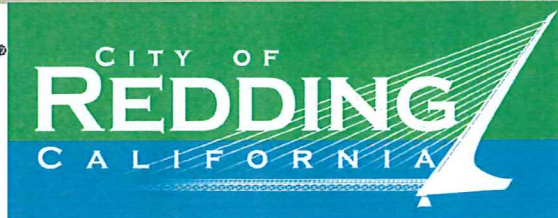


North Redding Active Transportation Trunk Line (NRATTTL) Project Study Report Equivalent



Introduction

The Shasta Regional Transportation Agency (SRTA), in partnership with Caltrans District 2 (D2), the city of Redding, and Shasta County are proposing using regional transportation improvement program shares to complete the PA&ED phase for the North Redding Active Transportation Trunk Line (NRATTTL) project. This phase would complete environmental for a walking and biking path that, once fully funded, would serve as the first, major, low-stress, east-west active transportation corridor (or “Trunk Line”) across North Redding. Once built, the project would seamlessly connect to D2’s complete streets improvements in the State Route (SR) 299 corridor funded through the SHOPP program. NRATTTL would also connect to the city of Redding’s new Northeast Crossing Trail, funneling people south into the existing and evolving regional trunk line network, providing a high-comfort experience for walking and cycling between communities and activity centers throughout Shasta County.

This project was the subject of an ATP Cycle 5 application. SRTA staff can make drawings and other application details not included in this document available upon request.

Location

NRATTTL generally follows the Lake Blvd./SR-299 corridor, a major east-west highway from Masonic Avenue, in the west, to Shasta College, in the east. Improvements are planned for various locations along Lake Blvd./SR-299, Market St./SR-273, Hawley Rd./Churn Creek Rd., College View Dr., and Collyer Dr. in the city of Redding and portions of Shasta County.

County	Route	PM Back	PM Ahead
Shasta	299	24.1	27.3
Shasta	273	18.5	18.8

Need and Purpose

Residents along the Lake Blvd./SR-299 corridor and near SR273, including members of disadvantaged communities, lack seamless active transportation connectivity to major destinations in the corridor. Specifically, existing-yet-incomplete complete streets facilities on and near SR273 (PM 24.1 to 25.2) and mostly missing facilities on and near SR299 (PM 25.2 to 27.3) limit access to healthy, economical, transportation alternatives, creating undue hardship for these individuals. The purpose of the NRATTTL is to improve the safety, comfort, and health of pedestrians and bicyclists traveling along the corridor by filling these complete streets gaps on and near SR273 and SR299 and providing a new trunk line complete streets facility adjacent to SR299 from PM 25.2 to 27.3. This trunk line will serve as a regional backbone facility that connects to feeder routes (existing and planned local walking and biking facilities) or other trunk lines and close a high-demand gap by improving connectivity to major employment centers, schools/colleges, neighborhoods, fresh groceries, and places of worship.

Scope of Work

SRTA, in partnership with D2, city of Redding, and Shasta County, seeks to prepare the environmental phase for a continuous, separated, shared-use side path for bicyclists and pedestrians along the heavily traveled SR299/Lake Blvd. corridor, and implement related sidewalk/crosswalk, traffic safety, lighting, landscaping improvements, traffic calming, and other features, where no complete streets facilities exist, to maximize safety and comfort. Also proposed are spot improvements just north and south of SR299, along SR273. The scale and scope of these improvements are dependent on parallel efforts to secure complete streets funding for SR273 but may include lighting, landscaping, and other improvements. 2.9 Miles of active transportation facilities are proposed.

Proposed Project Schedule

Project Schedule	Proposed
Project Study Report Approved:	1/15/2022
Begin Environmental (PA&ED) Phase:	8/15/2026
Circulate Draft Environmental Document (Document Type: ND/MD):	2/1/2028
Draft Project Report:	6/15/2028
End Environmental Phase (PA&ED Milestone):	10/20/2028

Amendment (Existing Project) ☐ YES ☒ NO					Date 01/13/2022 15:22:26	
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
02				Shasta Regional Transportation Agency		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Shasta	299	24.100	27.300			
Shasta	273	18.500	18.800	MPO	Element	
				SHASTA	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Keith Williams			530-262-6192	kwilliams@scta.ca.gov		

Project Title

North Redding Active Transportation Trunk Line (NRATTL) Environmental

Location (Project Limits), Description (Scope of Work)

Environmental for an east-west, shared-use side path on Lake Blvd./SR-299 for pedestrians and bicyclists to connect with major activity centers, schools, and adjacent bike paths in the corridor. Residents along the Lake Blvd./SR-299 corridor and near SR273, including members of disadvantaged communities, lack seamless active transportation connectivity to major destinations in the corridor. Specifically, existing-yet-incomplete complete streets facilities on and near SR273 (PM 24.1 to 25.2) and mostly missing facilities on and near SR299 (PM 25.2 to 27.3) limit access to healthy, economical, transportation alternatives, creating undue hardship for these individuals. The purpose of the NRATTL is to improve the safety, comfort, and health of pedestrians and bicyclists traveling along the corridor by filling these complete streets gaps on and near SR273 and SR299 and provide a new trunk line complete streets facility adjacent to SR299 from PM 25.2 to 27.3.

Component	Implementing Agency		
PA&ED	Shasta Regional Transportation Agency		
PS&E	Shasta Regional Transportation Agency		
Right of Way	Shasta Regional Transportation Agency		
Construction	Shasta Regional Transportation Agency		
Legislative Districts			
Assembly:	1	Senate:	1
		Congressional:	1
Project Milestone		Existing	Proposed
Project Study Report Approved		01/15/2022	
Begin Environmental (PA&ED) Phase			08/15/2026
Circulate Draft Environmental Document	Document Type	ND/MND	02/01/2028
Draft Project Report			06/15/2028
End Environmental Phase (PA&ED Milestone)			10/20/2028
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

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Purpose and Need

Carry out the environmental phase for a safe alternative means to traditional vehicular travel to key attractions in the Lake Blvd./SR299 corridor. The east-west corridor would include a shared-use side path for pedestrians and bicyclists to connect with major activity centers, schools, and adjacent bike paths. Residents along the Lake Blvd./SR-299 corridor and near SR273, including members of disadvantaged communities, lack seamless active transportation connectivity to major destinations in the corridor. Specifically, existing-yet-incomplete complete streets facilities on and near SR273 (PM 24.1 to 25.2) and mostly missing facilities on and near SR299 (PM 25.2 to 27.3) limit access to healthy, economical, transportation alternatives, creating undue hardship for these individuals. The purpose of the NRATTTL is to improve the safety, comfort, and health of pedestrians and bicyclists traveling along the corridor by filling these complete streets gaps on and near SR273 and SR299 and providing a new trunk line complete streets facility adjacent to SR299 from PM 25.2 to 27.3. This trunk line will serve as a regional backbone facility that connects to feeder routes (existing and planned local walking and biking facilities) or other trunk lines and close a high-demand gap by improving connectivity to major employment centers, schools/colleges, neighborhoods, fresh groceries, and places of worship.

NHS Improvements ☒ YES ☐ NO Roadway Class 1 Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	2.9

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Additional Information

This project only funds the environmental phase for the North Redding Active Transportation Trunk Line project. Funding will be sought from other sources to complete the other phases of project development.

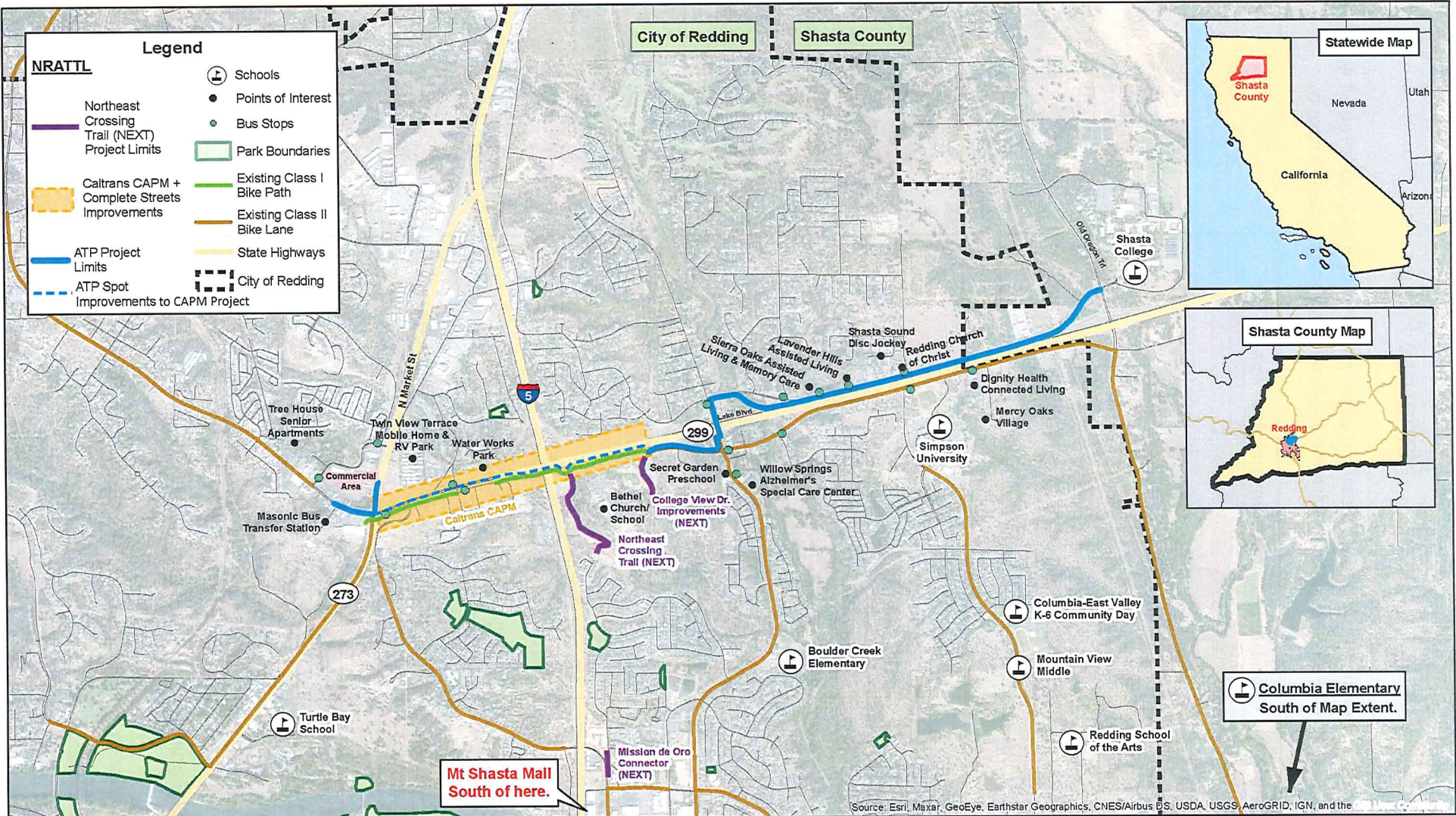
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
02	Shasta, Shasta	299, 273			
Project Title					
North Redding Active Transportation Trunk Line (NRATTL) Environmental					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									Shasta Regional Transportation Agen
R/W SUP (CT)									Shasta Regional Transportation Agen
CON SUP (CT)									Shasta Regional Transportation Agen
R/W									Shasta Regional Transportation Agen
CON									Shasta Regional Transportation Agen
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)						2,564		2,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL						2,564		2,564	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Shasta Regional Transportation Agen
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)						2,564		2,564	RIP funding is expected to meet 100% of the PA&ED need.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL						2,564		2,564	

North Redding Active Transportation Trunk Line (NRATTTL)

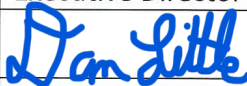


Sources: Shasta County, City of Redding, Caltrans & US Census Bureau.

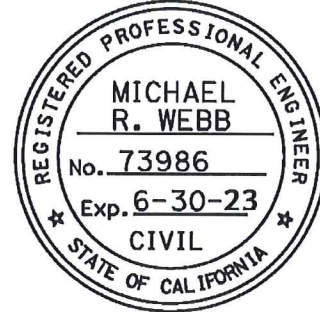


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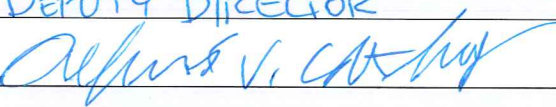
Shasta Regional Transportation Agency staff prepared this project study report equivalent document, and Caltrans concurs with the engineering aspects included herein.

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