2,500 people per year. At least one person was reported to have an injury in all except 3 of the 28 reported pedestrian related accidents. No pedestrian fatalities were reported during the approximately 10-year period between 2001 and 2010.

GIS MAPPING

Information collected from the GPS units, digital cameras, and accident data was used to create interactive GIS mapping of the existing pedestrian facilities and data. The following GIS layers were created as part of the mapping effort (each GIS layer has direct links to the digital photos taken for each facility):

- Existing sidewalk and trail facilities (including width of sidewalks)
- Existing sidewalk conditions
- Existing bus stop locations and types
- Existing pedestrian facilities at key intersections
- Location of pedestrian related accidents from 2001 to 2010

Using the GIS layer information, the following Exhibits are attached to this memo for review and comment:

- Exhibits 1A, 1B, and 1C: Existing Pedestrian Facilities
- Exhibits 2A, 2B, and 2C: Existing Sidewalk Condition
- Exhibits 3A, 3B, and 3C: Existing Bus Stop Locations
- Exhibit 4: Existing Pedestrian Facilities Near Meadow Lane Elementary School
- Exhibit 5: Existing Pedestrian Facilities Near Anderson Heights Elementary School
- Exhibit 6: Existing Pedestrian Facilities Near Anderson Middle School
- Exhibit 7: Existing Pedestrian Facilities Near Anderson High School

- Exhibit 8: Existing Pedestrian Facilities Near New Tech High School
- Exhibit 9: Existing Pedestrian Facilities Near North Valley High School
- Exhibit 10: Existing Pedestrian Facilities At North St/Riverside Ave
- Exhibit 11: Existing Pedestrian Facilities At North St/McMurry Dr
- Exhibit 12: Existing Pedestrian Facilities At North St/SR 273
- Exhibit 13: Existing Pedestrian Facilities At North St/Silver St
- Exhibit 14: Existing Pedestrian Facilities At Stingy Ln/Rupert Dr
- Exhibit 15: Existing Pedestrian Facilities At Balls Ferry Rd/Dodson Ln
- Exhibit 16: Existing Pedestrian Facilities At South St/SR 273
- Exhibit 17: Existing Pedestrian Facilities At Bruce Dr/Emily Rd/Cemetery Rd
- Exhibit 18: Existing Pedestrian Facilities At Bruce Dr/Pinon Ave
- Exhibit 19: Location Of Pedestrian Accidents Between 2001 and 2010

SUMMARY

As shown in the attached Exhibits 1 through 3, there is substantial potential to improve the existing pedestrian facilities throughout the City of Anderson. In general, most sidewalks along major roadways are discontinuous or are only on one side of the roadway, especially in older areas of the City. However, the sidewalks that do exist are in good or excellent condition, with repairs only needed at specific locations and along a few larger segments. Bus stops are provided where there are existing sidewalks, but continuous connections along the major roadways from the bus stops to residential and other areas could be improved.

Exhibits 4 through 9 show the existing pedestrian facilities near schools in the City of Anderson. Both the Anderson Middle School and New Tech High School, located in the downtown core of the City, have direct roadway connections and some sidewalk connectivity to near-by bus stops, but are lacking continuous connections within a half-mile radius. Anderson High School and North Valley High School are located in more isolated areas with few direct roadway connections to the surrounding area, but some sidewalks connections are provided. Meadow Lane Elementary School and Anderson Heights Elementary School are located in more recently developed areas that have sidewalks provided on most residential streets but multiple direct connections from surrounding residential areas are missing.

Exhibits 10 through 18 show existing pedestrian facilities at the nine key intersections. Existing facilities at each intersection cover a large range, from all four intersection quadrants at the North Street/Riverside Avenue intersection including pedestrian signal heads and new curbs with ADA compliant ramps; to the Balls Ferry Road/Dodson Lane intersection, which given the more rural location has no existing pedestrian facilities. The need for improvements at each intersection will be different depending on pedestrian activity, public input, and other considerations.

Exhibit 19 shows the location of pedestrian accidents over the latest available 10-year period between 2001 and 2010. The following locations had two or more pedestrian related accidents in the vicinity of the intersections listed below over the 10-year period:

- Balls Ferry Road/McMurry Drive/I-5 Northbound Off-Ramp (3 accidents)
- Balls Ferry Road/Shady Lane (3 accidents)
- State Route 273/North Street (2 accidents)
- State Route 273/Pinon Avenue (2 accidents)
- Alamo Drive/Manter Drive (2 accidents)

**Appendix C –
Pedestrian Counts at Key Intersections**

City of Anderson
 Pedestrian Counts at Riverside Av. & North St.
 Thursday, 5-5-2011

Start Time	Crossing North SB Approach		Crossing North NB Approach		Crossing Riverside EB Approach		Crossing Riverside WB Approach		Interval Total	
	WB	EB	WB	EB	NB	SB	NB	SB		
7:00	0	0	0	0	0	1	1	0	0	2
:05	0	0	0	0	0	0	0	0	0	2
:10	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	1	0	0	0	1
:20	0	0	1	0	0	0	0	0	0	1
:25	0	0	1	0	0	0	0	0	0	1
:30	0	0	0	0	0	0	0	0	0	0
:35	0	0	0	1	0	0	0	0	0	1
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	1	0	0	0	0	0	1
Hour total	0	0	2	2	0	2	1	0	2	9
8:00	0	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	0	0	0	0	0	0
Grand T.	0	0	2	2	0	2	1	0	2	9

City of Anderson
 Pedestrian Counts at Riverside Av. & North St.
 Thursday, 5-5-2011

Start Time	Crossing North SB Approach		Crossing North NB Approach		Crossing Riverside EB Approach		Crossing Riverside WB Approach		Interval Total	
	WB	EB	WB	EB	NB	SB	NB	SB		
2:00	0	0	0	0	0	1	0	0	0	1
:05	0	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	2	2
:20	0	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	0	1	0	0	2	3
3:00	0	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	0	0	0	0	0	0
Grand T.	0	0	0	0	0	1	0	0	2	3

City of Anderson
 Pedestrian Counts at McMurray Dr. & North St.
 Wednesday, 5-4-2011

Start Time	Crossing on-ramp SB Approach		Crossing McMurray NB Approach		Crossing North EB Approach		Crossing North WB Approach		Interval Total	
	WB	EB	WB	EB	NB	SB	NB	SB		
7:00	0	0	0	0	0	2	0	0	0	2
:05	0	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	1	0	0	0	1
:20	0	0	0	0	0	1	0	0	0	1
:25	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	1	0	0	0	1
:35	0	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	1	0	0	0	1
Hour total	0	0	0	0	0	6	0	0	0	6
8:00	0	0	0	0	0	0	1	0	0	1
:05	0	0	0	0	0	1	1	0	0	2
:10	0	0	0	0	0	1	0	0	0	1
:15	0	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	1	0	0	0	1
:25	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	1	0	0	0	1
:40	0	0	0	0	0	1	1	0	0	2
:45	0	0	0	0	0	2	0	0	0	2
:50	0	0	0	0	0	0	1	0	0	1
:55	0	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	0	7	4	0	0	11
Grand T.	0	0	0	0	0	13	4	0	0	17

City of Anderson
 Pedestrian Counts at McMurray Dr. & North St.
 Tuesday, 5-3-2011

Start Time	Crossing on-ramp SB Approach		Crossing McMurray NB Approach		Crossing North EB Approach		Crossing North WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
4:00	0	0	0	0	0	2	0	0	2
:05	0	0	0	0	0	2	0	0	2
:10	0	0	0	0	0	4	0	0	4
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	2	0	0	2
:30	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	2	0	0	2
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	1	0	1
:50	0	0	0	0	0	1	2	2	5
:55	0	0	0	0	0	2	5	0	7
Hour total	0	0	0	0	3	20	2	0	25
5:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	1	0	1
:25	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	4	0	0	4
:45	0	0	0	0	0	0	1	0	1
:50	0	0	0	0	0	1	0	0	1
:55	0	0	2	0	0	0	0	2	4
Hour total	0	0	2	0	5	2	0	2	11
Grand T.	0	0	2	0	8	22	2	2	36

City of Anderson
 Pedestrian Counts at SR 273 & North St.
 Wednesday, 5-4-2011

Start Time	Crossing SR 273 SB Approach		Crossing SR 273 NB Approach		Crossing North EB Approach		Crossing North WB Approach		Interval Total	
	WB	EB	WB	EB	NB	SB	NB	SB		
7:00	0	0	0	0	1	2	0	0	0	3
:05	0	0	0	0	0	2	0	0	0	2
:10	0	0	0	0	0	1	0	0	0	1
:15	0	0	0	0	0	1	0	0	0	1
:20	0	0	0	0	0	0	0	0	0	0
:25	0	2	0	0	0	1	0	0	0	3
:30	1	0	0	0	0	1	1	0	0	3
:35	0	0	0	0	0	2	0	0	0	2
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	1	2	0	0	3
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	1	0	0	1
Hour total	1	2	0	1	11	4	0	0	0	19
8:00	0	0	0	0	0	1	1	0	0	2
:05	0	1	0	0	0	3	0	0	0	4
:10	0	0	0	0	0	1	0	0	0	1
:15	0	0	0	0	0	0	0	0	0	0
:20	1	0	0	0	0	0	0	0	0	1
:25	0	0	0	0	0	0	1	0	0	1
:30	0	1	0	0	0	0	0	0	0	1
:35	0	0	0	0	0	0	0	0	0	0
:40	1	0	0	0	0	0	0	0	0	1
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	1	0	0	0	0	0	0	1
:55	4	0	0	0	0	0	1	0	0	5
Hour total	6	2	1	0	5	3	0	0	0	17
Grand T.	7	4	1	1	16	7	0	0	0	36

City of Anderson
 Pedestrian Counts at SR 273 & North St.
 Tuesday, 5-3-2011

Start Time	Crossing SR 273 SB Approach		Crossing SR 273 NB Approach		Crossing North EB Approach		Crossing North WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
4:00	0	0	2	0	0	1	0	0	3
:05	0	0	1	0	1	0	0	0	2
:10	0	0	1	0	1	1	0	0	3
:15	0	0	5	0	0	3	0	0	8
:20	0	0	3	2	0	2	0	0	7
:25	0	0	0	3	2	1	0	0	6
:30	0	0	0	3	1	2	0	0	6
:35	0	0	1	0	0	0	0	0	1
:40	0	0	3	0	0	0	0	0	3
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	0	0	16	8	5	10	0	0	39
5:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	1	1	0	0	2
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	1	0	0	0	0	1
:30	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	1	0	0	1
:50	0	0	0	1	0	0	0	0	1
:55	0	0	0	0	1	2	0	0	3
Hour total	0	0	0	2	2	4	0	0	8
Grand T.	0	0	16	10	7	14	0	0	47

City of Anderson
 Pedestrian Counts at Silver St. & North St.
 Wednesday, 5-4-2011

Start Time	Crossing Silver SB Approach		Crossing Silver NB Approach		Crossing North EB Approach		Crossing North WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
7:00	0	0	0	0	0	0	0	1	1
:05	0	0	0	0	0	0	1	0	1
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0
:30	1	0	0	0	0	0	0	0	1
:35	0	0	0	1	0	0	1	0	2
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	2	0	2
:50	0	0	0	0	0	0	1	0	1
:55	0	0	0	0	0	0	0	0	0
Hour total	1	0	0	1	0	0	5	1	8
8:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	1	0	1
:15	0	0	0	1	0	0	2	0	3
:20	0	0	0	0	0	0	1	0	1
:25	0	1	0	0	0	0	1	0	2
:30	1	0	0	0	0	0	0	0	1
:35	0	0	0	0	0	0	0	0	0
:40	0	1	0	1	0	0	0	0	2
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	1	2	0	2	0	0	5	0	10
Grand T.	2	2	0	3	0	0	10	1	18

City of Anderson
 Pedestrian Counts at Silver St. & North St.
 Thursday, 5-5-2011

Start Time	Crossing Silver SB Approach		Crossing Silver NB Approach		Crossing North EB Approach		Crossing North WB Approach		Interval Total	
	WB	EB	WB	EB	NB	SB	NB	SB		
2:00	2	0	0	0	0	0	0	0	1	3
:05	0	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	2	0	2
:25	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0	0
:45	0	1	0	0	0	0	0	0	0	1
:50	0	2	1	0	0	0	1	0	0	4
:55	1	0	0	0	0	0	8	0	2	11
Hour total	3	3	1	0	0	0	9	2	3	21
3:00	0	2	0	0	0	3	0	1	1	6
:05	0	0	0	0	1	2	0	2	2	5
:10	0	0	0	0	0	2	0	0	0	2
:15	0	0	0	0	1	0	0	0	0	1
:20	1	0	0	0	1	1	0	0	0	3
:25	0	0	0	0	0	2	0	0	0	2
:30	0	1	0	0	1	0	0	0	0	2
:35	0	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0	0
Hour total	1	3	0	0	4	10	0	3	3	21
Grand T.	4	6	1	0	4	19	2	6	6	42

City of Anderson
 Pedestrian Counts at Stingy Ln. & Rupert Rd.
 Thursday, 5-5-2011

Start Time	Crossing Stingy SB Approach		Crossing Stingy NB Approach		Crossing Bay EB Approach		Crossing Rupert WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
7:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	1	0	1
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0
:30	1	0	0	0	0	0	0	0	1
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	1	0	1
:45	0	0	0	0	1	0	0	0	1
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	1	0	0	0	1	0	2	0	4
8:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	1	0	0	0	1
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	1	0	0	0	1
Grand T.	1	0	0	0	2	0	2	0	5

City of Anderson
 Pedestrian Counts at Stingy Ln. & Rupert Rd.
 Thursday, 5-5-2011

Start Time	Crossing Stingy SB Approach		Crossing Stingy NB Approach		Crossing Bay EB Approach		Crossing Rupert WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
2:00	1	0	0	0	2	0	0	0	3
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	1	0	0	0	2	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0
:35	0	0	0	0	1	0	0	0	1
:40	0	0	0	0	2	0	1	0	3
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	3	0	1	0	4
Grand T.	1	0	0	0	5	0	1	0	7

City of Anderson
 Pedestrian Counts at Balls Ferry Rd. & Dodson Ln.
 Thursday, 5-5-2011

Start Time	Crossing Balls Ferry SB Approach		Crossing Balls Ferry NB Approach		Crossing Dodson WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	
7:00	2	0	0	0	0	0	2
:05	0	0	2	0	0	0	2
:10	0	0	0	0	0	0	0
:15	0	1	0	0	0	0	1
:20	0	0	0	0	1	0	1
:25	2	0	0	0	0	0	2
:30	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0
Hour total	4	1	2	0	1	0	8
Grand T.	4	1	2	0	1	0	8

City of Anderson
 Pedestrian Counts at Balls Ferry Rd. & Dodson Ln.
 Thursday, 5-5-2011

Start Time	Crossing Balls Ferry SB Approach		Crossing Balls Ferry NB Approach		Crossing Dodson WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	
2:00	0	1	0	0	0	0	1
:05	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0
Hour total	0	1	0	0	0	0	1
3:00	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0
Hour total	0	0	0	0	0	0	0
Grand T.	0	1	0	0	0	0	1

City of Anderson
 Pedestrian Counts at SR 273 & South St.
 Wednesday, 5-4-2011

Start Time	Crossing SR 273 SB Approach		Crossing SR 273 NB Approach		Crossing South EB Approach		Crossing South WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
7:00	0	1	0	0	0	0	0	1	2
:05	0	0	0	0	0	0	1	0	1
:10	0	0	0	0	0	0	1	0	1
:15	0	0	0	0	0	0	1	0	1
:20	0	0	0	0	1	0	0	0	1
:25	0	0	0	0	1	0	0	0	1
:30	0	0	0	0	0	1	0	0	1
:35	0	0	0	0	0	0	0	0	0
:40	0	1	0	0	0	0	0	0	1
:45	0	0	0	0	0	0	2	0	2
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	0	2	0	0	2	1	5	1	11
8:00	0	0	0	0	1	1	0	0	2
:05	0	0	0	0	1	0	0	0	1
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	0	0	1	0	1
:25	0	0	0	0	0	0	31	0	31
:30	0	0	0	0	0	1	0	0	1
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	1	1
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	0	0	0	0	2	2	32	1	37
Grand T.	0	2	0	0	4	3	37	2	48

City of Anderson
 Pedestrian Counts at SR 273 & South St.
 Tuesday, 5-3-2011

Start Time	Crossing SR 273 SB Approach		Crossing SR 273 NB Approach		Crossing South EB Approach		Crossing South WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
4:00	0	3	0	0	0	0	0	0	3
:05	0	0	0	0	2	0	0	0	2
:10	0	0	0	0	0	1	0	0	1
:15	0	0	0	0	0	1	0	1	2
:20	0	0	0	0	0	0	1	0	1
:25	1	0	0	0	0	1	0	1	3
:30	0	0	0	0	0	1	0	0	1
:35	0	1	0	0	0	0	0	0	1
:40	0	0	0	2	0	0	0	0	2
:45	0	0	0	0	0	0	0	0	0
:50	1	3	0	0	0	0	0	0	4
:55	0	0	0	1	0	1	0	0	2
Hour total	2	7	0	3	2	5	1	2	22
5:00	1	0	0	0	0	0	0	0	1
:05	2	0	0	0	1	0	0	0	3
:10	0	0	0	0	0	0	0	0	0
:15	0	0	0	1	0	0	0	0	1
:20	2	0	0	0	0	2	0	0	4
:25	1	0	1	0	0	0	0	0	2
:30	0	0	0	1	0	0	0	0	1
:35	0	0	0	0	0	0	0	0	0
:40	0	0	1	0	2	0	0	0	3
:45	0	0	0	0	0	0	0	0	0
:50	2	0	0	0	1	1	0	0	4
:55	0	3	0	0	0	0	0	0	3
Hour total	8	3	2	2	4	3	0	0	22
Grand T.	10	10	2	5	6	8	1	2	44

City of Anderson
 Pedestrian Counts at Emily Rd./Cemetery Rd. & Bruce Dr.
 Thursday, 5-5-2011

Start Time	Crossing Emily SB Approach		Crossing Cemetery NB Approach		Crossing Bruce EB Approach		Crossing Bruce WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
6:30	0	0	0	0	0	1	0	0	1
:35	0	0	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	1	0	1
:55	0	0	0	0	0	0	1	0	1
7:00	0	0	0	0	0	0	0	0	0
:05	1	0	0	0	0	2	0	0	3
:10	0	0	0	0	0	1	0	0	1
:15	0	0	0	0	0	0	0	0	0
:20	0	0	0	0	2	0	1	0	3
:25	0	0	0	0	0	4	0	0	4
Hour total	1	0	0	0	2	8	3	0	14
Grand T.	1	0	0	0	2	8	3	0	14

City of Anderson
 Pedestrian Counts at Emily Rd./Cemetery Rd. & Bruce Dr.
 Wednesday, 5-4-2011

Start Time	Crossing Emily SB Approach		Crossing Cemetery NB Approach		Crossing Bruce EB Approach		Crossing Bruce WB Approach		Interval Total
	WB	EB	WB	EB	NB	SB	NB	SB	
2:00	1	1	0	0	0	0	1	1	4
:05	0	0	0	0	0	0	0	0	0
:10	0	0	0	0	3	0	0	0	3
:15	0	0	5	4	0	0	0	0	9
:20	1	0	0	1	0	1	1	0	4
:25	0	1	0	0	0	0	1	0	2
:30	0	0	4	0	0	0	0	0	4
:35	0	0	0	0	0	0	0	5	5
:40	0	0	0	0	0	0	1	0	1
:45	5	0	0	0	0	1	0	1	7
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	7	2	9	5	3	2	4	7	39
3:00	0	0	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0	0	0
:10	1	0	0	0	0	0	0	1	2
:15	0	0	0	0	0	3	0	0	3
:20	0	0	0	0	0	0	0	0	0
:25	0	0	0	0	0	0	3	0	3
:30	0	0	0	0	0	0	0	0	0
:35	0	0	1	0	0	0	0	0	1
:40	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0	0	0
:55	0	0	0	0	0	0	0	0	0
Hour total	1	0	1	0	0	3	3	1	9
Grand T.	8	2	10	5	3	5	7	8	48

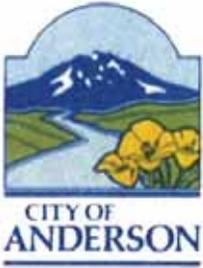
City of Anderson
 Pedestrian Counts at Bruce Dr. & Pinon Av.
 Thursday, 5-5-2011

Start Time	Crossing Bruce SB Approach		Crossing Pinon EB Approach		Crossing Pinon WB Approach		Interval Total
	WB	EB	NB	SB	NB	SB	
6:30	0	1	0	0	0	0	1
:35	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0
:50	0	0	0	0	0	0	0
:55	0	0	0	1	0	0	1
7:00	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0
:15	0	1	0	0	0	0	1
:20	0	0	1	0	0	0	1
:25	0	0	1	0	1	0	2
Hour total	0	2	2	1	1	0	6
Grand T.	0	2	2	1	1	0	6

City of Anderson
 Pedestrian Counts at Bruce Dr. & Pinon Av.
 Wednesday, 5-4-2011

Start Time	Crossing Bruce SB Approach		Crossing Pinon EB Approach		Crossing Pinon WB Approach		Interval Total
	WB	EB	NB	SB	NB	SB	
2:00	0	0	0	0	0	0	0
:05	0	0	0	0	0	0	0
:10	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0
:20	1	0	0	1	0	0	2
:25	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0
:35	0	0	0	0	0	0	0
:40	0	0	0	0	0	0	0
:45	0	0	0	1	0	1	2
:50	0	0	0	0	0	1	1
:55	0	0	0	0	0	0	0
Hour total	1	0	0	2	0	2	5
3:00	1	0	0	0	0	0	1
:05	0	0	0	0	0	0	0
:10	1	2	1	0	0	2	6
:15	0	0	0	1	0	0	1
:20	0	0	0	0	0	3	3
:25	0	0	0	0	0	1	1
:30	0	0	0	0	0	0	0
:35	0	0	0	0	0	1	1
:40	0	0	0	0	0	0	0
:45	0	0	0	0	1	0	1
:50	0	0	0	0	0	0	0
:55	0	0	0	0	0	2	2
Hour total	2	2	1	1	1	9	16
Grand T.	3	2	1	3	1	11	21

**Appendix D –
Information from Public Outreach Meetings**



City of Anderson Pedestrian Accessibility and Safety Master Plan Public Workshop

You're Invited...

What

Public Workshop for City's
Pedestrian Accessibility
and Safety Master Plan

When

Wednesday, June 29, 2011
5:30 p.m. - 7:00 p.m.

Where

City Hall
Community Room (1st floor)
1887 Howard Street
Anderson, CA



to attend a public workshop for the presentation and discussion of the **City's Pedestrian Accessibility and Safety Master Plan on Wednesday, June 29, 2011 at 5:30 p.m. at City Hall (located at 1887 Howard Street, Anderson, CA).**

We want your input. The focus of the meeting will be to present the existing facilities inventory and then through interactive discussions, hear what areas you want to be improved and identify preliminary pedestrian projects. Let us know your project preferences!

For more information, please call Kristen Maze, City of Anderson Development Services Director, at (530) 378-6636 or visit the City's website at <http://www.ci.anderson.ca.us/>

Refreshments will be served.

City of Anderson
Pedestrian Accessibility and Safety Master Plan

PUBLIC WORKSHOP COMMENT CARD

NAME _____

BUSINESS (IF APPLICABLE) _____

ADDRESS _____ ZIP CODE _____

PHONE _____

1. If you would like to receive periodic email updates about the project, please write your email address here: _____

2. Are you...
 - Business representative
 - Resident/Property owner
 - City staff/Representative
 - Other: _____

3. If you are representing a business, is there any information that we should know about your business as this project begins?

4. Have you ever visited the City of Anderson's website: www.ci.anderson.ca.us?
 - Yes
 - No

5. Throughout the duration of the Master Plan, the City will provide project updates on their website. What means of communication do you use most?
 - City's website
 - Anderson Valley Post*
 - Word of mouth by neighbors/friends/co-workers
 - Other: _____

6. In your opinion, which areas of the City do you feel needs improvements for pedestrian accessibility and safety?

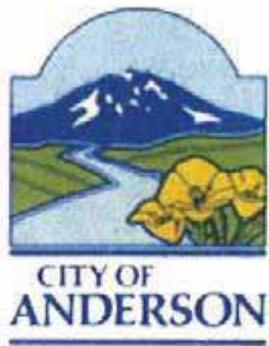
Please turn over.

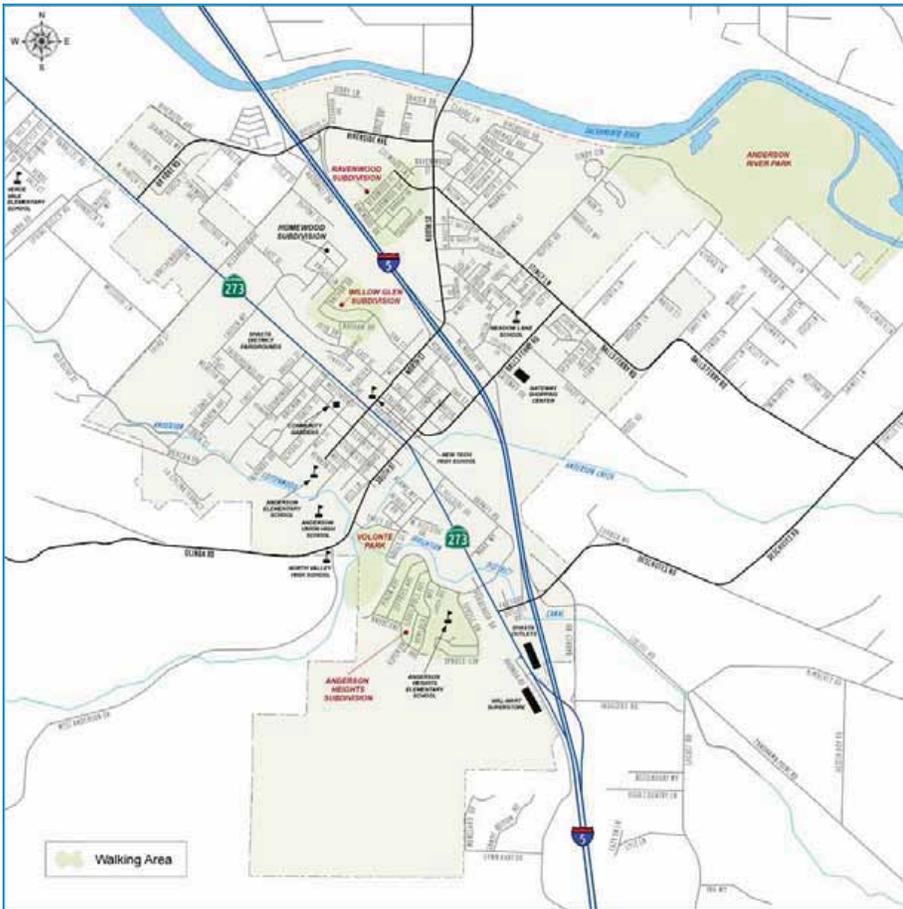
7. Did you find this workshop informative? If so, rate the workshop 1-10 (10 being the best); If not, why?
8. Any other comments?

We would like to thank you for your time and for your input. We are looking forward to improving and serving the community needs.

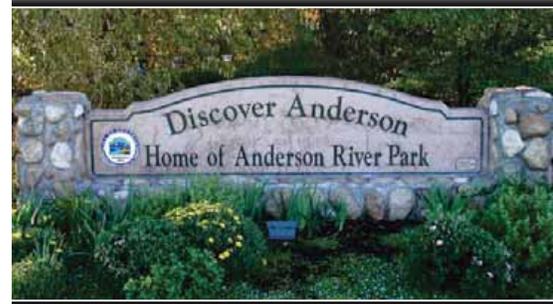
Please leave your comment card in the box or mail to:

City of Anderson
C/O: Kristen Maze
Development Services Director
1887 Howard Street
Anderson, CA 96007





Anderson Walks Guide



The City of Anderson

Collaborating Partners



South Shasta
Healthy Eating Active Communities
an initiative of The California Endowment



Shasta County
Public Health

www.shastapublichealth.net

CITY OF
ANDERSON



www.ci.anderson.ca.us
Anderson Parks and
Recreation 378-6656

ANDERSON PARTNERSHIP FOR
HEALTHY CHILDREN



www.ap4hc.org

Maps created by



ENPLAN
www.enplan.com

A special thank you to the Anderson community members who helped collect data to create this Anderson Walks Guide.

This Anderson Walks Guide is offered free to encourage physical activity and enjoyment of our beautiful area. Neither Anderson Partnership for Healthy Children, the City of Anderson, Enplan, or the County of Shasta endorse or assume responsibility or liability for the condition of any of the locations or programs described in this guide.

A Message from the Mayor

Dear Walking Enthusiast:

On behalf of the City of Anderson, I want to thank the Anderson Partnership for Healthy Children, Shasta County Public Health, our own City of Anderson Planning and Parks Departments, and the many citizens and student volunteers for their successful collaborative efforts to produce this Anderson Walks Guide.

Exercise and sensible eating are key elements of long-term health, and the City of Anderson encourages you to eat healthy and to enjoy walking on our local trails. The Anderson River Park trail system, the Willow Glen and Homewood trail system, the Ravenwood trail system, and the extensive trails forthcoming in the Vineyards at Anderson and Volonte Park are just a few of the notable places in Anderson to enjoy the healthy habit of walking. Please join my wife and me as we Walk Anderson.

Picking up this Anderson Walks Guide is a great start.

Now, let's get out and Walk Anderson!

See you on the trails,
Keith Webster
Mayor

Walking Tips

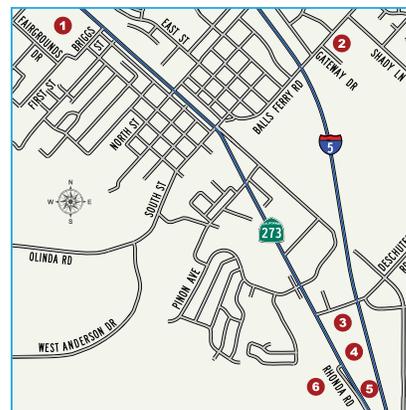
1. Before you start a walking program, check with your doctor if you have a health or safety concern.
2. Warm up and cool down with 5 minutes of slow walking and some light stretching to prevent injuries and increase flexibility.
3. Wear comfortable, sturdy shoes with good arch support, a firm heel, and plenty of room for your toes.
4. Protect yourself from the sun with a hat, sun screen, and sunglasses with both UVA and UVB protection.
5. Walk briskly, but make sure you can maintain a conversation while walking. Stop if you feel pain, severe fatigue, light-headedness, dizziness, or significant shortness of breath.
6. Set goals to walk for a specified amount of time rather than distance. An average pace of brisk walking is one mile in 18-20 minutes. Beginners should strive for a 30-minute per-mile pace.
7. Work up to 30-60 minutes a day, 5 days-a-week, of walking or other moderate physical activity.
8. Drink plenty of water before, during, and after you exercise. Do not wait until you feel thirsty to take a drink.
9. Fuel your body with a healthy diet that includes plenty of fruits, vegetables, and whole grains.

For more walking opportunities, visit the Healthy Shasta Web Site: www.healthyshasta.org

Shopping and Entertainment

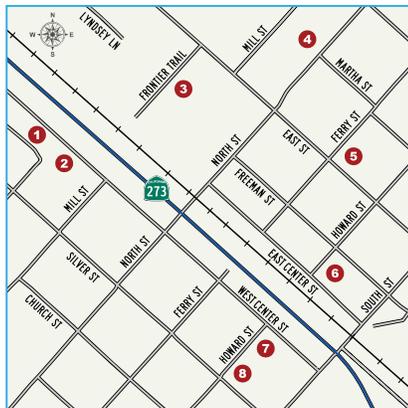
Walking can be a part of your everyday life.

1. Shasta District Fairgrounds Various events
1890 Briggs Street year round,
Phone: 378-6789 call for details.
2. Safeway (6am-midnight)
2601 Balls Ferry Road
Phone: 365-6401
3. Prime II Cinemas 11 theaters
1816 Highway 273
(In Shasta Outlets)
Phone: 378-1080
4. Shasta Outlets
1699 Highway 273
Phone: 365-3579
5. California Welcome Center
(In Shasta Outlets)
1699 Highway 273
Phone: 365-1180
6. Wal-Mart Super Center (Open 24 hours)
5000 Rhonda Road
Phone: 378-0244



Community Services

1. Veterans Memorial Hall
3210 West Center Street
Phone: 365-9650
2. Library
3200 West Center Street
Phone: 365-7685
3. Frontier Senior Center Various events and activities
2081 Frontier Trail for seniors, call for details.
Phone: 365-3254
4. Police Department
2220 North Street
Phone: (non-emergency) 378-6600
5. Post Office
2141 Ferry Street
Phone: 365-3883
6. Shasta Co. Public Health & Anderson Teen Center
2041 Howard Street
Phone: 229-8200 (PH)
Phone: 378-6060 (ATC)
7. Fire Department
1925 Howard Street
Phone: (non-emergency) 378-6699
8. City Hall
1887 Howard Street
Phone: 378-6626



Schools/Community Gardens

Encourage your children to walk or bike to school.

- Anderson Heights Elementary (grades K-5)
1530 Spruce Street
Phone: 378-7050
Garden
- Anderson Middle School (grades 6-8)
1646 W. Ferry Street
Phone: 378-7060
Garden
Track open to public after school hours/events
- Anderson High School (grades 9-12)
1471 Ferry Street
Phone: 365-2741
Track open to public after school hours/events
- Anderson New Tech High School (grades 9-12)
2098 North Street
Phone: 365-3100
- Meadow Lane Elementary (grades K-5)
2770 Balls Ferry Road
Phone: 378-7030
- Mill Street Community Garden
1900 Mill Street
Phone: 365-1977
Garden located behind apartments
- North Valley Continuation High School
(grades 9-12)
20083 Olinda Road
Phone: 365-6054
- Verde Vale Elementary (grades K-5)
19415 Jacqueline Street
Phone: 378-7040
Garden

School locations on back map. See flags

Why Trails?

Trails provide children and adults an opportunity to achieve an active and healthy lifestyle. The closer people live to a safe place to walk or bike, the more likely they are to use it. Recreation doubles the likelihood nearby residents will engage in the recommended level of physical activity (30-60 minutes each day).

Plus trails:

- Provide a safer environment for recreational activities
- Increase opportunities for physical activity
- Give citizens the opportunity to experience the city's natural beauty
- Express the community's pride and character
- Increase property values as much as 22%
- Rank in the top five of important amenities for home purchase.
- Stimulate local economies by attracting tourists
- Can reduce healthcare costs when citizens are more active

A family that walks two miles a day instead of driving will, in one year, prevent 730 pounds of carbon dioxide from entering the atmosphere.

Why Walking is Good Exercise

Walking is an ideal form of physical activity. It is easy to do, requires no special skills or equipment, can be done by a vast majority of the population with little risk of injury, and is functional: walking gets us places.

- Walking is simple - it is low impact, free, and high in health benefits.
- You can benefit from regular physical activity, no matter what your age is.
- Physical activity does not have to be strenuous to achieve health benefits. Daily moderate activity can make a difference.
- Walking helps maintain healthy bones, muscles, and joints.
- Walking improves stamina and muscle strength, even for those with chronic, disabling conditions.
- Walking can be a social activity with family and friends.
- Walking increases your feeling of well-being and can help reduce symptoms of anxiety and depression.
- Several short walks a day (10-20 minutes) can be as effective as one long walk.

Anderson Heights Neighborhood

Walking/Biking Routes:

Route One: Start on Pinon Avenue, which loops around and turns into Knobcone Avenue. Continue around to Hemlock Avenue, which will re-connect you to Pinon Avenue.

Route Two: Start on Spruce Drive and loop around Spruce Circle, which will bring you back to Spruce Drive.

Distance:

Route one: 1.76 miles (Easy)

Route two: 1.17 miles (Easy)

Both routes have uphill and downhill sections.

Terrain:

Sidewalk

Parking:

By the curb on streets along the routes.

About the Routes:

Plenty of shade from large trees in this quiet, older, family neighborhood. Easy walks that are great for the whole family or friends who want to get out and get moving. There are **no** restrooms or drinking fountains along the routes.



Ravenwood Neighborhood Trail

Walking/Biking Route: Ravenwood Trail

The Trailhead is not marked. Enter on North Street, across from the antiques store. Turn onto Brentwood Lane, go slightly left and stay on Vinewood Drive, turn right on Bearwood Place, turn right on Stingy Lane, turn right on Inkwood Drive, left on Buckwood Drive, left on Vinewood Drive, loop around, then right on Southwood Drive, left on Brentwood Lane, which will take you back to the trail head.

Distance:

Approximately 1.25 miles.

Terrain:

Dirt, grass, and sidewalks (Moderate difficulty)

Parking:

Along North Street or on Stingy Lane

About the Route:

Ravenwood has large beautiful trees along most of the trail for plenty of shade. Start of trail is uneven ground, then turns into sidewalk. Variety of wildlife contained in the lush green plants and shrubs.

There are **no** restrooms or drinking fountains along the trail. **Virginia Ohn Park** is located close by at Stingy Lane and North streets, a beautiful and peaceful place.



Anderson River Park

Walking/Biking Routes:

Route one starts at KC Grove.

Route two starts at Rupert Road at Dodson Lane.

Route three starts at large oak tree on Dodson Lane.

Route four starts at Shelly Lane.

Distance:

Route one: 1.25 miles (Easy)

Route two: 1.5 miles (Moderate)

Route three: 2.75 miles (Moderate)

Route four: .75 miles (Easy)

Terrain:

Route one: Paved

Route two: Dirt, gravel, grass and some paved

Route three: Dirt, gravel, grass and some paved

During rainy season routes 1-3 can be under water.

Route four: Dirt and gravel

Parking:

Route one: take Rupert Road, off Stingy Lane, and turn left into KC Grove.

Route two: take Rupert Road to Dodson Lane, and park in dirt parking area.

Route three: take Dodson Lane to large oak tree, park in dirt parking area.

Route four: take Shelly Lane, off Balls Ferry Road and park at the end of the street in dirt parking area.

About the Routes:

Route one: Paved and great for strollers, bikes, wheelchairs, and individuals who need a solid flat surface. Large oak trees provide plenty of shade, with breathtaking plant life along the route. There are countless types of wildlife to be seen.

Route two: For those who are steady on their feet, or riding a bike this is a great route through the park. Lots of plant life, trees, and wildlife to be seen. Plenty of shade to help keep you cool.

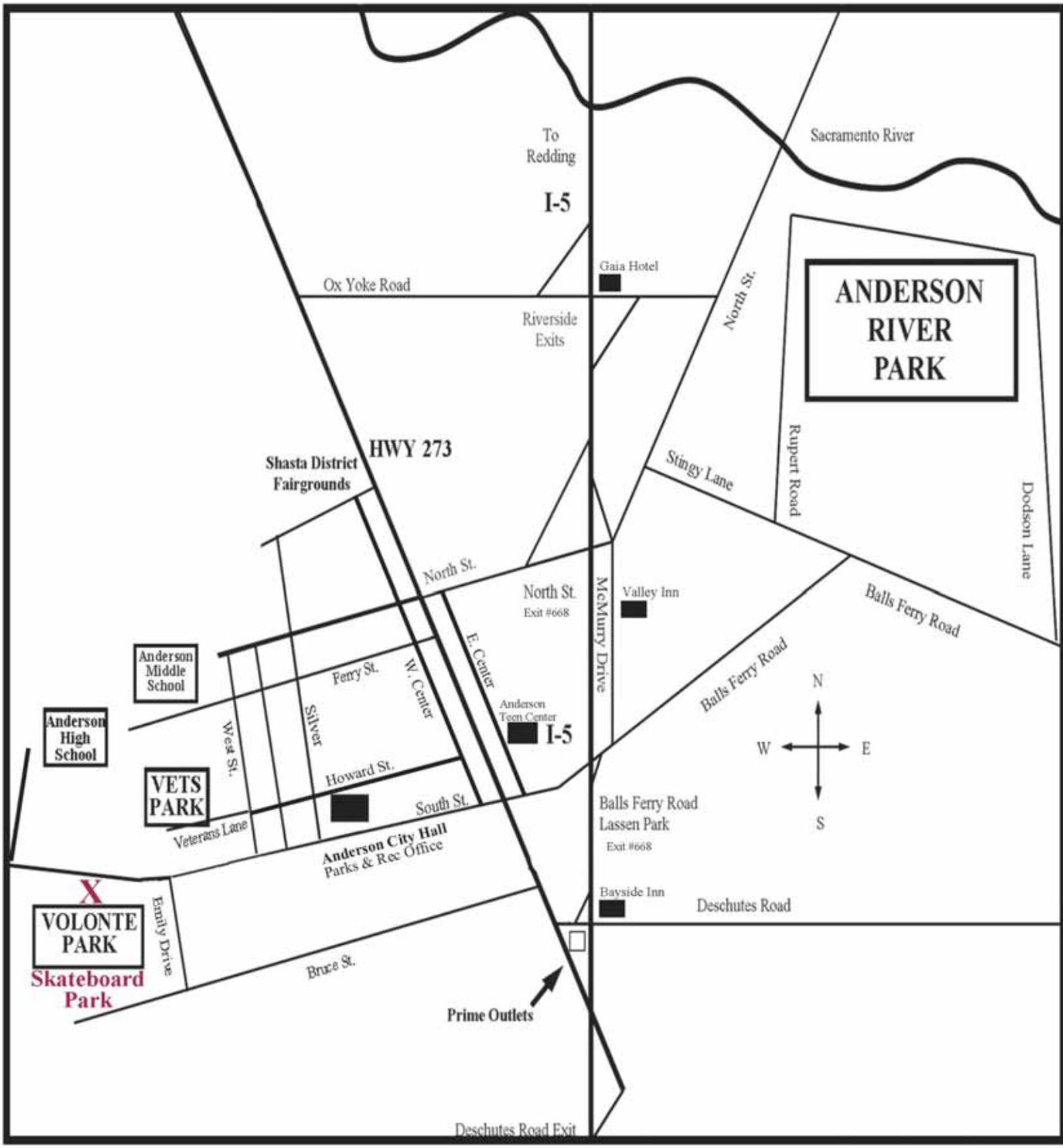
Restrooms, a drinking fountain, tables, and disabled fishing are located at KC Grove.



Route Three: Take a breathtaking stroll or bike ride along the Sacramento River and enjoy all the wildlife and plant life, too. Plenty of shade from large oak trees. This route takes you all the way around the outside trail. It is uneven ground, so is best for individuals steady on their feet. For horse lovers, this is a great route to ride. Make sure to stay off the paved areas (horses not allowed).

Route Four: Wide open space, great for horses, bikes and those who enjoy the sun. During the rainy season this might be the only route not under some water. This route is all dirt and easy to walk, so, wear a hat and enjoy!

When crossing alternative trails, water can be one to four feet deep year round.



1. THE FIRST STEP: Take a walk and use this checklist to determine how walkable your community is. Note the location (use street address)

From: _____

To: _____



1. Did you have room to walk? Yes No
Some problems:

- Sidewalks or paths started and stopped
- Sidewalks were broken or cracked
- Sidewalks were blocked with poles, signs, shrubbery, dumpsters, cars, etc.
- No sidewalks, paths, or shoulders
- Too much traffic
- Something else _____

Locations of problems

3. Was it easy to reach your destination? Yes No
Some problems:

- Trails did not connect me to my destination
- Walking route did not connect to bus stop/public transportation
- I could not walk to stores, schools, parks, other destinations
- Something else _____

Locations of problems

5. Was your walk pleasant? Yes No
Some unpleasant things:

- Needed more grass, flowers, or trees/shade
- Dirty, lots of litter or trash
- Traffic was too close to the walkway
- Needed clean restrooms & drinking fountain
- Needed more interesting scenery
- Needed a shady place with benches to take a rest
- Something else _____

Locations of problems

2. Was it easy to cross the street? Yes No
Some problems:

- Road was too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalk or traffic signal was absent
- Parked cars, trees, or plants blocked our view of traffic
- Needed curb ramps or ramps needed repair
- Something else _____

Locations of problems

4. Was it easy to follow safety rules? Yes No
Did you:

- Cross at crosswalks or where you could see and be seen by drivers
- Look left, right, and left again before crossing streets?
- Walk on sidewalks or shoulders facing traffic where there were no sidewalks
- Cross with the light
- Something else _____

Locations of problems

6. Was it safe to walk? Yes No
Some problems:

- Cyclists and vehicles were not careful around pedestrians (e.g., they didn't allow enough room for passing)
- No phone, house, or store nearby where I could go in case of trouble
- My route had scary dogs, suspicious people, or crime
- Too dark, needed light, not very many people around
- Something else _____

Locations of problems

7. How did you feel on your walk?

- I could not go as far or as fast as I wanted.
- I became tired, short of breath, or had sore feet or muscles.
- Felt challenged but really enjoyed the walk.
- Felt good and increased my energy level.
- Felt great! I am going to continue walking.

Walking is great for improving fitness and health. Here's why:

- ◆ Walking contributes to a greater sense of community.
- ◆ Start with a short walk and work up to 30 min. per day most days of the week. Use a pedometer to track progress.
- ◆ Replace short driving trips with walking trips to save money on gas and do your part for clean air.
- ◆ Encourage employers to support employee walking programs.
- ◆ Get information on ways to increase walkability and more from Healthy Shasta: 229-8243 www.healthyshasta.org
- ◆ Vary your routine. Pick up a Walk Redding Guide to discover new walking trails: 245-6457.

2. TAKE THE NEXT STEP:

What you and your family can do immediately

What you and your community can do

Was your walk safe and was it easy to cross the street? If Not.....

- Pick another route for now
- Trim trees and bushes that block the street and ask neighbors to do the same
- Leave nice notes on problem cars asking owners not to park there
- Share location and ideas with your Public Works Department regarding specific problems
- Organize parents in your neighborhood to form a walking group to school and teach your child about safe walking
- Ask neighbors to keep dogs leashed/fenced, report scary dogs to Animal Control
- Report suspicious activity to police
- Report lighting needs to the city/county departments
- Report illegally parked cars to police
- Request the Public Works Department trim trees and bushes within the city limits
- Write a letter to the city for walkways and gather neighborhood signatures
- Push for crosswalks, signals, or parking changes at city meetings
- Encourage schools to teach pedestrian safety and get crossing guards at key locations
- Help schools start Safe Routes to School programs. Visit <http://www.saferoutestoschools.org/> for more information
- Encourage employers to support flexible work schedules so parents can walk children to and from school
- Request increased police enforcement
- Start a crime-watch program in your neighborhood
- Participate in county transportation planning decisions

Was it easy to reach your destination? If Not.....

- Take note of the improvements you would like to see happen
- Visit the Redding Area Bus Authority (RABA) station for a list of stops and pick up route maps
- Share suggestions with your planning department for creating future developments that are walkable and connected to community services
- Share suggestions with the Community Services Department
- Share suggestions with RABA regarding additional routes you would like to be connected to

Was your walk pleasant? If Not.....

- Beautify your neighborhood by picking up any trash
- Plant trees, flowers, and bushes in your yard
- Organize a community clean up day
- Sponsor a tree planting day
- Sponsor a neighborhood beautification day

3. TO GET INVOLVED, CONTACT:

Public Works Department

Redding: 225-4020 www.ci.redding.ca.us
Roadside & Pavement Maintenance: 224-6068
Tree Trimming: 224-6103
Anderson: 378-6636 www.ci.anderson.ca.us
Roadside Maintenance & Tree Trimming
Shasta Lake: 275-7491 www.ci.shasta-lake.ca.us
Roadside Maintenance & Tree Trimming
County: 225-5661 www.co.shasta.ca.us

Report Illegally Parked Cars/Suspicious Activity

Redding Police Department: 225-4200
Neighborhood Watch Program: 225-4540
Anderson Police Department: 378-6636
Shasta Lake City (Sheriff's Office): 245-6540

Animal Control

Redding: 241-2550
Anderson: 378-6624
Shasta Lake City: 275-7480
Other Shasta County Areas: 245-6065

Regional Transportation Planning Agency

225-5654

Planning Departments

City of Redding: 225-4020
City of Anderson: 378-6636
City of Shasta Lake: 275-7460
County: 225-5879

Community Services & Trail Development

City of Redding: 225-4512

RABA: 241-2877

The National Arbor Day Foundation

1 (888) 448-7337 www.arboday.org

How Walkable is Shasta County?



Improve your health and community:

- 1. The First Step:** Take a walk, in your neighborhood, to the store, to a park and use this checklist to determine how walkable your community is.
- 2. The Next Step:** Refer to the chart for specific actions you can take to improve your community "walkability."
- 3. Get Involved** with local efforts by utilizing the resource list.

You can make a positive difference!



Adapted from Partnership for a walkable America

**Appendix E –
Project Matrix and Detailed Fact Sheets of Priority Projects**

Summary of Priority Projects for Anderson Pedestrian Accessibility and Safety Master Plan
 Pedestrian Improvement Projects Initially Identified based on June 29, 2011 Public Workshop

Project #	Project Name	Project Location	Project Description	Located in Existing City Limits	Located in GP Area Boundary	Existing Sidewalks	Recreation Areas	Improves Connectivity to					Priority Project Selection Criteria		Right-of-Way Available	Rough Construction Cost	Maintenance Cost	State Grant Funding Opportunity	Federal Grant Funding Opportunity	
								Schools	Residential Areas	Retail Areas	Neighboring Areas to City	ADA Improvements	Improves Pedestrian Safety	Potential Environmental Impacts						
AREA A (Workshop Facilitator: Duane Miller)																				
1A (9)	Ox Yoke Street Sidewalk	Ox Yoke Street between Stainless Way and Industrial Way	Construct approximately 550 feet of sidewalk (missing link) along north side of Ox Yoke Street	Yes	Yes	Yes	No	No	No	No	No	No	No	Yes	No	Yes	\$35,000	Low	(TE/CMAQ)* SR25	If Combined
2A (5)	Diamond Street/Silver Street Improvements	Diamond Street and Silver Street Intersection	Construct new curb returns, widen sidewalk	Yes	Yes	Yes	No	Yes	Yes	No	No	No	Yes	Yes	No	Yes	\$30,000	Medium	(TE/CMAQ)* SR25	If Combined
3A	State Route 273 Bike/Ped Trail (North)	State Route 273 between Biggs Street and Spring Gulch Road	New hot mix asphalt (HMA) path along west side of State Route 273 (similar to new path to Walmart Shopping Center)	Yes	Yes	No	No	No	Yes	No	No	No	No	Yes	Yes	Yes	\$1 Million +	High		
AREA B (Workshop Facilitator: Luke McNeel-Carr)																				
1B (10)	Stingy Lane Sidewalk #1 (to be constructed at same time as 2B)	Stingy Lane between Palomino Street and Bay Street	Construct sidewalk (missing link) on south side of Stingy Lane between existing sidewalks	Yes	Yes	Yes	Yes	Yes to River Park	Yes to Meadow Lane ES	Yes, South of Stingy Lane	No	No	Yes	Yes, removes walking on shoulder of road	Unlikely	Yes	\$35,000	Low	(TE/CMAQ)* SR25	If Combined
2B (10)	Stingy Lane Sidewalk #2 (to be constructed at same time as 1B)	Stingy Lane between Dodson Lane and Red Bud Lane	Construct sidewalk (missing link) on south side of Stingy Lane between existing sidewalks	Yes	Yes	Yes	Yes	Yes to River Park	Yes to Meadow Lane ES	Yes, South of Stingy Lane	No	No	Yes	Yes, removes walking on shoulder of road	Unlikely	Yes	\$25,000	Low	(TE/CMAQ)* SR25	If Combined
3B (6)	Pedestrian Trail to Anderson River Park	Balls Ferry Road/Stingy Lane Intersection to Anderson River Park	Construct New Trail (Uncompacted Granite surface) Running Northeast Between Rupert Road and Dodson Lane (potentially along existing sewer line easement) With Lighting	Yes	Yes	Yes	Yes	Yes to River Park	No	Yes	No	No	No	Yes, provides alternative to shoulders of Rupert Road and Dodson Lane	Potentially	Yes	\$130,000	Medium	(TE/CMAQ)*	If Combined
4B	River Park Trail Improvements	In Northeast Area of River Park	Improve pedestrian path connectivity and surface (including drainage if possible), and crossings of roadways	Yes	Yes	No	Yes	Yes to River Park	No	No	No	No	Yes	Yes, reduce conflicts with vehicles in River Park	Potentially	Yes	\$140,000	Low		
5B	North Street Shade Trees	North Street between SR 273 and Riverside Avenue	Plant Shade Trees along North Street to improve walking comfort	Yes	Yes	No	No	No	No	No	No	No	No	Unlikely	Unknown	\$75,000	High			
6B (7)	Stingy Lane Sidewalk #3	Stingy Lane Bailey Drive and Bay Street/Rupert Road	Improve/replace sidewalk on south side of Stingy Lane, including removal of telephone poles and widening to 6 feet	Yes	Yes	No	No	No	No	No	No	No	Yes	No	Unlikely	No	\$175,000	Low	(TE/CMAQ)*	If Combined
7B	Balls Ferry Road Sidewalk Improvements	Balls Ferry Road between McMurray Drive and Stingy Lane	Replace existing sidewalk with a detached sidewalk and move bus stop signs (provide clear walking space) along north or south side of Balls Ferry Road	Yes	Yes	No	No	No	No	No	No	No	Yes	Yes, with separation from side of roadway	Potentially	Yes	\$750,000	High, with painter strip		
8B	North Street Lighting	North Street/Driftstone Drive Intersection	Install street lighting at intersection to improve nighttime visibility of pedestrians	Yes	Yes	No	No	No	No	No	No	No	Yes	Unlikely	Yes	\$40,000	Medium to High			
9B (8)	McMurray Drive Sidewalk	Southwest side of McMurray Drive	Construct approximately 500 feet of curb, gutter, and sidewalk (missing link), tie-in paving and striping along southwest side of McMurray Drive	Yes	Yes	No	No	No	No	Yes	No	No	Yes	Unlikely	Yes	\$130,000	Low	(TE/CMAQ)*	If Combined	
AREA C (Workshop Facilitator: Josh Miller)																				
1C	Rhonda Road Improvements	Rhonda Road south of Pleasant Hills Drive to Cottonwood Community	Shoulder widening and bicycle path improvements to west side of Rhonda Road	No	No	No	No	No	No	Yes	Yes	No	Yes	Yes	No	Unknown	Low			
2C (2)	Anderson High School Walking Path	Ferry Street from Vernon Street to Anderson High School	Upgrade/recreate existing sidewalk on south side of Ferry Street for pedestrians to and from the High School	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	\$120,000	Medium	(TE/CMAQ)* SR25	If Combined	
3C (4)	South Street Improvements	South Street between Silver Street and Church Street	Replace/widen sidewalk and plant trees along South Street	Yes	Yes	Yes	No	Yes	Yes	No	No	No	No	Yes	Yes	\$12,000	Medium	(TE/CMAQ)* SR25	If Combined	
4C	Bruce Street Landscaping	Bruce Street along west side (volunteer park ball fields)	Add shade trees along Bruce Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	\$10,000	High			
5C (3)	South Street/State Route 273 Improvements	South Street and State Route 273 Intersection	Improve traffic signal (left-turn arrow), crosswalk, and pedestrian facilities	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	\$300,000	Medium	(TE/CMAQ)* SR25	If Combined
6C	North Street/State Route 273 Improvements "UNDER CONSTRUCTION"	North Street and State Route 273 Intersection (IN PROGRESS)	Improve crosswalk and pedestrian facilities	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes	\$450,000	Medium		
7C	State Route 273 Bike/Ped Trail (South)	State Route 273 between Bruce Drive and South Street	Construct pedestrian path to connect existing path from Bruce Drive to Walmart Shopping Center	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	\$250,000	High		
8C (1)	Vernon Street Sidewalk	Vernon Street between North Street and Ferry Street	Construct sidewalk along north side of Vernon Street + ROW acquisition	Yes	Yes	Yes	No	Yes	Yes	No	No	No	Yes	Yes	No	No	\$85,000	Low	(TE/CMAQ)* SR25	If Combined

*CMAQ eligibility pending next federal attainment/nonattainment designation. TE eligibility pending incorporation into Shasta County RTP.

1 **Vernon Street Sidewalk**

Construct sidewalk along the north side of Vernon Street. This would require acquiring right-of-way. One option to this project is to redirect Vernon Street from a two-way street to a one-way only. This project lies directly across from Anderson Middle School and would greatly increase the children's safety.

Estimated Cost: \$85,000.00



2 **Anderson High School Walking Path**

Upgrade and/or replace existing path along the south side of Ferry Street for pedestrian access to and from Anderson High School. The current path is not ideal for handicap access and is in poor shape. Upgrading this path would encourage use and increase safety for the children and their families.

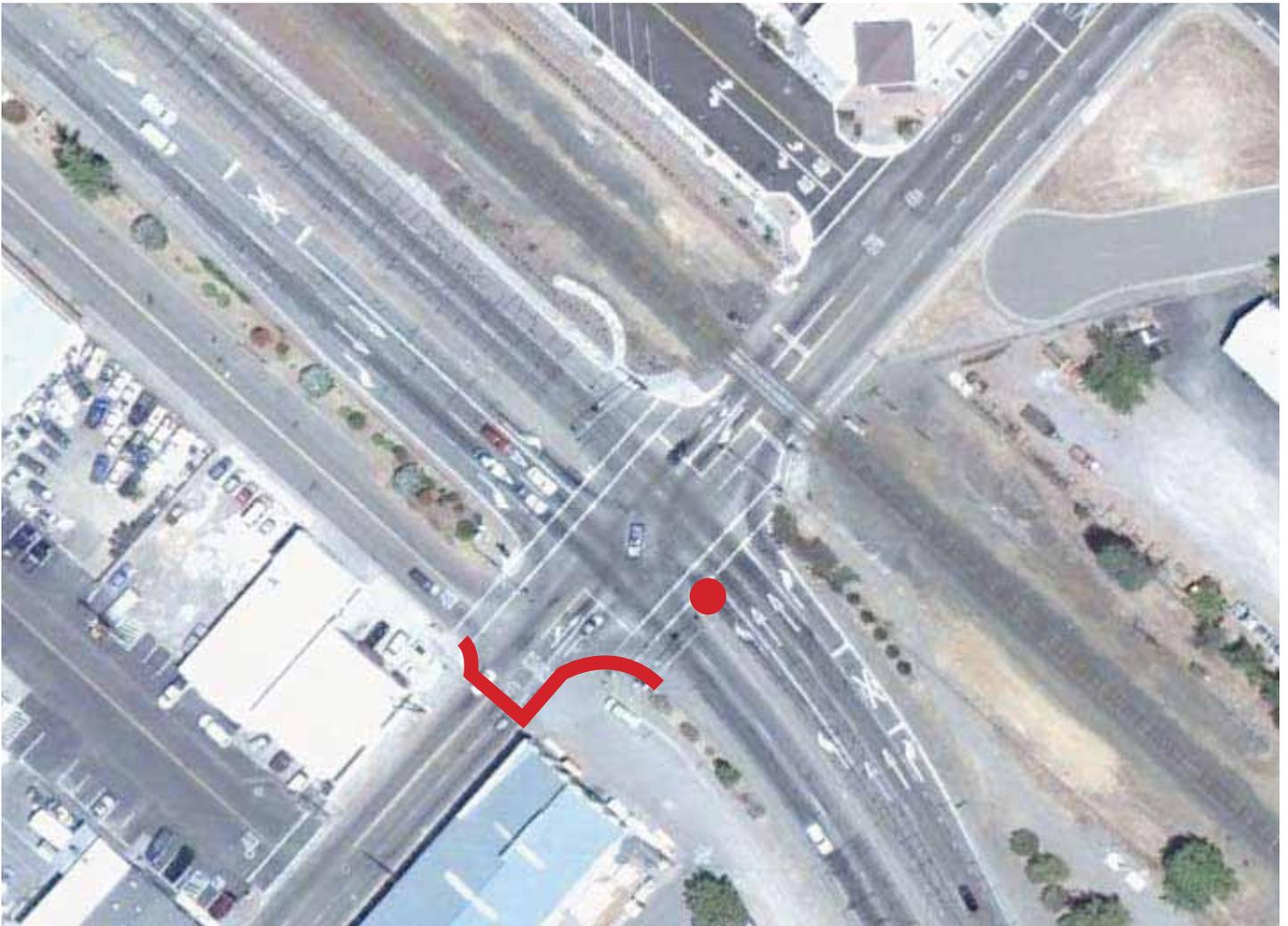
Estimated Cost: \$120,000.00



3 South Street and State Route 273 Improvements

Improve traffic signal (left turn arrow), curb returns on the southside of State Route 273 and stripe a more clear path of travel for pedestrians and motorists. This intersection is a high traffic area for school children and a major crossing of State Route 273 to the Mixed Use District for shopping and restaurants.

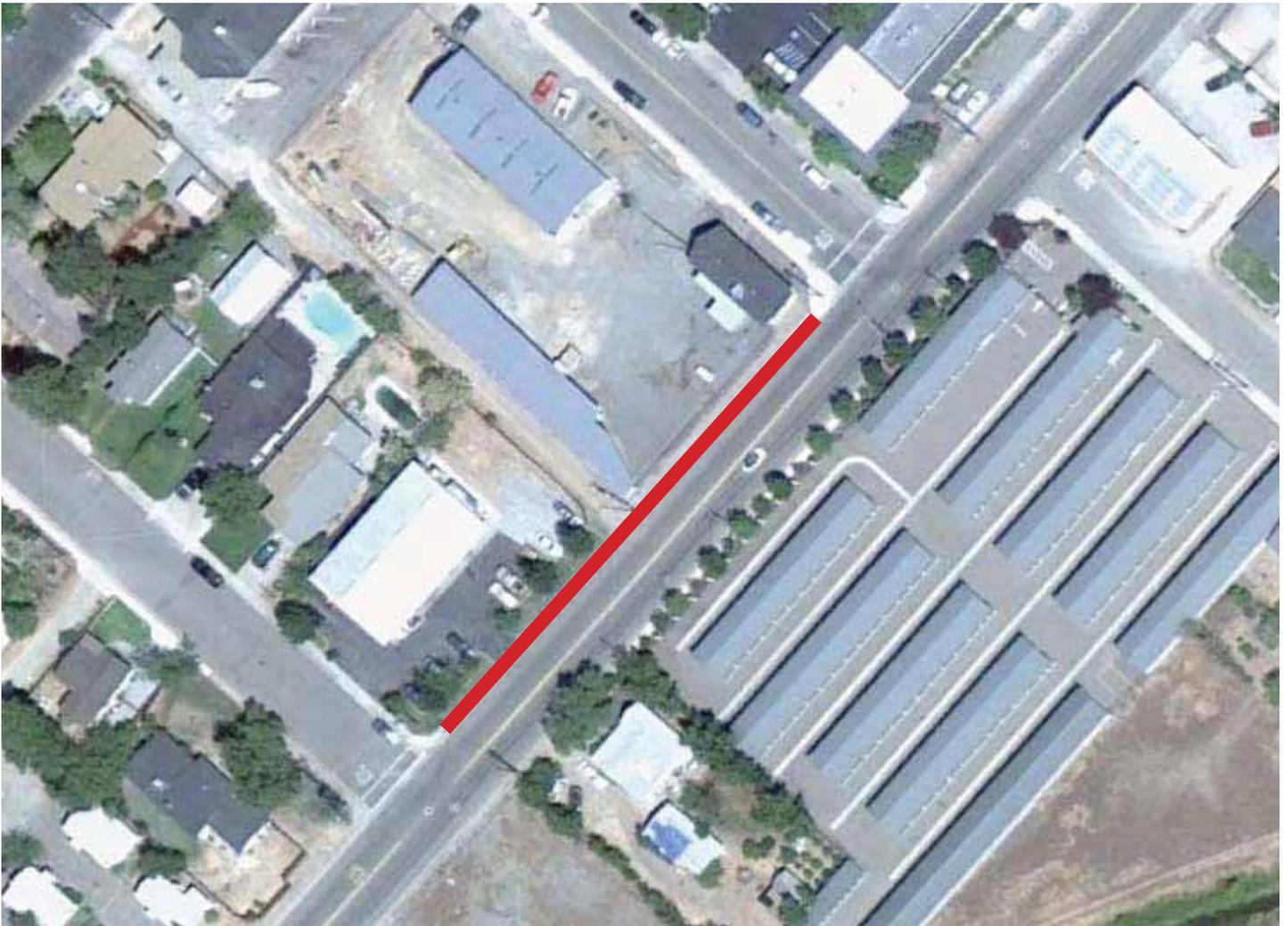
Estimated Cost: \$300,000.00



4 **South Street Sidewalk Improvements**

Replace and/or widen existing sidewalk where necessary and plant shade trees along north side of South Street between Silver Street and Church Street. Parts of this project need replacement and parts need to be added to. This is another area where children travel on there way to and from school.

Estimated Cost: \$12,500.00



5 **Diamond Street and Silver Street Improvements**

Construct new curb returns and widen existing sidewalk. This project is in the core downtown area surrounded by residential neighborhoods. Most of the foot traffic is internal, however there are several schools nearby. The proximity to the Shasta District Fairgrounds also make this important.

Estimated Cost: \$30,000.00



6 Pedestrian Trail to Anderson River Park

Construct a new decomposed granite pedestrian path running northeast between Rupert Road and Dodson Lane. The trail would follow the existing sewer line easement and would be lighted for safety. Pedestrians would greatly benefit from this path as it would provide an alternative to the periodically high volumes of traffic on Rupert Road and Dodson Lane, especially during youth sporting events and special public events.

Estimated Cost: \$130,000.00



7 **Stingy Lane Sidewalk No. 3**

Improve and/or replace sidewalks on southside of Stingy Lane between Bailey Street and Bay Street. This would also include the removal of telephone poles. Stingy Lane is a well used street for both pedestrian and vehicles travelling to and from schools, shopping and recreation.

Estimated Cost: \$175,000.00



8 McMurray Drive Sidewalk

Construct approximately 500 feet of curb, gutter, and sidewalk (missing link), tie-in paving and striping along southwest side of McMurray Drive. This project is centrally located in the City of Anderson and is in the core dining and business district.

Estimated Cost: \$130,000.00



9 Ox Yoke Street Sidewalk

Construct approximately 550 feet of curb, gutter, and sidewalk (missing link) along the northside of Ox Yoke Street. A highly industrial and commercial area that has a fair amount of foot traffic and bicycle use. This a main connection point between State Route 273 and Interstate 5 and encounters a high volume of commercial truck traffic. Pedestrian safety would be greatly increased with this project.

Estimated Cost: \$35,000.00



10 Stingy Lane Sidewalks No. 1 and No. 2

Construct sidewalk between Palomino Street and Bay Street, as well as between Dodson Land and Red Bud Lane, (missing links) along the south side of Stingy Lane between existing sidewalks.

Estimated Cost: \$60,000.00





Civil Engineering,
Land Surveying
and Planning

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