



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2023-24

Grant Category (select only one)

Climate Adaptation (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

Strategic Partnerships (MPOs and RTPAs only)

☒ Sustainable Communities Competitive
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)
(20% Local Match requirement)

Sustainable Communities Competitive Technical
(11.47% Local Match requirement)

Strategic Partnerships Transit (FTA 5304)
(11.47% Local Match requirement)

Application Submittal Type (more than one may be selected)

New

Prior Phases

Re-Submittal

☒ New Application

Continuation of a prior project.
If so, list the Grant FY and project
title below.

Re-submittal from a prior grant cycle.

How many times has an application been
submitted for this project, including this one?

PART B. PROJECT INFORMATION

Project Title and Location

Project Title: Low-Stress Shasta

Project Location (City): Redding, Shasta Lake, Burney, and Palo Cedro

Project Location (County): Shasta County

Funding Information

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)

☐ Minimum Local Match ☒ Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

☒ Local Transportation Funds ☐ Local Sales Tax ☐ Special Bond Measures

☒ Other, specify: Regional Non-Motorized Program Funds

Grant Funds Requested

Local Match (Cash)

Local Match (In-Kind)

Total Local Match

% Local Match

Total Project Cost

\$700,000

\$177,664

\$

\$177,664

20.24%

\$877,664



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Project Description (3-5 Sentences Max.)

Insert Application Narrative:

1. Project Description

The vast majority of people in the Shasta Region travel by automobiles that pollute the air and cause frequent and severe crashes for people walking and biking. Transportation safety research has led to a considerable evolution in active transportation design standards and implementation over the last decade, but those facilities are only slowly being implemented in the resource-poor Shasta region. Low-Stress Shasta builds off recent, similar, cost-effective, regional planning efforts to help local partners complete active transportation project conceptual drawings, public engagement, and preliminary construction cost estimates for competition in grant programs, which has brought over \$83 million in related grant funding to the region over the last seven years. The focus of Low-Stress Shasta is helping local partners develop a pipeline of locally-vetted, grant-ready, transformative projects featuring physical separation from motor vehicles, protected intersections, grade separations, and other strategies to increase user safety, reduce stress, and offer healthy, intuitive transportation alternatives for accessing jobs, housing, transit, activity centers, and essential community services and resources. Low-Stress Shasta is in lock-step with other local, regional, and State planning efforts by developing projects that will reduce greenhouse gas emissions, offer community access and mobility for under-served communities, improve access to transit, and tie in to existing and planned housing (including but not limited to low-income, senior, and transitional housing).

Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- ☒ Active Transportation (Bicycle and Pedestrian)
- ☐ Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- ☒ Complete Streets (Multimodal specific type)
- ☐ Corridor (Local Streets or Highways)
- ☐ Freight/Goods Movement
- ☐ General Plan (Circulation Element, Land Use Element, Specific Plan)
- ☐ Multimodal (Motorized and Active Transportation)
- ☐ Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- ☐ Transit (Bus, Light Rail, and Commuter Rail Service)
- ☐ Other, specify:

Underserved Community Definitions



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PART B. PROJECT INFORMATION (CONTINUED)

the underserved communities in the project

- ☒ Rural Communities of 50,000 or less and outside of urbanized areas
- ☒ Native American Tribal Governments
- ☐ Regionally/Locally Defined Underserved Communities
- ☒ At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- ☐ At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- ☐ At/Above 75% CalEnviroScreen Version 4.0
- ☐ At/Below 25% California Healthy Places Index



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PART C. CONTACT INFORMATION*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Shasta Regional Transportation Agency	City of Redding	
Dept./Division	N/A	Department of Public Works	
Street Address	1255 East Street, Suite 202	777 Cypress Avenue	
City	Redding	Redding	
Zip Code	96001	96001	
Phone Number	530-262-6190	530-225-4170	
Executive Director Name	Sean Tiedgen	Chuck Aukland	
Title	Executive Director	Public Works Director	
Executive Director E-mail	stiedgen@srta.ca.gov	caukland@cityofredding.org	
Financial Manager Name	Jessica Carlson	Sonja McKinney	
Title	Chief Financial Officer	Financial Manager	
Financial Manager E-mail	jcarlson@srta.ca.gov	smckinney@cityofredding.	
Contact Person Name	Keith Williams	Zach Bonnin	
Title	Senior Transportation Planner	Associate Transportation Planner	
Contact Phone Number	530-262-6192	530-225-4049	
Contact E-mail	kwilliams@srta.ca.gov	zbonnin@cityofredding.org	

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program

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PART D. COMPLIANT HOUSING ELEMENT

City/County Primary/Sub-Applicants for Sustainable Communities Grants	Yes	No
Does the City/County have a compliant Housing Element? If No, explain the current status:	Yes	
Has the City/County submitted Annual Progress Report to the California Department of Housing and Community Development for calendar years 2020 and 2021?	Yes	

PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program. If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:		No	
Is the applicant applying for any other funding programs to complete this project? If yes, list them here:		No	



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PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
1	Brian Dahle	1	Megan Dahle

PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
City of Redding Public Works	
Shasta County Planning Division	
Shasta County Public Works	
City of Shasta Lake	
Shasta Living Streets	
Healthy Shasta	
State Senator Brian Dahle	
Pit River Tribe	

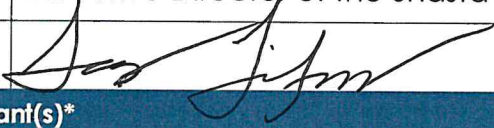


Sustainable Transportation Planning Grant Program

GRANT APPLICATION SIGNATURE PAGE

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

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

Applicant			
Authorized Official (Applicant)			
Print Full Name	Sean Tiedgen		
Title	Executive Director of the Shasta Regional Transportation Agency		
Signature		Date	3/2/2023
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Chuck Aukland		
Title	Public Works Director of the City of Redding		
Signature		Date	3/2/23
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

PART H. APPLICATION NARRATIVE

FY 2023-24

Project Information

Organization (Legal name)	
Project Title	
Project Area Boundaries	
Project Timeframe (Start and End Dates)	

Do not alter application format and font size 10

Application Narrative

- 1. Project Description (10 points) - 3-5 sentences maximum; Do not exceed the space provided.**
Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2A. Project Justification (15 points) - Do not exceed the space provided

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies
- Describe the ramifications and impact of not funding this project
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.)
- Competitive applications support the need for the project with empirical data
- Describe how this project addresses issues raised
- Define the public benefit
- Explain how the public was involved with identifying issues



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

2A. Project Justification (continued)



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2B. Underserved Communities Justification (5 points) - Do not exceed the space provided

- Explain how the project area or portions of the project area are defined as an underserved community, including Native American Tribal Governments and rural communities
- Explain how the proposed project addresses the needs of the underserved community
- Describe how underserved communities will benefit from the proposed planning project
- Cite data sources, the Grant Application Guide Appendix A tools used to define underserved communities, and include a comparison to the statewide thresholds that are established in each tool

2C. Underserved Communities Engagement (5 points) - Do not exceed the space provided

- See Grant Application Guide, Appendix A, for community engagement best practices
- Describe how the proposed effort would engage underserved communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving underserved communities
- Describe how underserved communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3. Grant Specific Objectives (Total 35 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging

3A. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable)
- Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.
- Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns (Reference Grant Application Guide, Chapter 2.2, for example project types)



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3B. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)

3C. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal supports other State goals, including but not limited to:
 - State Planning Priorities (Government Code Section 65041.1)
 - Climate Adaptation Goals (State Adaptation Strategy)
 - Goals and Best Practices cited in the 2017 RTP Guidelines, Appendices K and L



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3D. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages stakeholder involvement
- List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)
- Explain how stakeholders will be involved throughout the project

3E. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal involves active community engagement
- Describe the specific public outreach methods/events that will be employed throughout the project
- Explain how public input will inform the project
- Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3F. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2): Sustainability, Preservation, Accessibility, Safety, Innovation, Economy, Health, and Social Equity, as applicable

3G. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

4. Project Management (Total 30 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:
<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning>

4A. Scope of Work (15 points)

4B. Cost and Schedule (15 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
X	Use the Fiscal Year 2023-24 template provided
x	Include the activities discussed in the grant application
x	List all tasks using the same title as stated in the Project Cost and Schedule
x	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
x	Exclude sub-task numbers; only include sub-headings
x	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
x	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable
x	Include a thorough and accurate narrative description of each task
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: • Caltrans and grantee Project kick-off meeting at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for the procurement of a consultant (if needed). This task is for the <u>grantee and sub-recipient(s) only</u> .
x	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
x	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment (excluding technical projects)
x	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
x	Include a summary of next steps your agency will take towards implementing the project in the Final Product
x	List achievable project deliverables for each Task
x	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

SCOPE OF WORK

Project Information	
Grant Category	Sustainable Communities Competitive
Grant Fiscal Year	FY 2023-2024
Project Title	Low-Stress Shasta
Organization (Legal name)	Shasta Regional Transportation Agency

Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

Introduction

A network of high-quality, low-stress active transportation trunk lines in the Shasta region was not an option just a little over a decade ago. At the time, local and regional plans had not yet envisioned such facilities; design standards for cycle tracks and other progressive facilities were not yet widely accepted; and regional resources had not been dedicated to fund such projects. Since that time, the Shasta Regional Transportation Agency (SRTA) and local agency partners have worked strategically and systematically to overcome these and other obstacles to build transformative projects that offer a compelling alternative to driving. **The final missing piece to this process and realizing the community's vision is a list of grant-ready projects, complete with conceptual designs, public input, and preliminary construction cost estimates.**

If selected for funding, this grant will expand the effort to turn the region's conceptual low-stress active transportation network into a pipeline of locally vetted, grant-ready projects. Trunk lines, as defined by the GoShasta Regional Active Transportation Plan, are high-quality active transportation facilities designed for all ages and abilities. The trunk line network will feature physical separation from motor vehicles, protected intersections, grade separations, and other strategies designed to increase user safety and reduce stress. This low-stress network will serve strategic growth areas (i.e. areas designated in the region's Sustainable Communities Strategy for increased high job and housing density, mixed-use infill and redevelopment, and multi-modal infrastructure, services, and programs) as well as connect these areas to other activity centers and major trip origins/destinations. Another key aspect of Low-Stress Shasta (LSS) projects is the fact that they create new connections for underserved communities. All LSS projects cater to households in, or serving, low-income communities; the small, rural low-income community of Burney (population 3000); and the Pit River Tribe. Comfortable, inviting, and intuitive LSS projects ameliorate accessibility hurdles for

these underserved communities, especially for people with mobility disabilities and seniors. LSS projects will include ADA improvements, access vital transit links, and, in some cases, connect directly to senior homes or services.

The proposed project is the culmination of years of preparation, partnership building, and the development and alignment of local and regional programs.

SRTA and local agencies have worked diligently and systematically to build the planning foundation and eliminate other obstacles to implementation of the low-stress network. For example, SRTA worked with the city of Redding to fund and complete a much-needed update to the Downtown Redding Specific Plan and a Downtown Transportation Plan, both of which call for the integration of higher quality walking and bicycling facilities into its transportation network. This was followed by the GoShasta Regional Active Transportation Plan (GoShasta) and Redding's complementary Active Transportation Plan. SRTA led the development of the region's first long-range transit plan that aligns with the regional active transportation program to improve first- and last-mile connections and create a more seamless multimodal network. Most recently, SRTA adopted the ResilientShasta Extreme Climate Event Mobility and Adaptation Plan which identifies ways to improve the safety, resiliency, and efficiency of the regional transportation system in the face of climate change's extreme weather events, including protecting active transportation users during heat waves and identifying routes that may double as evacuation routes, emergency ingress, and detours during emergencies. LSS will also further local agency general plans in myriad ways. The following are just examples of objectives and implementation measures from circulation elements in participating local agencies' adopted or draft general plans.

Local Agency	Objectives and Implementation Measures
Shasta County	C-5a The design of urban and suburban residential developments should (where appropriate) incorporate functional internal circulation networks for pedestrians and bicyclists and, where feasible, should: • connect to the external transportation system; and • link residential areas to work places, shopping, educational facilities, transit points, and recreation areas.
City of Redding (Draft – Update in Progress)	Implementation Measure IM-T2A-2: Identify networks for walking and biking to connect with key travel nodes, activity centers, including transit nodes and strategic growth areas. Consider accessibility to all neighborhoods and housing, striving to ensure access to a connected network of low-stress walk and bikeways within one-half mile radius to all residents. Key travel nodes and activity nodes include Downtown Redding, Redding Transit Center, transit nodes (where multiple transit lines intersect), schools, City Hall, County Government Center, Shasta College, Simpson

	University, major parks and recreation centers, employment centers/business parks, neighborhood commercial nodes and regional commercial centers.
City of Shasta Lake	Increase options and services for walking and bicycling while improving safety for all modes of transportation.

Within the region's available resources, a variety of innovative projects, programs, and plans are putting these plans into action. Specifically, SRTA uses its Regional Non-Motorized Program to provide technical assistance and local match for local agency ATP grant applications that implement the GoShasta plan. Funding is reserved for projects that:

- Are bold and transformative in nature (as opposed to incremental status quo improvements);
- Serve the needs of all ages and abilities (as opposed to only experienced and confident users);
- Provide a competitive alternative to motor vehicle trips (as opposed to projects serving largely recreational trips);
- Address the most challenging bicycle and pedestrian hurdles (as opposed to projects that present little if any technical design challenges);
- Connect to these key corridors (as opposed to attractive projects that lack connectivity).

Rather than directly funding construction of local projects outright, the program's limited resources are stretched to the greatest effect by providing grant writing assistance and filling the local match funding gap that have prevented local jurisdictions from preparing applications for past funding cycles.

Similarly, SRTA has used Caltrans Sustainable Transportation Planning Grant (STPG) Funds and regional funding to fund its active transportation grant development assistance program and successfully ready projects for capital grant applications through the ATP and other programs. Grant funds are used to generate preliminary cost estimates, conceptual design drawings (10%-30% design level) and conduct public engagement for projects filling critical active transportation gaps in the regional low-stress network and connecting underserved residential tracts to shopping, employment, essential services, and places of worship. Products of this program have also been used to develop successful grant applications for combined investments in affordable housing, community infrastructure, expanded transit service, and new low-stress active transportation facilities to major destinations. In total, the program has taken a little over one million dollars of STPG funding to secure over \$83 million dollars in grant awards for the Shasta region in the past seven years. Caltrans may be hard pressed to find a better investment in the state.

In addition to new active transportation construction projects that connect to different land uses, **SRTA is also working with the state, local agencies, and non-**

profits to plan for more seamless and connected mobility options. For example, SRTA launched ShastaConnect, which provides on-demand, curb-to-curb transportation service for seniors and the disabled, as well as smartphone-enabled, on-demand micro-transit utilizing urban-friendly vans equipped with bicycle racks. Beyond the region, SRTA is developing zero-emission intercity bus transportation between Redding and Sacramento with feeder services along the Interstate 5 corridor. This service, known as the 'Salmon Runner', is supported by the North State Super Region and in partnership with the California State Transportation Agency and Caltrans Division of Rail and Mass Transportation. Both Shasta Connect and the Salmon Runner will cater to people with bicycles by operating vehicles with bicycle racks. **Together, these and other initiatives are combining to offer personal independence from the automobile for most trips.**

The proposed Low-Stress Shasta (LSS) project is also closely aligned with the goals of the California Transportation Plan 2050 as outlined below.

CTP 2050 Goals	How LSS Aligns with The Goals
Safety – Provide a safe and secure transportation system	LSS projects slow vehicles to slower, safer speeds and offer safer, more comfortable places to walk, bike, roll, and access transit.
Climate – Achieve statewide GHG emissions reductions targets and increase resilience to climate change	In contrast to vehicles powered by combustion or electric motors, walking and biking create no emissions. LSS projects incentivize these cleaner modes and reduce GHG emissions.
Equity – Eliminate transportation burdens for low-income communities of color, people with disabilities, and other disadvantaged groups	LSS walk and bike projects include ADA improvements to better serve people with mobility challenges, and serve low-income households across the Shasta region, including small, rural, low-income Burney and the Pit River Tribe.
Accessibility – Improve multimodal mobility and access to destinations for all users	LSS projects will connect residents to key community destinations and services, creating lifelines for many users who lack access to a vehicle or expend a disproportionate share of their household budget on transportation.
Quality of Life & Public Health – Enable vibrant healthy communities	LSS projects will create comfortable, intuitive walking and biking connections offers healthy commutes and an elixir for communities suffering the health consequences of a sedentary lifestyle.
Economy – Support a vibrant resilient economy	LSS projects connect to key community destinations including local businesses, and because the facilities are more inviting than what has traditionally been installed in the past, they invite use. Studies have shown that increased foot traffic, made possible by low-

	stress facilities, leads to increased revenue at businesses served by those facilities.
Environment – Enhance environmental health and reduce negative transportation impacts	LSS projects will increase active transportation mode share and reduce greenhouse gas emissions and air and water pollutants associated with vehicles.
Infrastructure – Maintain a high-quality resilient transportation system	By increasing active transportation mode share, LSS projects will reduce wear and tear on the roads caused by vehicles. Slower vehicle speeds and volumes could lead to fewer crashes that may damage supporting infrastructure. Some active transportation routes may double for vehicle egress routes during extreme weather events.

SRTA will partner with Caltrans District 2 on active transportation facilities located on state routes that feed into the downtowns, as well as portions of state routes that serve as destination locations within the downtowns. SRTA and Caltrans staff, including Regional Planning, System Planning, Permits, and Traffic Operations, work closely together to ensure active transportation improvements, traffic operations for all modes, and traffic safety are considered early and throughout the design of the project. If funded, the project will develop and implement enhancements to capital maintenance projects and seek to use Caltrans' concept of asset management to increase construction project scopes to support the region's active transportation trunk lines. Low-Stress Shasta will continue the successful coordination on projects such as right-of-way, signal timing, maintenance, etc. that began with its predecessor STPG-funded projects: Sustainable Shasta and Shasta Trunk Lines. Products from this grant-funded program could serve as templates for future, similar projects along state highways in District 2 and serve as an opportunity to implement new guidance from statewide manuals for Complete Streets and traffic calming.

Proposed Projects

The Shasta Region is proposing thirteen projects for grant development assistance. In previous similar efforts, SRTA successfully secured STPG grant funding to assist local partners preparing active transportation projects in the region for competitive grant programs, and projects were identified after award of the STPG grant. That approach offered local partners much needed flexibility to respond to immediate community demands. Low-Stress Shasta is different in that most projects have already been identified to maximize available time using the grant funds after award and still offer local partners a moderate amount of flexibility with a few projects. The projects listed below have been identified for inclusion in Low-Stress Shasta. All the projects are within, or connecting to, strategic growth areas in SRTA's Regional Transportation Plan. If funded these projects would benefit the Shasta region's underserved communities (low-income, minority, and limited English proficiency households).

Low-Stress Shasta Projects		
1	Victor North	Projects planned specifically for the first phase or the second phase of Low-Stress Shasta.
2	Hilltop Expansion	
3	COSL Community Link Project	
4	Burney AT Network Expansion	
5	Redding to Palo Cedro Connection	
6	Oregon Street	Projects planned specifically for the first or second phases but local agencies may reassign a project from the first phase to the second phase, or vice versa, if needed.
7	Loma Vista	
8	Shasta View	
9	Rancho Road	
10	Jenny Creek Trail of Lights	
11	NRATTL 2.0 (Environmental)	Projects that may be included if funding and context allow.
12	Railroad Avenue	
	Park Marina - Garden Tract Traffic	
13	Calming	
14	Additional Projects	

LSS Projects were identified through planning efforts for the GoShasta Regional Active Transportation Plan, the City of Redding Active Transportation Plan, and the Pit River Tribe/Burney Walkway Plan. Projects were selected on their ability to address the needs of underserved communities, which happens to jibe with the grant program objectives addressed more holistically further below but summarized neatly here. All of the projects advance **Safety** (see maps of active transportation crashes in Shasta County) and **Health** objectives because LSS projects will include safer facilities and because people are more likely to use them, they offer residents exercise “built-in” to commutes and running errands. Similarly, using the **Innovation** of low-stress facilities for network connections, converts more motor vehicle trips into active transportation trips, reducing roadway wear and tear, and contributing to the **Preservation** of the transportation system. All of the above contributes to the **Sustainability** of the environment, and the connections growing foot traffic in front of businesses lead to growth in the **Economy**. **Accessibility** and **Social Equity** will be dialed into further in the descriptions below, which offer a glimpse of these transformative projects that will likely still evolve during the public engagement process. Note for the descriptions below: “Low-income household” is used in a context referring to the definition by AB1550, and references to “higher concentrations” of minority households or households with limited English proficiency should be interpreted as “relative” to other parts of the Shasta region that have few minorities and where the dominant language spoken at home is English. Please consult the “Minority and Limited English Households in Shasta County Map” and the “AB1550 Low-Income Communities Map” in the attachments.

Victor North – This project culminates a long Victor Avenue corridor planning effort through low-income neighborhoods in east Redding. One of the most significant hurdles is finding a low-stress solution for people who need to walk or bicycle over the SR44 interchange to access Mistletoe Elementary School, discount groceries, childcare programs and businesses.

Hilltop Expansion – This project builds on a previous planning effort by refining plans to better meet low-income residents' needs and may include a spur north to connect to disconnected neighborhoods and a new multimodal bridge over I-5 in partnership with Caltrans. A bridge with low-stress facilities could increase access to scores of businesses, grocery stores, and other popular destinations.

COSL Community Link Project – This project plans the rest of a community-wide network project whose first phase has already been funded through the Affordable Housing and Sustainable Communities (AHSC) Program. The plan is to leverage the AHSC project to secure capital grant funding to build the rest of the network. Now is the time to get the rest of this project serving low-income households key community destinations ready!

Burney AT Network Expansion - This project builds on a previous planning effort by redoubling efforts to engage this underserved community, including the Pit River Tribe (see letter of support). The project also expands to partner with Caltrans on potential improvements for SR299 which serves as the “Main Street” through the community and could improve accessibility to key businesses and destinations.

Redding to Palo Cedro Connection – If funded, this would be the first low-stress active transportation project to connect two strategic growth areas in the Shasta region and connect low-income households in Redding to employment opportunities in Palo Cedro. The project would also serve seniors living in Palo Cedro.

Oregon Street – This project traverses low-income, downtown Redding and is an important connection to the county's new courthouse, the Amtrak station, local businesses, the Post Office, and other low-stress network links.

Loma Vista – This project can address needs of low-income neighborhoods and may serve as a major east-west active transportation corridor. By modifying a utility corridor to accommodate people walking, biking, and rolling, this project could potentially connect multiple neighborhoods and parks with the north-south Shasta View project, recent improvements along Airport Road in the very eastern part of the city, and beyond. The project would directly serve higher concentrations of minority and “limited English” households.

Shasta View – This project could serve as a key north-south, low-stress network link between planned, east-west active transportation corridors in east Redding,

including the Rancho Road and Loma Vista projects. The Shasta View project would directly connect higher concentrations of minority households to fresh food at Holiday Market and local businesses along Hartnell Ave.

Rancho Road – This project is another key east-west low-stress network link in east Redding and would connect minority households to the Shasta View project (above) and businesses supported by recently installed buffered bike lanes along Airport Road.

Jenny Creek Trail of Lights – This project connects neighborhoods in west Redding to the high-comfort Sacramento River Trail and, via recently installed low-stress improvements, to downtown. Residents from these low-income neighborhoods with higher concentrations of minority households currently travel alongside vehicles traveling above the posted speed limit of 55MPH on SR299 to commute into work, so this project builds on recent city efforts to separate active transportation users from these dangers completely.

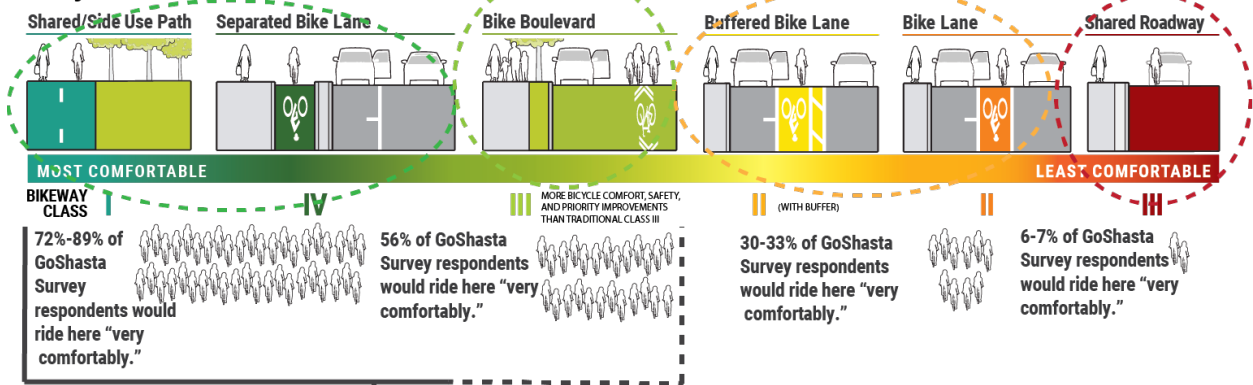
NRATTL 2.0 (Environmental) – This project builds off a previous partnership effort to plan a low-stress connection between SR273 and Shasta College. This long, complex project presented challenges that paused the planning process. If funding and context allow, this project would help partners with public engagement and drawings to submit an application for pre-construction phases only. The strategy would allow partners to uncover answers to questions that currently prevent this project from moving forward. The project connects major regional destinations and would offer a more comfortable alternative for low-income households and minorities populating parts of this corridor.

Railroad Avenue – If LSS funding and context allow, this project would serve low-income neighborhoods and could present an alternative low-stress active transportation southern entry into downtown Redding than SR273.

Park Marina + Garden Tract Traffic Calming – If LSS funding and context allow, this project would build on previous local and regional efforts to plan improvement for the Park Marina Drive corridor by refining plans and expanding traffic calming treatments into adjacent streets in low-income neighborhoods that connect to Redding's downtown.

The Shasta Region's growing low-stress active transportation network comprises what the Regional GoShasta Active Transportation Plan refers to as "trunk lines," and feeder routes. Trunk lines are simply low-stress facilities that connect people walking and biking to major destinations, along key corridors, in a way that feels safe, comfortable, intuitive, and inviting. The proposed low-stress projects will complement other modes of transportation, offering a much more comfortable multimodal experience.

Bicycle Level of Comfort

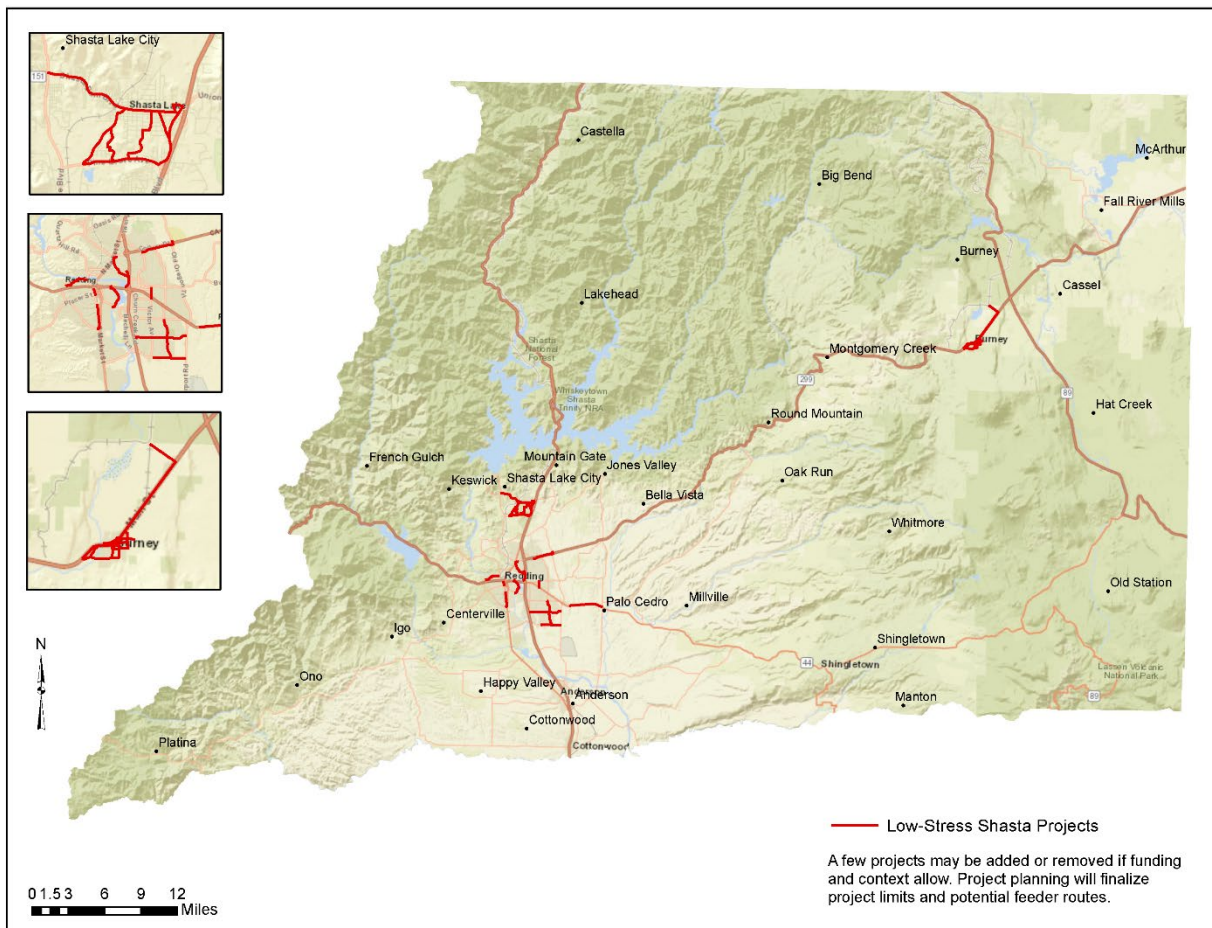


Trunk Lines

Proposed funding through a combination of discretionary grants from programs such as the state Active Transportation Program, and regional resources (incl. The Non-Motorized Program), and local sources of funding.

Bicycle Facility Level of Comfort - The scale of comfort shown assumes a less confident person riding a bicycle on a bike facility on a street with higher motor vehicle speeds and traffic volume. Percentages taken from GoShasta outreach survey with 280 respondents.

Project Area Maps



Project Stakeholders

Partner Entity	Role
Shasta Regional Transportation Agency	SRTA will serve as the administrative lead, ensuring coordination among partners and community stakeholders, and general oversight as it relates to consistency with adopted regional plans and policies.
Caltrans District 2	Provide planning support, data, and technical assistance needed for preparation of outreach, concept drawings, and preliminary cost estimates for projects involving state right-of-way.
City of Redding	As the responsible implementing party, local agencies and Tribes will guide project designs with consultant support and provide technical assistance to ensure all projects are implementable.
City of Anderson	
City of Shasta Lake	
County of Shasta	
Redding Rancheria	
Pit River Tribe	
Community-Based Organization(s)	Community-based partners will assist in public engagement and communications among community members and stakeholders, including targeted outreach to underserved communities.
Consultant	A consultant will be working with SRTA, the Pit River Tribe, local agencies, and other parties (as warranted by demand for project assistance) on reviewing and analyzing project areas and data, assisting with public engagement, preparing draft and final conceptual drawings (up to 30%), renderings, and visualizations for projects. The consultant will summarize key project phases and prepare a draft and final report summarizing the project's key deliverables.

Overall Project Objectives

The primary objective of Low-Stress Shasta is to provide local agencies and the Pit River Tribe, in the Shasta region, resources and technical assistance to prepare grant-ready, low-stress active transportation projects often benefiting all modes, accessing different land uses, and serving various housing types in underserved

communities, which will compete well in grant programs. Low-Stress Shasta is instrumental in securing capital infrastructure funding for local partners with limited resources, so the region may increase mode share for modes other than single occupant vehicles, reduce greenhouse gas emissions, and further implementation of the Shasta region's sustainable communities strategy.

One specific project objective is to better serve members of the public who are often overlooked in planning processes or do not have the means to benefit from infrastructure projects in their vicinity, because they lack access to a vehicle. The majority of the Shasta region's population qualifies as low income (According to AB1550), and businesses in areas that do not qualify often employ low-income individuals who must commute to those locations. This project will use a basket of techniques for engaging low-income, underserved communities and the broader public, so planners can better understand community needs, concerns, and travel behaviors, and plan projects in ways that will better serve them. This multi-pronged engagement strategy is rooted in SRTA's Public Participation Plan and has found success by using a combination of remote and in-person methods, as well traditional and newer ways of communicating with the public. Engagement methods may include but not be limited to in-person and remote workshops, charettes, websites for SRTA and/or specific projects, surveys, temporary demonstration projects, advisory committees, direct mail, and more.

Low-Stress Shasta strikes at the core of SRTA and Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment, because the projects queued up for development will transform the built environment into a safer, low-stress experience for people choosing non-polluting forms of transportation, regardless of income level. The following overall project objectives align with specific STPG program objectives.

Sustainability – The region's significant reliance on motor vehicles does not support long-term sustainability goals. In concert with complementary initiatives detailed within the narrative, the proposed project seeks to elevate active transportation to a higher status – one that offers a truly competitive and compelling mobility alternative, and that is linked seamlessly to public transportation. The resulting mode shift is critical to preserving the reliability and efficiency of the roadway network for freight and automobile travel. By connecting the region's trip origins to common destinations and activity centers, by integrating the low-stress, trunk line network with the region's system of popular recreational trails, and by achieving the critical mass of 'D Factors' in targeted areas/corridors, the region will be able to meet its mode shift targets, reduce the number and distance of per capita vehicle trips, and achieve greenhouse gas emission reduction goals.

Preservation – The proposed project protects and enhances the environment, promotes energy conservation, and improves quality of life in many ways, including the reduction of carbon fuel use (fewer and shorter vehicle trips);

reduced stormwater runoff (the Low-Stress Shasta project will include stormwater retention and filtering features); and enhance the community experience (will activate streets and commercial areas and introduce public art into the urban environment).

Accessibility – The Shasta region's current transportation system presents accessibility hurdles for older adults, people with disabilities, and individuals who do not own vehicles. The proposed project introduces low-stress corridor connections accessing key destinations and, in some cases, introduces community-wide, comfortable walking and biking improvements that access most, if not all, major destinations and essential services. Project concept drawings will be informed by the latest design manuals for low-stress facilities catering to the “interested-but-concerned” part of the population, which represents the largest segment of demand for cycling. The facilities will include state-of-the-art treatments for people with disabilities. Key destinations and essential services that have been out of reach for seniors and people with mobility issues will benefit from direct active transportation connections and facilities linking to transit stops and stations, bridging larger distance gaps. Freight accessibility will be accommodated in alignment with facility-type decisions, so businesses may increase their foot traffic while maintaining the delivery of much-needed supplies.

Safety – Many past projects have been well designed, but focused on the easier, low-cost segments of a given corridor. This effort will be aligned with the adopted Regional Non-Motorized Program policy that specifies that projects do not neglect the more expensive and hard-to-remedy areas where collisions are most likely to occur, including intersections, interchanges, bridges, roadway crossings, etc. Key to the elimination of fatal and serious injury crashes is separating non-motorized traffic from vehicles and/or slowing speeds of motor vehicles, which reflects the projects proposed for Low-Stress Shasta.

Innovation – The regional, low-stress trunk line network is the first of its kind in the North State and builds on the successful model developed in the city of Davis, which regional stakeholders toured during the development of the GoShasta Regional Active Transportation Plan. Nearly every project developed through this effort will be charting new ground for the region. This growing network is already beginning to serve as a catalyst for other innovative projects and investments, including but not limited to trail-oriented development and partnerships with non-profit organizations to provide education and safety training, bike share, and other such initiatives. There's every reason to believe this trend will continue as the network expands.

Economy – Shasta's low-stress network is modeled in part off of the Indiana Cultural Trail, which resulted in over \$2 billion of economic investment. The Shasta Region is much smaller, but the principle and approach is similar – i.e. activate

streets in urban cores and corridors, connect activity centers to surrounding neighborhoods, and encourage/incentivize 'trail-oriented' development (i.e. high density development with direct access to the trunk line network supported by bicycle parking and other amenities). By activating these streets and corridors, economic equity is increased by increasing foot traffic to businesses and expanding career opportunities for low-income households lacking affordable and reliable transportation options.

Health – The proposed project is essential to the region's goal of eliminating active transportation related injuries and fatalities. It will do so through Class IV Cycle tracks with physical buffers, grade separations, protected intersections, traffic calming, ADA upgrades, and other strategies. Designs will also address perceived safety, which is often the greatest deterrent to use. In addition to improved safety, the proposed facility types will increase the number of people using active transportation. The results are increased physical activity (needed to address the epidemic of obesity, diabetes, and other diseases) and reduced social isolation (by increasing human-to-human interaction and sense of community).

Social Equity – Active transportation is an economic equalizer. If high quality facilities are provided, bicycling, walking, and rolling provide low-cost alternatives for accessing employment, education, and essential community services. The proposed project list aligns with the region's disadvantaged communities analysis. In partnership with a local non-profit, new facilities will be accompanied by targeted education and training within these areas, as well as access to bike share and other resources.

In summary, regional partners have been working for years to lay the groundwork for a safe, comfortable, intuitive active transportation network for people of all ages and abilities, so they may seamlessly walk and bicycle to major destinations within and between the region's strategic growth areas and disadvantaged communities. Continuing and consistent effort is required to affect sustainable development in support of the state's greenhouse gas (GHG) emission reduction goals. By creating a shelf of non-motorized projects ready for project development and construction, safe, comfortable, and intuitive active transportation infrastructure will help direct limited resources that impact quality of life factors such as personal mobility, environmental quality, economic opportunity, public health, and public safety.

Summary of Project Tasks

Low-Stress Shasta is a complex project that will assist local agencies, the Pit River Tribe, and local partners to study active transportation (AT) project areas, conduct public engagement, and prepare conceptual drawings in preparation for competitive grant programs. To distinguish between the Low-Stress Shasta project and the projects it assists, or recent and future active transportation

projects, in this document, Low-Stress Shasta shall be referred to as “LSS Project,” and any other active transportation projects shall be referred to as “AT project”.”

Task 01: Project Administration

This task begins with a kick-off meeting between SRTA and Caltrans to discuss the grant timeline, scope, responsibilities, expectations, etc. and will generate meeting notes documenting any resulting actions. The task also covers the preparation and submittal of quarterly invoices and progress reports. Following the grant award, SRTA will coordinate with Caltrans staff to set up the kick-off meeting.

Task 01 Deliverables
1. Meeting Notes from Kick-off meeting with Caltrans 2. Quarterly invoices 3. Progress reports

Task 02: Procurement of Consultant

This task is wholly covered with regional funds and involves the procurement of a consultant to work with SRTA and local partners to carry out LSS. A request for proposals (RFP) will be drafted in consultation with local partners. Once the RFP response period ends, a committee will review and score LSS project proposals before proposing a consultant selection for review by SRTA's Executive Director and then the SRTA Board of Directors. Work may not begin until the SRTA Board of Directors approves a contract with the consultant and Caltrans provides the Notice to Proceed, pending an award.

Task 1: Existing Conditions Data Collection and Analysis

Data Collection – The consultant will collect data from relevant local and regional plans, studies, surveys, applications, etc. to become more familiar with the AT project area; its demographics; adjacent land uses; nearby, complementary housing; travel behavior; opportunities to connect to transit, etc.

Walk or Bike Audits – The consultant, local partners, Caltrans, and other technical experts will conduct a walk or bike audit of the corridors comprising the LSS projects and note constraints and opportunities for introducing walking and biking improvements.

Analysis – The consultant will analyze data collected and notes from the walk or bike audit to recommend context-appropriate alignments and layouts for all of the proposed low-stress AT projects (Class I, Class IV, or Bicycle Boulevards with

robust calming features) and any additional such AT projects identified by LSS project partners, should funding allow. AT and LSS project team meetings will be held with the consultant, as needed, with SRTA, Caltrans, and LSS project partners to review ongoing work.

Task 1 Deliverables
1. Summary of Existing Conditions and Analysis

Task 2: Engagement of Public and Partners

Low-Stress Shasta Workshop This task includes a Low-Stress Shasta Workshop to introduce the LSS project to partners; outline the communication structure between SRTA, the consultant (procurement to be funded with regional funds), Caltrans, and LSS project partners; and discuss strategies for developing competitive, grant-ready applications. The workshop underscores the LSS project's nexus with the results of GoShasta, SRTA's Non-Motorized Program, and recent LSS partner agency AT projects connecting to the regional low-stress network, setting the foundation for developing the next iteration of transformative, low-stress AT projects. SRTA staff will meet with the consultant, as needed, to set up a workshop that will thoroughly prepare the LSS project team for successfully preparing the AT projects for grant programs.

Methods of Public Engagement - This task also includes key forms of AT project-specific outreach taken from the region's public participation toolbox, in SRTA's Public Participation and Title VI Plan, to engage the public. The methods listed below will be used to directly engage diverse community members of the Shasta region, including underserved communities such as the Pit River Tribe and the many low-income households in the region.

1. Public engagement events – may include workshops, charrettes, focus groups, etc. that piggyback with on-going physical and online community events and associations (e.g. Nextdoor app users) and other organization coordination (e.g. Healthy Shasta, church groups, community centers, community organizers) to conduct interviews and surveys, collect feedback on existing conditions, and listen to design preferences. The online events enable residents who need to attend remotely (COVID-19 or other illnesses, out-of-town, etc.) to participate. Participants will be invited to the final presentation from Task 6.
2. Active Transportation Project Marketing – may include social media, direct mail, podcasts, videos, etc.
3. LSS Project Website – serves as a clearinghouse for Low-Stress Shasta, which may include helpful information such as timelines for AT project application preparation, interim deliverables, community input, and final AT project drawings.

4. School engagement - most AT projects (possibly all) will engage schools to get project relevant input from the superintendent, the principal, teachers, and/or students.
5. Temporary Demonstration Projects - offers residents a “test run” of new facilities being considered for AT projects and gives local agencies an opportunity to receive valuable feedback on facility types before investing millions of dollars. These projects may include but not be limited to a temporary cycle track, bulb-out, parklet, etc.

All of the proposed AT projects will use the website with AT project-specific webpages (prepared and maintained by the consultant). Unless public events and AT project marketing have already taken place before an AT project-specific work authorization begins, then AT projects will include these two public engagement methods. The city of Redding will manage its own AT project marketing. However, the other AT projects' marketing will be prepared and executed by the consultant.

Assuming no prior AT project-specific engagement has taken place, each AT project's engagement cycle will generally open with a public event to collect ideas for AT project corridors and close with a public event to showcase the proposed improvements informed by input from the public, local agencies, Tribes, community-based organizations (CBOs), etc. Depending on how each AT project is received by the community, some AT projects may warrant additional meetings with key community representatives. *NOTE: Because this planning effort does not produce a plan in the conventional sense, the public's opportunity to offer feedback on a “draft plan” is integrated into this project by giving the public this “bookended” approach to public engagement. Consequently, there is not a separate task for a “draft.”*

SRTA will make every effort possible to reach out to all members of the region. Spanish language translation will be offered for outreach meetings if needed. Public notices (in advance of the outreach meetings) will delineate how prior arrangements can be made for a translator. SRTA has a service on-call that will provide translation in over 200 languages.

Temporary demonstration projects should be used for up to four AT projects. SRTA and local agencies will work with the consultant, on an AT project-by-project basis, to identify a community-based organization (CBO) suitable for carrying out at least one of the engagement tasks per AT project. Local partners, the consultant, or a CBO will conduct school engagement, depending on AT and LSS project needs.

All engagement methods listed may be employed for the purpose of surveying the community. The Low-Stress Shasta team will increase the likelihood of getting input that reflects the needs of underserved residents by using strategies such as targeting areas that include predominately low-income households in the AT

project area or areas that may serve the AT project area; partnering with the Pit River Tribe to collect data at Tribe-sponsored events; targeting underserved areas with social media advertising, etc. The consultant, SRTA, and local partner staff will meet regularly to ensure public outreach events and activities are introduced as expected and to maximum effect for engaging underserved community members.

Task 2 Deliverables
1. Low-Stress Shasta Workshop Attendee List 2. Low-Stress Shasta Workshop Meeting Notes 3. Public Engagement Summary, including: a. Attendee lists b. Action notes c. Engagement survey(s) and results d. Photos e. Website URL f. AT project marketing samples (flyers, announcements, etc.)

Task 3: Active Transportation Project Concept Drawings

Present context-appropriate alignments and layouts for all of the proposed low-stress AT projects and any additional such AT projects identified by LSS project partners, should funding allow. AT project corridors will connect to major destinations in and between the region's strategic growth areas (SGAs). Each AT project will connect directly to surrounding neighborhoods, or indirectly via low-stress network feeder routes, and is needed to expand mobility options.

Considering recent public comments attesting to infrastructure challenges faced by individuals with disabilities wanting to access transit, the proposed scope of work will be carried out in consultation with transit services to ensure the alignments include comfortable access to first and last mile walking, bicycling, and rolling journeys to transit trip destinations. The alignments and layouts will include facility classification (e.g. Class IV), infrastructure profiles, street cross sections, and vetted solutions for problem intersections. AT project drawings will be informed by input from the community and AT project partners. The drawings will be prepared at a level appropriate for an ATP or other similar grant application (roughly 30% level of design). The consultant, SRTA, Caltrans, and local partner staff will meet, call, and email each other as needed to ensure AT projects are planned in ways that address the needs of underserved community members and are context appropriate.

Task 3 Deliverables
1. Summary of the development of project drawings. 2. Alignment and layout alternatives for the proposed AT projects. 3. Alignment and layout alternatives for additional AT projects (pending appropriate context and available budget). 4. Recommended alignments and layouts (including preliminary cost estimates).

Task 4: Final Report

This task involves the preparation of the draft final report and the final report, as well as the presentation of the final report to decision makers. The final report is the compilation of summaries prepared for previous tasks and includes the Project results in one document.

The consultant will prepare a draft final report with next steps toward implementation, circulate for review, and make revisions as appropriate. The final report will be printed for circulation to LSS project partners. SRTA will communicate with the consultant, as needed, to ensure that the final report accurately reflects the work prepared for Low-Stress Shasta, the people served, and the final products. Caltrans will be credited on the cover page.

Task 4 Deliverables
1. Final LSS project report (Credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.

Task 5: Board Presentation

This task involves the presentation of the final report to the Shasta Regional Transportation Agency Board of Directors (comprising representatives from local agencies and the Redding Area Bus Authority). All LSS project partners will be invited to the meeting. SRTA staff will present the Low-Stress Shasta final report to the SRTA Board of Directors at the end of the LSS project and invite local partners and members of the public to attend for project support.

Task 5 Deliverables
1. SRTA Board of Directors meeting agenda

- | |
|---|
| 2. Presentation materials
3. Meeting minutes |
|---|

Summary of Next Steps

While the data collection, public engagement, and preparation of drawings is occurring, the consultant, Caltrans, and local partners will pair projects with an appropriate grant program(s). Some of the AT proposed projects will be submitted and potentially awarded during the span of this grant! Other AT projects will need to wait to be submitted until a later grant cycle. Once AT projects have successfully used Low-Stress Shasta engagement and drawings to secure capital funding, the local agencies and the Pit River Tribe (in Burney) will work on implementation. Most AT projects will go through support phases (PA&ED, PS&E, ROW) before moving on to construction, whereas other AT projects with completed support phases may use the capital funding to start construction. The community, including underserved members, will continue to be involved as each AT project moves forward. SRTA will work with implementing agencies and the Tribe to showcase the new AT projects prepared by local partners and Caltrans, which benefit the whole community.

Cost and Schedule Checklist

The Cost and Schedule is the official budget and timeline for the project. Tasks 1-6 outlined in the Cost and Schedule are for illustrative purposes only. **The Cost and Schedule must be consistent with the Grant Application Cover Sheet. Applications with missing components will be at a competitive disadvantage.**

Cost and Schedule Checklist	
(✓) Ensure these items are completed prior to submitting to Caltrans	
x	Use the Fiscal Year 2023-24 template provided (do not alter the template)
x	List all tasks with the same title as stated in the Scope of Work
x	Include task numbers in proper sequencing, consistent with the Scope of Work
x	Exclude sub-task numbers and sub-headings
x	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
x	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant amount requested, and only the grantee and recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: • Project kick-off meeting between the grantee and Caltrans at the start of the grant • Invoicing and quarterly reporting to Caltrans • DBE Reporting (federal grants only)
x	Include Task 02 for procurement of consultants, if consultants are needed. This task is for the <u>grantee and sub-recipient(s) only</u> .
x	Complete all budget columns as appropriate: Total Cost, Grant Amount, Local Cash Match, and if applicable, Local In-Kind Match
x	Ensure the correct minimum local match amount, calculated as a percentage of the total project cost (grant plus local match), is provided
x	Use the Local Match Calculator to ensure the total Local Match amount meets the minimum required Local Match for the specified Grant Category
x	Include a grant amount for each Task (excluding Tasks 01 and 02)
x	Identify if a Tapered Local Match approach will be used, which allows grantees to vary the required local match ratio over the life of the grant contract. Grantee agrees to satisfy the total local match amount by the contract expiration date.
x	Identify the estimated indirect cost rate if indirect costs will be reimbursed. If FY 2023-24 indirect cost rates are not available, the rate will be an estimate based on the currently approved rate.
x	Include a best estimate of the amount of time needed to complete each task
x	State a realistic total cost for each task based on the work that will be completed
x	Use only whole dollars in the financial information fields. No rounding up or down and no cents.
x	Start the timeframe at the beginning of the grant period (July 2023 for MPO/RTPAs; November 2023 for non-MPO/RTPAs)
x	Extend the timeframe to the end of the grant period (Project end dates differ based on applicant type (MPO/RTPA or non-MPO/RTPA) and type of funds (State or federal) (See Grant Application Guide, Chapter 9.2, for more details)

California Department of Transportation

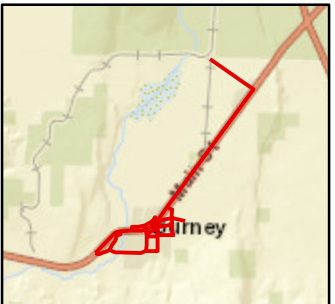
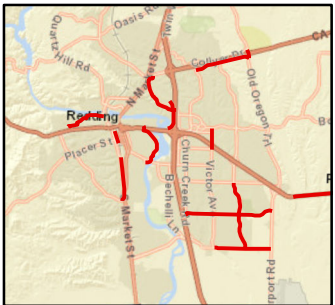
Sustainable Transportation Planning Grant Program

COST AND SCHEDULE

Grant Category	Sustainable Communities Competitive	
Grant Fiscal Year	FY 2023-24	
Project Title	Low-Stress Shasta	
Organization (Legal name)	Shasta Regional Transportation Agency	
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: Local Match Calculator	
Reimbursements/ Invoicing	Does your agency plan to request reimbursement for indirect costs? ☒ Yes ☐ No If yes, what is the estimated indirect cost rate? _135%____ Does your agency plan to use the Tapered Match approach for invoicing purposes? ☐ Yes ☒ No	

Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2023/24				FY 2024/25				FY 2025/26															
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
01	Project Administration (no more than 5% of total grant funds)	\$35,000		\$0	\$35,000																								
02	Procurement of Consultant		\$4,535	\$0	\$4,535																								
1	Existing Conditions Data Collection and Analysis	\$80,863	\$20,137	\$0	\$101,000																								
2	Engagement of Public and Partners	\$237,947	\$59,254	\$0	\$297,201																								
3	Active Transportation Project Concept Drawings	\$337,384	\$91,544	\$0	\$428,928																								
4	Final Report	\$8,006	\$1,994	\$0	\$10,000																								
5	Board Presentation	\$800	\$200	\$0	\$1,000																								
Totals		\$700,000	\$177,664	\$0	\$877,664																								

Low-Stress Shasta - Project Map



0 1.5 3 6 9 12 Miles

Prepared by the Shasta Regional Transportation Agency

— Low-Stress Shasta Projects

A few projects may be added or removed if funding and context allow. Project planning will finalize project limits and potential feeder routes.

Low-Stress Shasta Supporting Attachments

CAPITOL OFFICE
1021 O STREET
SUITE 7230
SACRAMENTO, CA 95814
TEL (916) 651-4001

DISTRICT OFFICES
11230 GOLD EXPRESS DRIVE
SUITE 304
GOLD RIVER, CA 95670
TEL (916) 464-4201

1320 YUBA STREET
SUITE 102
REDDING, CA 96002
TEL (530) 224-7001

California State Senate

SENATOR
BRIAN DAHLE
FIRST SENATE DISTRICT



VICE CHAIR
ENERGY, UTILITIES
AND COMMUNICATIONS
MEMBER
BANKING &
FINANCIAL INSTITUTIONS
BUDGET & FISCAL REVIEW
SUBCOMMITTEE #2 ON
RESOURCES, ENVIRONMENTAL
PROTECTION, & ENERGY
EDUCATION
ENVIRONMENTAL QUALITY
TRANSPORTATION

March 2, 2023

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Support for SRTA's "Low-Stress Shasta" Grant Application

Dear Mr. Tiedgen:

I write to share my strong support for the Shasta Regional Transportation Agency's Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, Strategic Growth Areas in the Shasta Region. The project's objective is to help the partner jurisdictions move active transportation goals forward.

California's rural and smaller urban cities and counties, including those in Shasta County, have limited resources to build and maintain critical transportation infrastructure for all modes of transportation. They frequently rely on leveraging limited local resources, combined with state or federal funds to meet their community's needs and create safe, sustainable, and efficient transportation facilities.

SRTA's project would provide critical project development assistance for multiple local and regionally significant active transportation projects to compete well for future capital funding opportunities. This effort would dial forward federal, state, regional, and local goals of creating more efficient and safer multimodal transportation networks, create more bikeable and walkable communities, help encourage a reduction in greenhouse gas emissions, and support implementation of SRTA's Regional Transportation Plan and Sustainable Communities Strategy.

I applaud and supported SRTA's related planning efforts to help local partners create context-sensitive and community-supported projects, which have already helped generate over \$83 million in capital funding in the past seven years. They have incentivized a broad consortium of partners to work together on this next project, which I strongly encourage Caltrans to fund.

Sincerely,

A handwritten signature in black ink that reads "Brian Dahle".

BRIAN DAHLE
Senator, 1st District

AGNES GONZALEZ
TRIBAL CHAIRPERSON

DAMION STEDMAN
VICE CHAIRPERSON

JOLIE GEORGE
TRIBAL SECRETARY



ALEXANDRO URENA
TRIBAL TREASURER

BETTY GEORGE
RECORDING SECRETARY

ANDREW MIKE
SERGEANT AT ARMS

ELEVEN AUTONOMOUS BANDS

36970 Park Ave

Burney CA 96013

Phone: (530) 335-5421

March 2, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Pit River Tribe supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to local partners.

The Pit River Tribe recognizes the value of collaborating with Shasta Regional Transportation Agency in providing opportunities for the Tribe and community to have access for safe corridor of travel. The community utilizes the roadways to have access to and from Tribal business and operations. The Pit River Tribe appreciates the attention to details and communicating with the Tribe and is eager to work with the SRTA to identifying the needs of the areas on and near Pit River Tribal lands.

The Pit River Tribe looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs.

If there are further questions, I can be reached at (530) 360-7470.

Sincerely,

Agnes Gonzalez

Agnes Gonzalez, Pit River Tribal Chairperson
Pit River Tribe

**PUBLIC WORKS
ENGINEERING DIVISION**
530.225.4170
530.245.7024

February 28, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The City of Redding Public Works Department supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The Public Works Department strives to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. These projects would help to implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects that will reduce greenhouse gas emissions. The projects support regional coordination with local partners and integrate land use and transportation solutions into the development of these projects.

The Public Works Department looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,



Chuck Aukland, Director of Public Works
City of Redding



Shasta Living Streets

Clean & Active Transportation: Shasta Bike Depot, Redding Bikeshare

*Giving people the resources, skills and confidence they need
to get around safely and conveniently, walking and biking.*

February 27, 2023

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202, Redding, CA 96001

Subject: **Enthusiastic support for a comprehensive planning effort to identify best facilities for biking and walking corridors to connect neighborhoods, towns and cities in Shasta County with a trail-like experience. *Low Stress Walk/Bike Facilities***

Shasta Living Streets enthusiastically supports the Shasta Regional Transportation Agency's Sustainable Transportation Planning Grant application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas. The project's objective is to bridge the gap between plans and construction in the region's Strategic Growth Areas, providing active transportation implementation tools to stakeholders.

Shasta Living Streets is a community-based organization supporting our community as we grow together and imagine and build a bigger sense of what our city can be. Across the country, and here in California, we've learned what works and what doesn't — how to plan effectively, design for transportation safety, convenience, and accessibility, and how to make investments to create spaces and provide amenities to enable increasing numbers of people to walk, bike, and roll.

Challenges we face with no transportation choice

In our region, the high cost and lack of transportation choice destabilizes families, leads to poor health, and drives talented young people and retired couples to seek another place to live and play. Leaving our families stressed, our businesses without the employees they need, and our children at risk. Today Shasta County has unacceptably high rates of debilitating health outcomes directly related to inactivity, along with some of the highest levels in the U.S. of death and life-altering injuries from car collisions with people walking and biking.

Enabling Trail-oriented and Transit-oriented Development

We believe our community has an exciting opportunity to build great cities and towns for our residents and visitors by providing access for all-day, all-purpose trips for people walking and bicycling, and by combining this with easily accessible affordable housing to create transit-oriented and trail-oriented development in our region.

This is not about thinking bikes are cool and it's not about weekend exercise and recreation in our beautiful parks and open spaces. Though those things are good too. We believe making bicycling, walking, and transit safe, accessible and convenient for everyday transportation brings tremendous advantages — it allows families to be healthy and save money on housing and transportation, makes more vibrant and connected communities, and supports our local businesses by helping them attract customers, retain talented staff and attract tourists. While at the same time powerfully reducing the emissions that cause climate change and preparing our frontline communities for the future.

Preparing our neighborhoods, cities, and towns for the future

We expect this planning process will

- Assess the transportation needs of our community that can be met by high-quality, biking and walking trails, giving people a *trail-like* experience that will enable people of all ages and abilities to walk and ride, especially now that pedal-assist bikes are becoming so popular here for the hills and longer distances in our region.
- Plan for biking and walking corridors that are essential linkages between neighborhoods and new-housing, helping to prepare us for the future.
- Thus enabling the trail-oriented development that will accompany transit-oriented development, to create connected communities, enable people to travel regularly without use of a car, and prepare families and business for the future.

Great need in our community

Creating convenient and safe bicycle networks and walkable neighborhoods in our community is essential to

- Enable the (survey-reported) 60%+ of interested-but-concerned people in our community to replace a car trip with a walking or biking trip
- Reduce transportation costs
- Reduce currently increasing, high rates of injury and death from car crashes in our region
- Reverse alarming negative health outcomes and inactivity behaviors that cause disease

Disadvantaged community. Shasta county is considered a disadvantaged community by measures of income and unemployment.

Low rates of access to exercise opportunities. The latest Robert Wood Johnson County Health data shows access to exercise opportunities significantly lower than the state average.

Access to exercise opportunities:

68% of residents in Shasta County have access to exercise / 93% in State of California

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring funding for this community planning effort that will bring essential trail-oriented development to connect neighborhoods and affordable housing improvements in our region.

For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.



Anne Wallach Thomas

Executive Director, Shasta Living Streets

athomas@shastalivingstreets.org | 530 355-2230



Shasta County

DEPARTMENT OF PUBLIC WORKS

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

ALFRED V. CATHEY, DIRECTOR
C. TROY BARTOLOMEI, ASST. DIRECTOR
KEN D. CRISTOBAL, DEPUTY

FPA 020212

February 27, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The County of Shasta supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders. The project will help implement the Regional Transportation Plan's Sustainable Communities Strategy by readying projects that will reduce greenhouse gas emissions and involves regional coordination with local partners to integrate land use and transportation solutions into the development of these projects.

The County of Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,

Alfred V. Cathey, Director

By: 
Shawn Ankeny, Principal Engineer
Special Projects Division

SRA/ldr



Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Paul A. Hellman
Director
Adam Fieseler
Assistant Director

February 28, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Shasta County Planning Division supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) Low-Stress Shasta application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

Objectives and policies found in the Shasta County General Plan seek to encourage and achieve a reduction in greenhouse gases, a more efficient and multimodal transportation network, and implementation of adopted bikeway plans. The County and its residents would benefit from the Sustainable Communities grant application because it would be a step towards furthering the County General Plan's objectives and policies. The projects which would be boosted by this grant would help provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability consistent with Caltrans and other agency and State objectives as well. Furthermore, the grant objectives would help to implement the Regional Transportation Plan's Sustainable Communities Strategies by readying projects which reduce greenhouse gas emissions, and promote sustainability, preservation, accessibility, safety, innovation, an improved economy, public health, and social equity.

Land use plays a key role in transportation solutions and the Shasta County Planning Division looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs and to further the goals of the citizens of the Shasta County as they are conveyed in the Shasta County General Plan, GoShasta Active Transportation Plan and Sustainable Communities Strategies. Good luck on the grant application.

Sincerely,

Paul A. Hellman
Director of Resource Management

PH/ds/trh

☐ Suite 101
AIR QUALITY MANAGEMENT DISTRICT
(530) 225-5674
(530) 225-5237

☐ Suite 102
BUILDING DIVISION
(530) 225-5761
FAX: (530) 245-6468

☒ Suite 103
PLANNING DIVISION
(530) 225-5532
FAX: (530) 245-6468

☐ Suite 201
ENVIRONMENTAL HEALTH
(530) 225-5787
FAX: (530) 225-5413

☐ Suite 200
ADMINISTRATION & COMMUNITY ED
(530) 225-5789
FAX: (530) 225-5807

Toll Free Access Within Shasta County 1-800-528-2850

February 28, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The City of Shasta Lake supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between plans and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

The project would benefit the City of Shasta Lake by providing SRTA with the capacity to assist with planning, public engagement, design, and grant assistance, bringing our active transportation projects to shovel ready status.

The City's anticipated active transportation projects will create a safe, sustainable transportation system, connecting individuals and households to key destinations in the community. The projects would incorporate collaboration with local partners to implement solutions fulfilling the goals of the Regional Transportation Plan. As an underserved community with a majority of our households considered low to moderate-income, safe, equitable, accessible transportation options are imperative for the livability of our residents, successful economic growth, and progress towards net zero emissions.

The City of Shasta Lake looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. We have offered in-kind match for staff to collaborate with SRTA on the project. Good luck on the grant application.

Sincerely,



Jessica Lugo, City Manager
City of Shasta Lake



Caltrans, District 2
City of Anderson
City of Redding
City of Shasta Lake
County of Shasta
Dignity Health, Mercy
Medical Center
Redding
First 5 Shasta
Good News Rescue
Mission
Northern Valley
Catholic Social Service
Pathways to Hope for
Children
Redding Rancheria
Redding School District
Shasta College
Shasta Community
Health Center
Shasta County Office of
Education
Shasta Regional
Transportation Agency
Shasta Family YMCA
Shasta Head Start
Simpson University
The McConnell
Foundation
Turtle Bay Exploration
Park
University of California
Cooperative Extension
Viva Downtown
Whiskeytown National
Recreation Area

February 28, 2023

Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: Low-Stress Shasta

Dear Mr. Tiedgen:

The Healthy Shasta Collaborative supports the Shasta Regional Transportation Agency's (SRTA) Sustainable Transportation Planning Grant (Sustainable Communities – Competitive) application to expand the reach of key active transportation corridors in, or connecting to, the region's Strategic Growth Areas (SGAs). The project's objective is to bridge the gap between planning and construction in the region's SGAs, providing active transportation implementation tools to stakeholders.

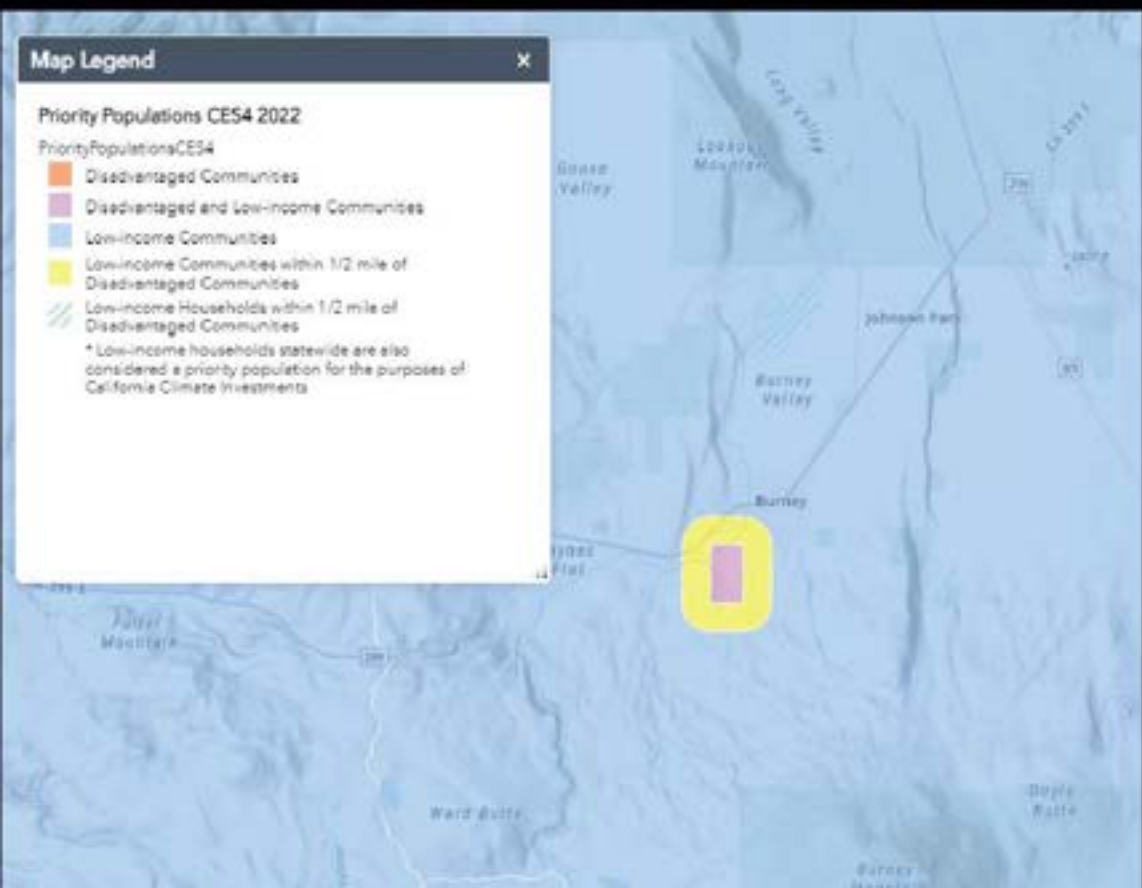
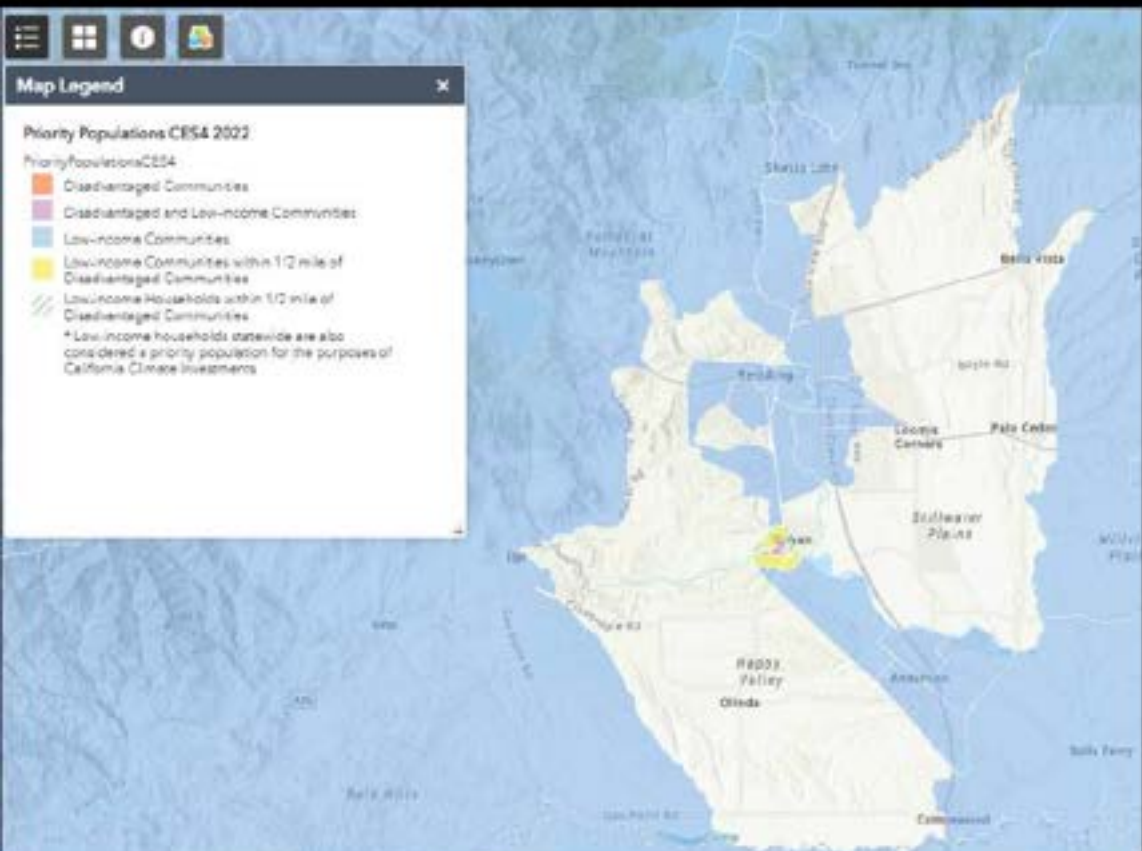
This project will contribute to Healthy Shasta's vision of 'making the healthy choice the easy choice,' by continuing to make it easier and safer for people to walk, bike, scooter, and use public transportation to get to key destinations. Prioritizing active transportation can greatly encourage walking and biking for transportation and recreation leading to a healthier community. We know that 35% of residents do not drive, which means having active transportation that is safe and accessible is important to serving over one third of the community.

Healthy Shasta looks forward to working with SRTA to develop innovative active transportation corridor concepts and programs. Healthy Shasta staff plan to collaborate with SRTA on these activities. Grant funding would positively benefit the Shasta region and we support the funding of SRTA's efforts in this area.

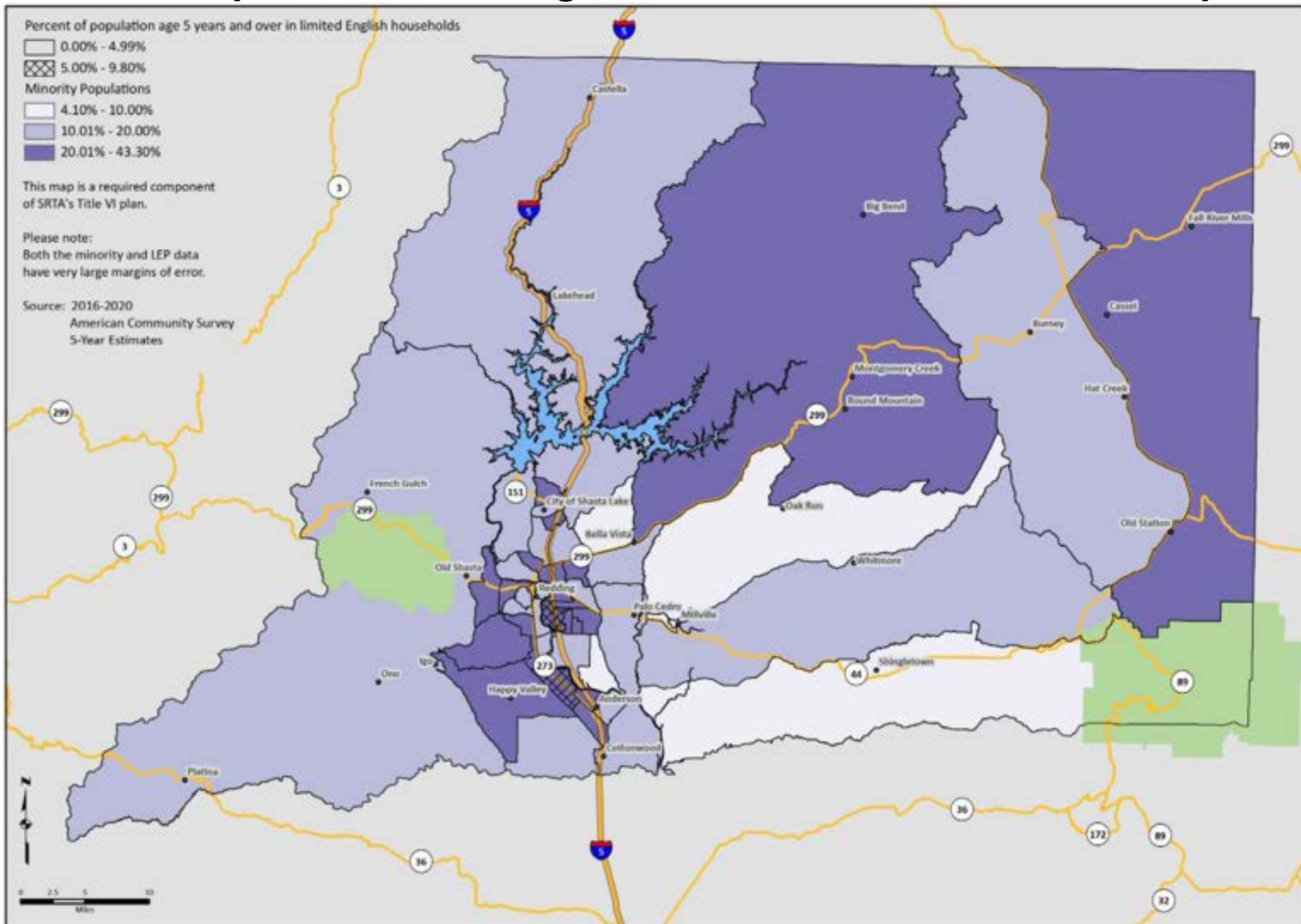
Sincerely,

Janessa Hartmann, MS
Healthy Shasta Steering Committee Chair

AB 1550 Low-Income Communities (Most of Shasta County's Urban Areas Defined)



Minority and Limited English Households in Shasta County



Q1 In what area do you primarily reside?

Answered: 54 Skipped: 0

ANSWER CHOICES	RESPONSES	
City	100.00%	54
Zip Code	100.00%	54

#	CITY	DATE
1	Redding	2/8/2023 10:17 AM
2	Redding	2/7/2023 8:35 PM
3	Shasta Lake	2/7/2023 1:22 PM
4	Redding	2/7/2023 8:44 AM
5	Redding near Bella Vista	2/7/2023 7:37 AM
6	Anderson	2/6/2023 1:16 PM
7	Redding	2/6/2023 10:54 AM
8	Redding	2/6/2023 10:20 AM
9	redding	2/3/2023 4:04 PM
10	redding	2/1/2023 1:13 PM
11	Lakehead	2/1/2023 11:50 AM
12	Redding	2/1/2023 11:06 AM
13	Redding	2/1/2023 10:59 AM
14	Redding	2/1/2023 10:31 AM
15	Redding Airport	2/1/2023 10:10 AM
16	Redding	2/1/2023 10:06 AM
17	Redding	2/1/2023 9:57 AM
18	REDDING	2/1/2023 9:57 AM
19	Redding	2/1/2023 9:52 AM
20	Redding	2/1/2023 9:52 AM
21	shasta lake	2/1/2023 9:51 AM
22	ANDERSON	2/1/2023 9:50 AM
23	Redding	2/1/2023 9:35 AM
24	Redding, CA	1/24/2023 12:40 PM
25	Redding	1/24/2023 9:59 AM
26	redding	1/20/2023 11:48 AM
27	Anderson	1/20/2023 8:58 AM
28	Redding	1/19/2023 5:10 PM
29	Redding	1/19/2023 3:58 PM

30	Redding	1/19/2023 3:54 PM
31	Redding	1/19/2023 3:51 PM
32	Redding	1/19/2023 3:45 PM
33	Redding, CA	1/19/2023 3:44 PM
34	Redding	1/19/2023 3:25 PM
35	Redding	1/19/2023 2:59 PM
36	Redding	1/18/2023 3:36 PM
37	Redding	1/18/2023 8:59 AM
38	Redding	1/17/2023 8:39 PM
39	Redding	1/17/2023 3:27 PM
40	Shasta Lake	1/16/2023 4:14 PM
41	Redding	1/14/2023 12:51 AM
42	Redding Ca	1/13/2023 4:07 PM
43	Shasta Lake	1/13/2023 1:54 PM
44	Shasta Lake	1/13/2023 7:45 AM
45	Redding	1/12/2023 3:07 PM
46	Redding	1/12/2023 2:27 PM
47	Redding	1/12/2023 2:25 PM
48	Redding	1/12/2023 12:07 PM
49	Redding	1/12/2023 11:49 AM
50	redding	1/12/2023 10:39 AM
51	redding	1/12/2023 10:38 AM
52	Redding	1/12/2023 7:54 AM
53	Redding	1/12/2023 7:37 AM
54	Anderson	1/11/2023 11:37 PM
#	ZIP CODE	DATE
1	96001	2/8/2023 10:17 AM
2	CA	2/7/2023 8:35 PM
3	96019	2/7/2023 1:22 PM
4	96001	2/7/2023 8:44 AM
5	96003	2/7/2023 7:37 AM
6	96007	2/6/2023 1:16 PM
7	96003	2/6/2023 10:54 AM
8	96001	2/6/2023 10:20 AM
9	96001	2/3/2023 4:04 PM
10	96002	2/1/2023 1:13 PM
11	96051	2/1/2023 11:50 AM
12	96002	2/1/2023 11:06 AM

2023 - 2024 Unmet Transit Needs Survey

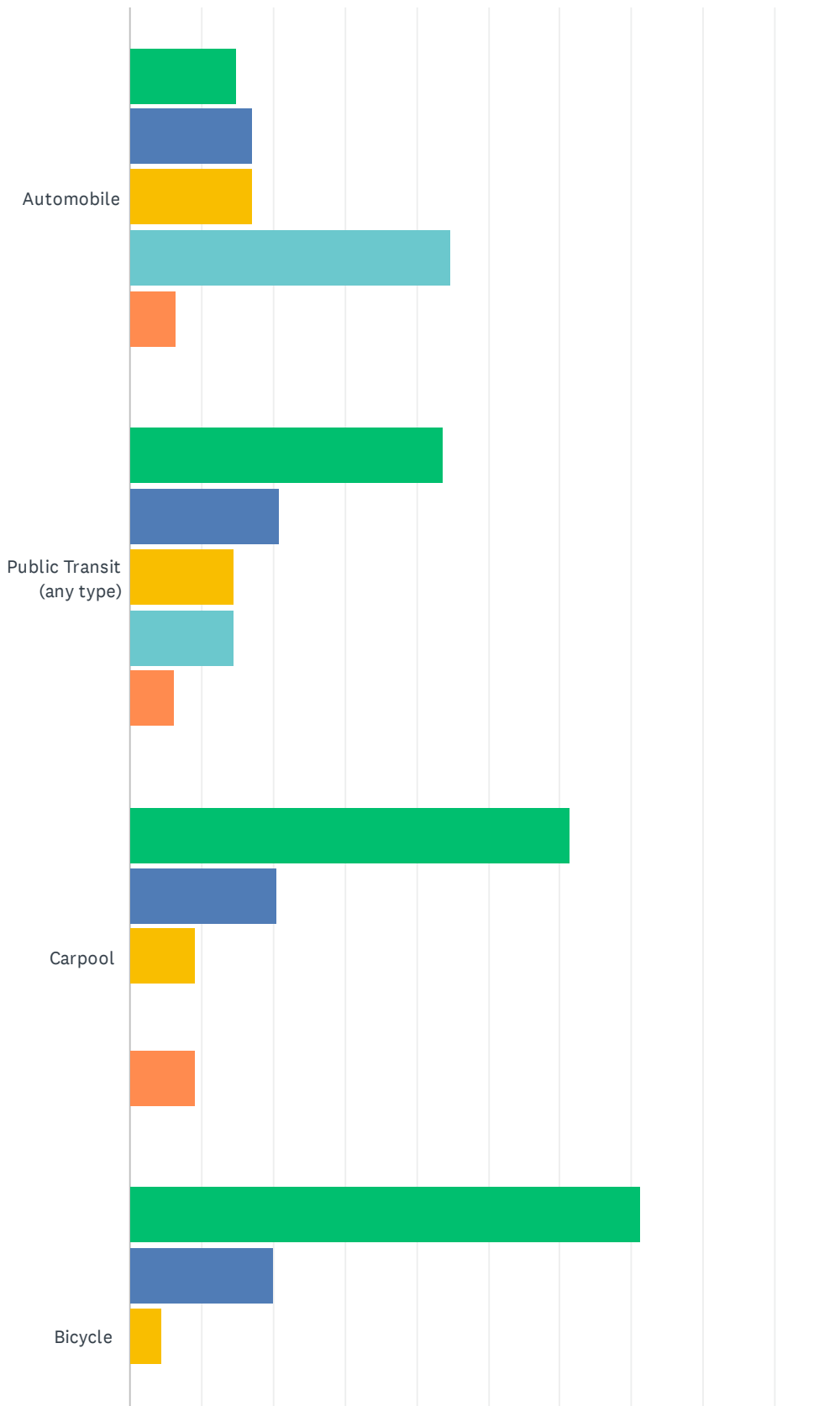
SurveyMonkey

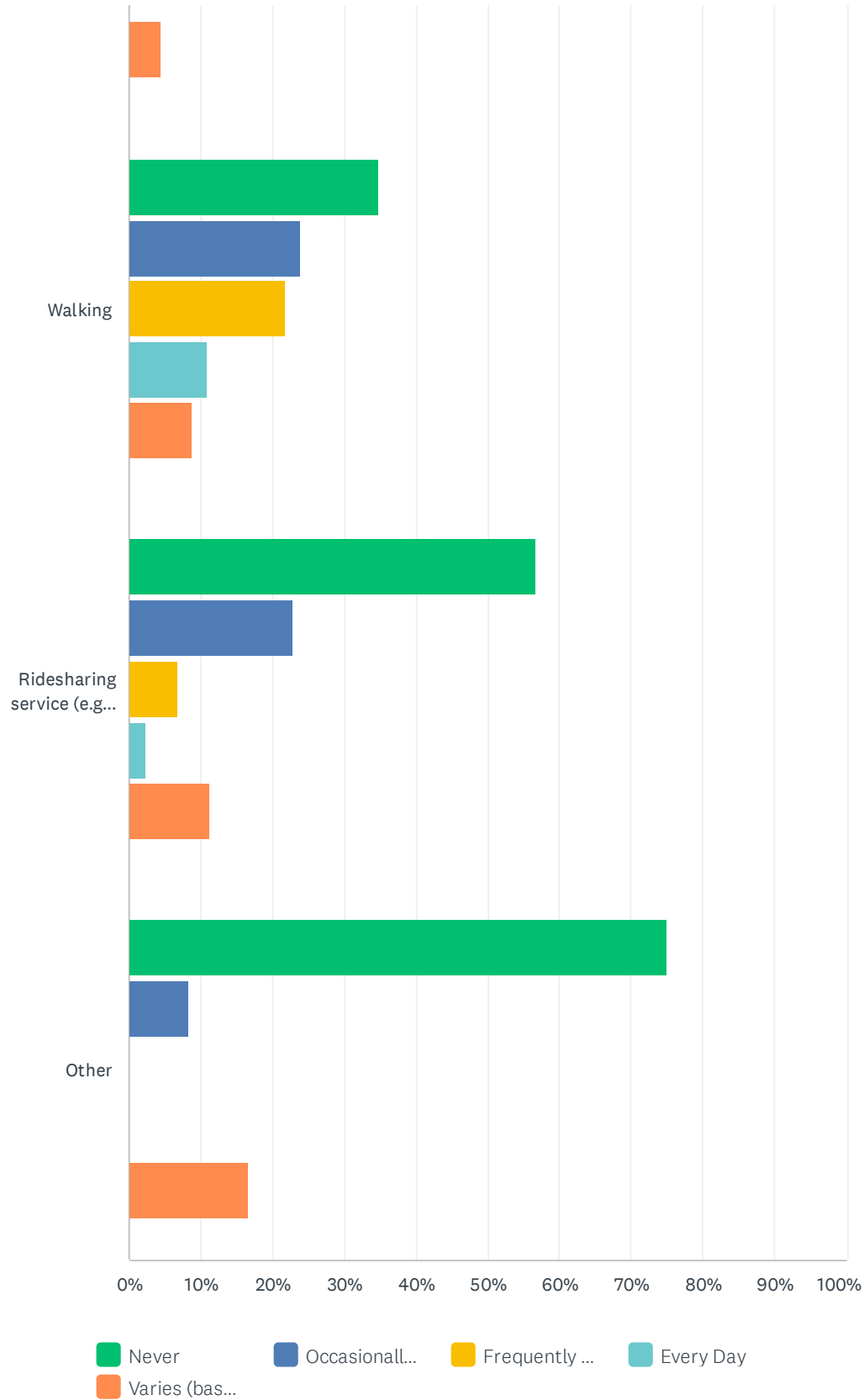
13	96002	2/1/2023 10:59 AM
14	96003	2/1/2023 10:31 AM
15	96002	2/1/2023 10:10 AM
16	96002	2/1/2023 10:06 AM
17	96001	2/1/2023 9:57 AM
18	96002	2/1/2023 9:57 AM
19	96003	2/1/2023 9:52 AM
20	96003	2/1/2023 9:52 AM
21	96019	2/1/2023 9:51 AM
22	96007	2/1/2023 9:50 AM
23	96002	2/1/2023 9:35 AM
24	96001	1/24/2023 12:40 PM
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30	96002	1/19/2023 3:54 PM
31	96002	1/19/2023 3:51 PM
32	96002	1/19/2023 3:45 PM
33	96002	1/19/2023 3:44 PM
34	96003	1/19/2023 3:25 PM
35	96002	1/19/2023 2:59 PM
36	96002	1/18/2023 3:36 PM
37	96002	1/18/2023 8:59 AM
38	96001	1/17/2023 8:39 PM
39	96002	1/17/2023 3:27 PM
40	96019	1/16/2023 4:14 PM
41	96003	1/14/2023 12:51 AM
42	96003	1/13/2023 4:07 PM
43	96019	1/13/2023 1:54 PM
44	96019	1/13/2023 7:45 AM
45	96001	1/12/2023 3:07 PM
46	96002	1/12/2023 2:27 PM
47	96002	1/12/2023 2:25 PM
48	96001	1/12/2023 12:07 PM
49	96001	1/12/2023 11:49 AM
50	96002	1/12/2023 10:39 AM

51	96001	1/12/2023 10:38 AM
52	96001	1/12/2023 7:54 AM
53	96002	1/12/2023 7:37 AM
54	96007	1/11/2023 11:37 PM

Q2 During a typical or average week, what modes of travel do you use?

Answered: 53 Skipped: 1





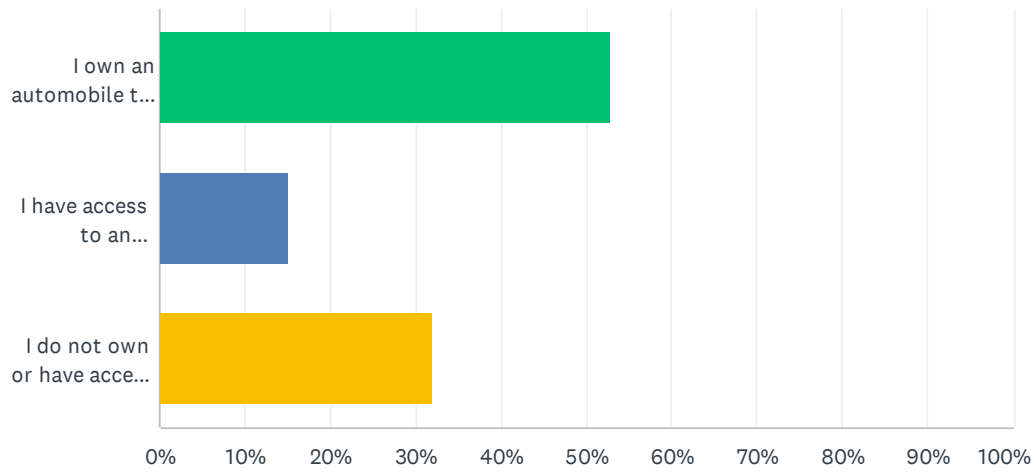
	NEVER	OCCASIONALLY (AT LEAST ONCE PER WEEK)	FREQUENTLY (SEVERAL TIMES PER WEEK)	EVERY DAY	VARIES (BASED ON NEEDS, WEATHER, ETC.)	TOTAL
Automobile	14.89% 7	17.02% 8	17.02% 8	44.68% 21	6.38% 3	47
Public Transit (any type)	43.75% 21	20.83% 10	14.58% 7	14.58% 7	6.25% 3	48
Carpool	61.36% 27	20.45% 9	9.09% 4	0.00% 0	9.09% 4	44
Bicycle	71.11% 32	20.00% 9	4.44% 2	0.00% 0	4.44% 2	45
Walking	34.78% 16	23.91% 11	21.74% 10	10.87% 5	8.70% 4	46
Ridesharing service (e.g., Uber, Lyft)	56.82% 25	22.73% 10	6.82% 3	2.27% 1	11.36% 5	44
Other	75.00% 18	8.33% 2	0.00% 0	0.00% 0	16.67% 4	24

#	WHAT FACTORS ARE MOST IMPORTANT TO YOU WHEN CHOOSING A TRAVEL MODE? EXAMPLES INCLUDE COST, CONVENIENCE, SAFETY, TRAVEL TIME, PERSONAL HEALTH, ENVIRONMENTAL IMPACT, OR OTHER SUCH CONSIDERATIONS.	DATE
1	Convenience and safety. I love walking to dinner or activities but if the road is too busy and the sidewalk not great, we'll just drive. I would love to bike into downtown from my house (Placer west of Buenaventura) but drivers are too fast and the sidewalk is all broken up and not safe to ride either.	2/8/2023 10:17 AM
2	Cost	2/7/2023 8:35 PM
3	I will ride my bike whenever possible when I travel on the west side of town. I try to limit errands to one day a week when going across town.	2/7/2023 8:44 AM
4	Safety, weather	2/7/2023 7:37 AM
5	Cost and travel time	2/6/2023 1:16 PM
6	1. convenience 2. safety 3. travel time 4. environmental	2/6/2023 10:54 AM
7	Convenience, safety, travel distance, road development	2/6/2023 10:20 AM
8	I don't have a cell phone, I am 74 and having	2/1/2023 1:13 PM
9	Private automobile is the only reasonable option.	2/1/2023 11:50 AM
10	no public transit is available in my immediate area!	2/1/2023 11:06 AM
11	All of the above	2/1/2023 10:59 AM
12	timely transit and availability of route	2/1/2023 10:31 AM
13	Appointments at the Redding VA	2/1/2023 10:10 AM
14	Cost and convenience	2/1/2023 9:57 AM
15	Cost and distance to bus station.	2/1/2023 9:57 AM
16	Cost	2/1/2023 9:52 AM
17	VETERANS HAVE A RIDE TO THEIR DOCTORS APPOINTMENT AT THE OUTPATIENT CLINIC ON KNIGHTON ROAD	2/1/2023 9:50 AM
18	cost and timeliness	2/1/2023 9:35 AM
19	ability to get to medical appointments in various areas of the community	1/24/2023 12:40 PM

20	All of the above	1/24/2023 9:59 AM
21	Bust stop in front of the Redding VA	1/20/2023 11:48 AM
22	Time to travel	1/20/2023 8:58 AM
23	The convenience and safety of being dropped off safely at my medical appointments and to run other errands. Also, using public transportation saves me more money than other forms of transportation.	1/19/2023 5:10 PM
24	Route availability and safety	1/19/2023 3:58 PM
25	It is costly to pay for transportation	1/19/2023 3:51 PM
26	Medical appointment transportation to REDDING VA CLINIC	1/19/2023 3:44 PM
27	Safety and travel routes	1/19/2023 3:25 PM
28	short travel time/wait time and safety	1/18/2023 3:36 PM
29	All of the above mentioned examples	1/18/2023 8:59 AM
30	Clean, safe, speedy. Honestly, the perception in Redding is that public transportation is for the extremely poor, down-and-out and homeless folks, so it can feel daunting to ride a bus if there are homeless folks who suffer from mental illness issues. More than anything I wish Redding had a functional train system.	1/17/2023 8:39 PM
31	When I call there should be a live person to talk to 24/7 to schedule a ride	1/17/2023 3:27 PM
32	Cost, convenience, safety, personal health (am allergic to personal care products and colognes).	1/16/2023 4:14 PM
33	Cost, convenience	1/14/2023 12:51 AM
34	I'm a disabled veteran and need to go to the VA Clinic on Knighton Rd. Where there are no buses. Cabs are my only option... It costs \$60-\$70 round trip!!!!!! Please Help the Veterans.....	1/13/2023 4:07 PM
35	Need a Raba (public transportation) in the Coeur d'Alene subdivision. I would mostly take the bus if there was a bus stop near my home. It's about a mile away right now. Thank you	1/13/2023 1:54 PM
36	Convenience, safety, time travel, cost	1/13/2023 7:45 AM
37	I would like to do more active travel, walking and biking, but safety is a big concern for me. If I know a route has separated bike lanes, minimal interactions with cars, or is on the river trail, I feel more inclined to do it. I will also travel this way if the trip is close- I look for coffeeshops, restaurants, and grocery stores that are bikeable. There are no grocery stores close enough to me and I wish the city would consider this when planning as it goes with public transportation too. Cost is also important to me. I make about 2-3 cross country airplane travel tips a year requiring me to go to Sacramento for a direct flight that won't take me all day off work to get to. It is so expensive to drive to Sacramento (gas and time, parking in the airport lot for a week, then driving back after a long flight). I wish there was an affordable shuttle to get to Sacramento or even a reasonable train ride to get to Sacramento without having to purchase a bus and train ticket (just a train ticket is at the worst time to travel, 2am or something like that which is unsafe as a single female).	1/12/2023 3:07 PM
38	Cost and convenience. I would like to ride the bus more to my VA appointments. But there isn't a route that goes there. I hope there will be soon, it would help me a lot.	1/12/2023 2:27 PM
39	Convivence, speed of transport	1/12/2023 2:25 PM
40	Travel time, personal health and safety	1/12/2023 12:07 PM
41	Getting to the VA for medical appointments	1/12/2023 11:49 AM
42	travel time. i am a disabled vet who needs transportation out to the new VA	1/12/2023 10:38 AM
43	Weather, convenience, travel time, health benefits	1/12/2023 7:37 AM
44	Convenience, weather, road conditions and cost. I normally drive to pick up groceries or hardware items or to attend meetings or medical appointments.	1/11/2023 11:37 PM

Q3 Do you have access to an automobile?

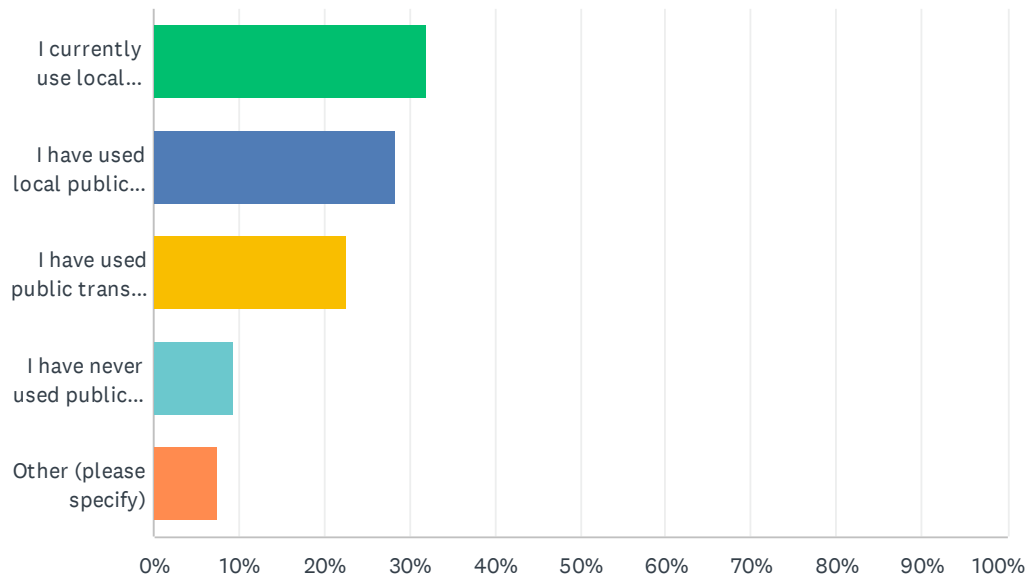
Answered: 53 Skipped: 1



ANSWER CHOICES	RESPONSES	
I own an automobile that is dependable enough for daily use	52.83%	28
I have access to an automobile within my household that is dependable enough for daily use	15.09%	8
I do not own or have access to an automobile that is dependable enough for daily use	32.08%	17
TOTAL		53

Q4 What is your level of experience using public transit services?

Answered: 53 Skipped: 1

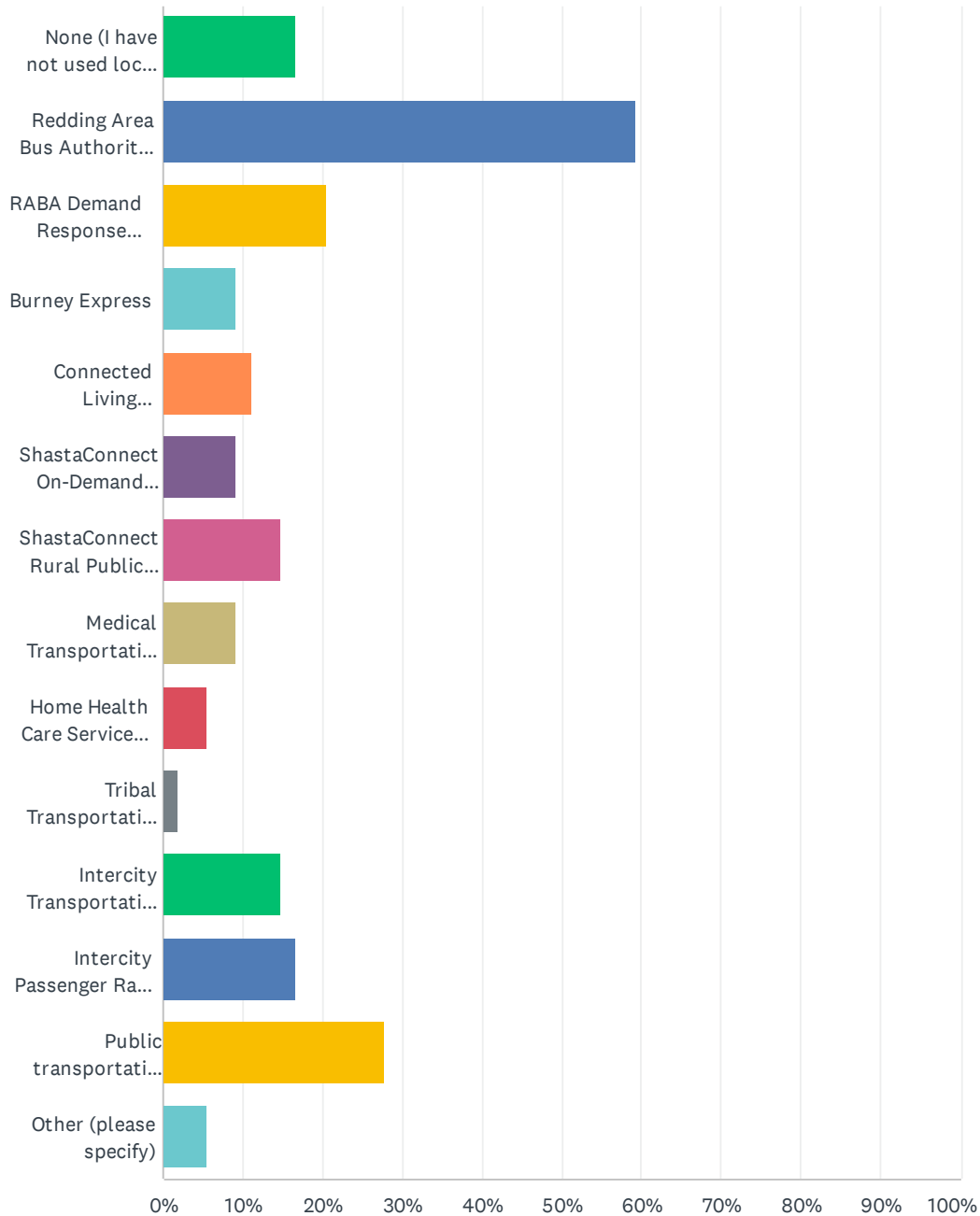


ANSWER CHOICES	RESPONSES	
I currently use local public transit services	32.08%	17
I have used local public transit services in the past, but currently do not	28.30%	15
I have used public transit in another community/region, but have not used local services	22.64%	12
I have never used public transit	9.43%	5
Other (please specify)	7.55%	4
TOTAL		53

#	OTHER (PLEASE SPECIFY)	DATE
1	Public transit not available in my community	2/1/2023 11:50 AM
2	Cal vet bus for medical appointments	1/18/2023 8:59 AM
3	While traveling in Europe I used its fantastic public transportation.	1/17/2023 8:39 PM
4	Low income, blind, veteran	1/12/2023 11:49 AM

Q5 Which local public transportation services have you used? (select all that apply)

Answered: 54 Skipped: 0

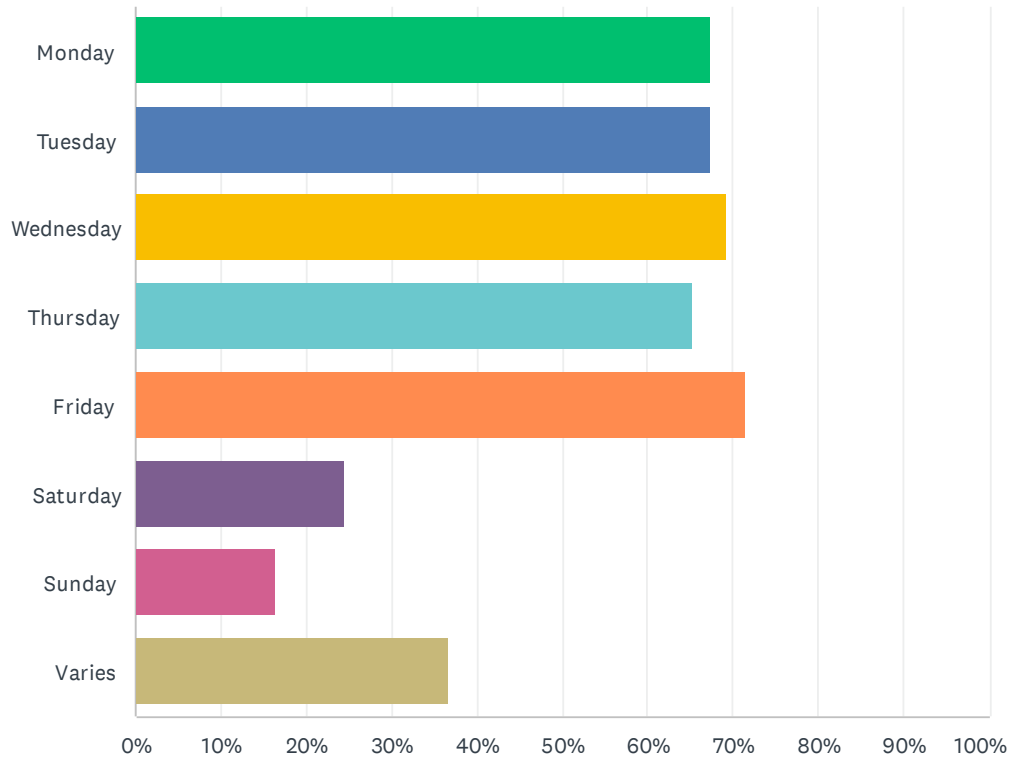


ANSWER CHOICES	RESPONSES	
None (I have not used local public transit services before)	16.67%	9
Redding Area Bus Authority (RABA) Fixed Route	59.26%	32
RABA Demand Response (Paratransit)	20.37%	11
Burney Express	9.26%	5
Connected Living (operated by Dignity Health Connected Living for eligible riders, including but not limited to seniors and individuals with disability who are not able to use conventional transit services)	11.11%	6
ShastaConnect On-Demand Sunday Service	9.26%	5
ShastaConnect Rural Public Transportation (Monday-Friday)	14.81%	8
Medical Transportation (i.e. CARE-A-VAN, Merit Medi Trans, Precious Cargo, Quality Medi-Ride, Mercy Outreach Van, Veterans Affairs (VA) Redding Outpatient Clinic)	9.26%	5
Home Health Care Service Transportation (i.e. Arcadia Health Care, Compass Shining Care, Home & Health Care Management, Home Helpers, Visiting Angels)	5.56%	3
Tribal Transportation Services (i.e. Pit River Health Services, Redding Rancheria)	1.85%	1
Intercity Transportation (i.e. Greyhound, Amtrak throughway bus, Sage Stage, Trinity Transit)	14.81%	8
Intercity Passenger Rail Transportation (Amtrak Coast Starlight, Capitol Corridor, San Joaquins)	16.67%	9
Public transportation service in another region (i.e. in another area outside of Shasta County)	27.78%	15
Other (please specify)	5.56%	3
Total Respondents: 54		

#	OTHER (PLEASE SPECIFY)	DATE
1	Bus to Sacramento airport	2/3/2023 4:04 PM
2	Buses and trains in another community	1/16/2023 4:14 PM
3	cant use them to go to my important appointments to the VA	1/12/2023 10:38 AM

Q6 What day(s) of the week do you typically use (or would like to use) public transit services? (select all that apply)

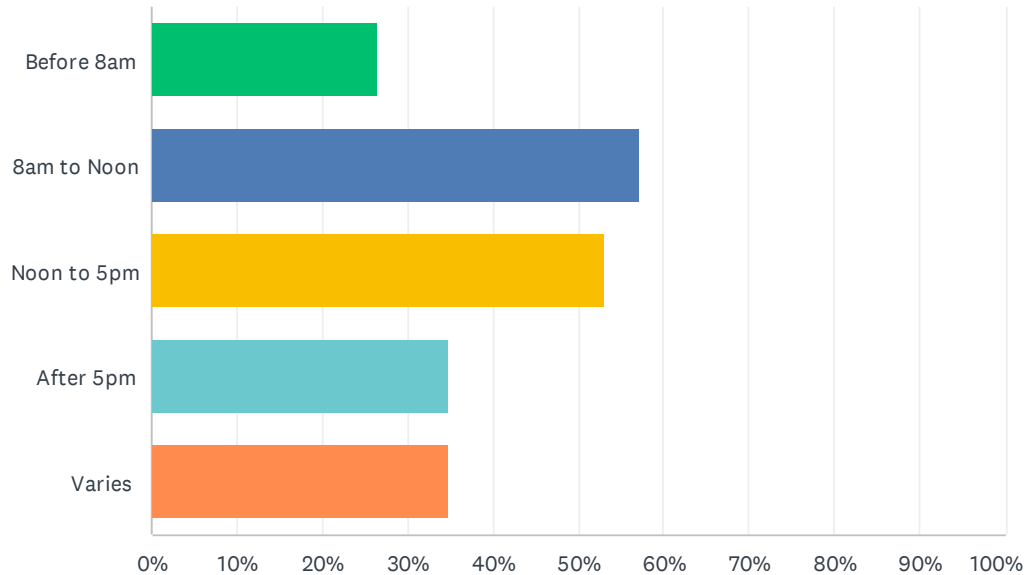
Answered: 49 Skipped: 5



ANSWER CHOICES	RESPONSES	
Monday	67.35%	33
Tuesday	67.35%	33
Wednesday	69.39%	34
Thursday	65.31%	32
Friday	71.43%	35
Saturday	24.49%	12
Sunday	16.33%	8
Varies	36.73%	18
Total Respondents: 49		

Q7 What time(s) of the day do you typically use (or would like to use) public transit services? (select all that apply)

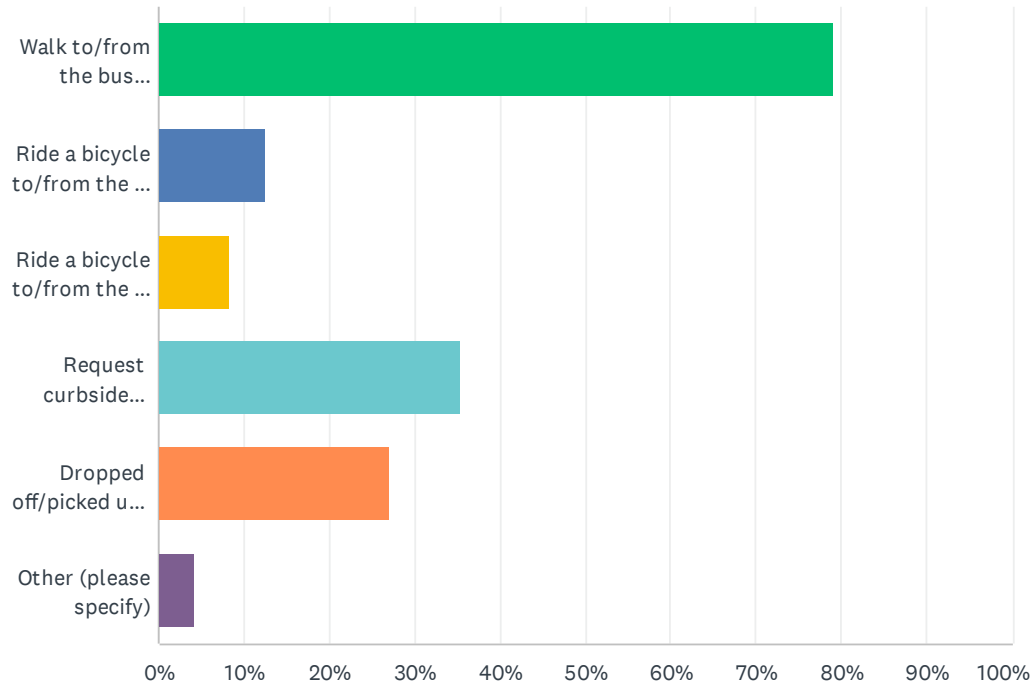
Answered: 49 Skipped: 5



ANSWER CHOICES	RESPONSES	
Before 8am	26.53%	13
8am to Noon	57.14%	28
Noon to 5pm	53.06%	26
After 5pm	34.69%	17
Varies	34.69%	17
Total Respondents: 49		

Q8 How do you access (or would like to access) public transit services (select all that apply)?

Answered: 48 Skipped: 6

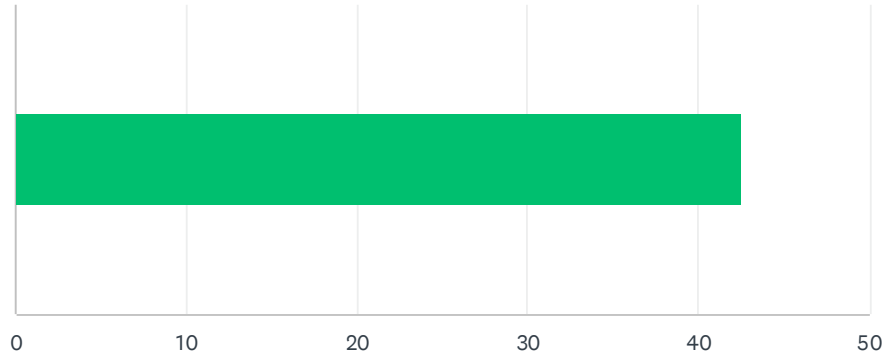


ANSWER CHOICES		RESPONSES	
Walk to/from the bus stop/station		79.17%	38
Ride a bicycle to/from the bus stop/station and use the bus bike rack to take it with me		12.50%	6
Ride a bicycle to/from the bus stop/station and leave it at the bus stop/station		8.33%	4
Request curbside transit service (such as RABA Paratransit or ShastaConnect on-demand service)		35.42%	17
Dropped off/picked up at the bus stop/station in an automobile		27.08%	13
Other (please specify)		4.17%	2
Total Respondents: 48			

#	OTHER (PLEASE SPECIFY)	DATE
1	No close access to buses--country heights	2/3/2023 4:04 PM
2	relative, friend drives to bus stop	1/12/2023 12:07 PM

Q9 If you access public transit services either by walking or bicycling, how would you rate your experience? (skip question if not applicable)

Answered: 29 Skipped: 25



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	43	1,234	29
Total Respondents: 29			

#		DATE
1	11	2/8/2023 10:17 AM
2	100	2/7/2023 8:35 PM
3	89	2/7/2023 8:44 AM
4	6	2/3/2023 4:04 PM
5	8	2/1/2023 11:50 AM
6	2	2/1/2023 11:06 AM
7	21	2/1/2023 10:31 AM
8	69	2/1/2023 10:10 AM
9	99	2/1/2023 10:06 AM
10	81	2/1/2023 9:51 AM
11	31	2/1/2023 9:35 AM
12	56	1/24/2023 12:40 PM
13	8	1/19/2023 5:10 PM
14	94	1/19/2023 3:58 PM
15	49	1/19/2023 3:51 PM
16	41	1/19/2023 3:45 PM
17	71	1/19/2023 3:44 PM
18	34	1/19/2023 3:25 PM
19	40	1/18/2023 3:36 PM

20	71	1/16/2023 4:14 PM
21	78	1/13/2023 4:07 PM
22	19	1/13/2023 1:54 PM
23	51	1/12/2023 2:27 PM
24	5	1/12/2023 2:25 PM
25	7	1/12/2023 12:07 PM
26	3	1/12/2023 11:49 AM
27	34	1/12/2023 10:39 AM
28	47	1/12/2023 10:38 AM
29	9	1/11/2023 11:37 PM

Q10 If walking or bicycling to the bus stop/station makes you feel unsafe or uncomfortable, what causes you to feel so?

Answered: 26 Skipped: 28

#	RESPONSES	DATE
1	cars are going too fast on the road, there's no continuous sidewalk, and it's dangerous to cross the street (no crosswalk)-- this is on Hartnell b/w Victor and Alta Mesa	2/8/2023 10:17 AM
2	n/a	2/6/2023 10:54 AM
3	Bus stops in my area have no parking or covered waiting stops for weather. They are long waits and not convenient and safe for families. A central, frequent, well-designed service along HWY 273 and HWY 44 would make traveling through Anderson, Redding, and Shasta Lake much easier.	2/6/2023 10:20 AM
4	Deranged and destitute people around bus stop	2/3/2023 4:04 PM
5	people camped out at the bus stall or asking me for things	2/1/2023 1:13 PM
6	Lack of protection	2/1/2023 11:50 AM
7	Too many homeless people and Criminals. The hole state is full of criminals! police show up too late! I only feel safe carrying my gun(CCW from sheriff).	2/1/2023 11:06 AM
8	No	2/1/2023 10:59 AM
9	lack of lighting and protection from the elements	2/1/2023 10:31 AM
10	Roads are too narrow, weird people, transients	2/1/2023 9:35 AM
11	transient population in urban areas of community	1/24/2023 12:40 PM
12	The bus stations are too far from the areas I need to get to. The Redding VA Clinic is out in the middle of nowhere so it's hard for me to reach my location if there is no bus stop even in front of the clinic.	1/19/2023 5:10 PM
13	Lighting and covered	1/19/2023 3:58 PM
14	The bus stop is too far and need a closer bus stop	1/19/2023 3:51 PM
15	Lighting	1/19/2023 3:25 PM
16	Downtown Redding has a huge population of unhoused citizens, many of whom suffer from various mental illnesses. Night time seems worse. Just tonight around 7 p.m. I went to the Pine Street Safeway and was harrassed by a guy who was clearly psychotic, smelled of urine ..and there were many other scary folks in and outside the store. I have a heart for unhoused and people with mental illnesses, but I'm also sometimes fearful of encountering some unpredictable behaviors.	1/17/2023 8:39 PM
17	Walking past aggressive dogs thst are sometimes loose	1/16/2023 4:14 PM
18	No sidewalks	1/14/2023 12:51 AM
19	Poorly lit stops at or after dusk.	1/13/2023 4:07 PM
20	It's too far to walk and the bus is not on time	1/13/2023 1:54 PM
21	The bus stops are often messy and sometimes have people sleeping in them or using them as shelter	1/12/2023 2:27 PM
22	Transient population	1/12/2023 2:25 PM
23	I am old and cannot walk fast	1/12/2023 12:07 PM
24	I'm blind, there's lots of traffic in my area	1/12/2023 11:49 AM

25	NA	1/12/2023 7:37 AM
26	Walking is difficult due to illnesses.	1/11/2023 11:37 PM

Q11 Is there a trip that you would you like to make using public transit services that you cannot make now?

Answered: 42 Skipped: 12

ANSWER CHOICES	RESPONSES	
Trip starting point (i.e. physical address, crossroads, or business name and street)	73.81%	31
Trip destination point (i.e. physical address, crossroads, or business name and street)	90.48%	38
Time(s) of day	78.57%	33
Day(s) of the week	83.33%	35
Primary purpose of trip (e.g. work, school, shopping, etc.)	90.48%	38

#	TRIP STARTING POINT (I.E. PHYSICAL ADDRESS, CROSSROADS, OR BUSINESS NAME AND STREET)	DATE
1	North Redding	2/7/2023 8:35 PM
2	4565 Pensacola St	2/7/2023 1:22 PM
3	Country Heights subdivision	2/7/2023 8:44 AM
4	HWY 273 and Girvan	2/6/2023 10:20 AM
5	Redding 96001	2/3/2023 4:04 PM
6	hartnell	2/1/2023 1:13 PM
7	Lakehead	2/1/2023 11:50 AM
8	Victor and Hartnell	2/1/2023 10:59 AM
9	downtown Redding	2/1/2023 10:31 AM
10	Redding VA Clinic Knighton Road	2/1/2023 10:06 AM
11	CHURN CREEK AND HARTNELL	2/1/2023 9:57 AM
12	Lake Blvd Redding	2/1/2023 9:52 AM
13	3455 thomas avenue, anderson ca	2/1/2023 9:35 AM
14	3455 Knighton Rd, VA Clinic services and retirement home	1/24/2023 12:40 PM
15	Old Alturas Rd/Shastaview	1/24/2023 9:59 AM
16	17065 treat ave	1/20/2023 8:58 AM
17	3455 Knighton Rd Redding, CA 96002	1/19/2023 5:10 PM
18	my home	1/19/2023 3:51 PM
19	Downtown Redding and surrounding areas	1/18/2023 3:36 PM
20	Redding	1/17/2023 8:39 PM
21	3400 Knighton Road - Apt. 521	1/17/2023 3:27 PM
22	Old Oregon Trail/Wonderland Blvd	1/14/2023 12:51 AM
23	Downtown or either of the two "substations"	1/13/2023 4:07 PM
24	Coeur d'Alene and Idaho	1/13/2023 1:54 PM

25	Downtown Redding Transit Center	1/12/2023 3:07 PM
26	Victor Ave	1/12/2023 2:25 PM
27	351 Hartnell Ave	1/12/2023 12:07 PM
28	Girvan/Eastside	1/12/2023 10:39 AM
29	where i live	1/12/2023 10:38 AM
30	Dana Drive	1/12/2023 7:37 AM
31	Anderson, North Street	1/11/2023 11:37 PM
#	TRIP DESTINATION POINT (I.E. PHYSICAL ADDRESS, CROSSROADS, OR BUSINESS NAME AND STREET)	DATE
1	Downtown Redding	2/7/2023 8:35 PM
2	Downtown	2/7/2023 8:44 AM
3	Downtown Redding - Farmer's Market, Library, Turtle Bay, Downtown restaurants	2/6/2023 10:20 AM
4	Chico Art Center; CSU	2/3/2023 4:04 PM
5	va clinic knighton road	2/1/2023 1:13 PM
6	Redding VA Clinic	2/1/2023 11:50 AM
7	3455 Knighton Rd	2/1/2023 10:59 AM
8	Redding VA 3455 Knighton Rd Redding, CA 96002	2/1/2023 10:31 AM
9	Redding VA	2/1/2023 10:10 AM
10	Redding VA Clinic Knighton Road	2/1/2023 10:06 AM
11	3455 KNIGHTON RD	2/1/2023 9:57 AM
12	Knighton Road, VA Clinic	2/1/2023 9:52 AM
13	VA on Knighton rd	2/1/2023 9:51 AM
14	knighton road, redding ca	2/1/2023 9:35 AM
15	Winco, Target, Walmart, movies etc	1/24/2023 9:59 AM
16	Redding VA on 3455 Knighton Road	1/20/2023 11:48 AM
17	3455 Knighton road	1/20/2023 8:58 AM
18	3455 Knighton Rd Redding, CA 96002	1/19/2023 5:10 PM
19	Redding VA Clinic 3455 Knighton Rd	1/19/2023 3:58 PM
20	3455 Knighton Rd Redding, CA 96002	1/19/2023 3:51 PM
21	3455 Knighton Rd Redding, CA 96002	1/19/2023 3:45 PM
22	3455 Knighton Rd Redding, CA 96002	1/19/2023 3:44 PM
23	3455 Knighton Rd Redding CA 96002	1/19/2023 3:25 PM
24	VA Outpatient Clinic 3455 Knighton Road. Redding, CA 96002	1/19/2023 2:59 PM
25	3455 Knighton Rd, Redding, CA 96002	1/18/2023 3:36 PM
26	San Francisco, Ashland	1/17/2023 8:39 PM
27	RABA terminal in Redding	1/14/2023 12:51 AM
28	VA Clinic at 3455 Knighton Rd. Redding Clinic at 1455 Knighton Rd. 96002	1/13/2023 4:07 PM
29	WinCo, Walmart, Hill Country	1/13/2023 1:54 PM
30	Sacramento Airport	1/12/2023 3:07 PM

31	Redding VA on Knighton Rd	1/12/2023 2:27 PM
32	Knighton road	1/12/2023 2:25 PM
33	New VA Medical Clinic - 3455 Knighton Road	1/12/2023 12:07 PM
34	Veterans Outpatient Clinic	1/12/2023 11:49 AM
35	VA 3455 Knighton Road, Redding Ca 96002	1/12/2023 10:39 AM
36	redding VA	1/12/2023 10:38 AM
37	City of Shasta Lake downtown Direct	1/12/2023 7:37 AM
38	Sacramento airport	1/11/2023 11:37 PM
#	TIME(S) OF DAY	DATE
1	Any	2/7/2023 8:35 PM
2	Nights or evenings	2/7/2023 8:44 AM
3	7-5	2/1/2023 11:50 AM
4	0700-1730	2/1/2023 10:59 AM
5	between 8 am 5 pm	2/1/2023 10:31 AM
6	8 - 4:30pm	2/1/2023 10:10 AM
7	0730-430	2/1/2023 10:06 AM
8	7AM TO 6PM	2/1/2023 9:57 AM
9	0800 am to 3 pm	2/1/2023 9:52 AM
10	8-4	2/1/2023 9:51 AM
11	8-4	2/1/2023 9:35 AM
12	8-5	1/24/2023 12:40 PM
13	Day hours	1/24/2023 9:59 AM
14	0700-1600	1/20/2023 8:58 AM
15	8 AM to 5 Pm (varies)	1/19/2023 5:10 PM
16	8:00am-5:00pm	1/19/2023 3:51 PM
17	7 AM to 6 PM	1/19/2023 3:45 PM
18	2-4	1/19/2023 3:25 PM
19	0730-1600	1/19/2023 2:59 PM
20	0800-1630	1/18/2023 3:36 PM
21	daylight	1/17/2023 8:39 PM
22	8am/noon/5pm	1/14/2023 12:51 AM
23	6am-6pm varies	1/13/2023 4:07 PM
24	Various	1/13/2023 1:54 PM
25	Morning and Afternoon	1/12/2023 3:07 PM
26	8 am to 5 pm	1/12/2023 2:27 PM
27	0730	1/12/2023 2:25 PM
28	0800-1600	1/12/2023 12:07 PM
29	Pick up at 7 am for early medical tests, leave Clinic at 4pm	1/12/2023 11:49 AM

30	varies	1/12/2023 10:39 AM
31	all day	1/12/2023 10:38 AM
32	Before 7am and after 4pm	1/12/2023 7:37 AM
33	early departure	1/11/2023 11:37 PM
#	DAY(S) OF THE WEEK	DATE
1	Any	2/7/2023 8:35 PM
2	Friday Saturday Sunday	2/7/2023 8:44 AM
3	Saturday and Sunday	2/6/2023 10:20 AM
4	M-F	2/1/2023 11:50 AM
5	M-F	2/1/2023 10:59 AM
6	Mon-Friday	2/1/2023 10:31 AM
7	M-F	2/1/2023 10:10 AM
8	Mon-Fri	2/1/2023 10:06 AM
9	MONDAY THROUGH FRIDAY	2/1/2023 9:57 AM
10	M-F	2/1/2023 9:52 AM
11	mon-fri	2/1/2023 9:51 AM
12	m-f	2/1/2023 9:35 AM
13	monday through friday	1/24/2023 12:40 PM
14	M-F	1/24/2023 9:59 AM
15	Mon-Fri	1/20/2023 8:58 AM
16	Monday through Friday (varies)	1/19/2023 5:10 PM
17	M-F	1/19/2023 3:58 PM
18	monday - friday	1/19/2023 3:51 PM
19	Mon-Fri	1/19/2023 3:45 PM
20	Monday thru Friday	1/19/2023 3:25 PM
21	Monday thru Friday	1/19/2023 2:59 PM
22	Weekdays	1/18/2023 3:36 PM
23	varies, but mainly weekends	1/17/2023 8:39 PM
24	Monday to friday	1/14/2023 12:51 AM
25	M T W T F	1/13/2023 4:07 PM
26	Various	1/13/2023 1:54 PM
27	7 days a week	1/12/2023 3:07 PM
28	m-f	1/12/2023 2:27 PM
29	M-F	1/12/2023 2:25 PM
30	Monday - Friday	1/12/2023 12:07 PM
31	Monday - Friday.	1/12/2023 11:49 AM
32	varies	1/12/2023 10:39 AM
33	all week	1/12/2023 10:38 AM

34	M-F	1/12/2023 7:37 AM
35	various	1/11/2023 11:37 PM
#	PRIMARY PURPOSE OF TRIP (E.G. WORK, SCHOOL, SHOPPING, ETC.)	DATE
1	Job searching, getting food and necessities	2/7/2023 8:35 PM
2	Dining or attending a show at the Cascade	2/7/2023 8:44 AM
3	Shopping	2/6/2023 10:20 AM
4	Cultural events	2/3/2023 4:04 PM
5	dr appointments- people I pay rides are not reliable and I keep missing my appointments	2/1/2023 1:13 PM
6	work	2/1/2023 11:50 AM
7	work, shopping	2/1/2023 11:06 AM
8	DR appointments	2/1/2023 10:59 AM
9	Medical appointments, support of Veterans	2/1/2023 10:31 AM
10	doctor appointments	2/1/2023 10:10 AM
11	Doctor's Appts	2/1/2023 10:06 AM
12	DOCTOR VISITS, WORK	2/1/2023 9:57 AM
13	Medical for veteran	2/1/2023 9:52 AM
14	dr appts	2/1/2023 9:51 AM
15	medical care	2/1/2023 9:35 AM
16	health needs and visitation of family/friends	1/24/2023 12:40 PM
17	Shopping	1/24/2023 9:59 AM
18	VA Clinic	1/20/2023 8:58 AM
19	Medical appointments.	1/19/2023 5:10 PM
20	Medical Care	1/19/2023 3:58 PM
21	VA doctor appts	1/19/2023 3:51 PM
22	Medical Appts to VA	1/19/2023 3:45 PM
23	Medical care	1/19/2023 3:25 PM
24	Medical appointments for Veterans and their accompanying Caregivers ***this is especially necessary for homeless Veteran population!!!***	1/19/2023 2:59 PM
25	medical appts at the Redding VA clinic	1/18/2023 3:36 PM
26	Culture, events outside Redding	1/17/2023 8:39 PM
27	Work,shopping,school	1/14/2023 12:51 AM
28	Medical card	1/13/2023 4:07 PM
29	Shopping, medical, therapy	1/13/2023 1:54 PM
30	travel	1/12/2023 3:07 PM
31	medical appts	1/12/2023 2:27 PM
32	WORK	1/12/2023 2:25 PM
33	VA Medical appointments	1/12/2023 12:07 PM
34	Medical, grocery shopping	1/12/2023 11:49 AM
35	medical care	1/12/2023 10:39 AM

36	to get help at the VA	1/12/2023 10:38 AM
37	work	1/12/2023 7:37 AM
38	travel	1/11/2023 11:37 PM

Q12 Is there another trip that you would like to make using public transit services that you cannot make now? (Second Choice)

Answered: 15 Skipped: 39

ANSWER CHOICES	RESPONSES	
Trip starting point (i.e. physical address, crossroads, or business name and street)	80.00%	12
Trip destination point (i.e. physical address, crossroads, or business name and street)	80.00%	12
Time(s) of day	53.33%	8
Day(s) of the week	73.33%	11
Primary purpose of the trip (e.g. work, school, shopping, etc.)	86.67%	13

#	TRIP STARTING POINT (I.E. PHYSICAL ADDRESS, CROSSROADS, OR BUSINESS NAME AND STREET)	DATE
1	North Redding (Buckeye)	2/7/2023 8:35 PM
2	Country Heights subdivision	2/7/2023 8:44 AM
3	HWY 273	2/6/2023 10:20 AM
4	Redding 96001	2/3/2023 4:04 PM
5	Winco	2/1/2023 10:31 AM
6	churn creek shopping center	2/1/2023 9:35 AM
7	3455 Knighton Rd Redding, CA 96002	1/19/2023 3:44 PM
8	3400 Knighton Road - Apt. 521	1/17/2023 3:27 PM
9	Many	1/13/2023 4:07 PM
10	Coeur d'Alene and Idaho	1/13/2023 1:54 PM
11	Downtown Transit Center	1/12/2023 3:07 PM
12	VICTOR AVE	1/12/2023 2:25 PM

#	TRIP DESTINATION POINT (I.E. PHYSICAL ADDRESS, CROSSROADS, OR BUSINESS NAME AND STREET)	DATE
1	Redding uptown or downtown	2/7/2023 8:35 PM
2	Civic Center or Sundial Bridge	2/7/2023 8:44 AM
3	Lema Ranch or Clover Creek	2/6/2023 10:20 AM
4	Sacramento Airport; Redding Airport; Eureka; Ashland, Or	2/3/2023 4:04 PM
5	Redding Airport	2/1/2023 10:31 AM
6	redding va knighton rd.	2/1/2023 9:35 AM
7	Veterans Home Of California 3400 Knighton Rd	1/19/2023 3:58 PM
8	6751 Woodrum Cir St 200 Redding, CA 96002	1/19/2023 3:25 PM
9	Varies	1/13/2023 4:07 PM
10	Movies 14	1/13/2023 1:54 PM
11	Breslauer County Social Services	1/12/2023 3:07 PM

12	Mt Shasta Mall	1/12/2023 2:25 PM
#	TIME(S) OF DAY	DATE
1	Any	2/7/2023 8:35 PM
2	Evening	2/7/2023 8:44 AM
3	2	2/6/2023 10:20 AM
4	7 am and 7 pm	2/1/2023 10:31 AM
5	7-4	2/1/2023 9:35 AM
6	Multiple	1/19/2023 3:25 PM
7	Varies 6am-6-pm	1/13/2023 4:07 PM
8	Various	1/13/2023 1:54 PM
#	DAY(S) OF THE WEEK	DATE
1	Any	2/7/2023 8:35 PM
2	Friday Saturday Sunday	2/7/2023 8:44 AM
3	5	2/6/2023 10:20 AM
4	varies	2/3/2023 4:04 PM
5	All days	2/1/2023 10:31 AM
6	m-f	2/1/2023 9:35 AM
7	Sun-Sat	1/19/2023 3:58 PM
8	7 days a week	1/19/2023 3:25 PM
9	M-F	1/13/2023 4:07 PM
10	Various	1/13/2023 1:54 PM
11	1	1/12/2023 2:25 PM
#	PRIMARY PURPOSE OF THE TRIP (E.G. WORK, SCHOOL, SHOPPING, ETC.)	DATE
1	Job searching, applying for assistance programs getting to shelter to obtain a shower	2/7/2023 8:35 PM
2	To see an event at the Civic or Turtle Bay Museum	2/7/2023 8:44 AM
3	Walking trails	2/6/2023 10:20 AM
4	Cultural	2/3/2023 4:04 PM
5	travel, recreation	2/1/2023 10:31 AM
6	medical care	2/1/2023 9:35 AM
7	Senior Support Services	1/19/2023 3:58 PM
8	Travel	1/19/2023 3:25 PM
9	see above answer	1/17/2023 8:39 PM
10	Medical Care	1/13/2023 4:07 PM
11	Entertainment	1/13/2023 1:54 PM
12	Direct route instead of going all the way down 273 to get back downtown	1/12/2023 3:07 PM
13	shopping	1/12/2023 2:25 PM

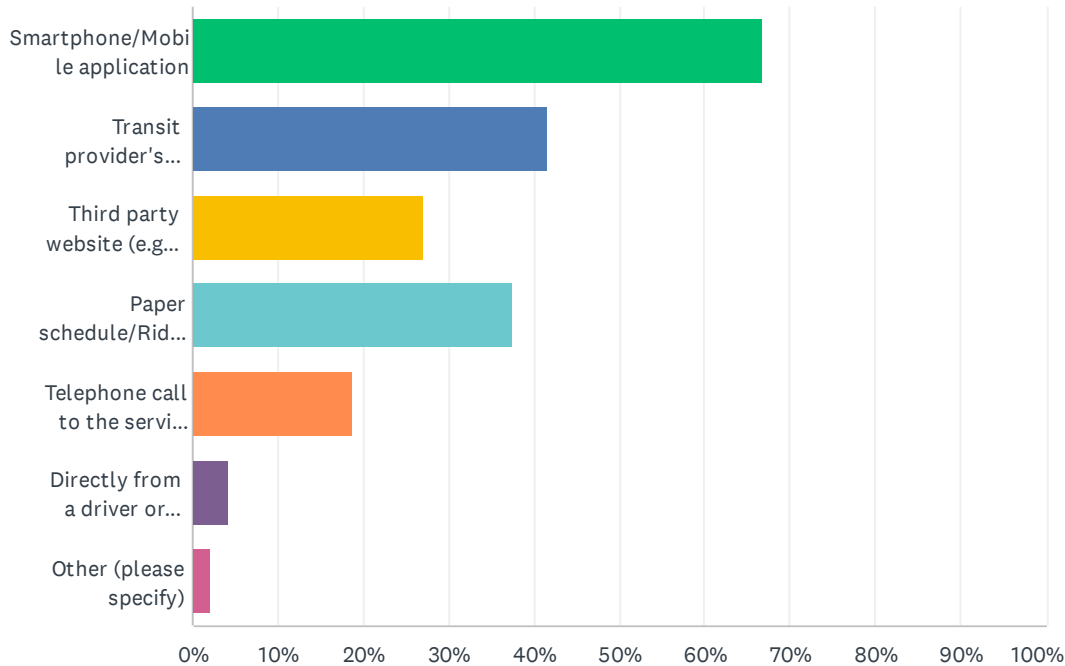
Q13 Are there any additional unmet transit needs that you have?

Answered: 20 Skipped: 34

#	RESPONSES	DATE
1	Don't have money to pay for bus services	2/7/2023 8:35 PM
2	Public transportation to recreational activities (Whiskeytown, trailheads, etc.)	2/6/2023 10:54 AM
3	More electric vehicle charging in public spaces and easier use of public parking spaces downtown	2/6/2023 10:20 AM
4	Charge stations on the westside of Redding	2/3/2023 4:04 PM
5	public transit really isn't available in my area	2/1/2023 11:06 AM
6	Redding VA Clinic Knighton Road	2/1/2023 10:06 AM
7	Need public transport to the Redding Outpatient VA Clinic at 3455 Knighton Rd from various places around Redding	2/1/2023 9:57 AM
8	The bus does not travel to knighton rd so I cannot get to Dr appts very easily.	2/1/2023 9:51 AM
9	No bus service for the Ravenwood Area.	1/24/2023 9:59 AM
10	NA	1/19/2023 5:10 PM
11	Redding Airport 6751 Woodrum Redding, CA 96002	1/19/2023 3:58 PM
12	they need a bus stop by the Redding VA Clinic	1/19/2023 3:51 PM
13	REDDING VA BUS STOP is not available. 3455 Knighton Rd Redding, CA 96002	1/19/2023 3:44 PM
14	Mainly a public transportation service that feels safe and clean for everyone ... and Amtrak services that were reliable and not just available at 2- 3 a.m.	1/17/2023 8:39 PM
15	Just closer stops more often	1/13/2023 1:54 PM
16	More affordable on-demand ride options would be great, aside from ride-share.	1/13/2023 7:45 AM
17	None	1/12/2023 12:07 PM
18	Service to medical appointments, especially to and from VA	1/12/2023 11:49 AM
19	Many of my fellow veterans are not able to access medical needs at the VA because there is no service to the clinic	1/12/2023 10:39 AM
20	Safe/direct bike route from Dana Drive area to the City of Shasta Lake	1/12/2023 7:37 AM

Q14 What is your preferred way to access information about public transit services, including routes, stop locations, and fare prices?

Answered: 48 Skipped: 6

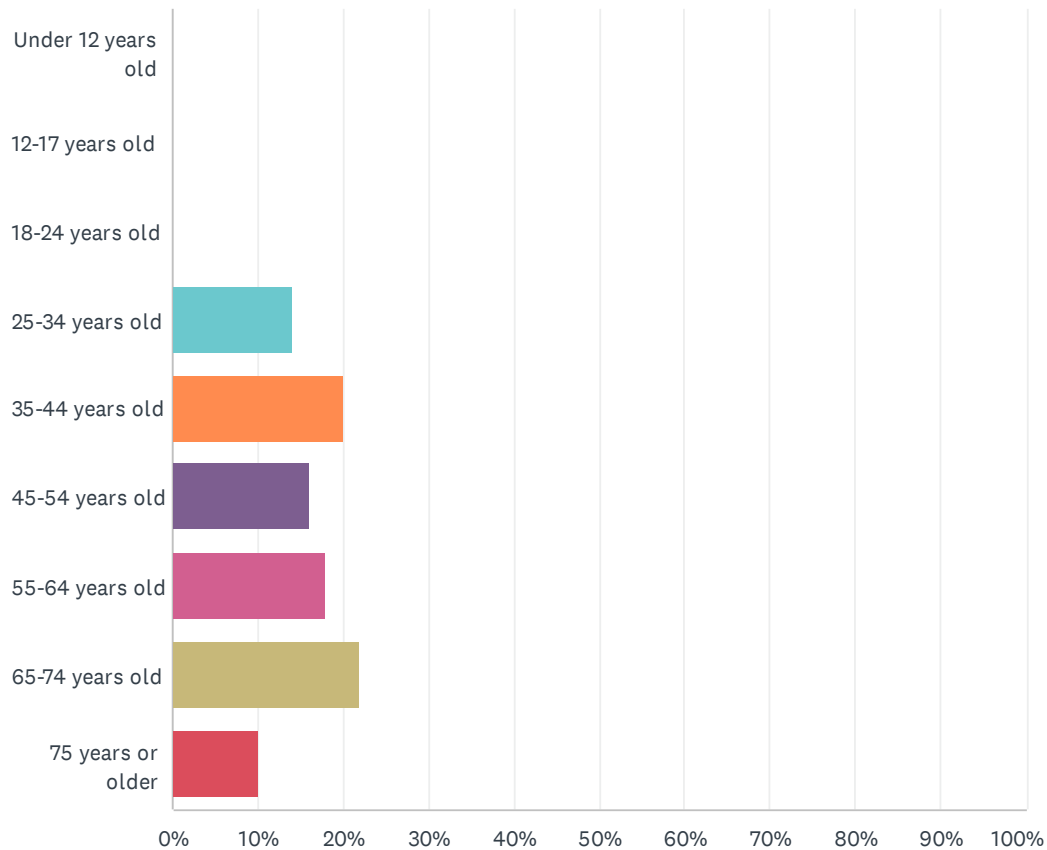


ANSWER CHOICES		RESPONSES	
Smartphone/Mobile application		66.67%	32
Transit provider's website		41.67%	20
Third party website (e.g. Google Maps, etc.)		27.08%	13
Paper schedule/Riders' Guide		37.50%	18
Telephone call to the service provider		18.75%	9
Directly from a driver or customer service employee		4.17%	2
Other (please specify)		2.08%	1
Total Respondents: 48			

#	OTHER (PLEASE SPECIFY)	DATE
1	Landline telephone	1/17/2023 3:27 PM

Q15 In what age range do you fall? (OPTIONAL)

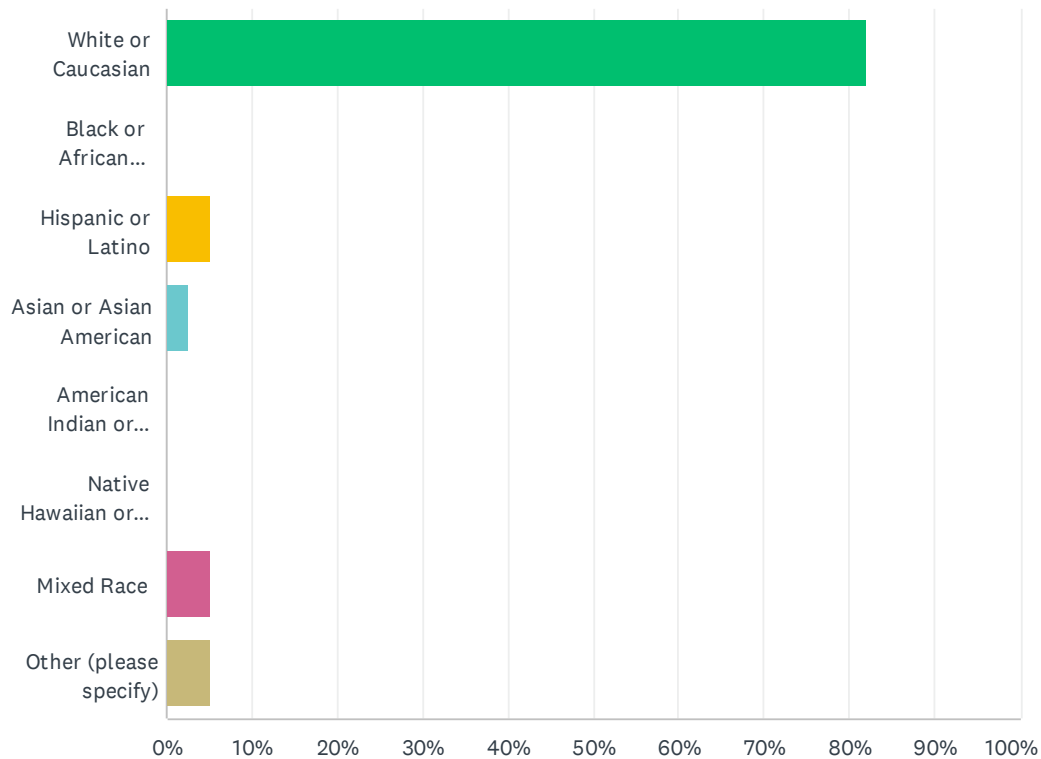
Answered: 50 Skipped: 4



ANSWER CHOICES	RESPONSES	
Under 12 years old	0.00%	0
12-17 years old	0.00%	0
18-24 years old	0.00%	0
25-34 years old	14.00%	7
35-44 years old	20.00%	10
45-54 years old	16.00%	8
55-64 years old	18.00%	9
65-74 years old	22.00%	11
75 years or older	10.00%	5
TOTAL		50

Q16 What is your ethnicity (OPTIONAL)

Answered: 39 Skipped: 15



ANSWER CHOICES	RESPONSES	
White or Caucasian	82.05%	32
Black or African American	0.00%	0
Hispanic or Latino	5.13%	2
Asian or Asian American	2.56%	1
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Mixed Race	5.13%	2
Other (please specify)	5.13%	2
TOTAL		39

#	OTHER (PLEASE SPECIFY)	DATE
1	Carpatho-Rusyn	1/17/2023 3:27 PM
2	American	1/12/2023 2:27 PM

Q17 Is there anything else you would like to share with us? For example, any ideas that you may have for improving public transit services in the region?

Answered: 23 Skipped: 31

#	RESPONSES	DATE
1	I lived in Tri-Cities Washington and they have a van carpool on Fri and Sat nights to reduce drinking and driving. It went door-to-door. That could be cool to explore	2/8/2023 10:17 AM
2	Should have low income bud vouchers at no cost	2/7/2023 8:35 PM
3	If there were a safe bicycle lane on Old Alturas Rd, we would use it once a week. I hope that the new Bethel construction on the north side of 299 is providing a bicycle lane.	2/7/2023 7:37 AM
4	Free public transit along tourist routes and places would be great as parking becomes harder. More frequent and safer public transit between Anderson and Redding on HWY 273 would reduce the unsafe walking and biking along and in the HWY with riders not obeying laws. Designated bike lanes on HWY 273 would also be helpful to separate cars and bikes. Additional signage and lighting are needed at the new roundabout on Bonneyview and Bechelli in Redding, especially for large trucks and to reduce lane direction confusion. Potholes and resurfacing are needed on South Bonneyview in Redding as a thoroughfare for HWY 273 and all the big trucks that use it.	2/6/2023 10:20 AM
5	Yes. Red Bluff has darling, trolley inspired buses. We should have smaller buses running on solar. More frequent runs=jobs for the community	2/3/2023 4:04 PM
6	develop public transportation in 96002 area	2/1/2023 11:06 AM
7	Redding VA Clinic Knighton Road	2/1/2023 10:06 AM
8	It would be extremely beneficial to have RABA routes that extend to the Redding VA (3455 Knighton Rd, Redding, CA 96002). A large number of Veterans would greatly benefit from this service.	2/1/2023 9:52 AM
9	Those of us who live past Old Alturas/Shastaview are trapped and forced to use our vehicles when a bus would work. No sidewalks - a narrow bridge on Old Alturas. Even if it was a limited bus service twice a week would be better than nothing. I'm not disabled so a special bus that comes to my house is not needed by my husband and I at this point.	1/24/2023 9:59 AM
10	With the VA moving out to Knighton road, many veterans would benefit from a stop near the new location	1/20/2023 8:58 AM
11	NA	1/19/2023 5:10 PM
12	Bus stop for Veteran Affairs 3455 Knighton Rd Redding, CA 96002. A cab ride can be costly to new VA site.	1/19/2023 3:54 PM
13	there needs to be a bus stop by the Redding VA Clinic	1/19/2023 3:51 PM
14	Please put a stop at the Redding VA new clinic	1/19/2023 3:25 PM
15	I am submitting this request on behalf of the Patient's/Veteran Population I serve on a daily basis as a VA Employee. Since the move to the new clinic off Knighton Road (in December 2021), we have seen an increased need for a RABA bus stop at the VA Clinic.	1/19/2023 2:59 PM
16	We really need more public transit to the Redding VA clinic on Knighton road. Now that the clinic moved from downtown Redding (351 Hartnell Ave), its much harder to reach.	1/18/2023 3:36 PM
17	A light rail system would be great.	1/17/2023 8:39 PM
18	have a website to schedule pick-up time 24/7	1/17/2023 3:27 PM
19	Provide bus service to mountain gate,ca	1/14/2023 12:51 AM

20	Doing informal interviews with people on the bus (while on the bus or at different bus stops) asking where they go and what they wish was different. Many people who have money and own a car are never going to get on the transit system, but those who rely on it are the ones who could benefit from improvements, but you have to meet them where they are. They likely are not going to get online to fill out this survey either due to lack of access or knowledge about these surveys.	1/12/2023 3:07 PM
21	More than one bus route to the Redding VA clinic	1/12/2023 12:07 PM
22	Need a VA bus route	1/12/2023 11:49 AM
23	Direct express service from Cottonwood and Anderson to central Redding	1/11/2023 11:37 PM

Q18 If you wish to be notified of additional future opportunities for input on public transit planning in the region, please provide your preferred contact information below (OPTIONAL).

Answered: 12 Skipped: 42

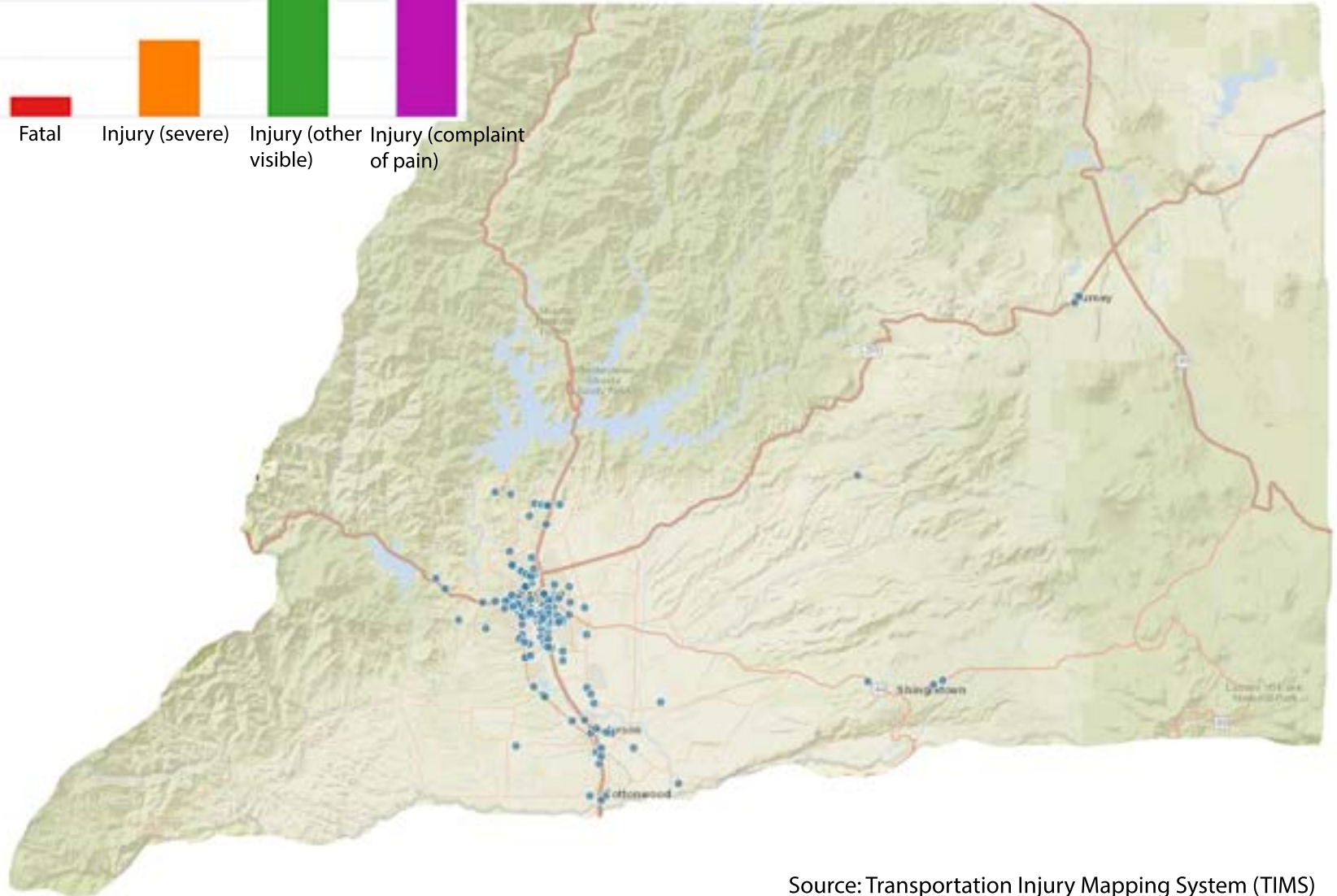
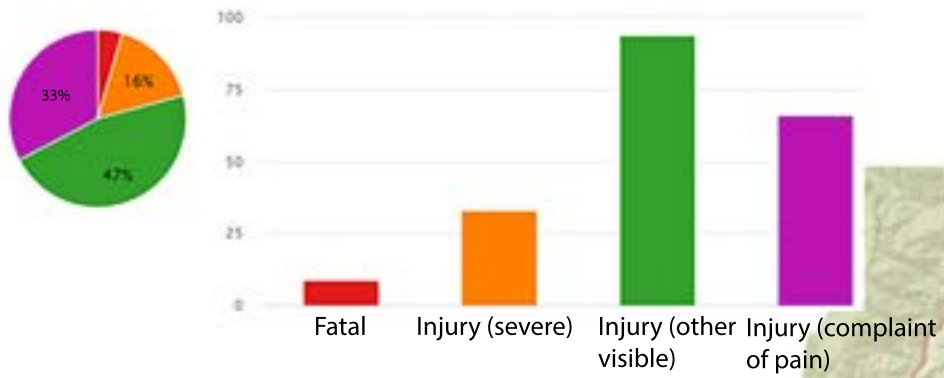
ANSWER CHOICES	RESPONSES	
Email address (OPTIONAL)	100.00%	12
Telephone number (OPTIONAL)	33.33%	4

#	EMAIL ADDRESS (OPTIONAL)	DATE
1	percogolf@yahoo.com	2/7/2023 8:35 PM
2	dandd916@aol.com	2/7/2023 7:37 AM
3	shughess123@sbcglobal.net	2/3/2023 4:04 PM
4	john.williams25@va.gov	2/1/2023 11:06 AM
5	NA	1/19/2023 5:10 PM
6	Jandssmith5@yahoo.com	1/18/2023 8:59 AM
7	lkrupniak@gmail.com	1/17/2023 3:27 PM
8	Livepokemon@live.com	1/14/2023 12:51 AM
9	chrisballard585@gmail.com	1/13/2023 4:07 PM
10	slilaccottage@gmail.com	1/13/2023 1:54 PM
11	ablasco@co.shasta.ca.us	1/12/2023 3:07 PM
12	deaconmikee@sbcglobal.net	1/11/2023 11:37 PM

#	TELEPHONE NUMBER (OPTIONAL)	DATE
1	5305103092	2/7/2023 8:35 PM
2	NA	1/19/2023 5:10 PM
3	530 223 2538	1/18/2023 8:59 AM
4	530-780-5307	1/13/2023 1:54 PM

Bicycle crashes in Shasta County (2015-2020)

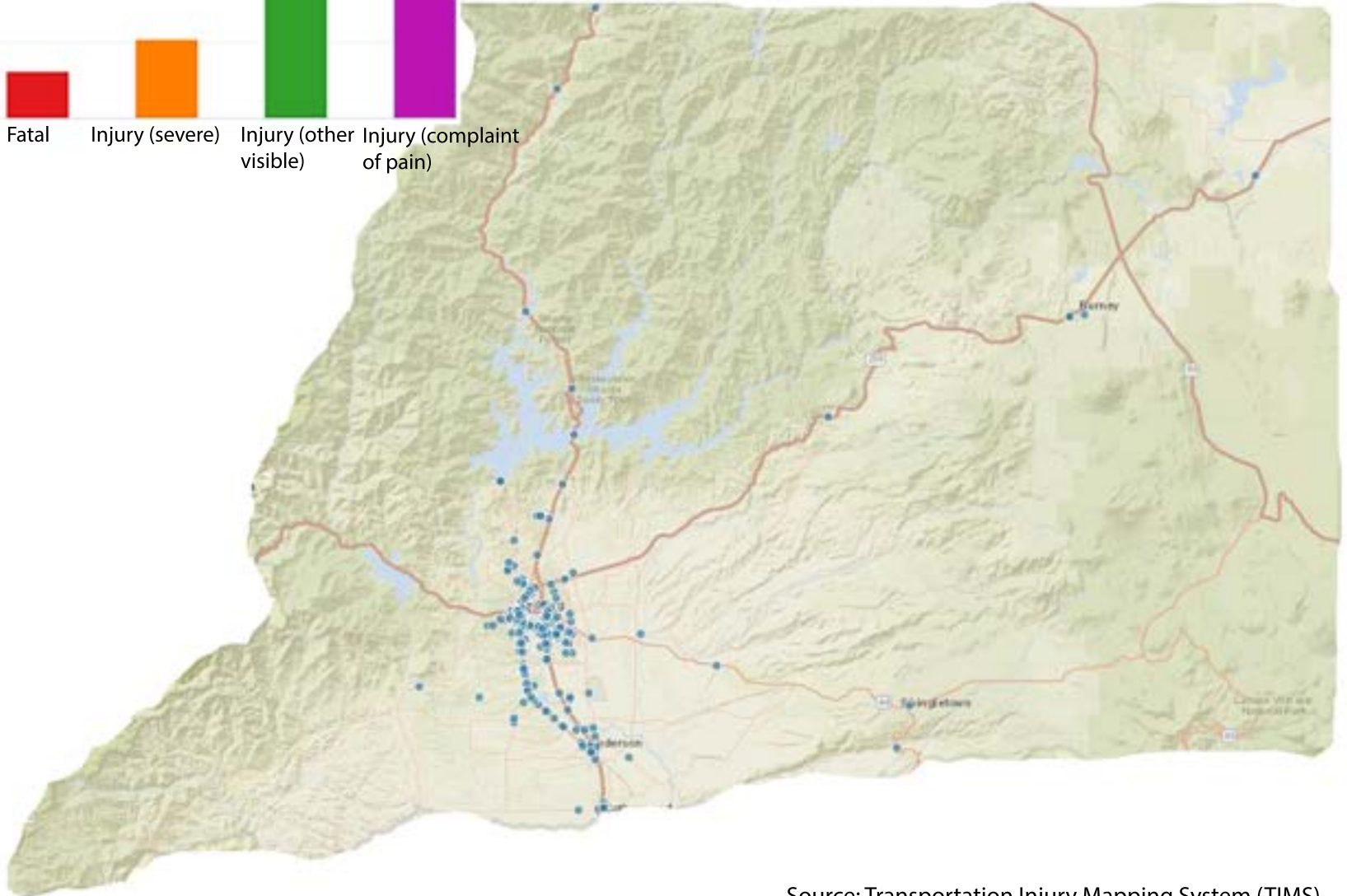
Number of crashes by severity
202 crashes



Source: Transportation Injury Mapping System (TIMS)

Pedestrian crashes in Shasta County (2015-2020)

Number of crashes by severity
300 crashes



Source: Transportation Injury Mapping System (TIMS)

Reported 2022 Crashes (Supplemental to TIMS data)

SR-273 reopens after crash
Monday night, man hospitalized hit by vehicle

Redding news roundup: Pedestrian suffers major injuries after being hit by driver



Pedestrian hit and killed in Redding
Friday morning



Man seriously injured following a hit-and-run crash on Interstate 5 (Redding, CA)

CHP: Pedestrian killed in early morning traffic collision south of Redding

Partial road closure following vehicle versus pedestrian on North Street

Hallie Williams pedestrian accident in Shasta County - Hallie Williams charged with DUI in Redding accident that injures 3



POLICEMAN INJURED IN PATROL CAR COLLISION ON 5 FREEWAY [REDDING, CA]

Pedestrian struck and killed on I-5 in Cottonwood

Pedestrian struck and killed on Parkview Avenue in Redding

Woman camping in tent killed by semi-truck in downtown Redding

Bicyclist struck by vehicle on Churn Creek Road in Redding

Pedestrian hit, killed in collision near Happy Valley after running into road, police say
Lawrence Alsenz killed in Redding pedestrian accident on Highway 273

Pedestrian hospitalized after being hit by vehicle in Redding

Sample Photos of Project Need

Hilltop Expansion- High vehicle speeds (posted limits of 35 and 45MPH) and volumes



Bike lane ends at transit stop, prior to narrow auto bridge connecting to regional shopping destinations.



Disconnected, narrow walking facilities.



Only narrow space on one side of the bridge for people walking and biking in two directions to share.

Victor North - High vehicle speeds (posted limits of 35 and 45MPH) and volumes



Walking facilities disappear on east side of the bridge over SR44. West side of bridge has a narrow sidewalk. No bike facilities on either side.

Loma Vista Drive - Opportunity to utilize a utility corridor for low-stress neighborhood connections



Disconnected network.

COSL Community Link Project - (Creates community-wide, low-stress AT network)



Students walk to school next to 45MPH+ traffic. Infrastructure often is often inadequate or non-existent.

Redding to Palo Cedro Connection - Three potential alignments (two w/narrow shoulder, three w/high-speed vehicles)



Alignment 1



Alignment 3



Alignment 2

Burney AT Network Expansion



Walking facilities disconnected, narrow, or deteriorated. In photo, no walking facilities on this section of SR299 which serves as a Main Street through Burney. Few crossing opportunities to access key destinations.



Disconnected active transportation facilities in Downtown Redding.

Shasta View



Disconnected or non-existent active transportation facilities on major north-south network corridor.

Rancho Road



Disconnected or non-existent active transportation facilities on major east-west network corridor.

Jenny Creek Trail of Lights



West Redding neighborhoods disconnected from downtown by high-stress SR299. No connection along Jenny Creek to Sacramento River Trail which lacks lighting for morning and evening commutes.

Park Marina + Garden Tract Traffic Calming



Disconnected and high-stress active transportation facilities along a riverfront corridor, which could be revitalized and become a destination street attracting business and vitality.

Railroad Avenue



Disconnected and high-stress active transportation facilities along a southern entry corridor through low-income neighborhoods into Downtown Redding.

NRATTL 2.0 (Environmental)



Disconnected and high-stress active transportation facilities along a major east-west corridor connecting to businesses, grocery stores, pharmacies, places of worship, Shasta College, and other key low-stress corridors.