

STAFF REPORT



MEETING DATE:	February 27, 2018
SUBJECT:	Receive Public Comments and Approve The GoShasta Regional Active Transportation Plan
AGENDA ITEM:	12
STAFF CONTACT:	Keith Williams, Associate Transportation Planner, AICP

SUMMARY:

The GoShasta Regional Active Transportation Plan (GoShasta Plan) serves as a bicycle and pedestrian plan for the city of Anderson, the city of Shasta Lake, Shasta County, and the Shasta Region. The plan's actions, policies, programs, and projects, based on extensive public participation and developed in coordination with local agencies, serve as an actionable blueprint for improving safety and getting more people walking and bicycling.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive public comments and approve the GoShasta Plan.

DISCUSSION:

What is the GoShasta Plan? - The GoShasta Plan is a visionary, actionable blueprint for improving walking and cycling in the Shasta Region. The plan was borne out of high public demand for safer, interconnected active transportation facilities. SRTA, Caltrans, and local agencies partnered to produce this plan with actions, policies and projects that are unique to each local jurisdiction but consolidated under a single active transportation plan.

Utilizing shared data collection, analysis, and outreach efforts, the city of Redding is finishing up a parallel planning process. Redding's effort is designed to be a standalone plan for local adoption, but it overlaps with the GoShasta Plan and is incorporated into the regional plan by extension.

GoShasta is the first active transportation plan for the Shasta Region requiring a thorough technical foundation and outreach effort, including:

- Regionwide data collection on existing conditions;
- A site visit to the city of Davis' interconnected network of high-quality active transportation facilities;
- Creation of a Citizens Advisory Committee; and
- Two intensive outreach efforts comprising workshops, events, a project website, and an online interactive map. The public contributed time to the project and submitted nearly 700 comments.

Public Input –Public input received (GoShasta Plan: Appendix A) indicates strong demand for safer, more connected, and convenient bike facilities (on-street and off-street), sidewalks, secured bicycle parking, and traffic calming measures. The public expressed interest in accessing popular destinations such as schools, libraries, open spaces, and institutions but are concerned about motor vehicle speeds and behavior. Most people indicated separated bike lanes and off-street trails would encourage them to ride a bike.

Key Findings - As noted in the table on page two, the Shasta Region is clearly behind similar-sized communities in transportation mode share, due in part to their higher student populations, but also the quality of facilities (Davis in particular).

	Shasta County	City of Redding	Yolo County	City of Davis	Butte County	City of Chico	Jackson County	Medford, Oregon
Walk	2.2%	2.0%	3.4%	4.2%	3.3%	5.1%	3.4%	3.3%
Bike	0.8%	1.1%	9.1%	21%	2.6%	5.4%	1.5%	1.4%

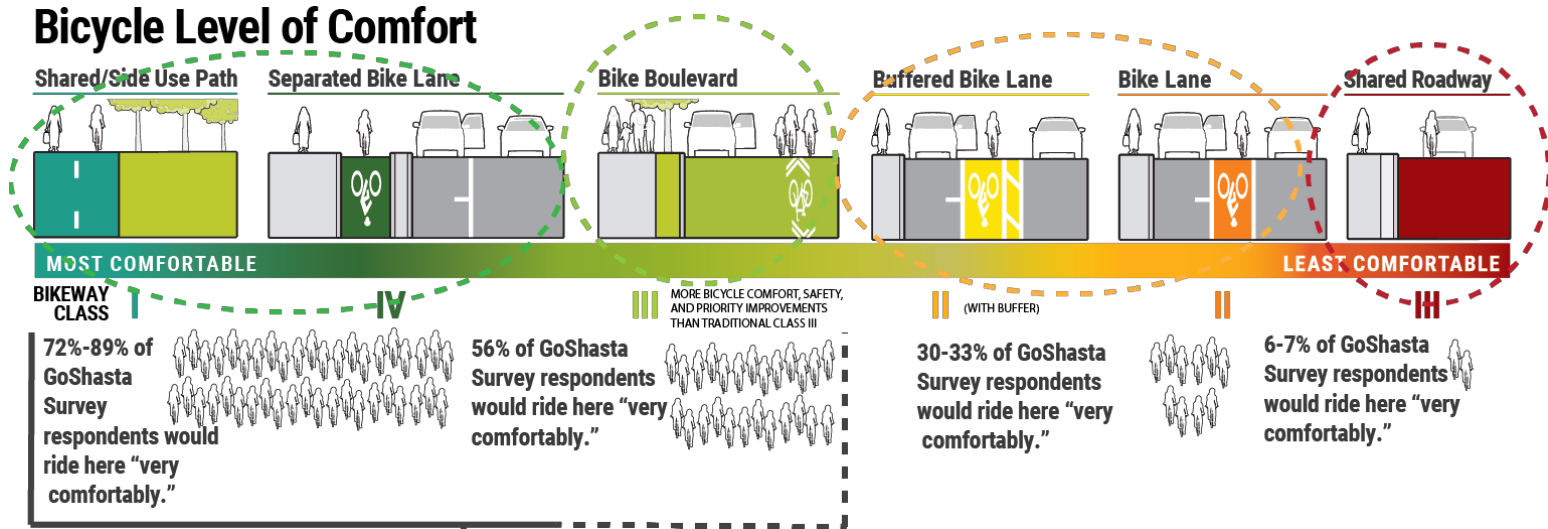
GoShasta proposes projects that implement a vision, informed by extensive public input, for safe, interconnected facilities that encourage people to bike and walk more for transportation. The vision responds to public input highlighting public concerns and obstacles to shifting from motorized to non-motorized trips. For example, existing cycling and walking facilities are not well protected from conflicts with motor vehicles, have gaps, are not supported by bicycle racks, and do not align well for practical trips to work and shopping.

The GoShasta Approach – A new GoShasta approach, developed in consultation with local and public jurisdictions, features active transportation “Trunk Lines.” Trunk Lines are high-quality, safe, intuitive, interconnected facilities for people of all ages and abilities. The graphic below exhibits the connection between protective facilities and increased mode share. Trunk lines will connect the region’s key activity centers.

Key objectives and examples of the new GoShasta approach:

- Safety – *GoShasta emphasizes protected, separated facilities for users of all ages and abilities.*
- Public health – *GoShasta introduces the concept of “trail-oriented development” as a means of empowering individuals to incorporate physical activity into their daily lives.*
- Opportunity – *GoShasta projects and programs target disadvantaged communities, connecting them to education, services, and employment.*
- Environment/reduced greenhouse gas emissions – *GoShasta features a new generation of facilities that provide an attractive and competitive alternative to automobiles and supports increased use of transit.*
- Economy – *GoShasta encourages public-private partnerships for the development of projects as a means of increasing tourism and foot traffic, drawing more consumers to local businesses and creating a vibrant community.*

Bicycle Level of Comfort



Trunk Lines

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

Next Steps – The new GoShasta approach will require a collaborative, focused investment in active transportation projects. SRTA will coordinate with local public agencies on determining specific alignments for their Trunk Line projects, offer technical assistance, and use its regional resources to support funding trunk line segments and direct connections. Already, SRTA is assisting local agencies through Sustainable Shasta to get priority projects ready for capital funding programs like the state’s Active Transportation Program (ATP).

Existing Mileage of Regional Bikeway Facilities

Bikeway Facility	Total Regional Miles (%)
Shared-Use Path	30%
Separated Bike Lane	
Bike Boulevard	
Buffered Bike Lane	3%
Bike Lane	67%
Bike Route	
Total	100%

Funding the GoShasta approach may also require reprioritization and strategic investment of regional funds. The table at left exhibits the percentage of existing bikeways by facility type, shown with the color spectrum corresponding to the Bicycle Level of Comfort graphic on page two. Funding more comfortable facilities may require a greater investment and yield fewer miles than a typical bike lane, but they have greater public support and are more likely to be used. The GoShasta approach will require amendments to some policies in SRTA’s non-motorized program and analyzing how best to fund the GoShasta approach using the region’s various funding sources. The board of directors will provide direction during each of the forthcoming steps.

Three of SRTA’s board of directors comprise the GoShasta Steering Committee and, after meetings at key project milestones, provided valuable input and recommends board approval of the GoShasta Plan.

ALTERNATIVES:

The board of directors may request additional information or approve the plan with specific modifications.

OTHER AGENCY INVOLVEMENT:

Caltrans and local agencies partnered with SRTA on the development of the GoShasta Plan. Federal, state, and tribal government agencies were invited to comment on the plan and participate in its development. The Technical Advisory Committee (TAC) reviewed the Draft GoShasta Regional Active Transportation Plan and recommends approval.

FISCAL IMPACT:

There is no immediate cost associated with approval of the GoShasta Plan. Local agency projects in the GoShasta Plan may compete for ATP funding and will compete better with local match which may be raised through recommended funding mechanisms (GoShasta Plan: p.60). These include but are not limited to transportation impact fees, business improvement districts, and conditions for development and subdivision approval.



Daniel S. Little, AICP, Executive Director

Attachments:

DRAFT GoShasta Regional Active Transportation Plan located here:
<http://sрта.ca.gov/311/Final-Draft-GoShasta-Plan>