APPENDIX A
Engagement Documentation

Redding Active Transportation Network Expansion
Virtual Community Meeting – May 5, 2022
Meeting Summary

Introduction:

On Wednesday, May 4th from 5:30-7:00 p.m., the Shasta Regional Transportation Agency (SRTA) in partnership with the City of Redding, , Caltrans, and the Shasta County Health and Human Services Agency held a Virtual Community Meeting for the Redding Active Transportation Network Expansion. Below is a list of project team members that were in attendance:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittleson & Associates
- Chris Romano, Kittleson & Associates
- Kristen Lohse, Toole Design
- Katie DeMaio, AIM Consulting
- Fionna Ferreras, AIM Consulting
- Dan Bartleson, Evan Brooks Associates

Community Meeting Attendees

A total of 10 community members attended the Virtual Open House via Zoom.

The objective of the virtual Community Meeting is to get the communities thoughts on opportunities and challenges to improve walking and biking around the City of Redding. The agencies are working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

About the Project:

Shasta Regional Transit Agency's purpose for this network project and meeting is to prepare grant-competitive strategies and improvements for the local roadway network in order to: Increase safety and mobility for all modes of travel, enhance public health, increase the number of walking and biking trips, ensure underrepresented communities fully share in project benefits.

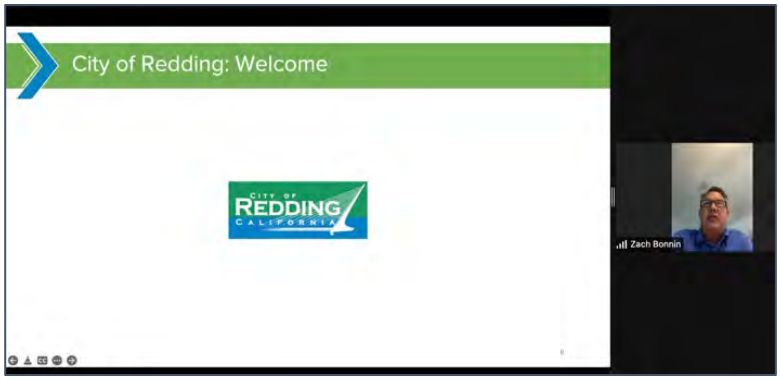
Meeting Format, Objectives, and Purpose

The meeting was held online through Zoom. First, Katie DeMaio with AIM Consulting welcomed

attendees, went through a zoom orientation, and introduced the project team and agenda. Next Katie introduced a live "Let's Meet You" poll where the participants were asked a series of three questions with the results below:

- What brings you to the City of Redding?
  - Results: 6 community members responded that they lived in the area
- Aside from driving, how do you get around the City of Redding
  - Results: 3 community members responded that they walked, 2 walked, and 1 only drive
- What would encourage you to walk and bike to your destinations?
  - Results: 3 voted for slowing down cars/vehicle traffic, 2 voted for better or more complete sidewalks; 3 voted for better or more complete bike lanes, and 2 for better lighting

City of Redding Welcome:

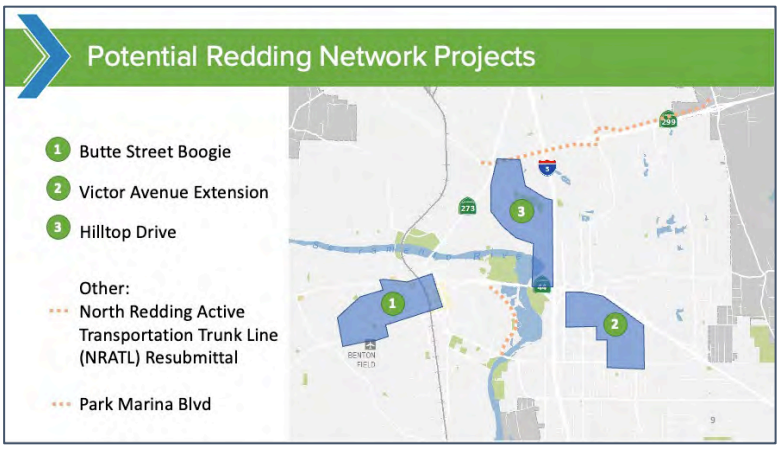


Katie next introduced Zach Bonnin from the City of Redding for a short welcome. Zach talked about the importance of improving the transportation network in the community and what safer transportation could look like. He talked about how the City approaches projects like this and what fits the grant application process the best. He talked about gathering the stakeholder input that will be presented here today and talking to the community about the zones and applications the City plans to put forward this year. He is looking forward to the input to help build a better application and overall transportation network. Finally, he talked about the importance of creating better connections throughout the neighborhoods to both help slow speeds but also as a trail facility access.

Project Information:

The program next turned to Keith Williams from SRTA who explained the overall project background, goals, and information. Much of this section was focused on how SRTA gets projects, identified from planning efforts and what makes them grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. Keith's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals through the public input putting into context how important meetings like these are for input. Keith ended by encouraging community members to reach out to him directly after the meeting to share stories and experiences with transportation around town, personal stories direct from the community will really support this grant effort.

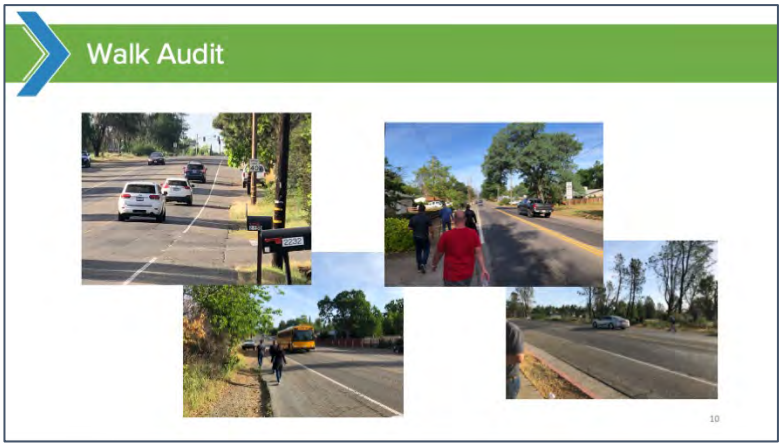
Potential Redding Network Projects



Keith then introduced Matt Braughton from Kittleson & Associates to talk about the potential Redding network projects and them being neighborhood-focused. He pointed out the three current projects and neighborhoods including Butte Street Boogie, Victor Avenue Extension, and Hilltop Drive. He also mentioned they are still collecting input for two other projects: North Redding Active Transportation Trunk Link (NRATTL) and Park Marina Boulevard. All comments on any of these projects are welcome during the meeting.

Community Engagement:

Matt next explained what the project team has been up to with the City of Redding. He explained that they conducted an all-day walk audit with community members and stakeholders in the area. They were able to get out and see some of the larger roads like Victor Ave to understand some of the current conditions and what can be improved. He also explained that the project team visited the local schools to understand what better network can be provided to get children to and from school safely.



Current Conditions in the City of Redding

The next few slides from Matt's presentation highlighted the current conditions in the City both identified by the students and through the walk audit with stakeholders. He highlighted some of the improvements the City has made already while also mentioning room for improvements including:

- New walking and biking facilities are being built
- Neighborhood streets could make comfortable connections with small changes
- Some school crossings can be enhanced
- Major street crossing pose challenges for people walking and biking
- There are sidewalk gaps that limit walking connections

Potential Network of Projects in the City of Redding:

Matt then showed a series of slides highlighting the current active transportation network projects, talking about the current conditions of what they saw and what potential improvements could look like.

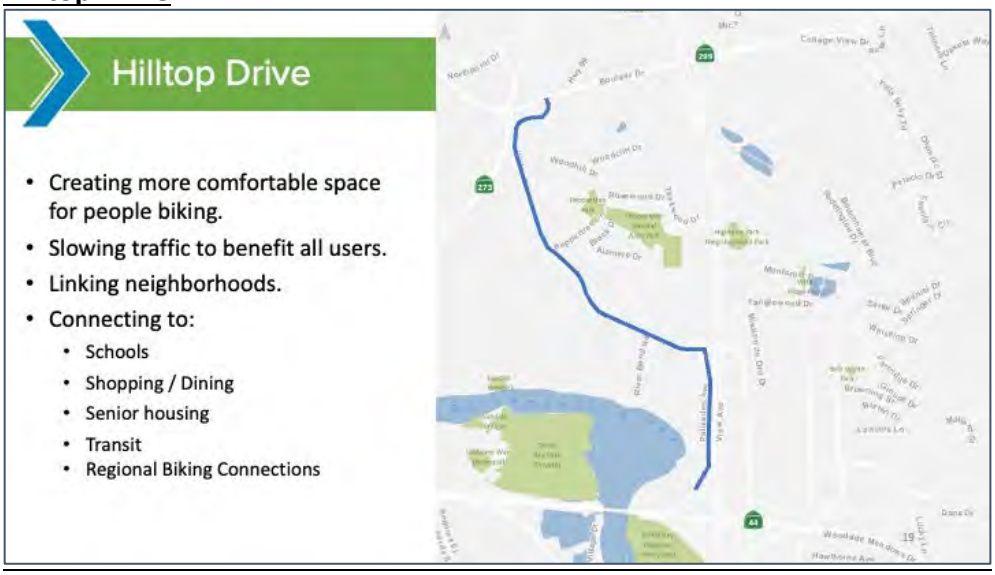
Butte Street Boogie

The first neighborhood is Butte Street Project which looks at neighborhood greenways primarily with additional connection points. Its focus is to slow traffic to make it more comfortable to bike in the street, how to formalize the existing route, fill in sidewalk gaps, and add crosswalks and curb ramps. The focus of this project is to provide connections to schools, downtown, transit & bike centers as well as regional biking connections.

Victor Ave

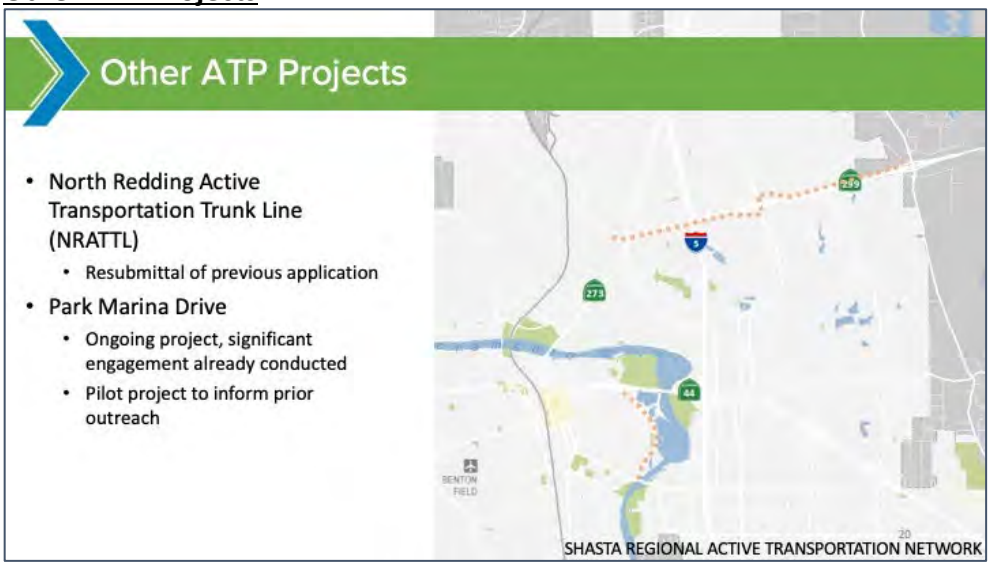
For the Victor Avenue neighborhood project, the goal is to extend the current project by extending the planned path and traffic calming south on Victor. Potential improvements will slow traffic on Mistletoe for school crossings, create comfortable connections on neighborhood streets, fill sidewalk gaps, and add crosswalk and curb ramps creating those connections to local destinations in the neighborhood.

Hilltop Drive



Matt turned the program over to Kristen Lohse from Toole Design to talk about the Hilltop Drive project and the work her team has put into it so far. Kristen explained the Hilltop neighborhood project has similar themes to the prior projects. This area already has bike lanes and walking paths but there is room for improvements to make them more comfortable for people biking and walking. The goal is to slow traffic to benefit all networks and help better link neighborhoods. This project will extend north all the way down Hilltop and create a neighborhood bikeway to connect to local trails and roadways.

Other ADT Projects



Matt highlighted the other ATP projects that they are looking for input including the North Redding Active Transportation Trunk Link (NRATTL) that is currently resubmitting of its previous application and on Park Marina Drive to help with the ongoing project, and help the City apply

for a pilot project to inform prior outreach and engagement to find what is the ideal solution for this important project.

Map Activity/Question & Answer Session

To get an understanding of the public's thoughts on the active transportation network potential Katie DeMaio from AIM Consulting came back to facilitate a map activity using a MIRO map. Questions were asked to the community and each answer was populated on the map into the section corresponding to the questions. Below is a summary of the results.

Miro Map Comments –

Question: Do you walk or bike? If not, why?

- Parking in bike lanes is a problem.
- I walk or run in my neighborhood on trails.
- I currently only drive because of the distance from the airport
- A younger community member shared that the bus routes running in circles rather than north/south and east/west made getting to locations around town difficult.
- Many students that attend Manzanita live on the north side of 299, we need slower vehicles and more crossings on Eureka Way to connect neighborhoods and schools with other neighborhoods and schools north of Eureka Way and River Trail.
- oh yes! Parking in bike lanes- even City of Redding, REU vehicles do it and I just don't think some people know not to do it
- The new Hill Country Clinic off Churn Creek could use a bus connection.
- Especially on Sundays!!
- Can we change the timing signal westbound on Shasta at Court?

Question: What are some key places you would like to travel to on foot or bike, or that you think others might want to travel to?

- Hilltop and Lake Blvd.
- Bridge
- Concerns about secure bike parking and lack of bike lanes
- Drowing St.
- Eastside road
- Getting to Pine Street – Safeway
- Crossing the railroad tracks on Placer St.
- Sidewalks are incomplete on Mistletoe, and they change sides. It is difficult when walking or biking because the sidewalk disappears partway through.
- Diagonal parking on Tehama and Oregon is not friendly to cyclists. I make my kids use the sidewalk on those streets and then that runs into issues for sight distance.
- more neighborhood streets closed to "through traffic" around the butte area would be nice- not totally closed to cars, but discouraging cut through helps
- Manzanita school. Lots of car traffic making it difficult for kids to walk and bike
- I walk to Trader Joe's and occasionally up to the Hilltop entrance to Turtle Bay.
- more neighborhood streets closed to "through traffic" around the butte area would be nice- not totally closed to cars, but discouraging cut through help
- Extend what's been done at Eastside and Polk south. Just make it more pleasant with paint and landscaping - lots of transient activity now as there are no eyes on that area
- Excited that Hilltop is listed in the projects. Improved sidewalks and bike lanes will allow us to walk/bike more to Lake Blvd (Raley's/Starbucks/etc.) and to Trader Joe's and connect to the trail behind Best Buy.
- For curb ramps, senior residents have mentioned that the entries are often narrow and difficult to turn into.
- Yes, grocery stores and fresh fruits and veggies within walking distance of downtown would be great
- I'm new to Redding and was shocked to find out I can't get to Sacramento easily unless I drive... and even that's not easy... I have to get to the East Coast often and driving 2 hours to park a car and pay for many days and then drive back 2 hours after a long flight is one reason I would leave Redding :(
- Bike Lanes- Court Street, Shasta Street, Pine Street
- The whole hilltop area is very scary to bike or ride around!

Question: Are there areas where you feel unsafe biking or walking? Be specific: what makes you feel unsafe about these places?

- As a side, I really like biking down the new Market Street in both directions. Super slow, hardly any traffic.
- Stripping not consistent
- Placer St. is challenging to cross when not at a light.
- Trails through open space linking Placer to Butte St. Boogie, school, market

- A better route to Anderson. 273 has a good shoulder for most of it but lots of cars and high speeds.
- Center Street/Riverside is great. Victor improvement needs to go through to Old Alturas. Mistletoe doesn't get you on a travel path forward. Old Alturas gets you to Browning to the Dana To downtown
- South of the I5 Bridge on Hilltop is very scary for cyclists. They have to merge over to avoid a right-turn lane into a shopping center. Drivers are coming down the hill (south) very fast.
- A crosswalk on Hilltop at the SRT would really make the area more walkable.
- Crossing Churn Creek for east/west is a problem. The bridge on Old Alturas is narrow. Churn Creek/Bonnyview is narrow with high traffic and going to get worse.
- Diagonal parking on Tehama and Oregon is not friendly to cyclists. I make my kids use the sidewalk on those streets and then that runs into issues for sight distance.
- Hilltop Dr in front of senior development is a mess right now.
- Not in our focus areas, the last section of sidewalk on Canby approaching the Browning/Canby intersection is missing. I see many people trying to navigate a very narrow stretch of pavement to the sidewalk further up. It also needs lighting.
- Butte Street Boogie--walking over the railroad crossing Downtown is very uncomfortable, no sidewalk connectivity.
- Timing of light on Shasta and Court
- In downtown Taheima to Sacramento trail, the timing of light is long on Shasta and Court
- For downtown residents, they have mentioned issues with the transition from the high center of the road to curb ramps (nearly tipping their motorized chairs).
- A sign at Mt. Shasta Mall where Dana to DT Trail starts is needed. Not a friendly, welcoming area near Chick Fillet where the trail starts. The trail starts next to the drive-thru! Yikes!
- Few ways to get to the grocery stores near the new apartments in downtown
- Park Marina Drive could use more crosswalks. A lot of pedestrians dart across the street to get to Park Marina Plaza.
- Mistletoe
- Bulb outs at Shasta and Manzanita Hills near Manzanita school were not conservative enough. The intersection is still way too big (possibly for busses??) but lots of students walk this intersection

Question: Are there any places or locations where you or someone you know has had a near miss or crash?

- Shasta and Pine
- The Crossing of South Market Street (273) from California to Dangelo (I think that is the name) is the scariest part of my bike commute to work. After that, I take the neighborhood streets to Eastside to work. Eastside has FAST cars and I get honked At Mesa and Placer the curb does not dip down so you can't exit or enter the sidewalk if you're on wheels

- A lot of people I know do not feel comfortable traveling to or on the corner of California and Yuba.
- California Street, downtown
- Better crossing/bikeways to get to grocery stores like WinCo, Costco, Target, and Trader Joes. I can get along 44 from downtown via the river trail, but once on the east side of Redding- how can I safely get to WinCo without riding on sidewalks?
- A sign at Mt. Shasta Mall where Dana to DT Trail starts is needed. Not a friendly, welcoming area near Chick Fillet where the trail starts. The trail starts next to the drive-thru! Yikes!
- They have also mentioned scooters and bikes on the sidewalk.
- I think it's generally the construction and people around the area at night, especially during events. There is heavy vehicle and foot traffic on both streets. traveling along yuba towards deja vu
- Tons of people speed through olive
- The railroad is a scary road to bike or walks on and I never bike there, but a lot of people do and it's really hard to pass a person in a car without going left of the centerline
- Walking across the intersection of Shasta & Pine in Downtown Redding is a great place to get hit by a car. Drivers don't expect peds to be crossing the street and often don't watch for them.
- I mentioned this earlier, but the transition from the curb ramp. The most difficult was reported to be at Shasta St/California St. by the NAPA.

Transit and Housing Question: Do you know of anyone in assisted living. How do they get around?

- I see seniors walking along with Canby to and from the Canby/Browning intersection.
- Make ebikes super accessible! I know programs are coming, so any way we can support those programs (bike share, rebates) makes a difference in mobility
- As a younger person who moved here, that's a major improvement that could be made- a shuttle, bus, rideshare type mobility!
- South of cypress
- cheapest in town

Potential Improvements

After the informative map activity, Matt Braughton brought the group back together to talk about what potential improvements could look like around the Burney area and polled the community members to see if they support these improvements.

- Sidewalks/Side Paths and Curb Ramps
    - LIVE POLL: 9 community members were in support of new sidewalks and curb ramps
- Crossing Improvements
    - LIVE POLL: 2 community members saw trails/recreation access as the greatest need for crossing improvements while 7 saw the need for it on near major roadways (Eureka Way or Cypress Ave)

- Traffic Calming and Bike Routes
    - LIVE POLL: 9 community members were in support and 1 opposed traffic calming improvements
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes
    - No comments were put in the chat from community members

Next Steps

The meeting came to conclusion with the project team encouraging the public to reach out to them with any questions or concerns, and highlighting the next steps as follows:

- As soon as possible:
    - Send us additional thoughts on the proposed improvements
    - Send us accounts of close-calls or crashes with vehicles and people walking/biking on or near project corridors
    - Contact us for a video interview regarding these close-calls/crashes or how walking and biking will improve your life
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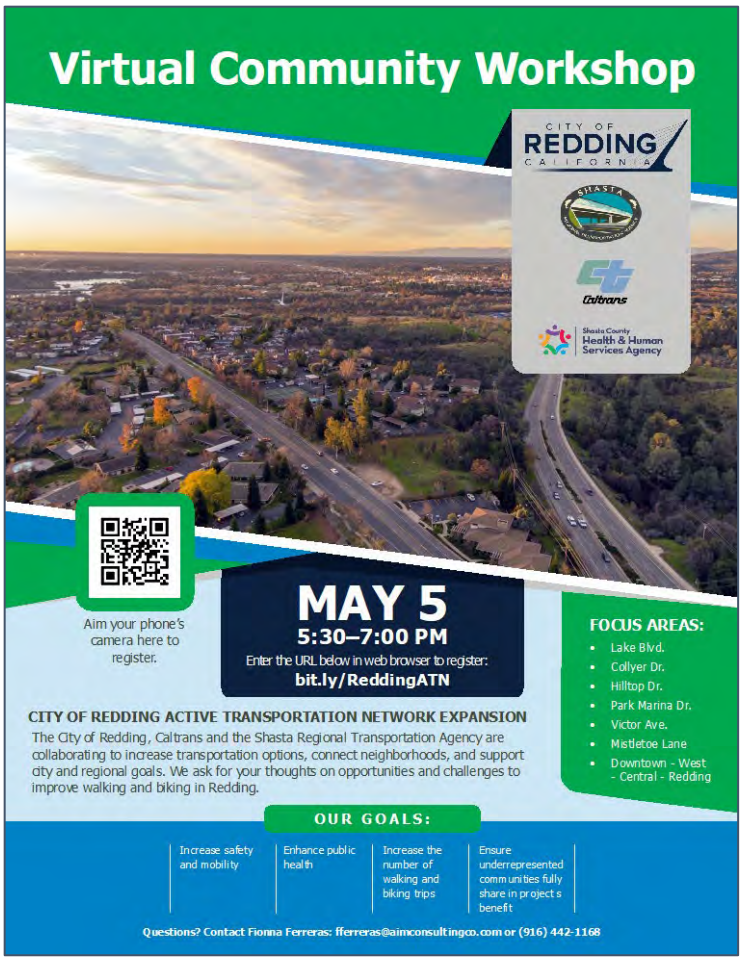


Workshop Flyer

Pit River Tribe/Burney Walking and Biking Network
Virtual Community Meeting – May 4, 2022
Meeting Summary

Introduction

On Wednesday, May 4th from 5:30-7:00 p.m., the Shasta Regional Transportation Agency (SRTA) in partnership with the Pit River Tribe, County of Shasta, Caltrans, and the Shasta County Health and Human Services Agency held a virtual community meeting for the Pit River Tribe/Burney Walking and Biking Network. Below is a list of project team members that were in attendance:

- Herb Quinn, Pit River Tribe
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittleson & Associates
- Chris Romano, Kittleson & Associates
- Katie DeMaio, AIM Consulting
- Fionna Ferreras, AIM Consulting
- Dan Bartleson, Evan Brooks Associates

A total of 17 community members attended the Virtual Open House via Zoom.

The objective of the meeting was to gather community feedback on challenges and opportunities that would improve walking and biking in Burney. The agencies were working collectively to increase transportation options, connect neighborhoods, and support local and regional goals.

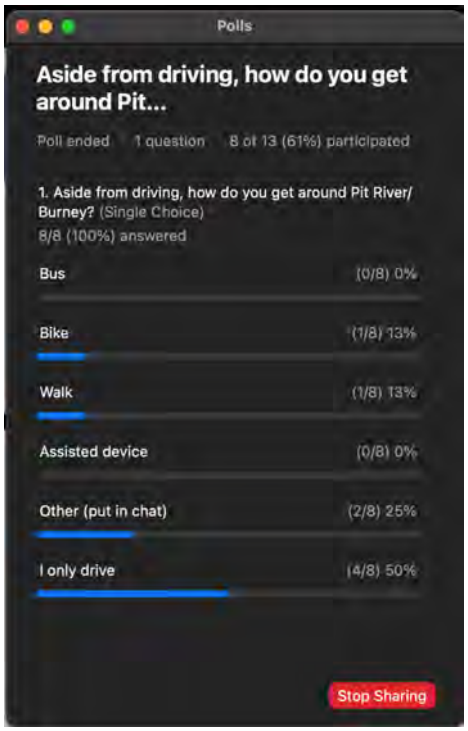
Project Description

Shasta Regional Transit Agency's purpose for this network project and meeting was to prepare grant-competitive strategies and improvements for the local roadway network in order to: increase safety and mobility for all modes of travel, enhance public health, increase the number of walking and biking trips, ensure underrepresented communities fully share in project benefits.

Meeting Format, Objectives, and Purpose

The meeting was held online through Zoom. First, Katie DeMaio with AIM Consulting welcomed attendees, went through a zoom orientation, and introduced the project team and agenda. Next Katie introduced a live "Let's Meet You" poll where the participants were asked a series of three questions with the results below:

- What brings you to Pit River/Burney
- Aside from driving, how do you get around Pit River/Burney?
- What would encourage you to walk and bike to your destinations?



Pit River Tribe Welcome

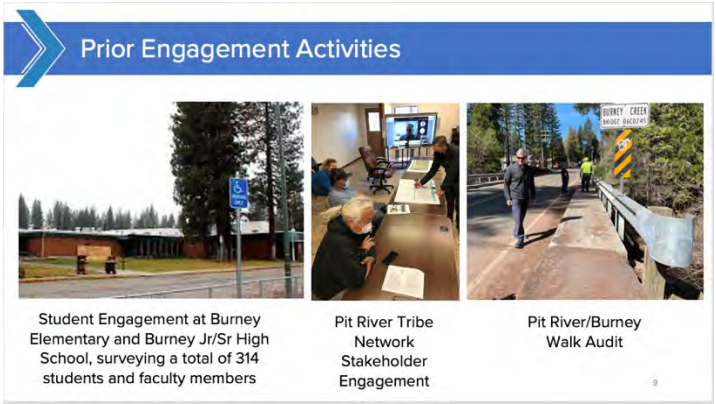
Katie next introduced Herb Quinn from the Pit River Tribe for a short welcome. Herb talked about the importance of improving the transportation network in the community and what safer transportation could look like. He mentioned previous work on the Pit River Tribe/Burney Bicycle Walkway Plan and how improvements like these are already making the community a better place to travel around. He is looking forward to working with SRTA on this grant application.

Project Information

The program then turned to Keith Williams from SRTA who explained the overall project background, goals, and information. Much of this section was focused on how SRTA gets projects, identified from planning efforts and what makes them grant-ready. He explained the background of the Active Transportation Program and how the grant funding is competitive for transportation projects. Keith's goal is to help identify projects that increase safety, public health, and the number of people walking and biking. Finally, he explained the process for grants starting with public engagement, then moving to context-appropriate designs, addressing safety issues and goals through public participation, putting into context how important meetings like these are for input. Keith ended by encouraging community members to reach out to him directly after the meeting to share stories and experiences with transportation around town, personal stories direct from the community will really support this grant effort.

Prior Engagement Activities

Keith then introduced Matt Braughton from Kittleson & Associates to talk about prior engagement activities for the network projects so far. Matt explained that they started with the student population at the local schools where we were able to engage over 300 faculty and students at the two schools. Students shared many comments including a story of a student's mom who was hit on Hudson street and emphasized the importance of having continuous facilities to help connect them to schools, stores, and friends' homes. In addition, we held a full-day walk audit for the Pit River Tribe Network where we were able to walk around the community and talk about what design processes could be implemented for improvement.



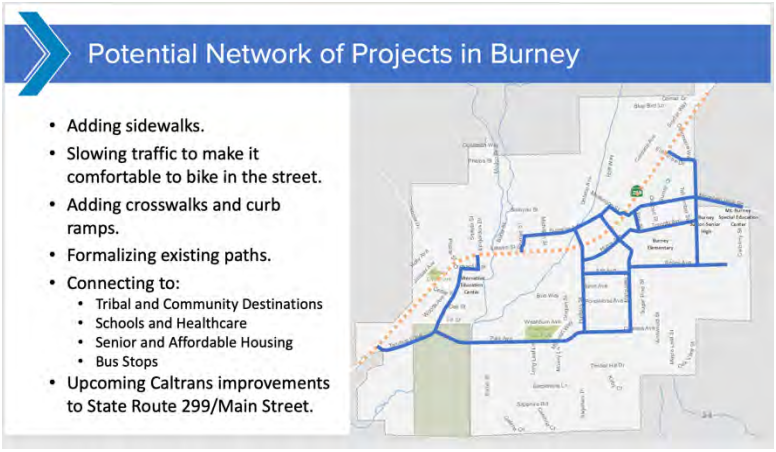
Current Conditions in Burney

The next few slides from Matt's presentation highlighted the current conditions in Burney both identified by the students and through the walk audit with stakeholders.

- There are no sidewalks and drivers sometimes speed
- Street crossings are limited and/or uncomfortable
- Desire lines and informal paths for walking and biking routes
- Limited uncomfortable crossings. Speeding drivers. No sidewalks and uncomfortable bike lanes with no separation from vehicles on SR299/Main St.

Potential Network of Projects in Burney

Matt then showed in a slide the opportunities to add sidewalks, slow traffic to make it comfortable to bike in the street, add crosswalks and curb ramps, formalize existing paths, connect to different tribal and community destinations, and upcoming Caltrans-Improvements to State Route 299/Main Street.



Map Activity/Question & Answer Session

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Miro Map Comments

Question: Do you walk or bike? If not, why?

- Use a bike every day
- Bike rack outside of the casino
- No kids riding bikes
- Walk to the shore
- More bike racks in safe places
- Walks and runs in the region of work
- Hudson snow issue
- 299 and Johnson Park, bike lane issue
- Durability all season
- Have an entrance on Park Avenue to West and Longleaf
- No bike shop in town
- Only bike shop in Redding, need a local bike shop

Question: What are some key places you would like to travel to on foot or bike, or that you think others might want to travel to?

- Easy access from Les Schwab to the shopping center
- Bike lanes along Hudson and Marquette
- Burney Creek

Question: Are there areas where you feel unsafe biking or walking? Be specific: what makes you feel unsafe about these places?

- Park Avenue to Hudson, no streetlights and street signs
- Unsafe along 299
- Safeway
- Hudson and Main

Question: Are there any places or locations where you or someone you know has had a near miss or crash?

- To slow traffic, add rumble strips on 299 entering town
- Kids go to Gepetto's for lunch
- Tamarack leads to 299 from casino
- Corner by McDonald's
- Library

Transit and Housing Question: Do you know of anyone in assisted living. How do they get around?

- Planning to design a road and bridge, leads to the tribe
- Park Avenue by the casino, Pit River Health service for transportation
- Sidewalks near Pit River Health Service would be wonderful
- Wyachi Village near store & casino – elder went uphill in wheelchair and driver coming out of casino hit the woman

Zoom Chat Comments –

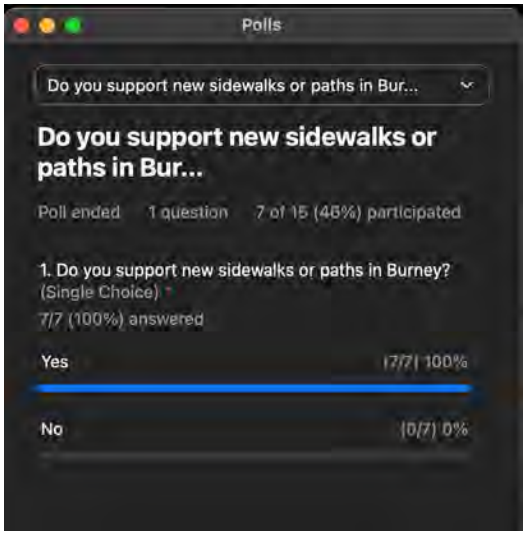
Map comments/General locations people would like to see improved:

- Easy access from Les Schwab to the shopping center across the street
- Bike lanes along Hudson Park and Marquette
- Unsafe along/across 299
- I concur that Park is a little scary
- I think the corner by McDonald's is unsafe. People pull out onto 299 like they are trying to race traffic. Would love to see a stoplight there.
    - I agree, I've seen people pull out quickly in front of others, maybe misjudging the speed
- I don't know if the lights in town have sensors for bikes
- Sidewalks near Pit River Health Service would be wonderful!
- To slow traffic, add rumble strips on 299 entering the town, starting after Jack Rabbit Flat
- Buffered lanes on 299
- Park Ave from Cameron to Hudson – fast traffic and no streetlights or signs
- Tamarack Ave where cars go fast to get to the casino or the gas station where it is the cheapest in town

Potential Improvements

After the informative map activity, Matt Braughton brought the group back together to talk about what potential improvements could look like around the Burney area and polled the community members to see if they support these improvements.

- Sidewalks/Side Paths and Curb Ramps
- Crossing Improvements
- Traffic Calming and Bike Routes
- Off-Street Paths, Buffered Bike Lanes, Separated Bike Lanes



Next Steps

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  - Send us accounts of close-calls or crashes with vehicles and people walking/biking on or near project corridors
  - Contact us for a video interview regarding these close-calls/crashes or how walking and biking will improve your life
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- Stakeholder meetings on project details
- Reveal public-informed designs for final comments
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Workshop Flyer

Burney High School Survey

1. Do you live in Burney?

◯ Yes ◯ No

2. In general, how do you get where you need to go?

	I use it	I don't but would like to.	I don't use it, and I'm not interested.
Driving (yourself)			
Biking			
Walking			
Scootering or Skateboarding			
Bus			

3. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

4. At the Burney Junior/Senior High School, which mode of transportation do you most witness your students currently using to get to school? (Select all that apply)

- ◯ Car with parents or driving themselves
- ◯ Bike
- ◯ Walk
- ◯ Bus
- ◯ Other:

5. When you are walking and biking around Burney, what issues do you encounter? (Select all that apply)

- ◯ This doesn't apply to me. I don't walk or bike in the area.
- ◯ Cars drive too fast and don't stop for me.
- ◯ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ◯ Security (For example: Not enough bike racks at my destinations).
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to bike, or it takes too long by bike.
- ◯ None of the above. Walking and bicycling in Burney is easy, safe, convenient, and affordable.
- ◯ Other: _____

6. What transportation issues do you see or hear students encounter? (Select all that apply)

- ◯ Cars drive too fast and don't stop for me.
- ◯ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ◯ Security (For example: Not enough bike racks at my destinations).
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to bike, or it takes too long by bike.
- ◯ None of the above. Walking and bicycling in Burney is easy, safe, convenient, and affordable.
- ◯ Other: _____

7. Which of the following places do you visit at least twice a month? (Select all that apply)

- ◯ Safeway
- ◯ Mt. Burney Coffee
- ◯ Gepetto's Pizza
- ◯ Subway
- ◯ Mcdonald's
- ◯ Burney Pool
- ◯ Burney Skate Park (Bailey Park)
- ◯ Alpine Drive-In
- ◯ Mudslingers
- ◯ Burney Bowl

8. Which improvements will have the biggest impact improving biking and walking in your area? (Select your top 2)

- ◯ Fix broken sidewalks and create more sidewalks
- ◯ Bike paths (off of the road)
- ◯ Barriers between cars and bicycles
- ◯ More bike lanes
- ◯ Speed bumps
- ◯ Street lights
- ◯ Crosswalk enchancements
- ◯ Other: _____

Burney High School Survey

1. In general, how do you get where you need to go?

	I use it	I don't but would like to.	I don't use it, and I'm not interested.
Driving (yourself)			
Biking			
Walking			
Scootering or Skateboarding			
Bus			

2. On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.

○ 1 ○ 2 ○ 3 ○ 4 ○ 5

○ 1 ○ 2 ○ 3 ○ 4 ○ 5

○ 1 ○ 2 ○ 3 ○ 4 ○ 5

○ 1 ○ 2 ○ 3 ○ 4 ○ 5

3. When you walk in Burney, what issues do you experience? (select all that apply)

- ◯ This doesn't apply to me. I don't walk around.
- ◯ Cars drive too fast or don't stop for me when crossing the street.
- ◯ There are not enough safe places to cross the street.
- ◯ There are not enough sidewalks, or sidewalks are broken.
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to walk.
- ◯ None of the above. Walking in Burney is easy, safe, and convenient.

4. When you bike in Burney, what issues do you experience? (Select all that apply)

- ◯ This doesn't apply to me. I don't bike around.
- ◯ Cars drive too fast and don't stop for me.
- ◯ The road isn't comfortable (For example: Not enough bike lanes on my way to destinations).
- ◯ Security (For example: Not enough bike racks at my destinations).
- ◯ It's too dark in winter or at night.
- ◯ I'm worried about my physical safety (such as crashes or injuries).
- ◯ The places I want to go to are too far to bike, or it takes too long by bike.
- ◯ None of the above. Walking and bicycling in Burney is easy, safe, and convenient.

5. Because of walking and biking issues, I have trouble getting to (select all that apply):

- ◯ School
- ◯ Parks, playground
- ◯ Work or job interviews
- ◯ Family or friends
- ◯ Fun activities like movies, shopping or sports
- ◯ Other: _____
- ◯ None of the above. I don't' have trouble getting to where I need to go.

6. Which of the following places do you visit at least twice a month? (Select all that apply)

- ◯ Safeway
- ◯ Mt. Burney Coffee
- ◯ Gepetto's Pizza
- ◯ Subway
- ◯ Mcdonald's
- ◯ Burney Pool
- ◯ Burney Skate Park (Bailey Park)
- ◯ Alpine Drive-In
- ◯ Mudslingers
- ◯ Burney Bowl

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- ◯ Barriers between cars and bicycles
- ◯ More bike lanes
- ◯ Speed bumps
- ◯ Street lights
- ◯ Crosswalk enchancements
- ◯ Other: _____

HOW I GET AROUND

Think about how you get to school! Draw or write your answers in the boxes below.

HOW DO YOU GET TO SCHOOL?

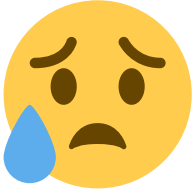
WHO ARE YOU WITH WHEN YOU GO TO SCHOOL?

CIRCLE ALL THE THINGS YOU SEE ON YOUR WAY TO SCHOOL

CIRCLE HOW YOU FEEL ON YOUR WAY TO SCHOOL:

Happy

Sad



Scared

Excited

DRAW A PICTURE OF YOU ON YOUR WAY TO SCHOOL

SHASTA REGIONAL ACTIVE TRANSPORTATION NETWORK

Pit River Tribe Active Transportation Network
Grant Charrette

April 7, 2022

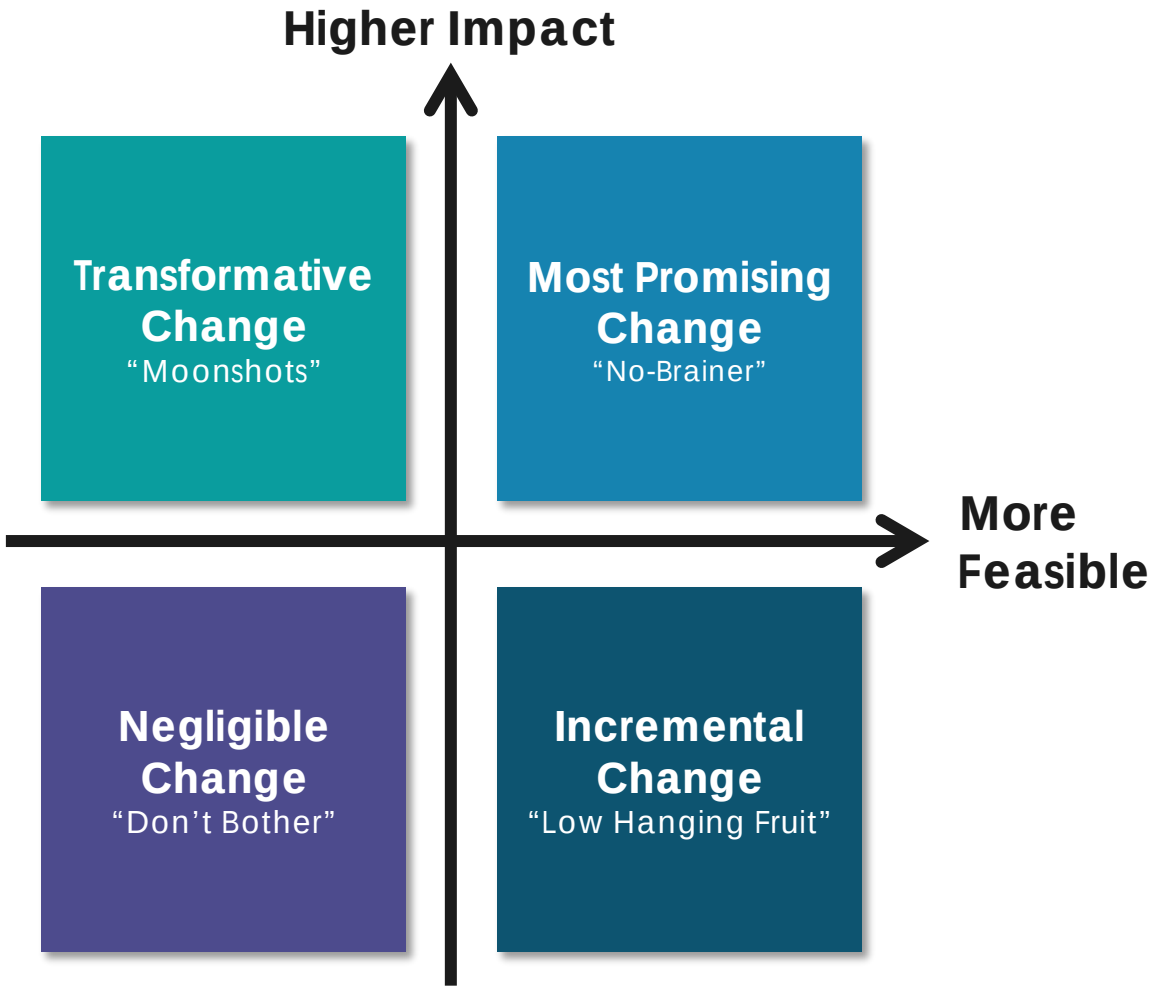
Introductions

- Name
- Role in the Community
- Biggest Challenge to Walking and Biking

Active Transportation Planning & the ATP Grant Program

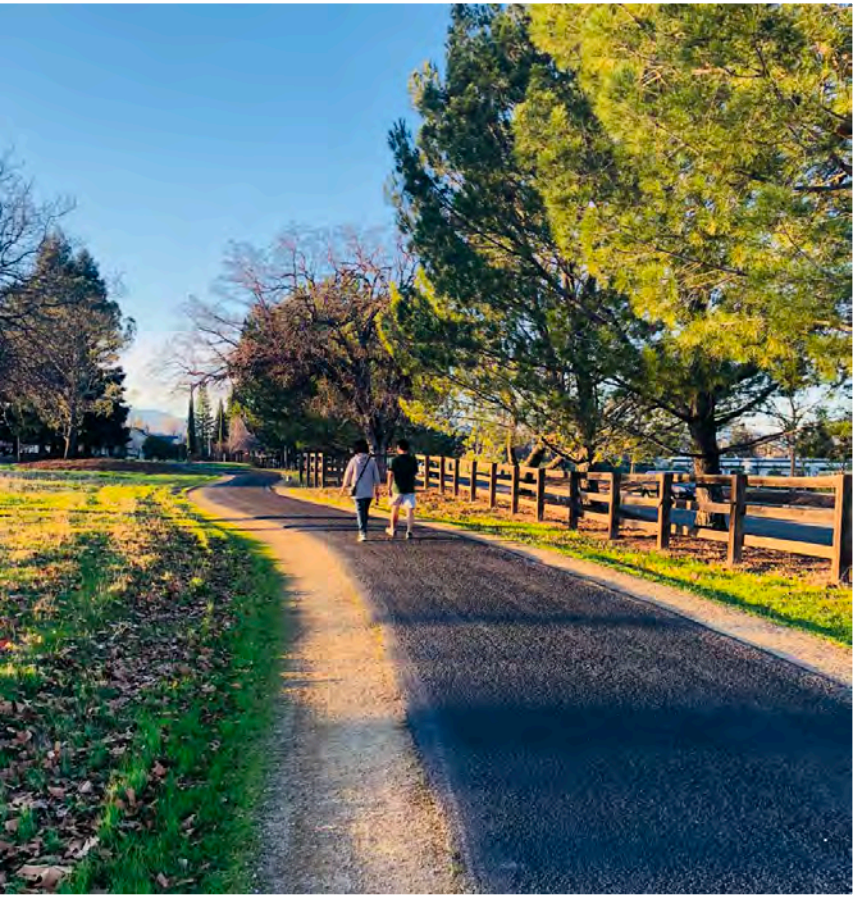
Impactful Projects

- Closing gaps and connecting destinations
- Addressing safety needs
- Designing for all ages and abilities
- Make it visible (wayfinding and awareness)



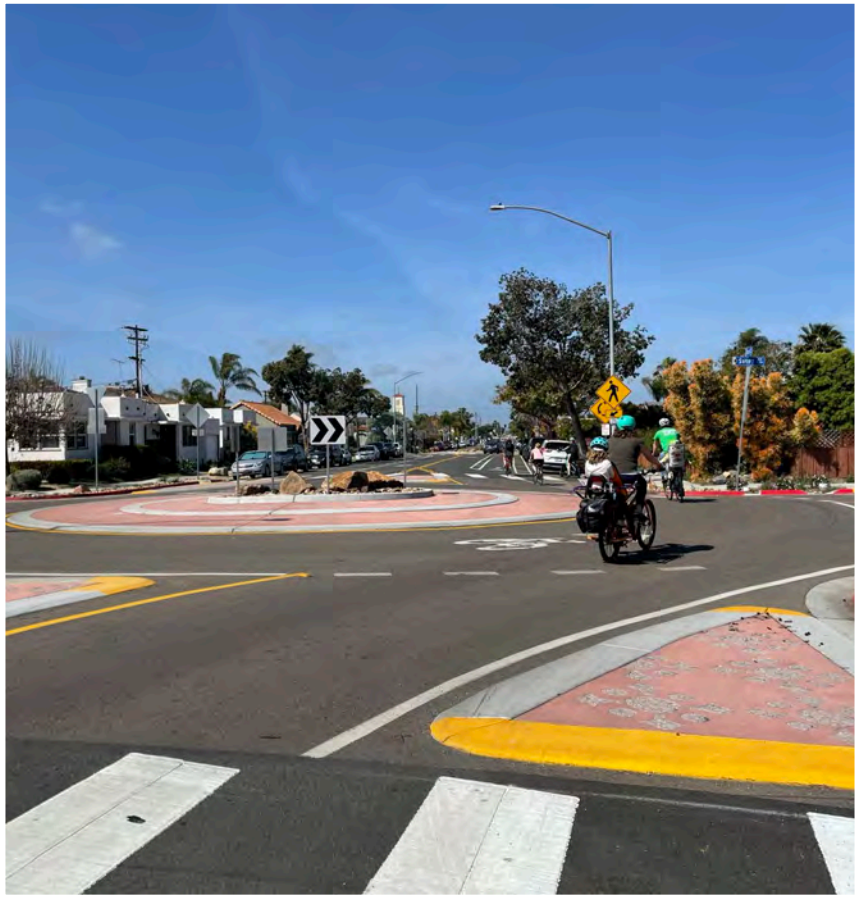
Planning for People of All Ages and Abilities

Types of Bikeways: Shared Use Paths (Class 1)



Types of Bikeways: Bike Lanes (Class 2)

Types of Bikeways: Bike Boulevards (Class 3)



Types of Bikeways: Protected Bikeways (Class 4)

ATP Scoring Criteria

1: Disadvantaged Communities (DAC) (10 Pts)

- Focused on demographics; median HH income, health impacts
- Discussion re: engagement with community
- Describe how the project benefits the community

2: Potential to Increase Users (38 Pts)

- Project Needs & how solutions address them
- Extra points for benefit to students

3: Potential to Reduce Collisions (20 Pts)

- Crash history OR safety need – why are people not biking now?
- How improvements address those needs

4: Public Participation & Planning (10 Pts)

- Strong engagement + documentation required
- Project should reflect community desires
- Ongoing outreach

5: Context Sensitive/Innovation (5 pts)

- Discuss how solutions fit the community context
- Discuss innovative treatments

6: Transformative Projects (5 pts)

- Aspects of the aspect which will transform the multimodal environment

7: Scope & Plan Consistency and Cost Effectiveness (7 Pts)

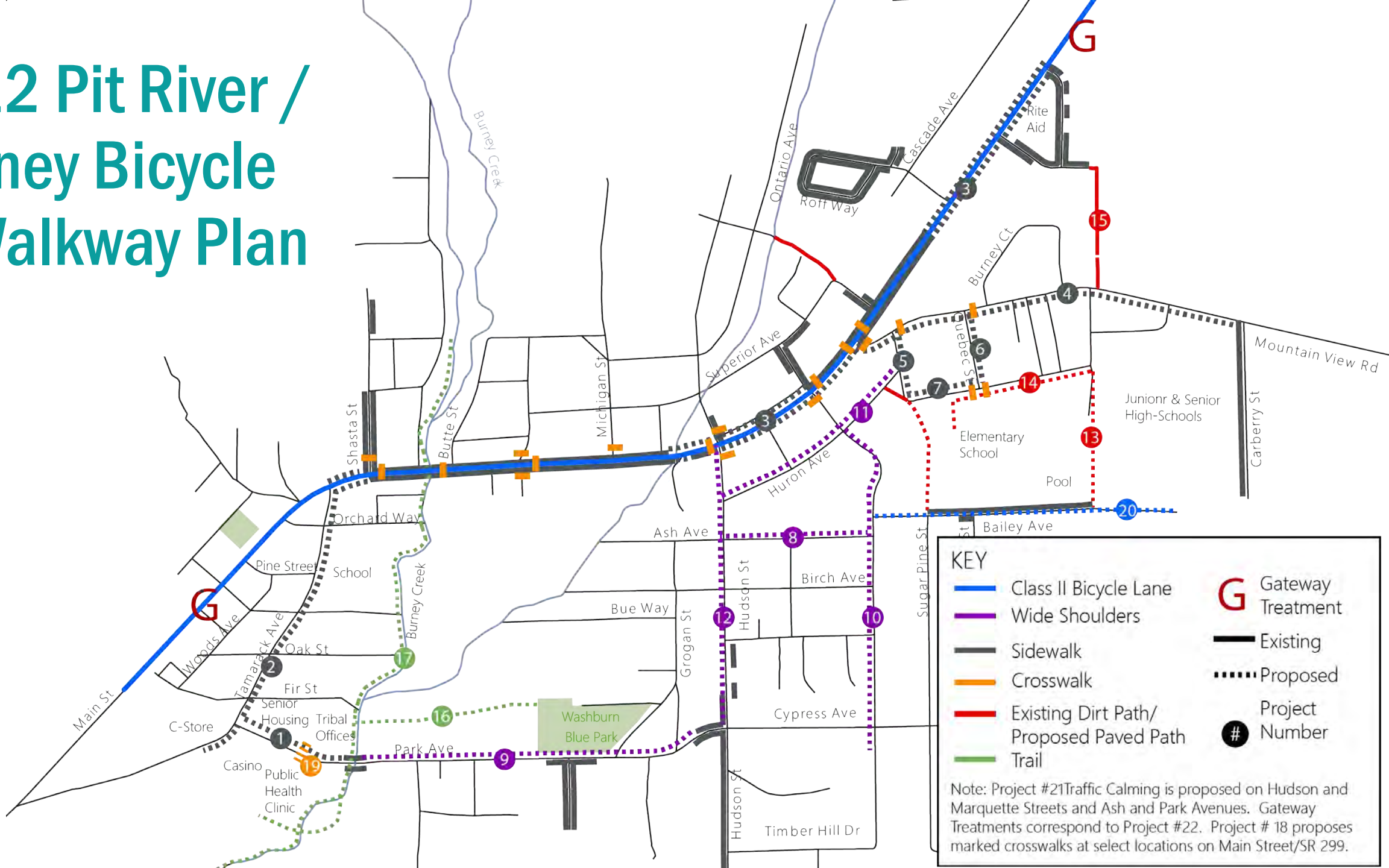
- Estimate, scope, project schedule, and engineer's checklist.

8: Cost Effectiveness (5 Pts)

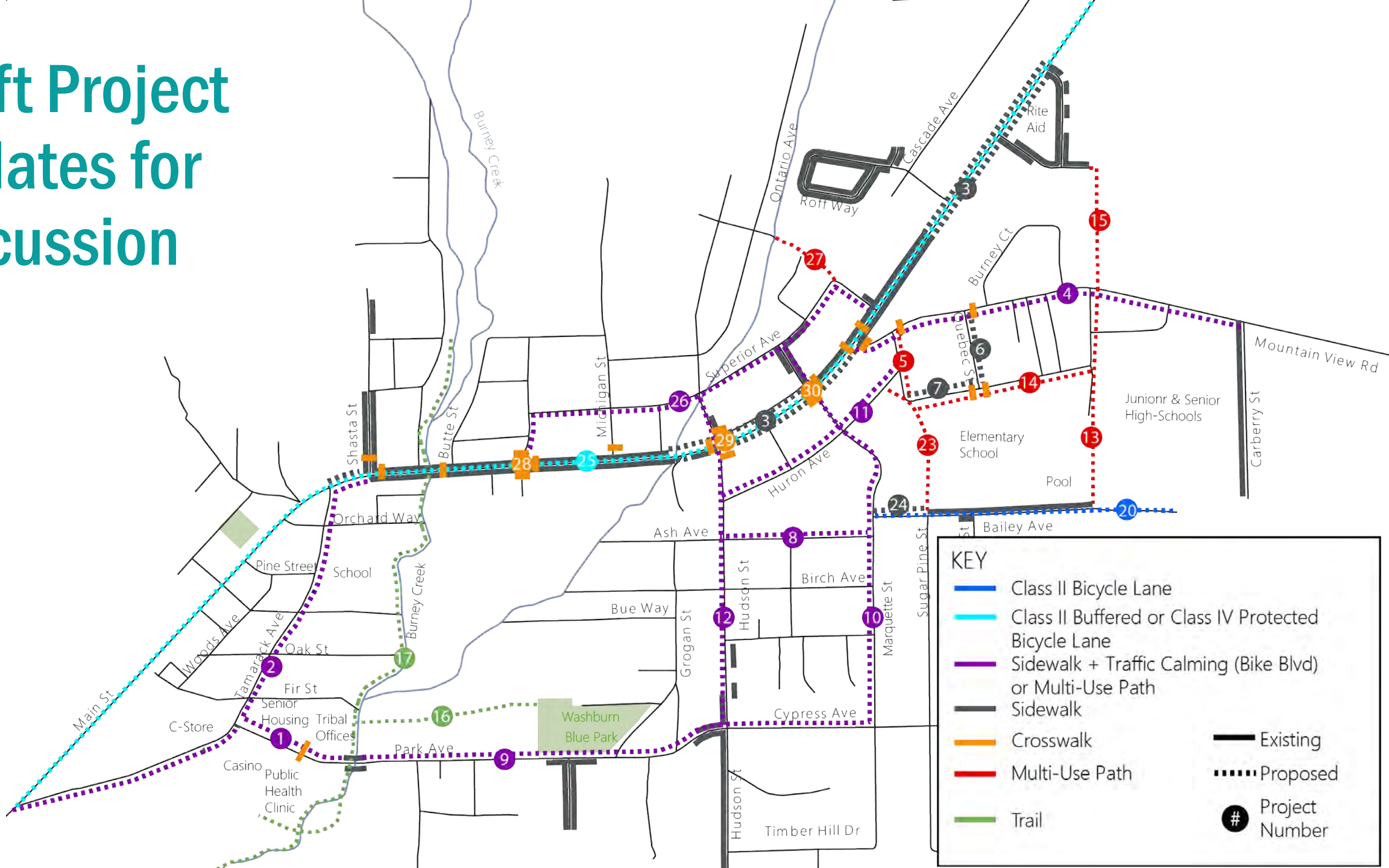
- Leveraging funds: ≥20% is required to gain full points.

Designing the Walking & Biking Network You Want to Achieve

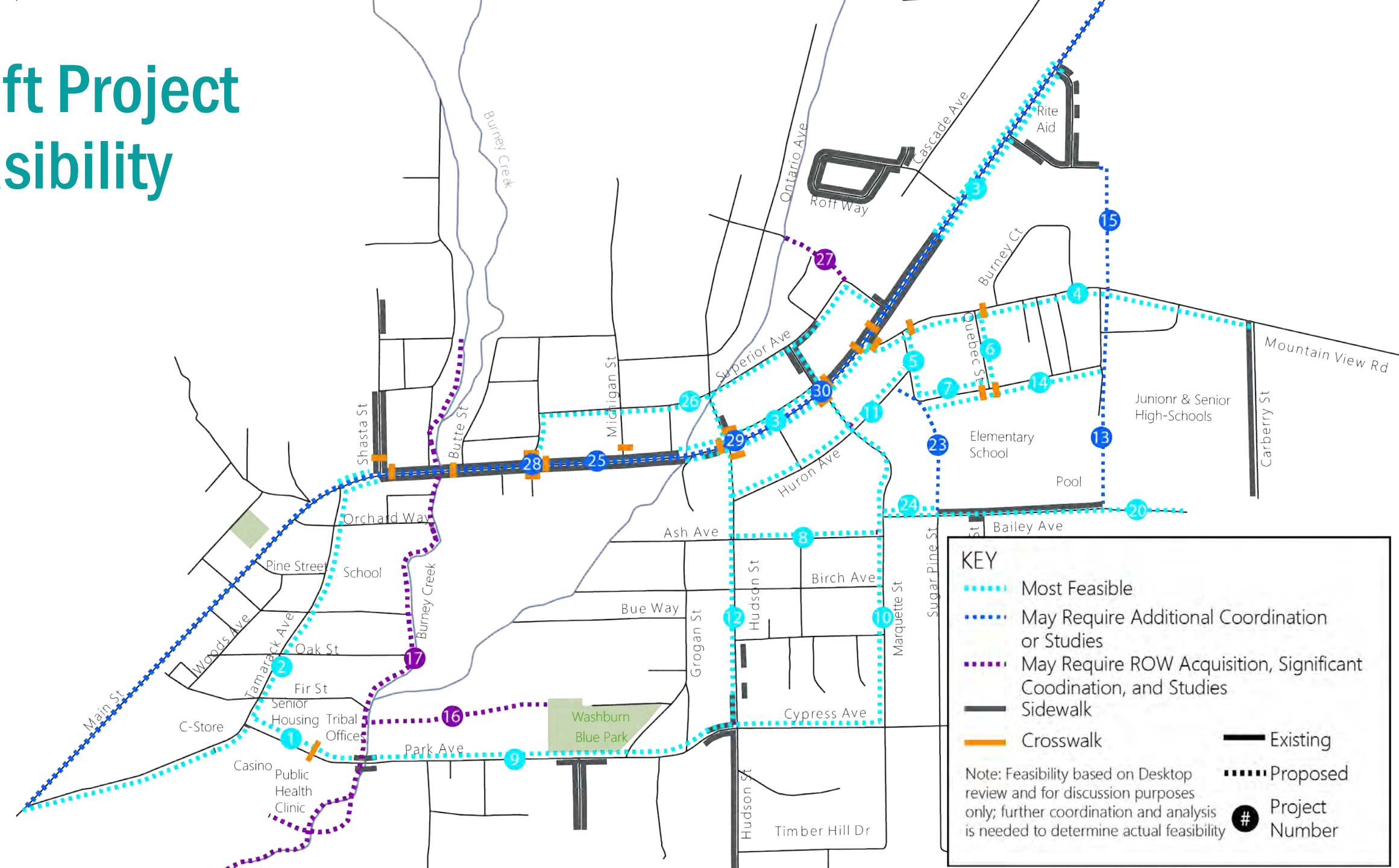
2012 Pit River / Burney Bicycle & Walkway Plan



Draft Project Updates for Discussion



Draft Project Feasibility

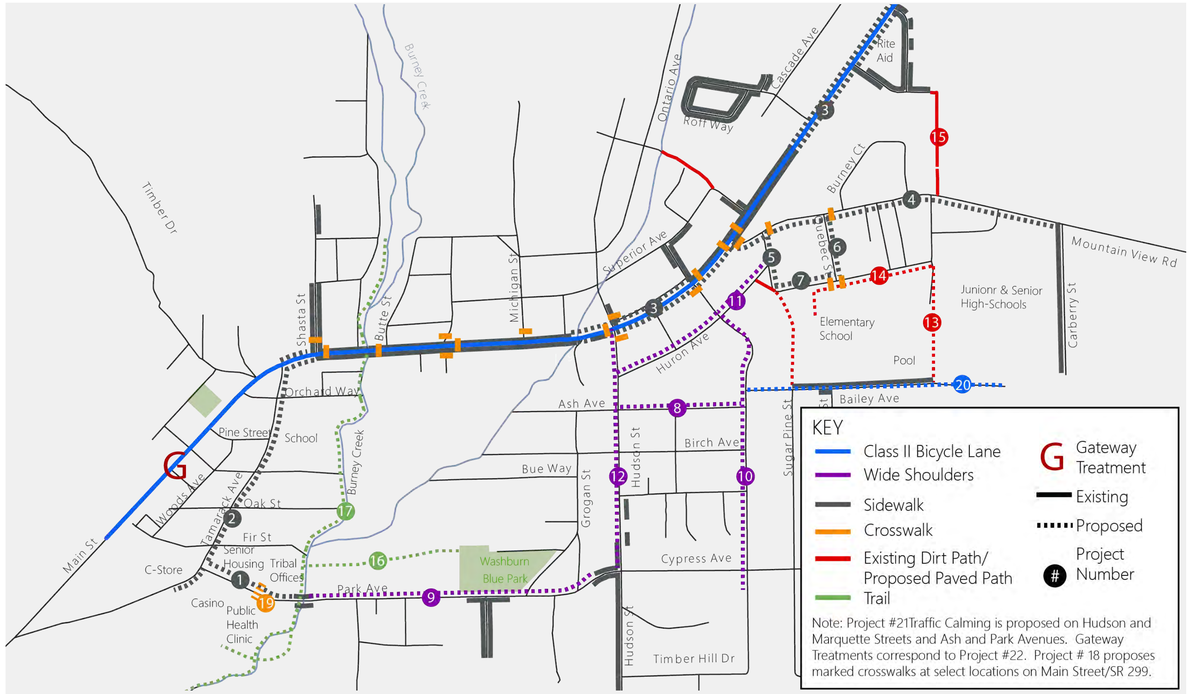


Thank you!

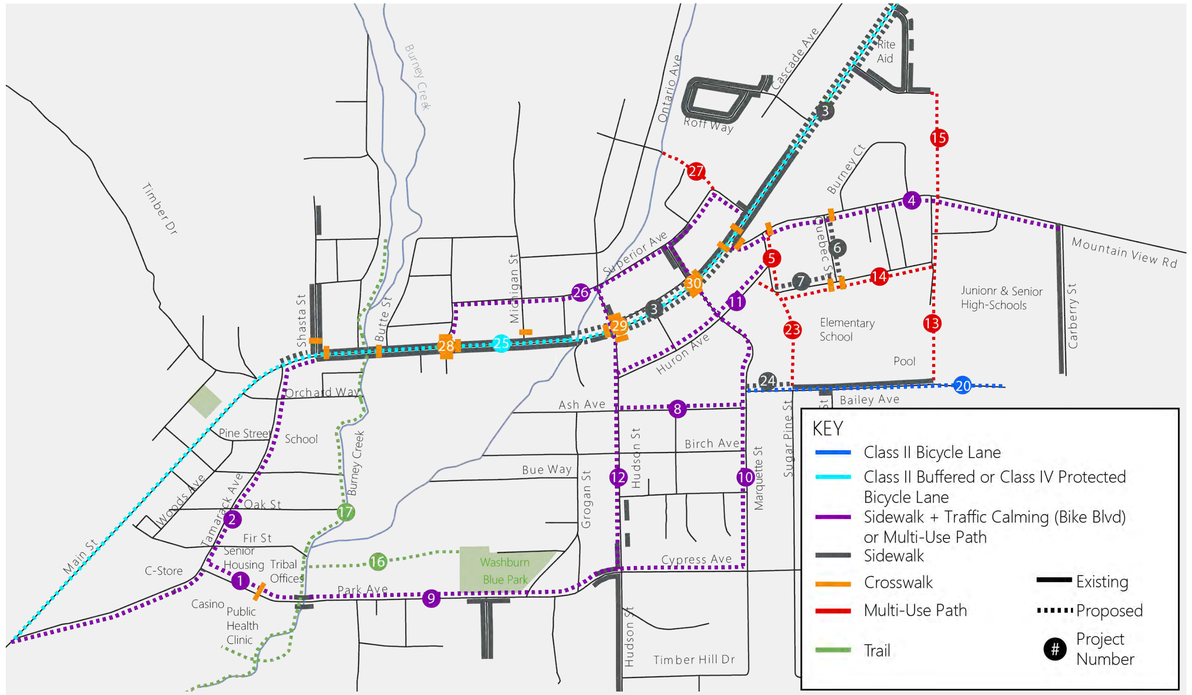
- **Keith Williams, MS, MCRP, AICP**
- SRTA Project Manager
- kwilliams@srta.ca.gov
- 805.458.6130

- **Matt Braughton, RSP**
- Consultant Project Manager
- mbraughton@kittelson.com
- 916.822.5351

2012 Pit River / Burney Bicycle & Walkway Plan



Draft Project Updates for ATP Grant Application



Projects

Mark Your Top 3 Projects: Must Have Not Needed

#	Limits	2012 Plan Project	2022 ATP Grant Proposed Project	Priority (Dot)	Comments
1	Park Ave between Tamarack Ave and Burney Creek	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
2	Tamarack Ave between Convenience Store and Main St	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Main St		
3	Main St gap closures	Sidewalk	Sidewalk		
4	Mountain View Road between Main and Carberry St	Sidewalk	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
5	Erie St	Sidewalk	Multi-Use Path		
6	Quebec St	Sidewalk	Sidewalk		
7	Toronto Ave between Erie and Quebec St	Sidewalk	Sidewalk		
8	Ash Ave between Hudson and Marquette St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
9	Park Ave between Burney Creek and Hudson St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Hudson St		
10	Marquette St between Park Ave and Main St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Superior Ave		
11	Huron Ave between Hudson and Erie St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path; Extend to Superior Ave		
12	Marquette St between Cypress Ave and Main St	Wide Shoulders	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
13	Extension of Tall Timber Lane between Schools	Class I Bike Path	Multi-Use Path; extend to Mountain View Road to connect to Project 15		
14	Elementary to Junior/ Senior High Schools	Class I Bike Path	Multi-Use Path & Extend to Huron Ave		
15	Formalize Path from Junior/Senior High-Schools to Main St	Class I Bike Path	Multi-Use Path		
16	Washburn Bue Park to Burney Creek Trail	Trail	Trail		
17	Burney Creek	Trail	Trail		
18	Along Main St/SR 299	Crosswalk	Crosswalks already exist at most of these St, could be upgraded as part of new project 25		
19	Park Ave at Tribal Administration Building	Crosswalk	Already Implemented as RRFB - How is it Working?		
20	Bailey Ave between Marquette St and Tall Timber Lane	Class II Bike Lanes	Class II Buffered Bike Lanes		
21	Traffic Calming: Hudson St, Marquette St, Ash Ave, Park Ave	Other	Not needed; incorporated into other projects		
22	Gateway Treatments: Main St/City Limits	Other			
23	Extension of Sugar Pine St to Erie St	N/A - New Project	Multi-Use Path		
24	Bailey Ave from Marquette St to Sugar Pine St	N/A - New Project	Sidewalk		
25	Main St from Tamarack Ave to Black Ranch Road	N/A - New Project	Buffered or protected bike lanes		
26	Plumas St from Main St to Superior Ave; Superior Ave Between Plumas St to Marquette St	N/A - New Project	Sidewalk with Traffic Calming (Bike Blvd) or Multi-Use Path		
27	Carson St to Macinac St	N/A - New Project	Multi-Use Path		
28	Main St at Plumas St	N/A - New Project	Crossing Improvement (RRFB or HAWK)		
29	Main St at Hudson St	N/A - New Project	Crossing Improvement (Visibility)		
30	Main St at Marquette St	N/A - New Project	Crossing Improvement (RRFB or HAWK)		

MAPPING EXERCISE: Destinations

Use The Dots to Mark & Label the Places Important to You!

Other Comments

MAPPING EXERCISE: Destinations

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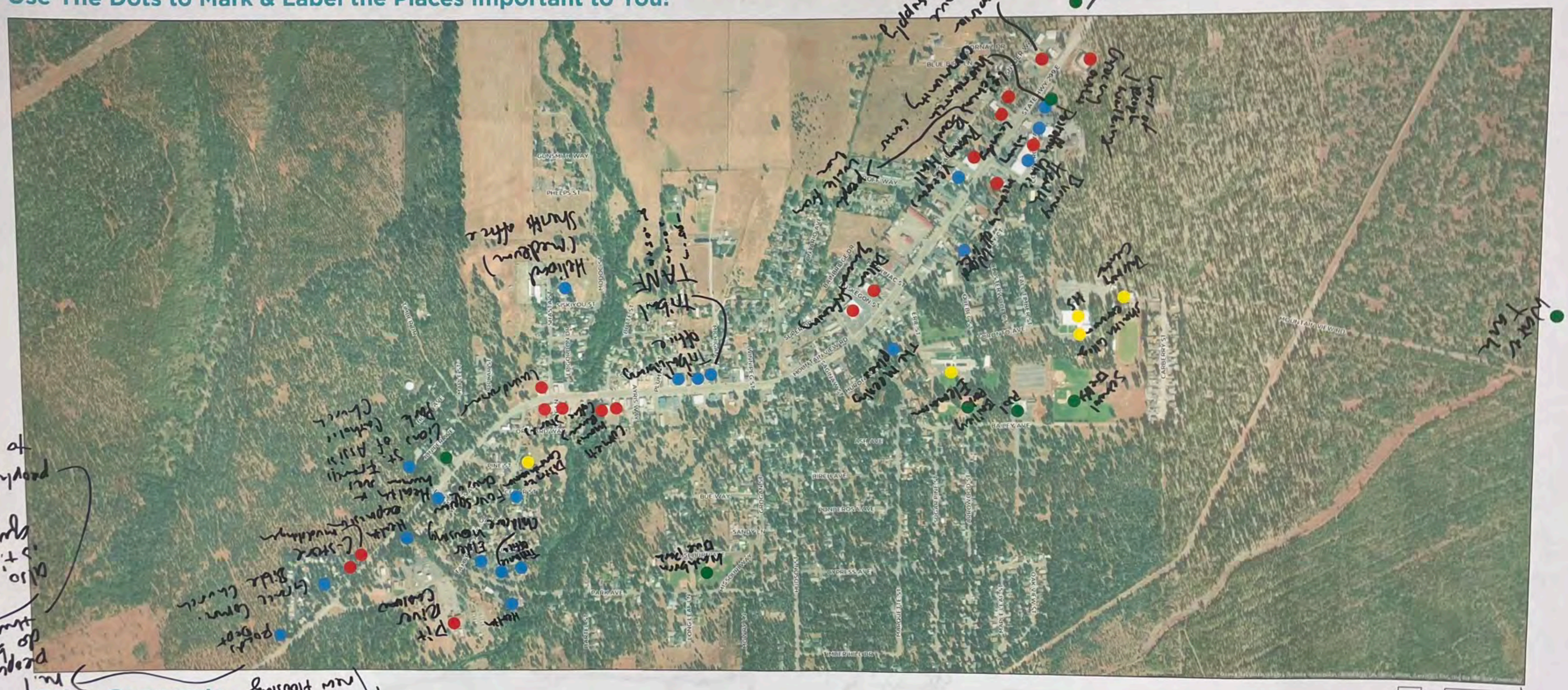
Holiday Shopping Center
Tribal Elections at Vets Hall
Community Events " " "
Parking Issues when meetings held on Tribal lands too.
Limited parking when events occur.
Parking lot
Pit River Casino
Tribal Housing
Tribal Offices
Health Clinic
Fire Station
Pit River Tribal Council
Vets Hall
Community Center
Head Start
Tribal Court
Tribal Police
Tribal Gym
Tribal Library
Tribal Office
Tribal Housing
Tribal Offices
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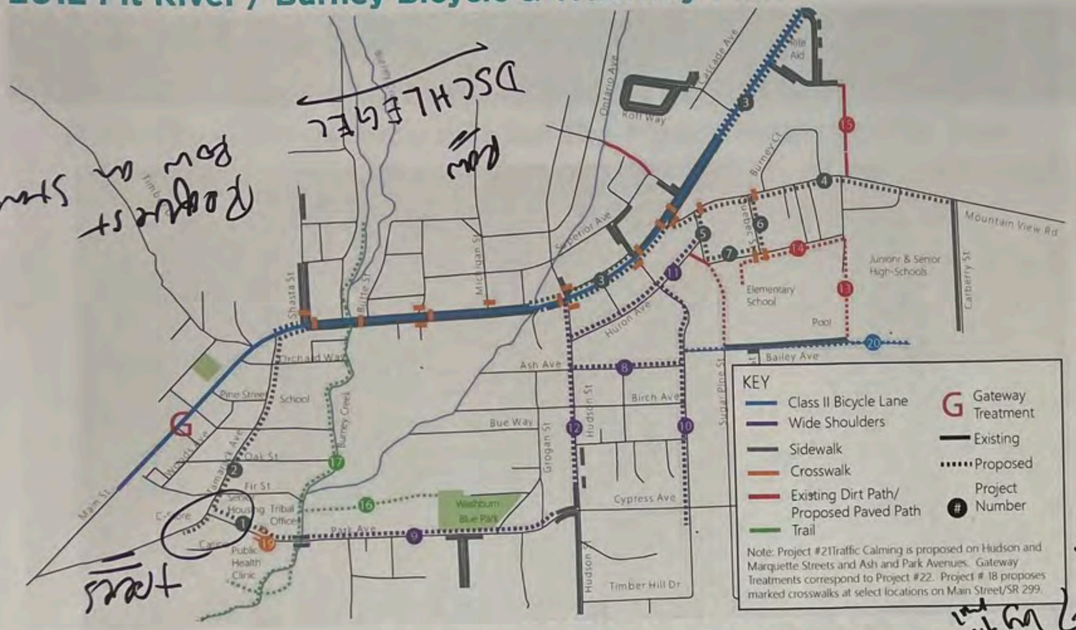
Tribal Housing
Tribal Offices

MAPPING EXERCISE: The Future Active Transportation Network

2012 Pit River / Burney Bicycle & Walkway Plan



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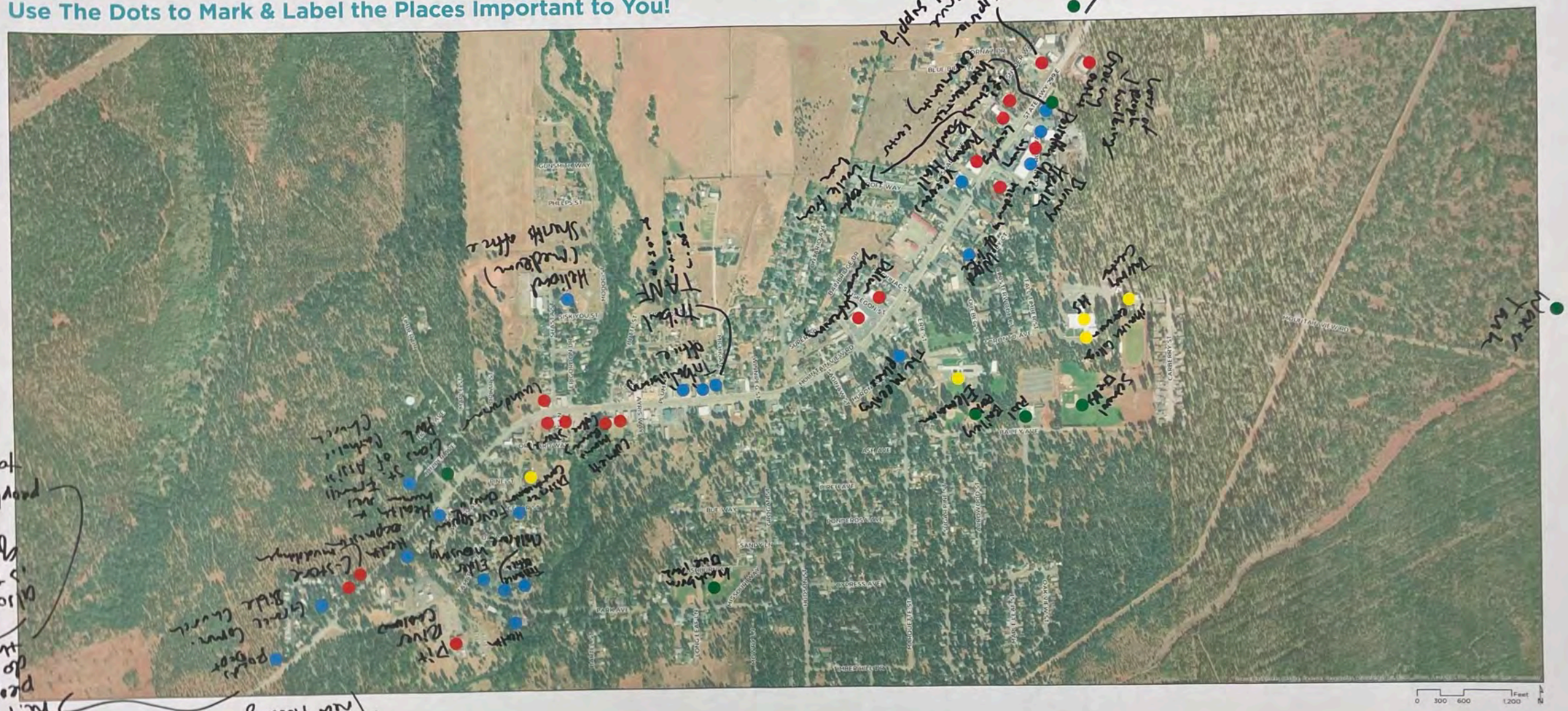
MAPPING EXERCISE: Destinations

Use The Dots to Mark & Label the Places Important to You!



Other Comments

Tribal Elections at Vets Hall
Community Events " " "

Parking issues when meetings held on Tribal lands too.

Limited parking when events occur.

people park in lanes
- snow piles snow in med. ~ poor visibility
- people walks all year
- side walks not plowed in winter - business do it sometimes.
- wide shoulders - snow is stacked here & people have to
- Curving could potentially plow further

cottonwood - @ ground separated shared use facility

- cottonwood plan. - wa
- bike lane needs to

side or N/W from
- Toggles

Burney Creek

Ontario Ave

Roff Way

Cascade Ave

Rite Aid

Burney Ct

Mountain View Rd

Superior Ave

Midshipman St

Shasta St

Butte St

Huron Ave

Junior & Senior High Schools

Elementary School

Pool

Carberry St

Orchard Way

Ash Ave

Birch Ave

Bue Way

Pine Street School

Woods Ave

Tamarack Ave

Oak St

Fir St

Senior Housing

Tribal Offices

C-Store

Main St

Park Ave

Casino

Public Health Clinic

Washburn Blue Park

Grogan St

Hudson St

Marquette St

Sugar Pine St

Cypress Ave

Timber Hill Dr

Timberdr

Burney express holdings

No visibility

Fertilizer

signs

people do not respect

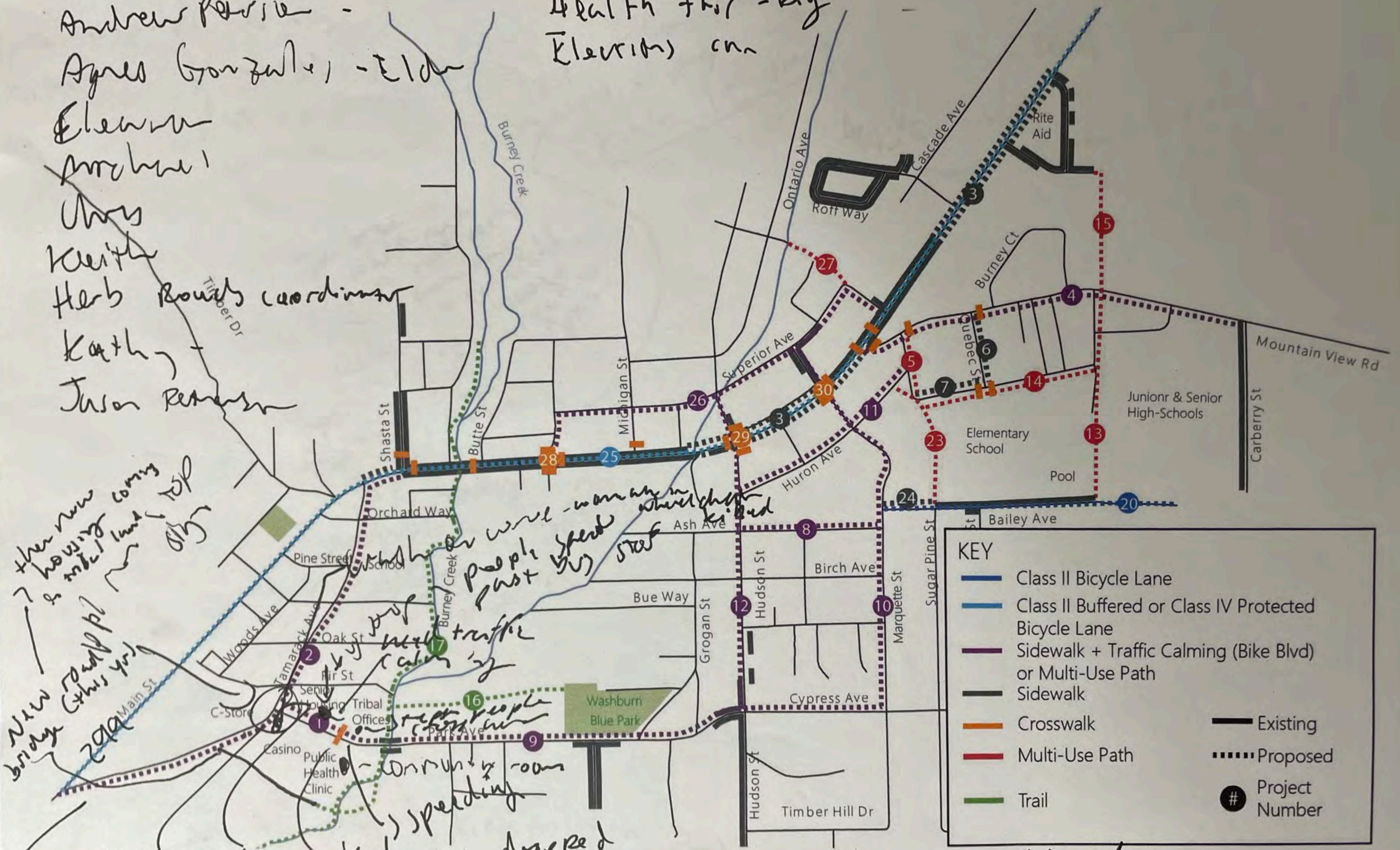
Burney Creek

Burney Creek

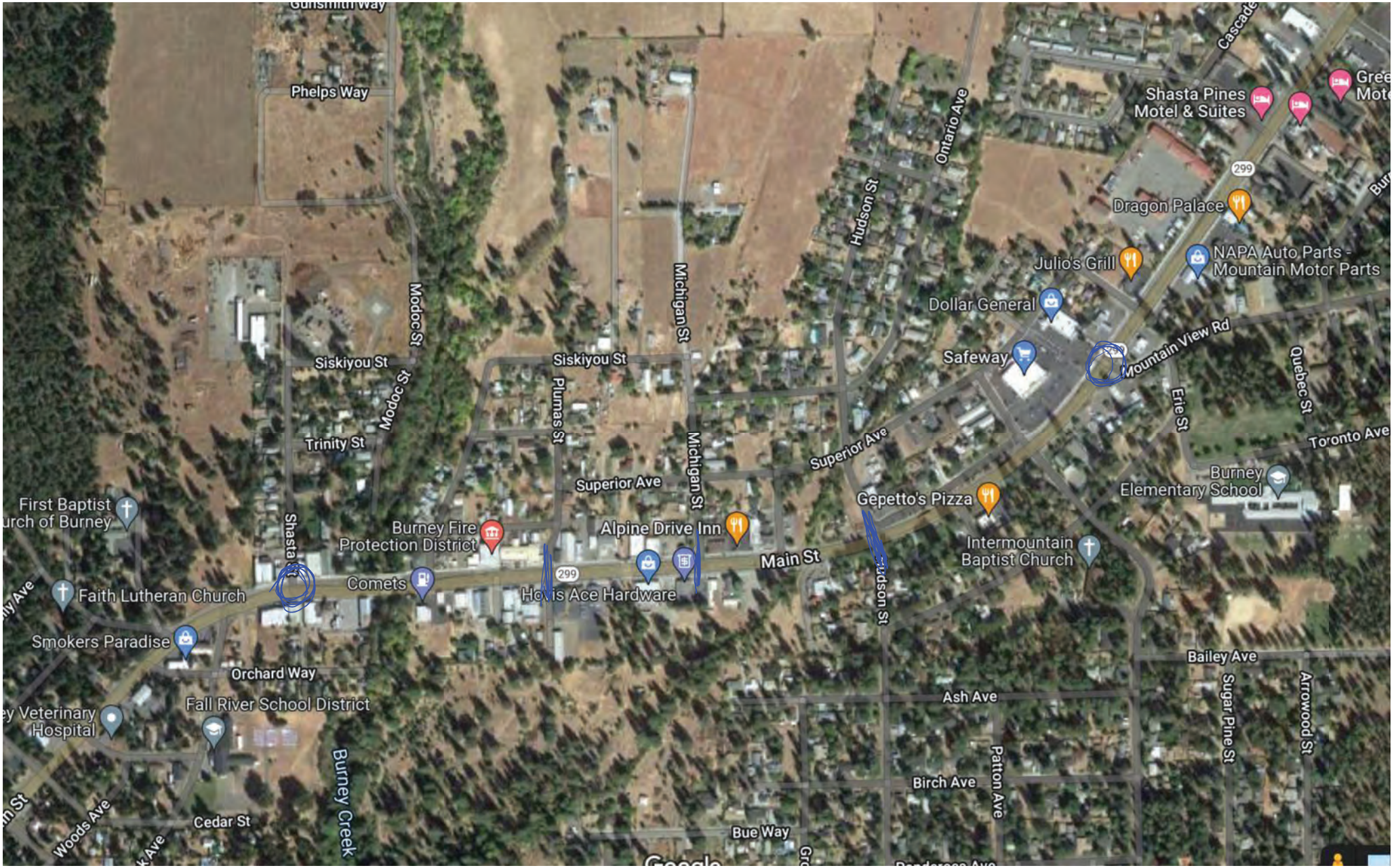
Burney Creek

Will George ~ roads / safety
John Hewitt ~
Andrew Reevis -
Agnes Gonzales - Elder
Eleanor
Archael
Chris
Keith
Herb Roads coordinator
Kathy +
Jason Ramos

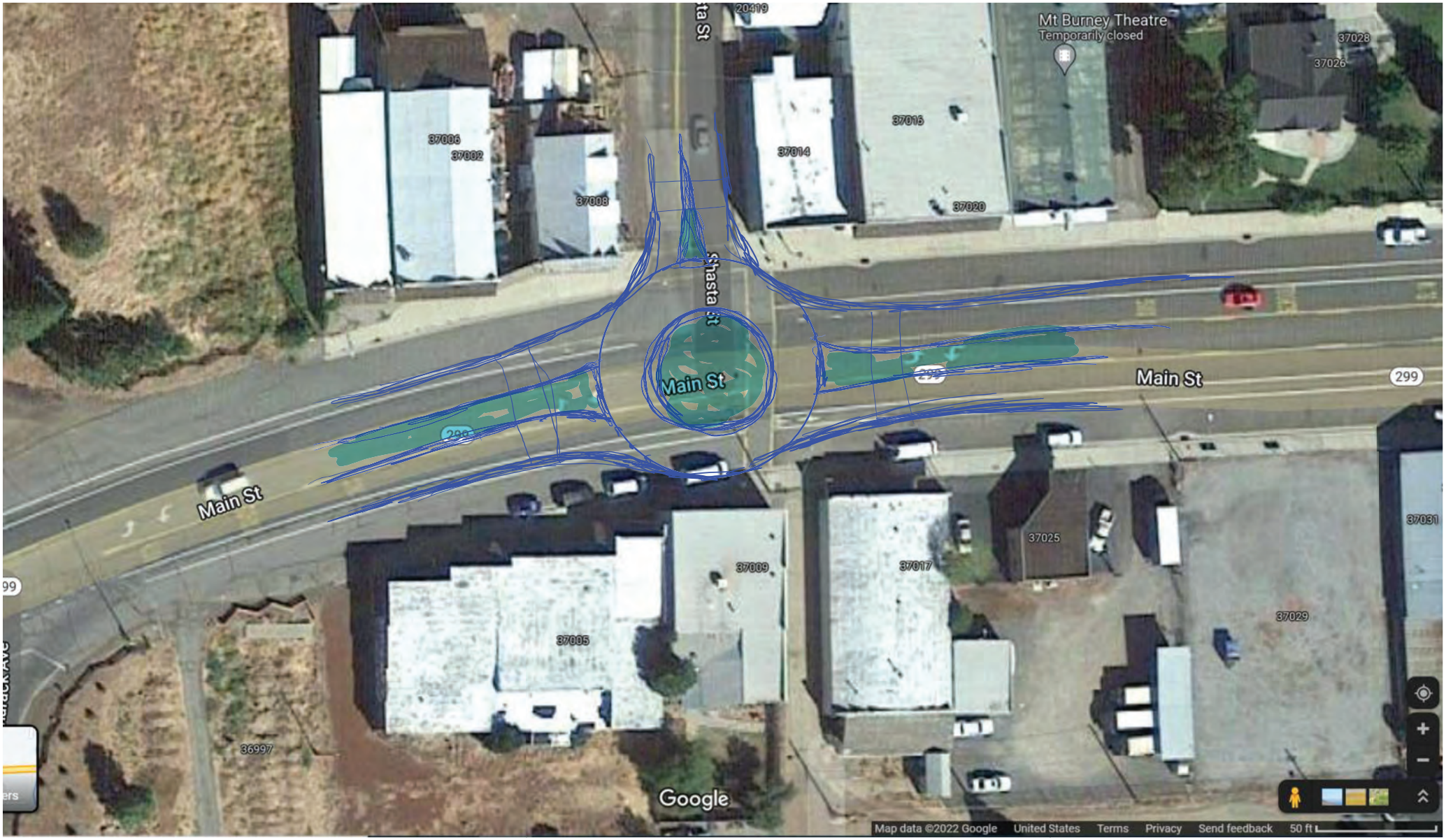
Sidewalks ~ snow removal concerns?
parking @ tribal events
Health fair - big
Electricity con



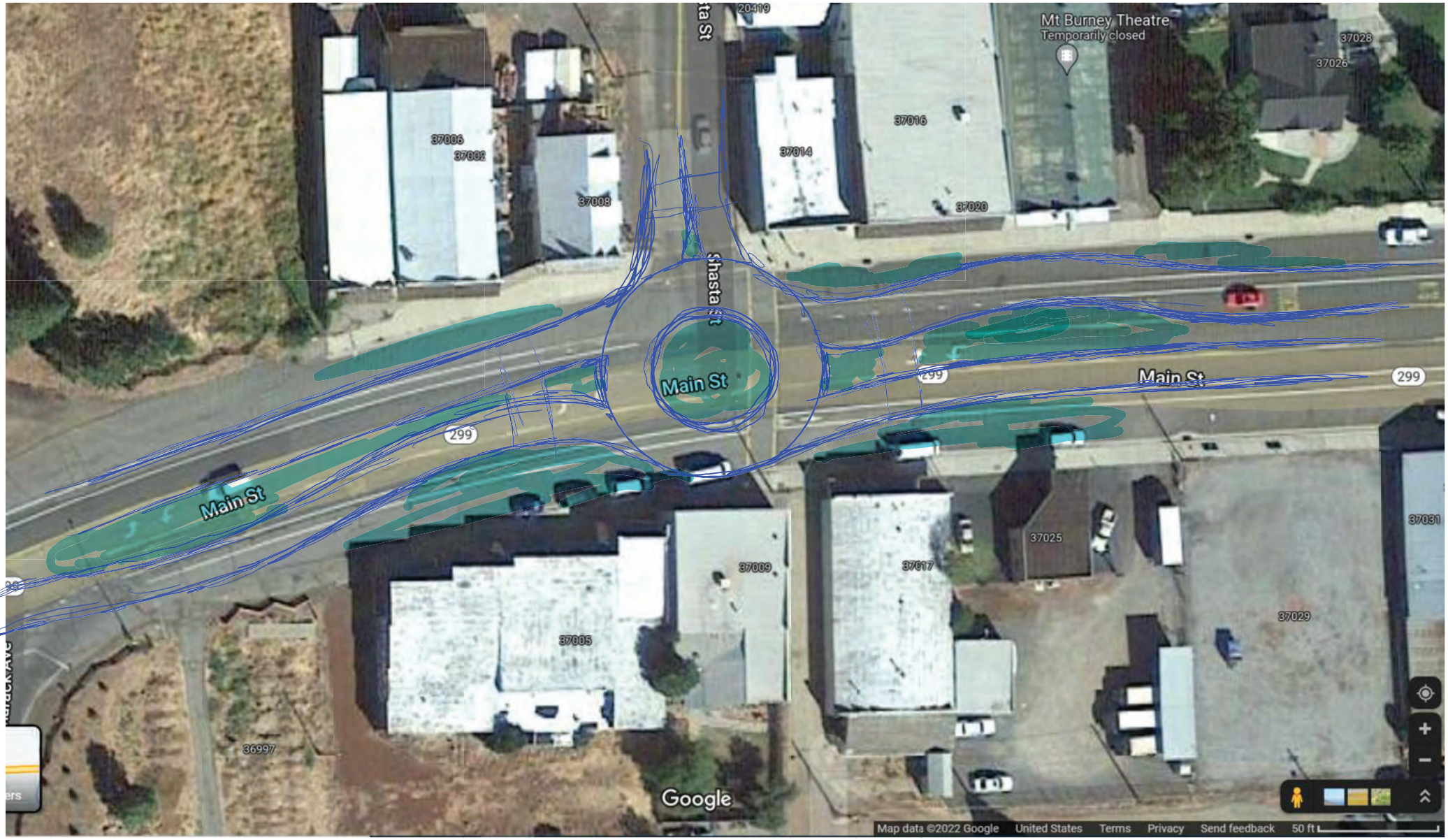
the new housing & tribal land, top
NEW crosswalk this yr
Main St
people speed past bus stop
traffic calming
Lights get dropped off across the ST + walk across to daycare (after school)
Lights W/O cars crossing & some have shoulders & crosswalks
heavy traffic when I-5 is closed - people speed - speed strips

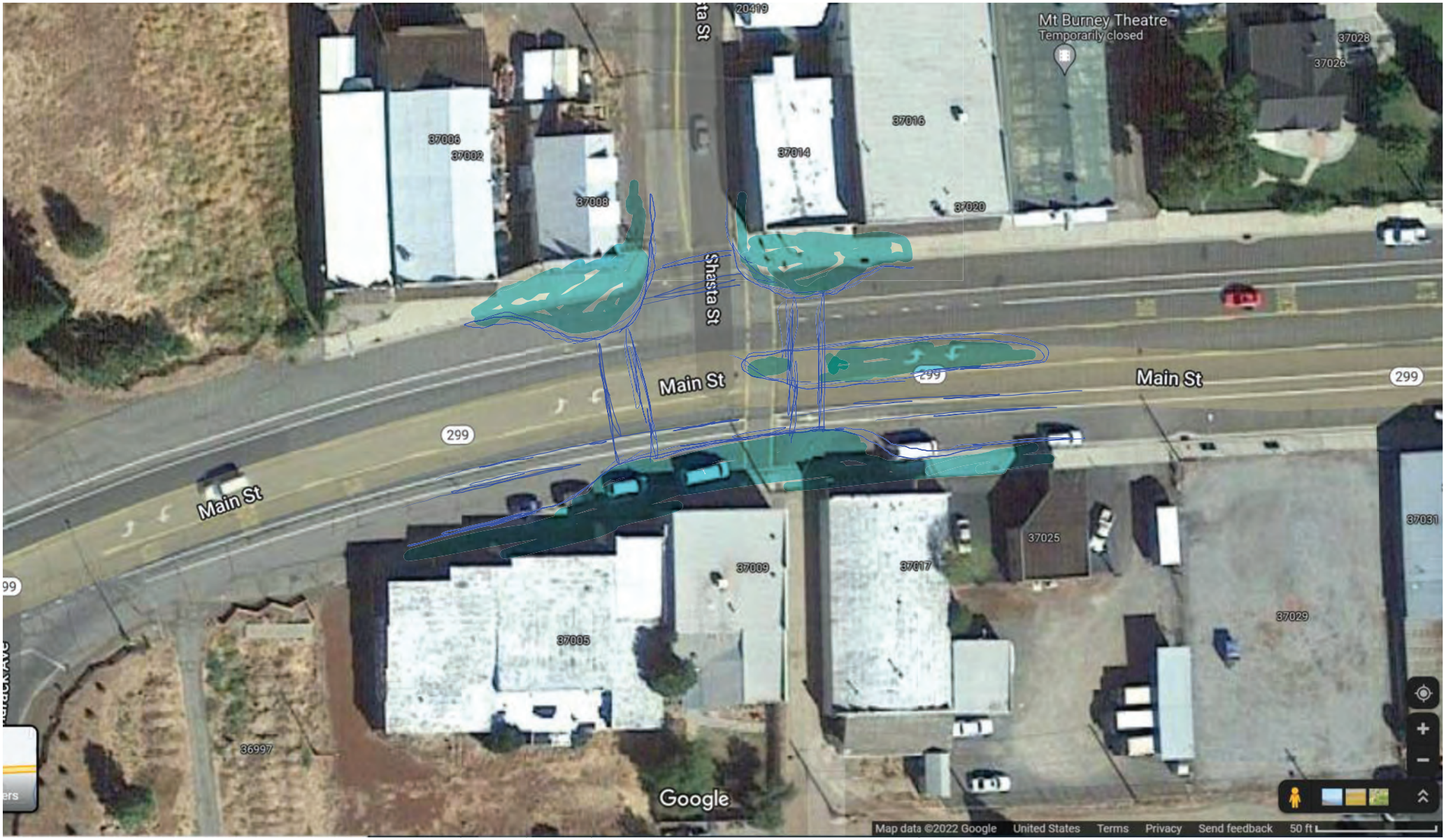

Gunsmith Way
Phelps Way
Modoc St
Siskiyou St
Trinity St
Plumas St
Michigan St
Hudson St
Ontario Ave
Cascade
Shasta Pines Motel & Suites
Dragon Palace
Julio's Grill
NAPA Auto Parts - Mountain Motor Parts
Dollar General
Safeway
Mountain View Rd
Erie St
Quebec St
Toronto Ave
Superior Ave
Burney Elementary School
Gepetto's Pizza
Intermountain Baptist Church
First Baptist Church of Burney
Burney Fire Protection District
Alpine Drive Inn
Main St
Comets
Hovis Ace Hardware
Faith Lutheran Church
Smokers Paradise
Orchard Way
Fall River School District
Veterinary Hospital
Burney Creek
Bailey Ave
Ash Ave
Sugar Pine St
Arrowood St
Patton Ave
Birch Ave
Bue Way
Cedar St
Woods Ave
299

90-95 foot mini-roundabout



90-95 foot mini-roundabout with speed management treatments along the main line.




Mt Burney Theatre
Temporarily closed
37028
37026
37016
37014
37020
37006
37002
37008
Shasta St
Main St
299
Main St
299
Main St
299
37031
37025
37009
37017
37029
37005
36997
Google
Map data ©2022 Google
United States
Terms
Privacy
Send feedback
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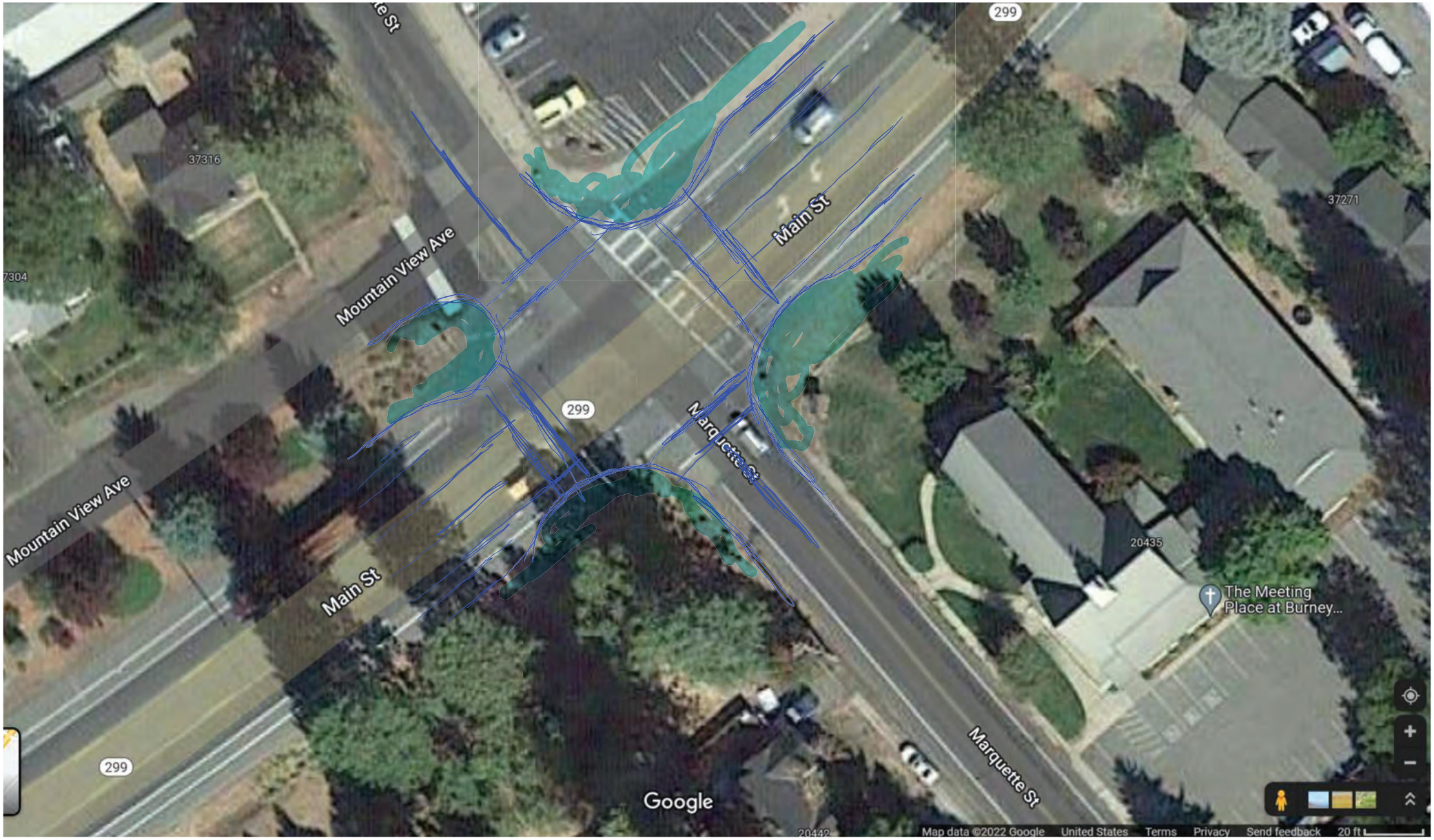
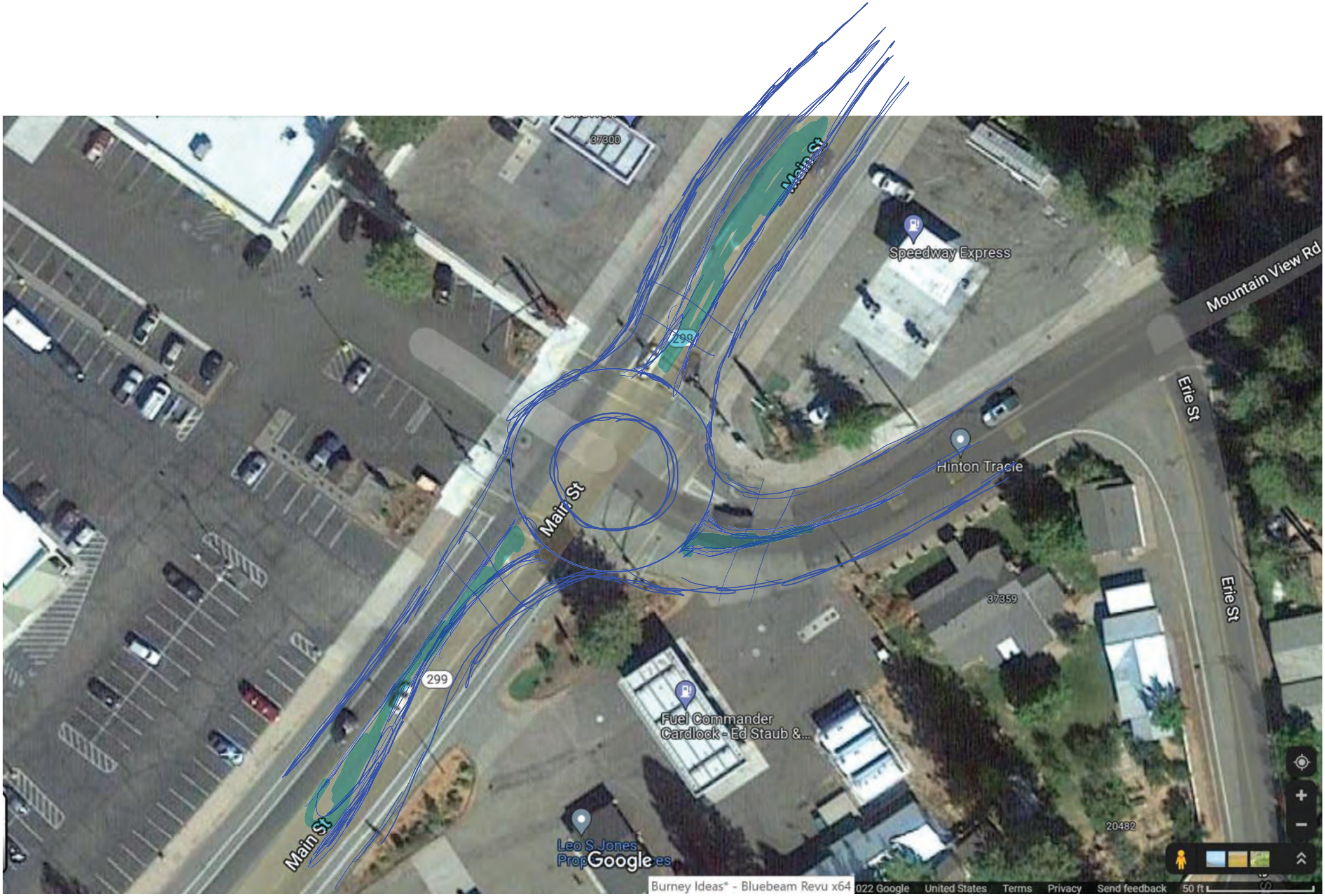

299
37316
37271
7304
Mountain View Ave
Main St
299
Marquette St
Mountain View Ave
Main St
20435
The Meeting Place at Burney...
299
Google
Marquette St
20442
Map data ©2022 Google
United States
Terms
Privacy
Send feedback
20 ft


37300
Main St
Speedway Express
Mountain View Rd
299
Erie St
Hinton Tracie
Main St
37359
Erie St
299
Fuel Commander
Cardlock - Ed Staub &...
Main St
Leo S. Jones
Prop
Google
20482
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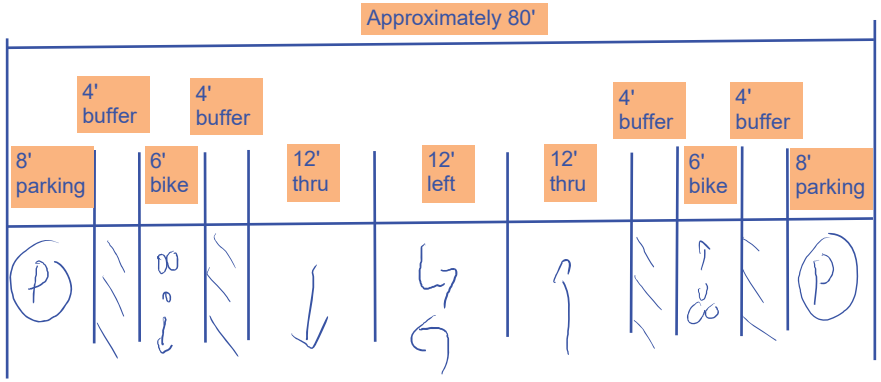
Approximately 80'
4' buffer
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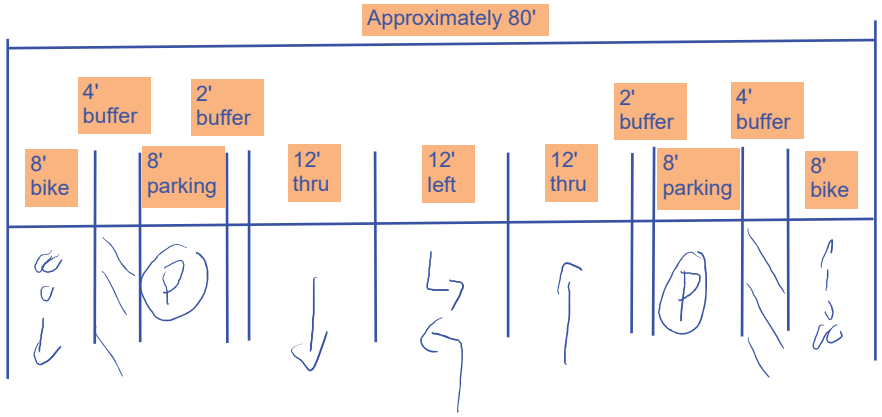
8' parking
6' bike
12' thru
12' left
12' thru
6' bike
8' parking


Approximately 80'
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8' parking
12' thru
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Park Ave
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20419
Mt Burney Theatre
Temporarily closed
37028
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299
37316
Main St
37271
7304
Mountain View Ave
299
Marquette St
Mountain View Ave
20435
Main St
The Meeting Place at Burney...
299
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Map data ©2022 Google
United States
Terms
Privacy
Send feedback
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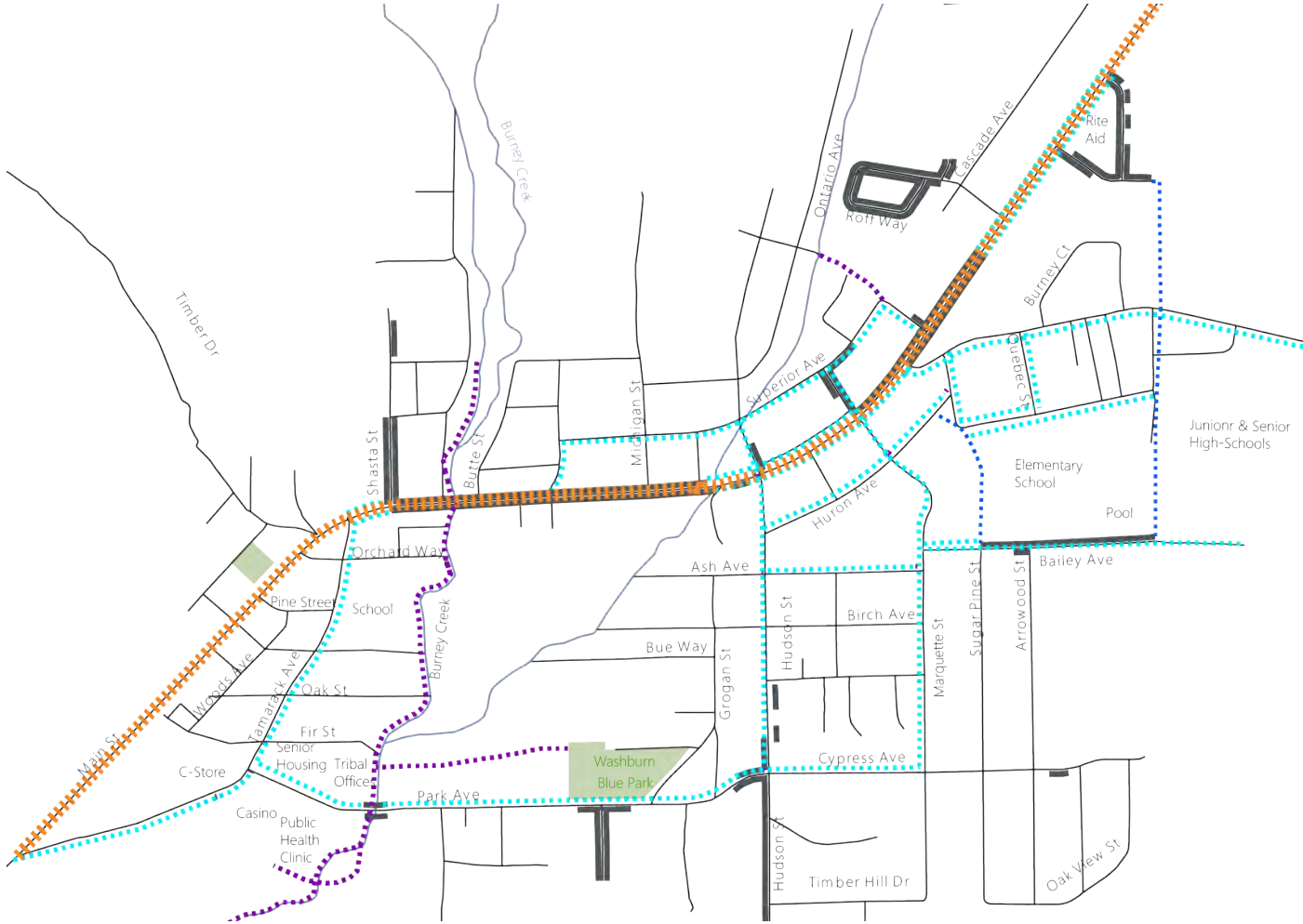
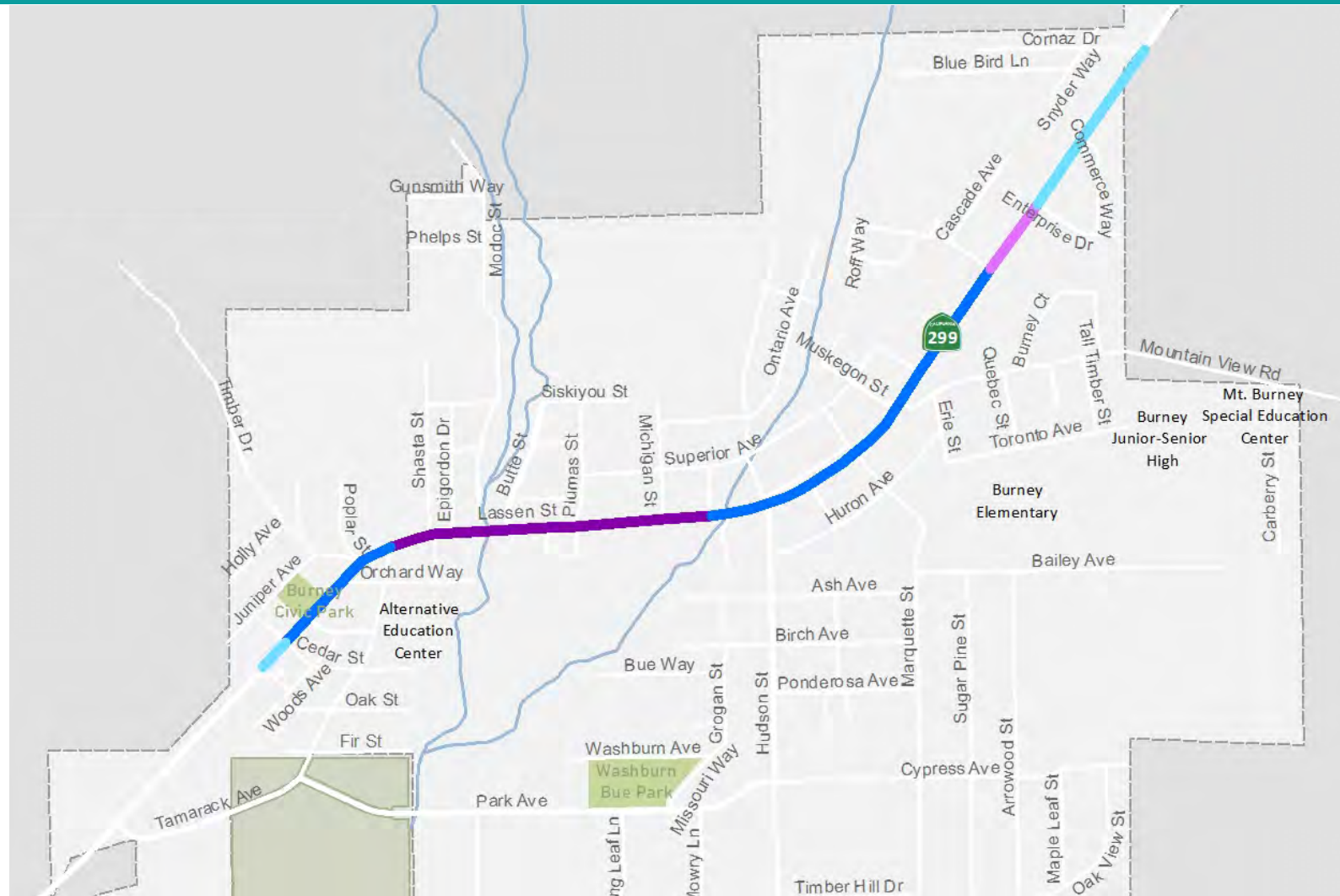
SR 299 / Main Street

- Corridor is the Main Street through Town
- People crossing on foot, bike, and using mobility devices
  - Crash history (fatalities)
- Few signalized crossings
- Drivers speed through town
- Existing wide cross section
- Heavy freight utilization



Project Request

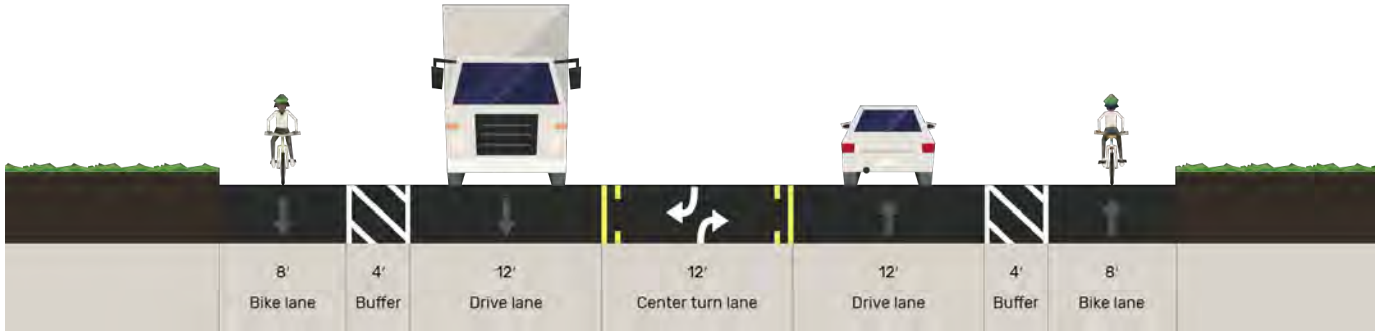
- Extents
  - Oak St to Comaz Dr
- Near Term (Repaving):
  - Buffered (Class II) or Protected (Class IV) Bike Lanes
- Long Term:
  - Protected (Class IV) Bike Lanes



Potential Near-Term Improvements – 60’ Paved Width

Existing

Class II Buffered Bike Lanes



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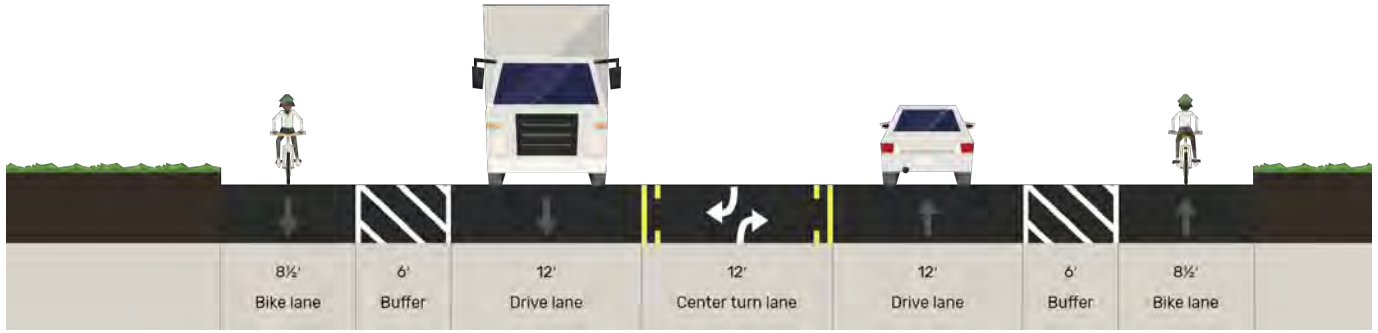
Potential Near-Term Improvements– 65’ Paved Width

Existing

Class II Buffered Bike Lanes

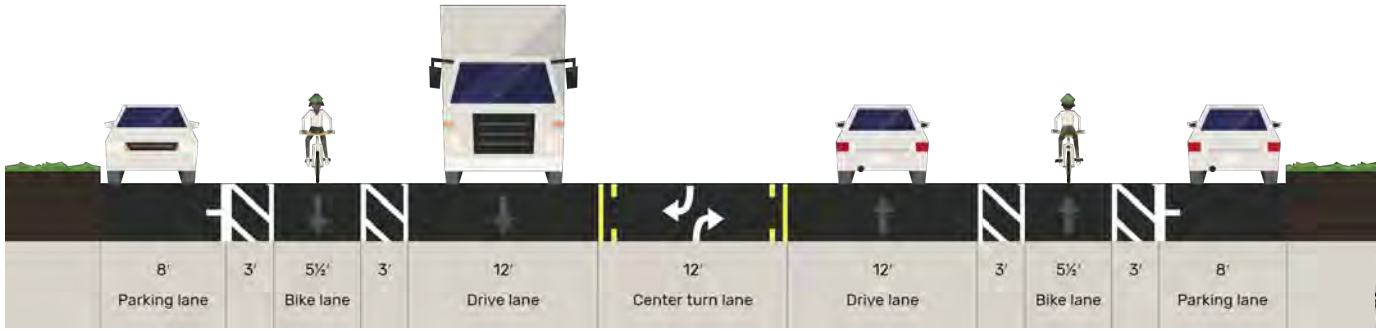


DRAFT FOR DISCUSSION ONLY

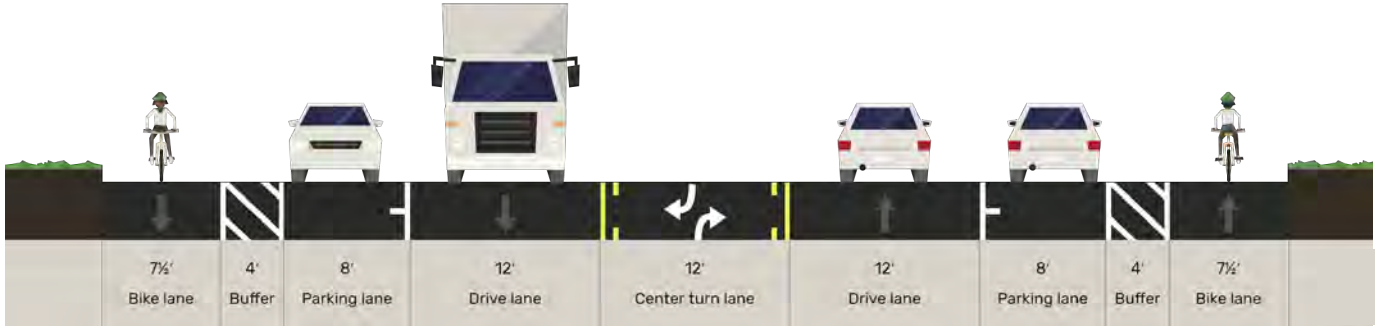
Potential Near-Term Improvements– 75’ Paved Width

Existing

Option 1 – Class II Buffered Bike Lanes



Option 2 – Class IV Parking Protected Bike Lanes

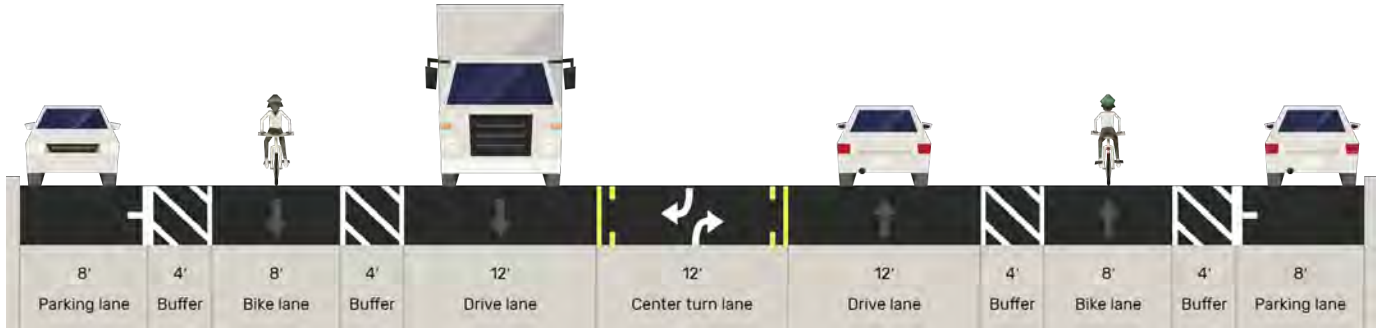


DRAFT FOR DISCUSSION ONLY

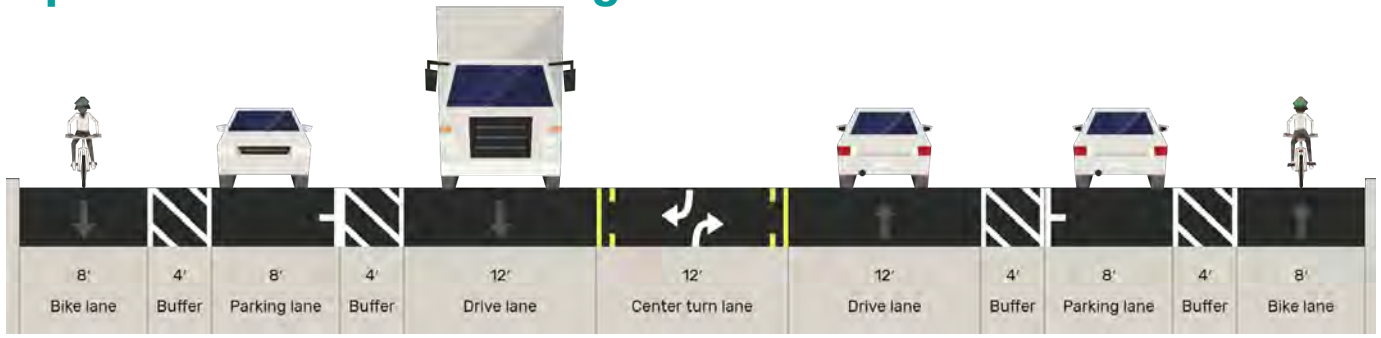
Potential Near-Term Improvements– 84’ Paved Width

Existing

Option 1 – Class II Buffered Bike Lanes



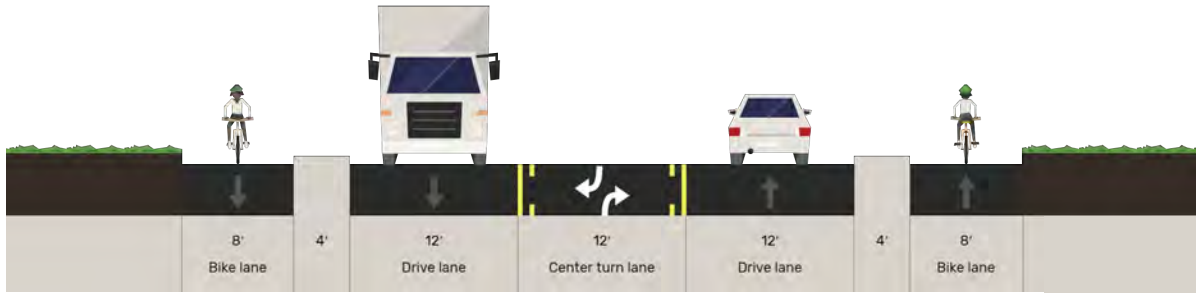
Option 2 – Class IV Parking Protected Bike Lanes



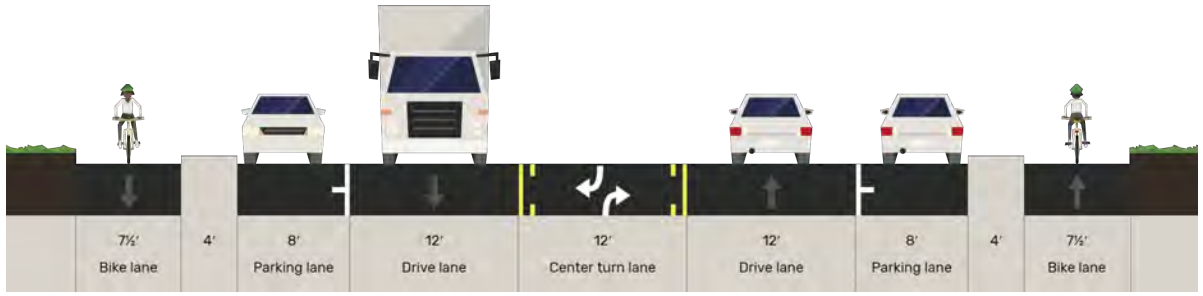
DRAFT FOR DISCUSSION ONLY

Potential Long-Term Improvements – Barrier Protected Bike Lanes (Class IV)

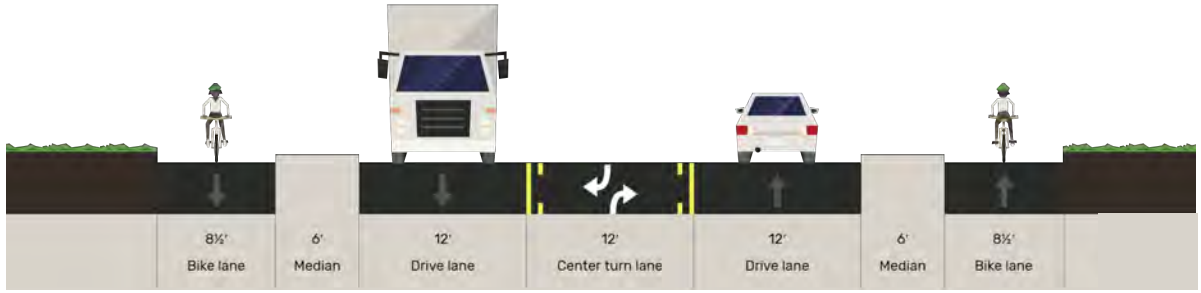
60’ Paved Width



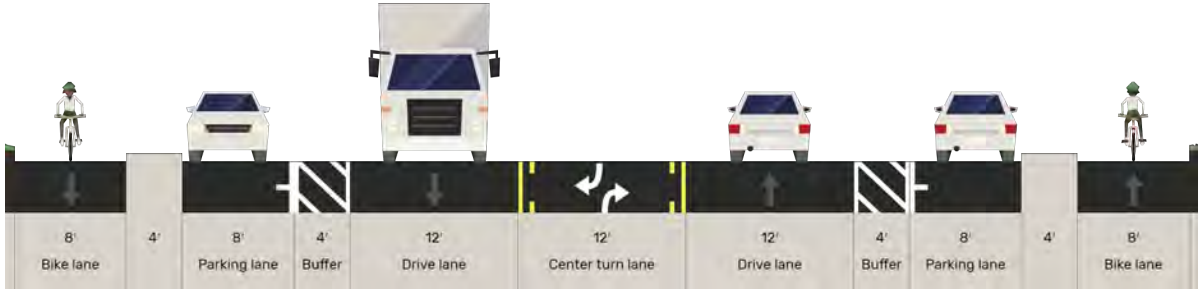
75’ Paved Width



65’ Paved Width



84’ Paved Width



DRAFT FOR DISCUSSION ONLY

KITTELSON & ASSOCIATES
2510 J Street, Suite 200
Sacramento, CA 95816
P 916.266.2190

Technical Memorandum

May 26, 2023

Project# 262050

To: Keith Williams, Senior Transportation Planner
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

From: Matt Braughton

CC: Zach Bonnin, City of Redding

RE: Redding ATP Cycle 6 Engagement Additional Engagement Summary and Close-Out Meeting

MANZANITA SCHOOL ENGAGEMENT

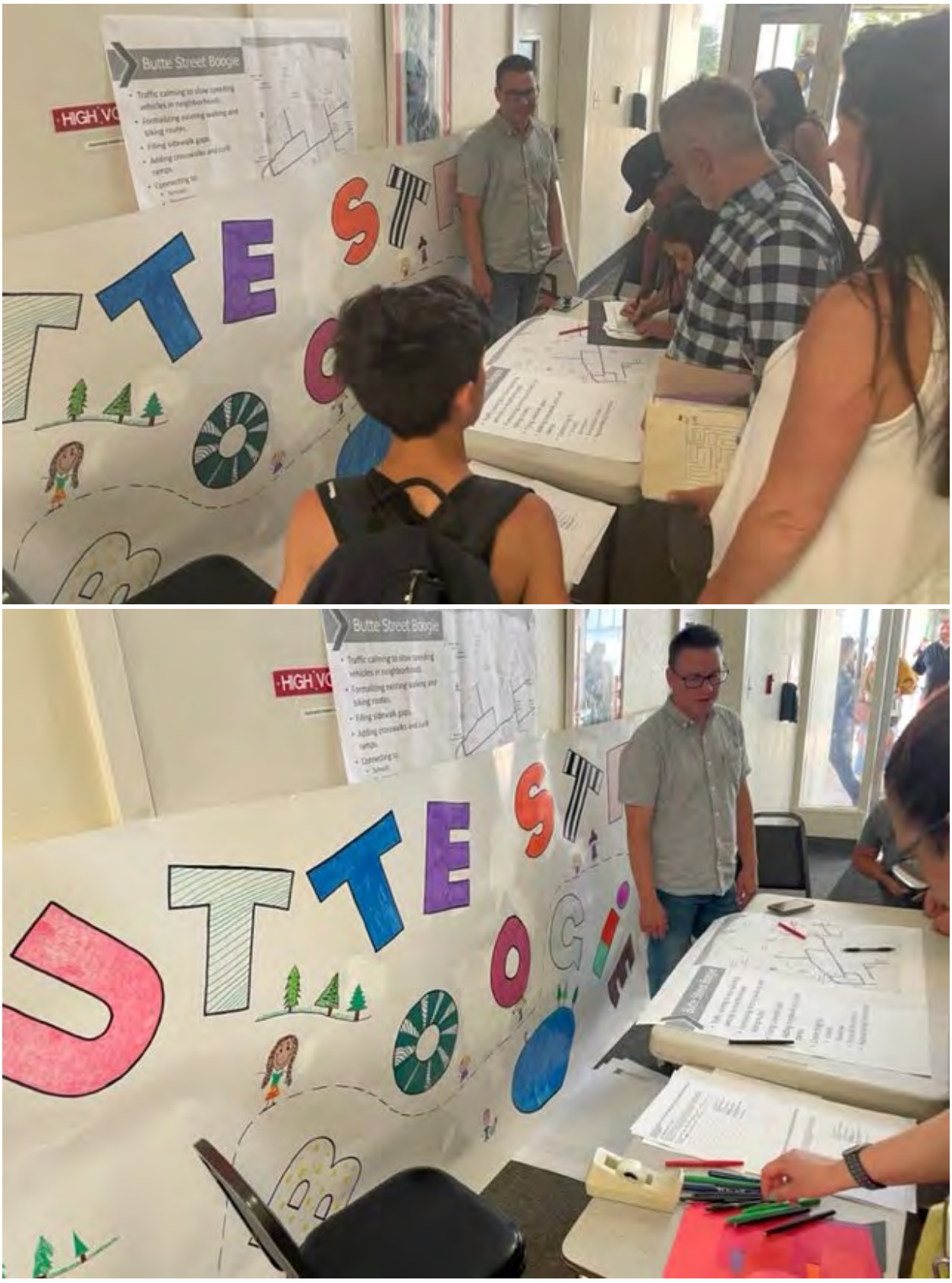
A pop-up engagement activity was held at Manzanita Elementary School on May 18th as part of the school's open house with City of Redding (City) and Shasta Regional Transportation Agency (SRTA) staff engaging students and parents in a discussion of the Butte Street Boogie and other Redding Active Transportation Network Projects for input on the project recommendations. As part of that pop-up event, students and parents shared the following feedback that was integrated into the design plans for the City's project recommendations:

- Needing to slow traffic in the morning during school drop-off hours
- Desire to address the red curb areas and driveway access at the site
- Desire for improved crosswalks

Photos from the pop-up event are included below.

Figure 1: Manzanita Elementary Pop-Up Event

Figure 2: Manzanita Elementary Pop-Up Event



ACTIVE TRANSPORTATION STAKEHOLDERS

The City of Redding also conducted an outdoor stakeholder meeting with seven key active transportation advisors and stakeholders for the City in early June. This stakeholder group provided input on the project recommendations, including:

- New retail should be adding more bike parking.
- City hall needs more and better bike parking.
- Park Marina is severely needed – it is dangerous, with one stakeholder almost hit the other day.
- People avoid Victor now due to the lack of facilities.
- Side paths on Hilltop are dangerous due to root lift and are currently very skinny.
- The new path proposed for the Butte Street Boogie network will have to consider camping that occurs in the area.

Figure 3: Active Transportation Stakeholder Meeting

CLOSE OUT MEETING – JUNE 1, 2022

On Wednesday, June 1st, 2022 from 5:00pm-7:00pm, the City and SRTA held a community engagement close-out meeting for the Redding Active Transportation Network Expansion. Project team members in attendance included:

- Zach Bonnin, City of Redding
- Keith Williams, Shasta Regional Transportation Agency
- Michael Kuker, Shasta Regional Transportation Agency
- Matt Braughton, Kittelson & Associates

Eleven members of the public attended the meeting and signed in, while additional community members joined without signing in for the meeting. The objective of the engagement meeting was to share the results of the project development process and the improvements being recommended for submittal in the Active Transportation Program Cycle 6 grant program. The City and SRTA are working closely with Caltrans, Shasta County, and the Shasta County Health and Human Services Agency to develop active transportation projects that increase transportation options, connect neighborhoods, and support local and regional goals.

Meeting Format, Objectives, and Purpose

The meeting was held in person at the Community Room at the City of Redding City Hall. Members of the public were welcomed with project staff on hand to answer any questions about the projects. Five project boards were presented to illustrate the five projects that were being considered for ATP grant applications as well as an overview board showing the location of all of the projects. The project boards are attached in Attachment A.

Engagement Feedback

All of the attendees of the meeting were supportive of the five projects in conversations with project staff. Participants shared their experiences with project areas including concerns regarding:

- speeding;
- lack of crossing opportunities along major corridors;
- lack of infrastructure for walking and biking; and,
- feeling unsafe walking or biking in the project areas.

In addition to voicing support and concern around existing conditions with the project area, members of the public also expressed interest in potential additions to the project including:

- native street trees for any plantings associated with each project;
- the addition of amenities like benches and bathrooms along multiuse paths for the projects; and,
- additional potential pedestrian crossing locations within the Butte Street Boogie project area including potential crossings north of Manzanita Elementary School, Center Street & Shasta Street, and Center Street & Yuba Street.

These potential changes were provided to the project team for consideration of changes to the project applications based on public feedback. Photos from the engagement event are shown below.

Figure 4: Project Staff Sharing Project Recommendations

Figure 5: Project Staff Sharing Project Recommendations with Community Members

Figure 6: One-on-One Discussions with Community Members

Figure 7: Community Members Reviewing and Discussing Projects

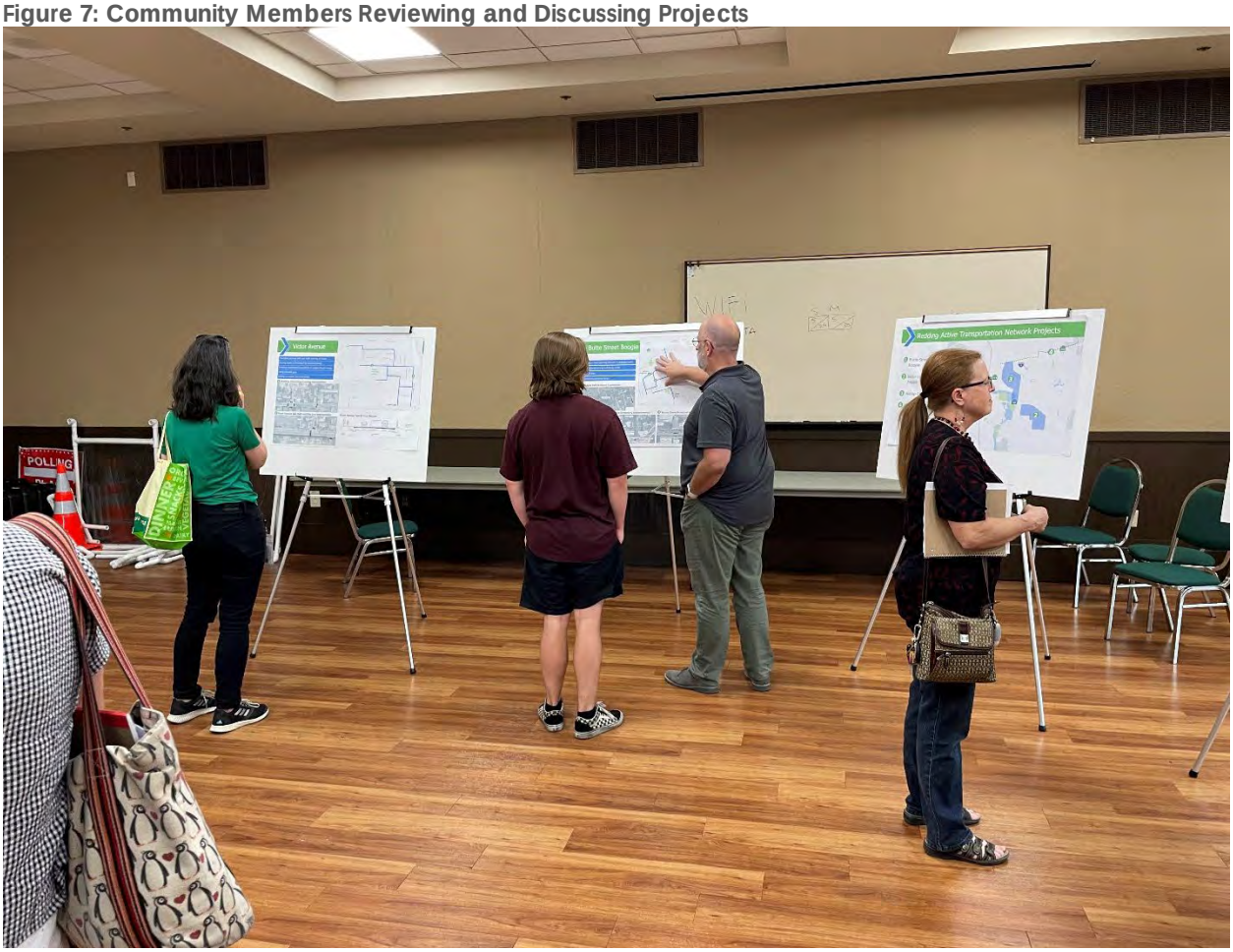


Figure 8: City of Redding Staff Discussing Projects with Community Members

Figure 9: SRTA Staff Discussing Projects with Community Members

Figure 10: Project Sign-In

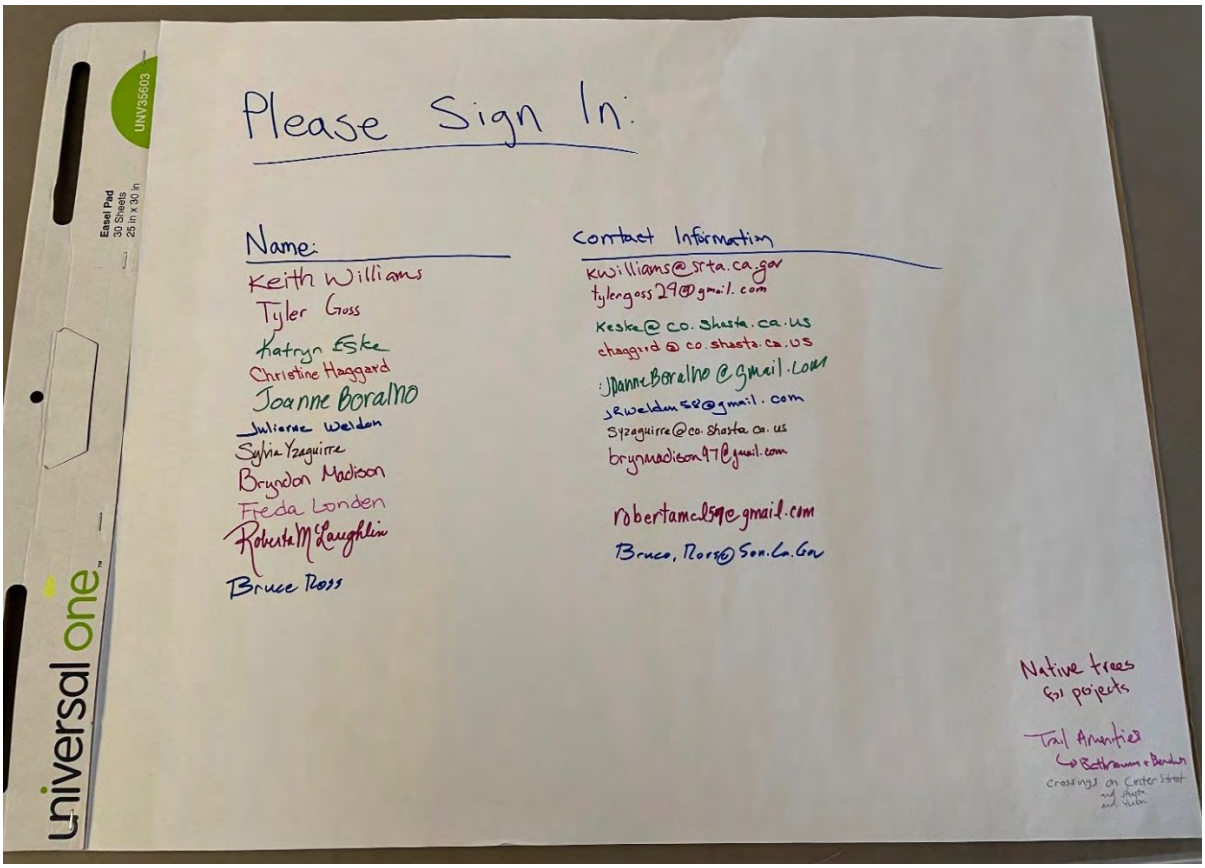
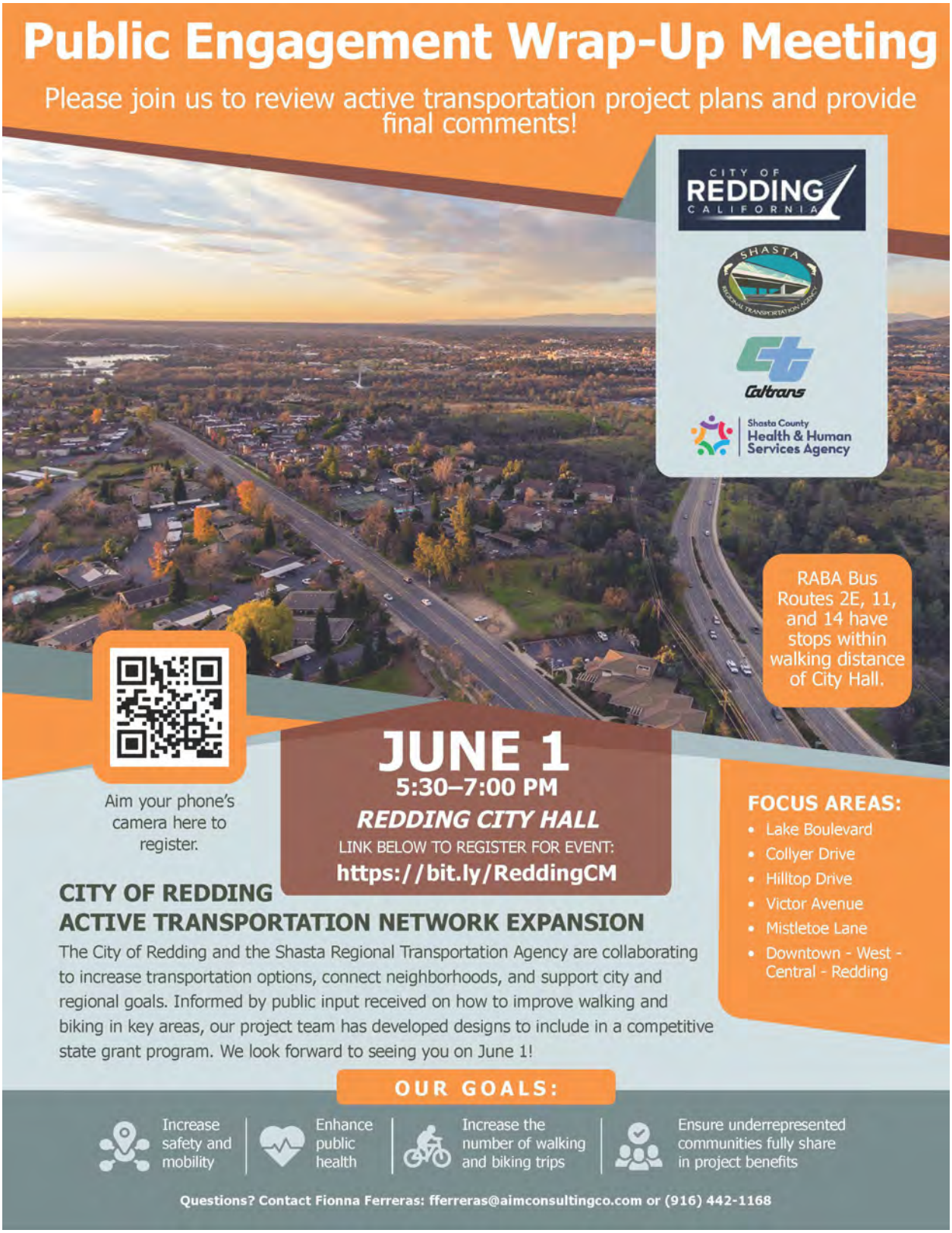


Figure 11: Meeting Notification at City Hall

Figure 12: Engagement Notification Flyer



ONLINE ENGAGEMENT

In addition to the engagement activities previously documented and referenced, online engagement occurred throughout the project development process for the Redding Active Transportation Network Expansion. Online postings, engagements, and comments from this community engagement element are document below.

Figure 13: SRTA Twitter Engagement Messaging

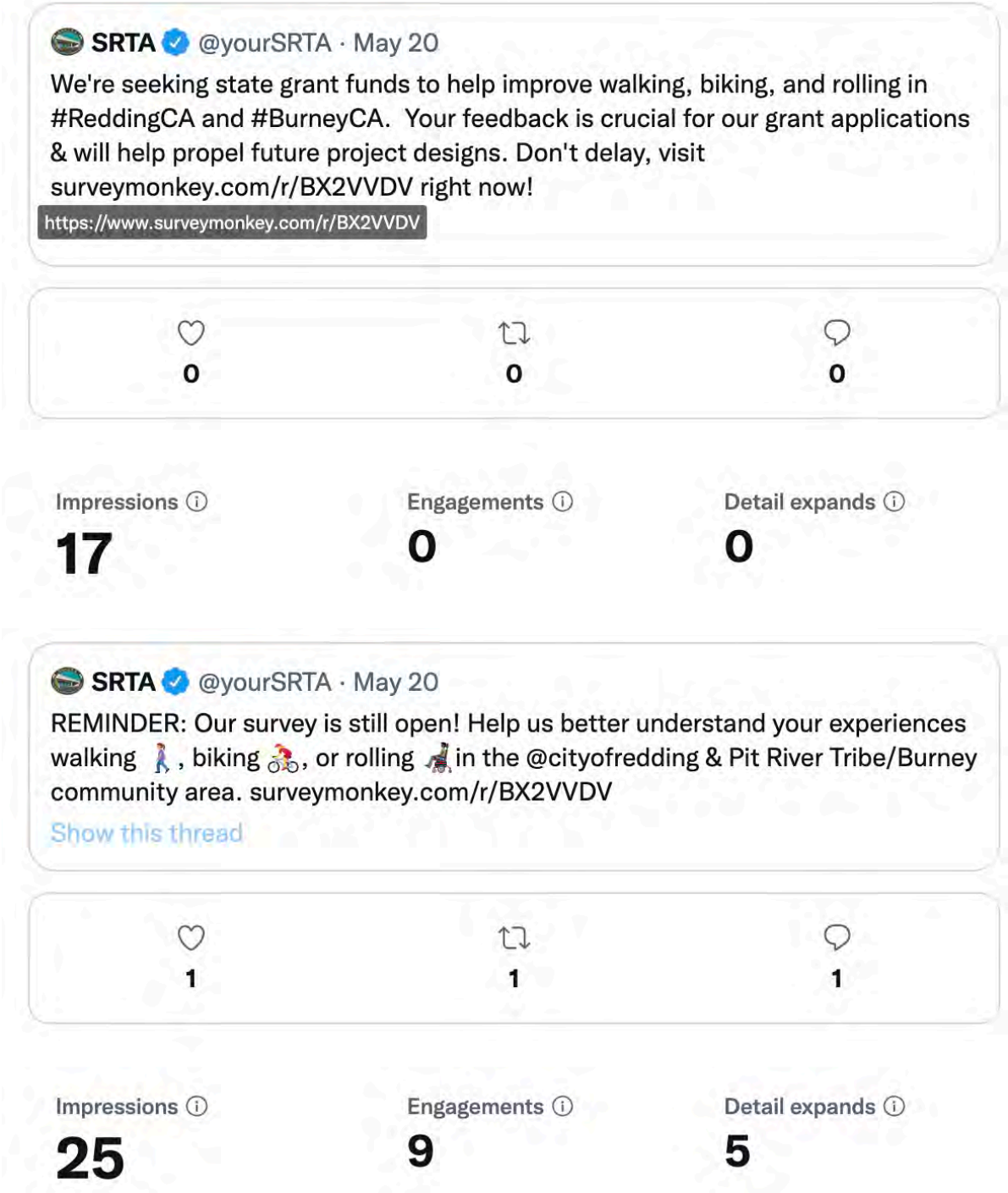


Figure 14: SRTA Facebook Engagement Messaging

Figure 15: SRTA Facebook Survey Engagement Messaging

Figure 16: SRTA Engagement Survey Extension Messaging

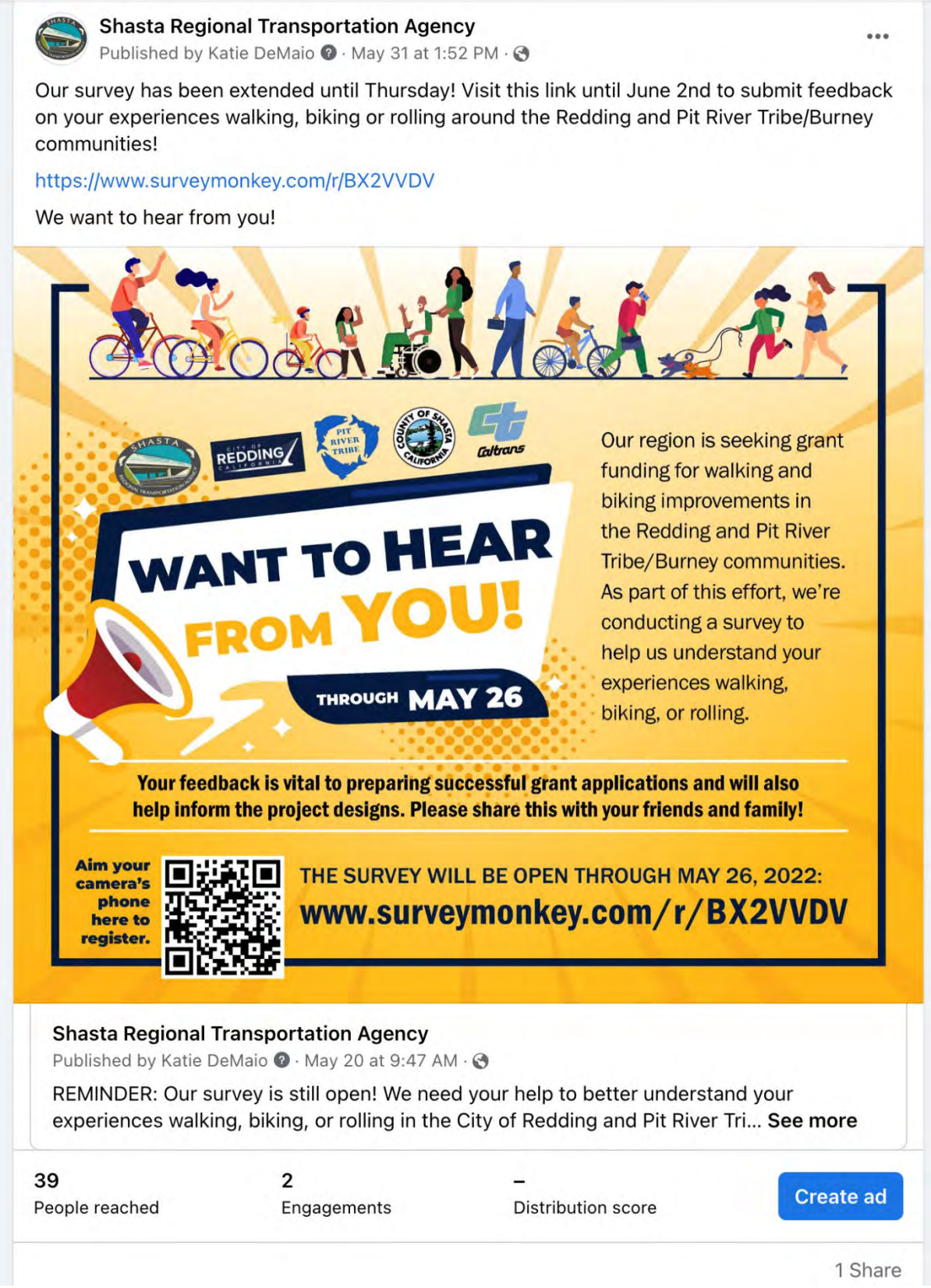


Figure 17: SRTA Close-Out Engagement Meeting Facebook Messaging

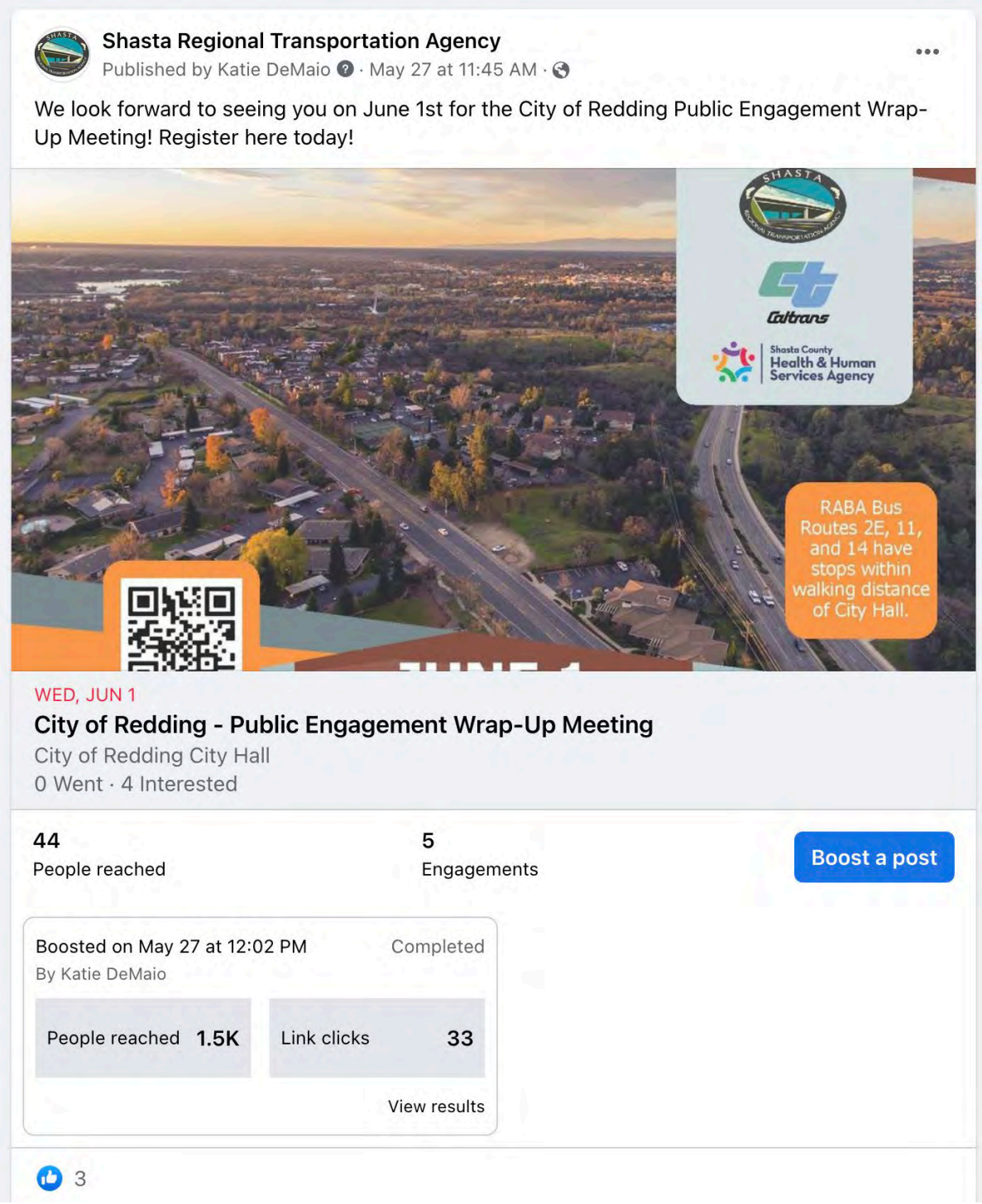


Figure 18: SRTA Engagement Meeting Facebook Messaging

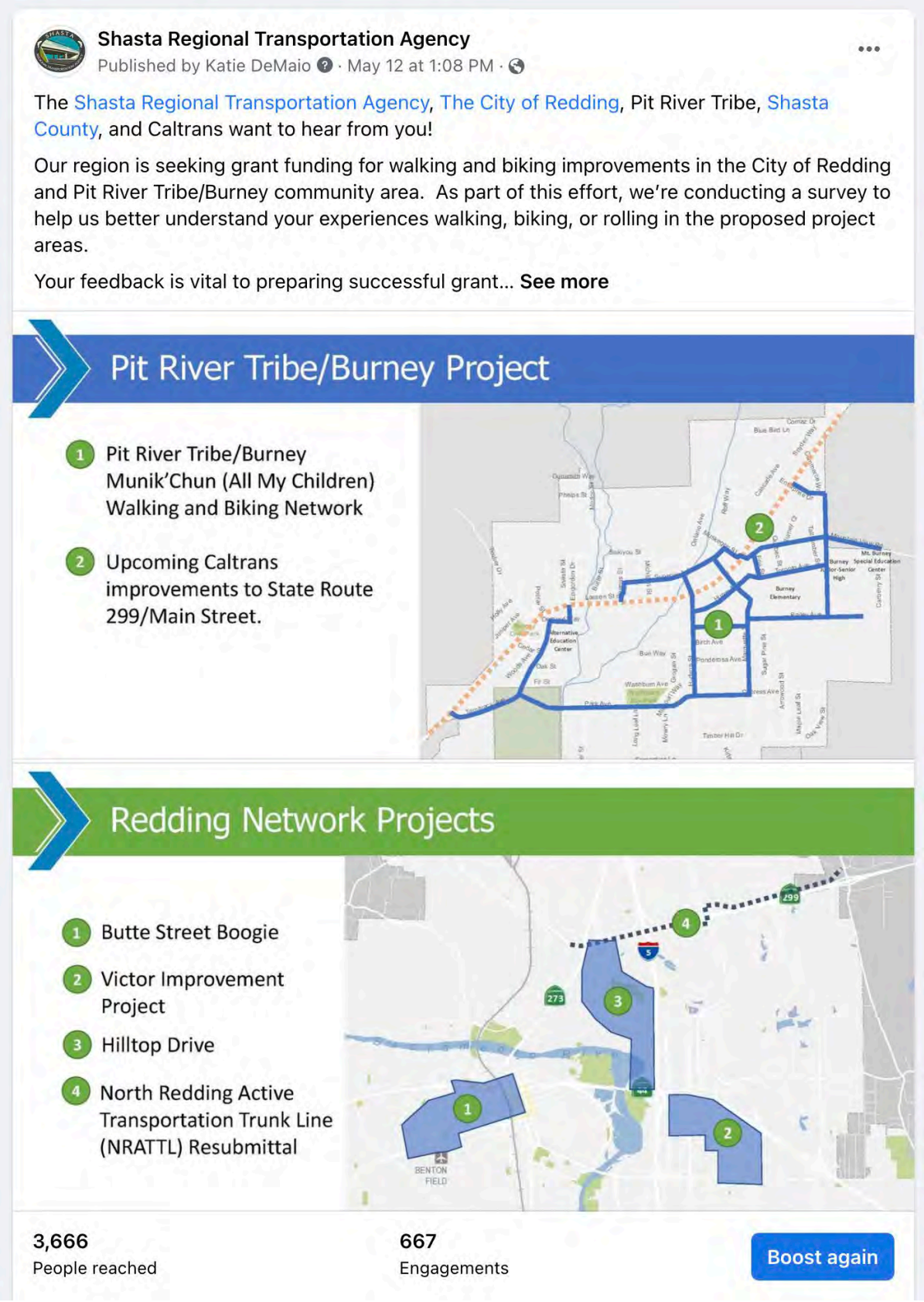


Figure 19: Online Comments for Engagement Meeting

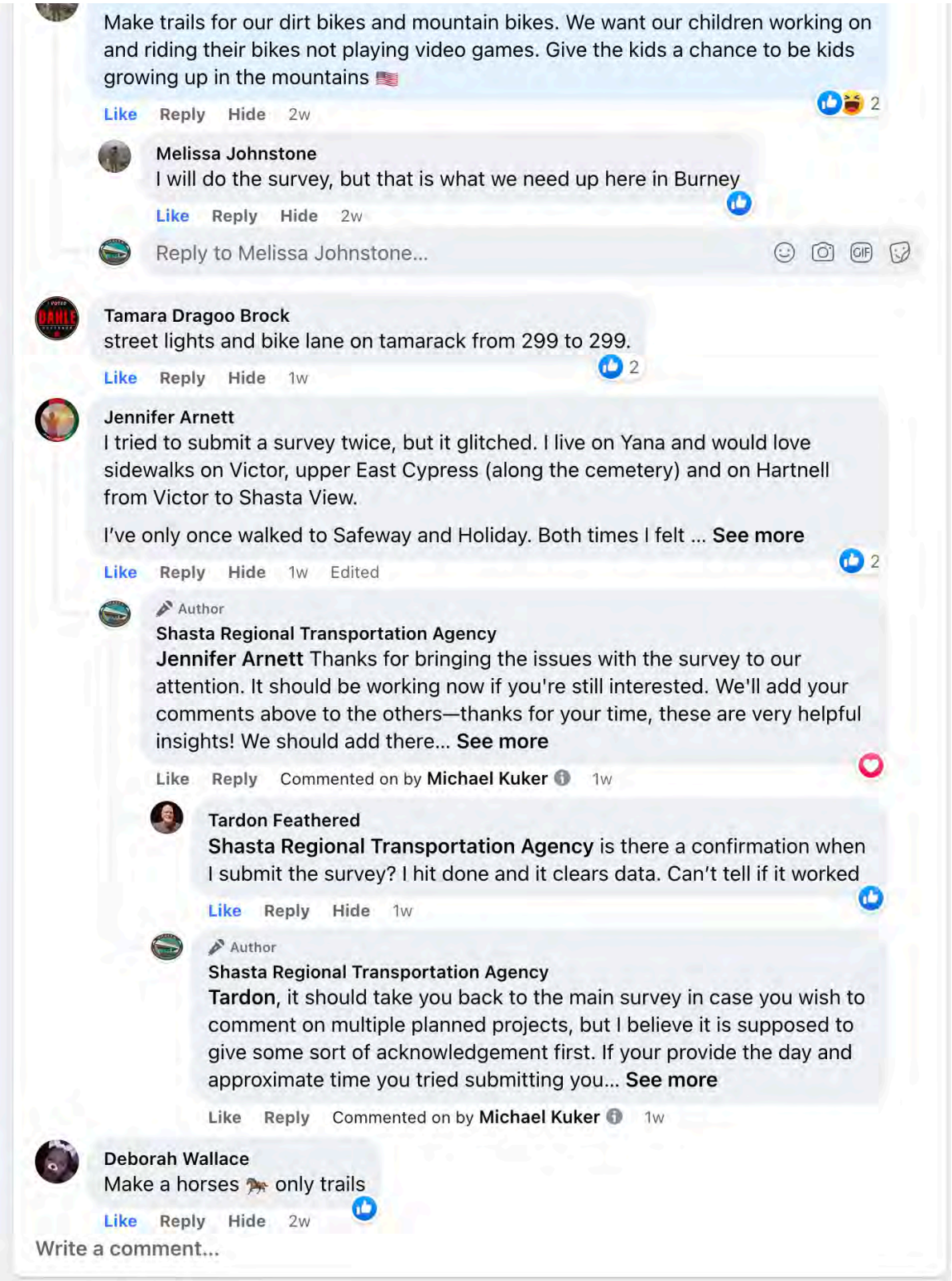


Figure 20: Facebook Engagement Comments

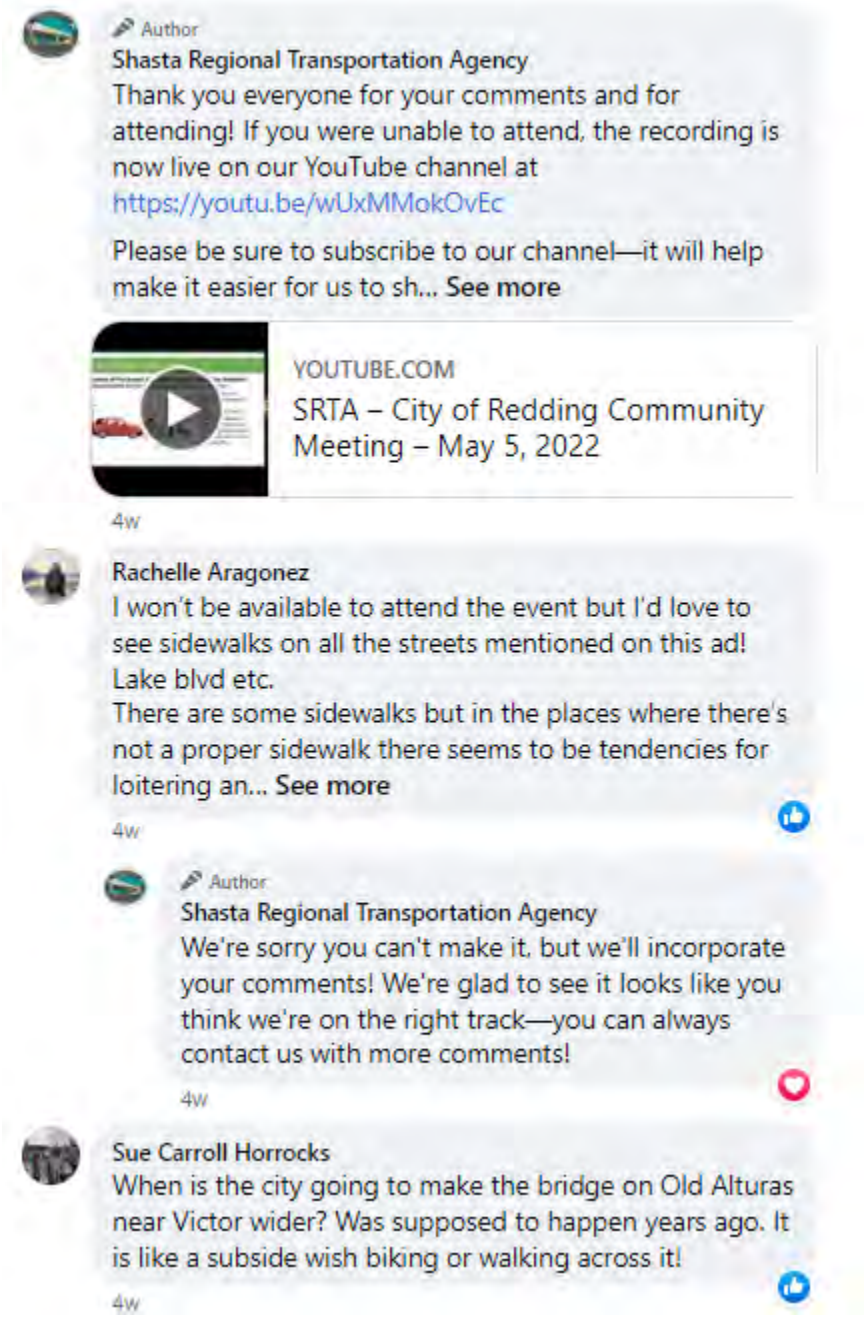
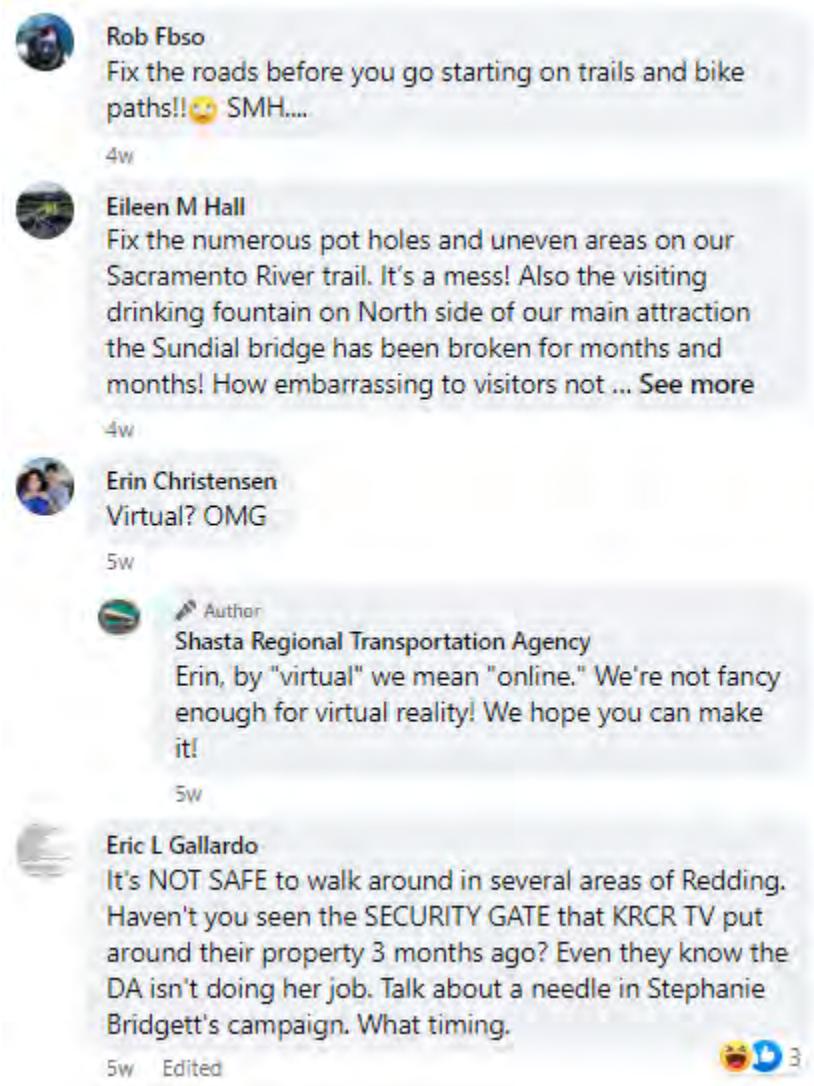


Figure 21: Facebook Engagement Comments



ATTACHMENT A: PROJECT ENGAGEMENT BOARDS

Shasta Regional Transportation Agency (SRTA)
Youth Engagement Activities
April 11, 2022

Introduction

The Pit River Tribe, Shasta County, Caltrans, and Shasta Regional Transportation Agency are collaborating to prepare walking and biking improvement projects within Burney. This effort is aimed at securing grant funding to develop safe routs to school in Burney, as part of a broader, interconnected community-wide walking and biking network. Critical to the success of this effort is community engagement and input. This study evaluates factors such road conditions, safety concerns, and various modes of transportation

Shasta Regional Transportation Agency implemented a survey to be facilitated in-person at local schools. The survey engaged students to provide their input on what they experience when getting to school and how those traveling conditions can be improved.

Methodology

The community survey provided participants an opportunity to give their feedback on road and walking conditions and provide their thoughts on infrastructure improvements that can be made in the area. The survey was an in-person paper survey. The project team received a total of 314 survey responses across two schools.

Elementary Students	144
Jr/Sr High School Students	150
Faculty	20
Total Surveyed	314

A full list of comments submitted is available in the Appendix.

The in-person paper survey consisted of 4-8 questions depending on the age of the audience. These questions focused on:

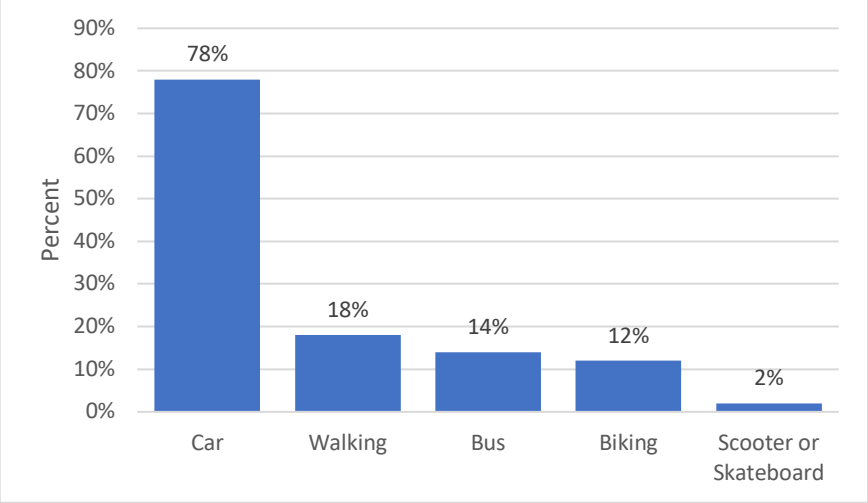
- Mode of transportation typically used
- Safety issues and concerns when traveling
- Suggested improvements that can be made to local infrastructure

Overview of Results

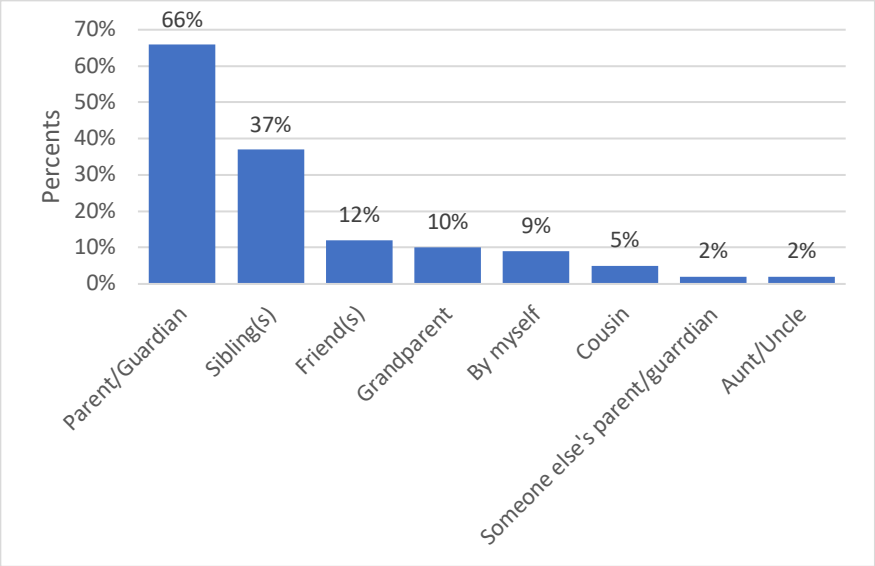
Elementary School

Students were able to select all that applied to them when answering all questions.

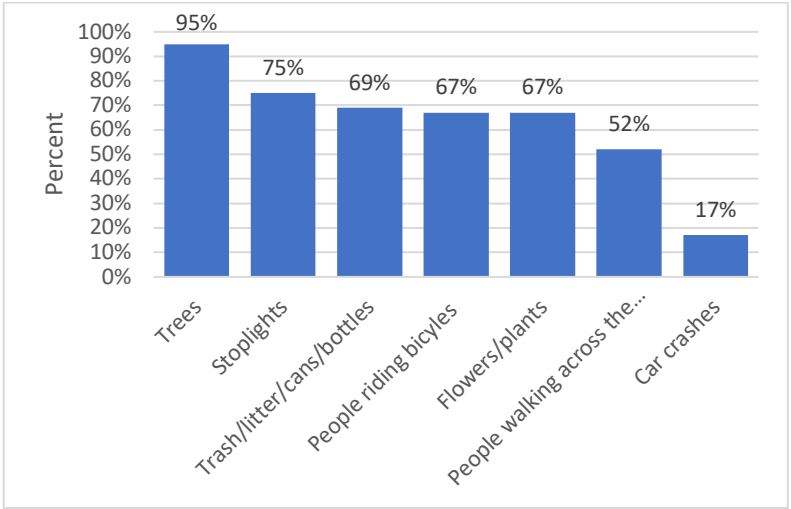
1. **How do you get to school?**



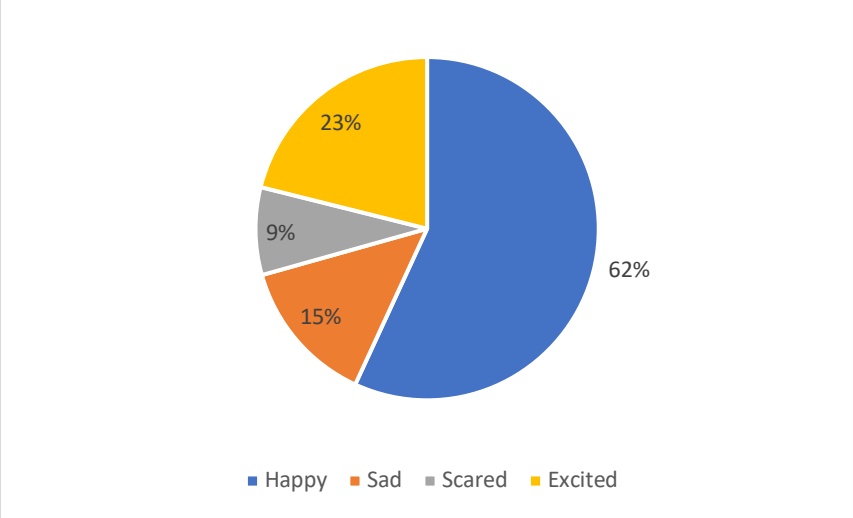
2. Who are you with?



3. What do you see on your way to school?



4. How do you feel on your way to school?



Junior Senior High School

1. **How do you get where you need to go?**

How do you get to where you need to go?	I use it.	I don't but would like to.	I don't use it and I'm not interested
Driving	61%	33%	8%
Biking	25%	28%	50%
Walking	60%	17%	26%
Scootering or Skateboarding	21%	24%	56%
Bus	12%	4%	86%

2. **On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.**

1=super safe	2	3	4	5=no way!
50%	15%	12%	12%	14%

1=super safe	2	3	4	5=no way!
14%	8%	18%	23%	36%

1=super safe	2	3	4	5=no way!
22%	14%	24%	22%	22%

1=super safe	2	3	4	5=no way!
17%	22%	34%	15%	12%

3. When you walk in Burney, what issues do you experience? (select all that apply)

There are not enough sidewalks, or sidewalks are broken.	42%
There are not enough safe places to cross the street.	25%
It's too dark during winter or at night.	25%
Cars drive too fast or don't stop for me when crossing the street.	24%
This doesn't apply to me. I don't walk around.	23%
None of the above. Walking in Burney is easy, safe, and convenient.	18%
I'm worried about my physical safety (i.e., crashes or injuries)	12%
The places I want to go are too far to walk.	12%

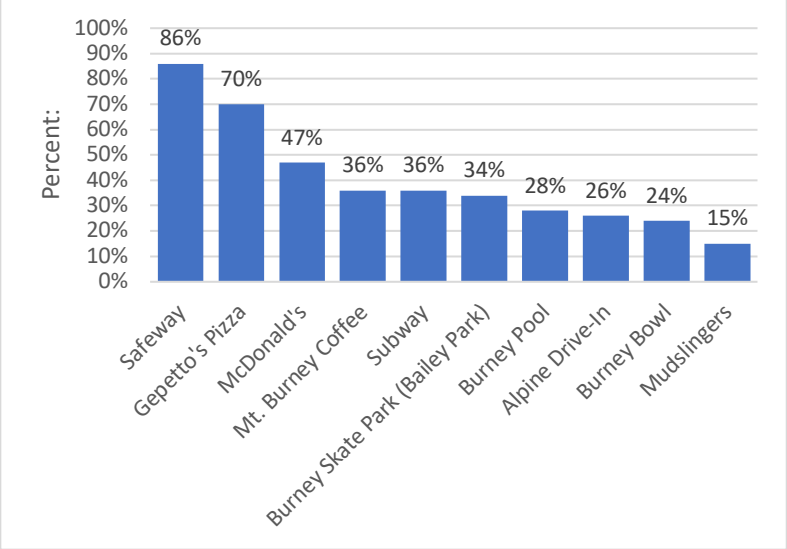
4. When you bike in Burney, what issues do you experience? (select all that apply)

This doesn't apply to me. I don't bike around.	50%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	25%
Security (i.e., not enough bike racks at my destination).	20%
None of the above. Biking in Burney is easy, safe, and convenient.	15%
It's too dark during winter or at night.	13%
I'm worried about my physical safety (i.e., crashes or injuries)	8%
Cars drive too fast and don't stop for me.	8%
The places I want to go are too far to bike, or it takes too long by bike.	2%

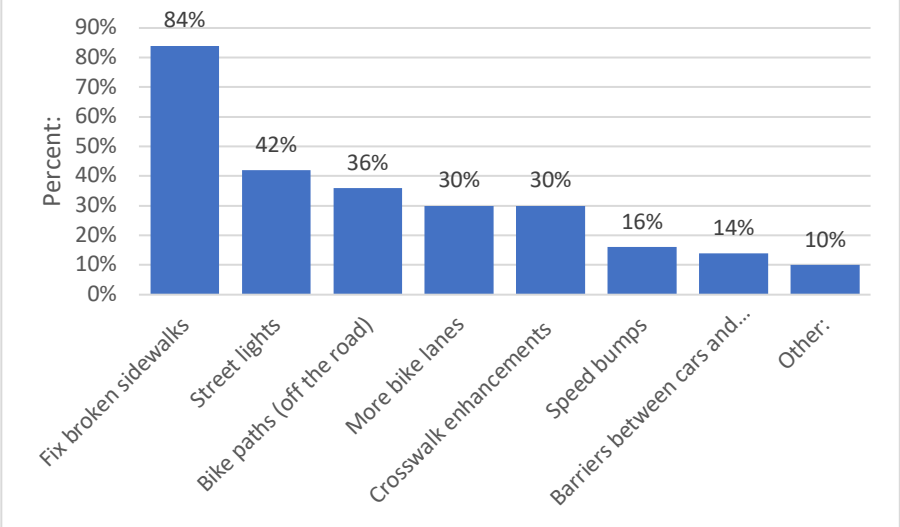
5. Because of walking and biking issues, I have trouble getting to: (select all that apply)

None of the above. I don't have trouble getting to where I need to go.	70%
Fun activities like movies, shopping, or sports	17%
Family or friends	14%
School	12%
Parks, playground	11%
Other:	9%

6. Which of the following do you visit at least twice a month? (select all that apply)



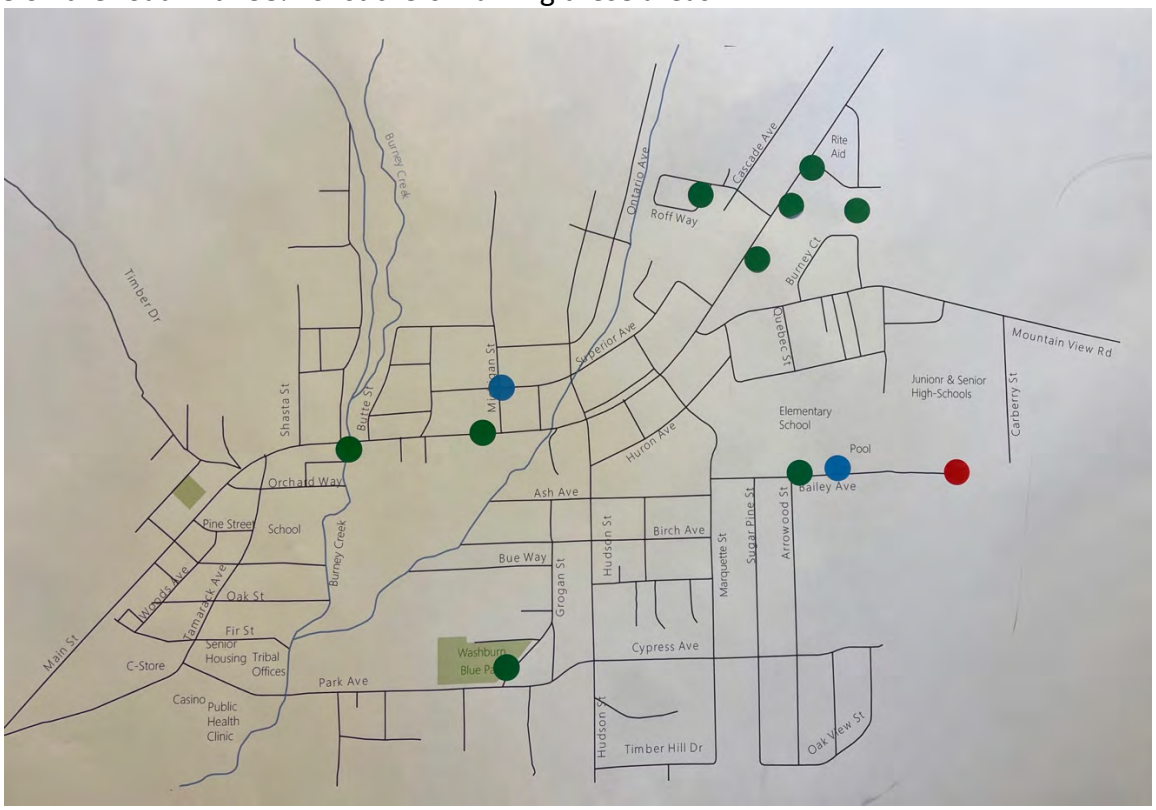
7. Which improvements will have the biggest impact improving biking and walking in your area? (select top 2)



Infrastructure Concerns Mapping Activity

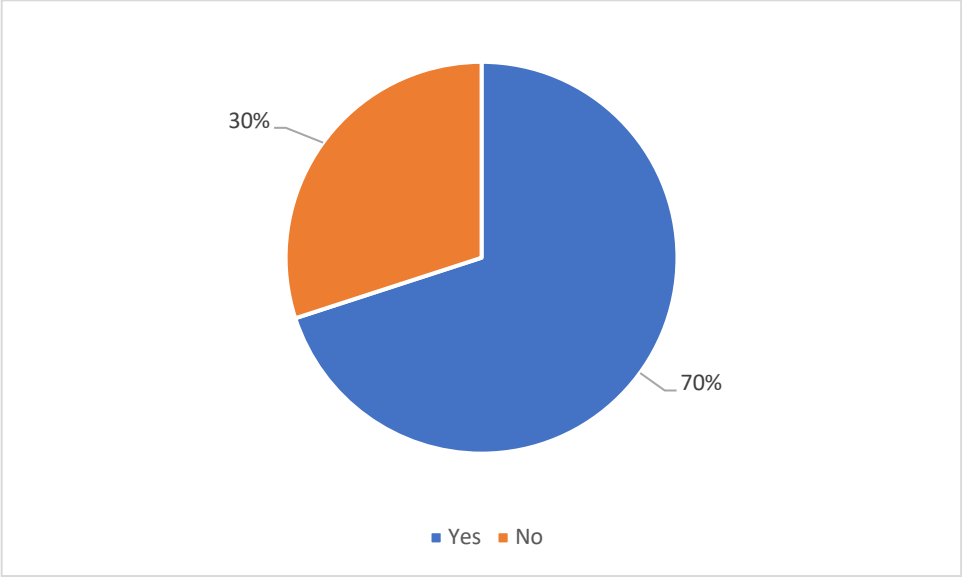
After completing their survey, students were asked to locate areas in Burney that needed infrastructure repairs or improvements by placing a sticker on the area needing attention. A red sticker means there is a broken sidewalk, green means trash or litter in the area, yellow is no bike lane available, and blue means no crosswalks and/or lights to help cross the street.

The images below show the areas where students thought improvement could be made. Of the 45 areas marked for attention, 46% of the areas flagged were for trash around the city. The second biggest concern was no bike lane on the road with 38% of stickers marking these areas.



Faculty Surveys

1. **Do you live in Burney?**



2. **How do you get to where you need to go?**

How do you get to where you need to go?	I use it.	I don't but would like to.	I don't use it and I'm not interested
Driving	100%	0%	0%
Biking	30%	45%	20%
Walking	55%	15%	30%
Scootering or Skateboarding	0%	10%	55%
Bus	0%	5%	60%

3. **On a scale of 1 (super safe) to 5 (No way! I'd never walk and bike there!), please rate the safety of an 8-year old or an 80-year old walking and biking in these photos. You may apply the same rating to some, all, or none of the photos.**

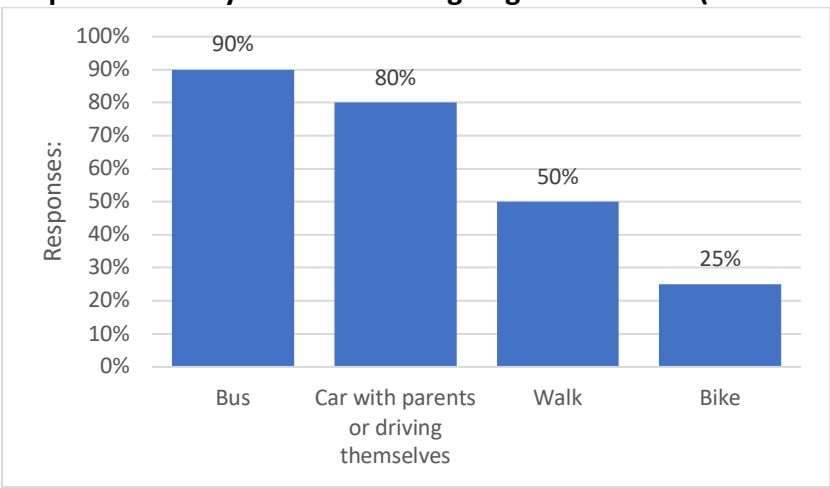
1=super safe	2	3	4	5=no way!
70%	5%	10%	5%	5%

1=super safe	2	3	4	5=no way!
10%	0%	5%	15%	65%

1=super safe	2	3	4	5=no way!
5%	15%	30%	40%	15%

1=super safe	2	3	4	5=no way!
15%	25%	15%	30%	15%

4. Which mode of transportation do you see kids using to get to school? (select all that apply)



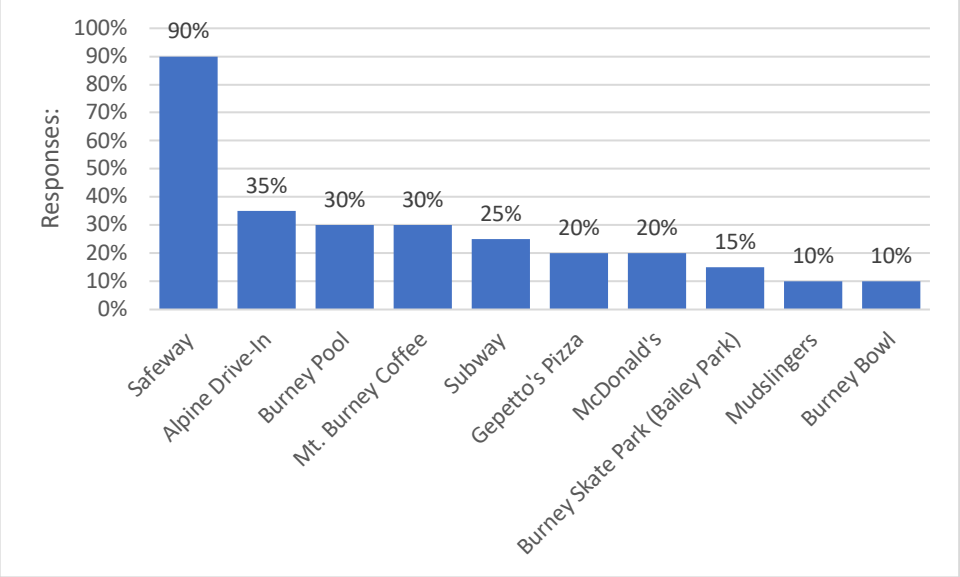
5. When you are walking and biking around, what issues do you encounter? (select all that apply)

Cars drive too fast and don't stop for me.	65%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	55%
It's too dark during winter or at night.	35%
I'm worried about my physical safety (i.e., crashes or injuries)	35%
Security (i.e., not enough bike racks at my destination).	30%
This doesn't apply to me. I don't walk or bike in the area.	20%
The places I want to go are too far to bike, or it takes too long by bike.	10%
None of the above. Walking and biking in Burney is easy, safe, convenient, and affordable.	0%

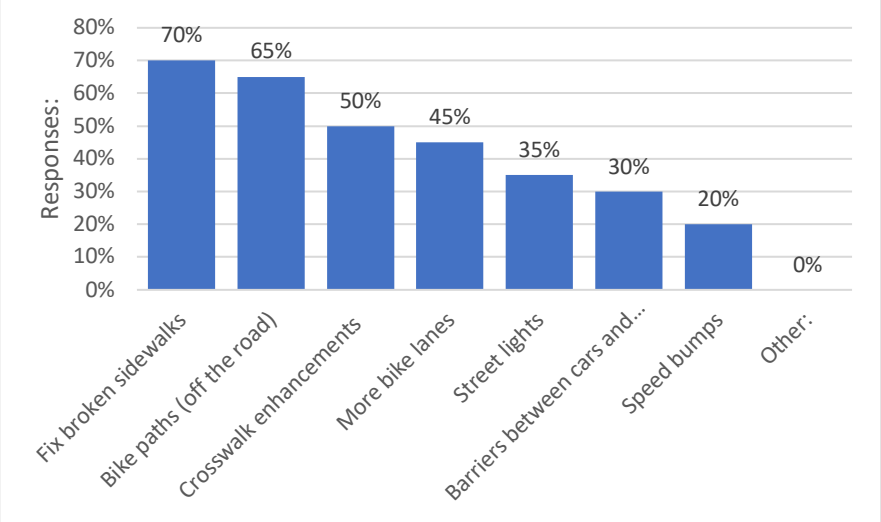
6. What transportation issues do you see or hear students encounter? (select all that apply)

Cars drive too fast and don't stop for me.	75%
The road isn't comfortable (i.e., not enough bike lanes on my way to my destination).	56%
It's too dark during winter or at night.	55%
Security (i.e., not enough bike racks at my destination).	40%
I'm worried about my physical safety (i.e., crashes or injuries)	40%
The places I want to go are too far to bike, or it takes too long by bike.	20%
None of the above. Walking and biking in Burney is easy, safe, convenient, and affordable.	10%

7. Which of the following places do you visit a least twice a month? (select all that apply)



8. Which improvements will have the biggest impact improving biking and walking in your area? (select top 2)



Appendix

- List of community member comments

Community Member Comments

Elementary School Students

- On my way to school if I'm walking there's a 4 road way and it can get confusing on who goes first and I almost got hit. And there are some ways like Hudson where I live there's no space from the road on the side of it.
- Cars sometimes get a little too close for comfort.
- I was once walking on the side of the street because there is no sidewalk there and someone wasn't looking and almost hit me.
- I almost got hit two times. One walking the dog and another walking to the movie theater.
- My sister almost got hit.
- A year ago, my mom got hit by a car on her leg she broke 4 bones and she was severely injured. And got flown across the Mountain View Street. ("This happened during the day. Mom was walking down road when she was hit." - teach comment)
- My sister saved her friend's life. What she did was she saw her friend and she saw her friend not looking both ways and she ran and pulled her friend back before the car ran her over and said "you saved my life".
- I ride with my dad in the car. It takes us about 21 minutes. Then we wait for my mom to come to school.
- I drive with my mom and brother. The drive is about 5 mintues. I am happy to see my friends.
- I skateboard when it's warm. It takes like 20 minutes. Sometimes I go on jumps.
- I drive with my mom and it takes 5 minutes. And I walk with my aunt to school. And I take the bus sometimes.
- I ride in our car with my mom/dad sometimes Anthony and my sister and it usually takes about 5 minutes and I am excited to see my friends when I get there.
- I ride in the car with my mom. We drive about 5 minutes to school. And when I get to school I'm usually late. But I'm not always late just sometimes.
- I ride in the car with my mom and brother. It is usually about 30 minutes. I usually read but sometimes look out the window.
- I ride with my sister and my aunt. I see a lot of cars going down main street. When we get there I am excited to see my friends!
- I see people ride bikes. And I also play on my phone and before school I eat breakfast.
- I want to bike
- I can't walk cause I am a girl and there's creeps and hobos will steal me.
- My mom works at the school.
- I live 30 minutes away.
- Why I don't walk to school is because I don't want to!
- My mom is scared for students but my dad will let me go.
- They don't let me because I live too far.
- My mom doesn't let me ride a bike to school cause I don’t have a bike or bike chain.
- The reason why me grandma won't let me walk to school is because kidnappers and we're too far.
- My parents don't let me walk to school because I live 20 min away.
- My mom doesn't trust people and cars.

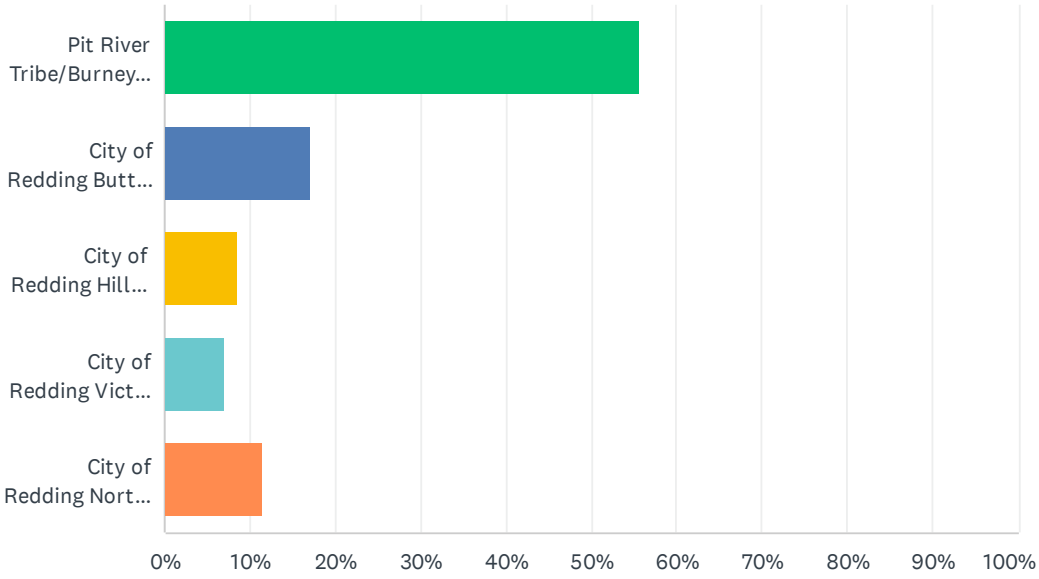
- When I was walking by DG and someone (adult) got hit by a car and flew into a ditch and got hurt.
- I see some cars that were upside down where I live and I take a car because I live in Cassle and there are people that speed and my uncle got hit by a car by the main street.
- One time I was walking to school this guy in a matte black dodge challenger white license plate and they hit me on Marquette. ("this child tends to tell tall tales." - teacher comment)
- I was walking around my house by the red school (Tamarack St), and I had almost got hit by a red car. And also there has been many people (older) people that have gotten hit on the highway I'm not sure the reason but..
- When me and my dad and my sister were at Safeway and now there is a bench for him and it was my friend's cousin ("this is when Gage was killed" - teacher comment)
- I can ride a bike to school!
- My parent do not care that much when I walk to school because I do it 24/7 aka 7 days a week.
- My mom is strict about having robbers and people who can kidnap you but she lets me walk home and she is weird because she had…
- There was someone biking in Burney on Mountain View Road and I was driving past and I seen the ambulance and I didn't see it happen but I seen the after.
- I saw someone get hit by a big truck. ("This was when Gage was killed" - teacher comment)
- The cars zoom by where I walk to school.
- One day when I was talking to my mom and then we called my grandpa to help fix the garage and when he was coming I was playing with my dog and I throw the ball it to the road and my dog when to get it and got hit by my grandpa's car on Oak View Street.

Faculty Comments

- Student George Sealander hit and killed on skateboard in crosswalk in front of Safeway
- Melissa Sweet's mom hit on the corner of Hudson and Main on SR 99 in middle of the night 12 months ago
- Man preparing for 4th of July parade hit and killed near there (SR 299 Shasta/Tamarack)
- Hudson Street Nick Dore got clipped on bicycle 6 years ago
- My personal kids had a close call with a car walking home on Tall Timber (no sidewalks on "main" route to get to school.
- My daughter nearly got hit by a car coming down Makinac St on the sidewalk by Chevron when a car coming from Main St East pulled into the gas station
- Several time we had cars turn in front of us (both from Mountain View/Safeway) when using the crosswalk between Speedway and Chevron (East side of Main/Mtn View intersection)
- The library needs a bike rack :)
- Much could be improved on the streets. However, the humans also need improvement. Teenage drivers at lunch time and before and after school are a problem. They are new drivers- sometimes distracted and present a hazard. A child was killed on 299 under the back wheels of a delivery truck in the crosswalk at Marquette. As I understand it, the child was on a skateboard and thought he could beat the truck. the driver never saw him and was traumatized. Another problem is that the kids who die on the road here are venerated, rather than used as an example of tragic poor judgement. Let's teach kids responsibility.

Q1 Which project are you interested in providing feedback on? (Choose One):

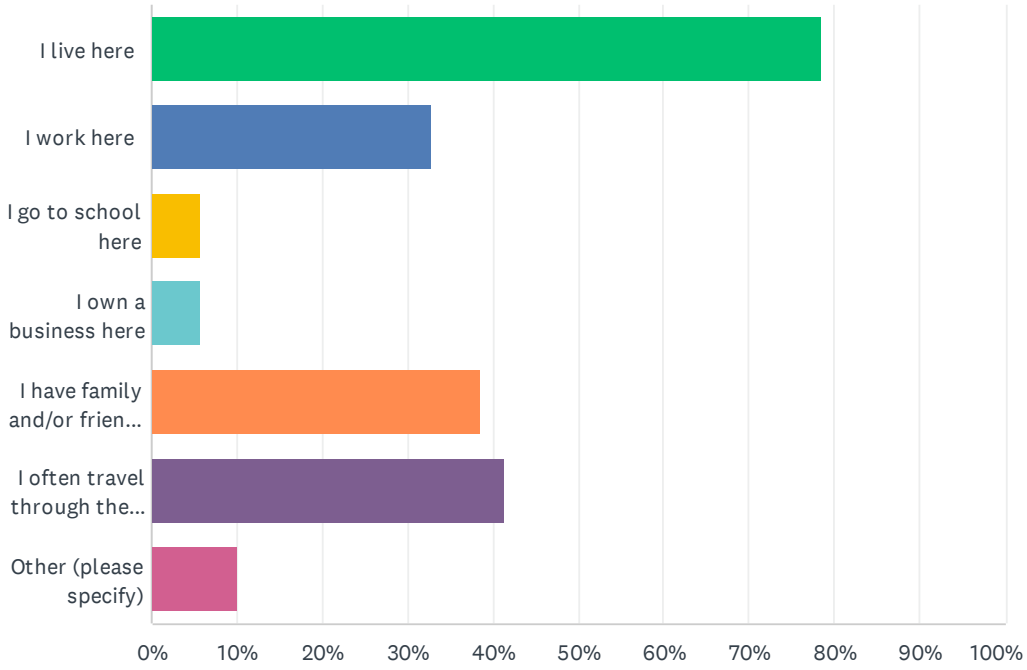
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Pit River Tribe/Burney Munik'Chun (All My Children) Walking and Biking Network	55.71%	39
City of Redding Butte Street Boogie	17.14%	12
City of Redding Hilltop Drive	8.57%	6
City of Redding Victor Extension	7.14%	5
City of Redding North Redding Active Transportation Trunk Line (NRATTL)	11.43%	8
TOTAL		70

Q2 What brings you to the project's community area? (Check all that apply)

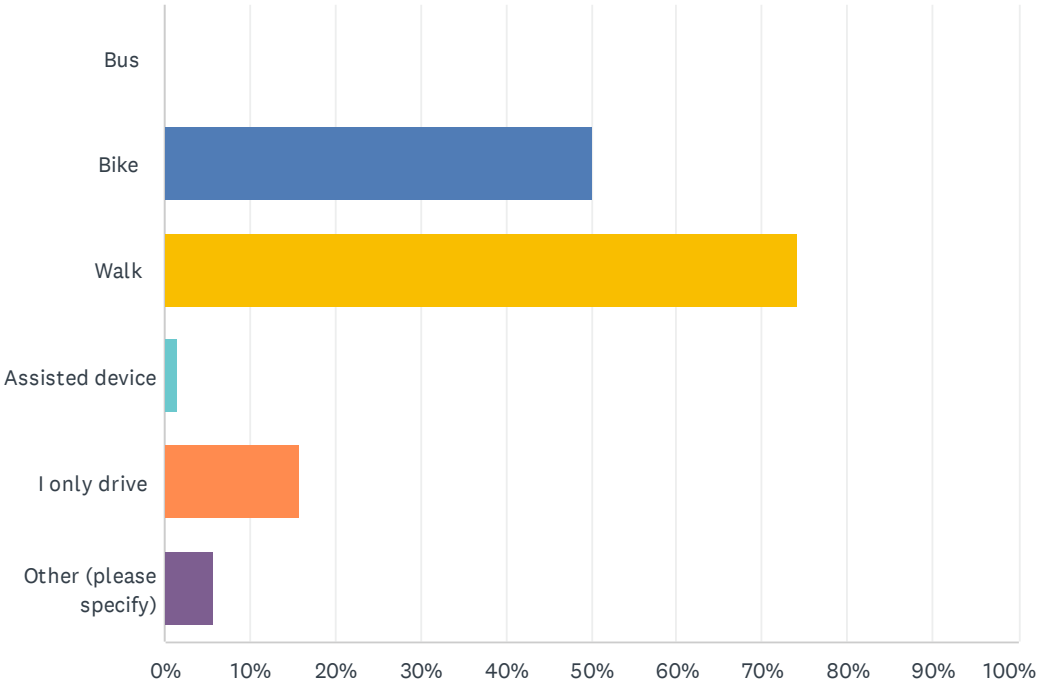
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live here	78.57%	55
I work here	32.86%	23
I go to school here	5.71%	4
I own a business here	5.71%	4
I have family and/or friends here	38.57%	27
I often travel through the area on the way to/from other destinations.	41.43%	29
Other (please specify)	10.00%	7
Total Respondents: 70		

Q3 Aside from driving, how do you get around the community? (Check all that apply)

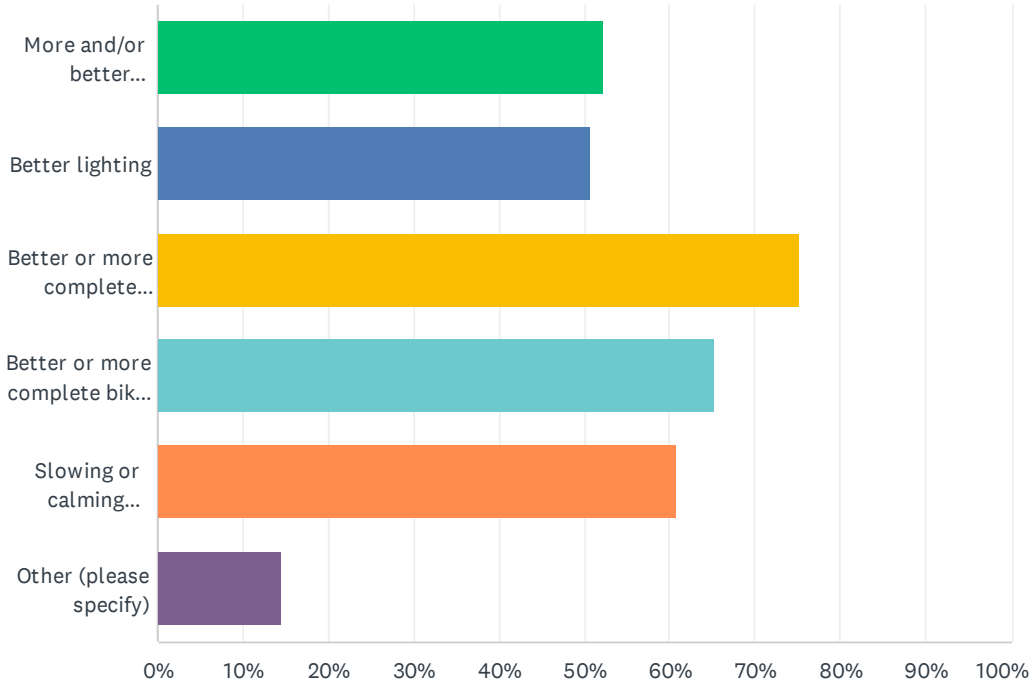
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bus	0.00%	0
Bike	50.00%	35
Walk	74.29%	52
Assisted device	1.43%	1
I only drive	15.71%	11
Other (please specify)	5.71%	4
Total Respondents: 70		

Q4 What would encourage you to walk or bike more to your destinations? (Check all that apply)

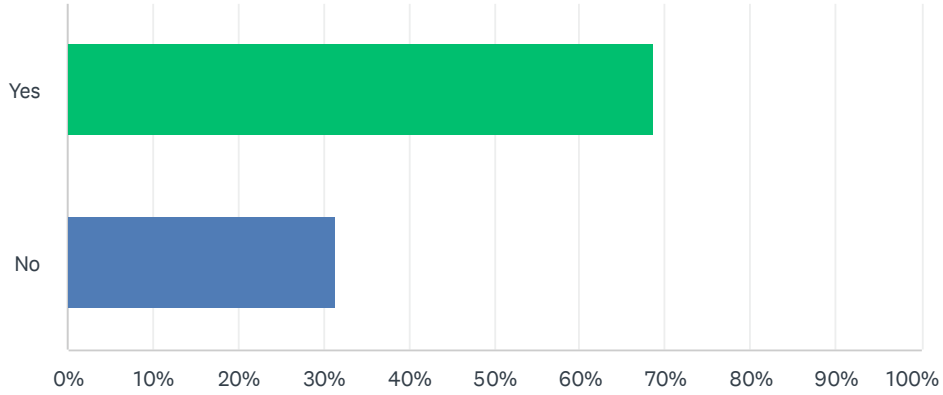
Answered: 69 Skipped: 1



ANSWER CHOICES	RESPONSES	
More and/or better crosswalks	52.17%	36
Better lighting	50.72%	35
Better or more complete sidewalks	75.36%	52
Better or more complete bike lanes	65.22%	45
Slowing or calming cars/vehicle traffic	60.87%	42
Other (please specify)	14.49%	10
Total Respondents: 69		

Q5 Do you currently walk or bike in the project area?

Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	68.57%	48
No	31.43%	22
TOTAL		70

Q6 Which destinations would you, or others, like to visit in the project area? Are there any limitations to walking or biking?

Answered: 40 Skipped: 30

Q7 Are there areas where you feel unsafe biking or walking in the project area? Be specific: what makes you feel unsafe about these places?

Answered: 51 Skipped: 19

Q8 Are there any places or locations you or someone you know has had a near miss or crash? If so, please provide the location and general circumstances of the incident below.

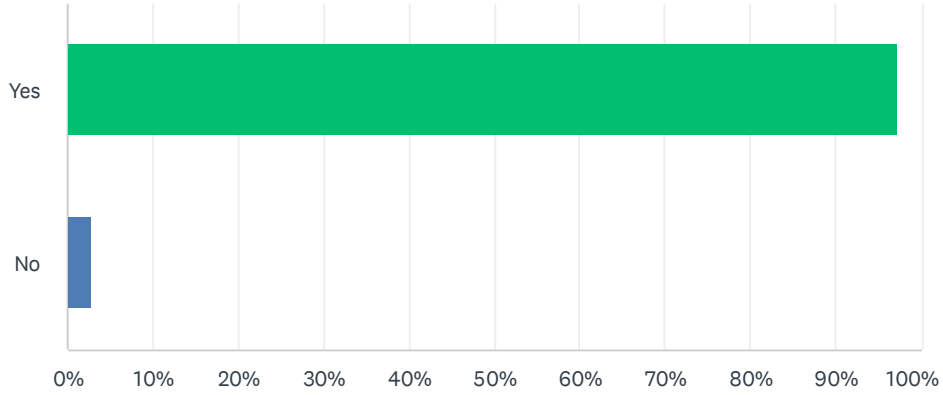
Answered: 32 Skipped: 38

Q9 Do you know of anyone in senior or assisted living in or near the project area? If so, how do they get around? Are there any specific issues you know that they encounter walking, biking, or rolling in the community?

Answered: 36 Skipped: 34

Q10 Do you support new sidewalks or paths in the community?

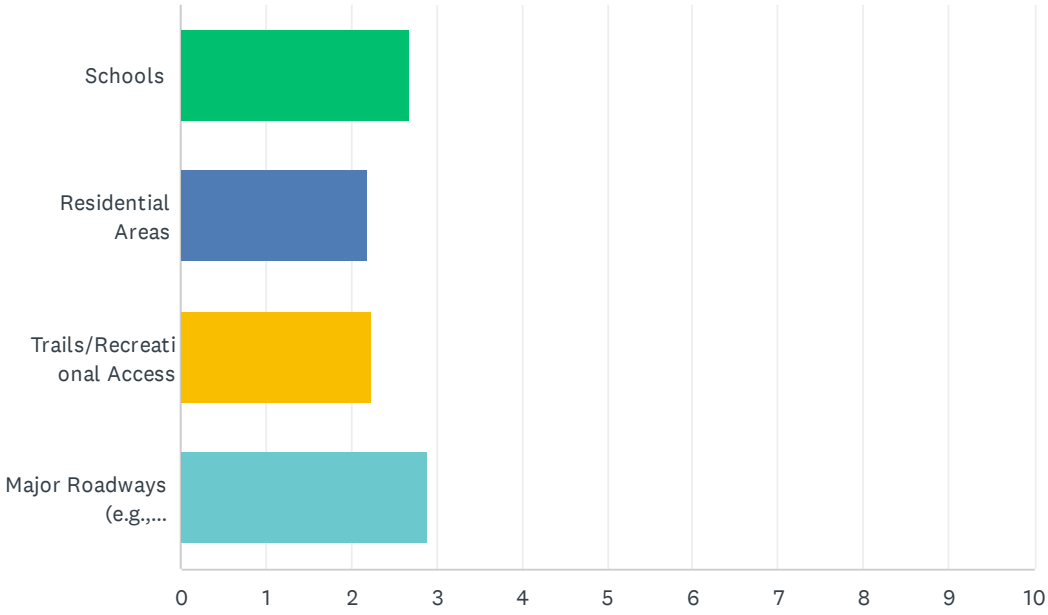
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	97.14%	68
No	2.86%	2
TOTAL		70

Q11 Rank where do you see the greatest need for crossing improvements in the community?

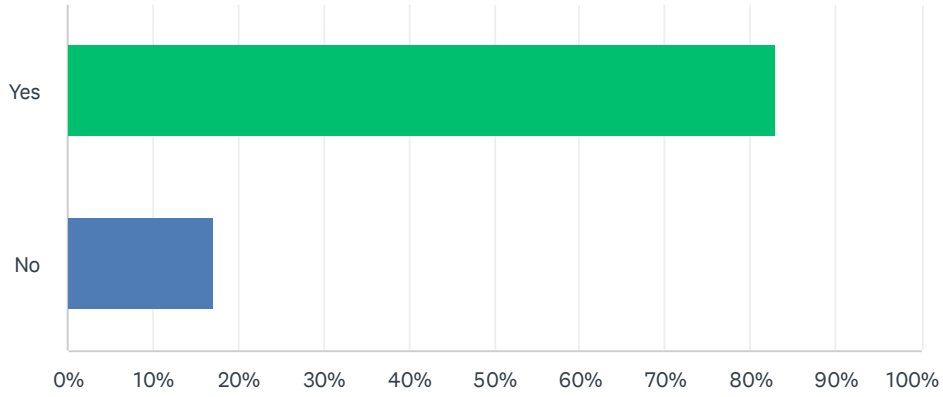
Answered: 69 Skipped: 1



	1	2	3	4	TOTAL	SCORE
Schools	30.51% 18	20.34% 12	35.59% 21	13.56% 8	59	2.68
Residential Areas	11.48% 7	24.59% 15	36.07% 22	27.87% 17	61	2.20
Trails/Recreational Access	20.97% 13	22.58% 14	16.13% 10	40.32% 25	62	2.24
Major Roadways (e.g., Tamarack Avenue in Burney or Hilltop Drive in Redding))	38.24% 26	30.88% 21	13.24% 9	17.65% 12	68	2.90

Q12 Studies have shown that people are 70% more likely to be killed if struck by a vehicle traveling at 30 MPH compared to one traveling at 25 MPH. Would you be supportive of new traffic calming improvements in the community area to help slow speeding vehicles?

Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	82.86%	58
No	17.14%	12
TOTAL		70

Q13 Where do you see the greatest need for bike connections in the community?

Answered: 45 Skipped: 25

Q14 Do you have any additional comments or feedback for this project?

Answered: 29 Skipped: 41

APPENDIX B
Butte Street Boogie Concept Design

N

Scale: 1" = 500'

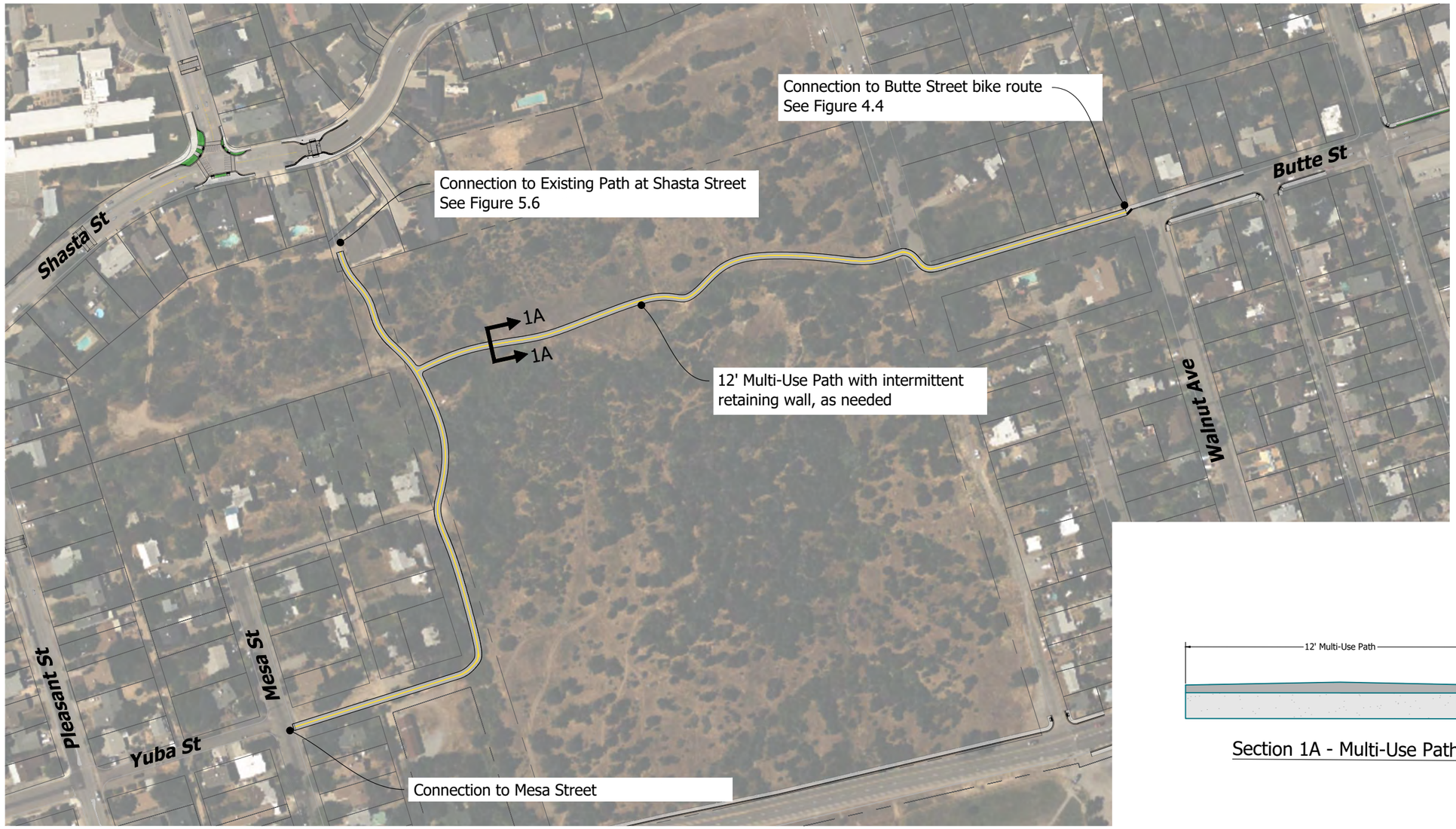
500 250 0 500

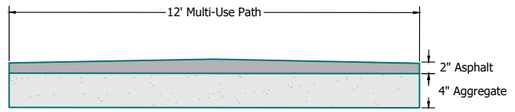
Overview of Figures
Redding, CA

Figure
1.1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:43pm - dbowers Layout Tab: Overview





Section 1A - Multi-Use Path

N

Scale: 1" = 200'

0 100 0 200

——— – – ——— ROW*

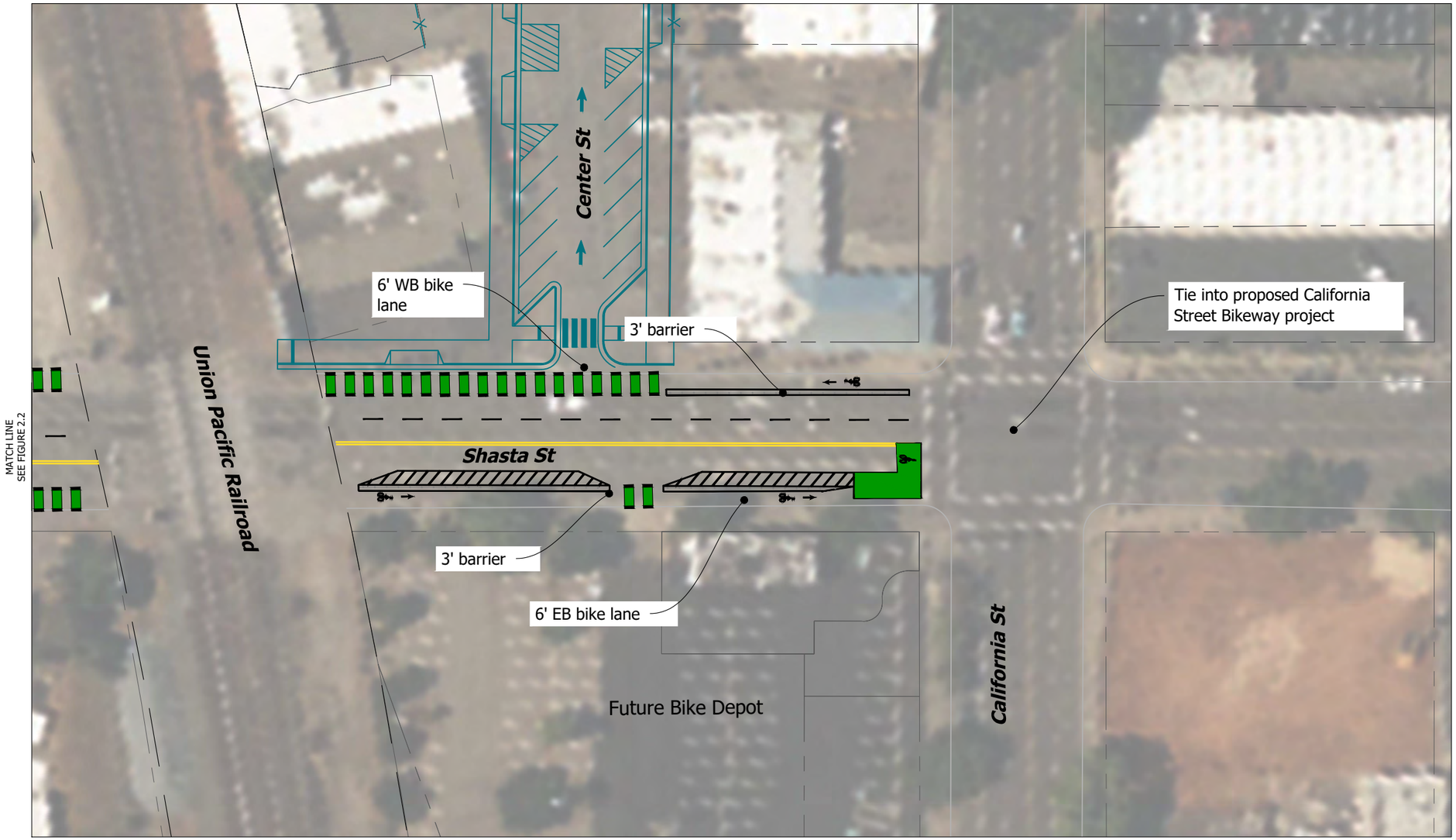
**Right of Way lines are based on parcel data from City of Redding and have not been verified through survey. It's possible that actual parcel lines differ from those shown in this figure.*

Multi-Use Path Overview
Redding, CA

Figure
1.2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:43pm - dbowers Layout Tab: 1.2 Multi-Use Path



Center Street improvements

N

Scale: 1" = 50'

50 25 0 50

ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

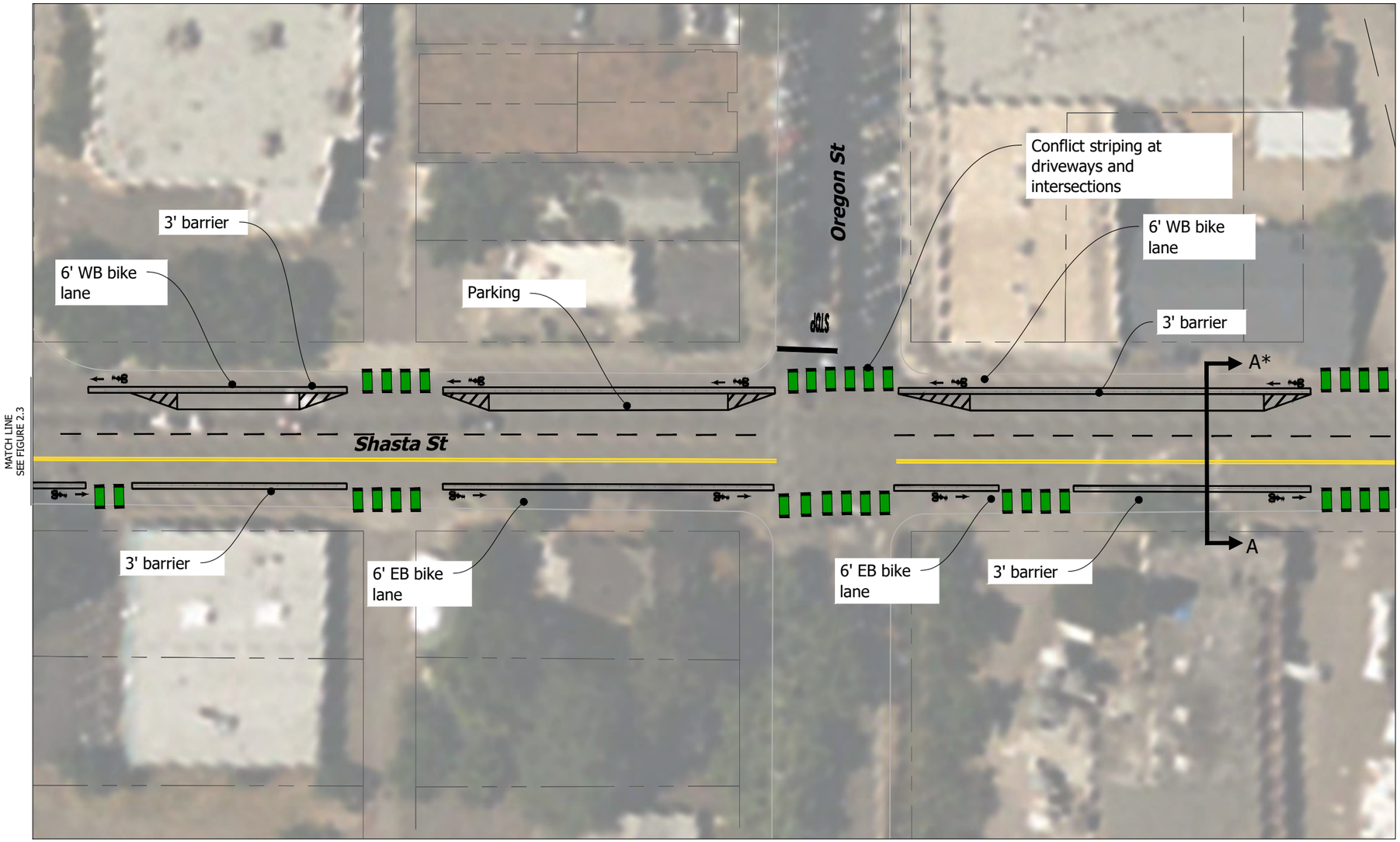
Note
Proposed white pavement markings are shown in black for clarity.

Shasta Street Separated Bike Lanes
Redding, CA

Figure
2.1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:43pm - dbowers Layout Tab: 2.1



* See Figure 6.1 for cross-section.

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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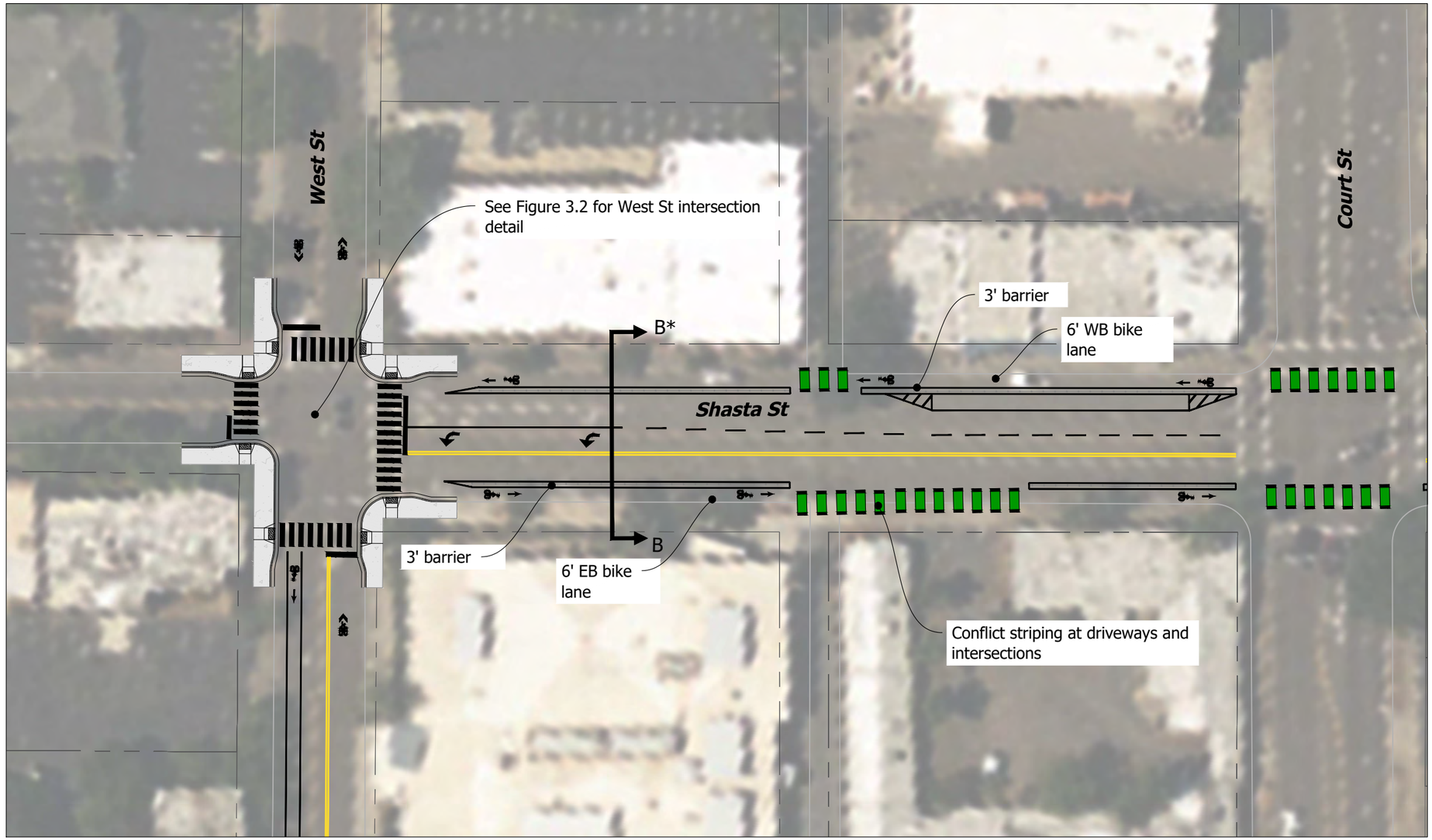
Shasta Street Separated Bike Lanes
Redding, CA

Figure
2.2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm - dbowers Layout Tab: 2.2



* See Figure 6.1 for cross-section.

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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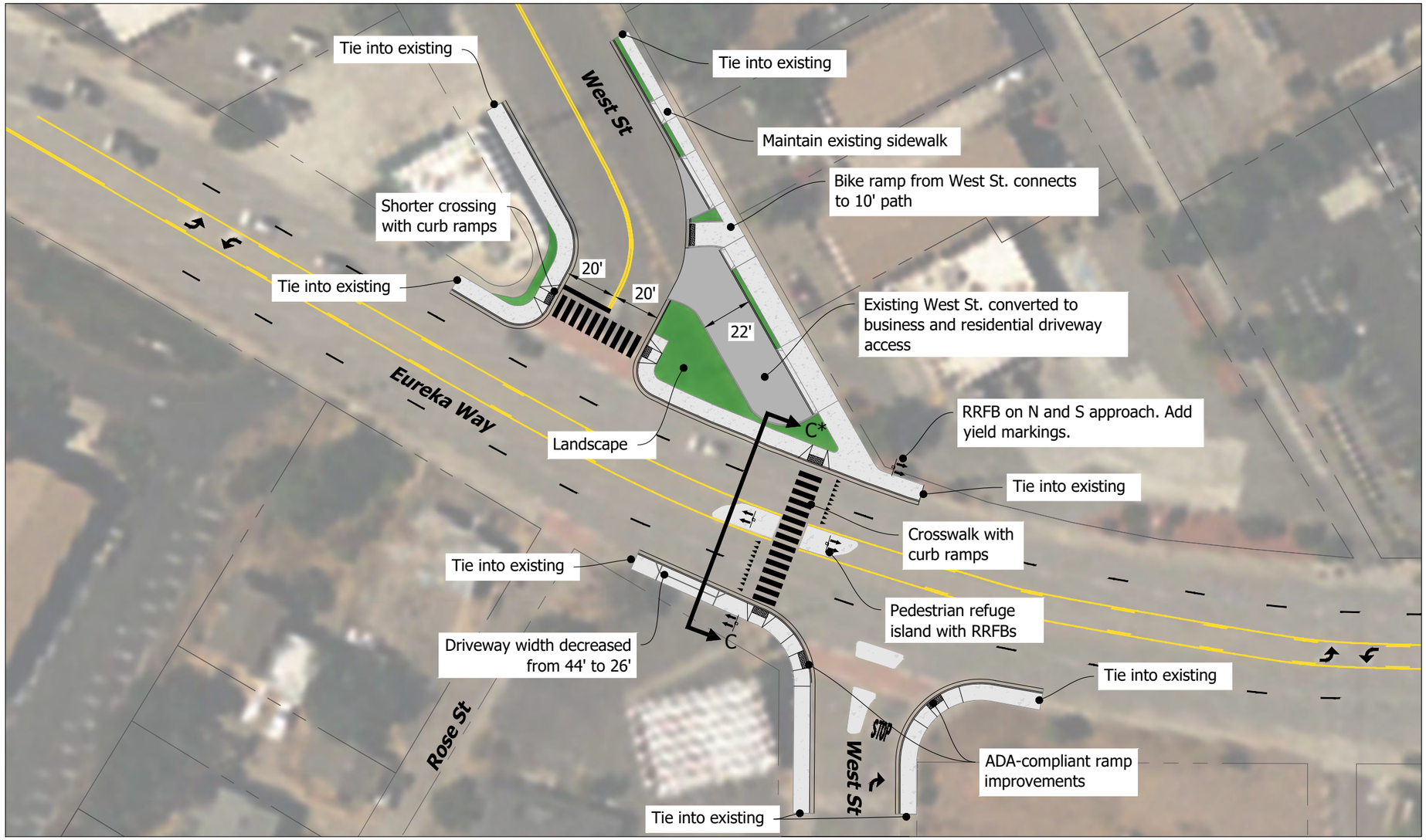
Shasta Street Separated Bike Lanes
Redding, CA

Figure
2.3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm dbowers Layout Tab: 2.3



* See Figure 6.2 for cross-section.

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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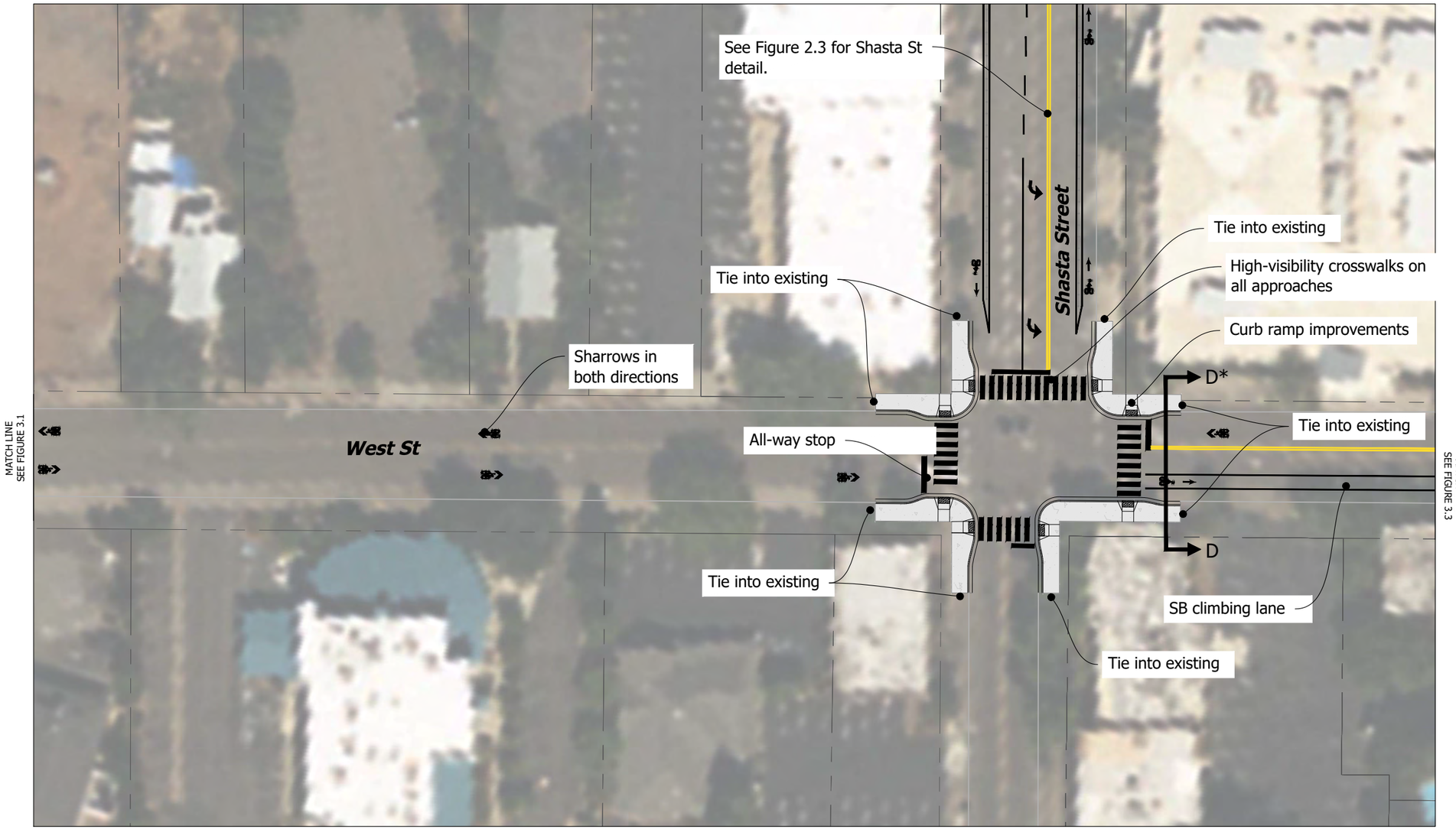
West Street and Eureka Way Intersection Improvements
Redding, CA

Figure
3.1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm dbowers Layout Tab: 3.1



* See Figure 6.3 for cross-section.

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

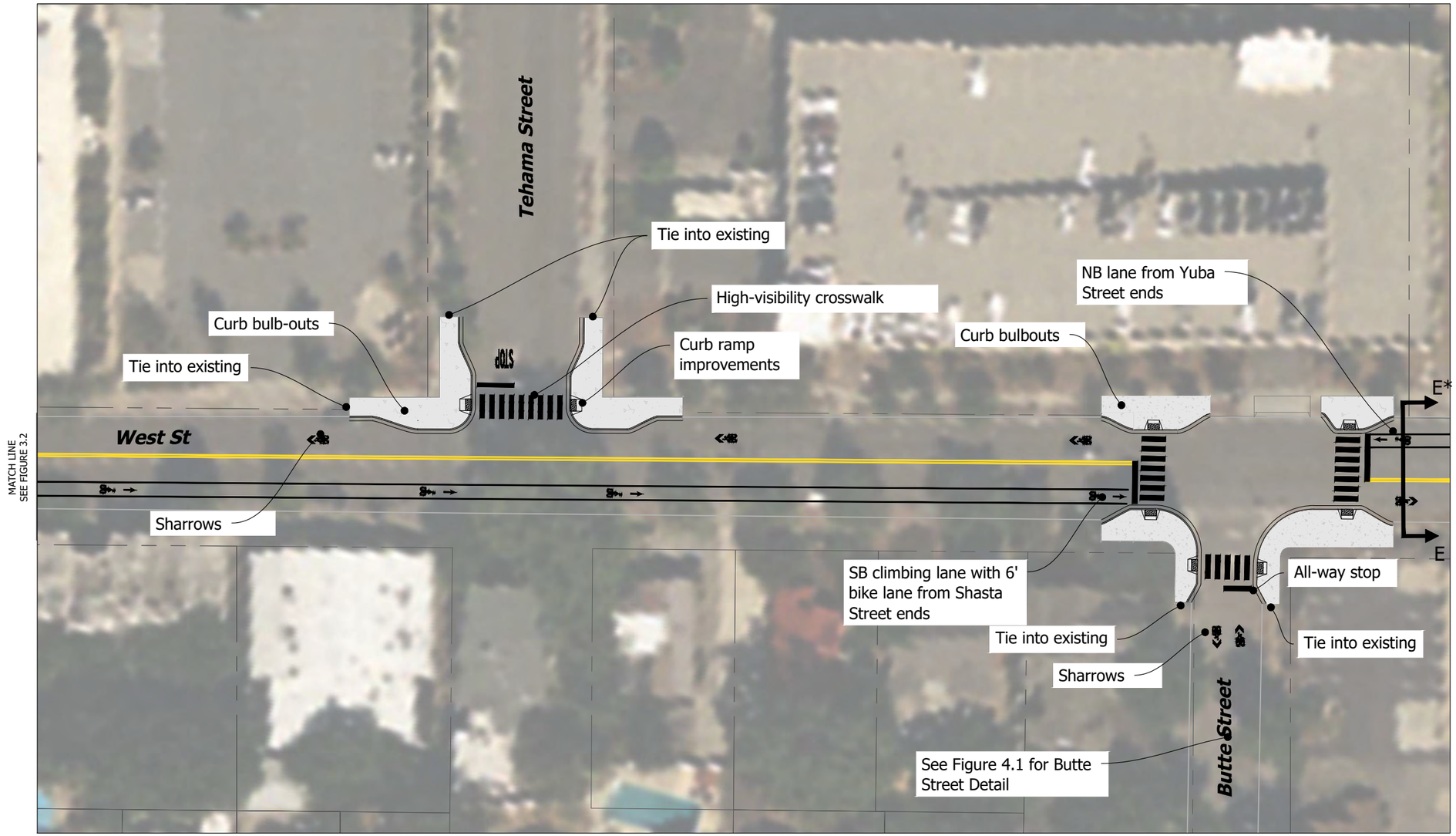
Note
Proposed white pavement markings are shown in black for clarity.

West Street Bike Route
Redding, CA

Figure
3.2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefXR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm - dbowers Layout Tab: 3.2



* See Figure 6.3 for cross-section.

Scale: 1" = 50'

50 25 0 50

ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
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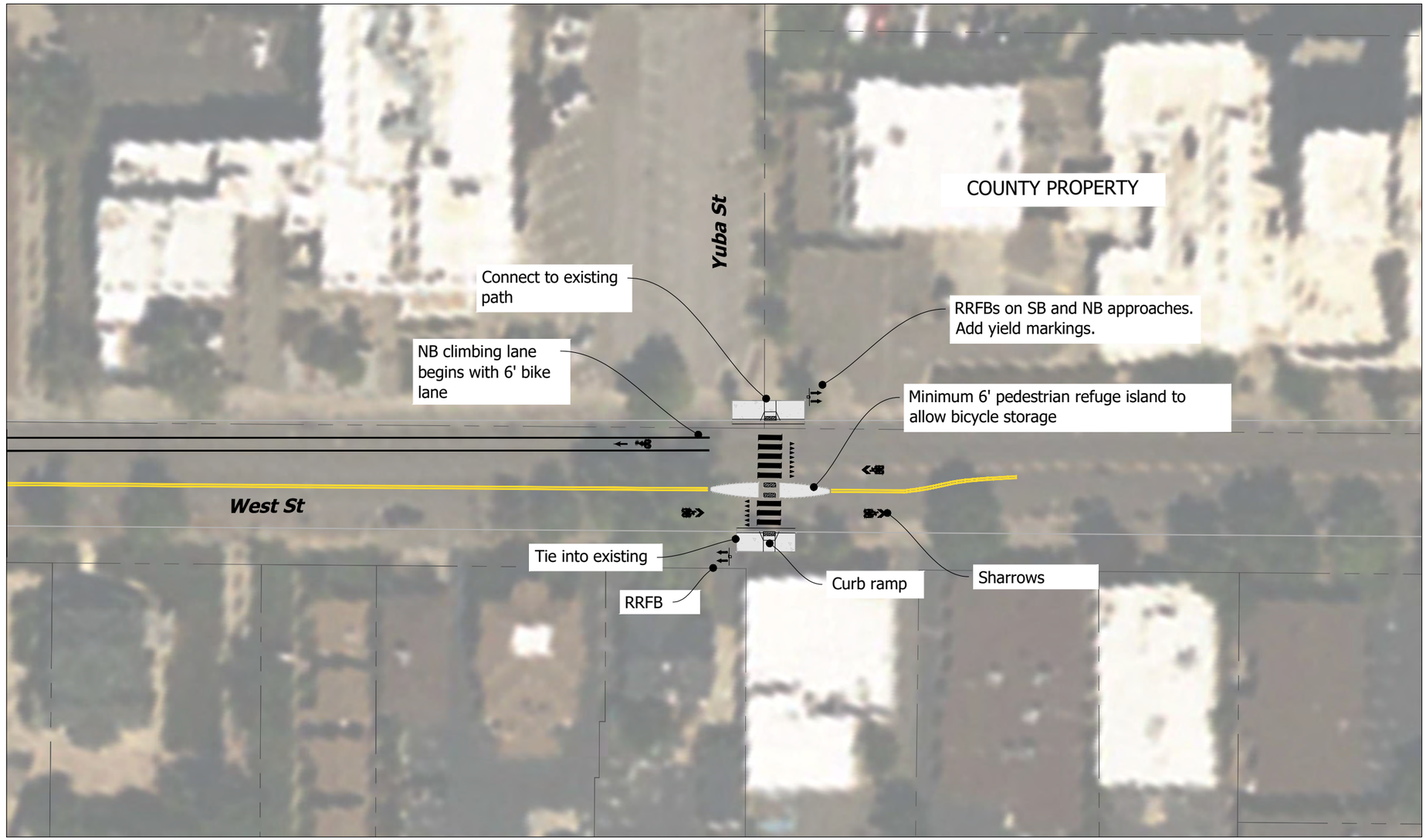
West Street Bike Route
Redding, CA

Figure 3.3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm - dbowers Layout Tab: 3.3

MATCH LINE
SEE FIGURE 3.5



MATCH LINE
SEE FIGURE 3.3

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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West Street Bike Route
Redding, CA

Figure
3.4

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm - dbowers Layout Tab: 3.4

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

**Right of Way lines are based on parcel data from the City of Redding and have not been verified through survey. No right of way impacts or easements are anticipated as part of the project and parcel lines are shown for reference.*

Note
Proposed white pavement markings are shown in black for clarity.

Butte Street Bike Route
Redding, CA

Figure
4.1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:44pm dbowers Layout Tab: 4.1

N

Scale: 1" = 50'

50 25 0 50

ROW*

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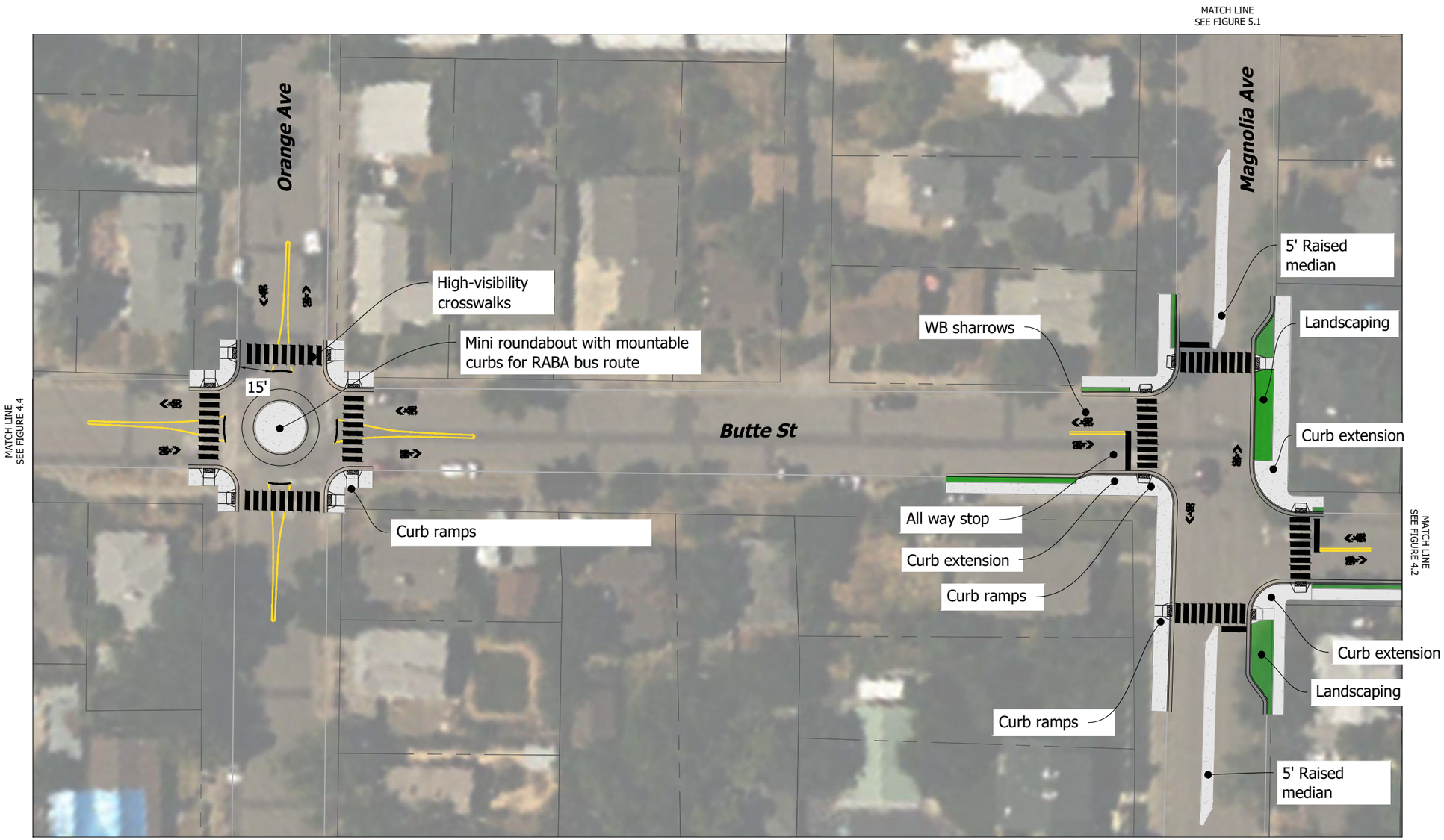
Butte Street and Willis Street
Redding, CA

Figure
4.2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 4.2



N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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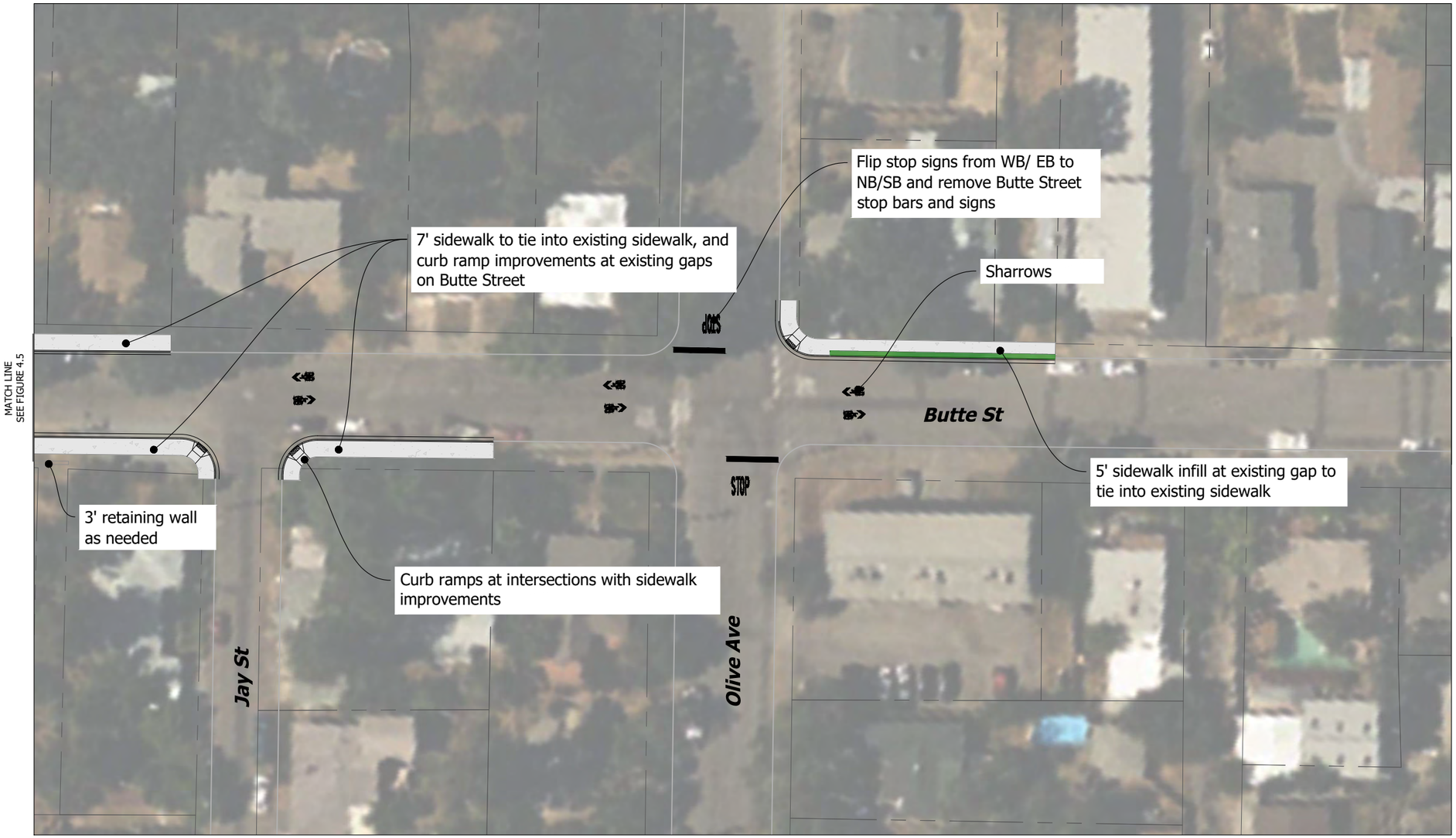
Butte Street Bike Route
Redding, CA

Figure
4.3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 4.3



N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Butte Street Bike Route
Redding, CA

Figure
4.4

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 4.4

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Butte Street Bike Route
Redding, CA

Figure
4.5

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefVR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm dbowers Layout Tab: 4.5

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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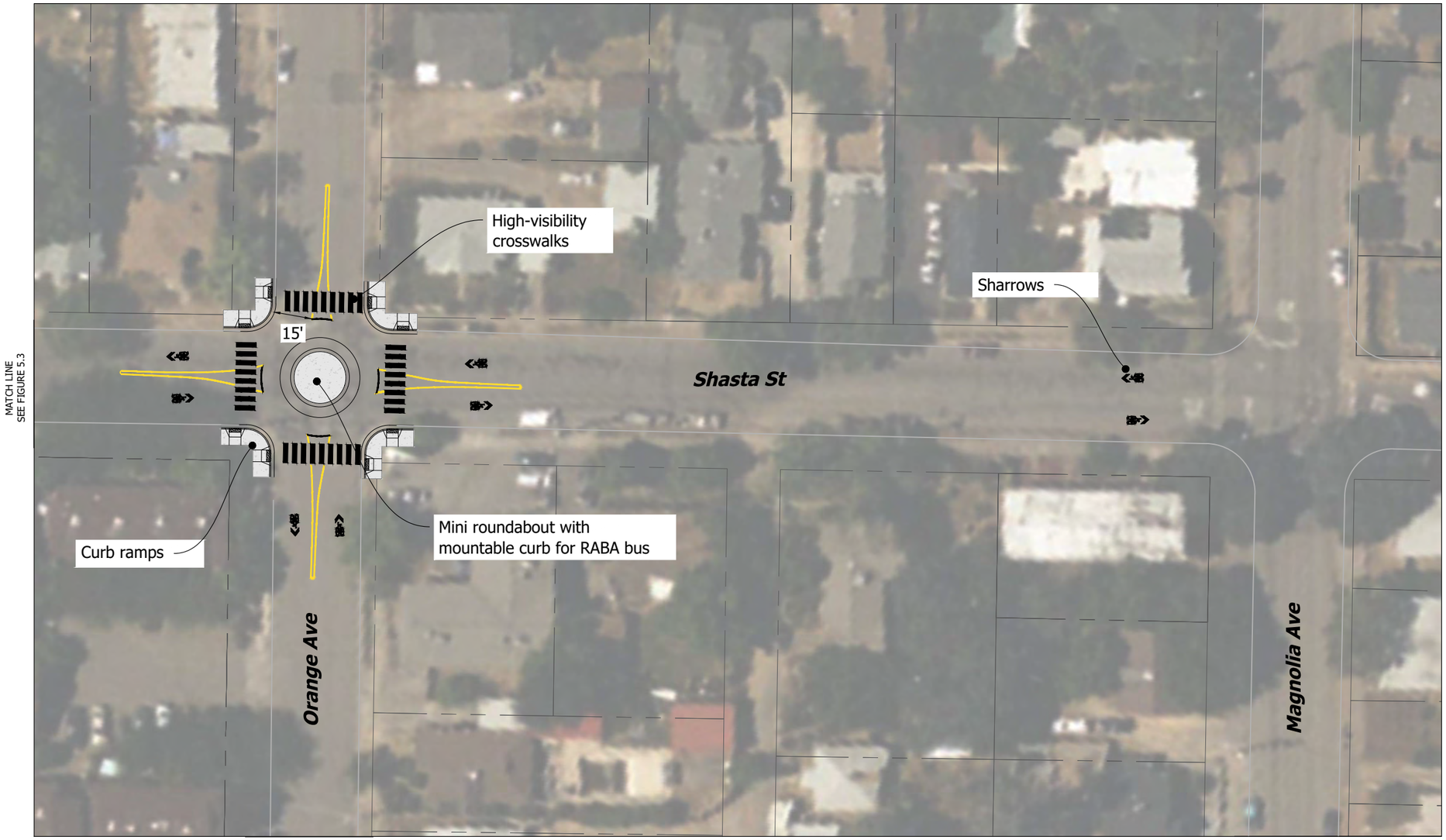
Shasta St to Butte St Connection
Redding, CA

Figure
5.1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefXR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 5.1



N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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Shasta Street Bike Route
Redding, CA

Figure
5.2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:45pm - dbowers Layout Tab: 5.2

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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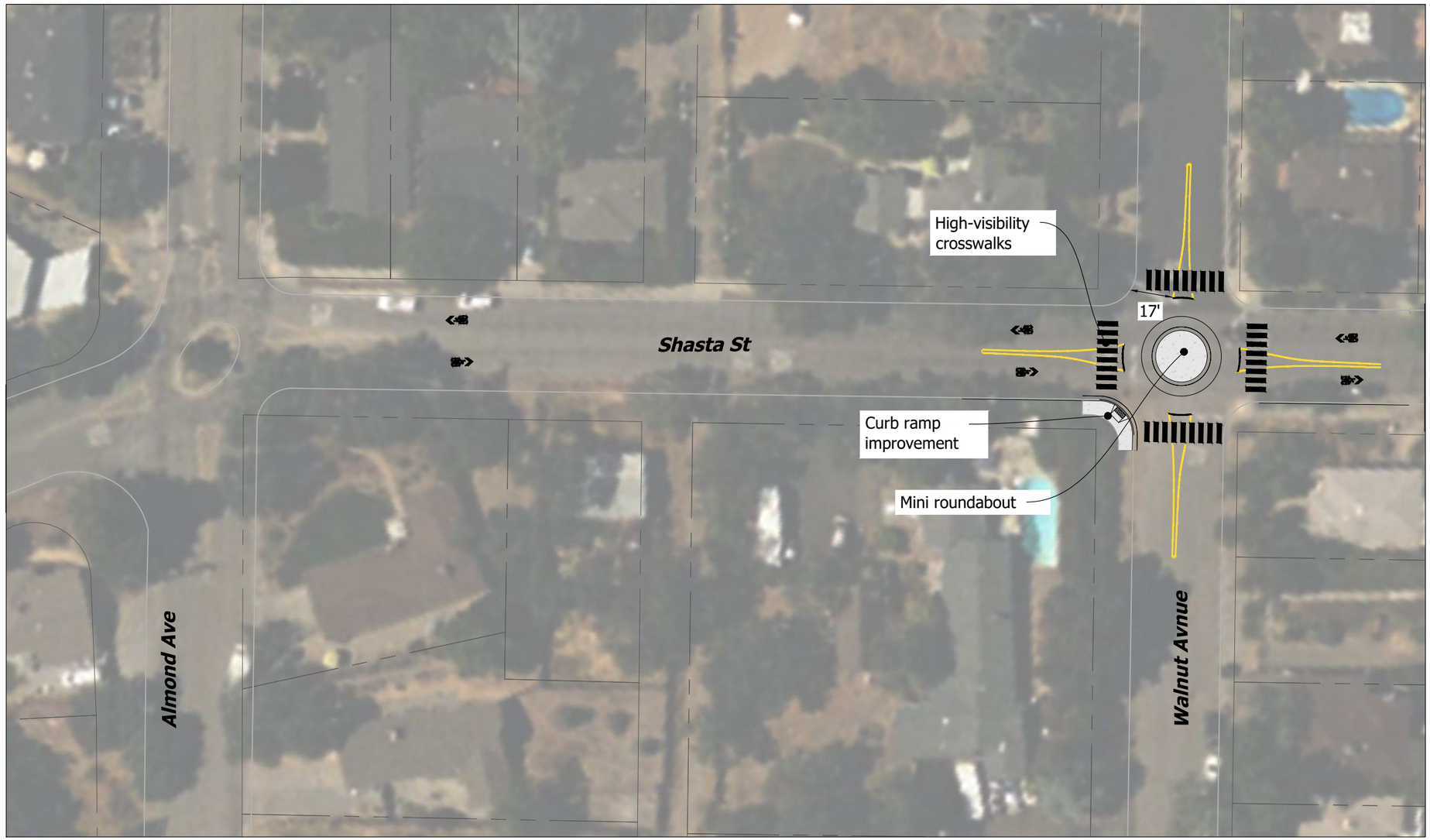
Shasta Street Bike Route
Redding, CA

Figure
5.3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\VR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm - dbowers Layout Tab: 5.3



N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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Shasta Street Bike Route
Redding, CA

Figure
5.5

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm - dbowers Layout Tab: 5.4

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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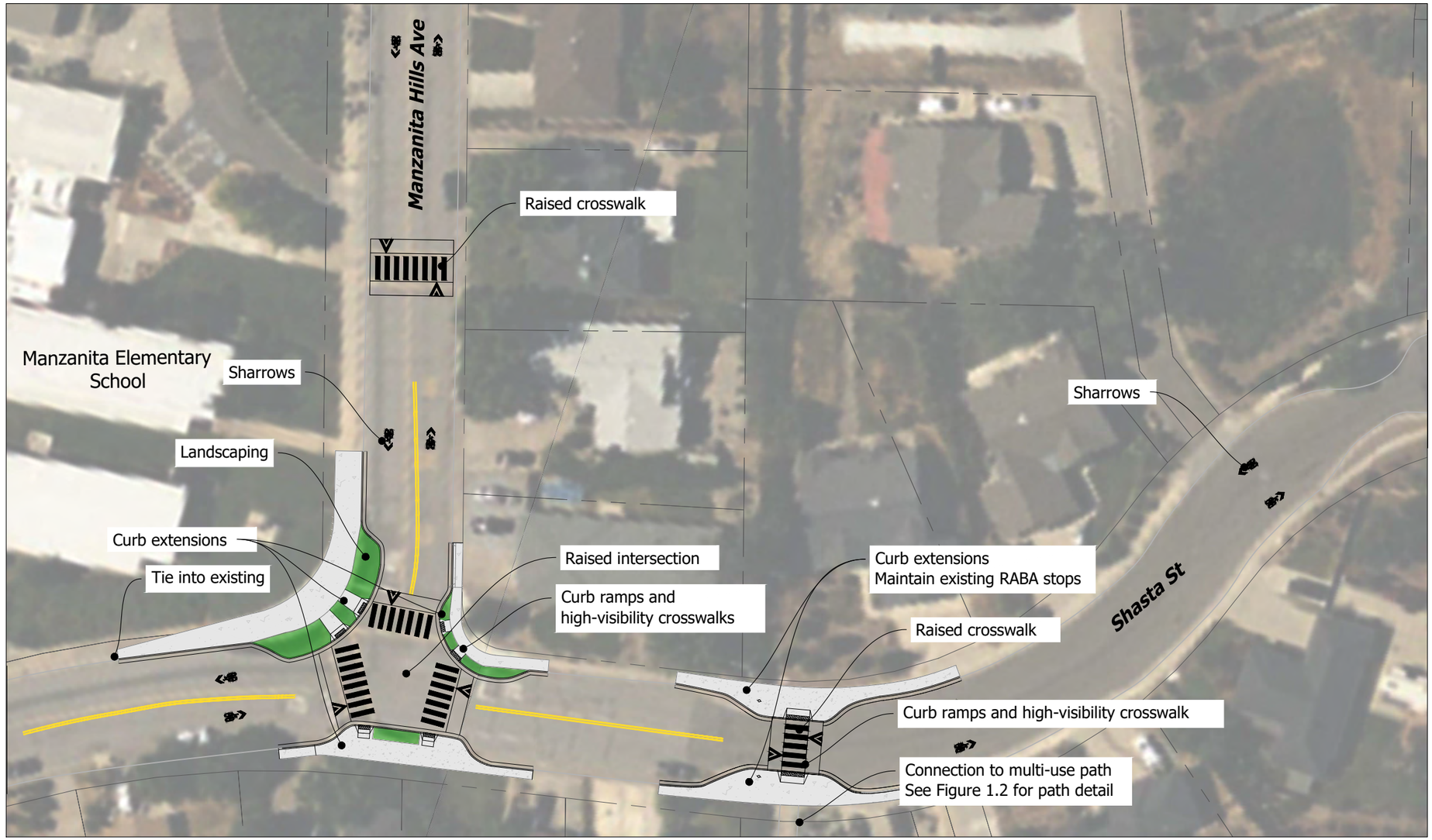
Shasta Street Bike Route
Redding, CA

Figure
5.5

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm - dbowers Layout Tab: 5.5

MATCH LINE
SEE FIGURE 5.13



MATCH LINE
SEE FIGURE 5.5

MATCH LINE
SEE FIGURE 5.7

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
Proposed white pavement markings are shown in black for clarity.

Shasta St Bike Route
Redding, CA

Figure
5.6

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefXR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm - dbowers Layout Tab: 5.6

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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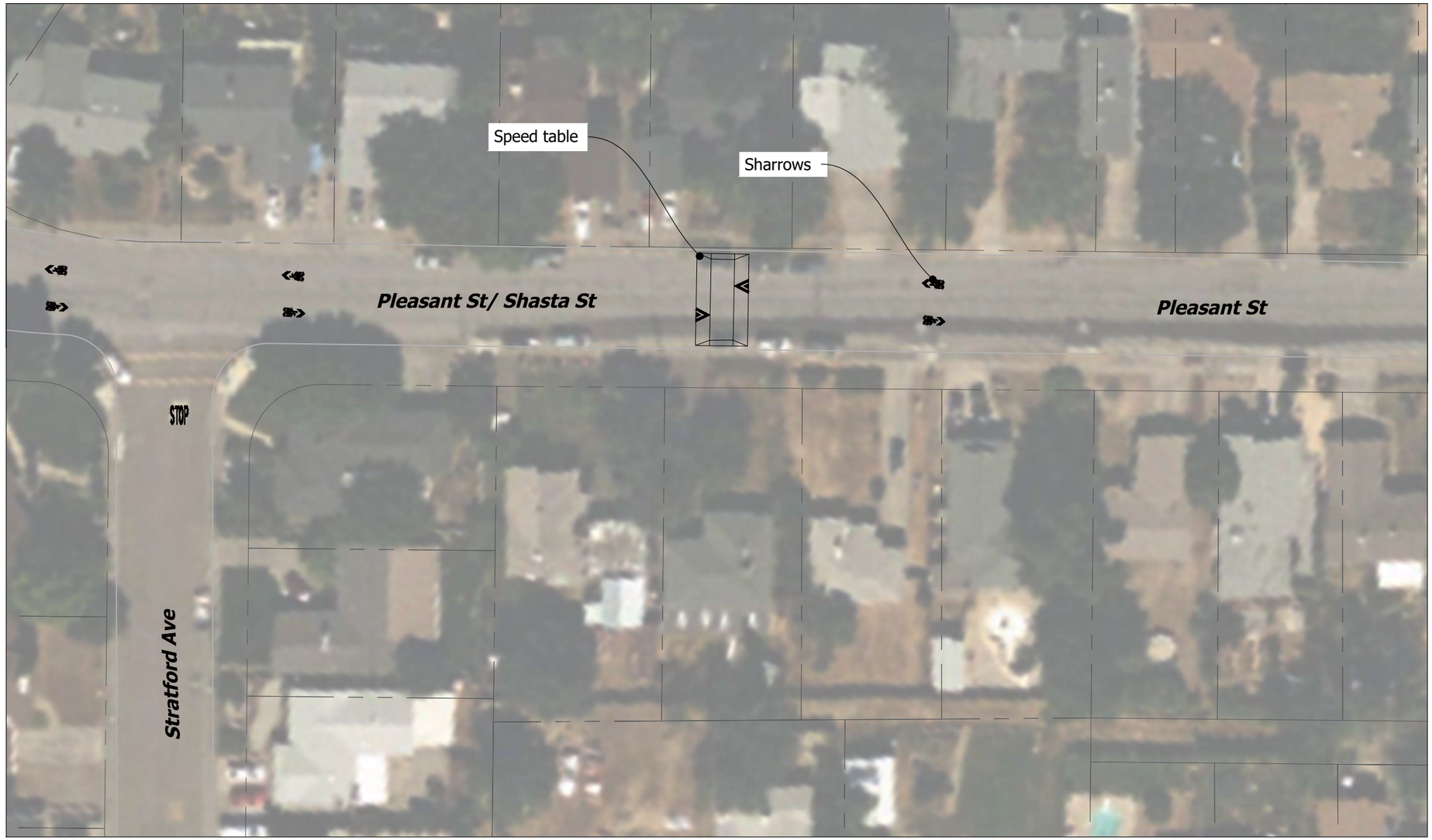
Note
Proposed white pavement markings are shown in black for clarity.

Shasta St/ Pleasant St Bike Route
Redding, CA

Figure
5.7

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm - dbowers Layout Tab: 5.7



Scale: 1" = 50'

50 25 0 50

ROW*

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Note
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Shasta Street/ Pleasant Street Bike Route
Redding, CA

5.8

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefXR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm - dbowers Layout Tab: 5.8

MATCH LINE
SEE FIGURE 5.10

MATCH LINE
SEE FIGURE 5.8

Scale: 1" = 50'

50 25 0 50

———— – – ———— ROW*

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Pleast Street Bike Route
Redding, CA

Figure
5.9

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:46pm dbowers Layout Tab: 5.9

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Placer Street Improvements
Redding, CA

Figure
5.10

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 5.10

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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Note
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Placer Street Improvements
Redding, CA

Figure
5.11

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefXR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 5.11

N

Scale: 1" = 50'

50 25 0 50

——— – – ——— ROW*

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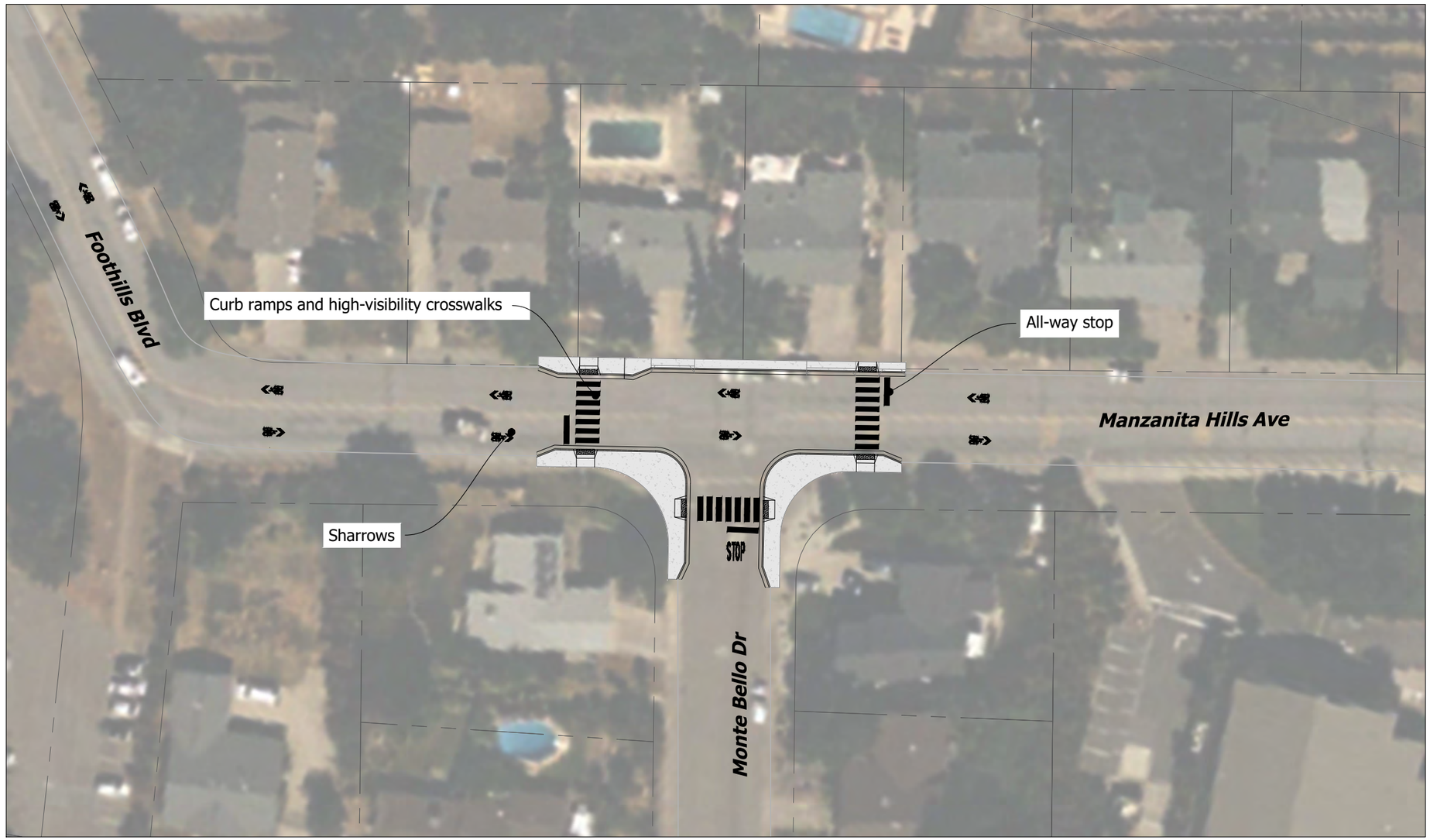
Placer Street Improvements
Redding, CA

Figure
5.12

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 5.12



Scale: 1" = 50'

50 25 0 50

ROW*

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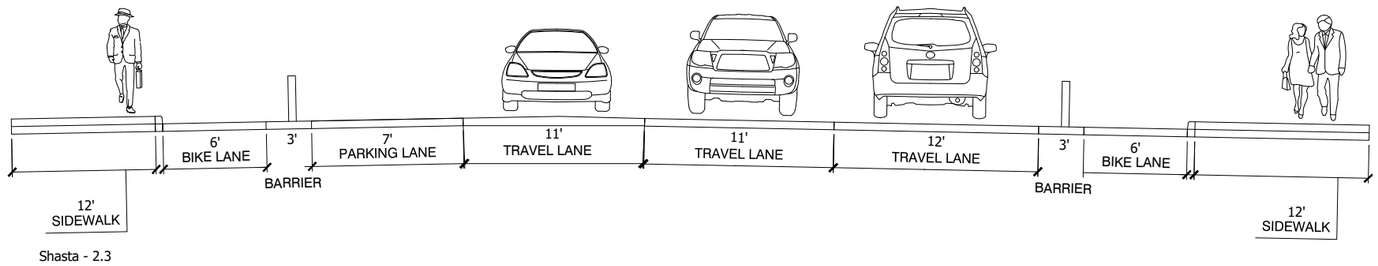
Note
Proposed white pavement markings are shown in black for clarity.

Manzanita Hills Avenue Improvements
Redding, CA

Figure
5.13

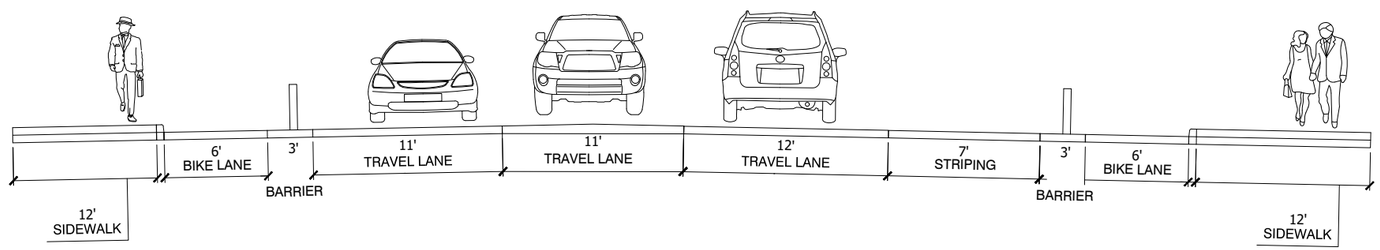
KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 5.13



Shasta - 2.3

Section A
Shasta Street Proposed - See Sheet 2.2



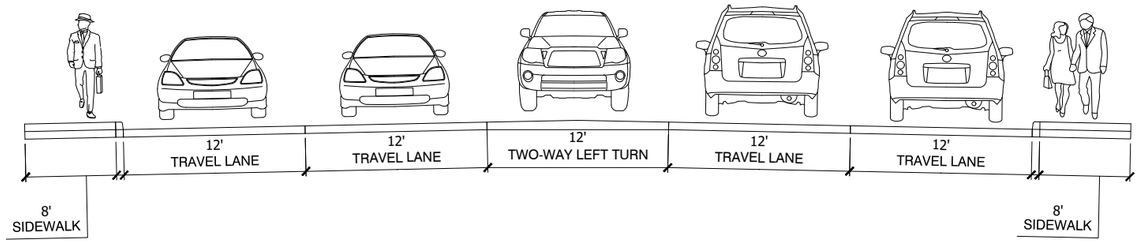
Section B
Shasta Street Proposed - See Sheet 2.3

Cross Sections
Redding, CA

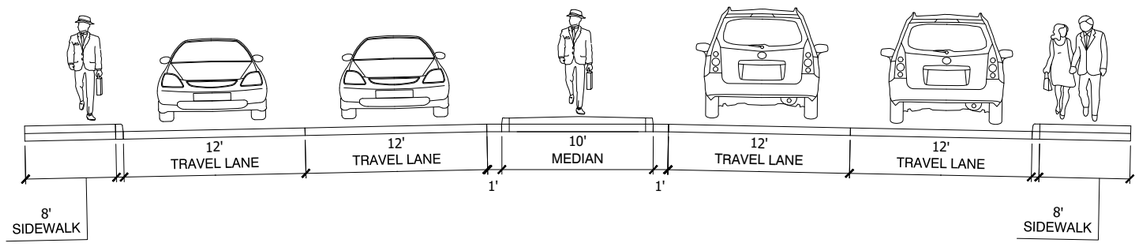
Figure
6.1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 6.1



Section C - Eureka Way Existing
See Sheet 3.1



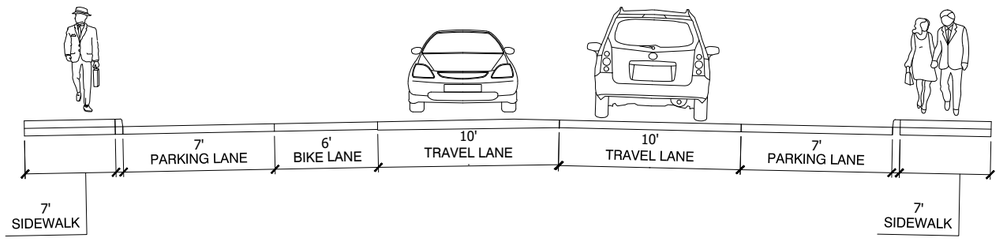
Section C - Eureka Way Proposed
See Sheet 3.1

Cross Sections
Redding, CA

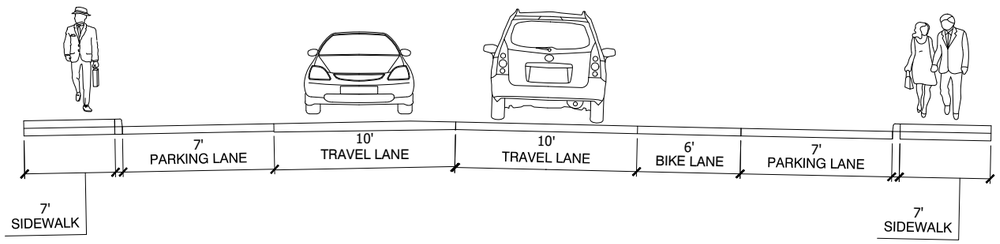
Figure
6.2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_XrefXR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:47pm - dbowers Layout Tab: 6.2



Section D - West Street Proposed
See Sheet 3.2



Section E - West Street Proposed
See Sheet 3.3

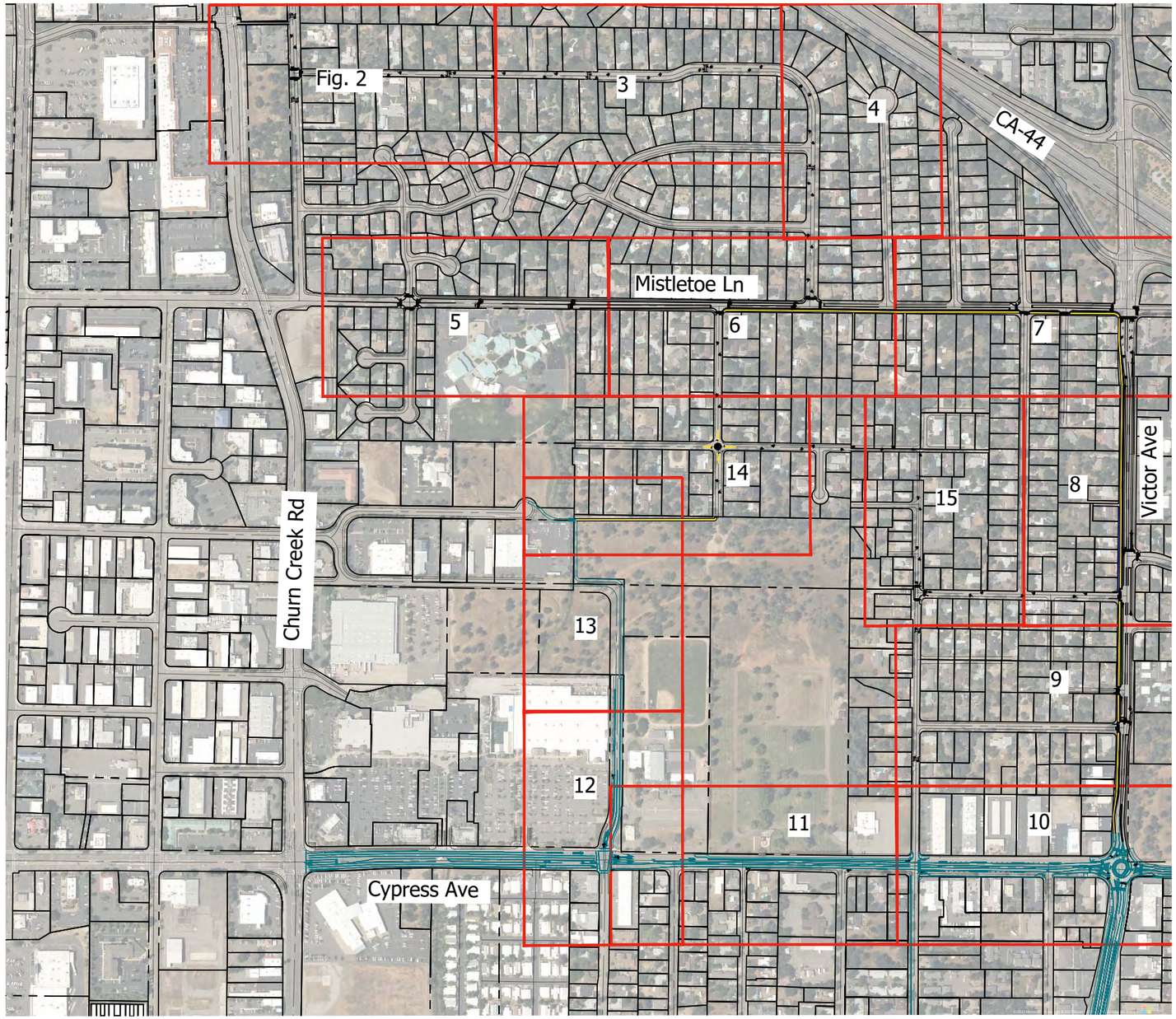
Cross Sections
Redding, CA

Figure
6.3

H:\26\26205 - SRTA Regional Active Trans Network\006 - Redding Butte Street Boogie Network\design_Xref\XR-PROPOSED-26205.006.dwg Jun 13, 2022 - 3:48pm - dbowers Layout Tab: 6.3

KITTELSON & ASSOCIATES

APPENDIX C
Victor Improvement Project Concept Design



LEGEND

— - City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

N

NOT TO SCALE

Vicinity Map Key
Victor Improvement Project Concept
Redding, CA

Figure
1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:35pm - dbowers Layout Tab: 1

N

Scale: 1" = 100'

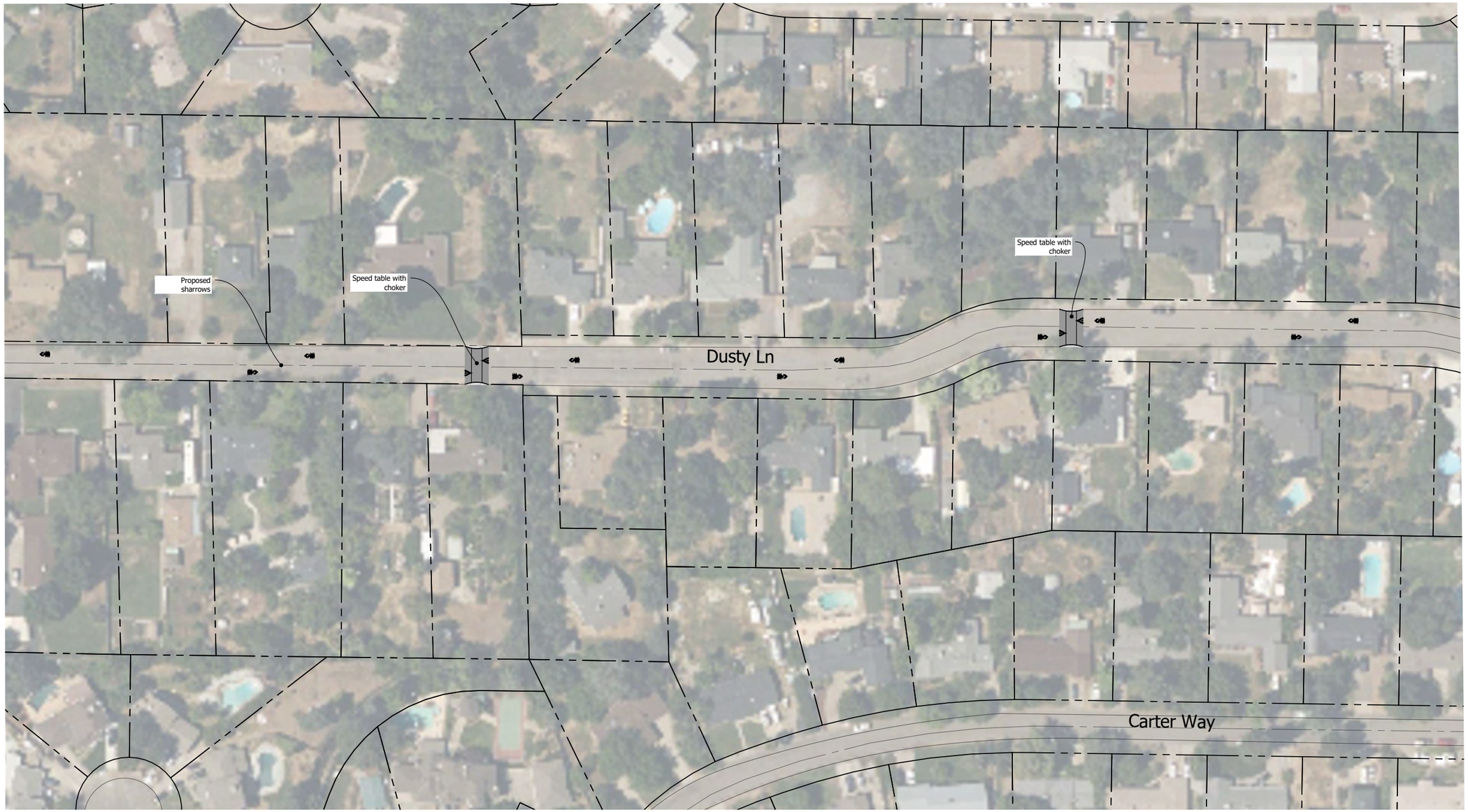
100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:35pm - dbowers Layout Tab: 3



N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 4

N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
4

KITTELSON & ASSOCIATES

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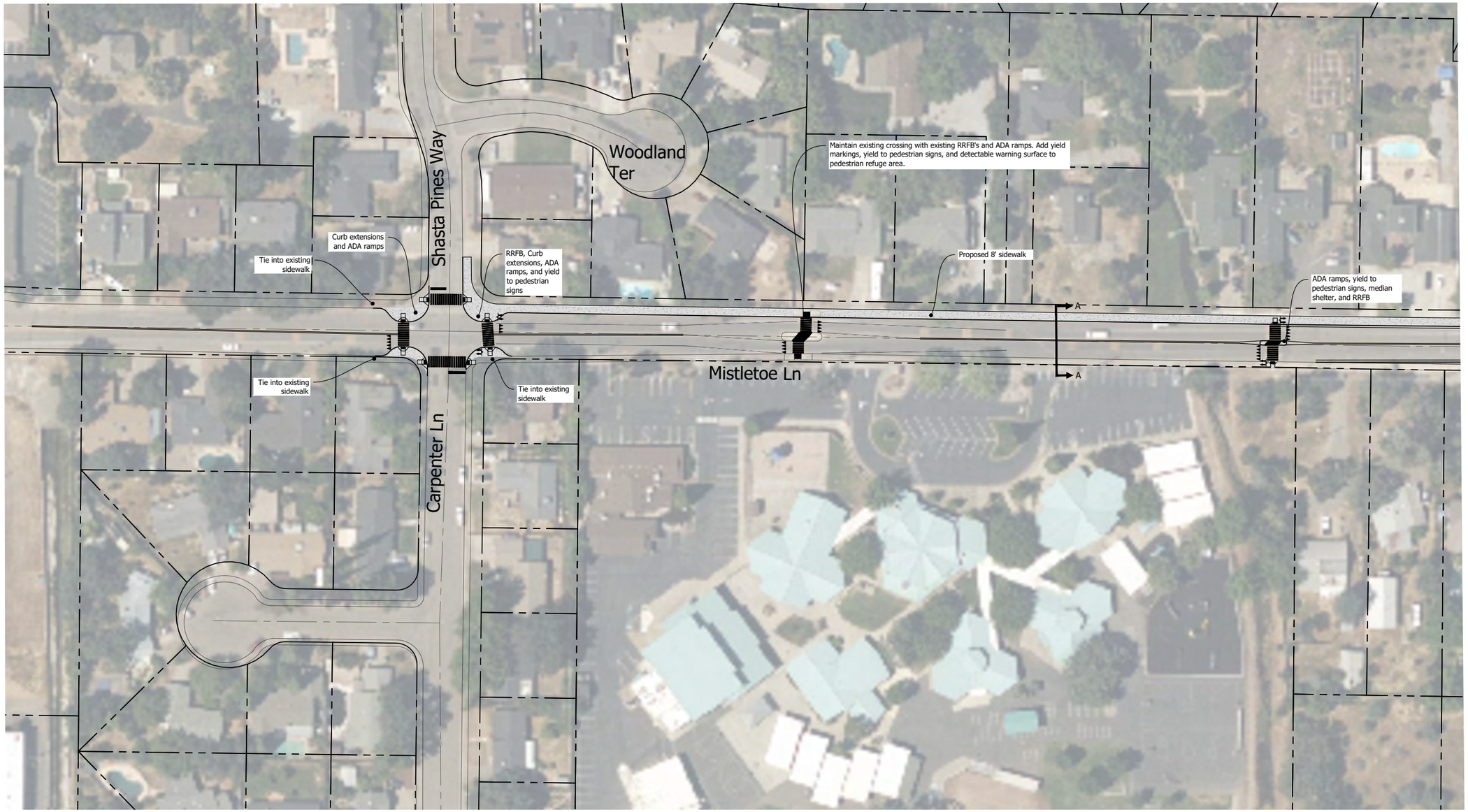

N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
5

KITTELSON & ASSOCIATES

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N

Scale: 1" = 100'

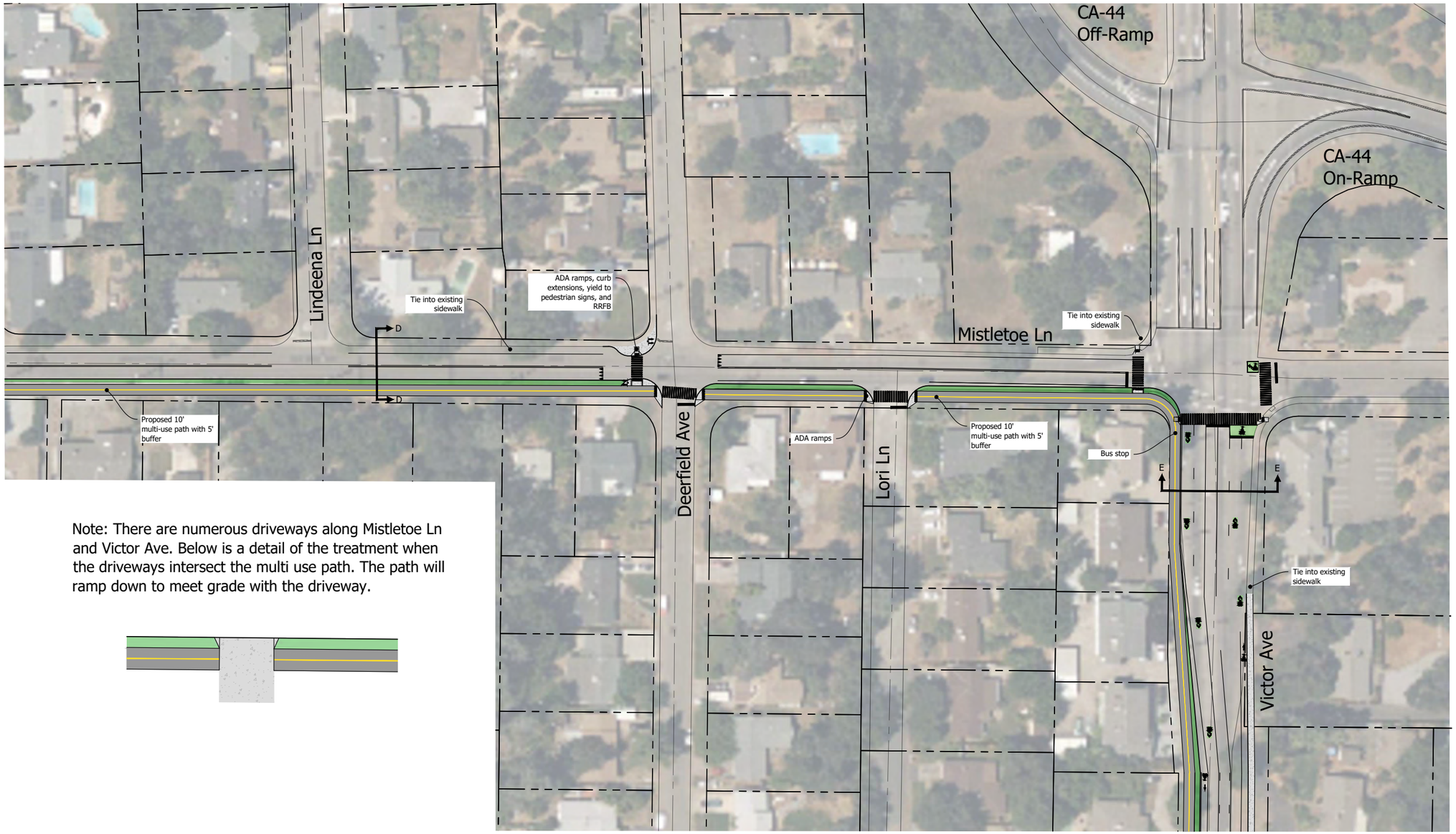
100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure 6

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 7



Note: There are numerous driveways along Mistletoe Ln and Victor Ave. Below is a detail of the treatment when the driveways intersect the multi use path. The path will ramp down to meet grade with the driveway.

N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
7

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 8

N

Scale: 1" = 100'

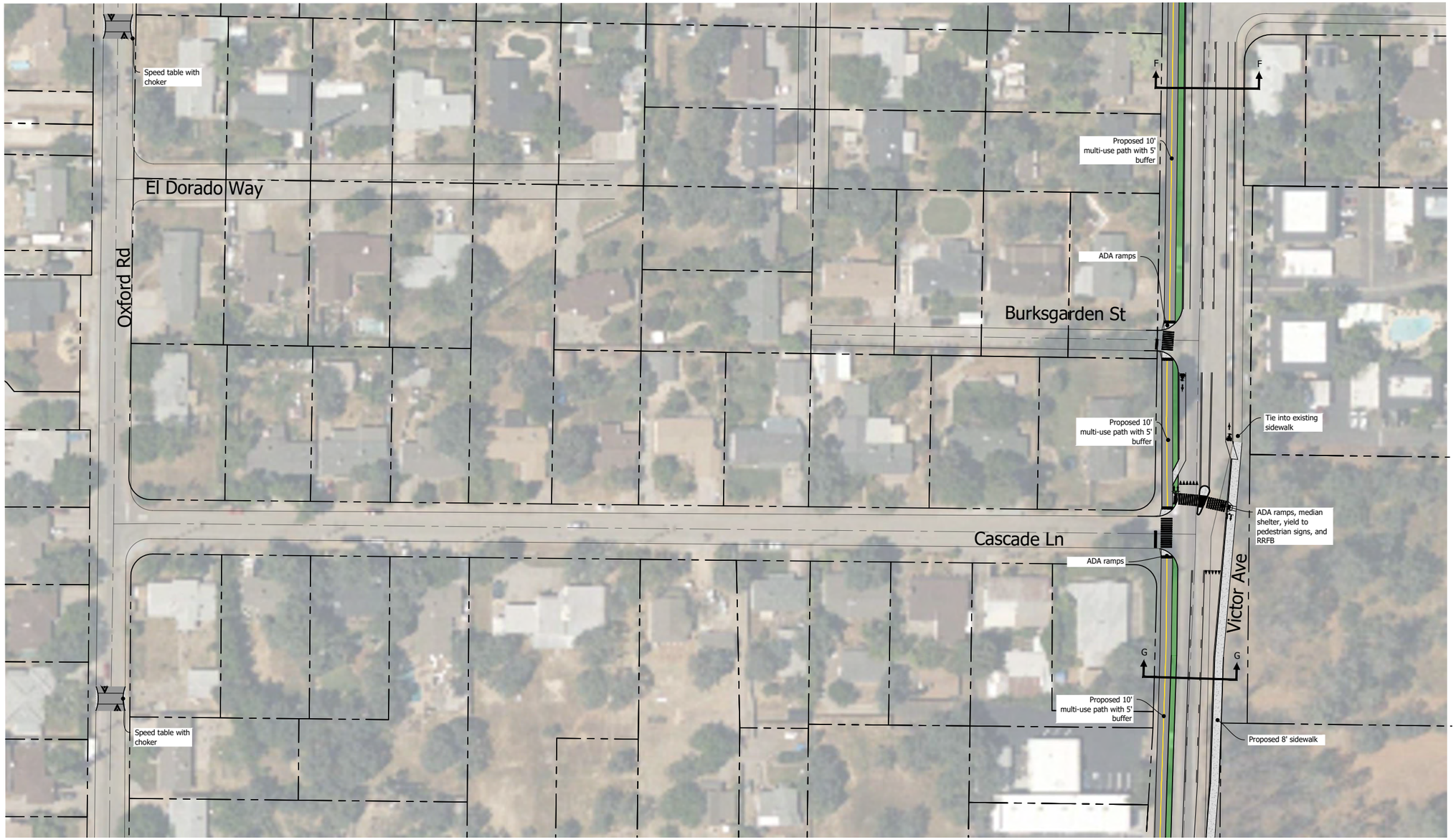
100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
8

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 9



N

Scale: 1" = 100'

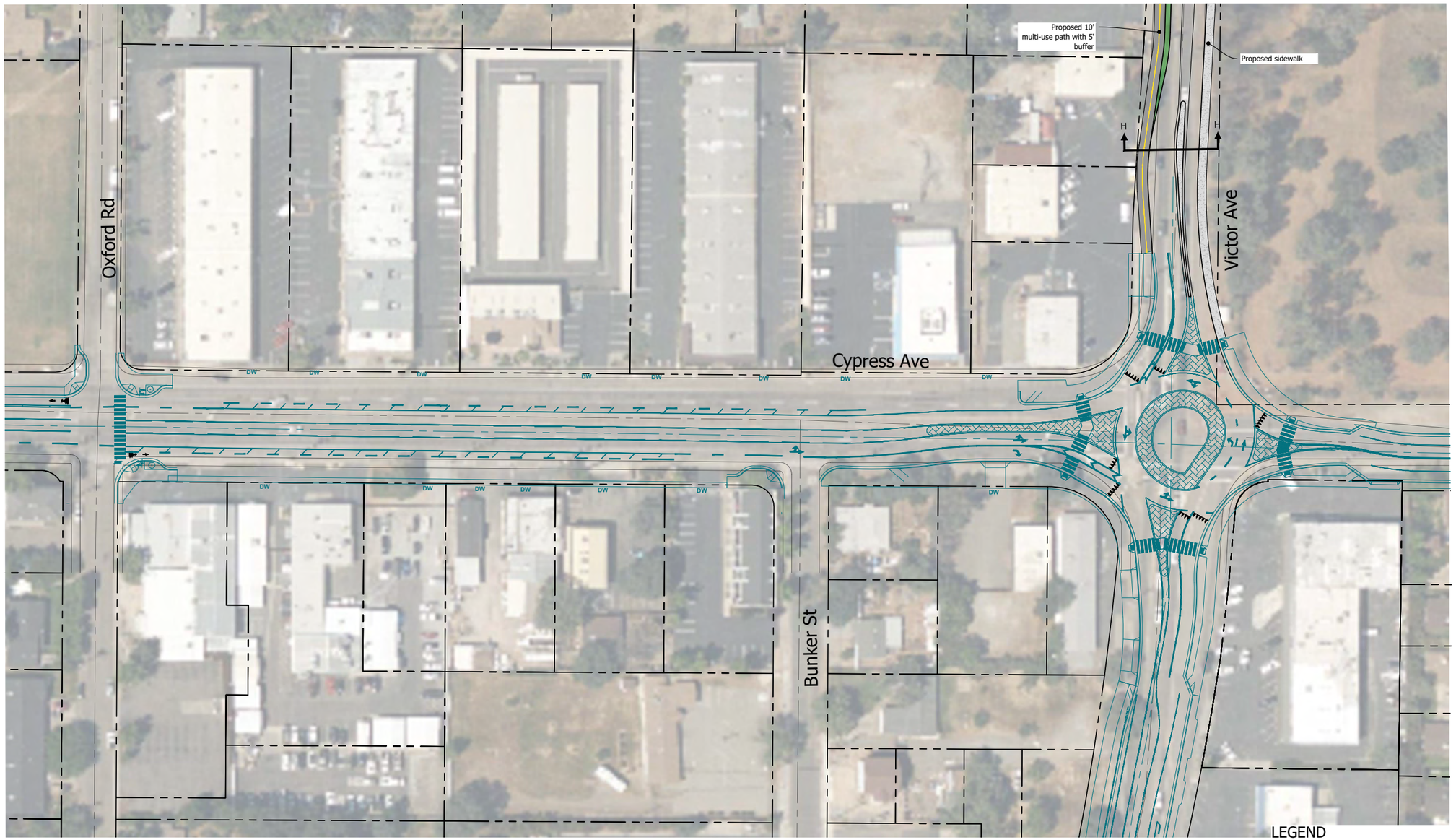
100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
9

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 10



LEGEND

▬ - City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
10

KITTELSON & ASSOCIATES

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LEGEND

— - City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

N

Scale: 1" = 100'

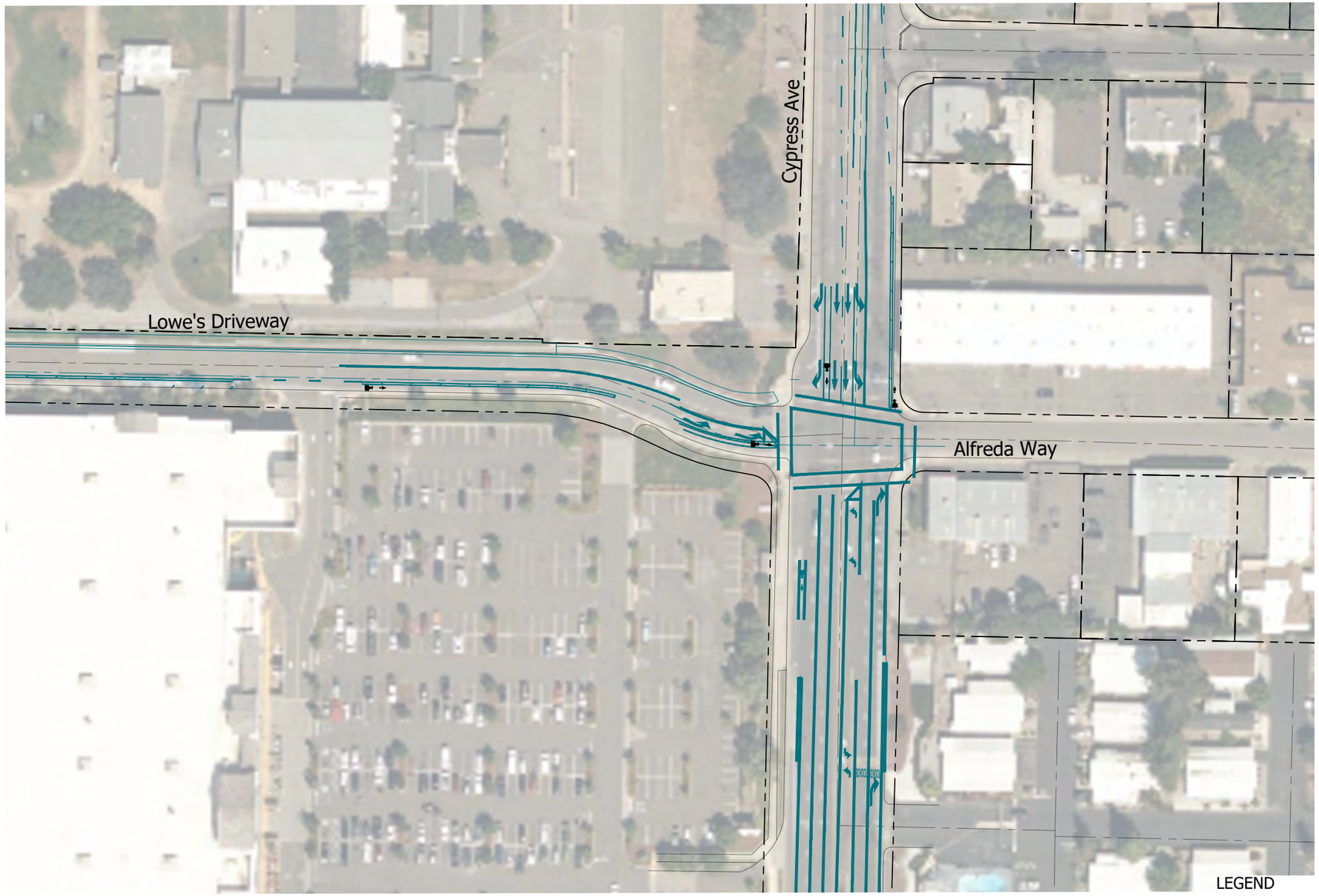
100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
11

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 12



LEGEND

— - City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure 12

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 13

LEGEND

- City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

N

Scale: 1" = 100'

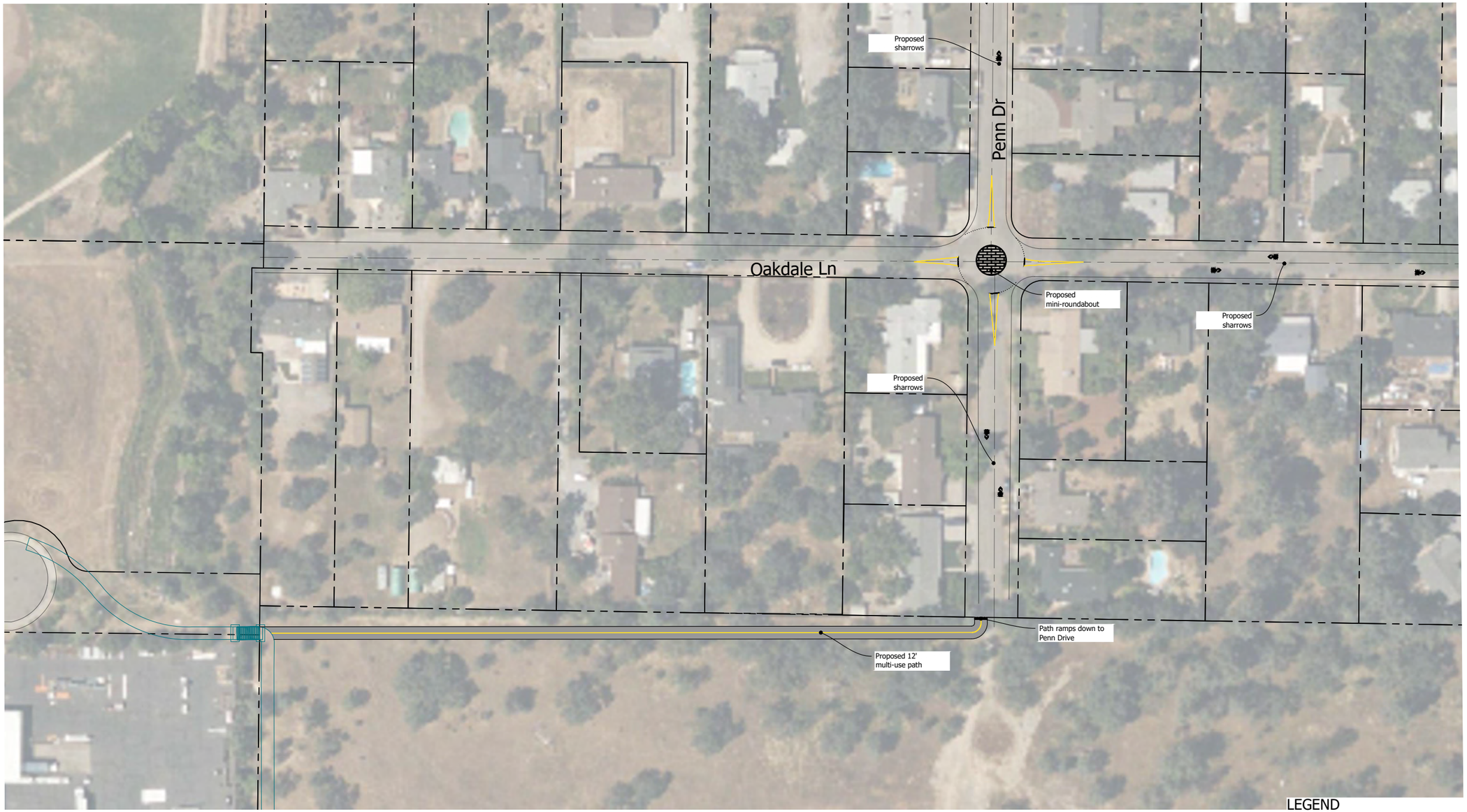
100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure 13

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 14



LEGEND

- City of Redding Victor Avenue and East Cypress Project (ATP Cycle 5 Funded)

N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
14

KITTELSON & ASSOCIATES

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N

Scale: 1" = 100'

100 50 0 100

Victor Improvement Project Concept
Redding, CA

Figure
15

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H:\26\26205 - SRTA Regional Active Trans Network\010 - Redding Victor Extension ATP Support\design\Exhibits\26205_010_Concept.dwg Jun 13, 2022 - 3:36pm - dbowers Layout Tab: 16

Mistletoe Ln

(Looking East)

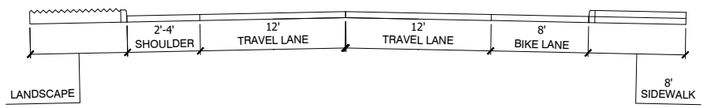
R/W

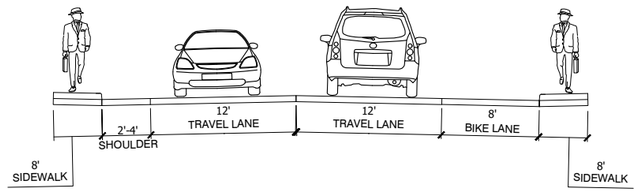
R/W

R/W

R/W

Section A





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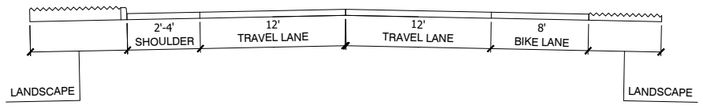

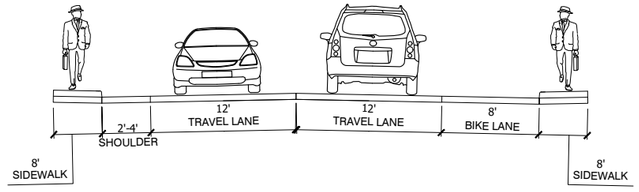

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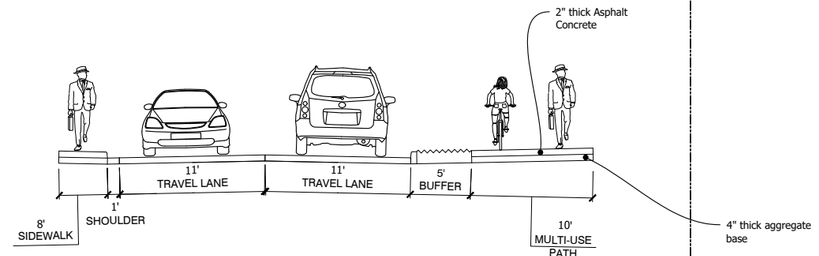

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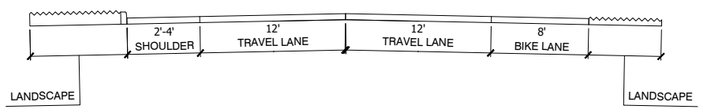

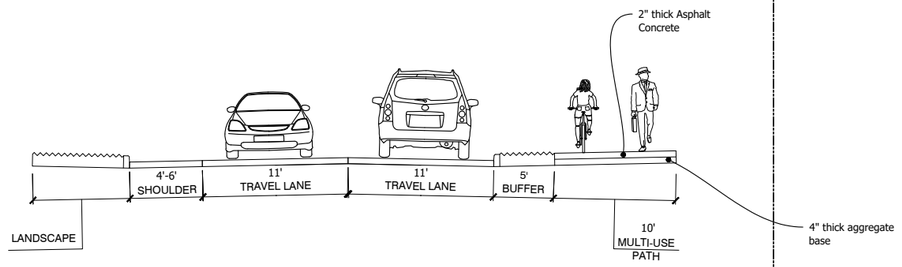

NOT TO SCALE

Victor Improvement Project Concept
Redding, CA

Figure
16

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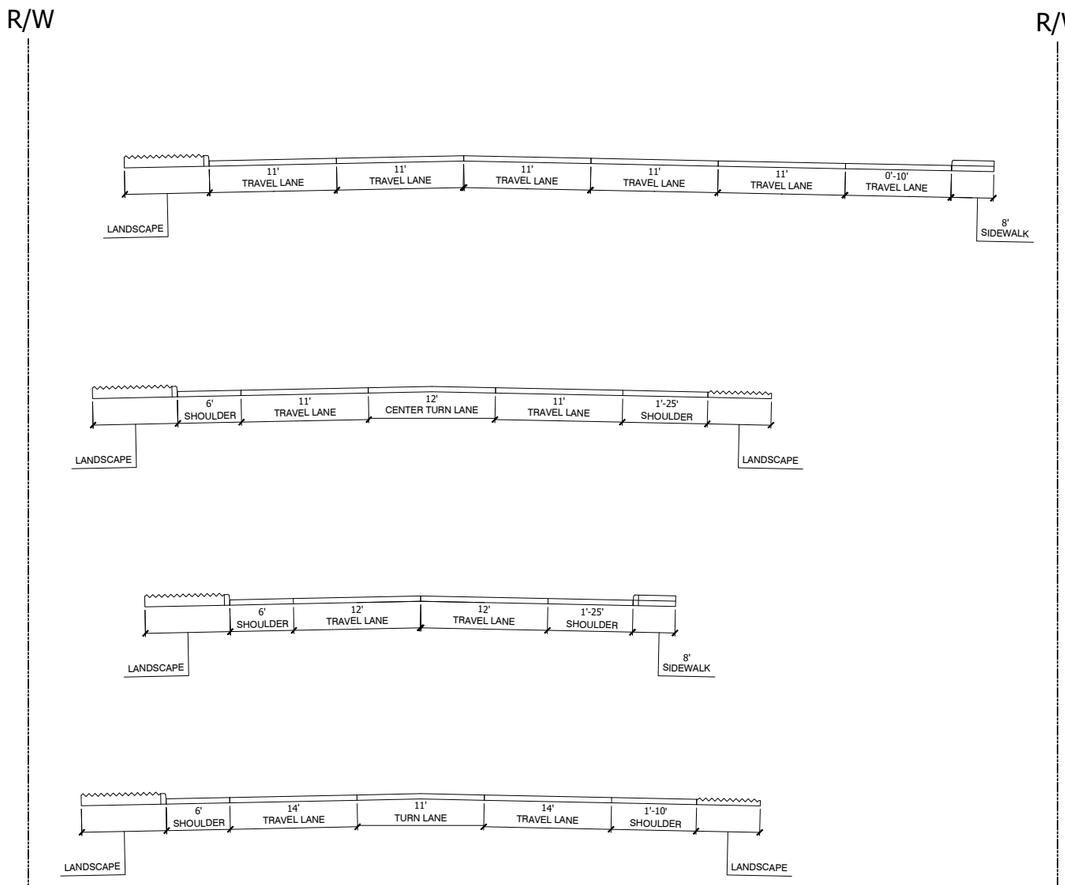
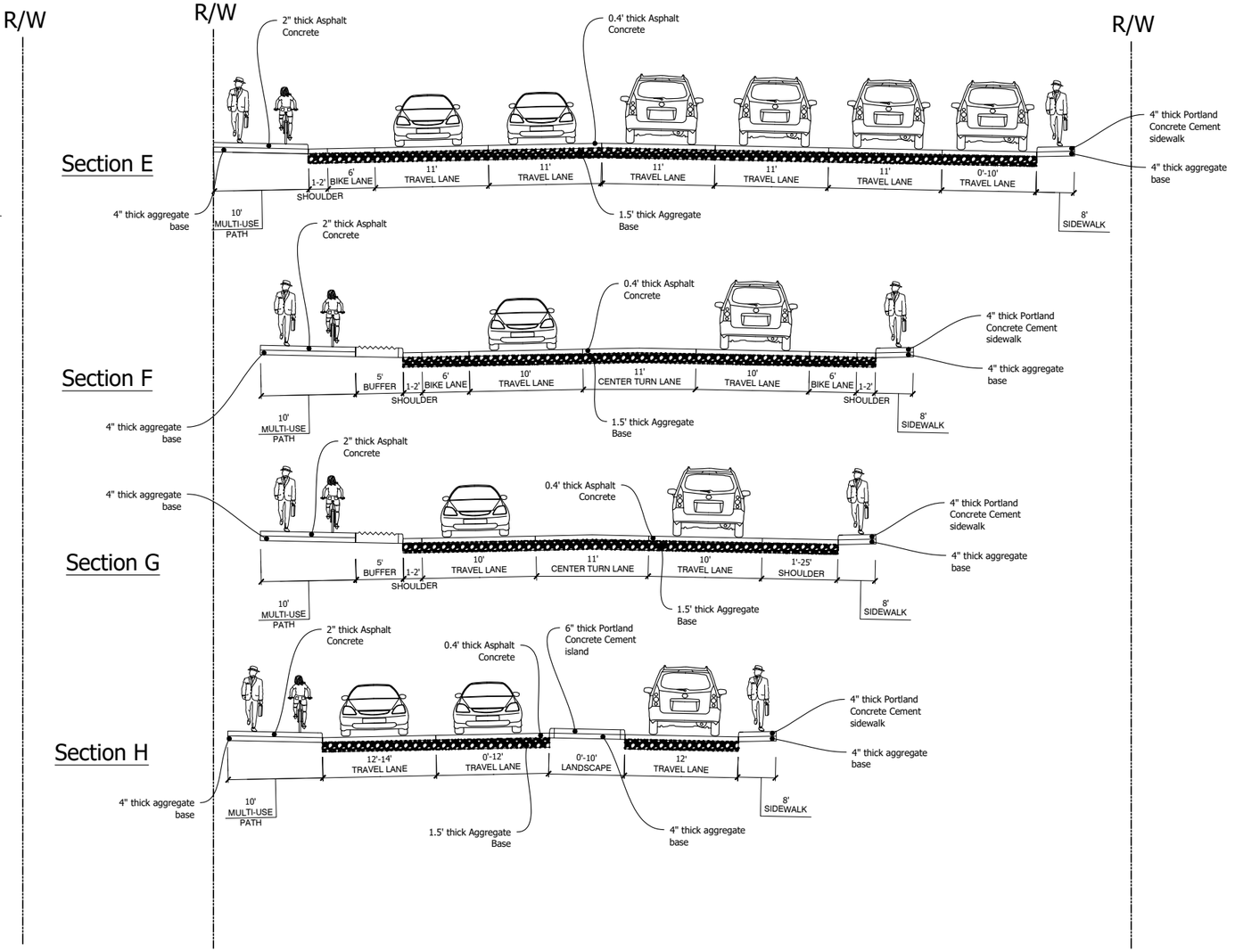
Victor Ave

(Looking North)





NOTE:
Pavement thicknesses for full depth reconstruction based on California Highway Design Manual Section 630.

NOT TO SCALE

Victor Improvement Project Concept
Redding, CA

Figure
17

KITTELSON & ASSOCIATES

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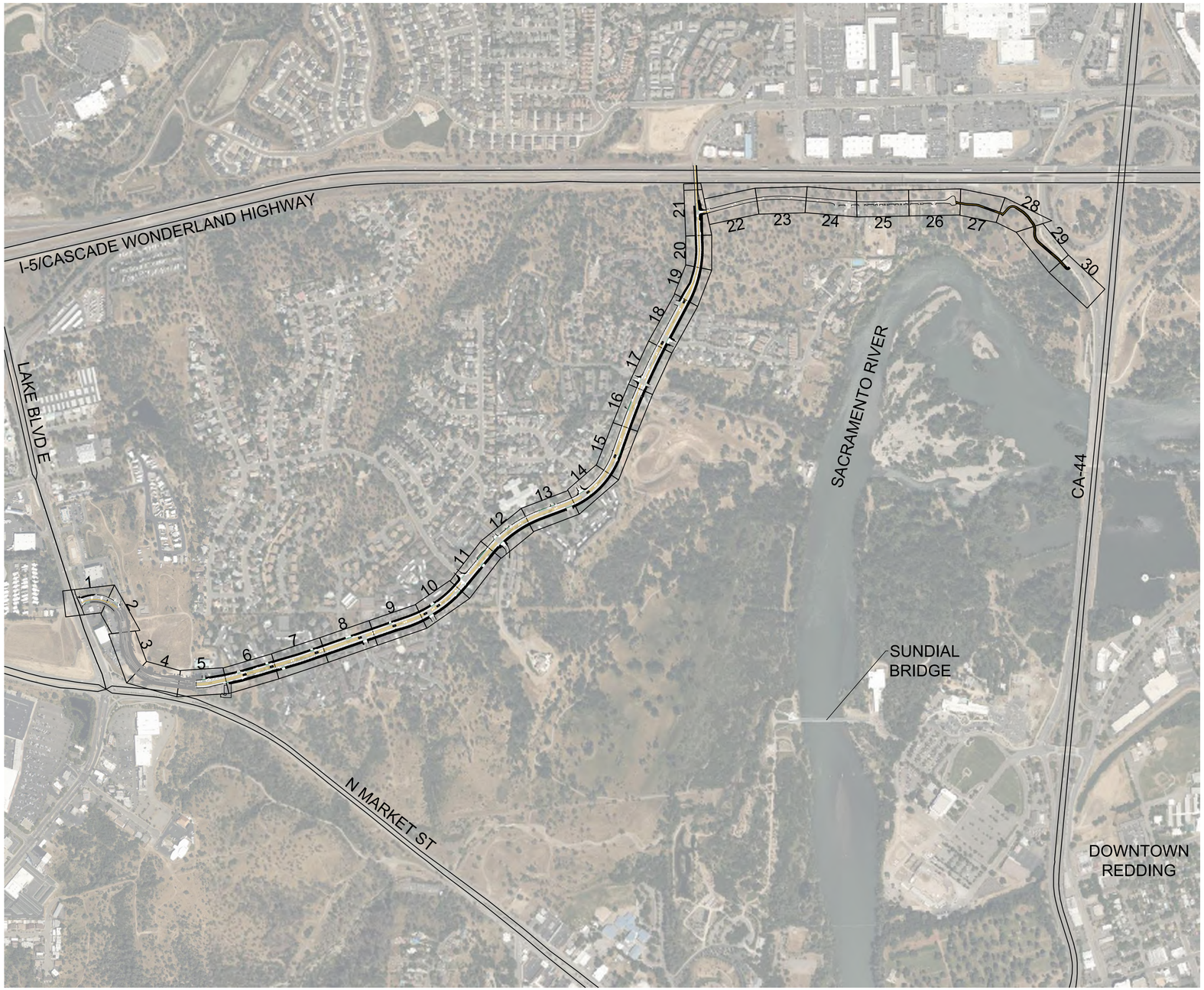
APPENDIX D
Hilltop Improvement Project Concept Design



0 500' 1000' 1500'

SCALE IN FEET

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Tuesday, June 14, 2022 2:40:48 PM

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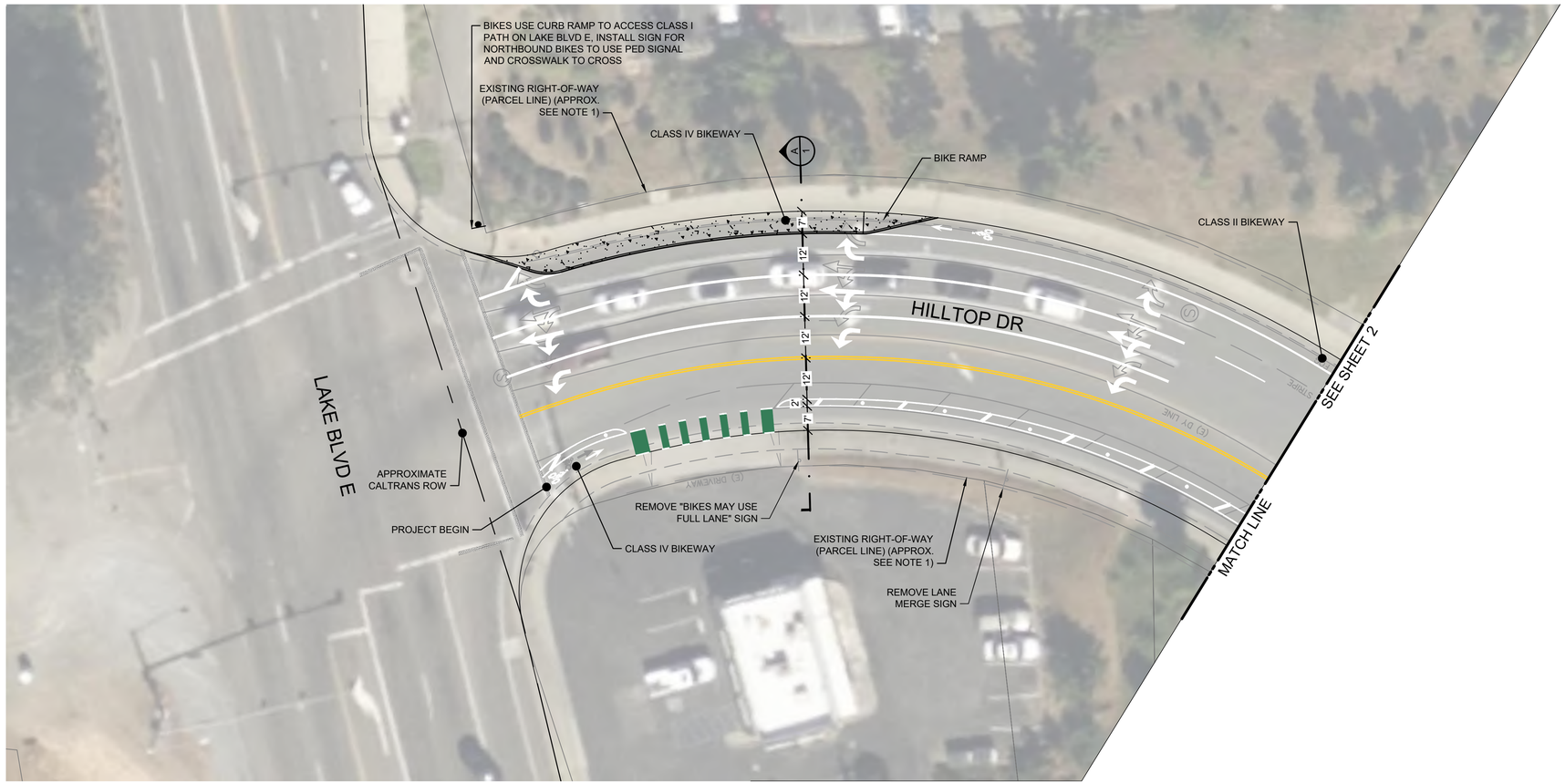
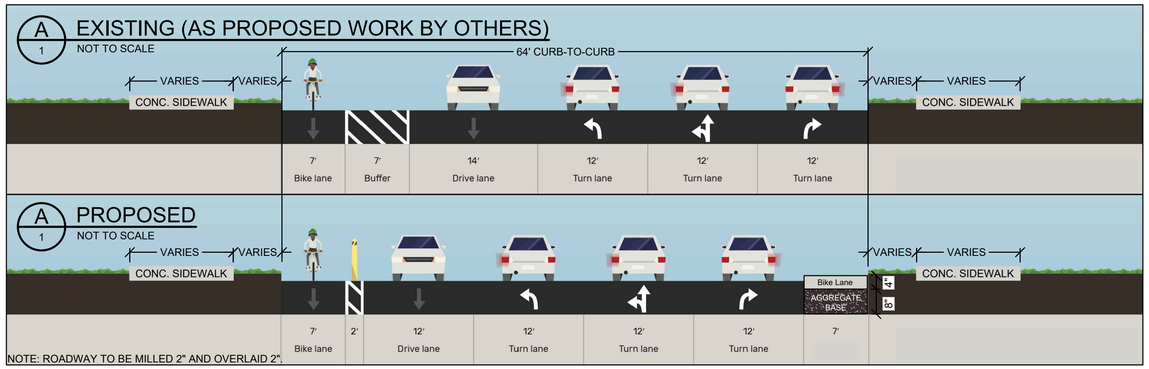
OVERVIEW

PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	0 OF 30





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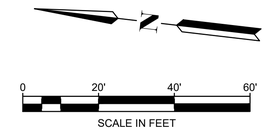

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SHEET NO. 1 OF 30

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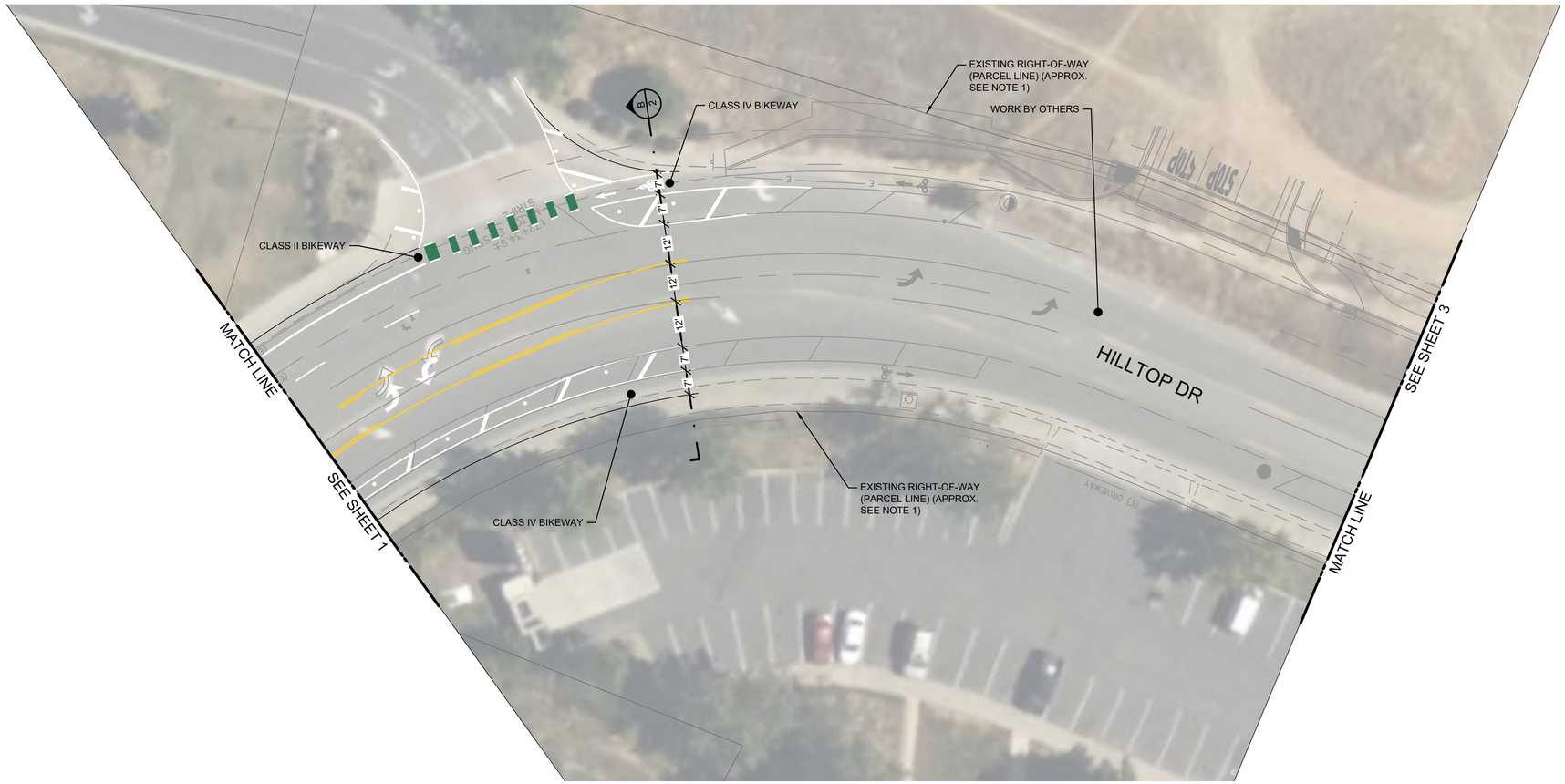

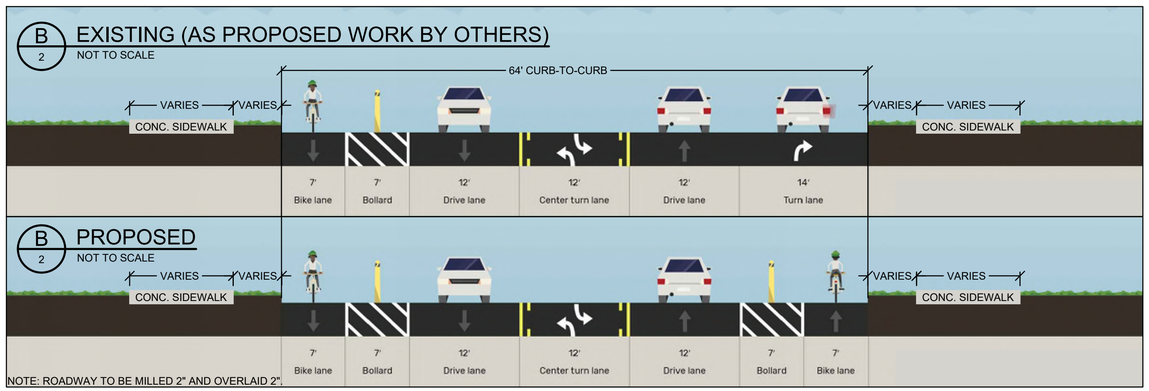

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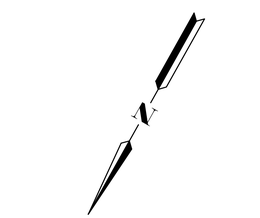

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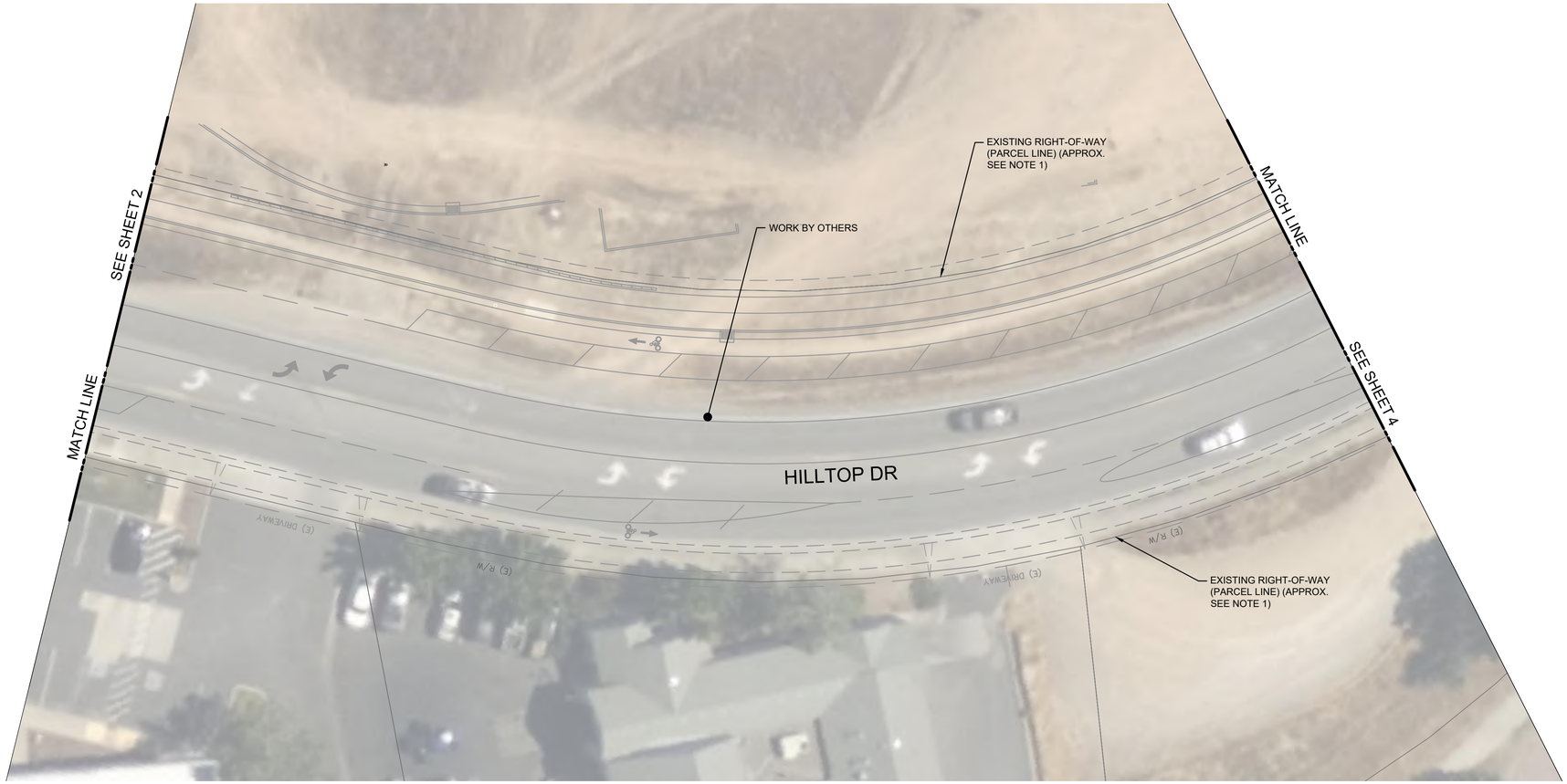

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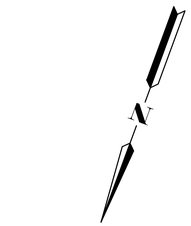

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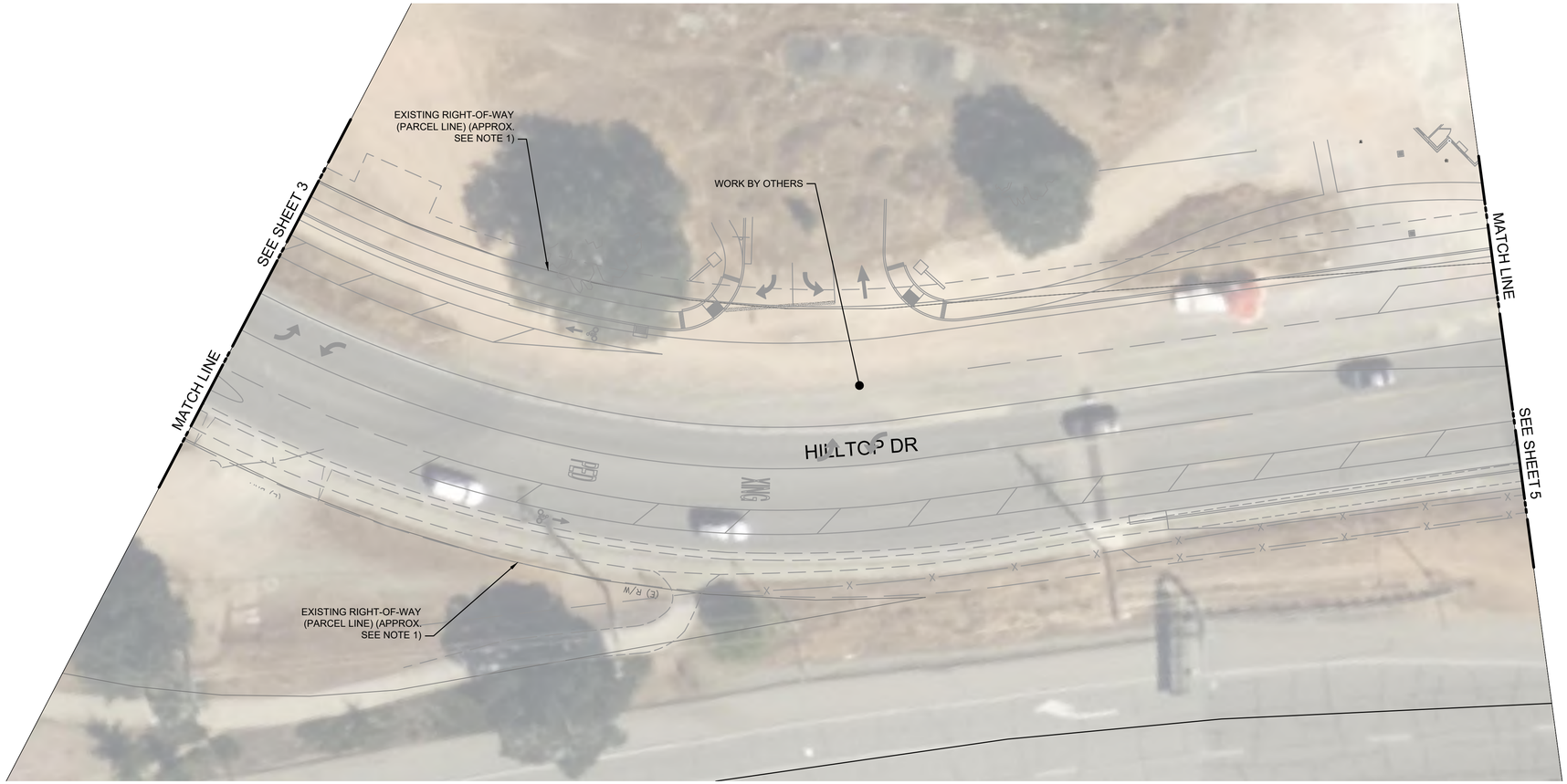

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0 20' 40' 60'

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Tuesday, June 14, 2022 2:41:05 PM

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____, EXPIRATION DATE: _____.

REUSE OF DOCUMENTS

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		NO.	DATE	REVISION	BY	APVD
DSGN	PF					
DR	PF					
CHK	KM					
APVD	KM					

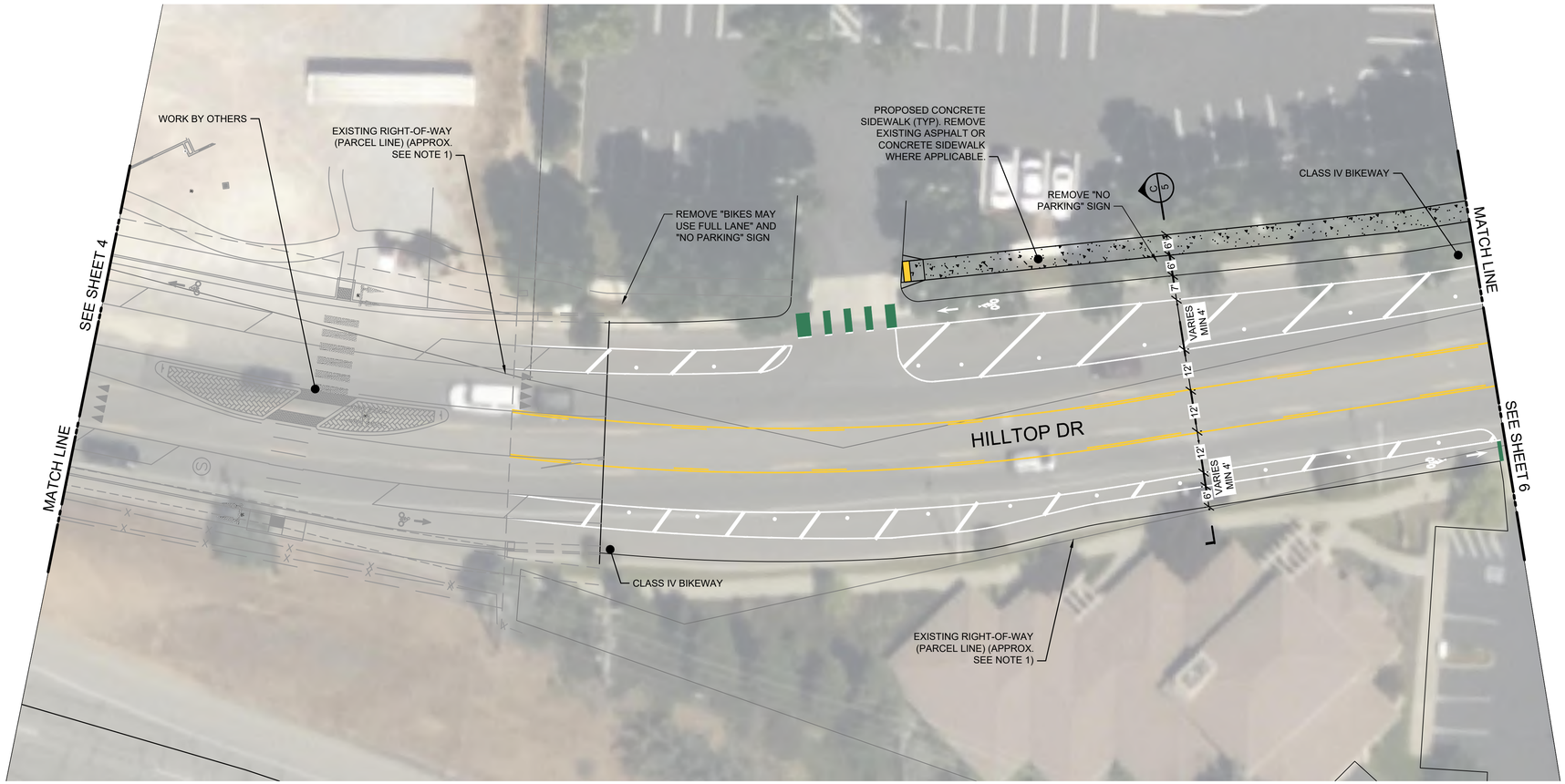
TOOLE DESIGN
1635 BROADWAY, SUITE 200
OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

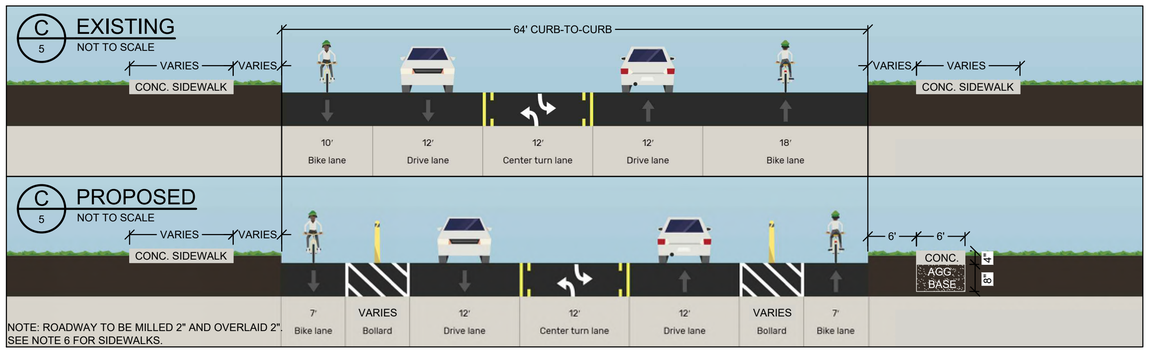
SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 4 OF 30





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3. ALL TREES TO REMAIN EXCEPT WHERE CONFLICTING WITH PROPOSED CONCRETE SIDEWALKS FOR CONSTRUCTION AND FUTURE MAINTENANCE OF AN ADA SHARED USE FACILITY.

4. ALL LIGHTING TO REMAIN.

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6. ROW LINES ARE NOT BASED ON SURVEY. NO PRIVATE ROW ACQUISITION ANTICIPATED. PRIVATE PARCEL LINES TO BE VERIFIED AND SIDEWALK IMPROVEMENTS TO BE COORDINATED WITH PRIVATE PROPERTY OWNERS DURING FINAL DESIGN.

7. CALTRANS ROW TO BE VERIFIED DURING FINAL DESIGN FOR CONSTRUCTION EASEMENT(S).

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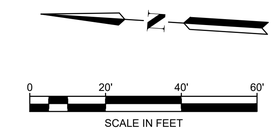

CONCEPT DESIGN SUBMISSION
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CHK	KM
APVD	KM

NO.	DATE	REVISION	BY	APVD

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SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	5 OF 30

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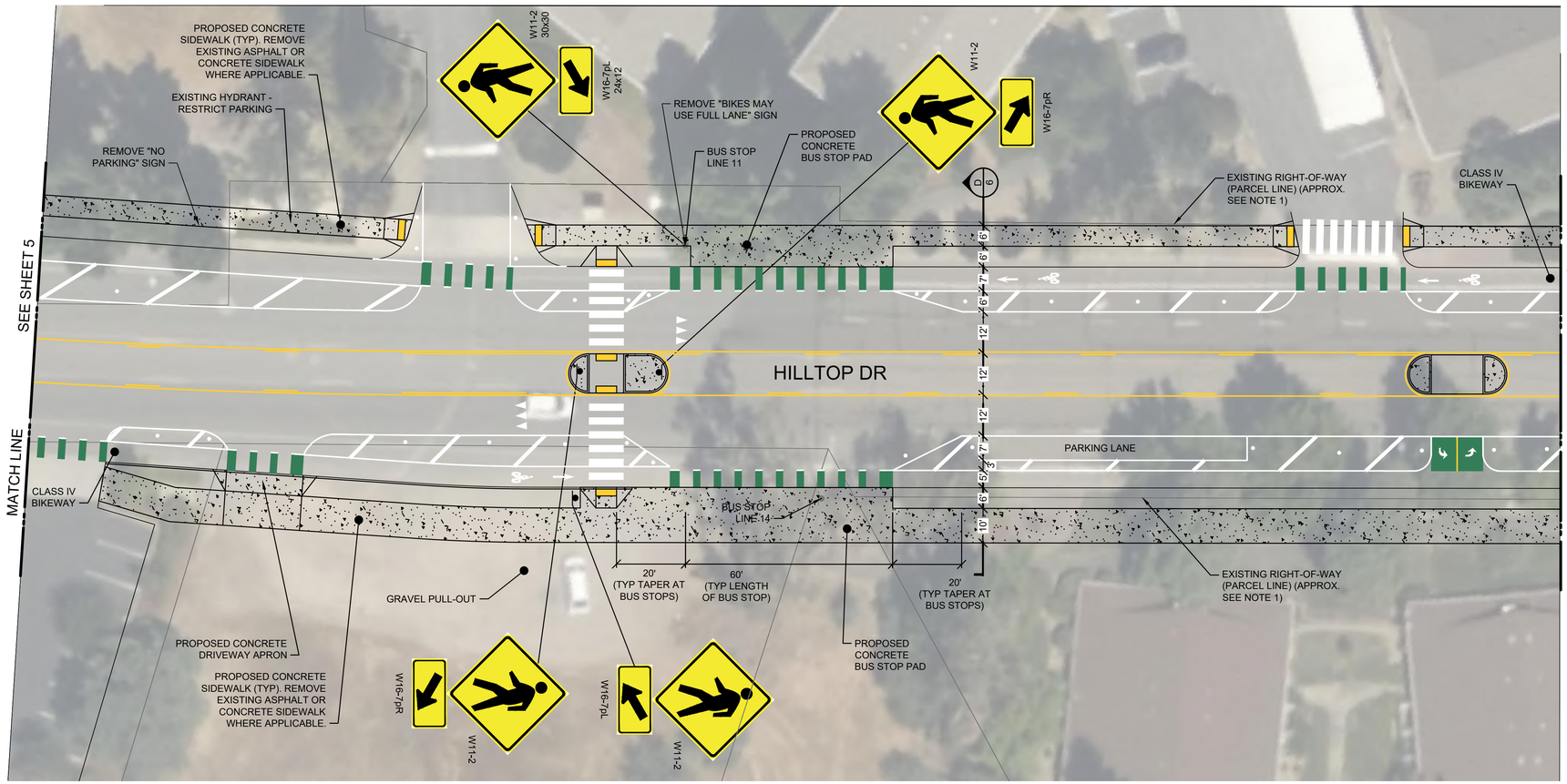

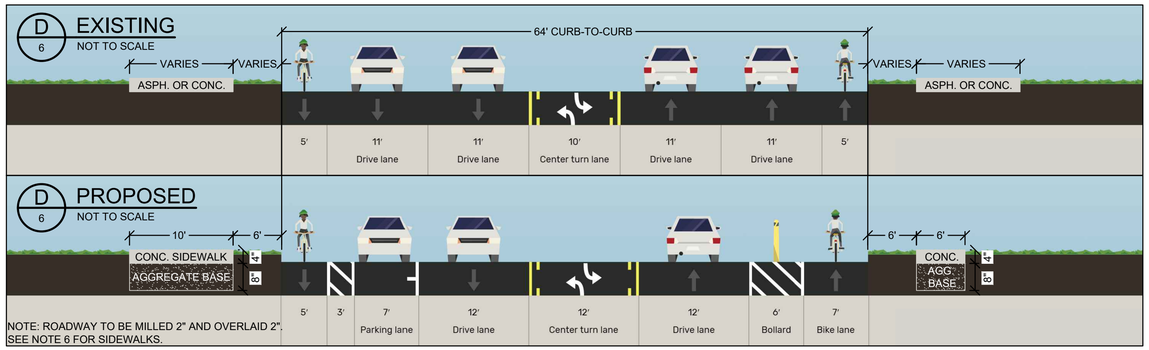

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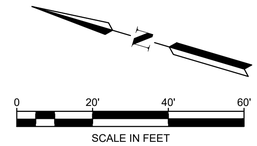

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DR	PF
CHK	KM
APVD	KM

NO.	DATE	REVISION	BY	APVD

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SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 6 OF 30

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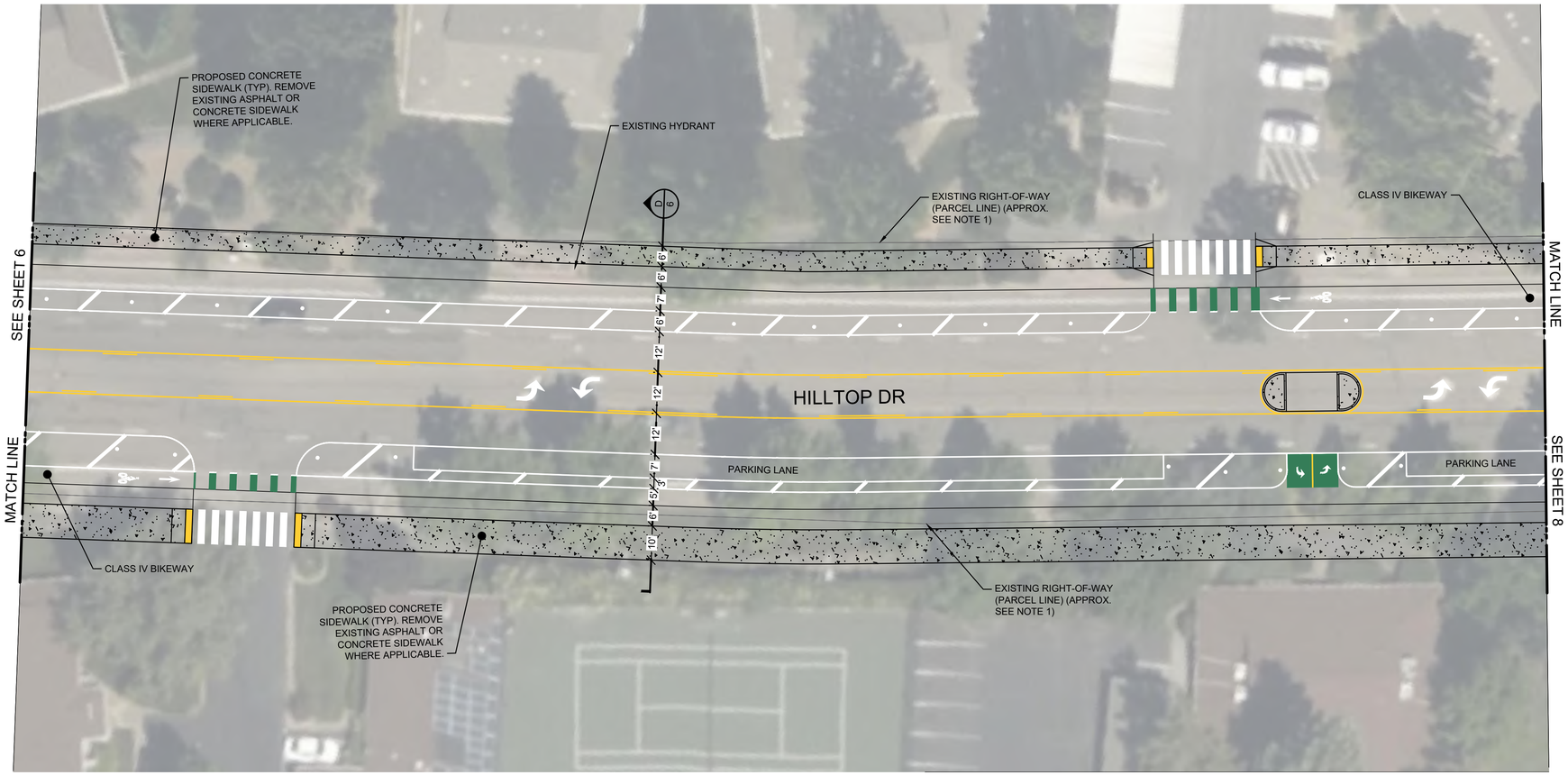
Tuesday, June 14, 2022 2:41:13 PM



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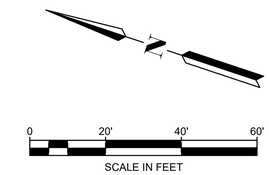

CONCEPT DESIGN SUBMISSION
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Tuesday, June 14, 2022 2:41:17 PM

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APVD	KM					

TOOLE DESIGN
1635 BROADWAY, SUITE 200
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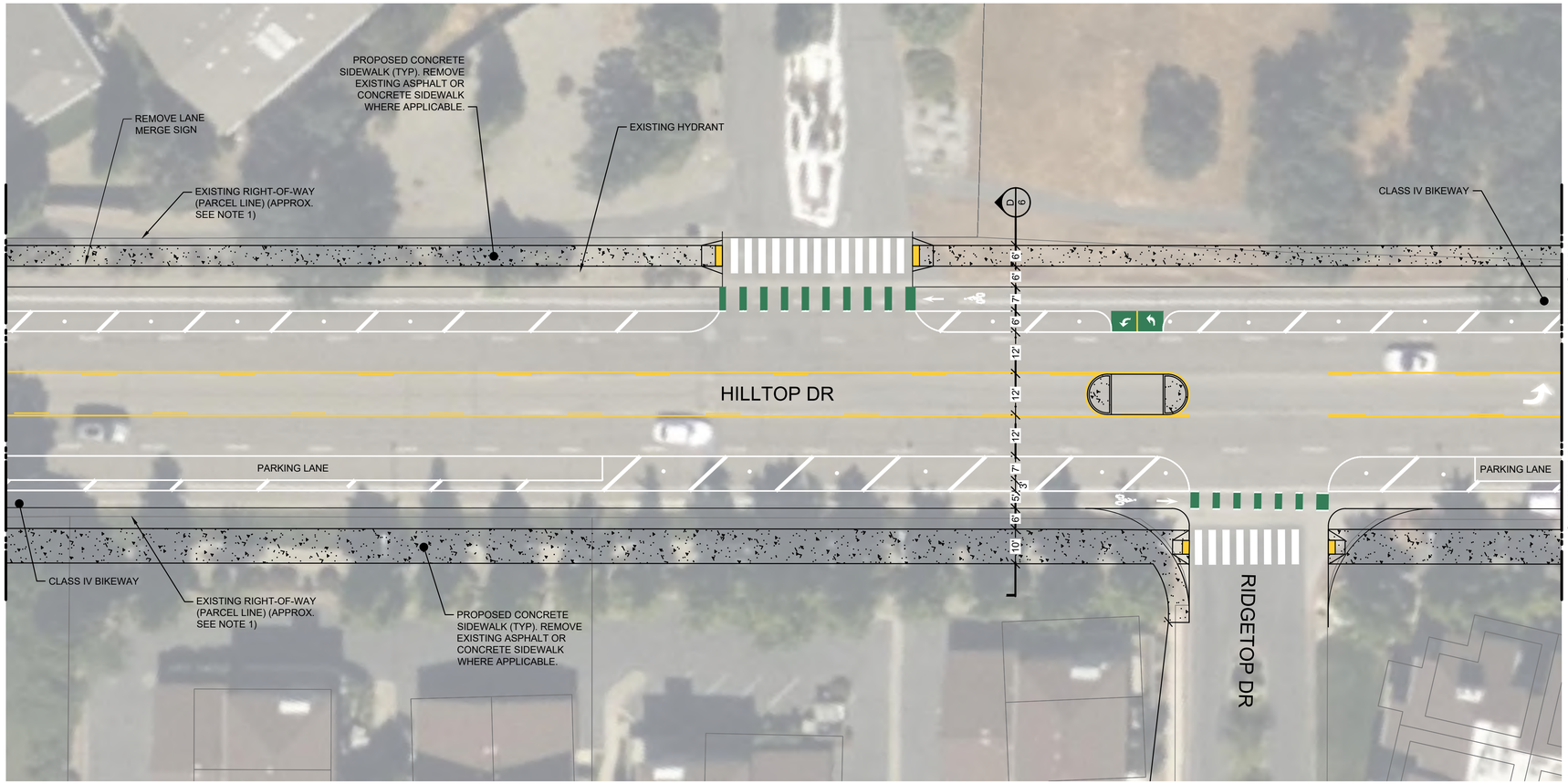
SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 7 OF 30



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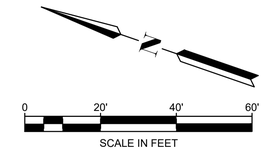

CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

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Tuesday, June 14, 2022 2:41:21 PM

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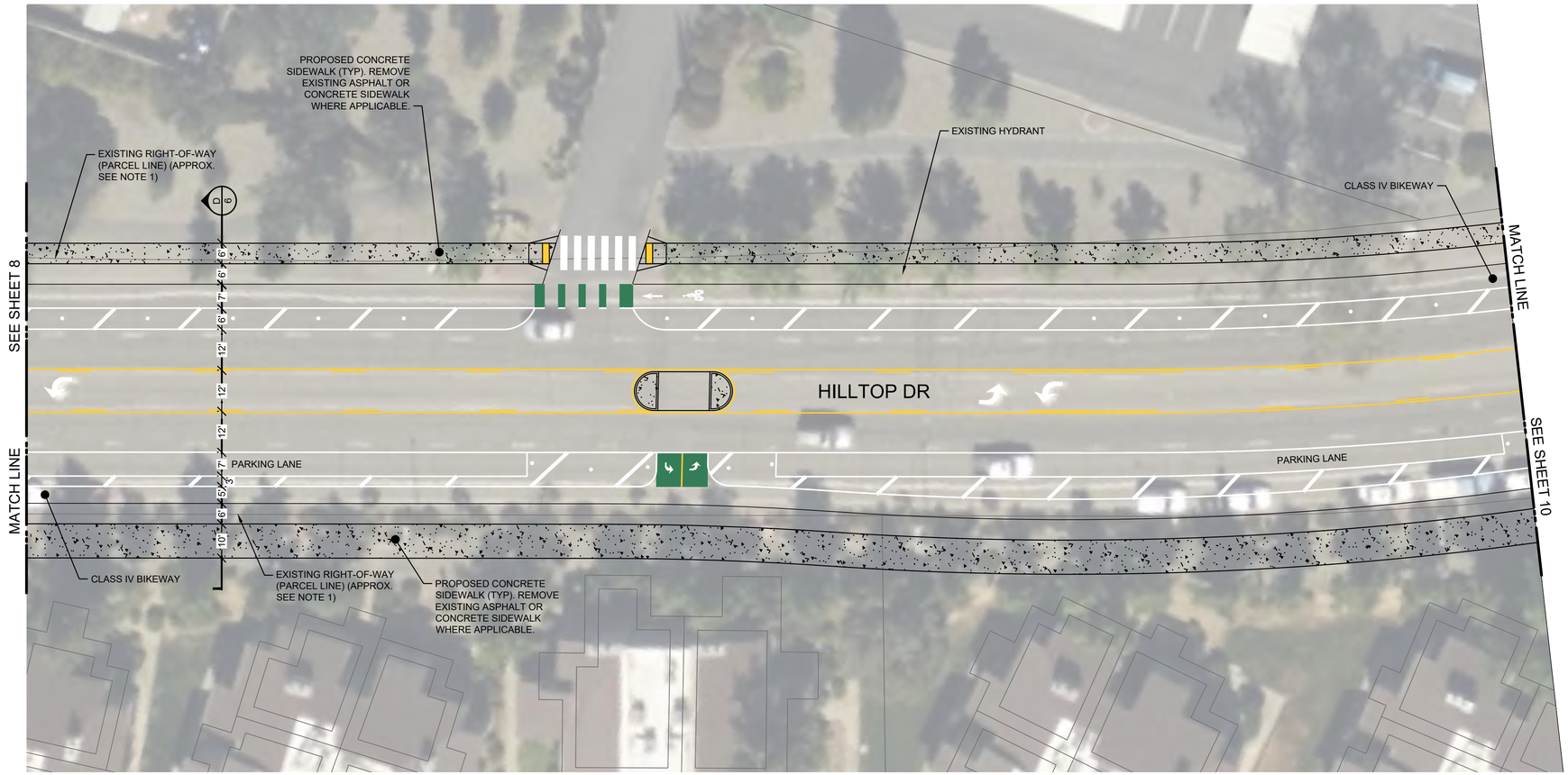
SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 8 OF 30



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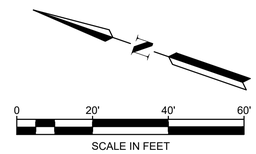

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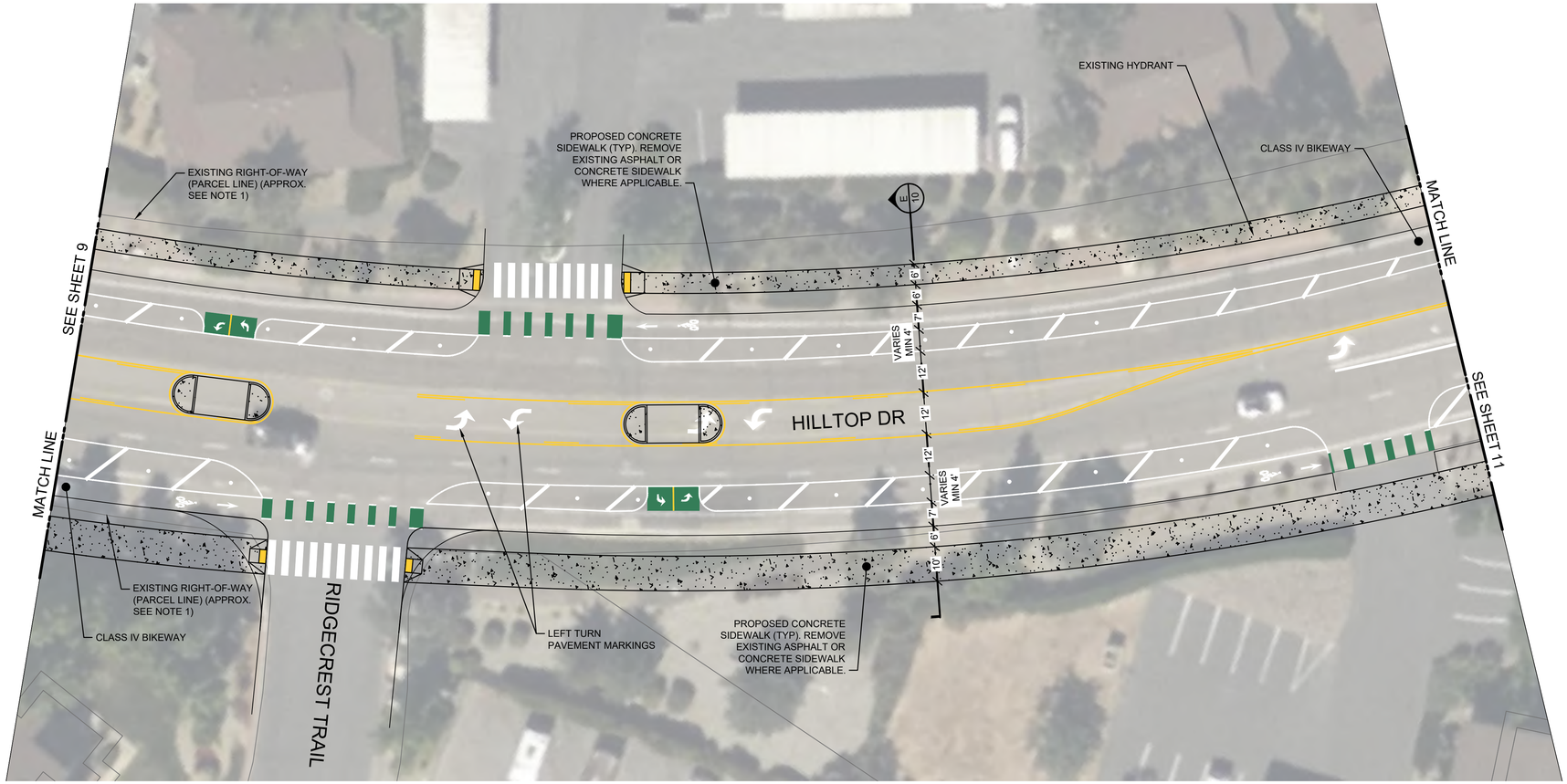

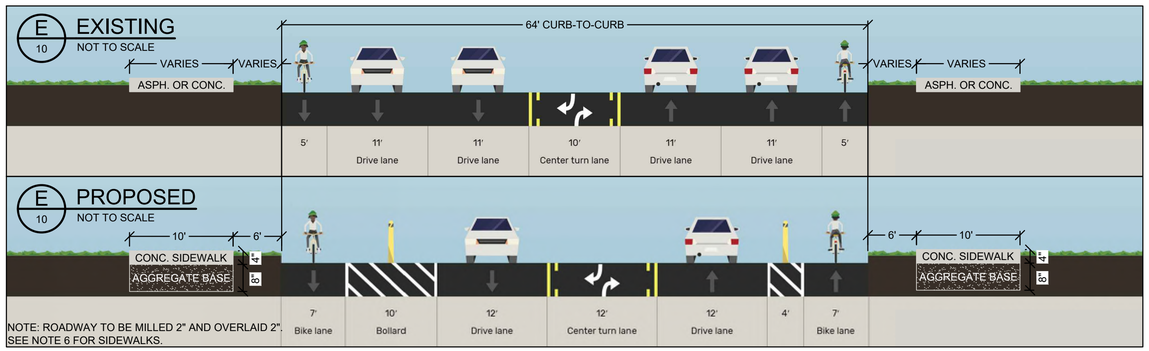

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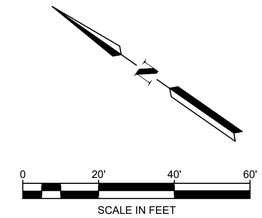

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PROFESSIONAL CERTIFICATION

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APVD	KM					

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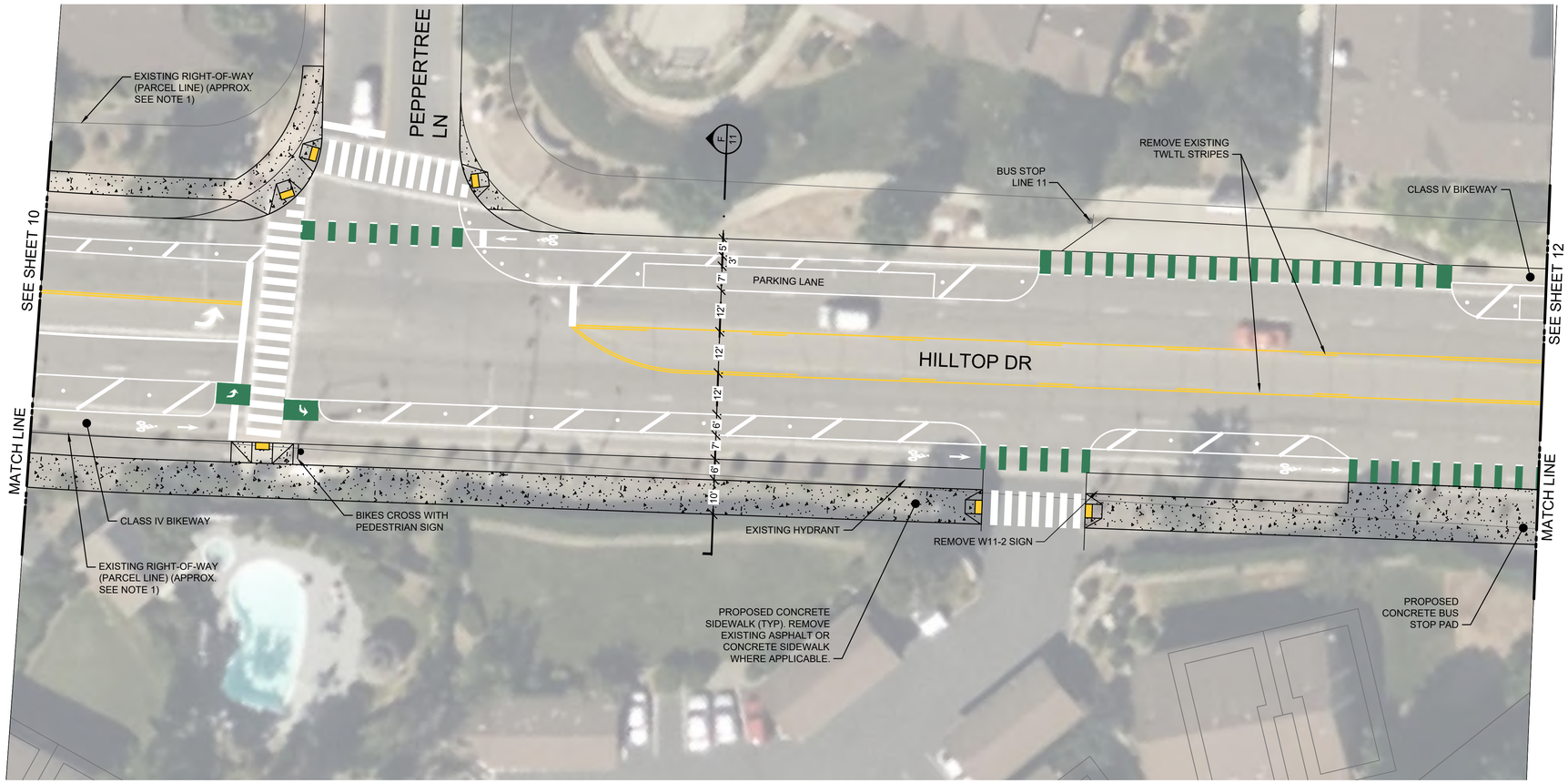
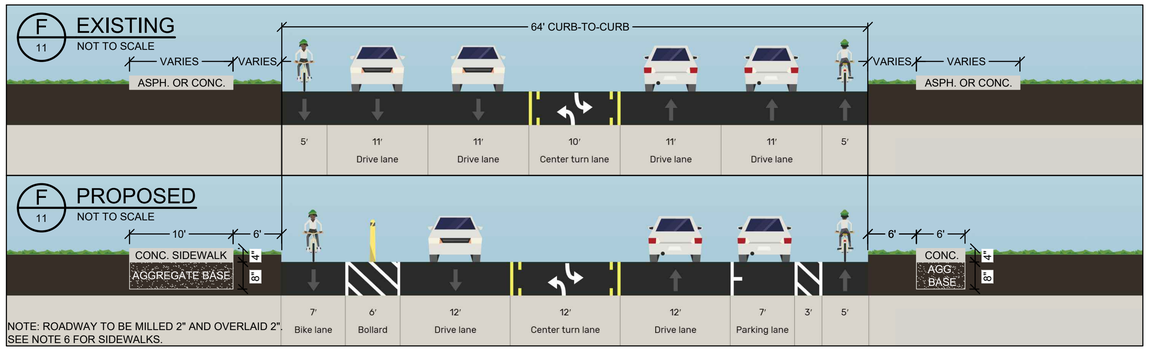
CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 10 OF 30





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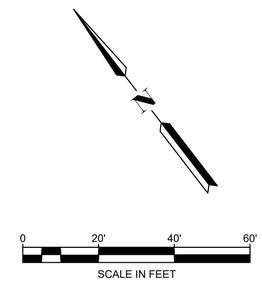

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HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 11 OF 30

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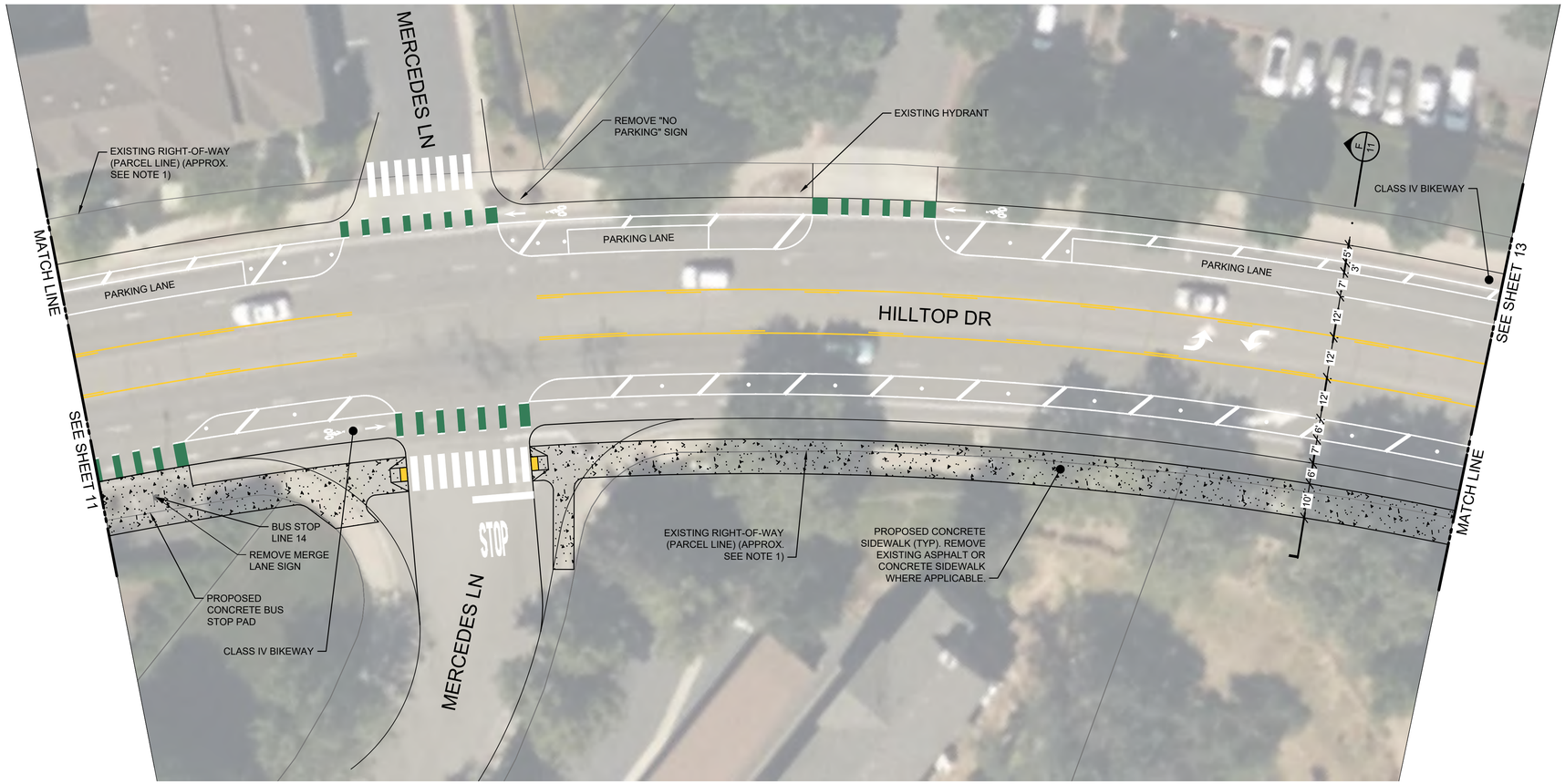

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SCALE IN FEET

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PROJECT NO. 70164
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SHEET NO. 12 OF 30

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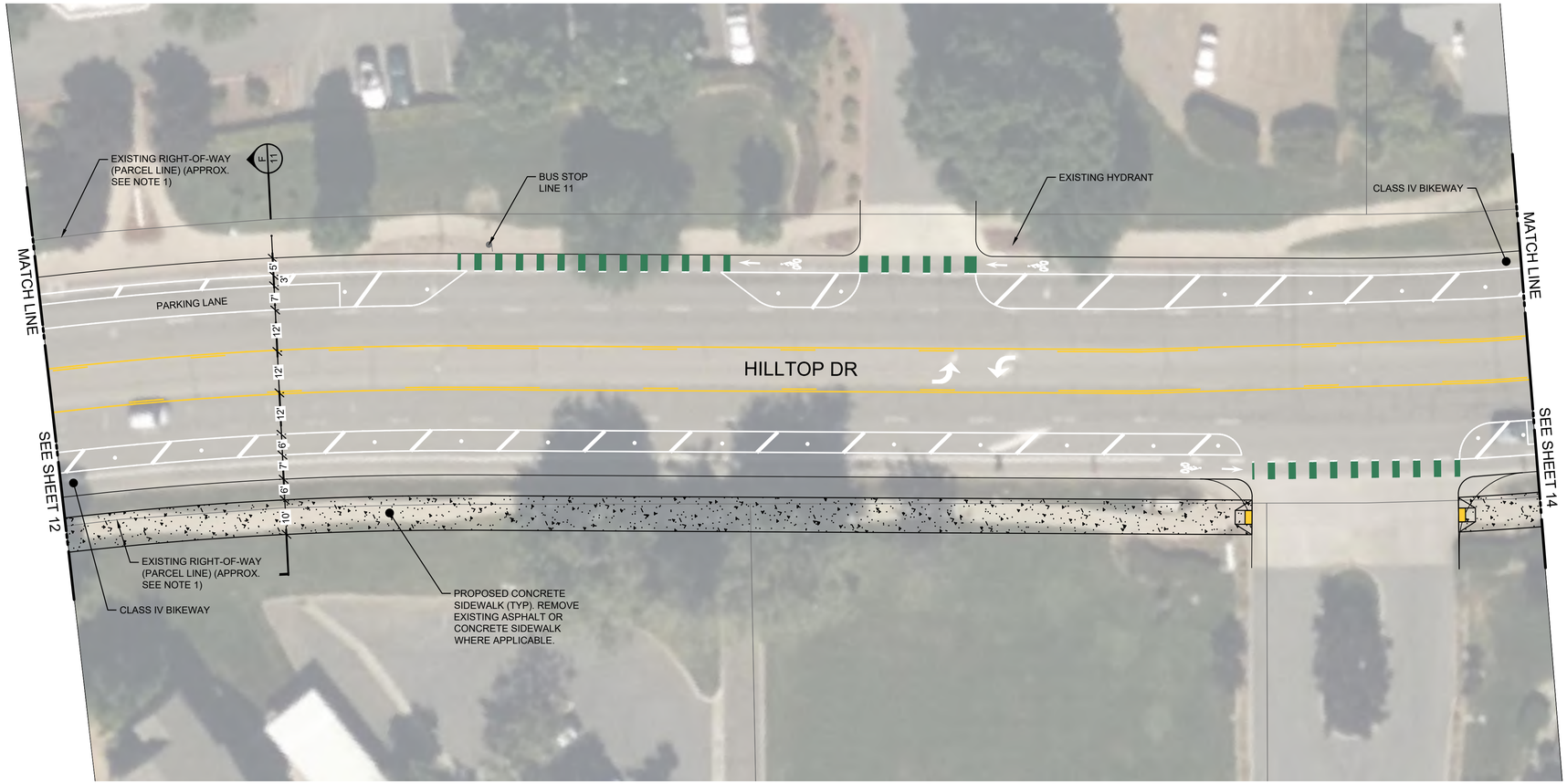

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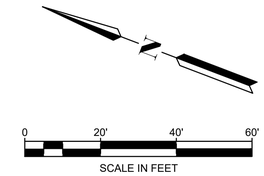

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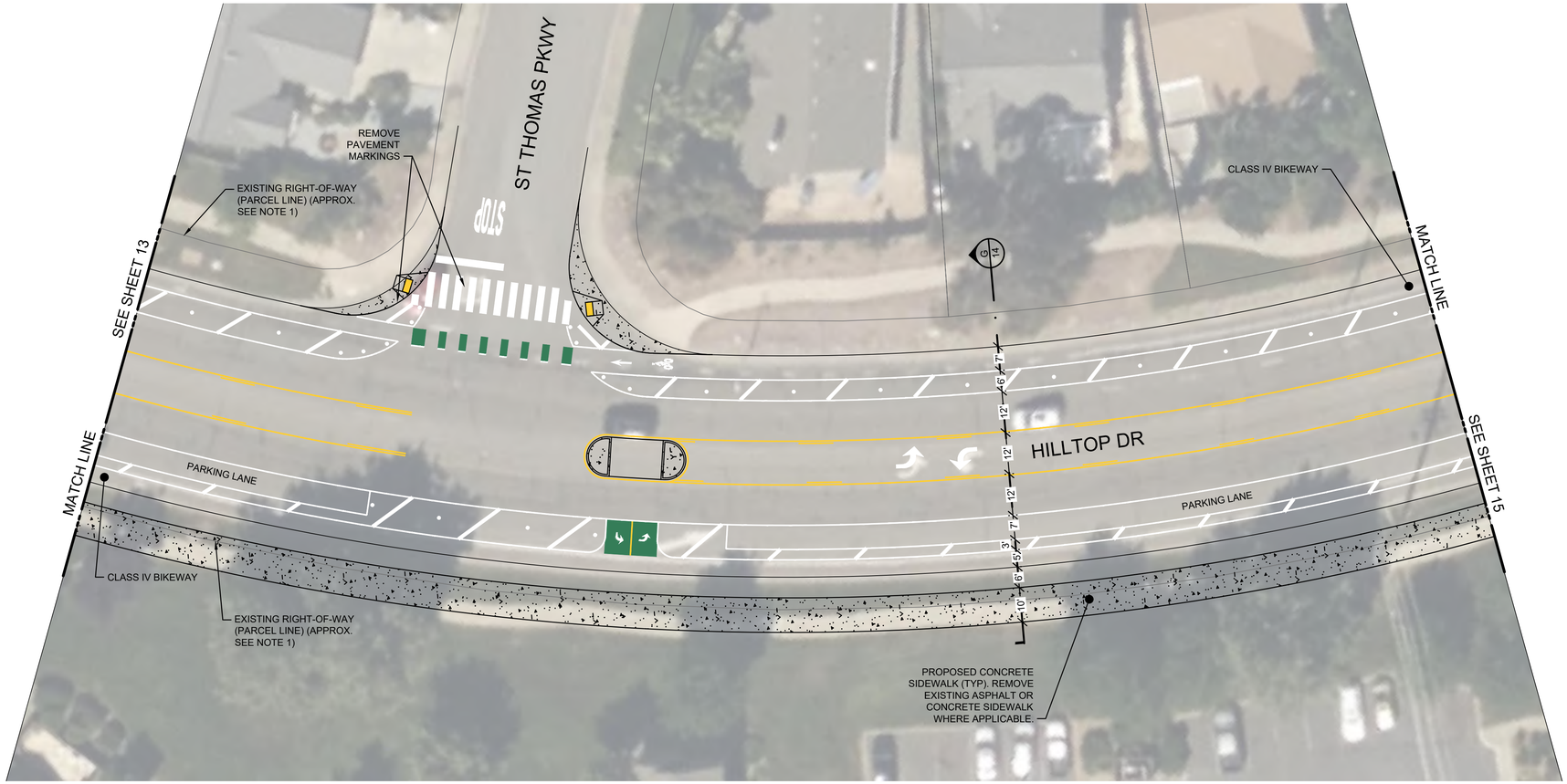
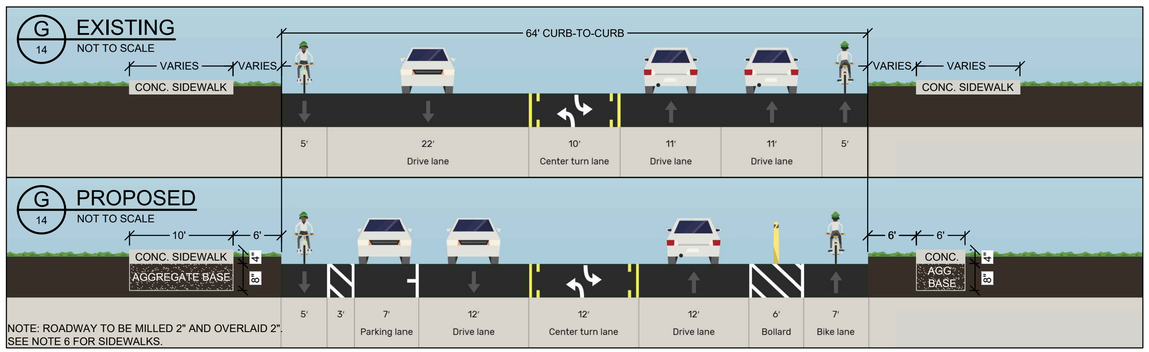
HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 13 OF 30





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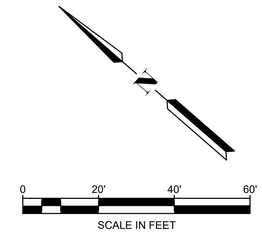

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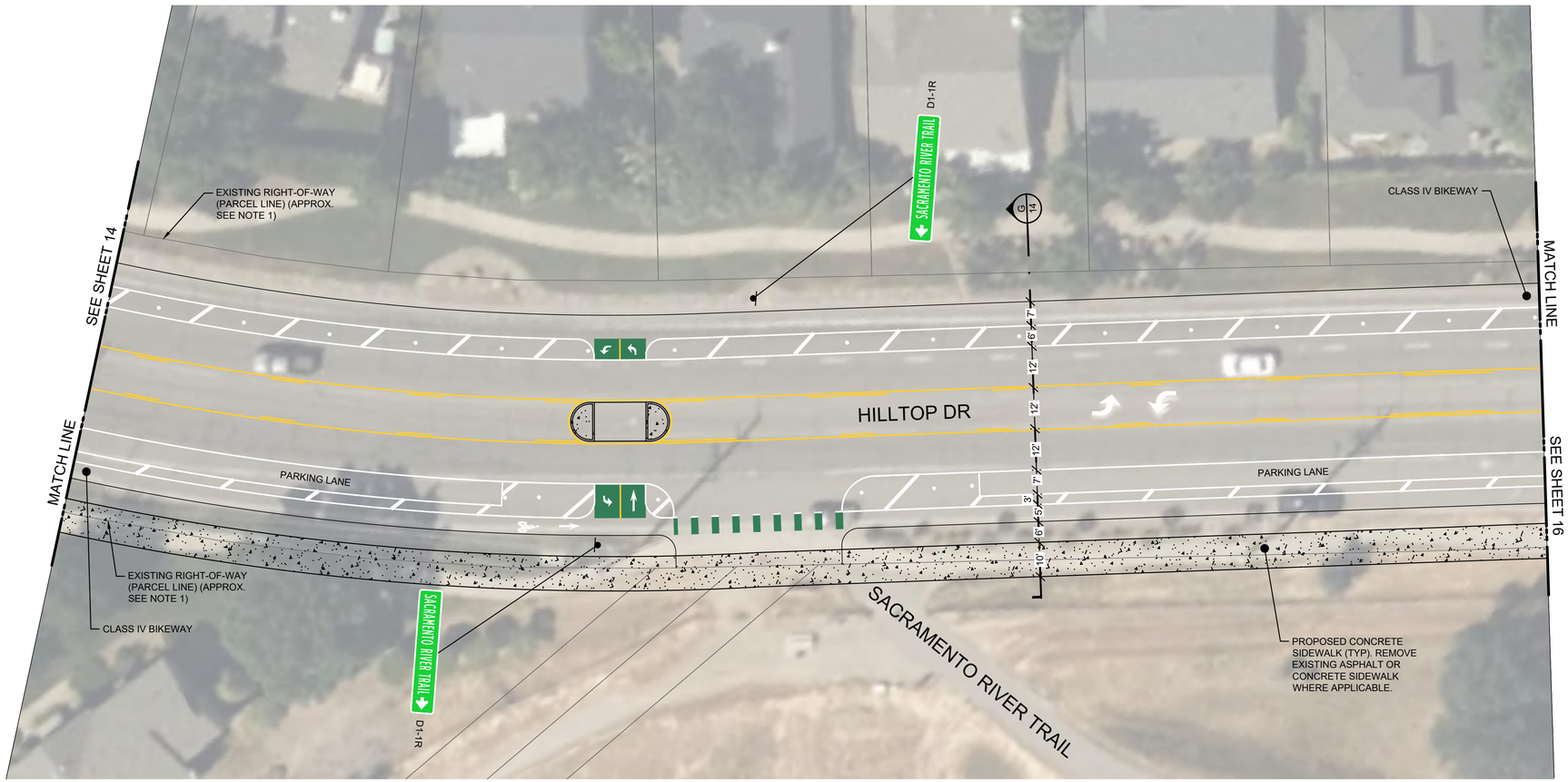

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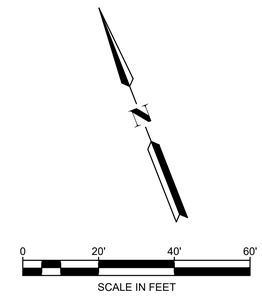

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APVD	KM

NO.	DATE	REVISION	BY	APVD

TOOLE DESIGN
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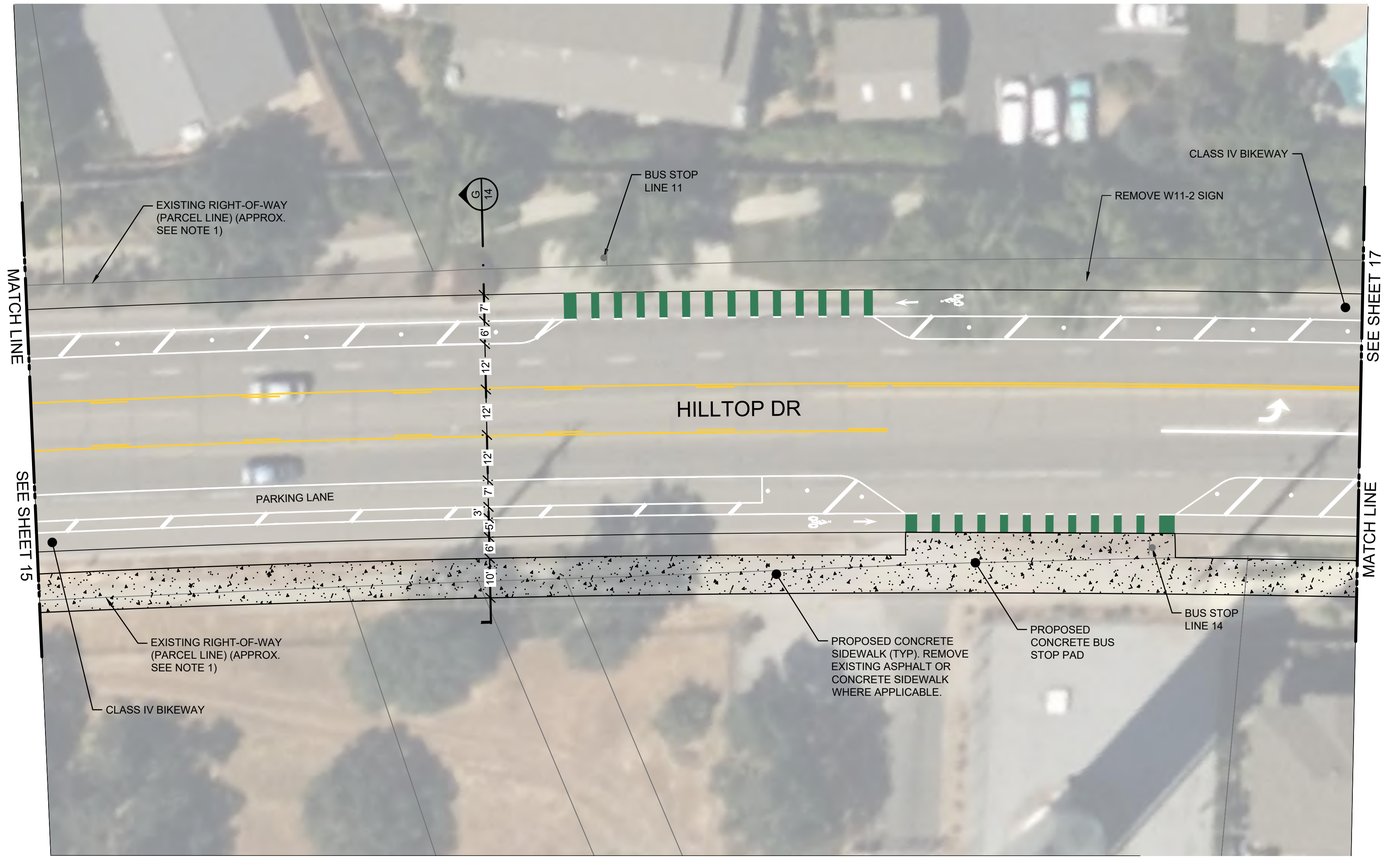
OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 15 OF 30



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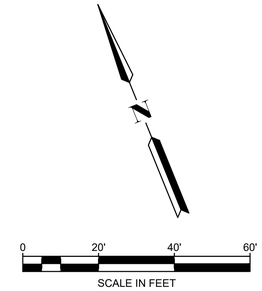

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SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 16 OF 30

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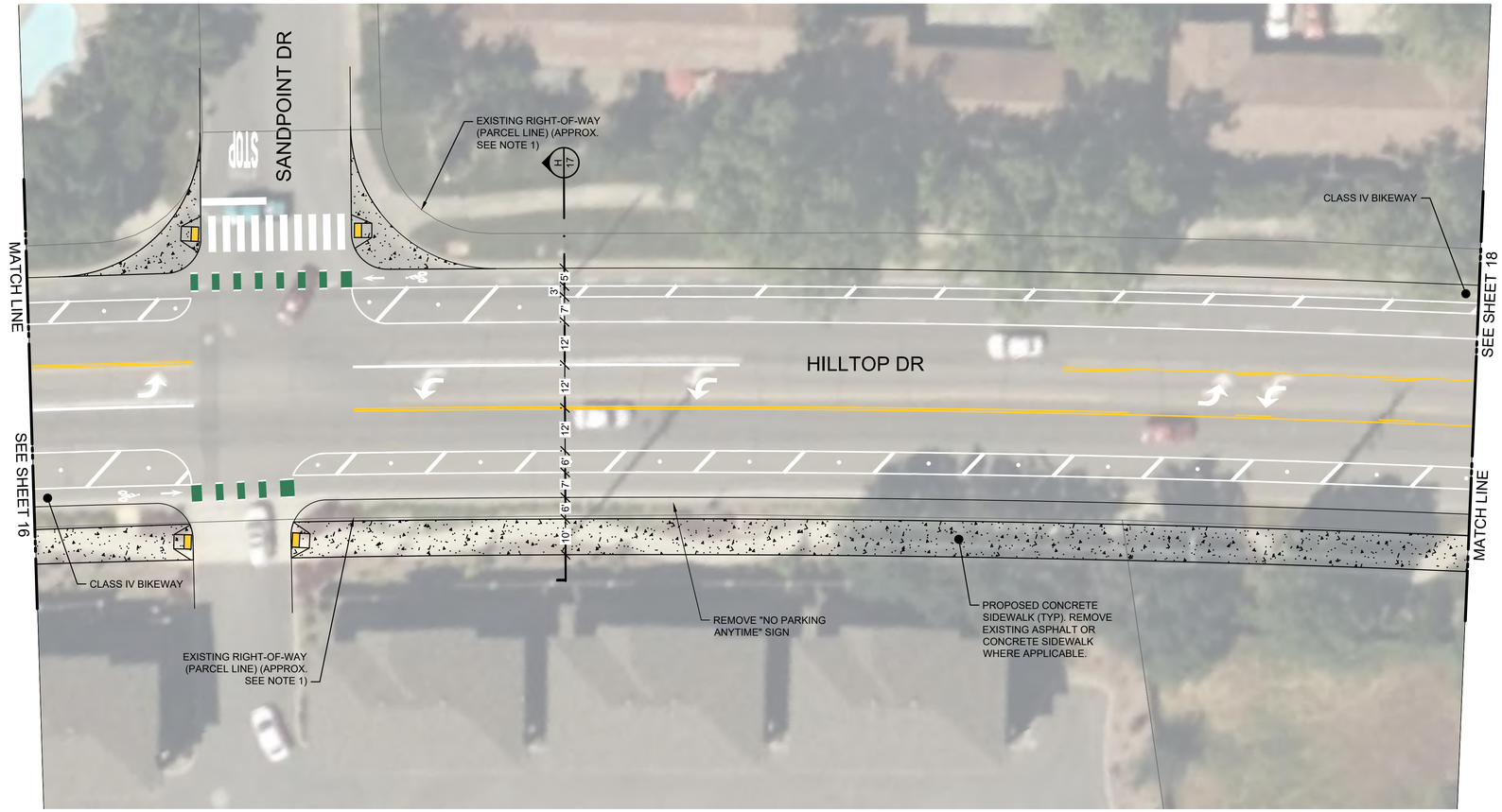

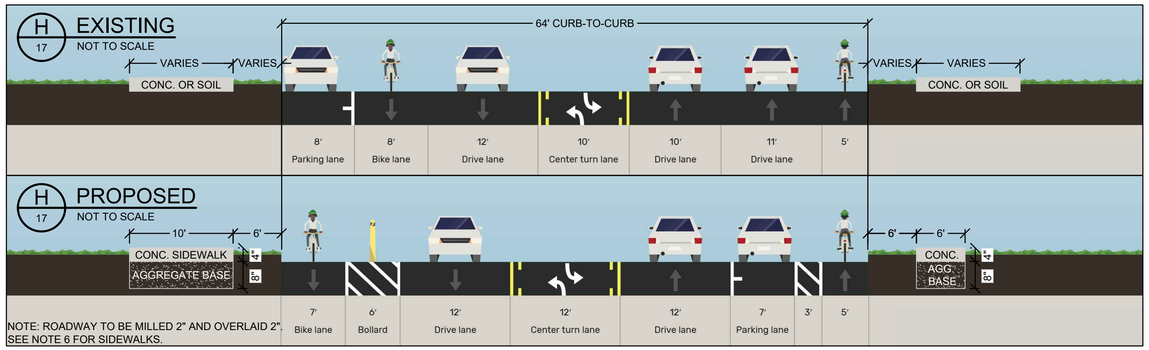

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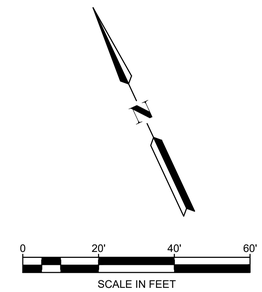

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SRTA/CITY OF REDDING

CIVIL

HILLTOP DR

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 17 OF 30

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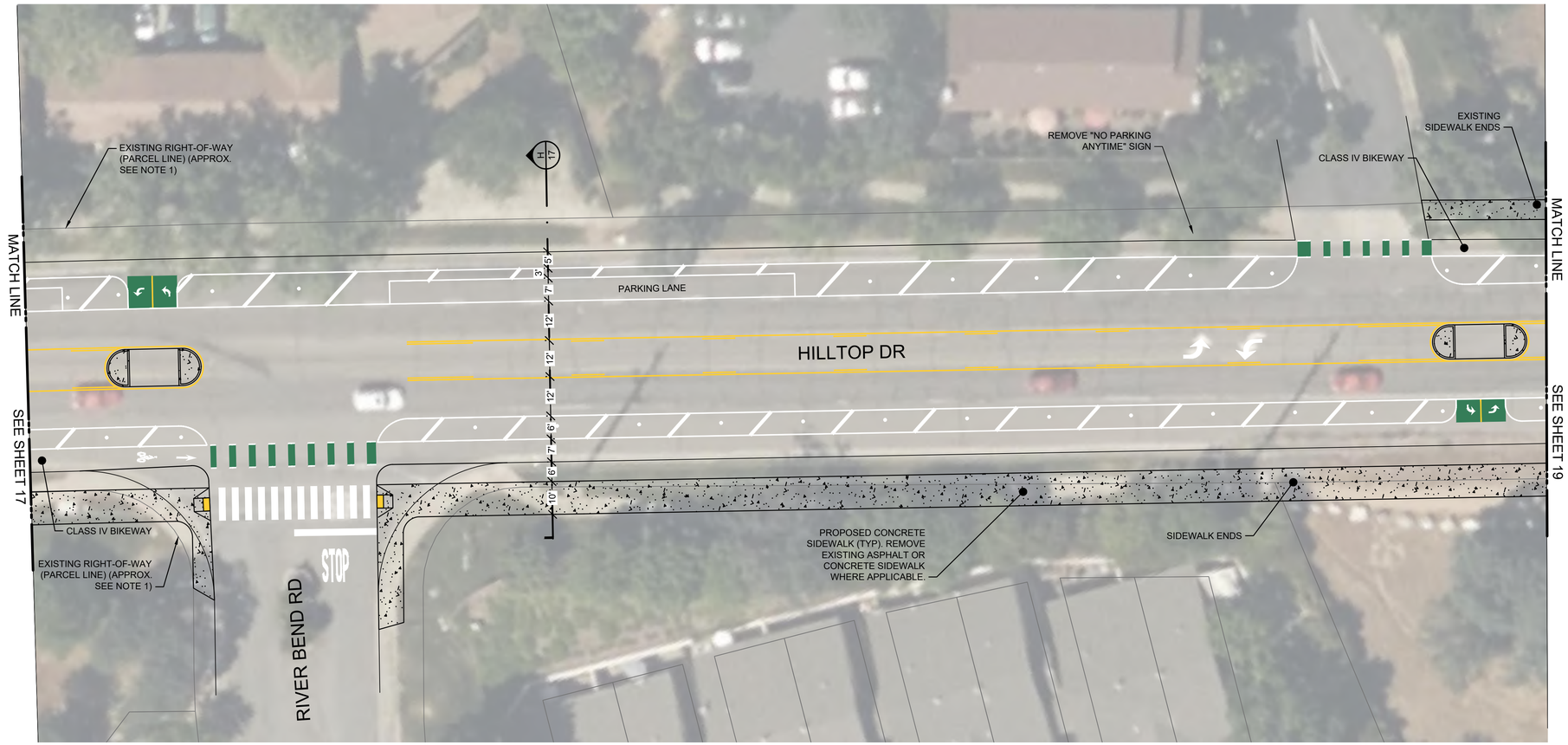

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0 20' 40' 60'

SCALE IN FEET

CONCEPT DESIGN SUBMISSION
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HILLTOP DR

PROJECT NO. 70164
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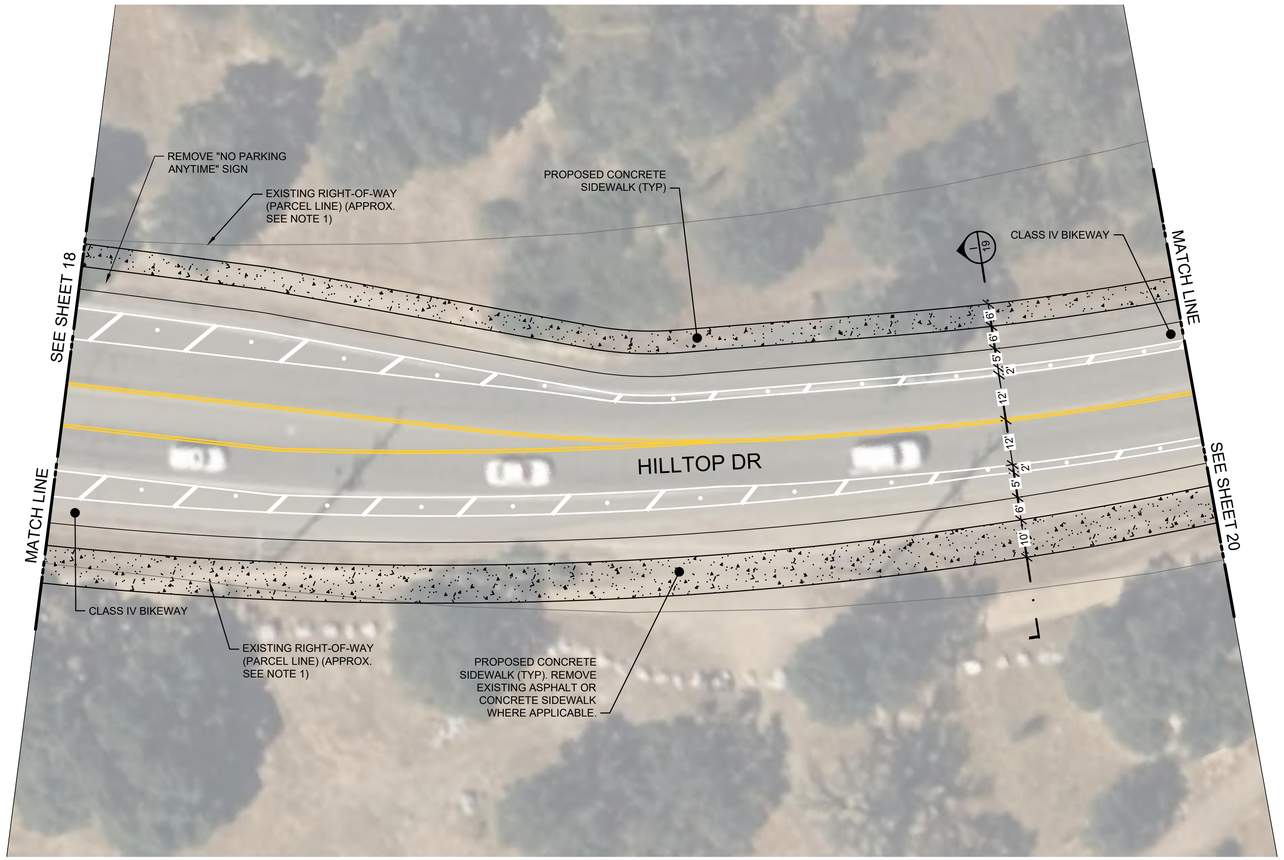

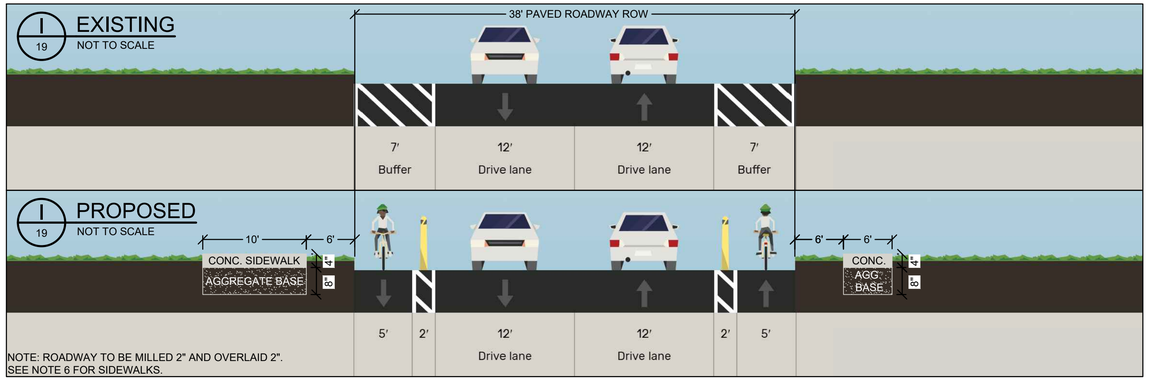

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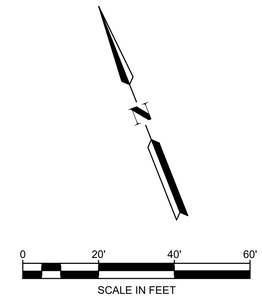

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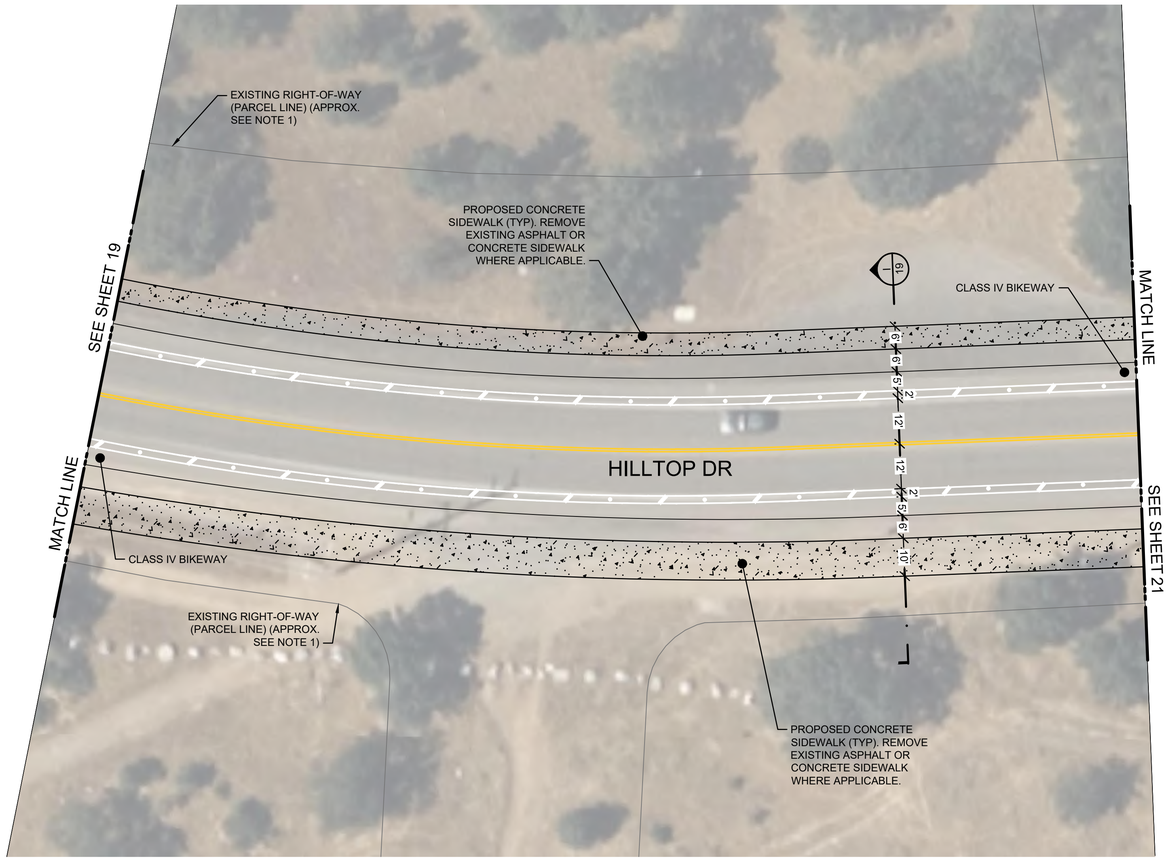

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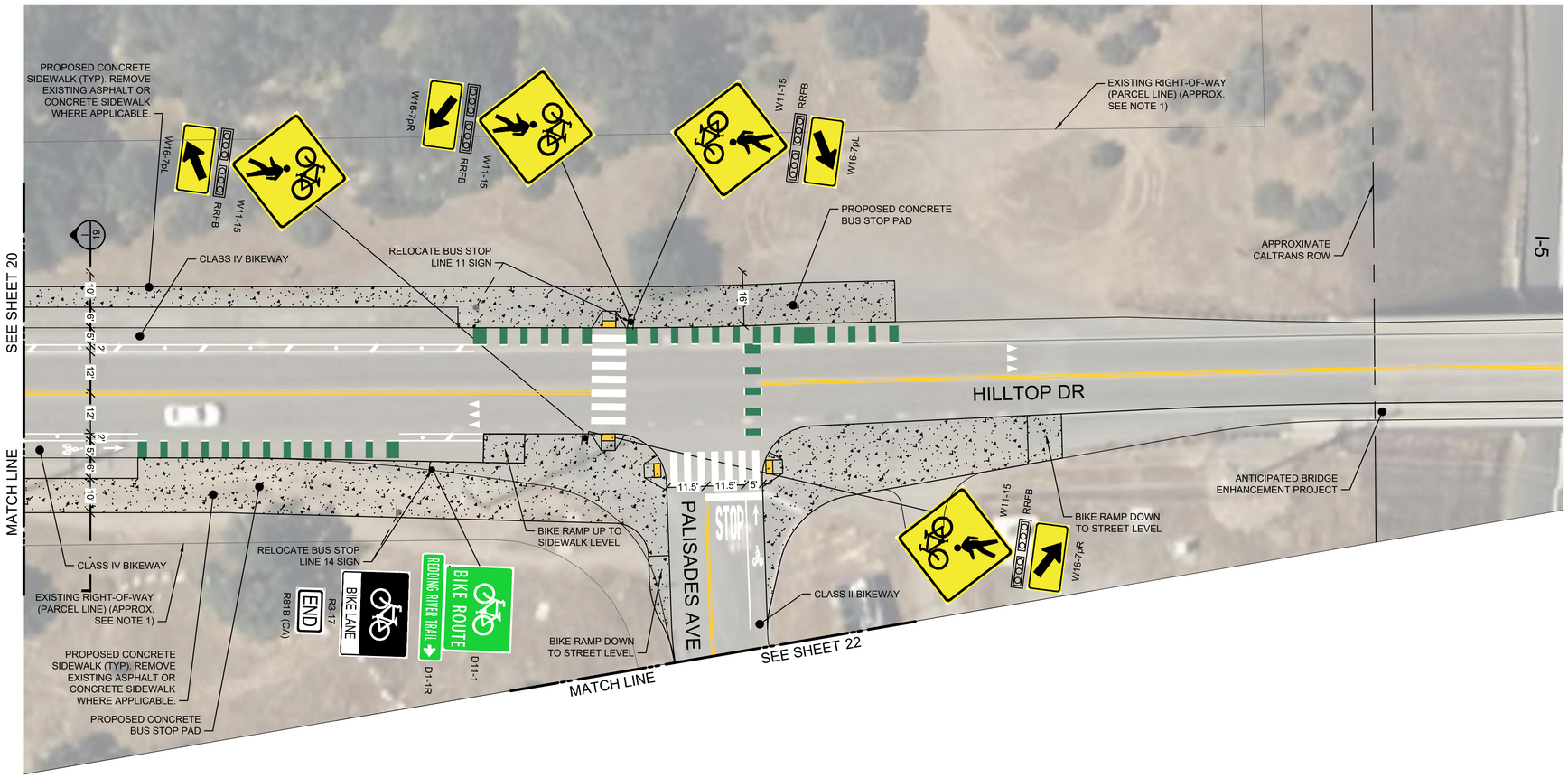

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0 20' 40' 60'

SCALE IN FEET

CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION

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REUSE OF DOCUMENTS
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DR	PF
CHK	KM
APVD	KM

NO.	DATE	REVISION	BY	APVD

TOOLE DESIGN
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OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

HILLTOP DR
TO PALASADES
AVE

PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	21 OF 30

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Tuesday, June 14, 2022 2:42:15 PM

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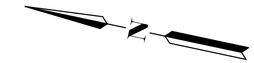

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PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 22 OF 30

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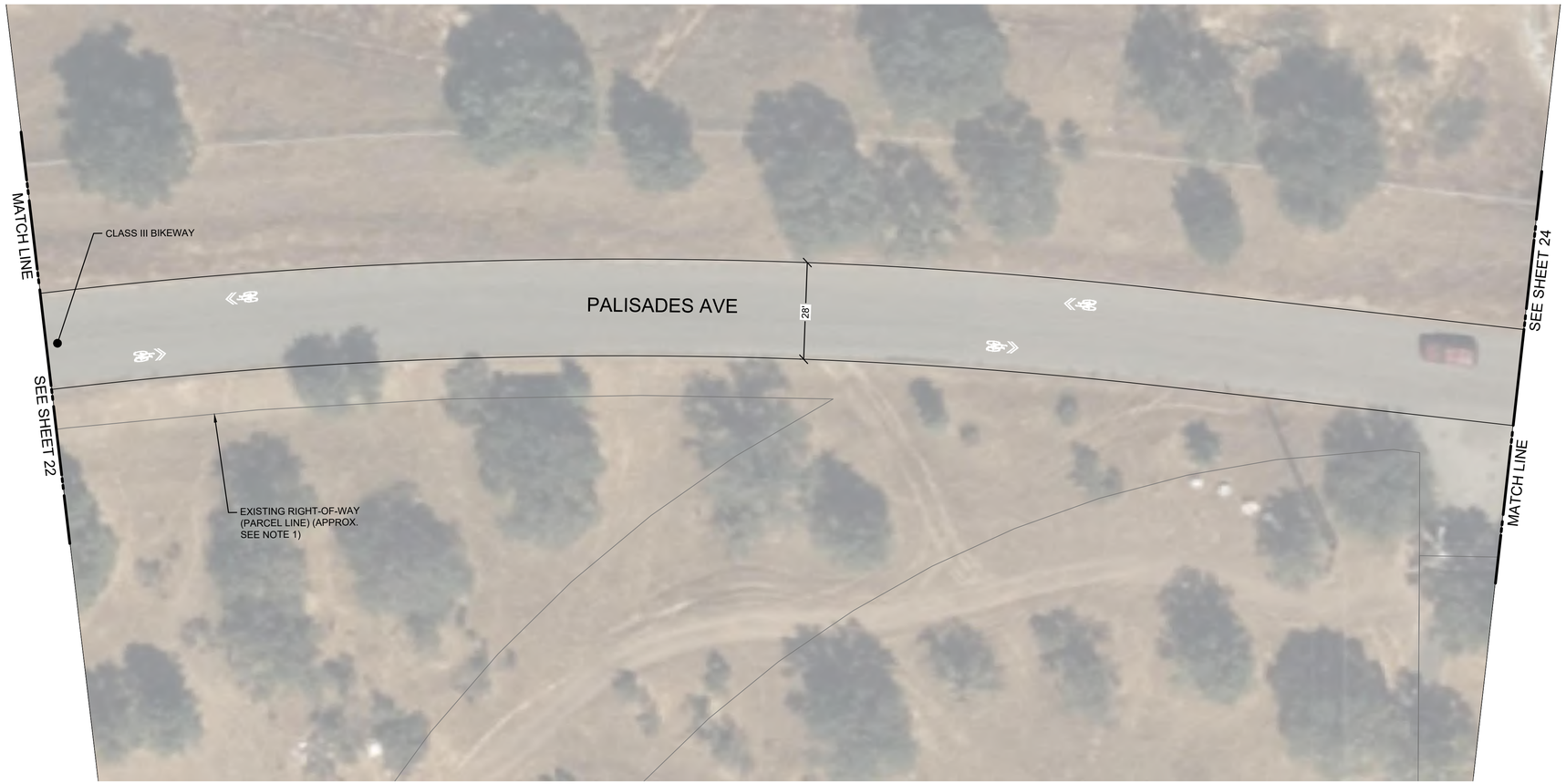
Tuesday, June 14, 2022 2:42:19 PM



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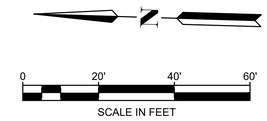

CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

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APVD	KM					

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PROJECT NO. 70164
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DRAWING NO. 1
SHEET NO. 23 OF 30

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Tuesday, June 14, 2022 2:42:24 PM

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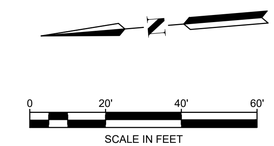

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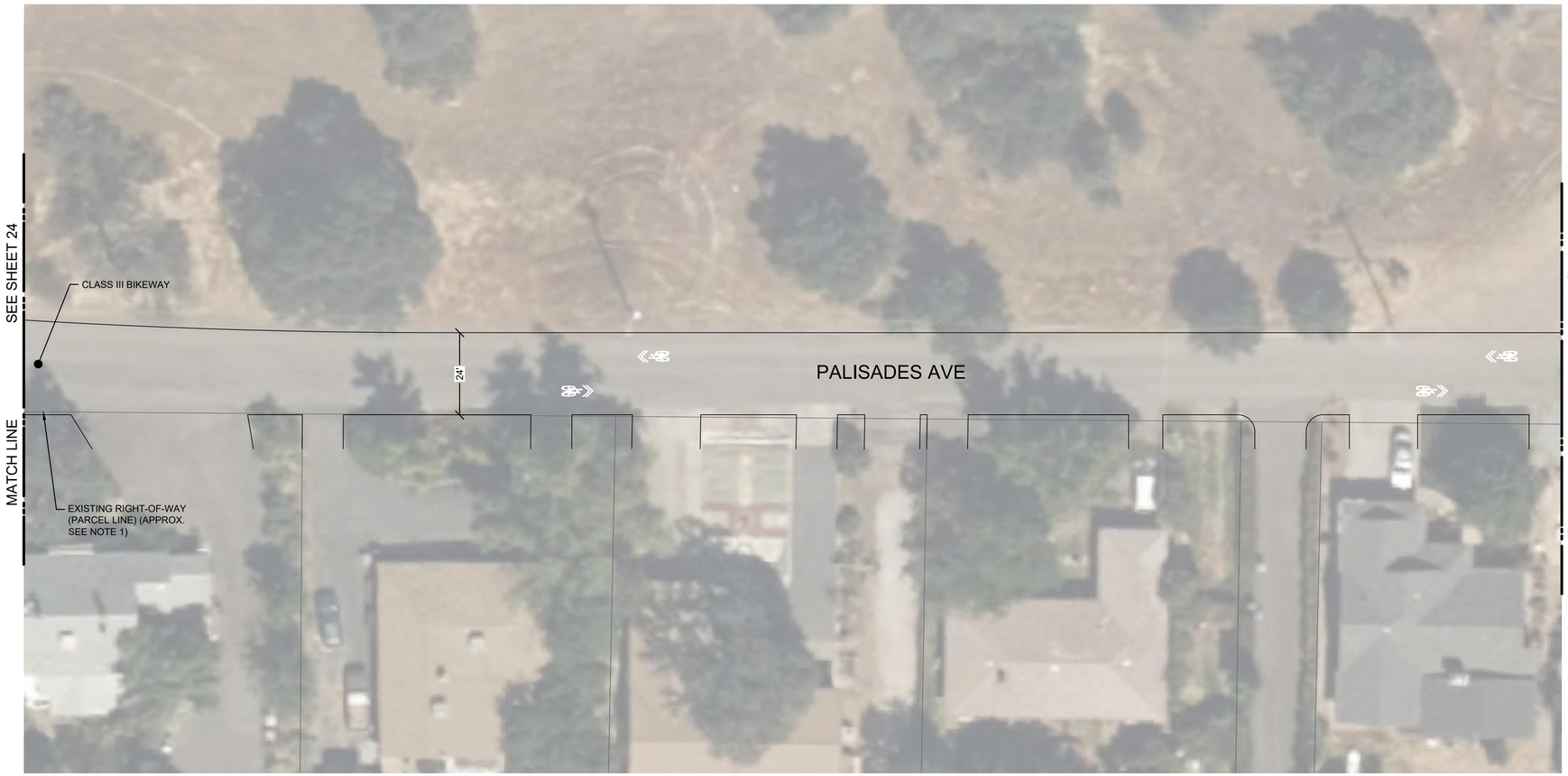
PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 24 OF 30



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0 20' 40' 60'

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PROJECT NO. 70164
DATE 06.14.2022
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SHEET NO. 25 OF 30

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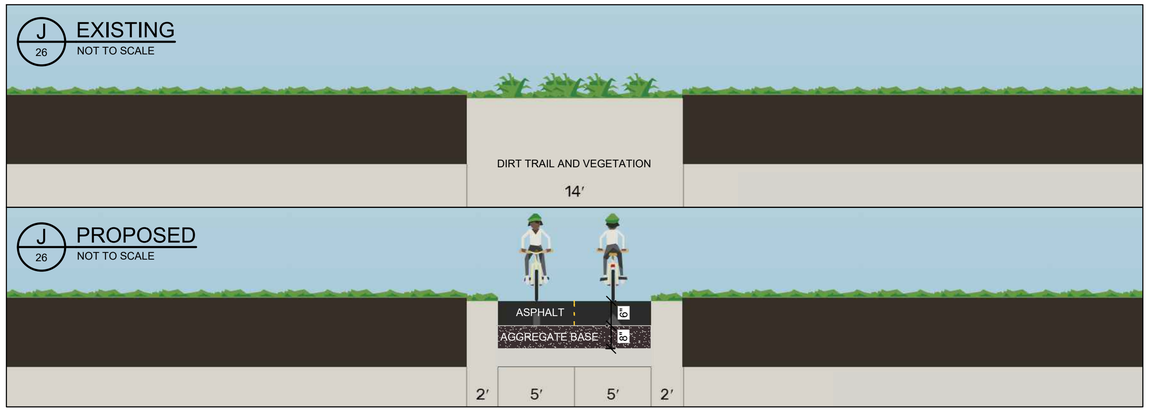
Tuesday, June 14, 2022 2:42:32 PM



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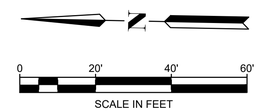

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PALASADES AVE TO CONNECTOR TRAIL

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 26 OF 30

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Tuesday, June 14, 2022 2:42:36 PM

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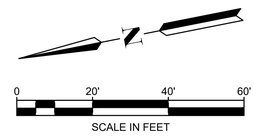

CONCEPT DESIGN SUBMISSION
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION

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REUSE OF DOCUMENTS

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DR	PF
CHK	KM
APVD	KM

NO.	DATE	REVISION	BY	APVD

TOOLE DESIGN
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OAKLAND, CA 94612
PHONE: 510.298.0740
FAX: 301.927.2800
www.tooledesign.com

SHASTA RATN - HILLTOP DR
SRTA/CITY OF REDDING

CIVIL

CONNECTOR TRAIL

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 27 OF 30

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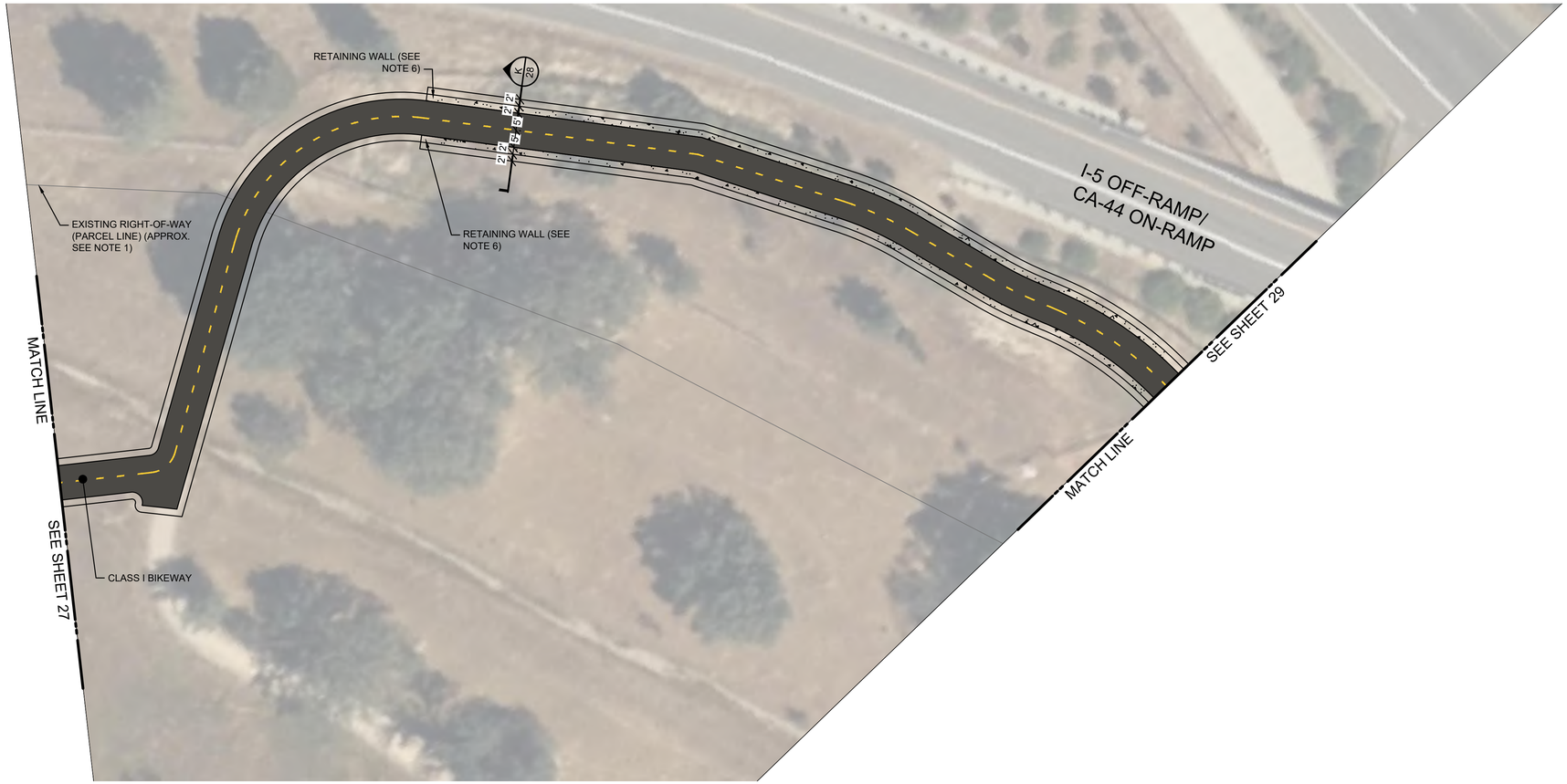

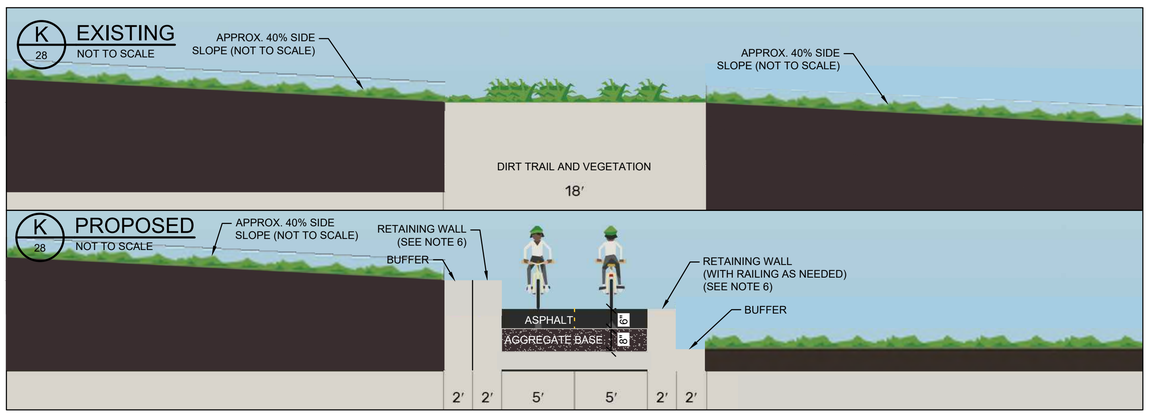

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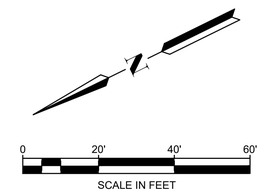

CONCEPT DESIGN SUBMISSION
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APVD	KM

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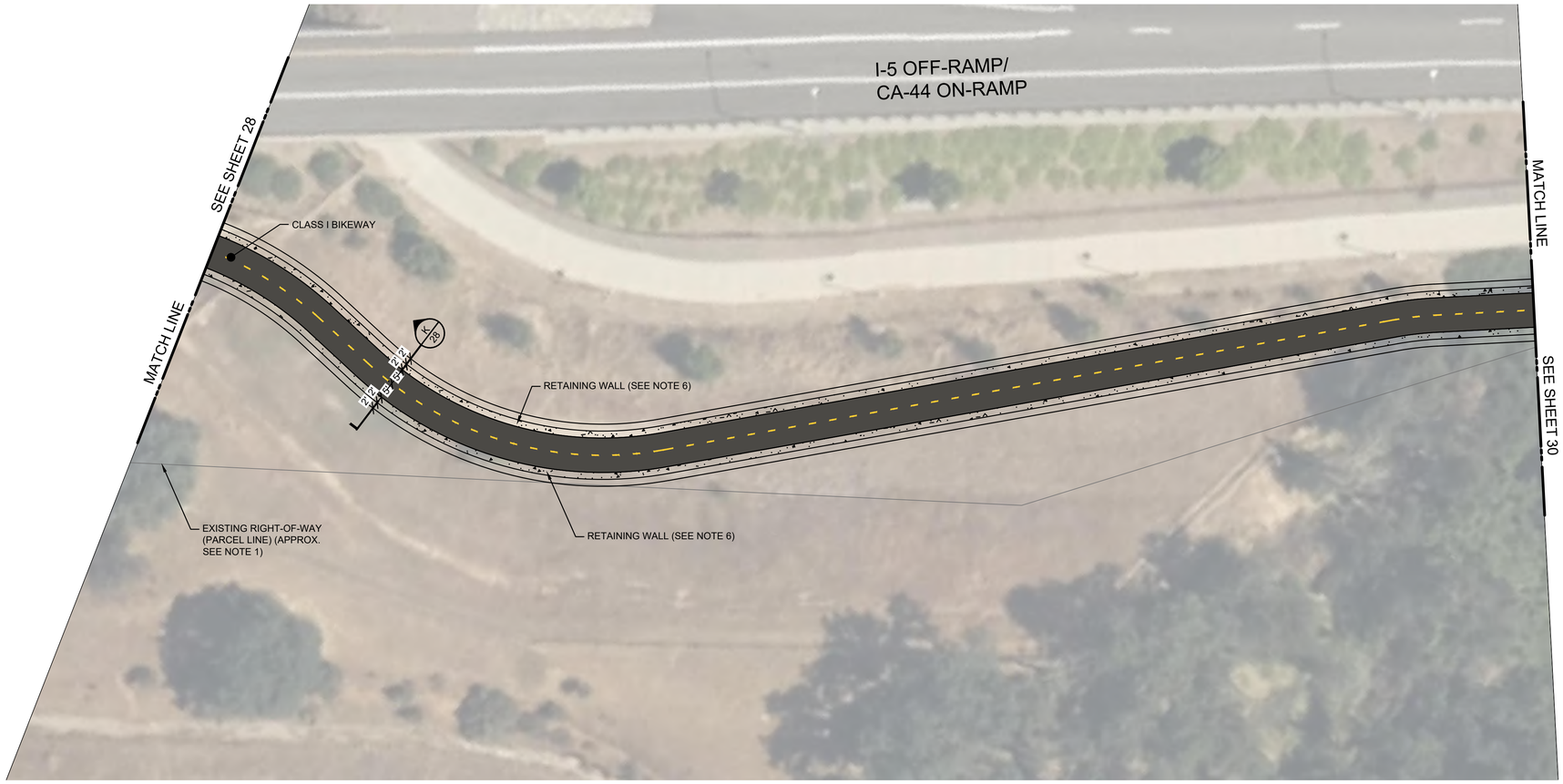
PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	28 OF 30



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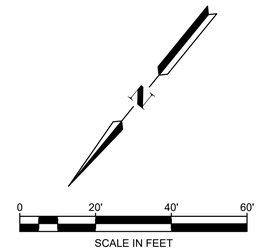

CONCEPT DESIGN SUBMISSION
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APVD	KM

NO.	DATE	REVISION	BY	APVD

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CONNECTOR TRAIL

PROJECT NO. 70164
DATE 06.14.2022
DRAWING NO. 1
SHEET NO. 29 OF 30

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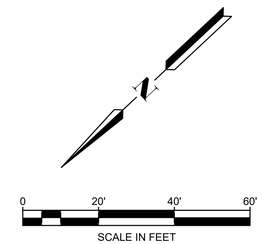

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PROJECT NO.	70164
DATE	06.14.2022
DRAWING NO.	1
SHEET NO.	30 OF 30

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APPENDIX E
Park Marina Drive Rapid Implementation Project Concept Design

CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

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6/15/2022

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		NO.	DATE	REVISION	BY	APVD
DSGN	TW					
DR	TW					
CHK	KM					
APVD	KM					

TOOLE DESIGN
720 3RD AVENUE, SUITE 2020,
SEATTLE, WA 98104
PHONE: 206.297.1601
FAX: 301.927.2800
www.tooledesign.com

PARK MARINA DR
CITY OF REDDING

TRAFFIC

CHANNELIZATION AND SIGNING PLAN

PROJECT NO. TBD
DATE 06.15.2022
DRAWING NO. TP0
SHEET NO. 1 OF 18

NOTES:

1. THE EXISTING CONDITIONS DEPICTED IN THE ENCLOSED PLANS ARE BASED ON GIS LINE WORK AND AERIAL IMAGERY AND SHALL BE CONSIDERED APPROXIMATE.

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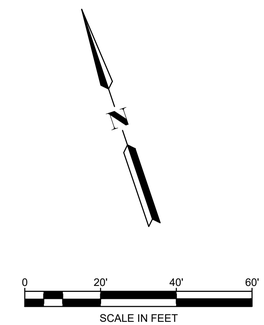

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CHANNELIZATION AND SIGNING PLAN

PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP1
SHEET NO. 2 OF 18

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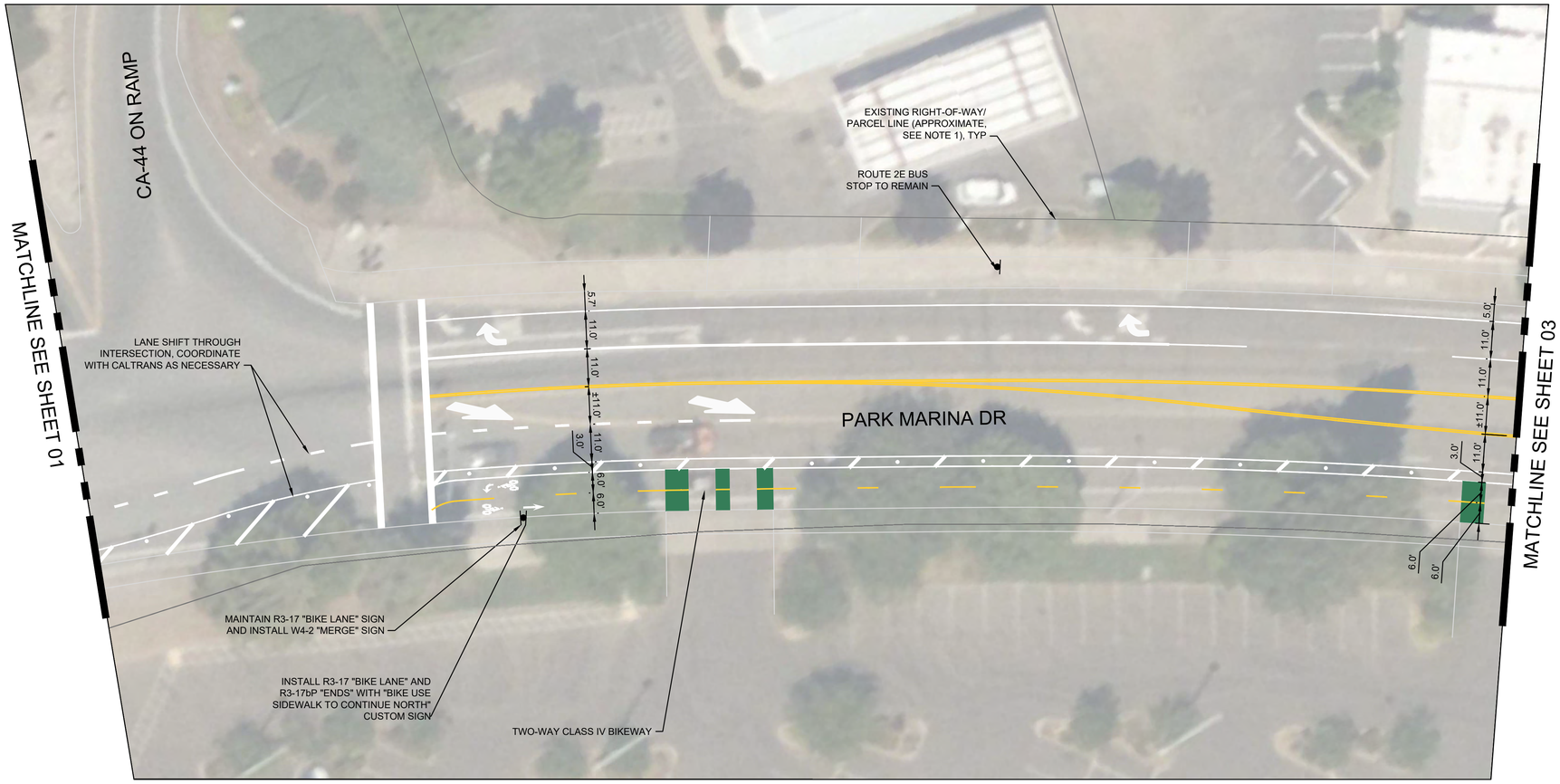

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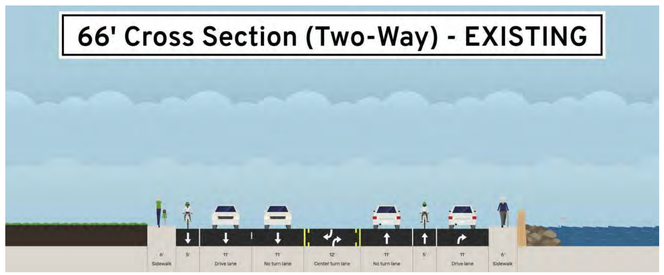

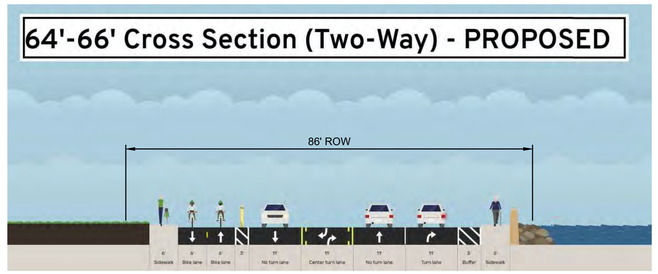

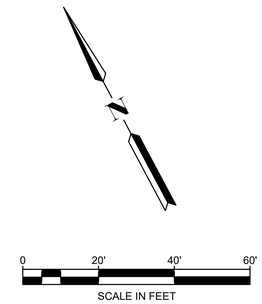

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PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION

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DR	TW					
CHK	KM					
APVD	KM					

TOOLE DESIGN
720 3RD AVENUE, SUITE 2020,
SEATTLE, WA 98104
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FAX: 301.927.2800
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PARK MARINA DR
CITY OF REDDING

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CHANNELIZATION AND SIGNING PLAN

PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP2
SHEET NO. 3 OF 18

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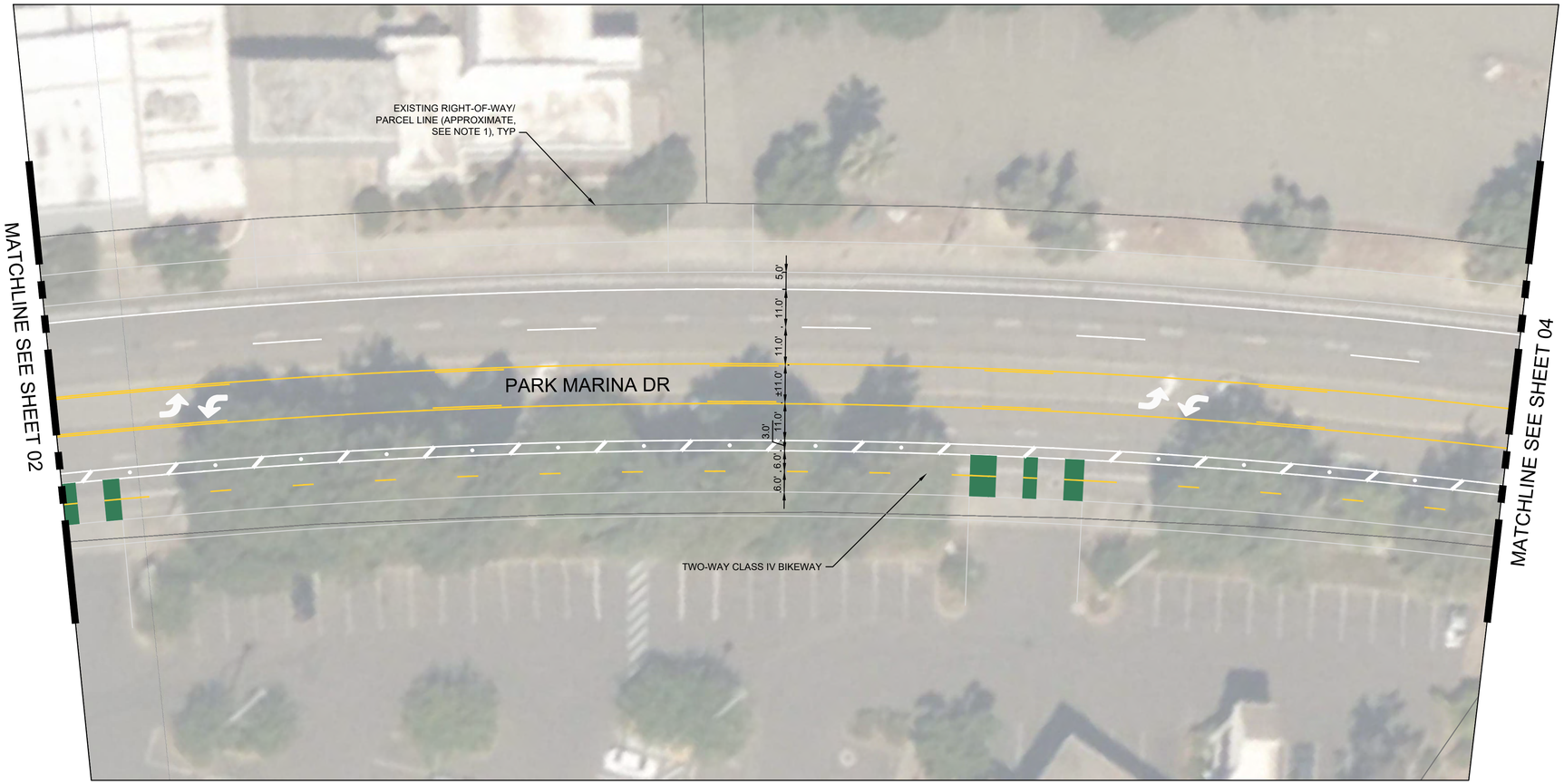
6/14/2022



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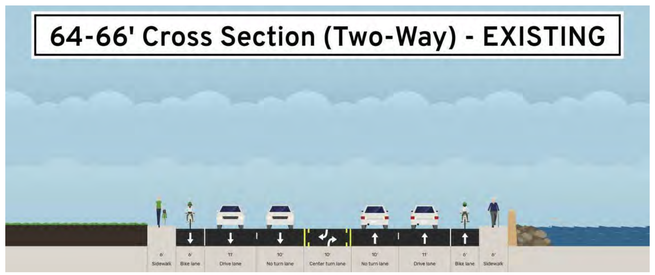

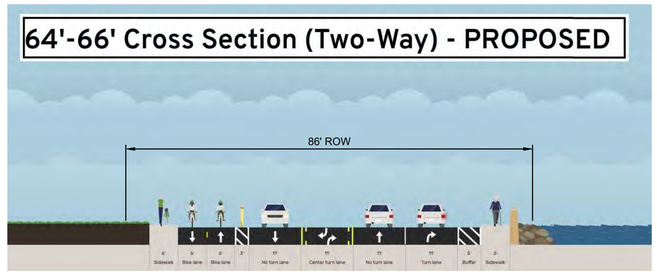

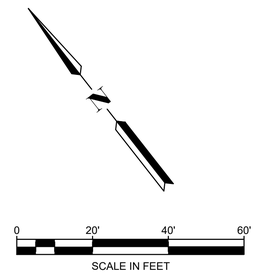

CONCEPT DESIGN
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CHANNELIZATION AND SIGNING PLAN

PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP3
SHEET NO. 4 OF 18

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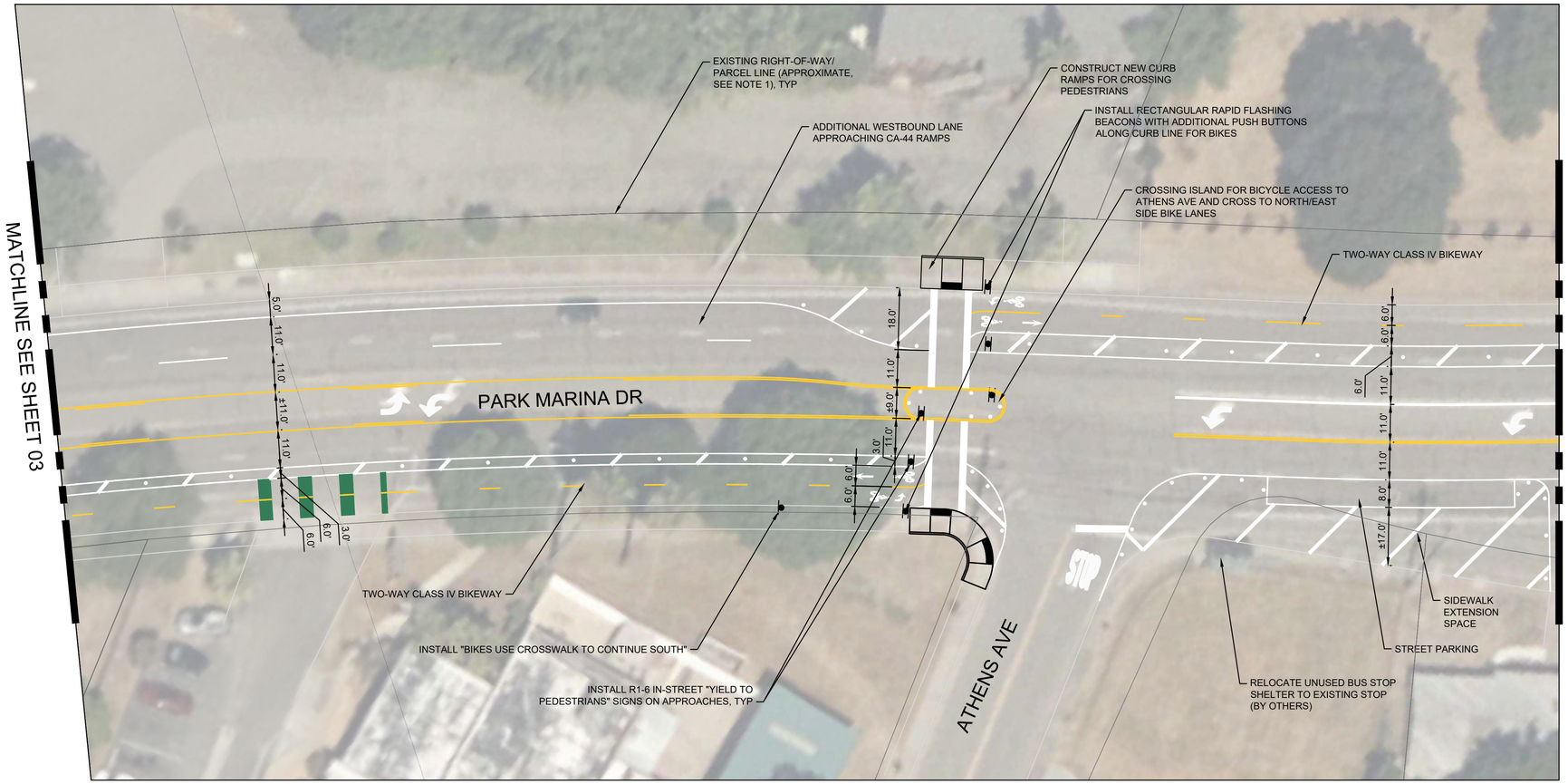

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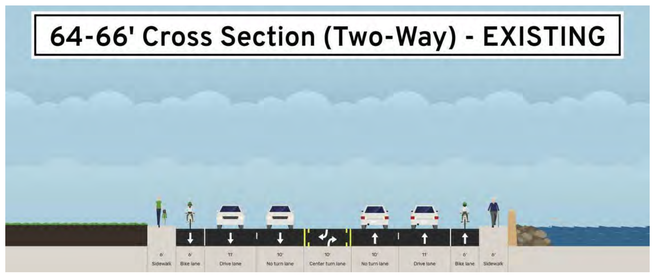

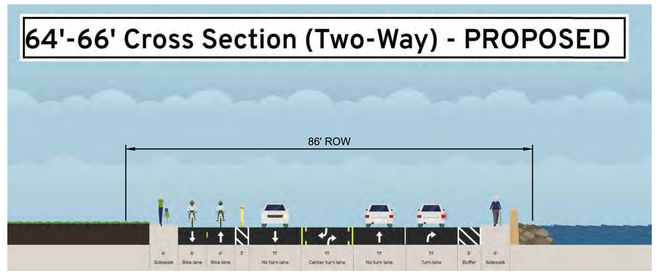

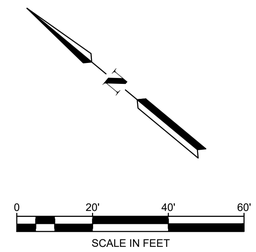

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CHANNELIZATION AND SIGNING PLAN

PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP4
SHEET NO. 5 OF 18

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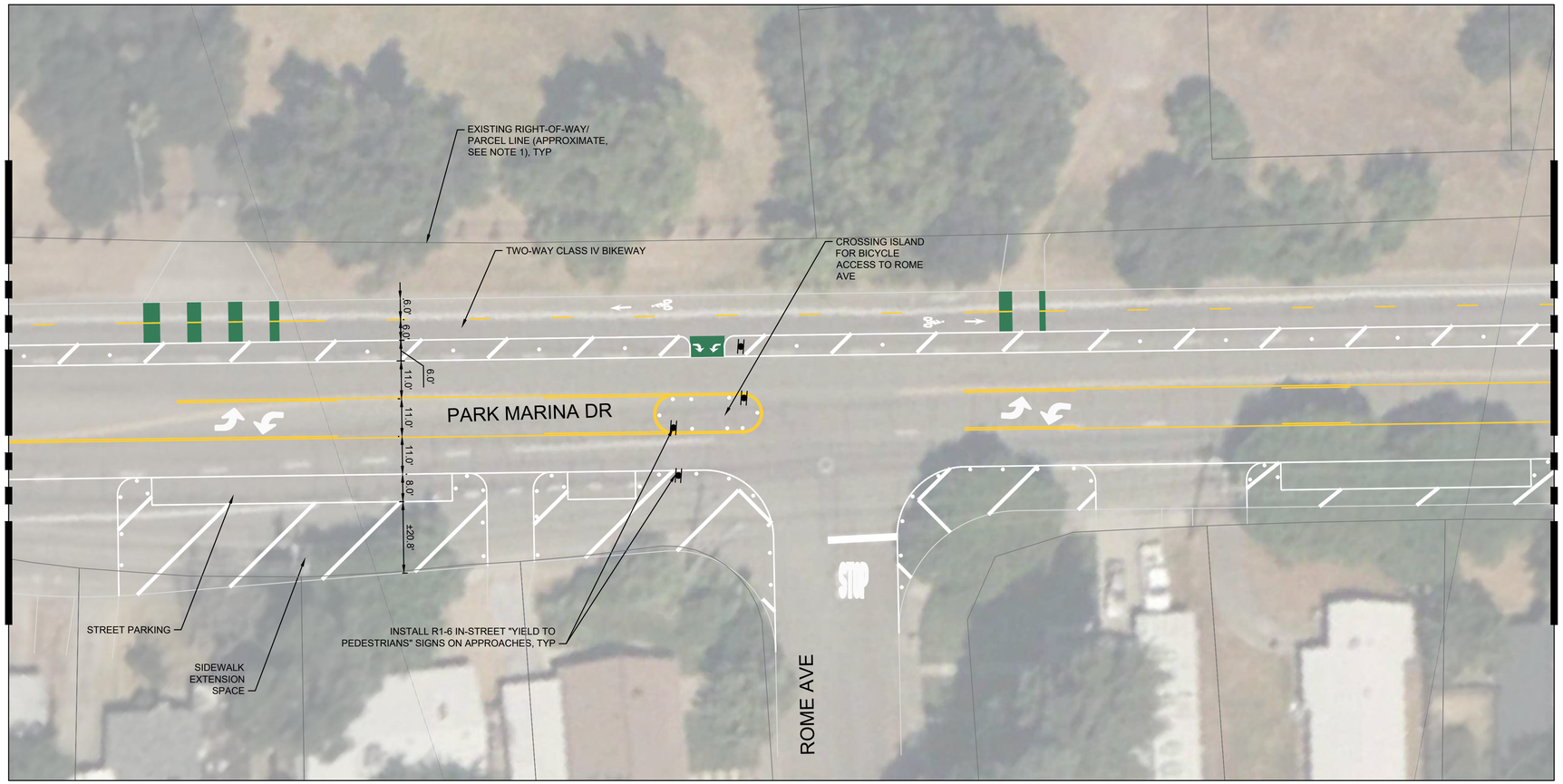

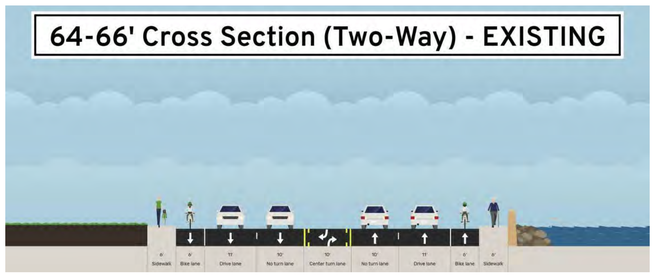

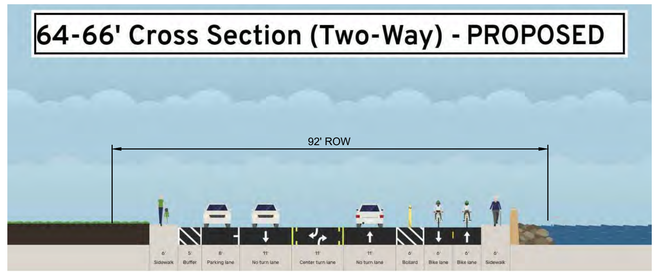

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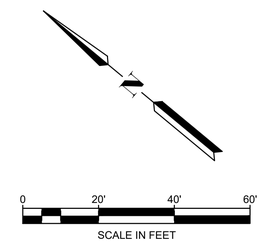

CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP5
SHEET NO. 6 OF 18

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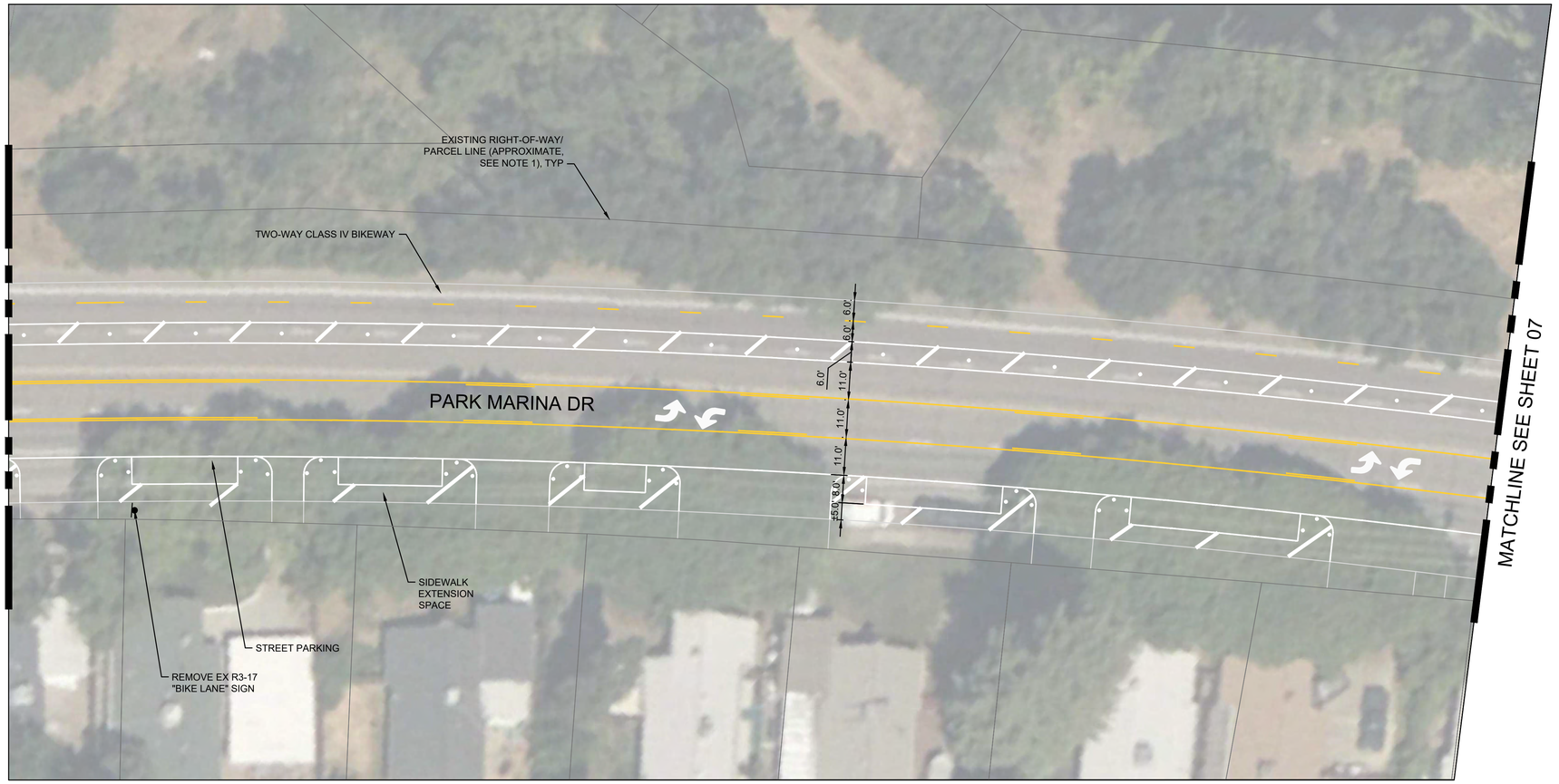

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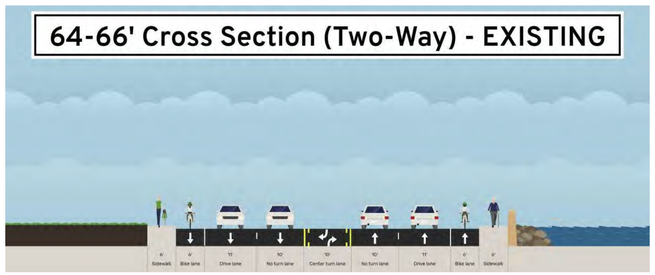

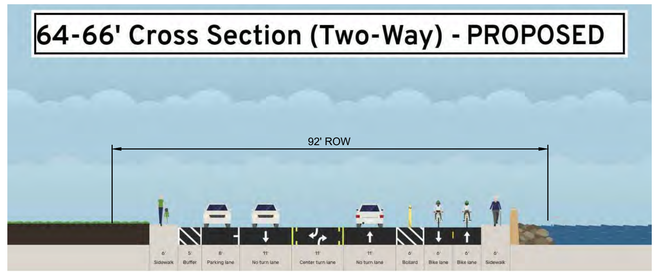

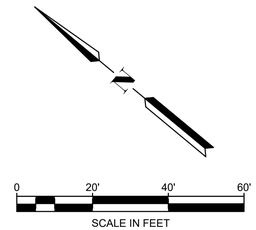

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP6
SHEET NO. 7 OF 18

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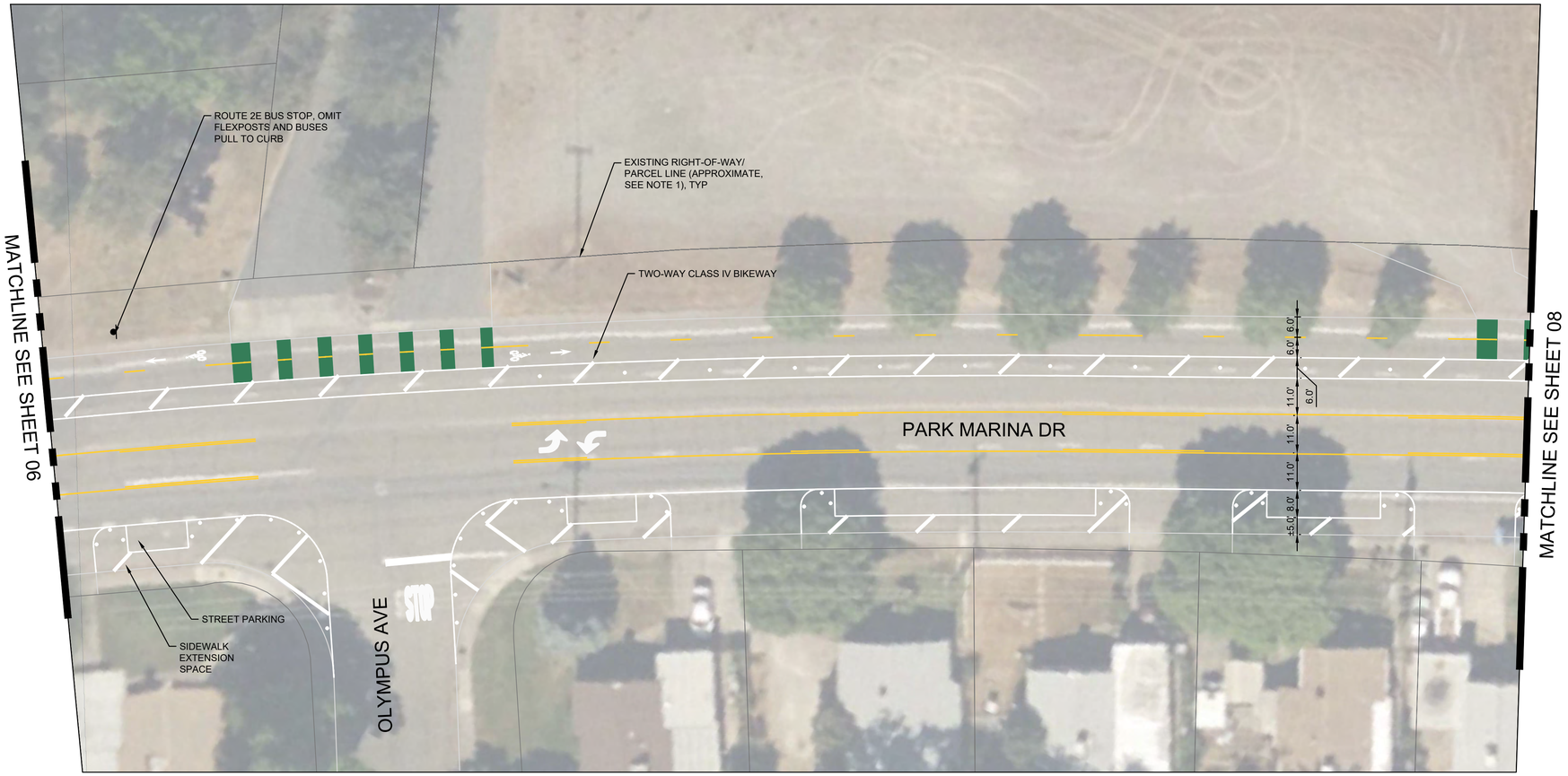

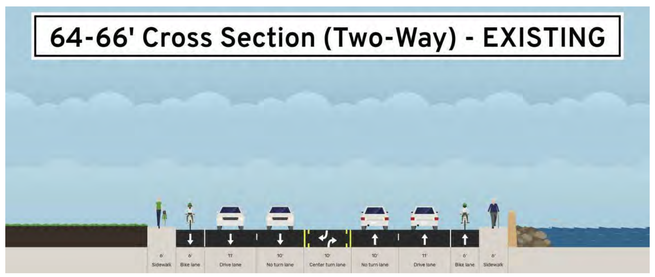

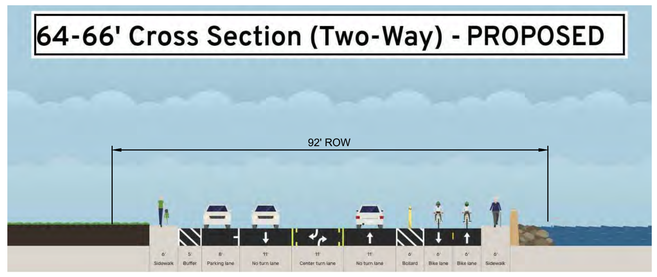

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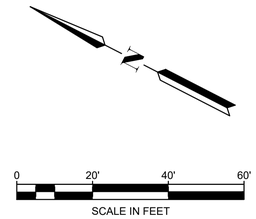

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PROJECT NO.	TBD
DATE	05.24.2022
DRAWING NO.	TP7
SHEET NO.	8 OF 18

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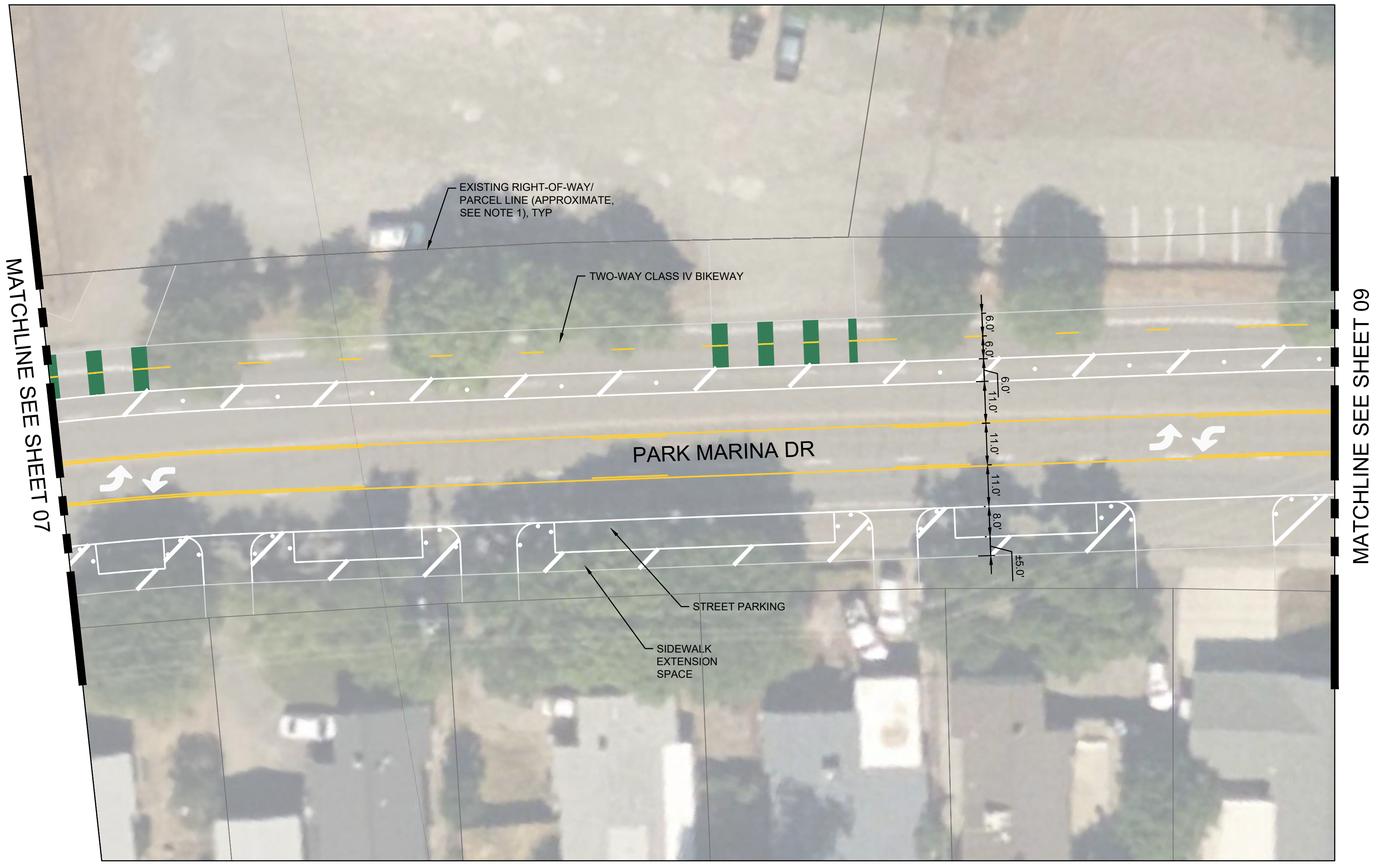

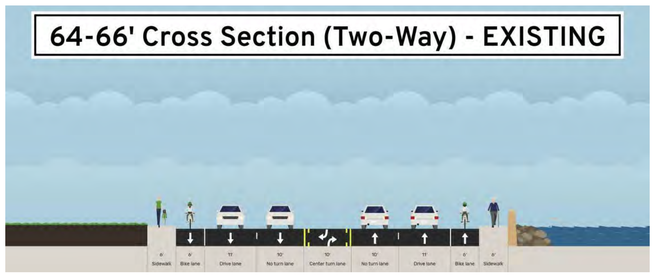

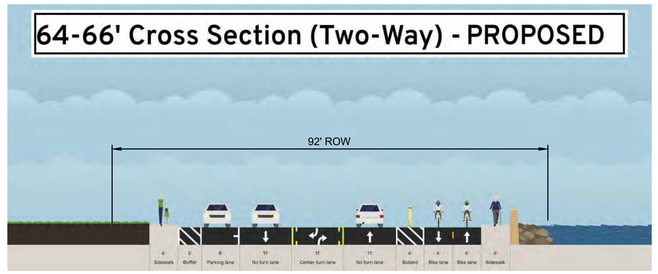

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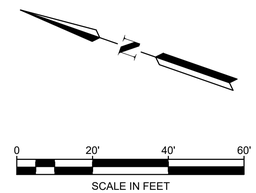

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP8
SHEET NO. 9 OF 18

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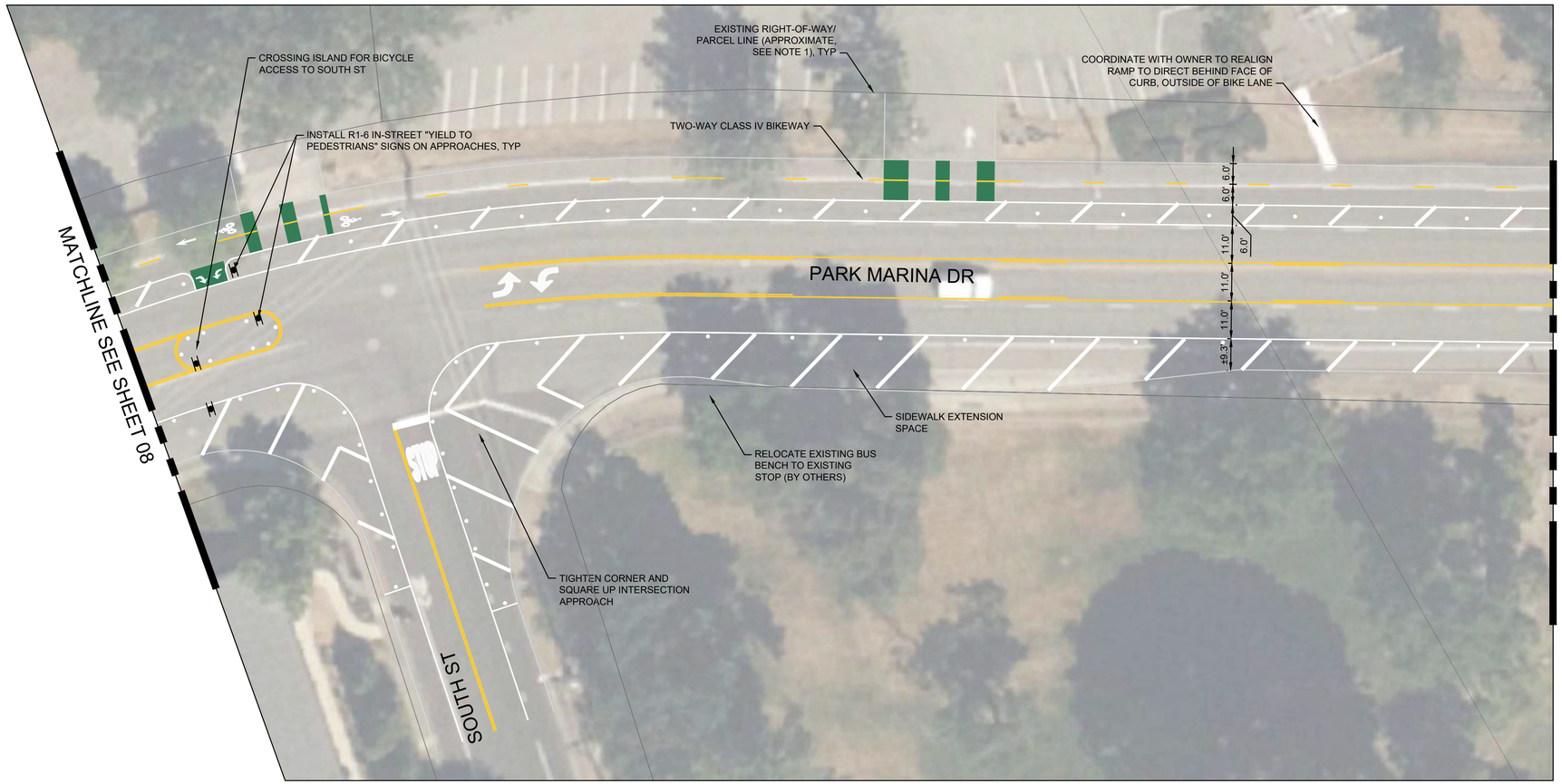

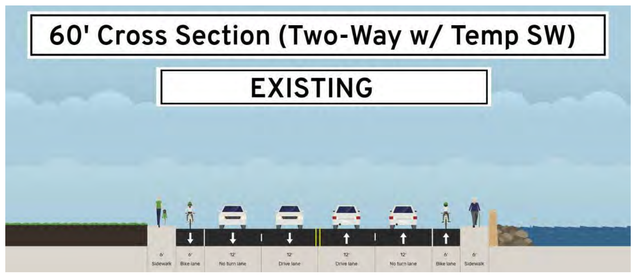

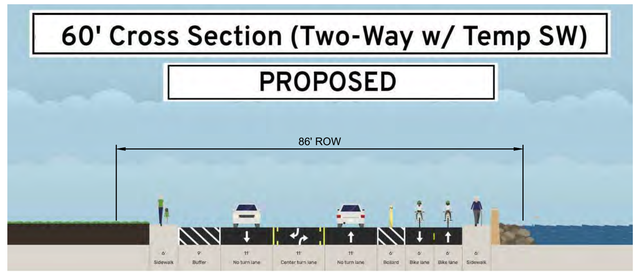

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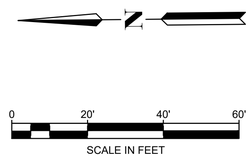

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP9
SHEET NO. 10 OF 18

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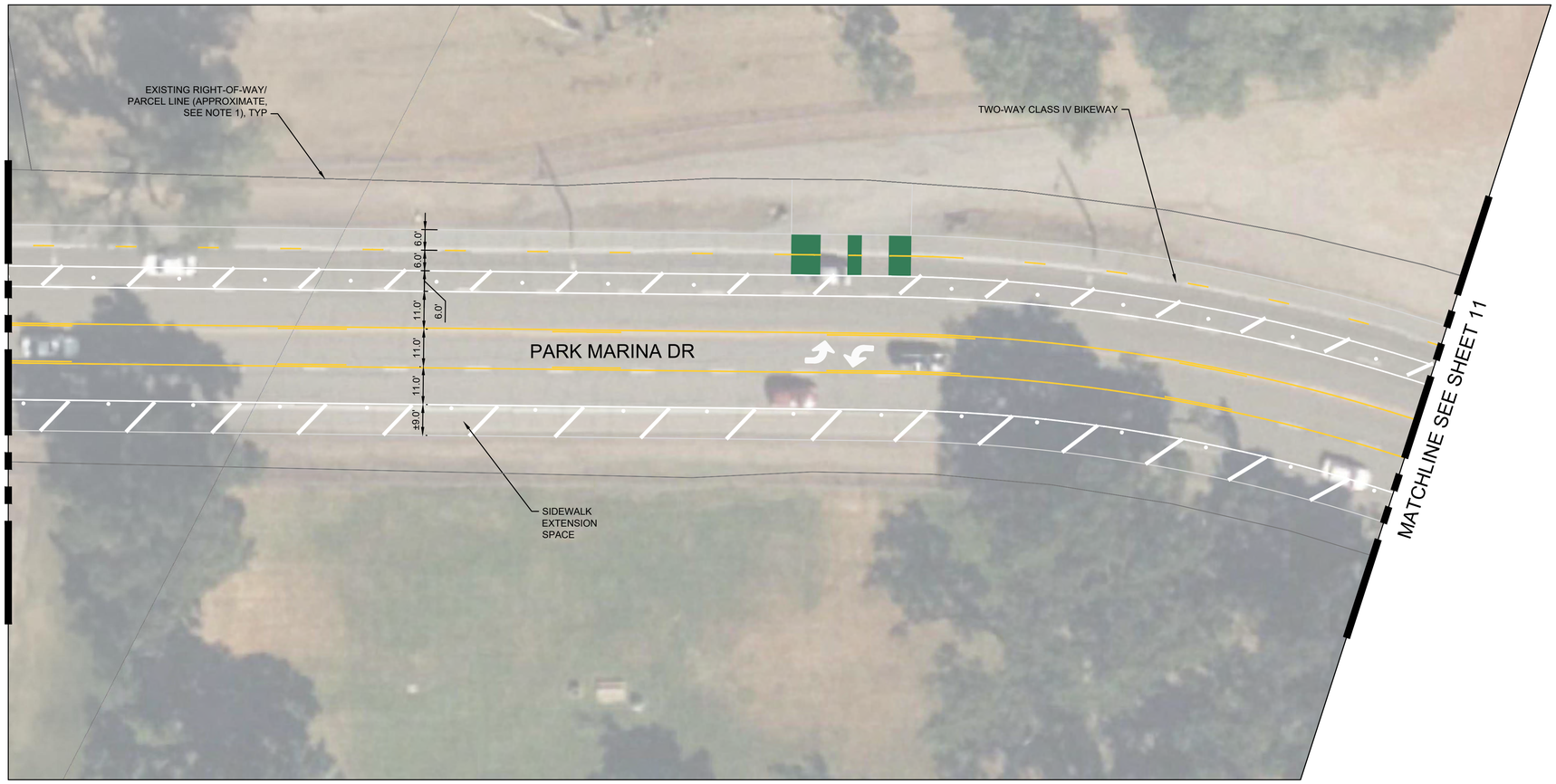

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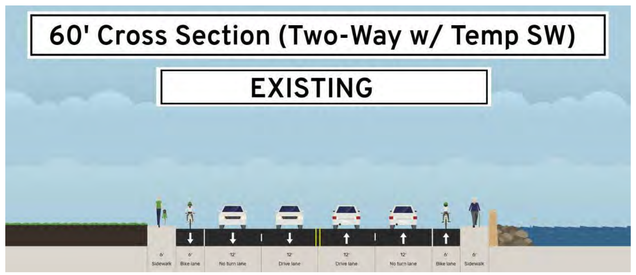

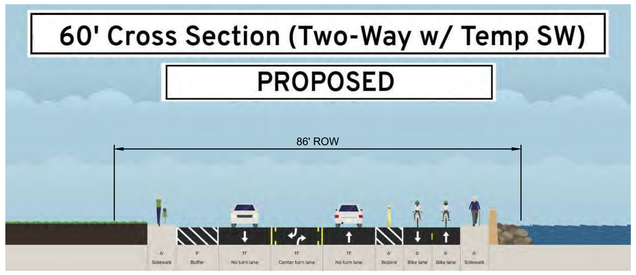

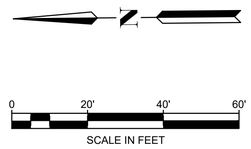

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP10
SHEET NO. 11 OF 18

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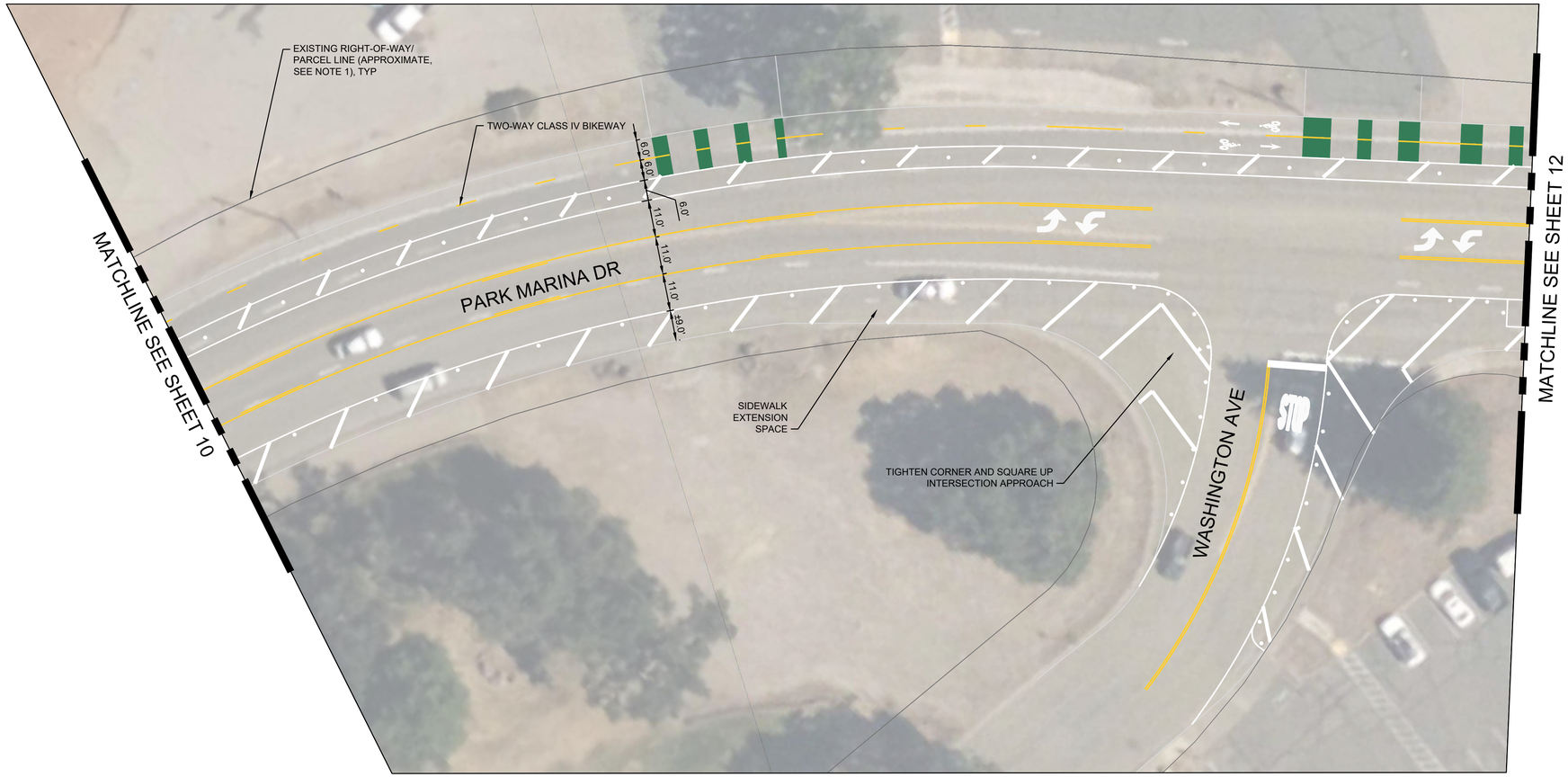

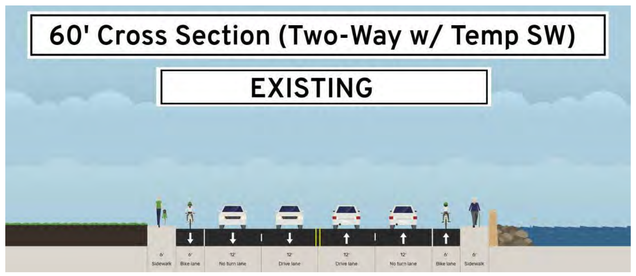

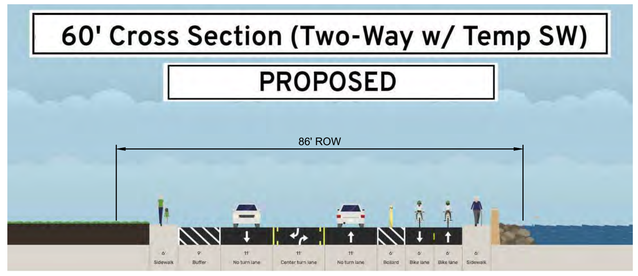

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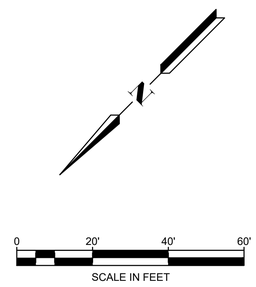

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PROJECT NO.	TBD
DATE	05.24.2022
DRAWING NO.	TP11
SHEET NO.	12 OF 18

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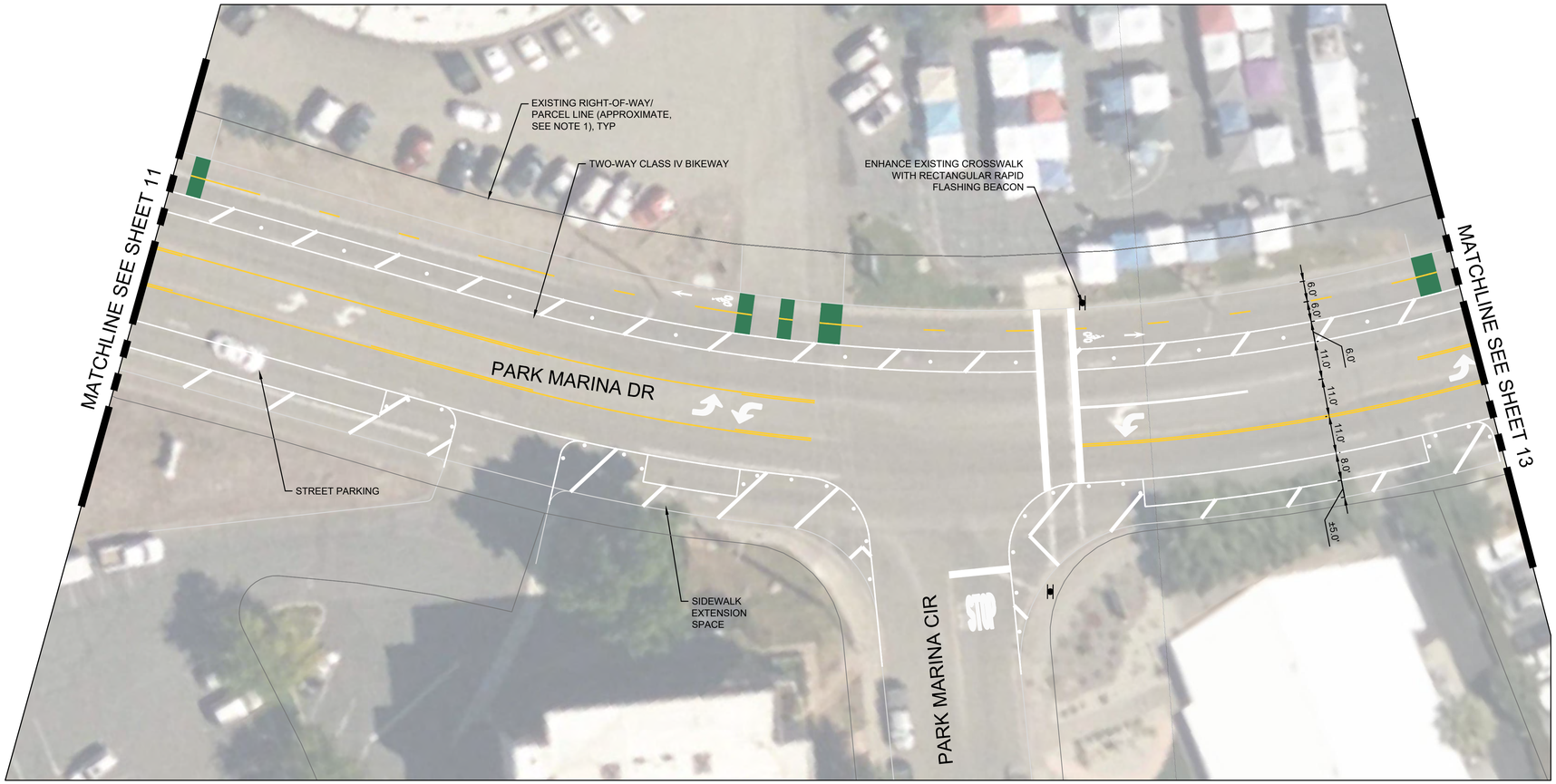

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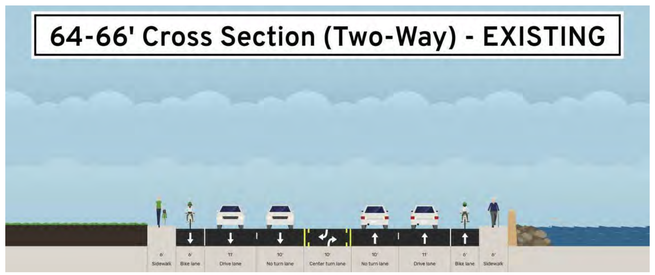

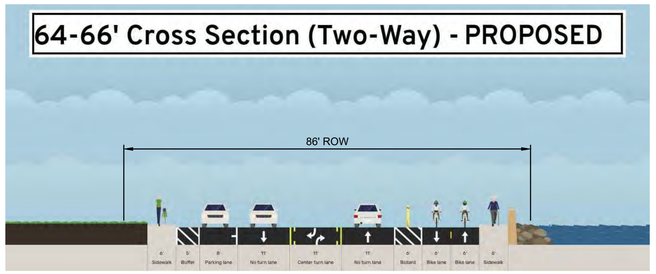

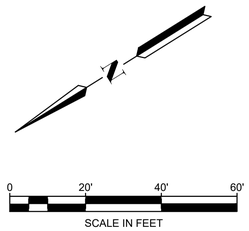

CONCEPT DESIGN
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PROJECT NO.	TBD
DATE	05.24.2022
DRAWING NO.	TP12
SHEET NO.	13 OF 18

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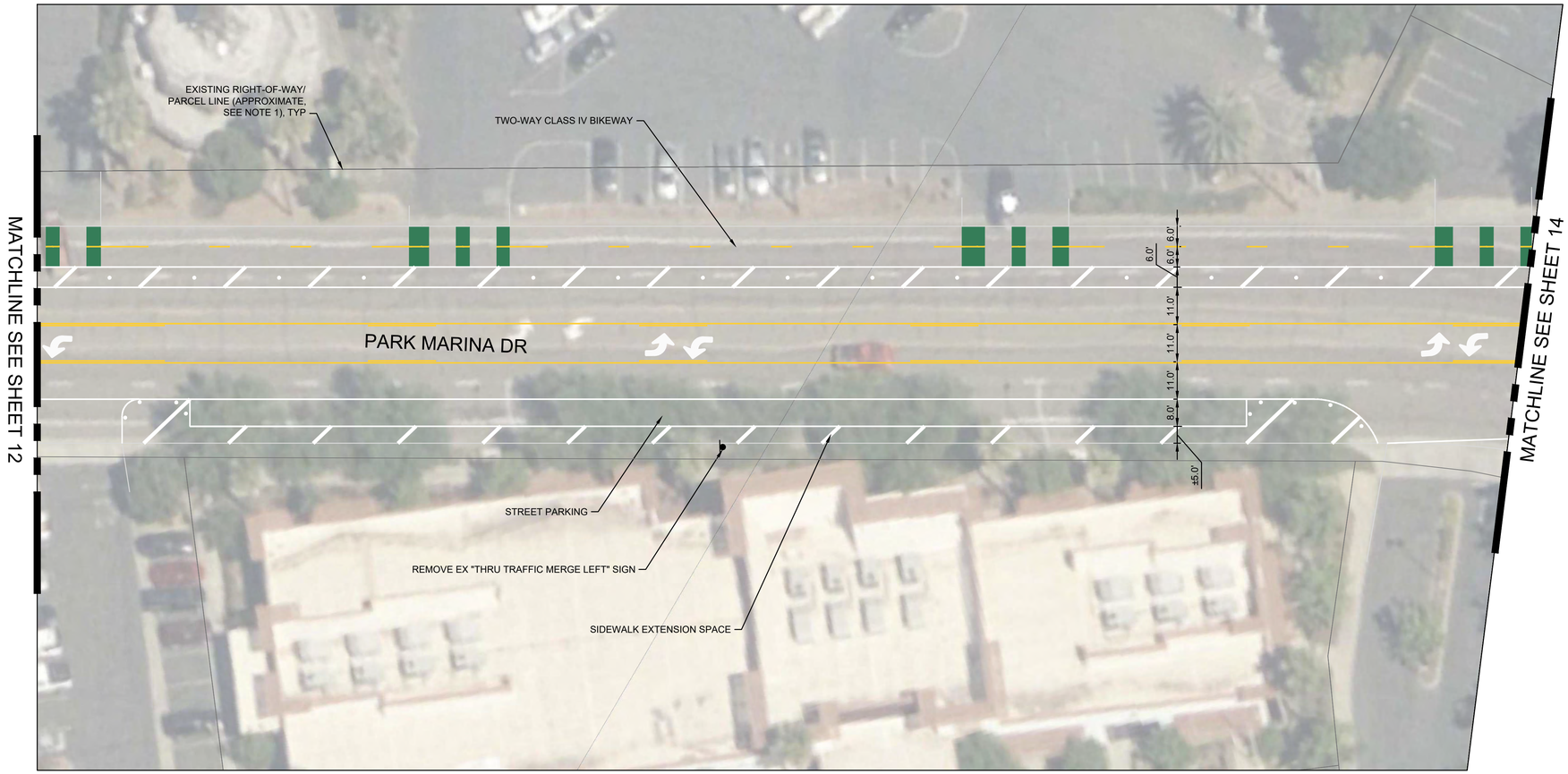

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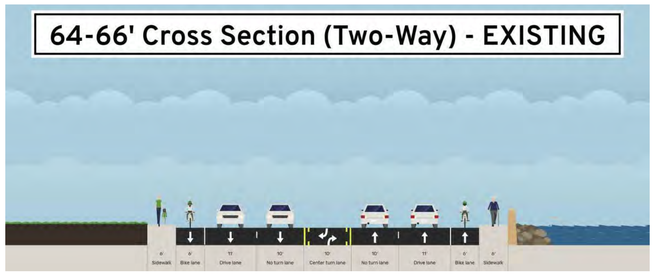

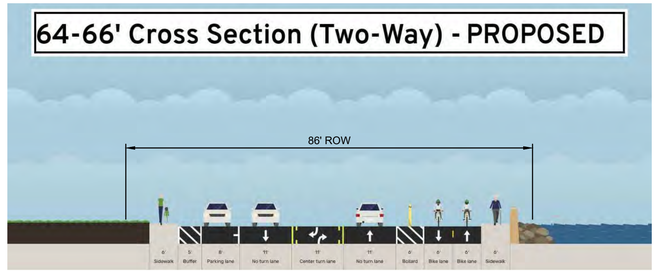

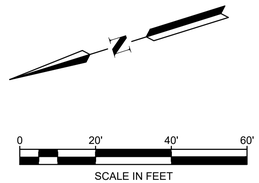

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP13
SHEET NO. 14 OF 18

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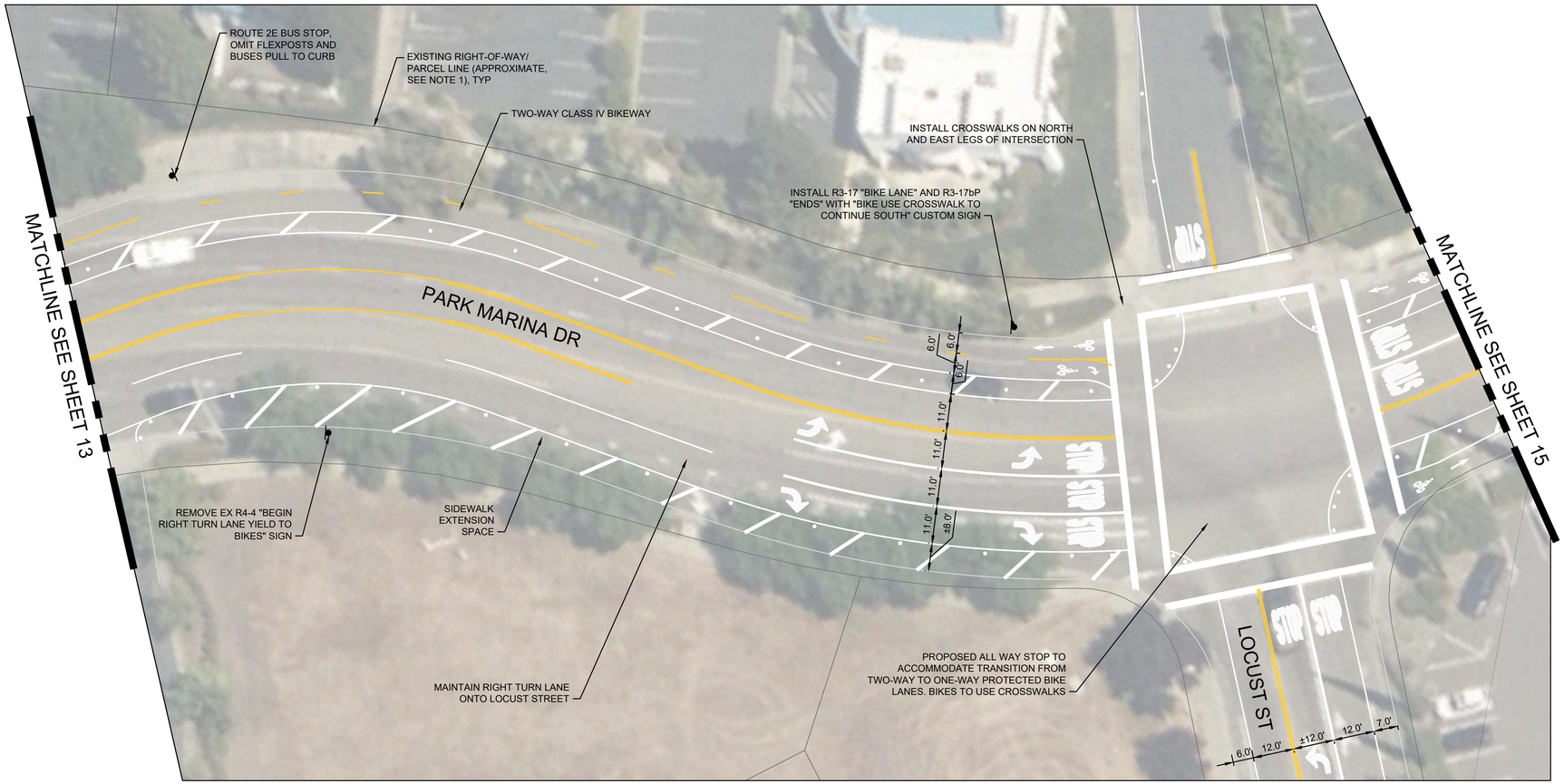

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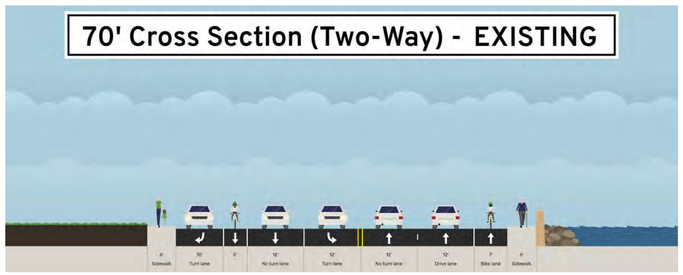

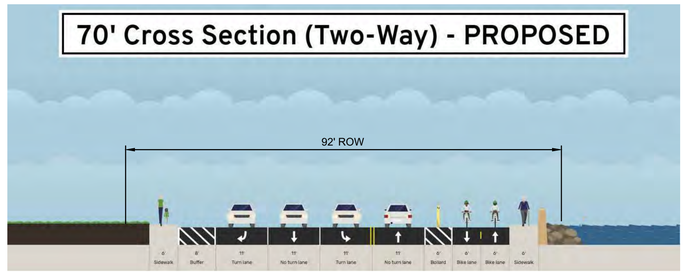

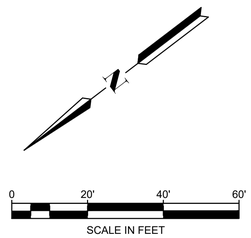

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP14
SHEET NO. 15 OF 18

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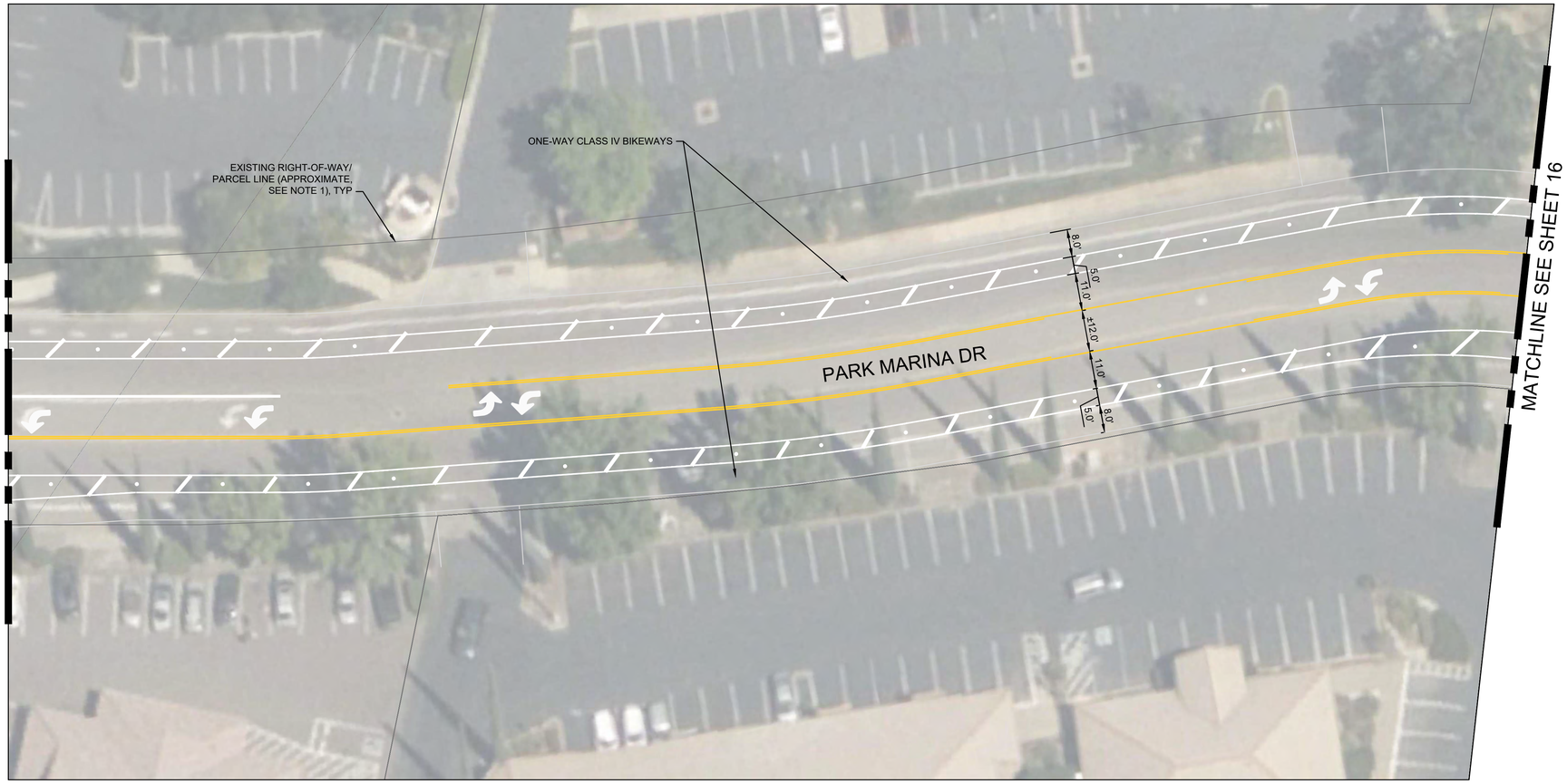

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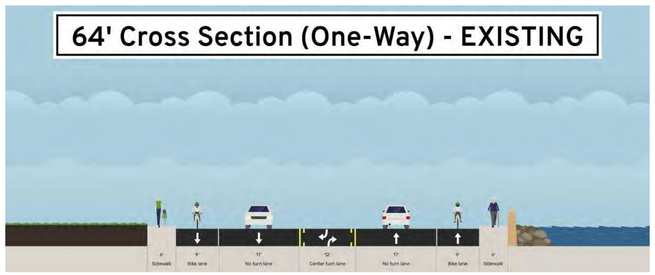

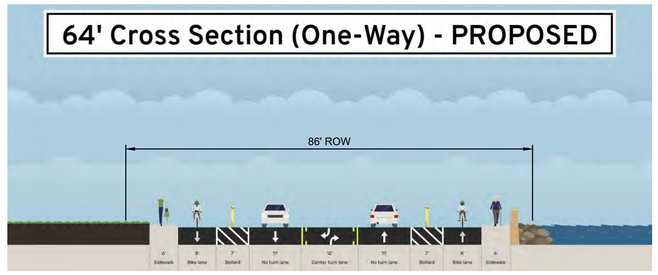

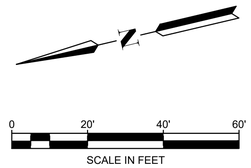

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PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP15
SHEET NO. 16 OF 18

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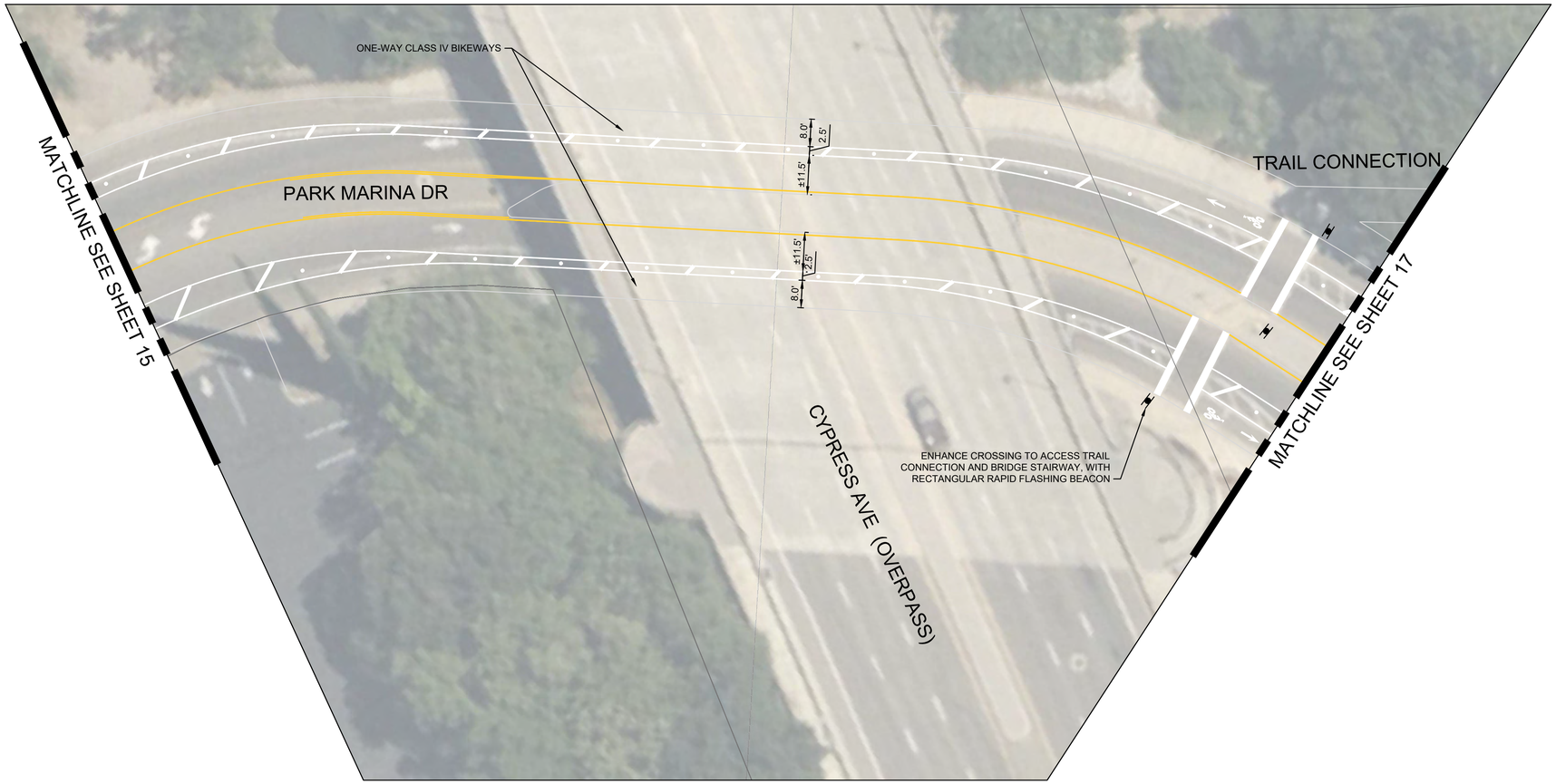

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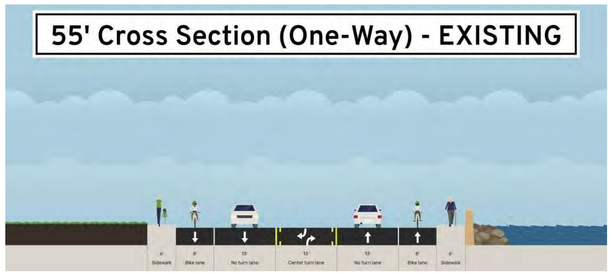

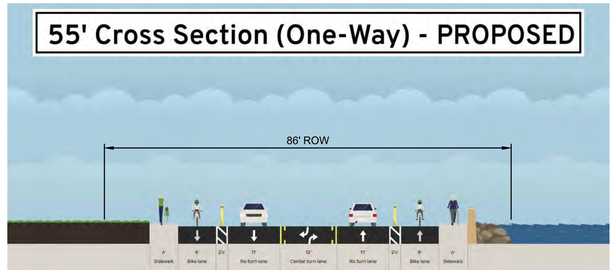

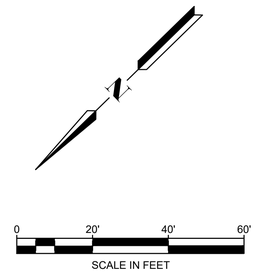

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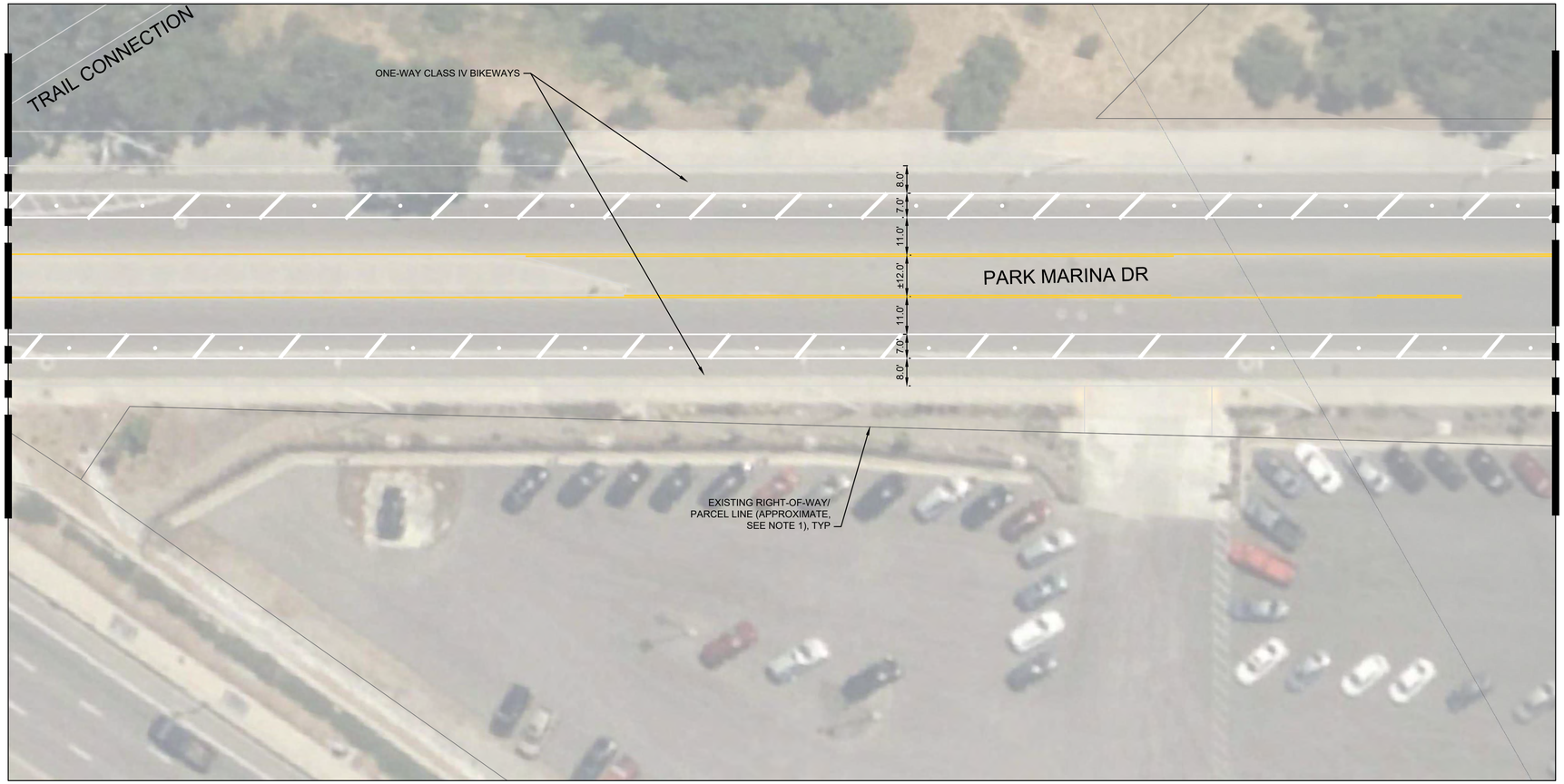

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2. ROADWAY IS ANTICIPATED TO BE MILLED AND OVERLAYED PRIOR TO INSTALLATION OF NEW MARKINGS. ALL EXISTING STRIPING AND RAISED PAVEMENT MARKINGS TO BE REMOVED PRIOR TO INSTALLATION OF NEW DESIGN UNLESS CALLED OUT OTHERWISE. NEW RAISED PAVEMENT MARKINGS TO BE INSTALLED WITH PROPOSED STRIPING.

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5. ALL TREES AND LIGHTING TO REMAIN. SCOPE DOES NOT INCLUDE MODIFICATION OF NEW OR EXISTING.

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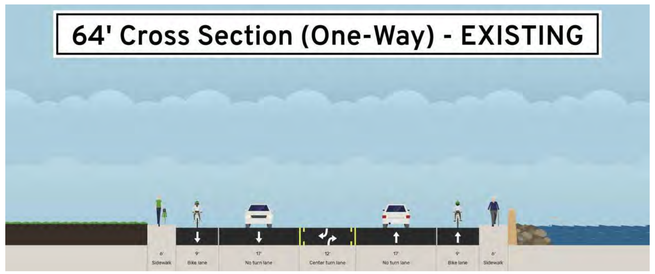
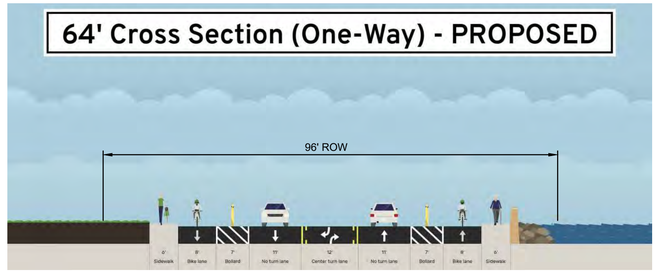
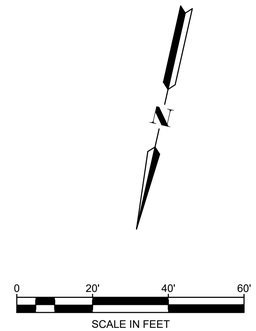






CONCEPT DESIGN
PRELIMINARY - NOT FOR CONSTRUCTION

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE], LICENSE NO. _____. EXPIRATION DATE: _____.

REUSE OF DOCUMENTS

ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.

DSGN	TW
DR	TW
CHK	KM
APVD	KM

NO.	DATE	REVISION	BY	APVD

TOOLE DESIGN
720 3RD AVENUE, SUITE 2020,
SEATTLE, WA 98104
PHONE: 206.297.1601
FAX: 301.927.2800
www.tooledesign.com

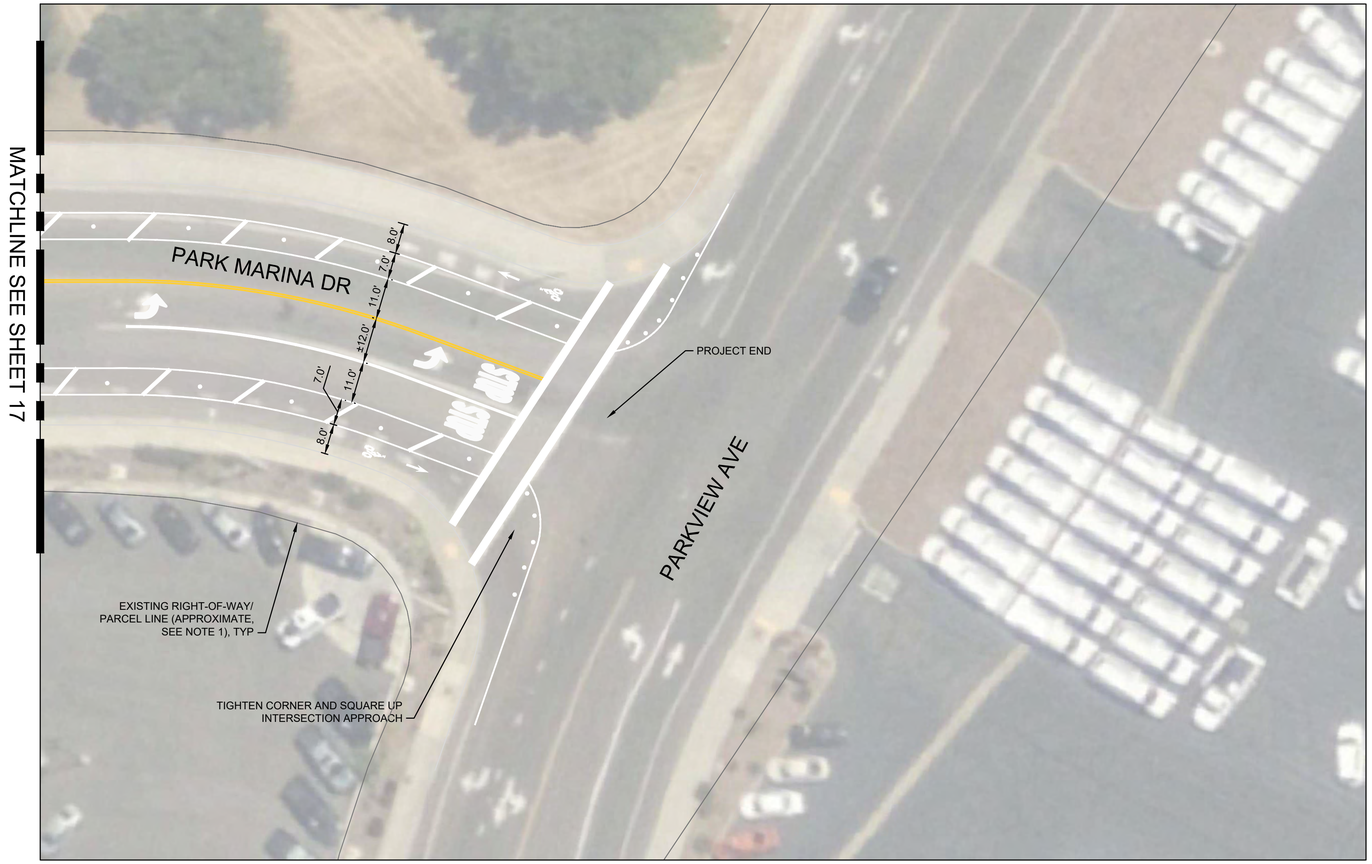
PARK MARINA DR
CITY OF REDDING

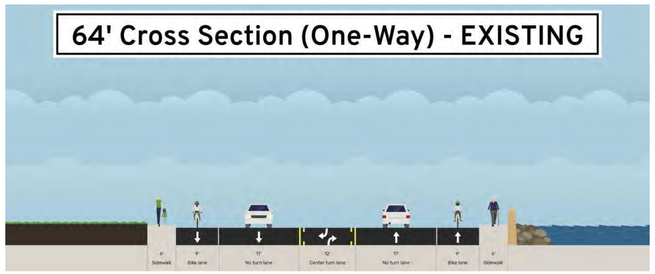
TRAFFIC

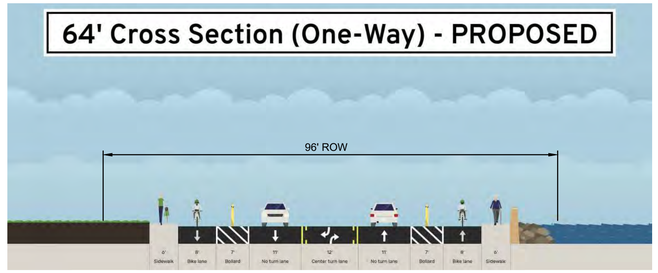
CHANNELIZATION AND SIGNING PLAN

PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP17
SHEET NO. 18 OF 18

H:\70000\70164_S_Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Park Marina.dwg
6/14/2022







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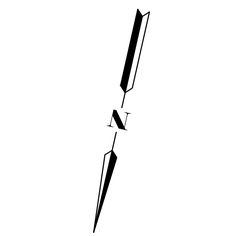

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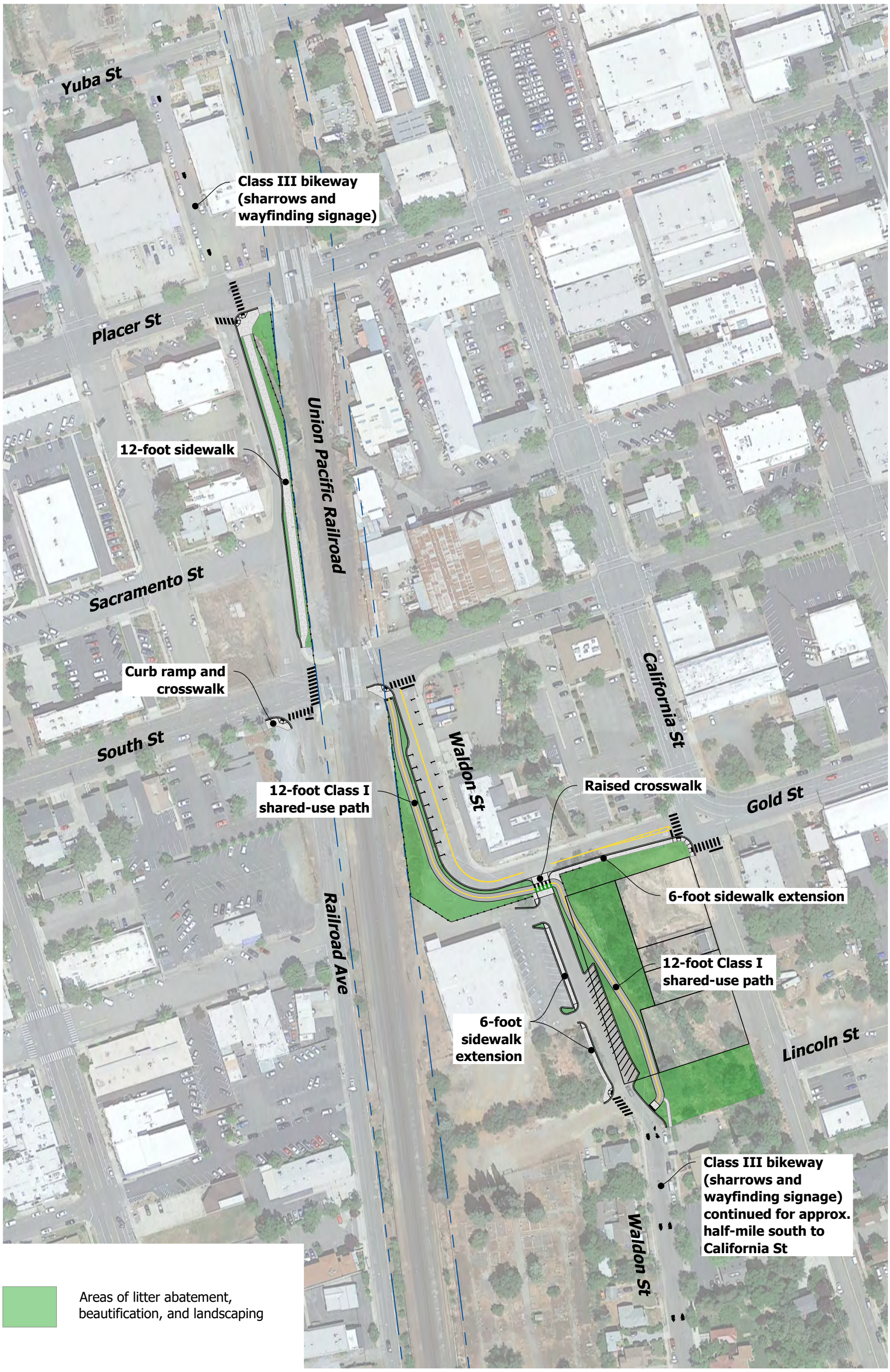
CHANNELIZATION
AND SIGNING PLAN

PROJECT NO. TBD
DATE 05.24.2022
DRAWING NO. TP18
SHEET NO. 19 OF 18

H:\70000\70164_S_Shasta RATN\PRODUCTION\CAD\PLANS\70164_TP_Park Marina.dwg
6/14/2022

APPENDIX F
Calaboose Creek Concept Design



N

Scale: 1" = 150'

150 75 0 150

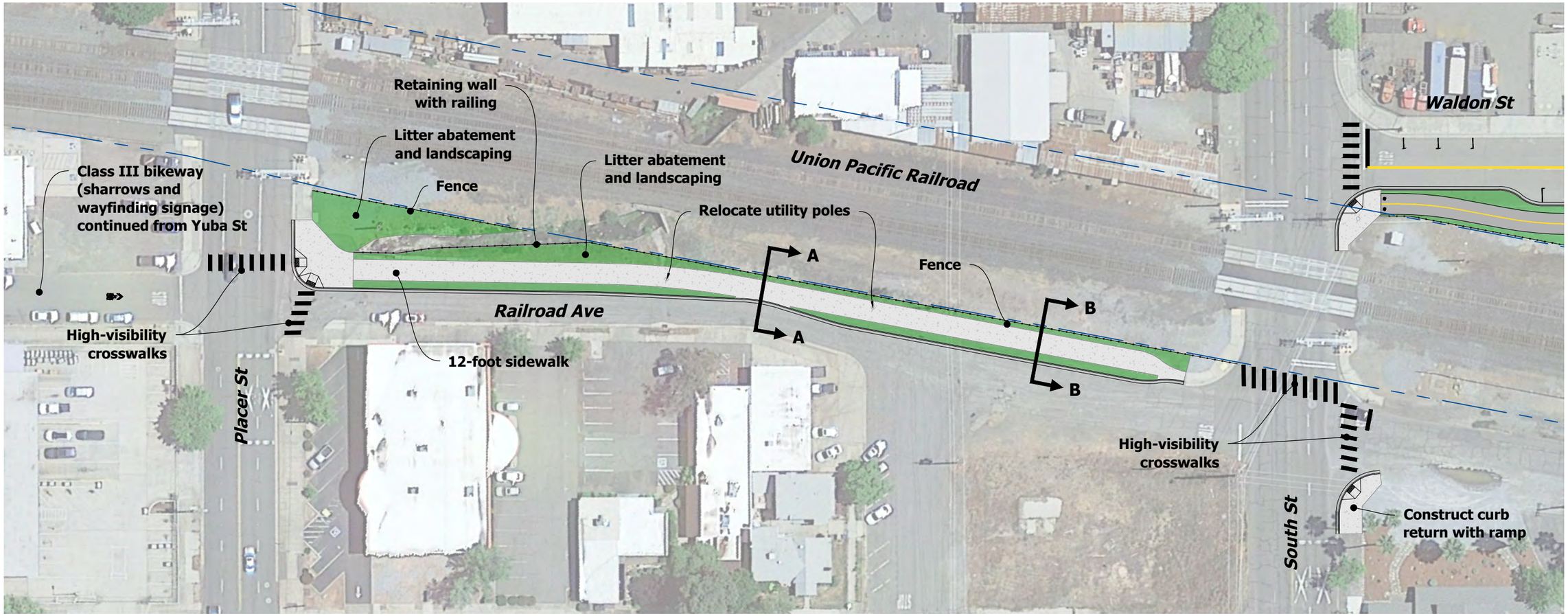
Note
Proposed white pavement markings are shown in black for clarity.

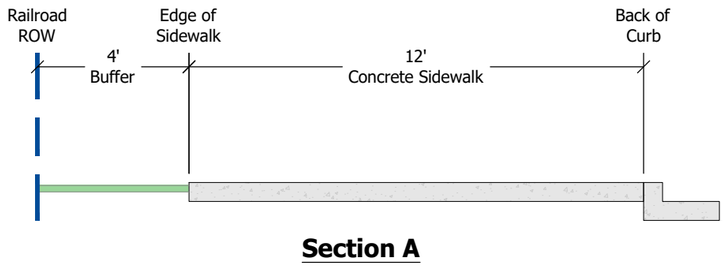
Project Overview
Redding, CA

Figure 1

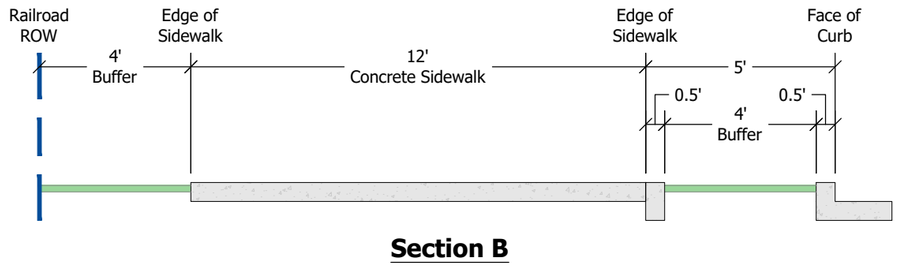
KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design_Xref\XR-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - zjensen Layout Tab: Overview





Section A



Section B

N

Scale: 1" = 60'

60 30 0 60

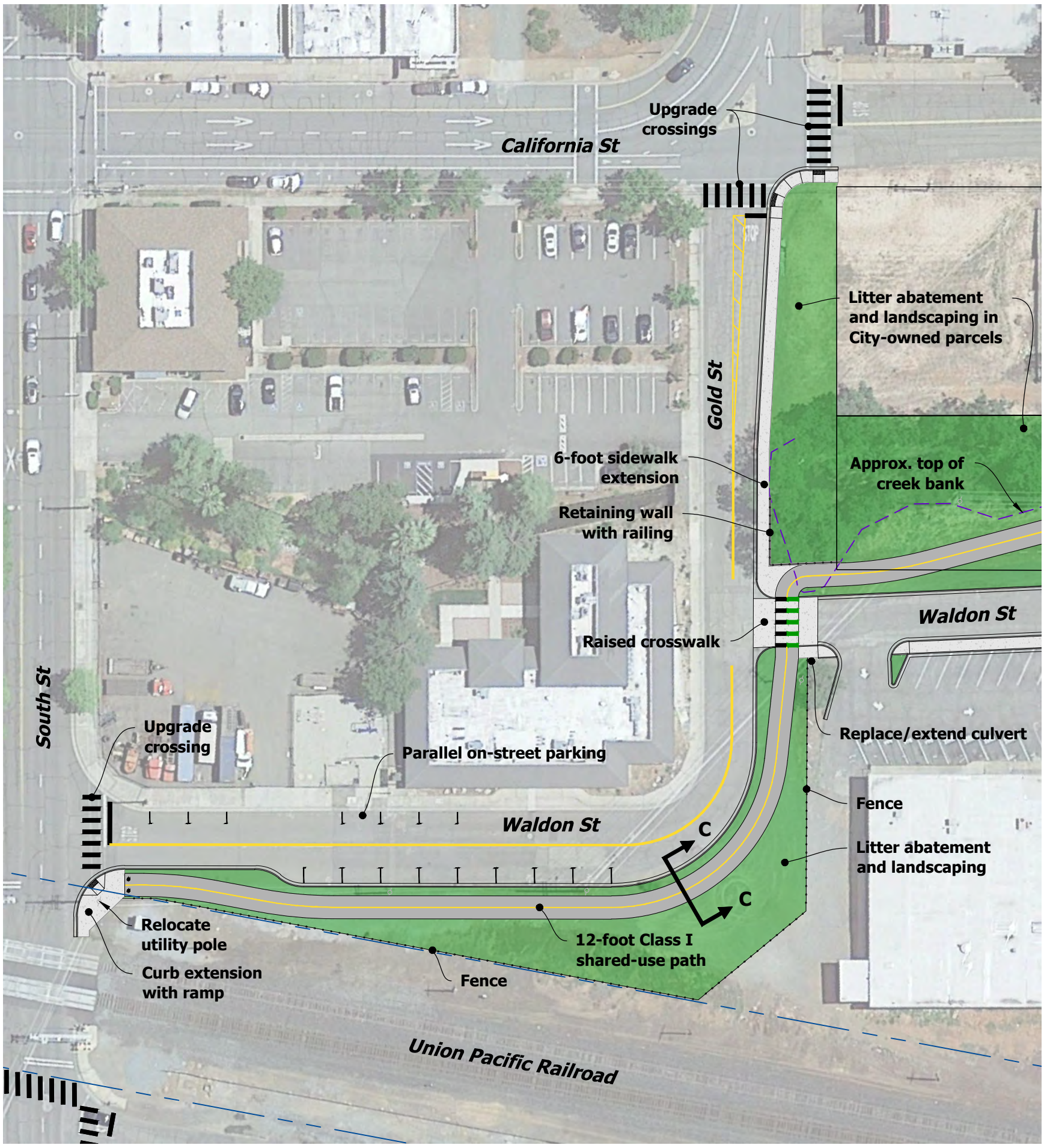
Note
Proposed white pavement markings are shown in black for clarity.

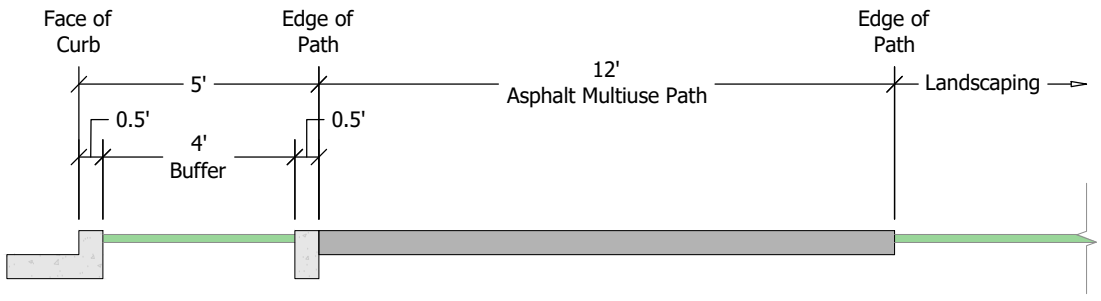
Placer St to South St
Redding, CA

Figure
2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design_Xref\XR-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - zjensen Layout Tab: Railroad Ave





Section C

Scale: 1" = 60'

60 30 0 60

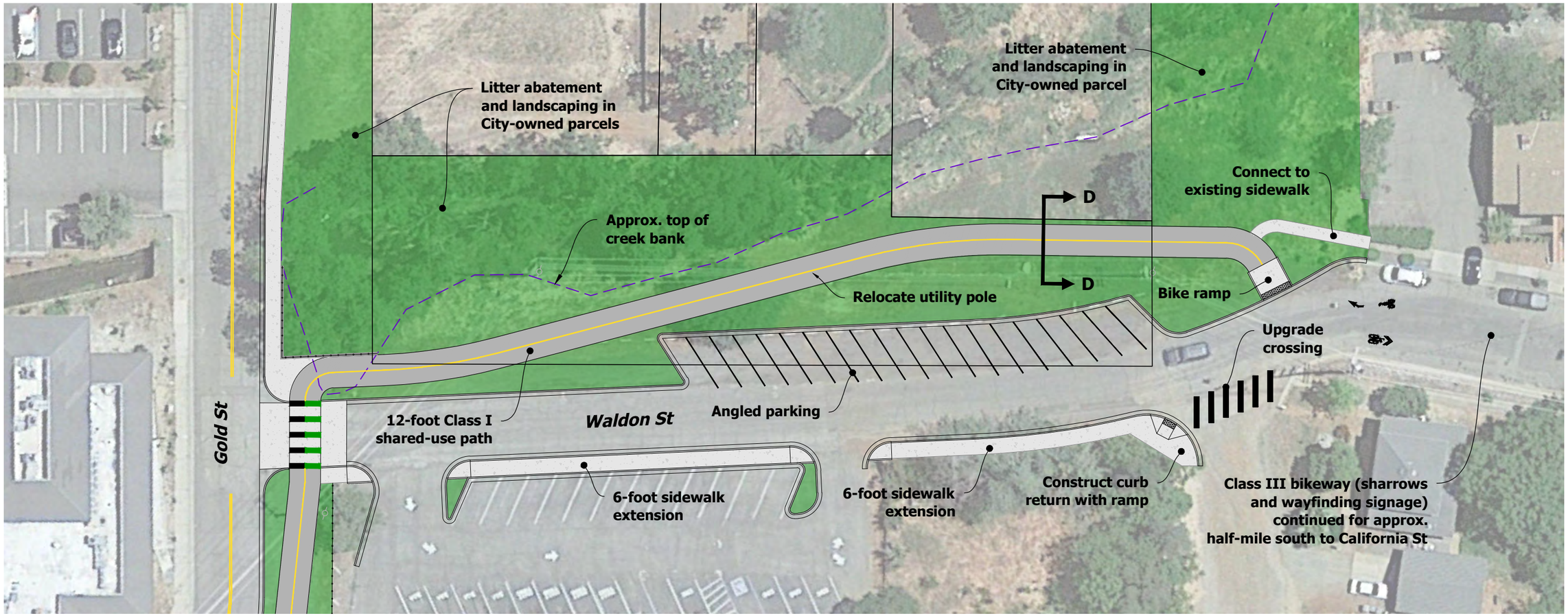
Note
Proposed white pavement markings are shown in black for clarity.

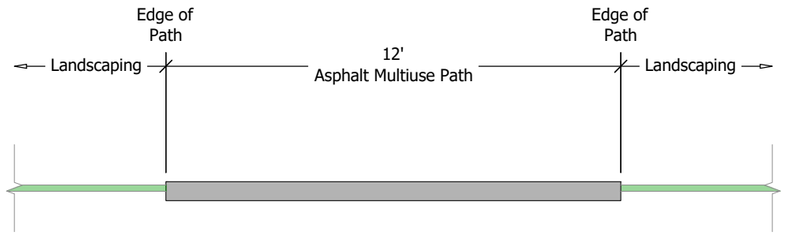
Waldon St & Gold St
Redding, CA

Figure 3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design_Xref\XR-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - zjensen Layout Tab: Waldon St





Section D

Scale: 1" = 40'

40 20 0 40

Note
Proposed white pavement markings are shown in black for clarity.

Waldon St
Redding, CA

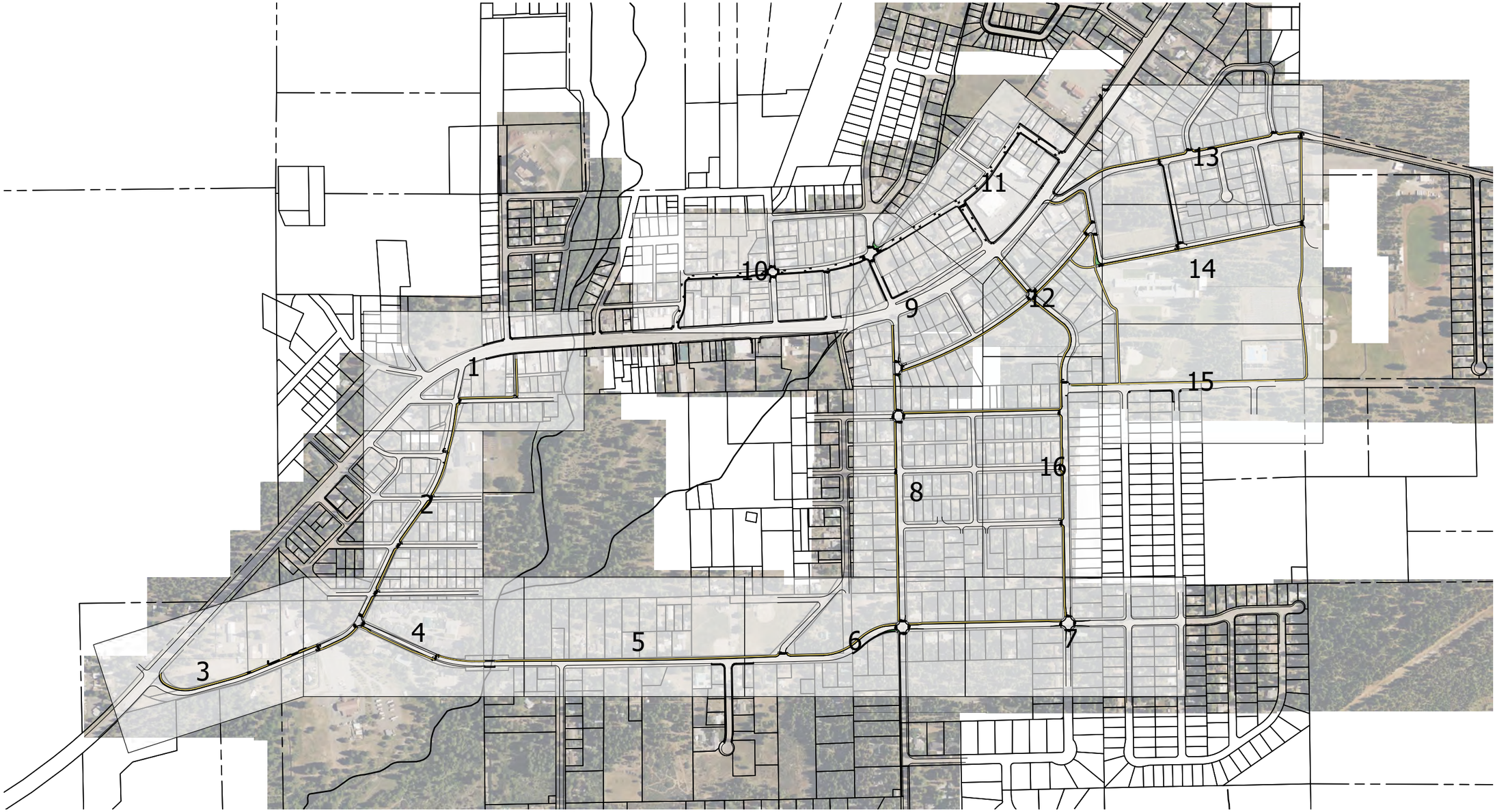
Figure
4

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\007 - Redding Clean California Grant Support\design_Xref\XR-MUP-26205.007.dwg Jan 28, 2022 - 4:25pm - zjensen Layout Tab: Waldon St South

APPENDIX G

Pit River Tribe/Burney Munik'Chun Walking + Biking Network Concept Design



N

NOT TO SCALE

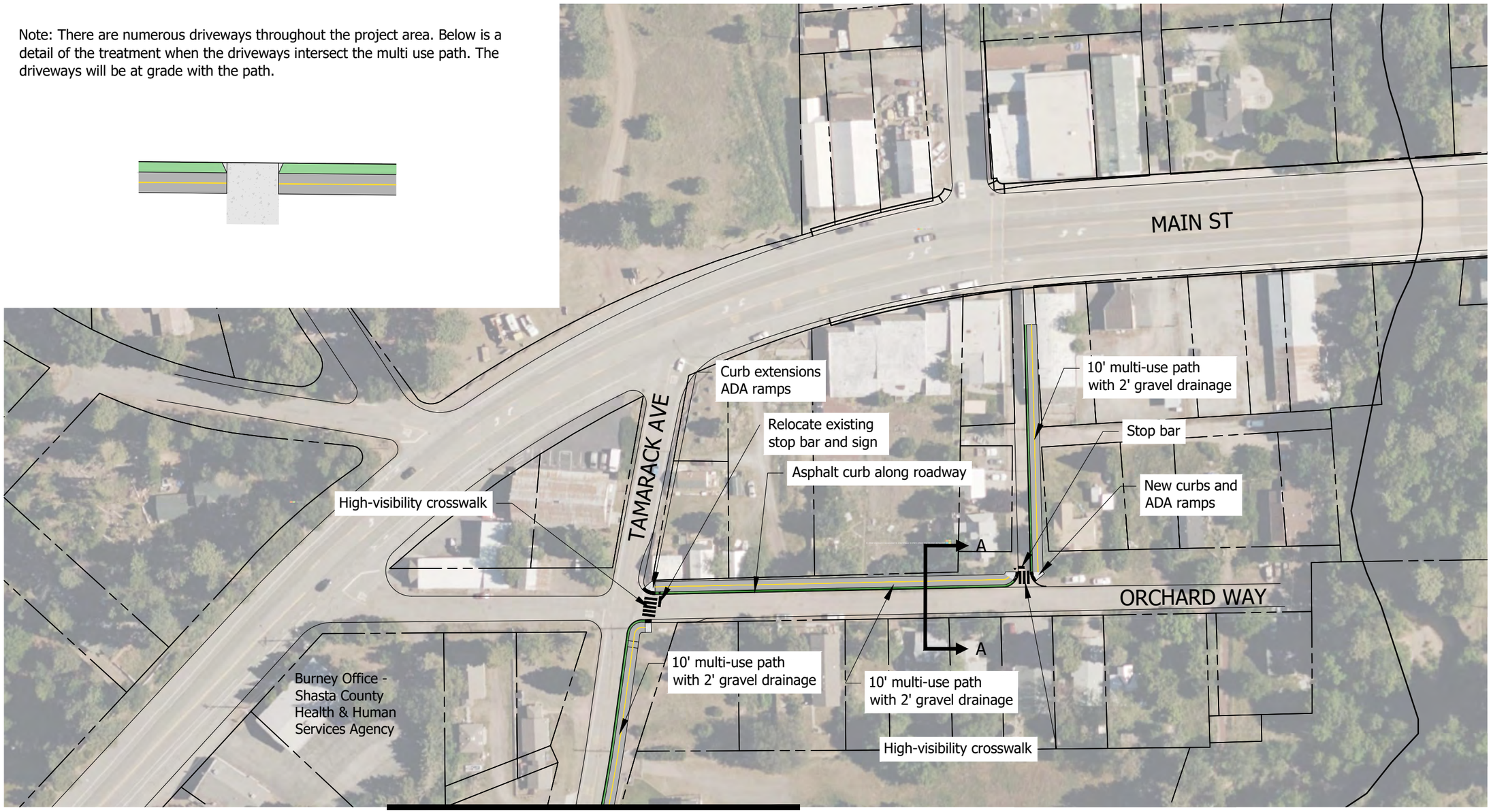
Pit River Tribe Concept
Burney, CA

Figure
Overview

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - citheus Layout Tab: Overview

Note: There are numerous driveways throughout the project area. Below is a detail of the treatment when the driveways intersect the multi use path. The driveways will be at grade with the path.



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

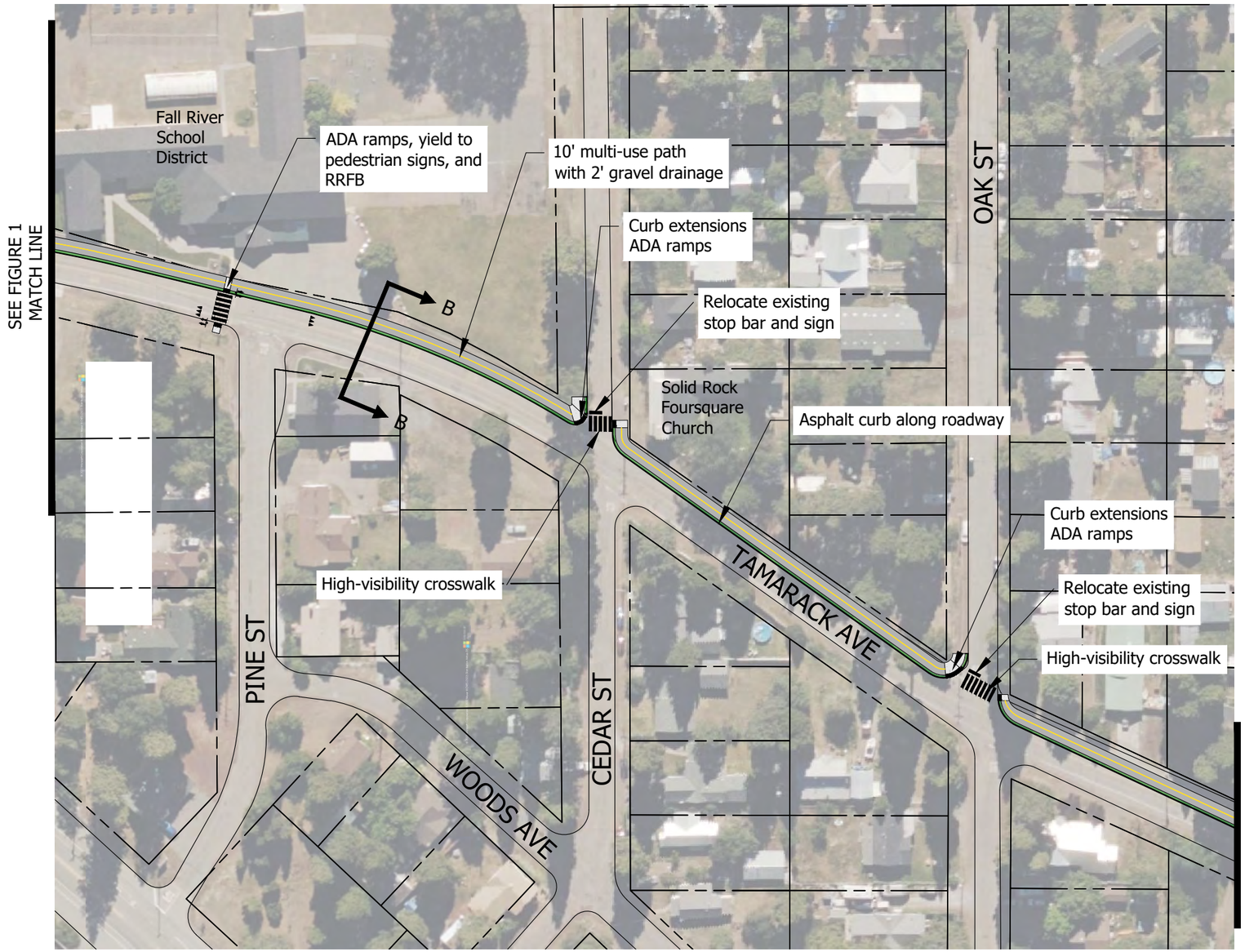
GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
1

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 1



N

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100 50 0 100

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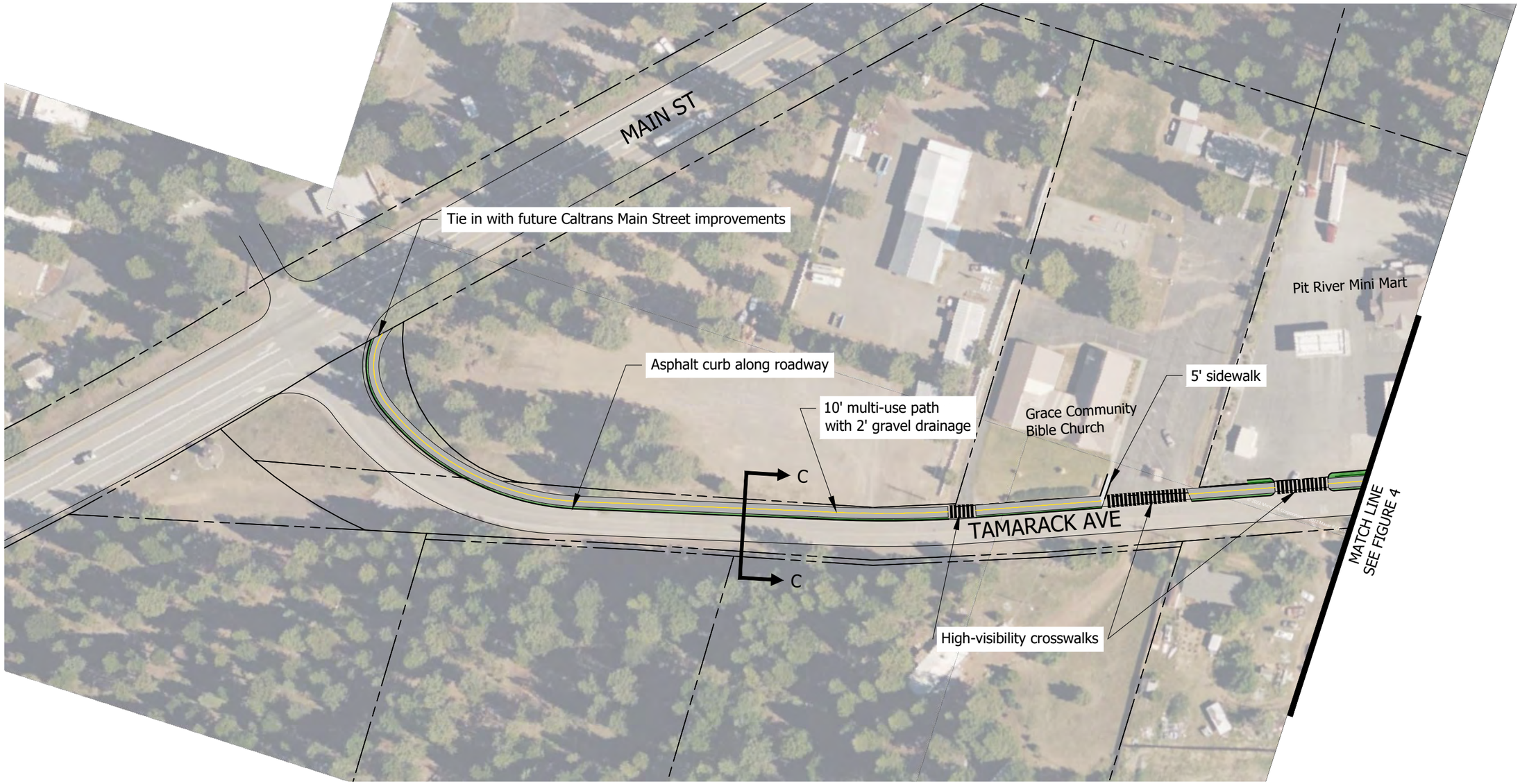
GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure 2

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 2



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
3

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 3

SEE FIGURE 2
MATCH LINE

Curb extensions
ADA ramps

Relocate existing
stop bar and sign

FIR ST

10' multi-use path
with 2' gravel drainage

High-visibility crosswalks

Relocate existing
stop bars and signs

Pit River Tribal
Headquarters

Burney Creek

10' multi-use path
with 2' gravel drainage

TAMARACK AVE

PARK AVE

D

D

8'-10' multi-use path
with 2' gravel drainage

Tie into existing sidewalk

E

E

SEE FIGURE 3
MATCH LINE

Curb extensions
ADA ramps

ADA ramps, yield to
pedestrian signs, and
RRFB

On-street parking

10' multi-use path
with 2' gravel drainage

ADA ramps, yield to
pedestrian signs, and
RRFB

Asphalt curb along roadway

MATCH LINE
SEE FIGURE 5

Pit River Casino

Pit River Rv Park

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
4

KITTELSON & ASSOCIATES

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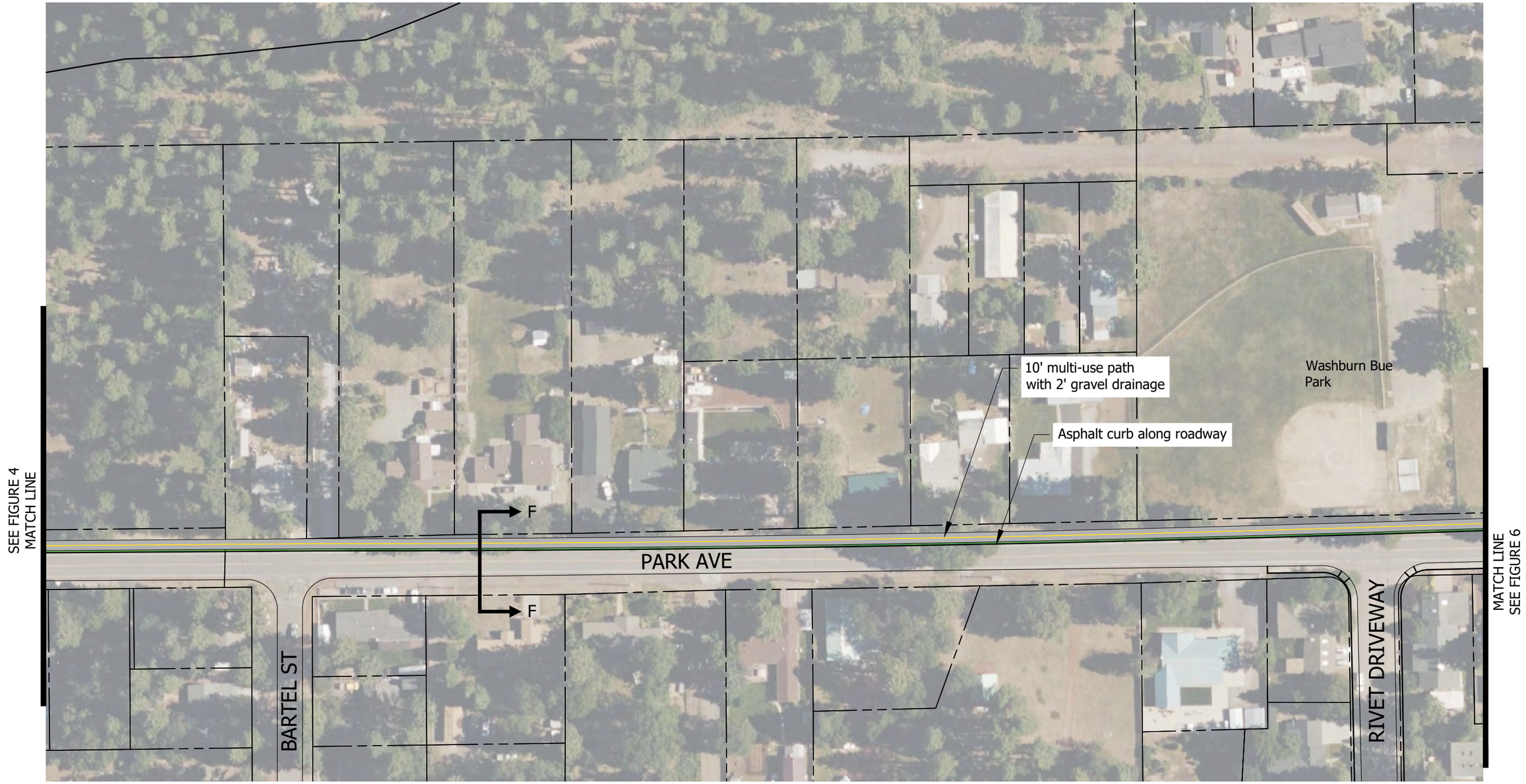

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

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Pit River Tribe Concept
Burney, CA

Figure
5

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am ctheus Layout Tab: 5

SEE FIGURE 8
MATCH LINE

WASHBURN AVE

Burney Water
District

Washburn Bue
Park

MISSOURI WAY

Replace existing sidewalk

High-visibility crosswalks

Curb extensions
ADA ramps

10' multi-use path
with 2' gravel drainage

10' multi-use path
with 2' gravel drainage

G

CYPRESS AVE

G

MATCH LINE
SEE FIGURE 7

Relocate existing
stop bar and sign

Curb extensions
ADA ramps

Asphalt curb along roadway

High-visibility crosswalk

Relocate existing
stop bars and signs

SEE FIGURE 5
MATCH LINE

PARK AVE

HUDSON ST

Narrowing intersection
for traffic calming

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
6

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 6

SEE FIGURE 16
MATCH LINE

SEE FIGURE 6
MATCH LINE

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

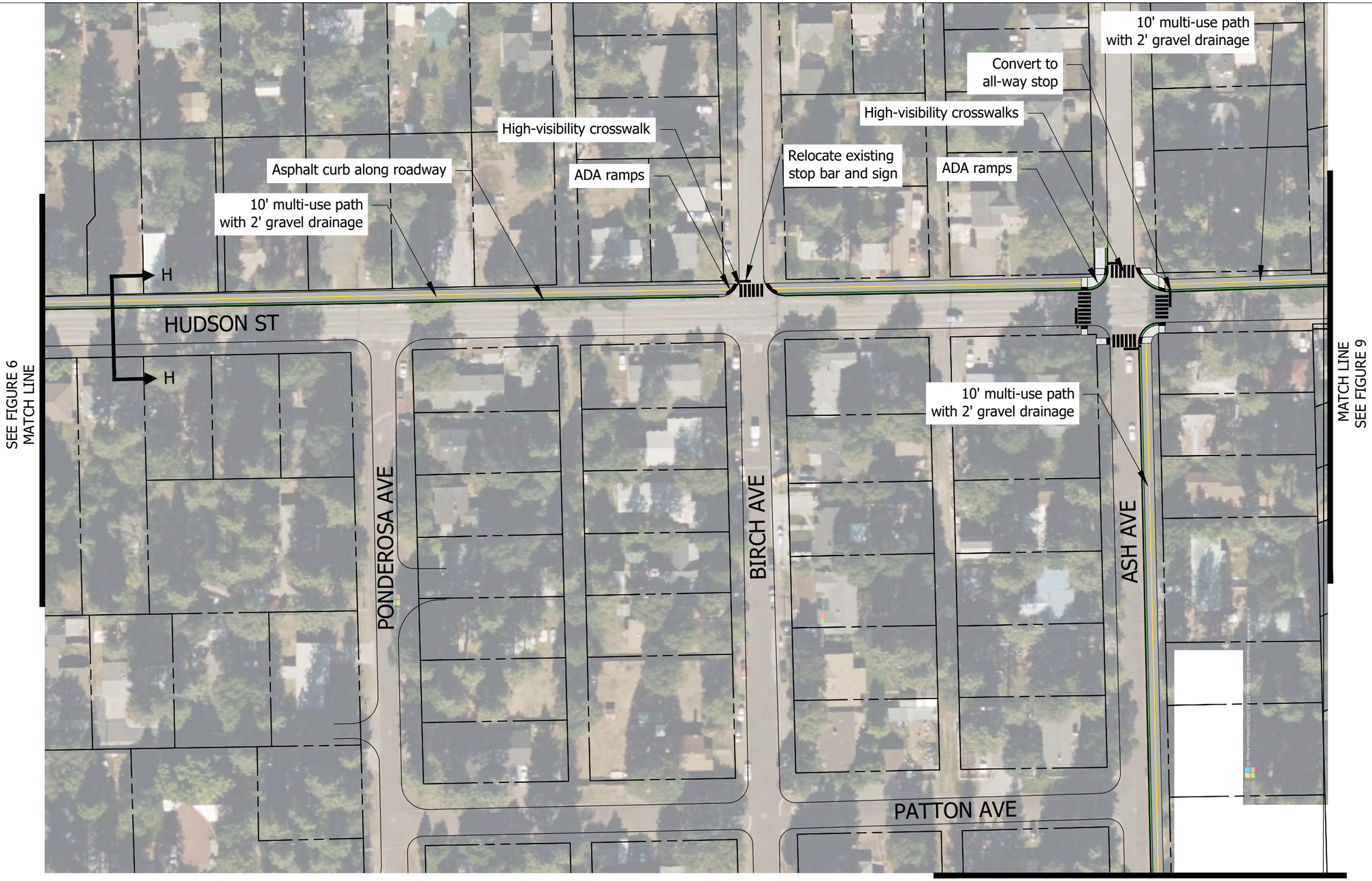
GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
7

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 7



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100 50 0 100

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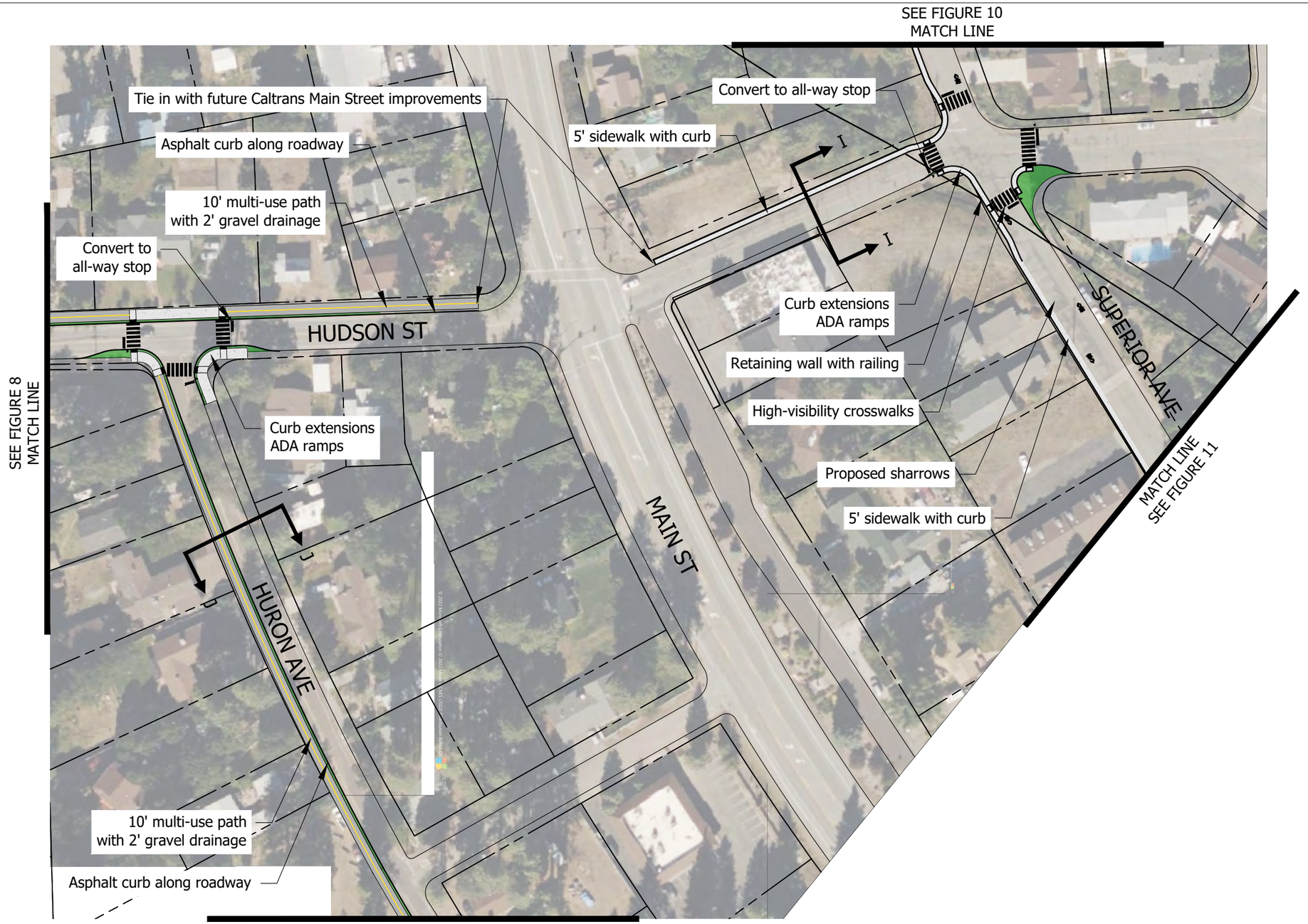
Pit River Tribe Concept
Burney, CA

Figure
8

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 8



Scale: 1" = 100'

N

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

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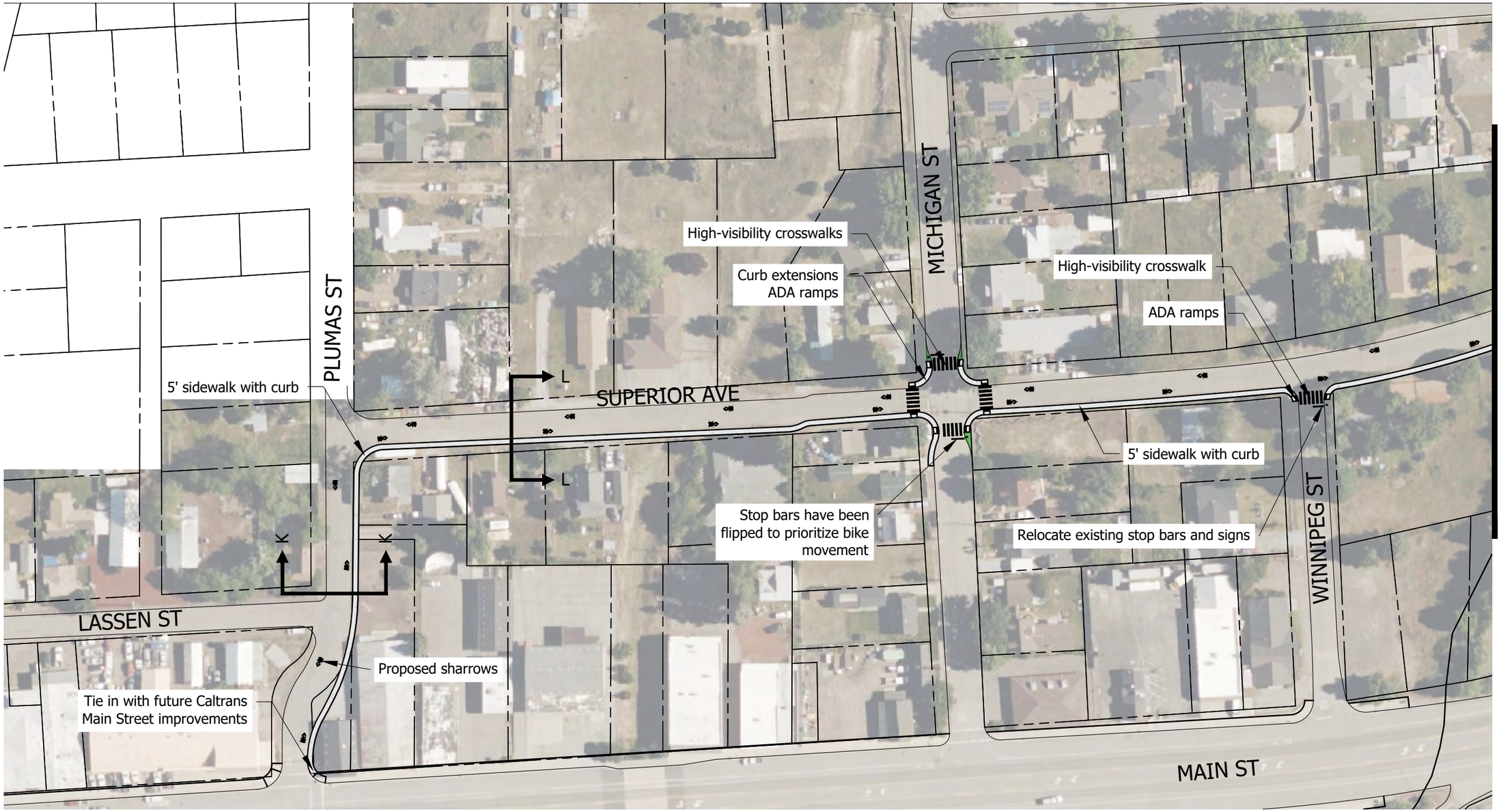
Pit River Tribe Concept
Burney, CA

Figure
9

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 9



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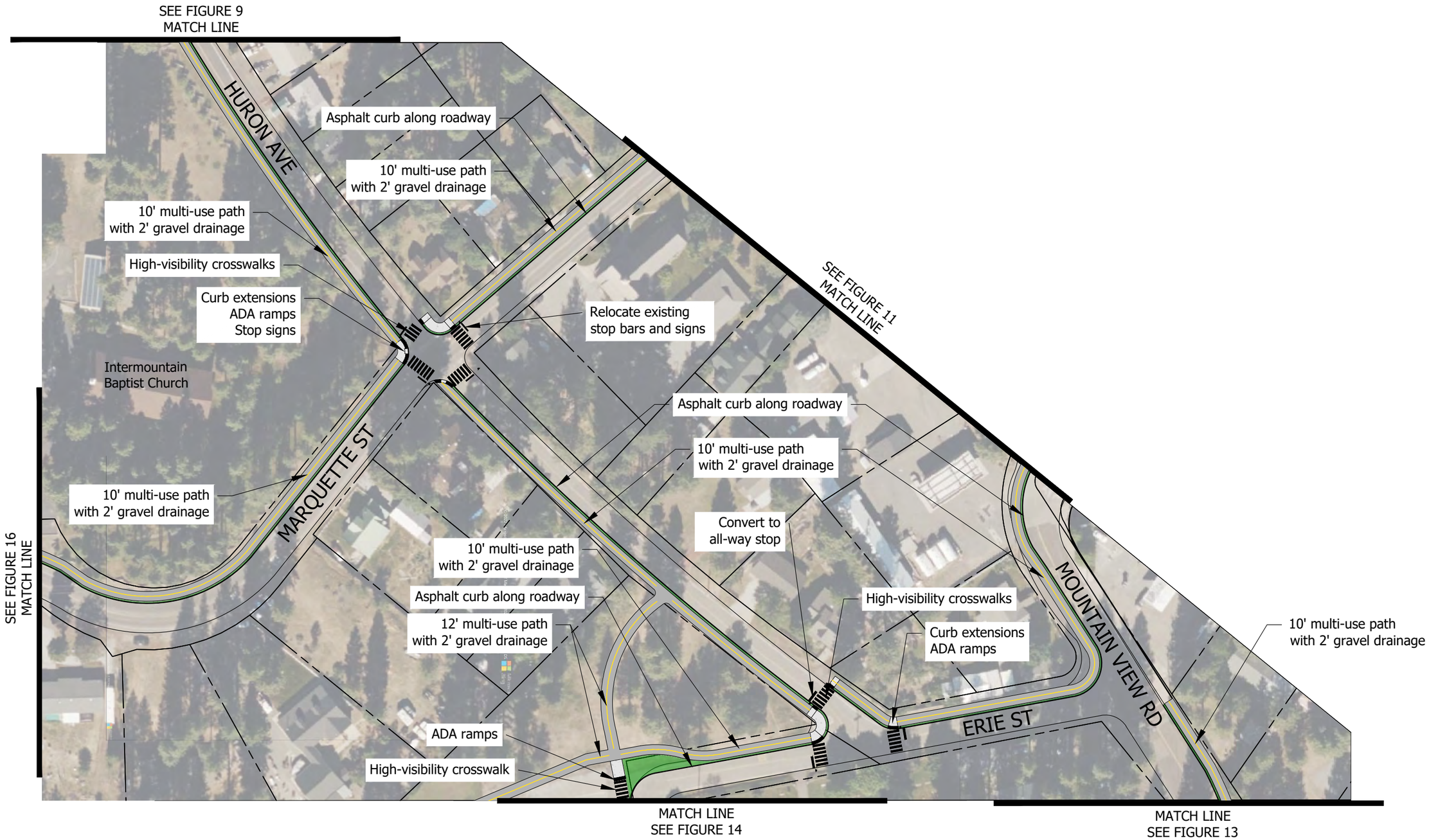
Pit River Tribe Concept
Burney, CA

Figure
10

KITTELSON & ASSOCIATES

H:\26\26205 - SRTA Regional Active Trans Network\005 - Pit River Tribe ATP Support\design\Exhibits\26205.005_Concept.dwg Jun 01, 2022 - 9:24am - ctheus Layout Tab: 10



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
12

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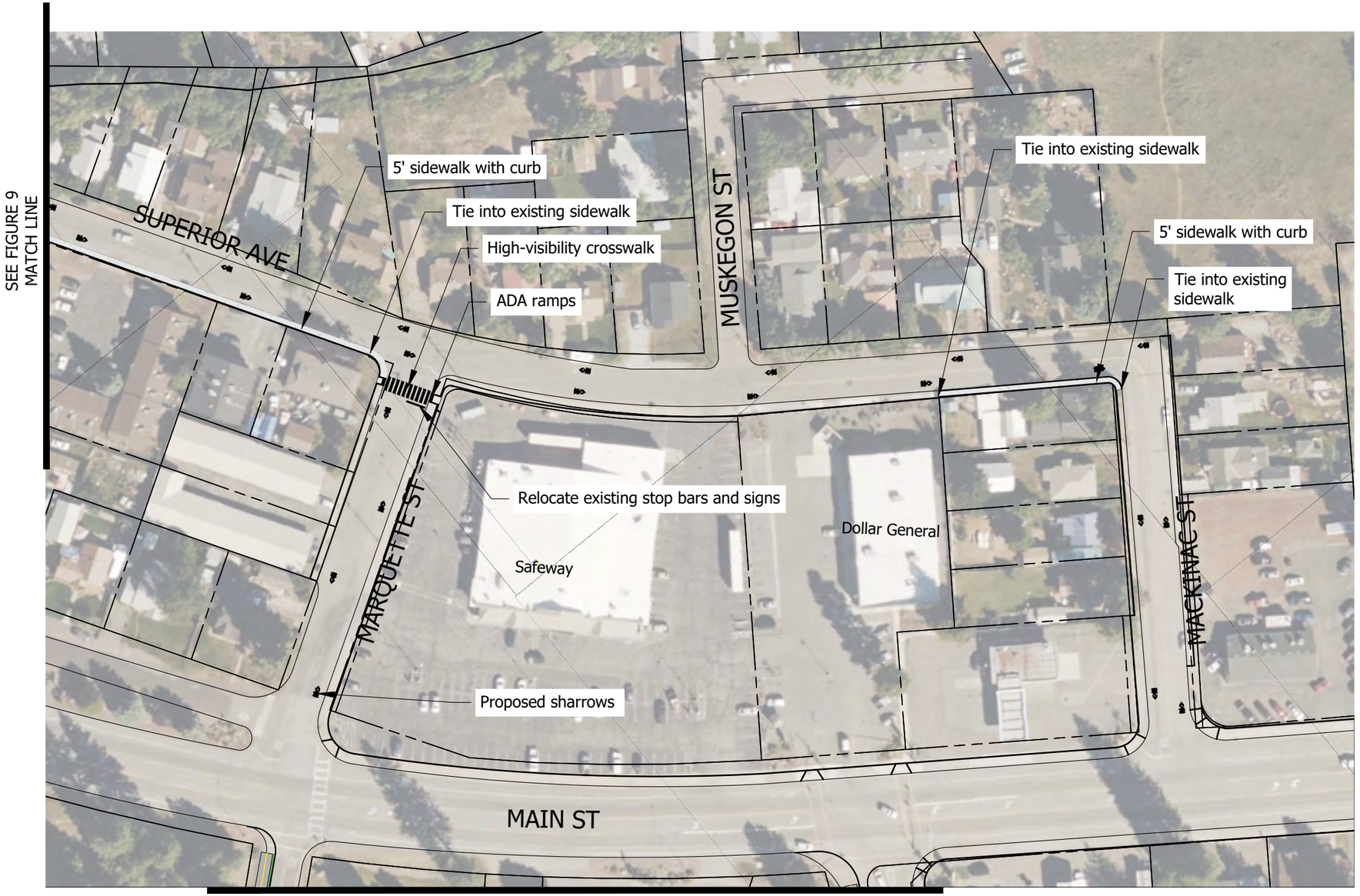

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
11

KITTELSON & ASSOCIATES

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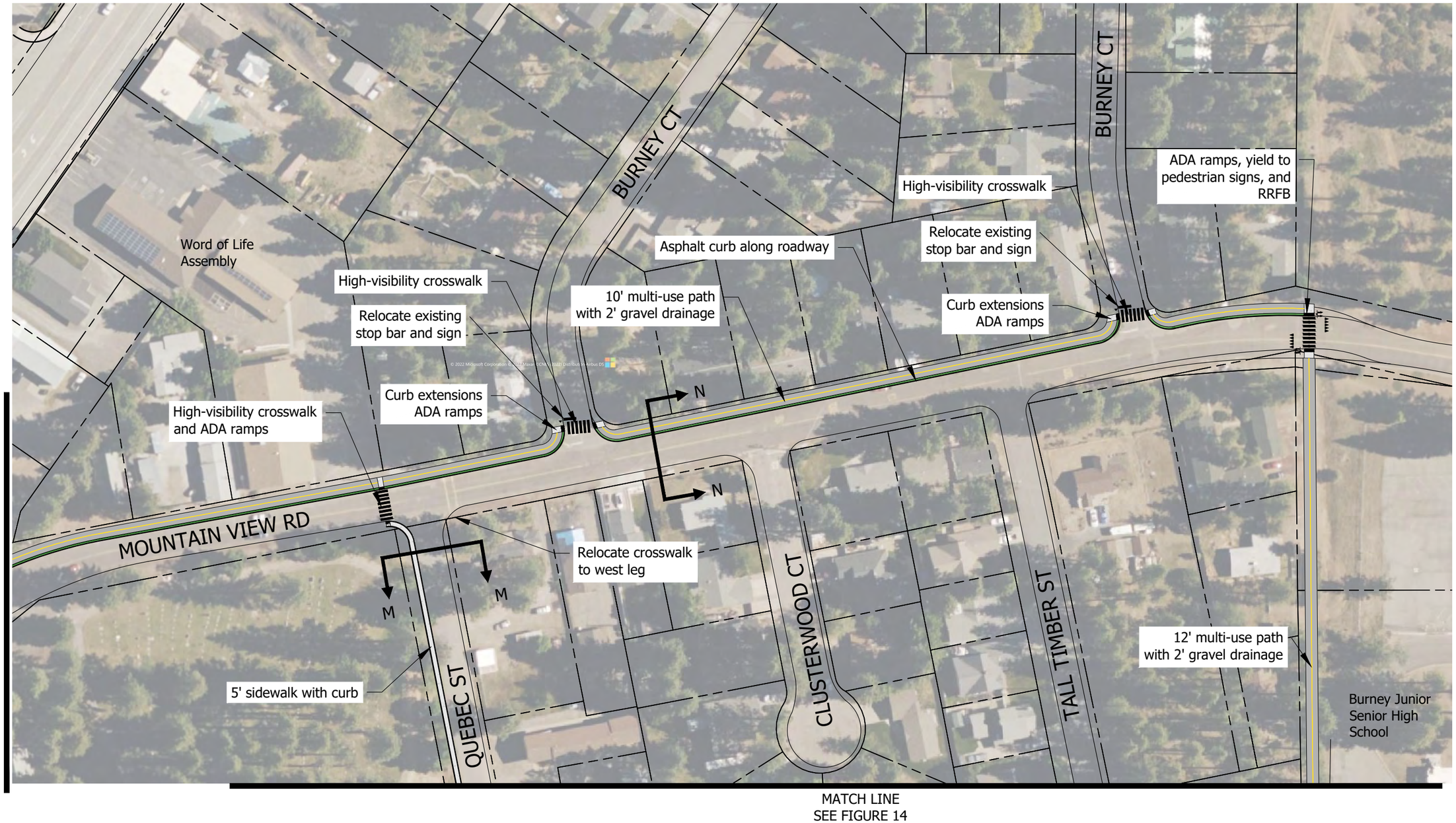

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure 13

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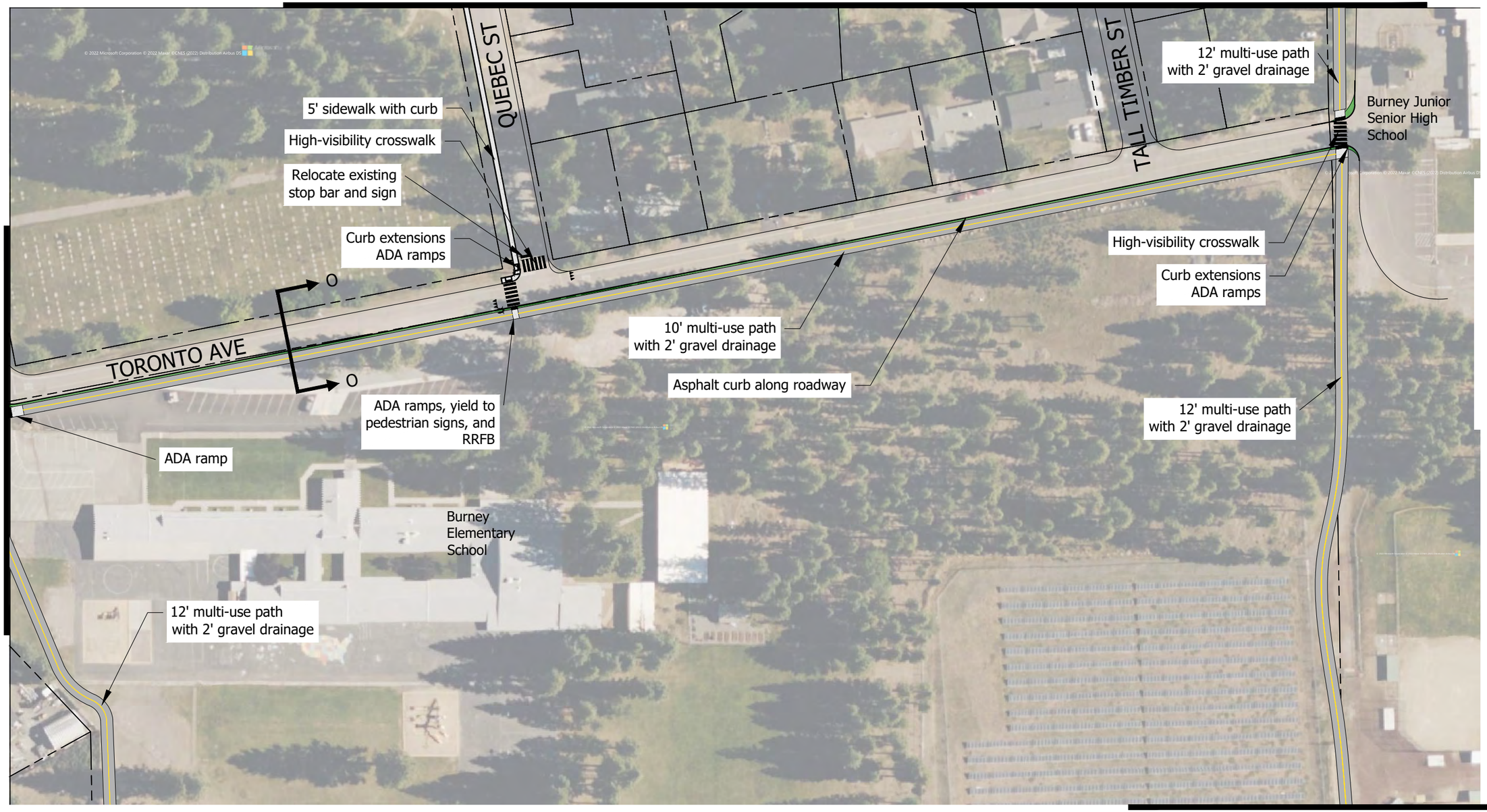
SEE FIGURE 13
MATCH LINE



SEE FIGURE 12
MATCH LINE

MATCH LINE
SEE FIGURE 15

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers to be located every 50-60' for drainage with new asphalt curb

Pit River Tribe Concept
Burney, CA

Figure
14

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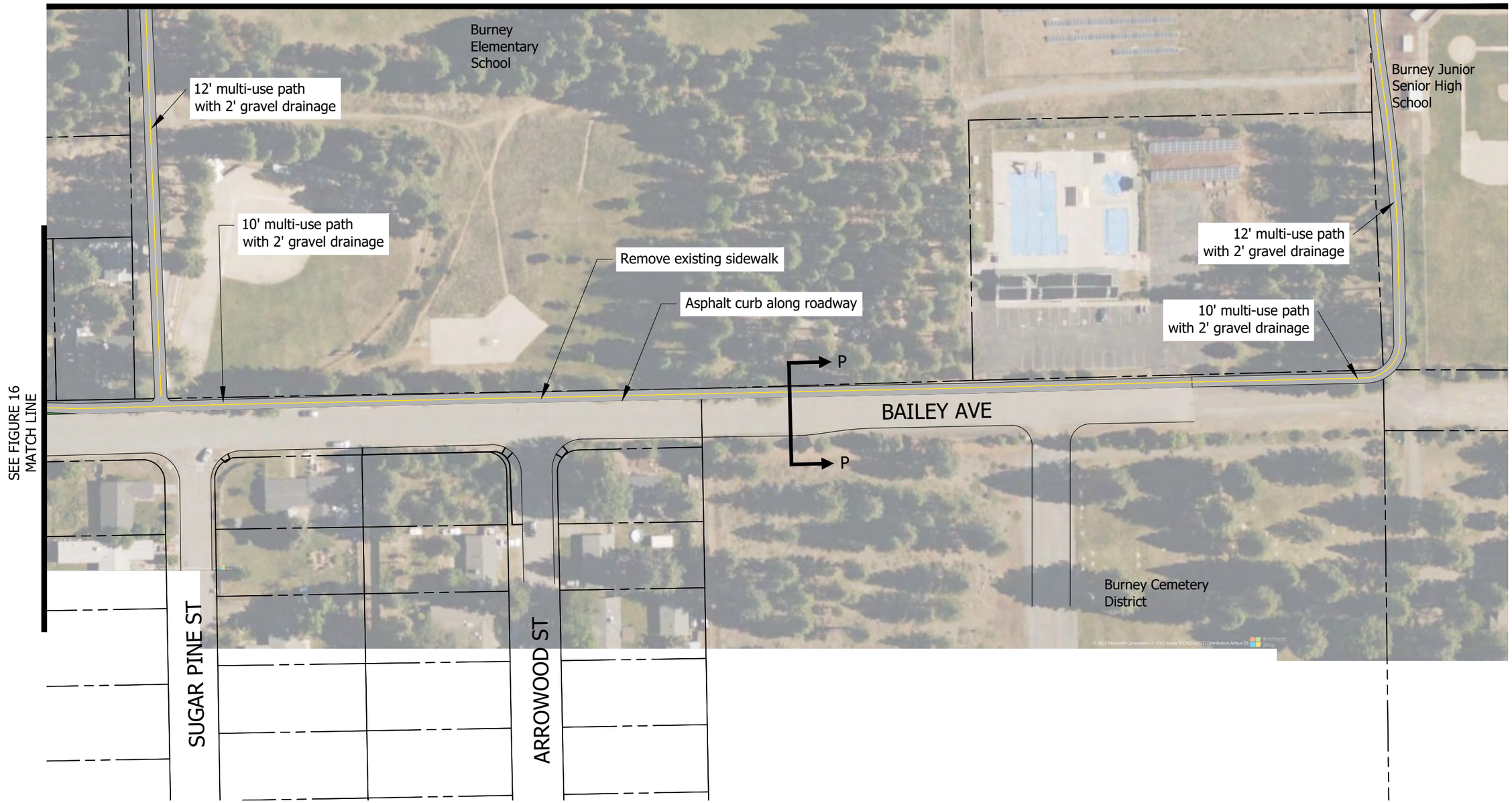
SEE FIGURE 14
MATCH LINE



N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
15

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SEE FIGURE 8
MATCH LINE

SEE FIGURE 7
MATCH LINE

MATCH LINE
SEE FIGURE 12

MATCH LINE
SEE FIGURE 15

N

Scale: 1" = 100'

100 50 0 100

NOT SHOWN: Cut outs or scuppers will to be located every 50-60' for drainage with new asphalt curb.

GENERAL NOTE: Aerial image and ROW are approximate.

Pit River Tribe Concept
Burney, CA

Figure
16

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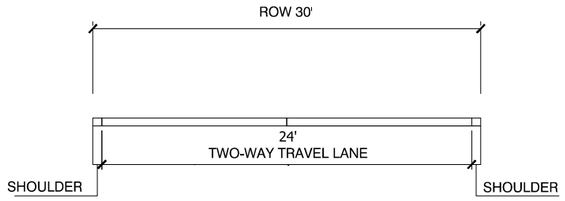
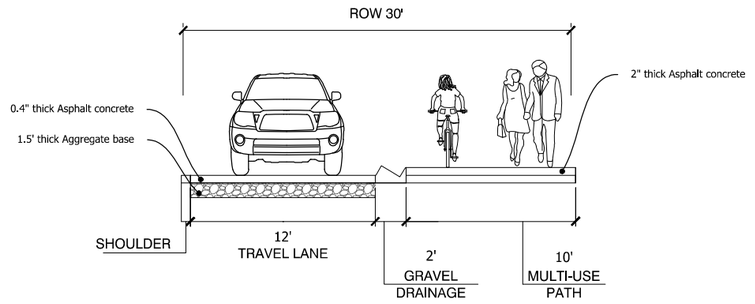
Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

EXISTING

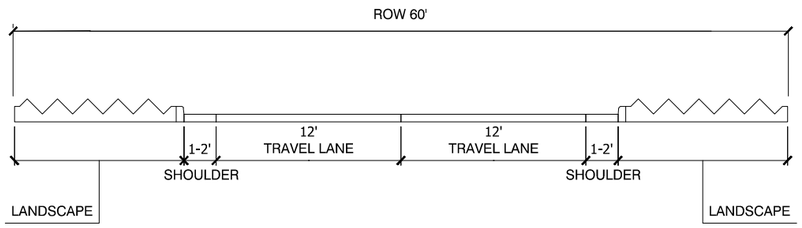


PROPOSED



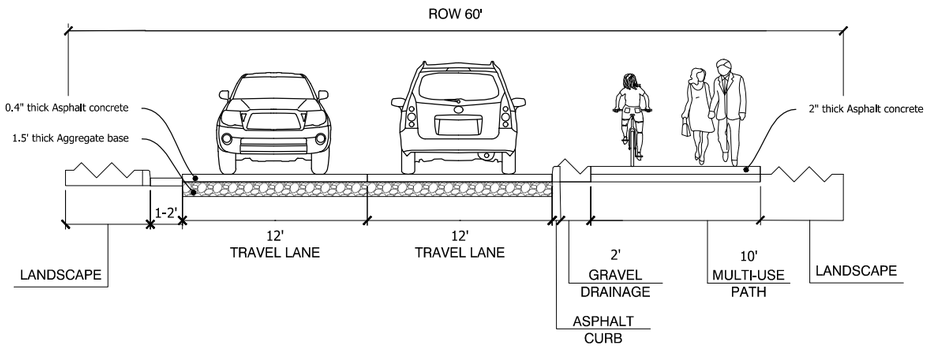
Section A

Orchard Ave
See Figure 1



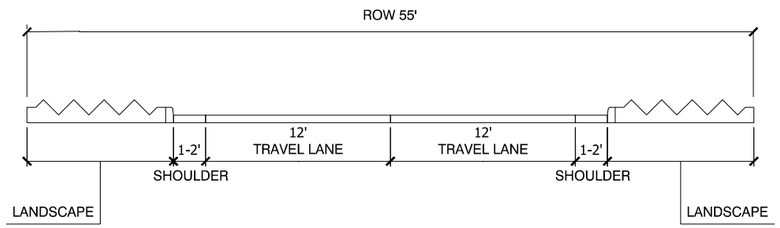
Section B

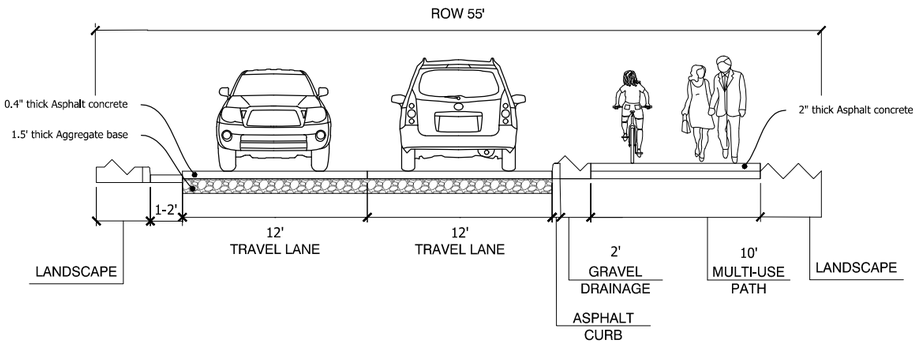
Tamarack Ave
See Figure 2



Section C

Tamarack Ave
See Figure 3





NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS1

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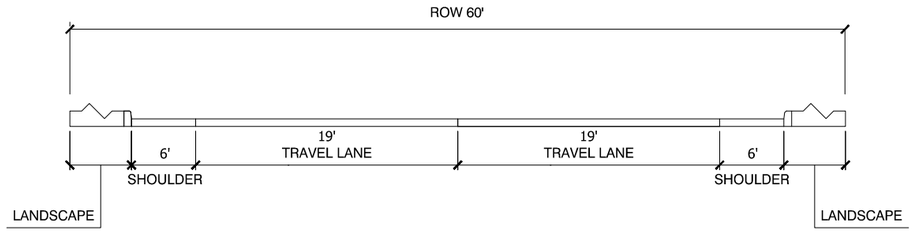
Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

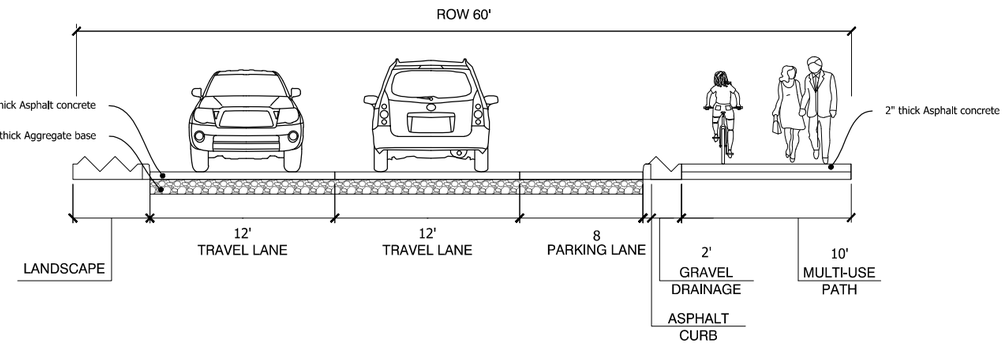
EXISTING

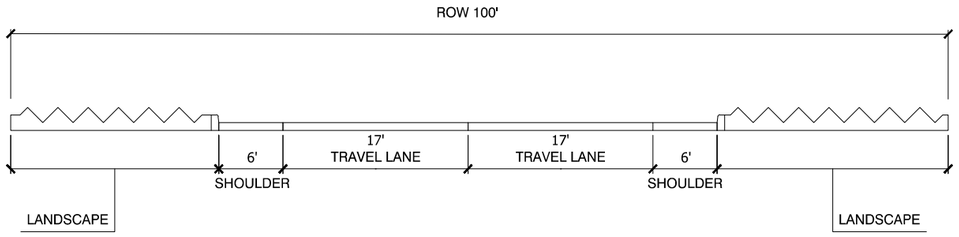


PROPOSED

Section D

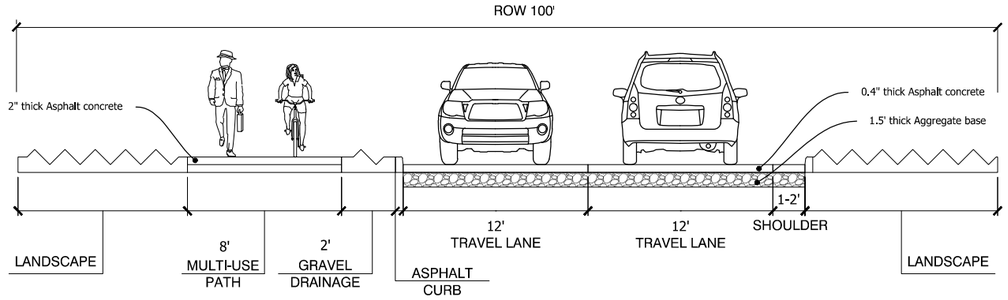
Park Ave
See Figure 4

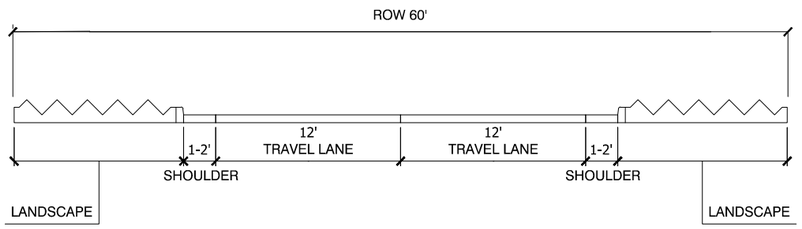




Section E

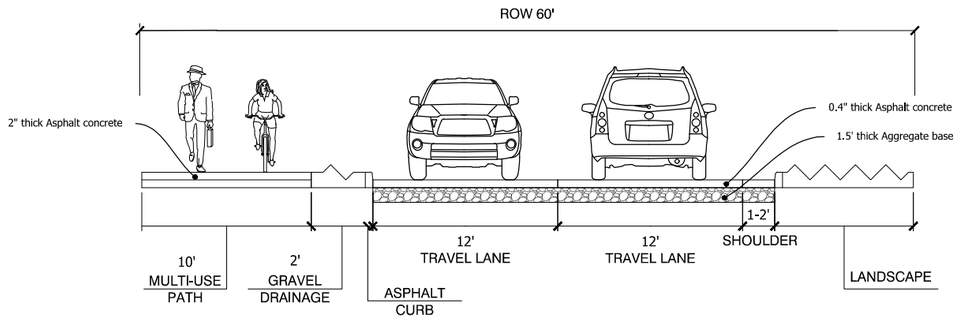
Park Ave
See Figure 4





Section F

Park Ave
See Figure 5



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS2

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Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

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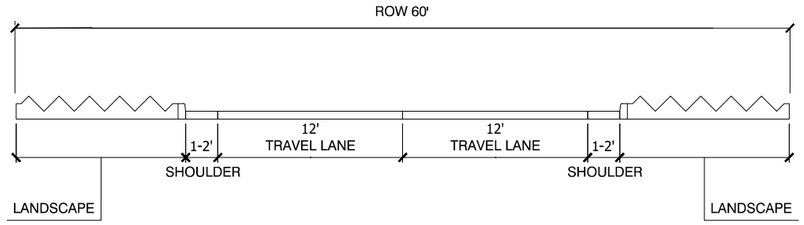
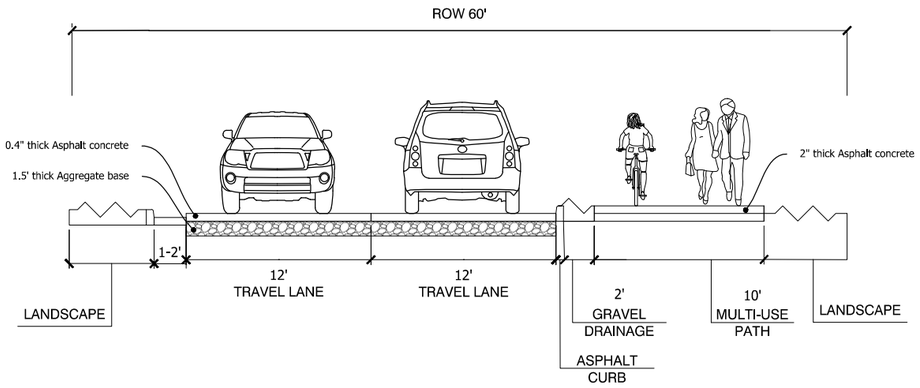
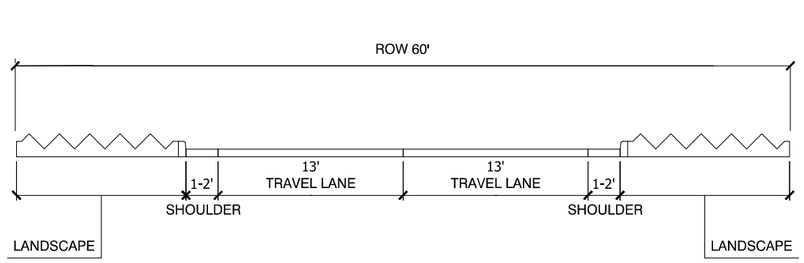


PROPOSED



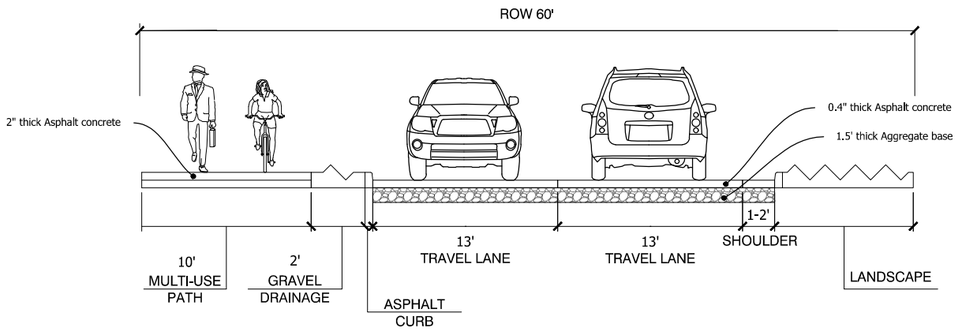
Section G

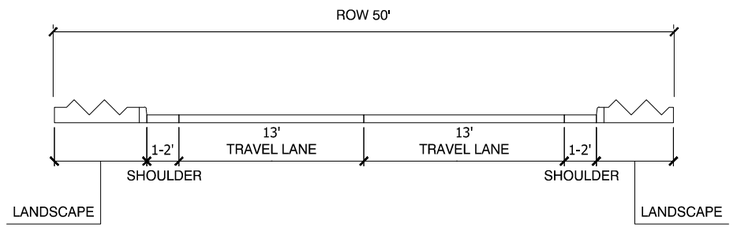
Cypress Ave
See Figure 6



Section H

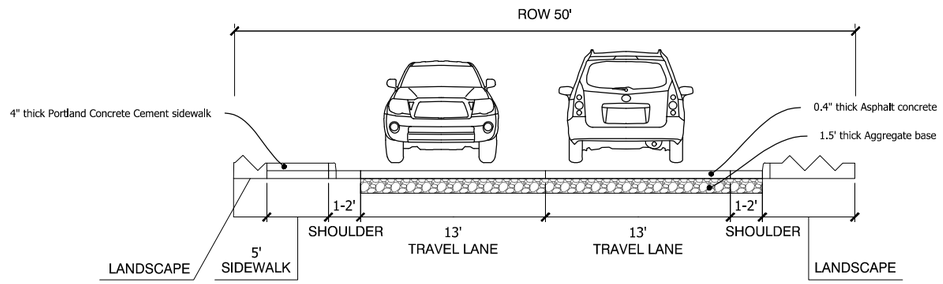
Hudson St
See Figure 8





Section I

Hudson St
See Figure 9



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS3

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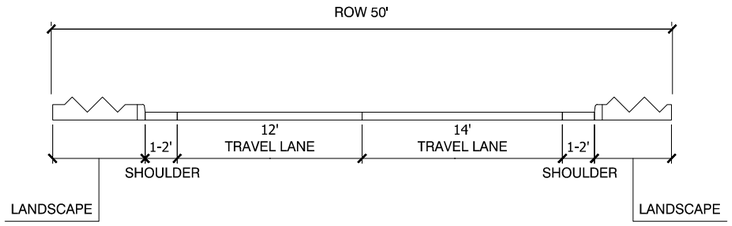
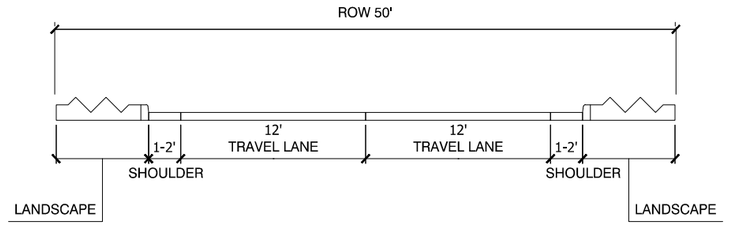
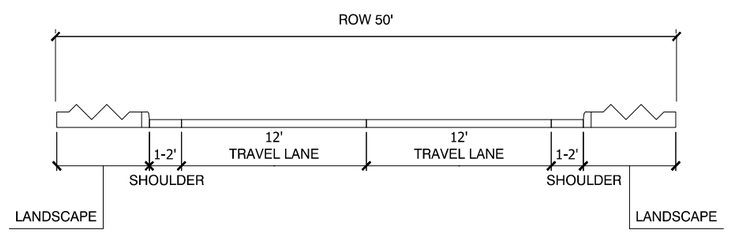
Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

EXISTING



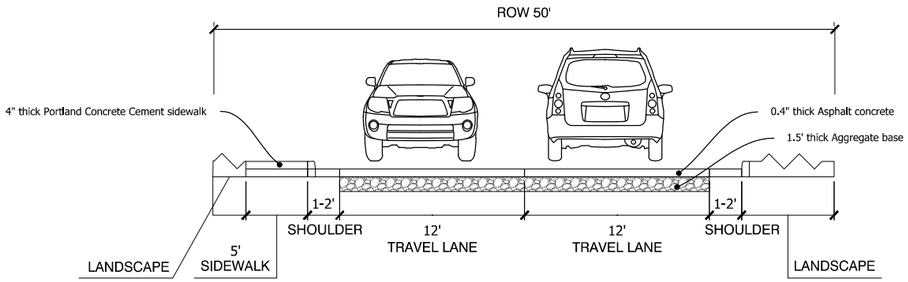




Section J

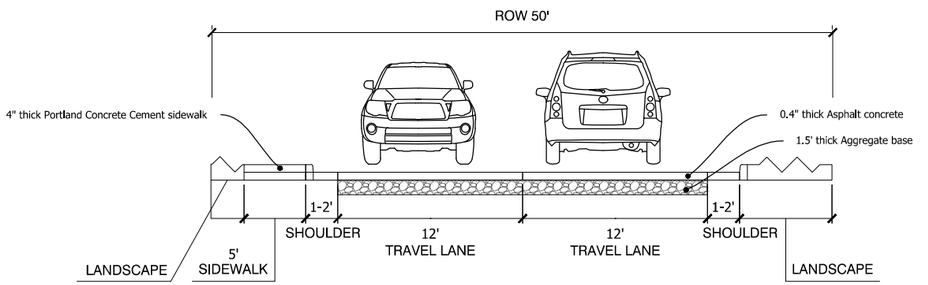
Huron St
See Figure 9

PROPOSED



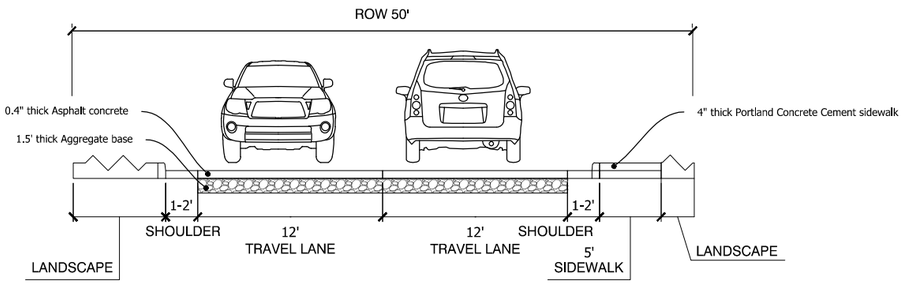
Section K

Plumas St
See Figure 10



Section L

Superior Ave
See Figure 10



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS4

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Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

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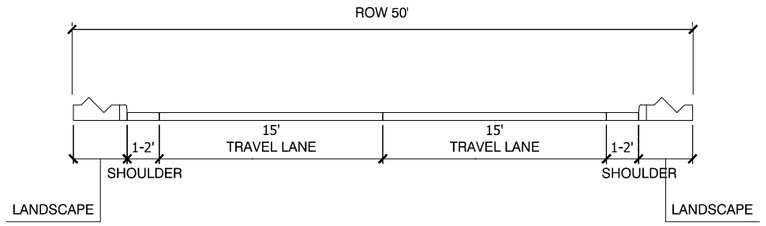
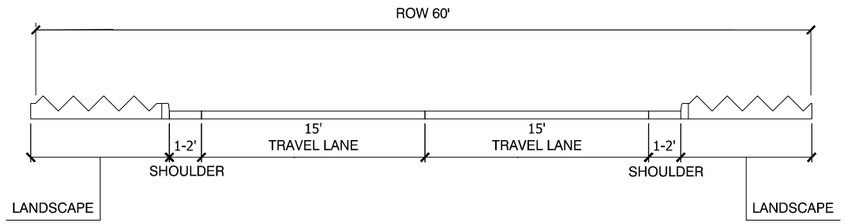
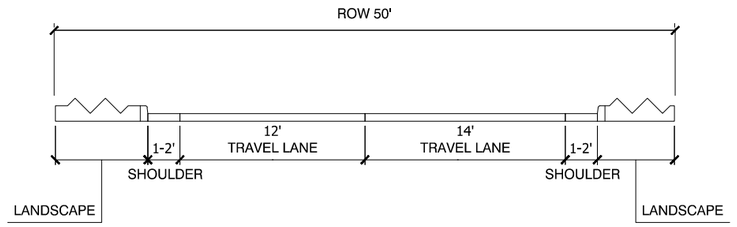






Section M

Quebec St
See Figure 13

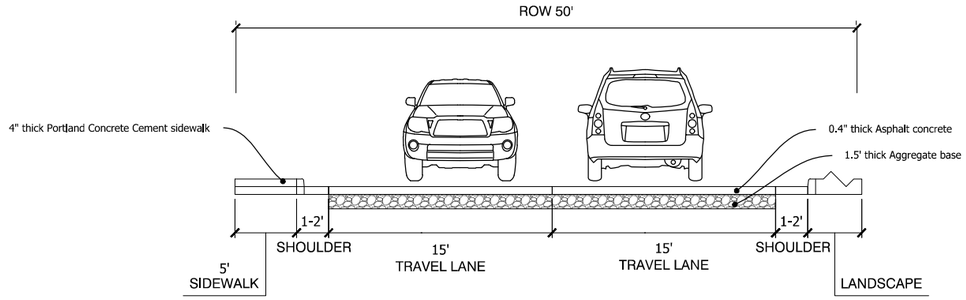
Section N

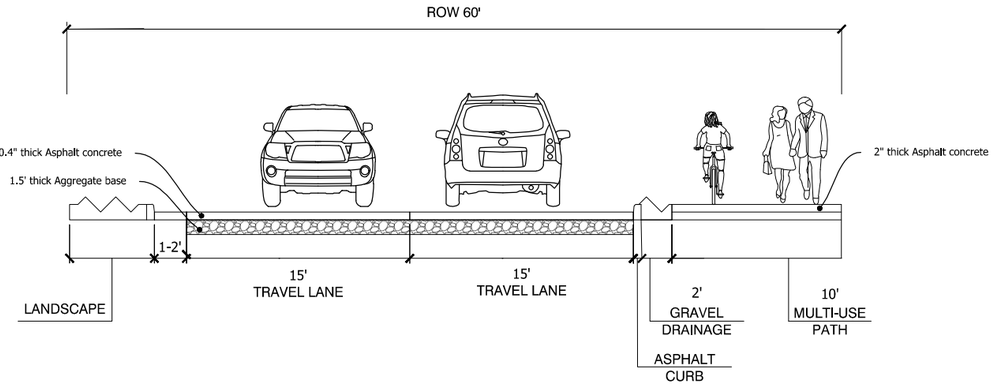
Mountain View Rd
See Figure 13

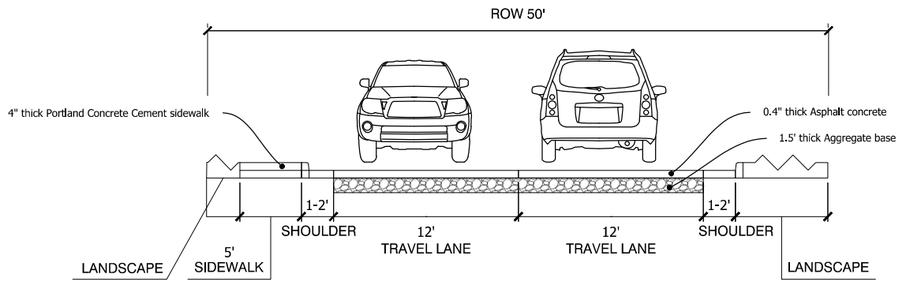
Section O

Toronto Ave
See Figure 14

PROPOSED







NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS5

KITTELSON & ASSOCIATES

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Preliminary Concept Subject to Change

TYPICAL CROSS SECTIONS

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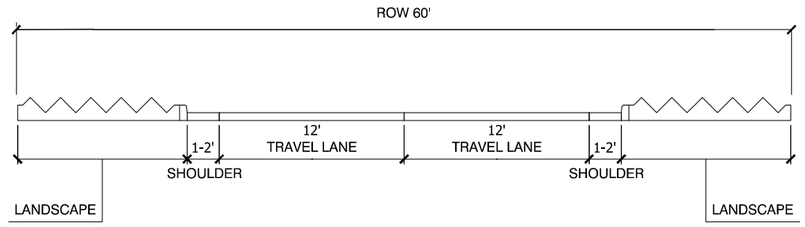
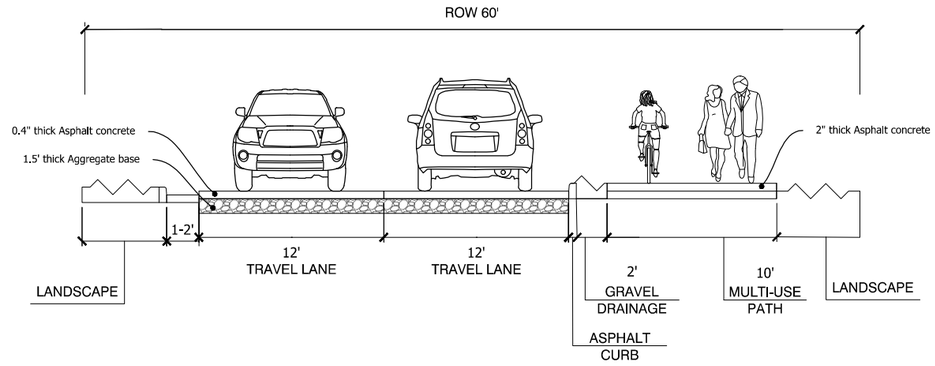


Section P

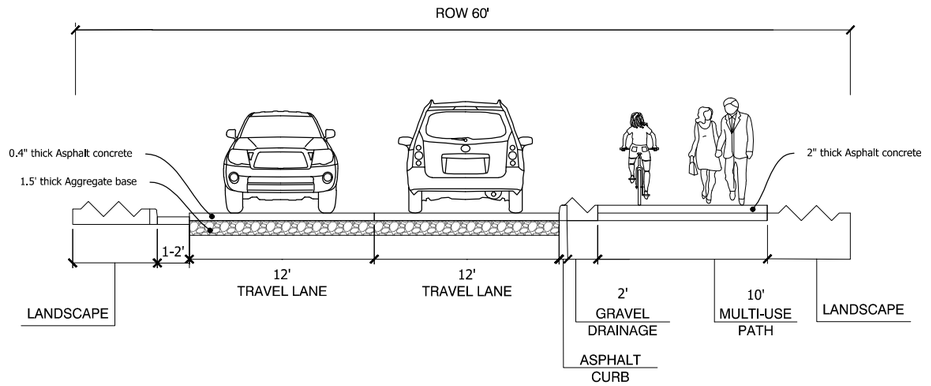
Bailey Ave
See Figure 15

PROPOSED

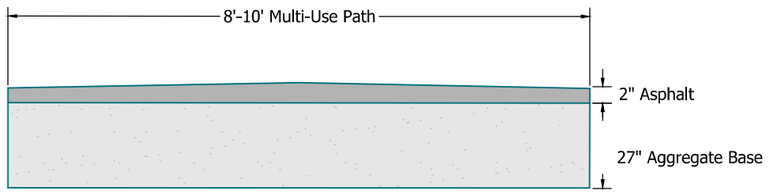


Section Q

Marquette St
See Figure 16



Typical Multi-Use Path Cross Section



NOT TO SCALE

Pavement thickness for full depth reconstruction based on California Highway Design Manual Section 630.

Pit River Tribe Concept
Burney, CA

Figure
XS6

KITTELSON & ASSOCIATES

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