

Sustainable Shasta

Caltrans ATP Cycle 5 Projects



Shasta Regional Transportation Agency

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Section 1: Overview

Background

Shasta Regional Transportation Agency (SRTA) led the Go Shasta Active Transportation Plan effort that defined the policies, programs and projects for a safer and more connected bicycle and pedestrian network in Shasta County. The Sustainable Shasta project followed this effort to further develop high-quality bicycle and pedestrian priority projects identified in Go Shasta. Sustainable Shasta is focused on developing project designs in order to secure design/construction grants.

Working alongside SRTA, Alta Planning + Design (Alta) developed project concepts and cost estimates for submittal to the Caltrans Cycle 5 Active Transportation Grant Application. The details of the projects' development and graphic materials are presented here.

Projects

Shasta Regional Transportation Agency (SRTA) coordinated with a variety of stakeholders to develop concepts for numerous projects. The final projects submitted for ATP applications were

Project Name	Applicant
Ashby-to-Downtown	City of Shasta Lake
North Redding Active Transportation Trunk Line (NRATTTL)	Shasta County RTPA
Cottonwood Active Transportation Trunk Line (CATTLE)	Shasta County
Cottonwood Lasso Loop	Shasta County
West Cottonwood School Connector	Shasta County

Section 2: Public Outreach

Outreach Summary

In order to gain valuable public input and feedback, the project team presented project materials at several events throughout the life of the project. Public-facing materials were created to communicate project goals, project alignments, and design concepts. The outreach materials served as a centerpiece for robust conversations about community mobility improvements. These conversations helped shape, refine, and validate the design of the projects.

Outreach Events

Outreach was conducted between October 2019 and February 2020 to gather input on concepts in the City of Anderson, City of Shasta Lake, City of Redding, Cottonwood, and the North Redding Active Transportation Trunk Line.

Project Location	Outreach Event Dates
City of Anderson	October 2019; January 2020
Cottonwood	October 2019; November 2019; January 2020
City of Redding	February 2020
City of Shasta Lake	November 2019
NRATTL	February 2020

Outreach Materials

OUTREACH POSTERS

GOSHASTA IMPLEMENTATION



GoShasta Regional Active Transportation Plan

Plan to strategically guide the development of programs and infrastructure for walking, biking, and connecting to transit in the Shasta Region

Builds upon the public's support for developing a walking and biking network throughout the Shasta Region

Include projects and action lists approved by the Shasta Regional Transportation Agency, the County of Shasta, and the incorporated cities of Anderson and Shasta Lake

Jointly created with the City of Redding's active transportation plan



Community Vision

Establish a healthy, appealing, and competitive alternative to driving

High quality pedestrian and bicycle facilities, combined with support programs, will provide low-cost mobility options

Policy, actions, and investments establish more vibrant, people-centered communities

Community advocacy groups will work side-by-side with local, regional, and state agencies to advance implementation



Trunk Line & Project Selection

Trunk Line

Safe, comfortable, intuitive routes for people on foot or bicycle between communities and activity centers

Project Selection

System of conceptual Trunk Lines has been identified in the GoShasta Plan

Exact corridor selection is part of this implementation effort and is based off of the Plan's projects list

Local agencies have nominated corridors for the Trunk Line and want to discuss with the community



Timeline

Information Gathering Phase

Conceptual designs are ideas for your consideration

You can provide minor or major changes

This is just a starting point for conversation

Questions to consider...

Are these the right corridors within your community?

Is this the right feel for your community?

Implementation Phasing

Working with limited resources to optimize landscape performance



Shorter term

Dry landscaping with infrastructure to support future vegetation and tree growth

Middle term

Low maintenance plantings that help manage storm water

Longer term

Low maintenance plantings and trees that provide shade and enclosure

Sustainable Shasta Overview Poster for public outreach events

IDEAS FOR PROJECTS IN THE CITY OF SHASTA LAKE, CA

The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, people-centered communities.

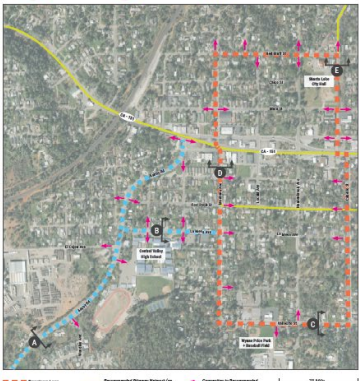


1 Do you like the loop concept for connection to common destinations?

2 Do you like the concepts more than the existing conditions?

3 Which People-Centered elements are most important to YOU?

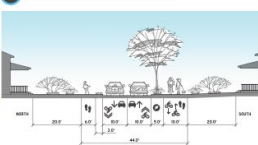
- ☐ Sidewalks
- ☐ Bicycle Facilities
- ☐ Tree Canopy
- ☐ Stormwater Management Infrastructure
- ☐ Traffic Calming
- ☐ Safe Crossings
- ☐ Walkable Development



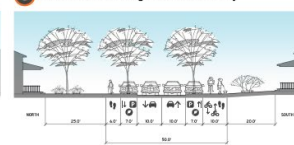
A Ashby Road: Active Parkway



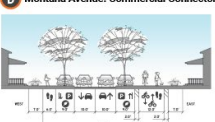
B La Mesa Avenue: Shared Street



C Vallecito Avenue: Neighborhood Greenway



D Montana Avenue: Commercial Connector



E McConnel Avenue: City Hall Greenway



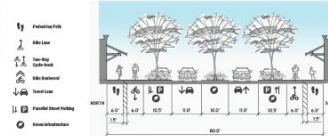
Poster for project ideas for the City of Shasta Lake

IDEAS FOR PROJECTS IN ANDERSON

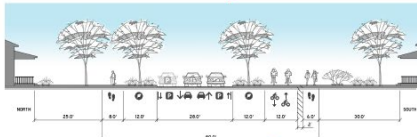
The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.

Which People-Centered Elements are most important to YOU?

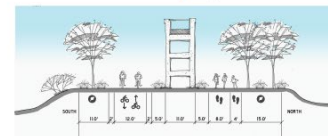
- Sidewalks
- Bicycle Facilities
- Tree Canopy
- Green Infrastructure
- Traffic Calming
- Improved Crossings
- Placemaking



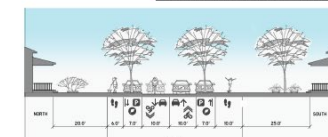
North Street: Commercial Connector



Ferry Street: Active Parkway



Volante Park Aqueduct Greenway



Pinion Avenue: Bicycle Boulevard



Poster for project ideas for the City of Anderson

PROJECT IDEAS - THE COTTONWOOD LASSO LOOP

The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.

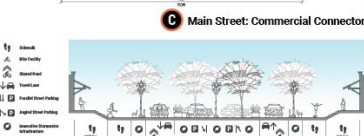


Which People-Centered Elements are most important to YOU?

- Sidewalks
- Bicycle Paths
- Shade Canopy
- Innovative Stormwater Infrastructure
- Traffic Calming
- Safe Crossings
- Walkable Development
- Lighting



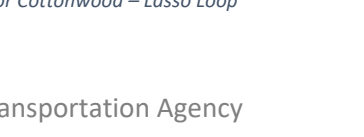
4th Street: Rural Connector



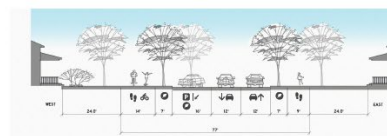
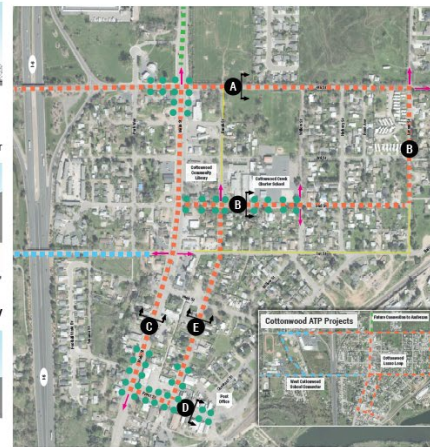
Locust Street & 2nd Street: Residential Greenway



Main Street: Commercial Connector



Front Street: Shared Street



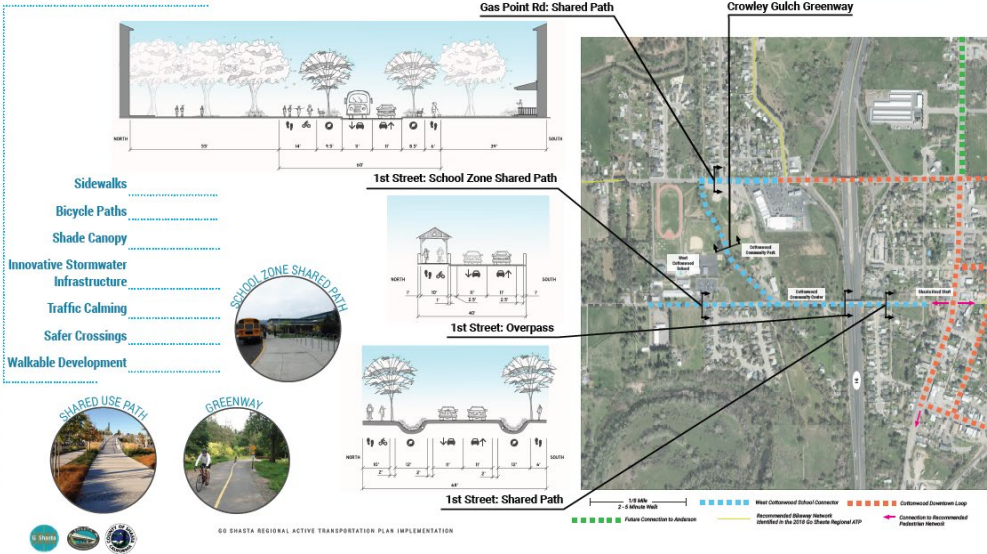
Brush Street: Residential Greenway

Poster for project ideas for Cottonwood – Lasso Loop

PROJECT IDEAS - WEST COTTONWOOD SCHOOL CONNECTOR

The Go Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low-cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.

Which People Centered Elements are most important to YOU?



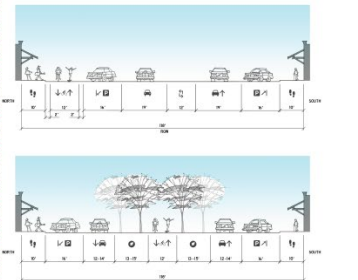
Poster for project ideas for Cottonwood – West Cottonwood School Connector

A SHARED SPACE ON FRONT STREET

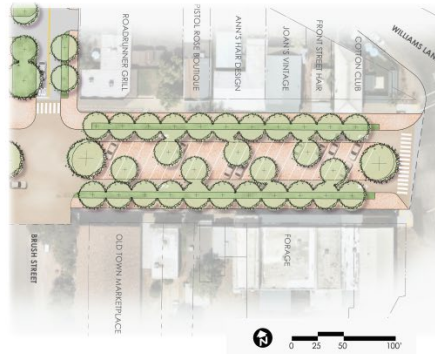
SHARED SPACE CONCEPT FOR EASTERN BLOCK OF FRONT STREET



ALTERNATIVES FOR WESTERN BLOCK OF FRONT STREET



EXAMPLES OF SHARED SPACES



SHARED SPACE ON A TYPICAL DAY



SHARED SPACE DURING A COMMUNITY EVENT

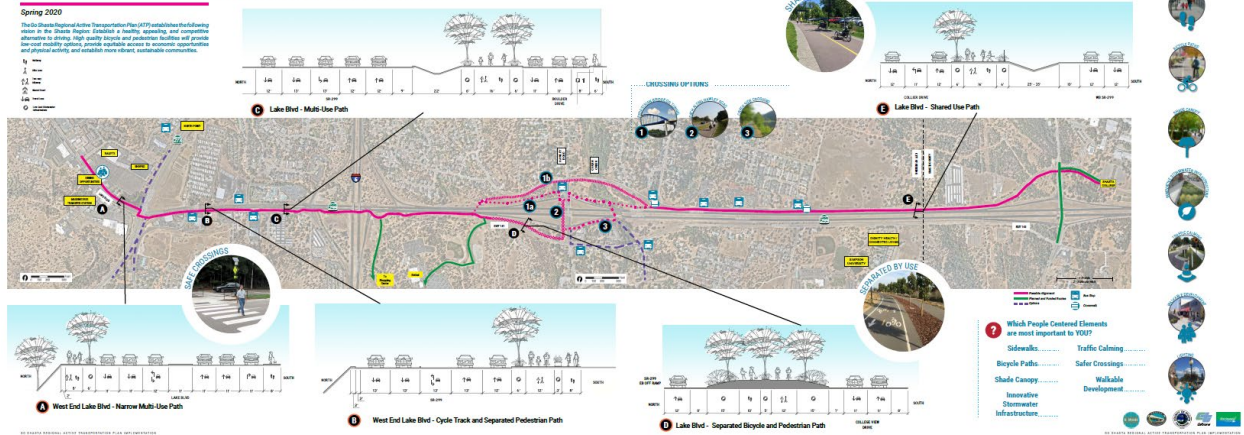


Poster for project ideas for Cottonwood – Front Street Shared Space

NORTH REDDING ACTIVE TRANSPORTATION TRUNK LINE

Spring 2020

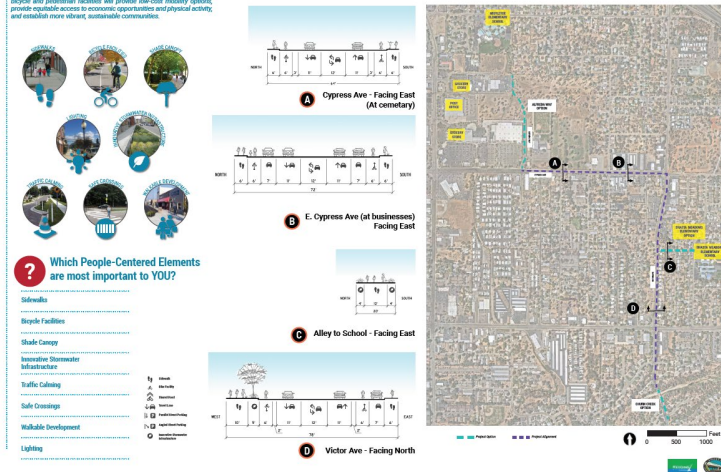
The Shasta Regional Active Transportation Plan (ATP) establishes the following vision in the Shasta Region: Create a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Poster for North Redding Active Transportation Trunk Line

VICTOR AVENUE

In the Shasta Region, our active transportation vision is to establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Left: Poster for Improvements to Victor Avenue (City of Redding)

TURTLE BAY TO DOWNTOWN REDDING

In the Shasta Region, our active transportation vision is to establish a healthy, appealing, and competitive alternative to driving. High quality bicycle and pedestrian facilities will provide low cost mobility options, provide equitable access to economic opportunities and physical activity, and establish more vibrant, sustainable communities.



Left: Poster for Turtle Bay to Downtown Improvements (City of Redding)

OUTREACH PHOTOS



Presentation of outreach materials at a public meeting in Cottonwood on Oct. 3, 2019.



Discussion among community members about proposed projects during meeting in Cottonwood on Oct. 3, 2019.



Discussion during Task Force meeting in Anderson on Jan. 8, 2020.



City of Anderson Task Force Meeting in Anderson on Jan. 8, 2020.

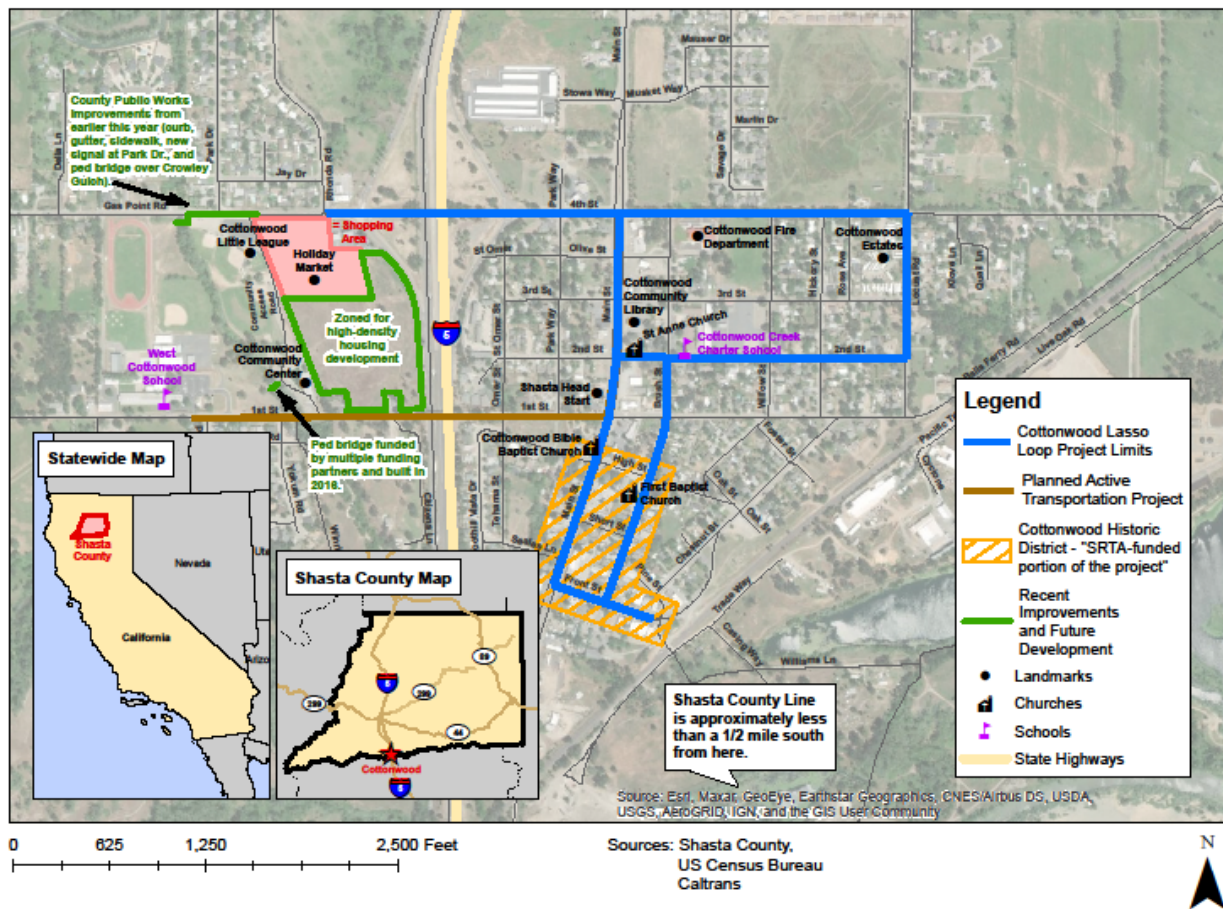
Section 3: Projects

Cottonwood Lasso Loop

PROJECT LOCATION

This project is located in the unincorporated town of Cottonwood on Main Street, Front Street, 2nd Street, Locust Street, Brush Street, Gas Point Road.

**Cottonwood Lasso Loop
Project Location Map**



EXISTING CONDITIONS PHOTOS



Person on a bicycle on Main Street



Intersection of First Street and Main Street



Parking on Front Street

SUMMARY OF PROJECT SCOPE

The Cottonwood Downtown Lasso Loop will implement a priority portion of the “trunk line network”—a network of high-quality active transportation facilities that connect key destinations through Shasta County—identified in the GoShasta Regional Active Transportation plan. It includes 2.2 miles of transformative improvements to the existing right of way that will provide high-quality, low-stress infrastructure for walking and cycling. The project includes improvements to 21 intersections, notably providing a safe and comfortable crossing of the I-5 interchange, which currently acts as a major barrier for those walking and biking.

This project will provide significant benefits for people using active modes in Cottonwood. Cottonwood currently has a limited bicycle and pedestrian network, although a substantial portion of the population rely on biking and walking for everyday trips. The project makes critical connections the between residential areas and Cottonwood Creek Charter School, as well as connections to commercial areas and employment centers

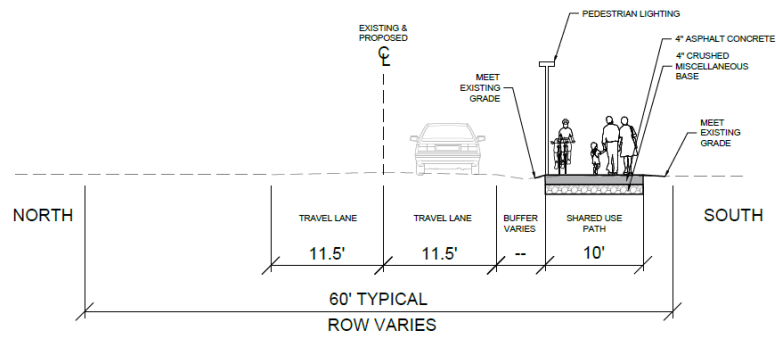
PROJECT DESCRIPTION

The Cottonwood Lasso Loop (Lasso Loop) is a continuous active transportation network connecting Cottonwood’s disadvantaged community (DAC) to vital local resources and links a community divided by Interstate 5. Lasso Loop creates mobility options by connecting neighborhoods to Cottonwood Community Center, Little League Fields, Holiday Market, Cottonwood Creek Charter School, Cottonwood Library, Shasta Head Start (daycare services), and Cottonwood's historic downtown, all with low-stress facilities. Parts of Main, Brush, and Front Streets will be funded by the Shasta Regional Transportation Agency as a stand-alone project within the Lasso Loop.

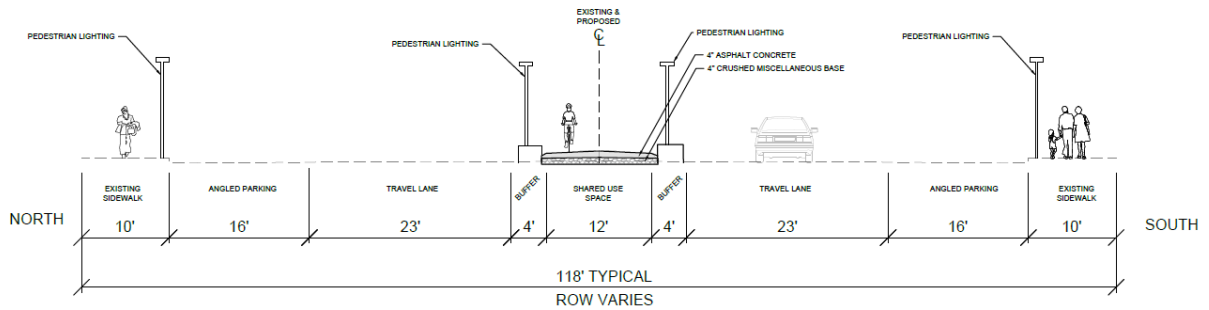
SUMMARY OF IMPROVEMENTS

Lasso Loop includes a shared-use path up to 12' with buffer (up to 8'), 6'-10' sidewalks, 6' pedestrian paths, curbed bulbouts, bicycle boulevards, ADA ramps, high-visibility crosswalks, bicycle crossings, Rectangular Rapid Flashing Beacons, and pedestrian lighting. The improvements remove right-turn, slip lane, freeway ramps, reduce crossing distances, provide separation from vehicles, and illuminate active transportation routes and conflict zones. All together, these improvements create an interconnected, safe, comfortable, and intuitive walking and bicycling network for Cottonwood. A long and thorough public engagement process generated community-preferred designs. This community buy-in is critical to the increased use of active transportation the Lasso Loop will generate. In order to maximize use of the new facilities, the project also proposes education and encouragement programs. The low-stress network, and the increased active transportation it generates, should ameliorate residents’ health conditions through every-day commutes.

PROPOSED CROSS SECTIONS

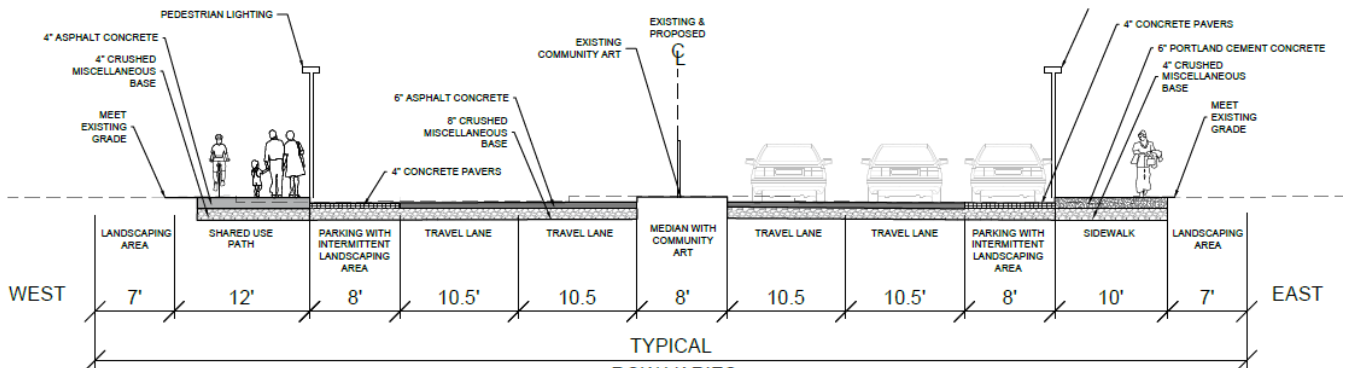


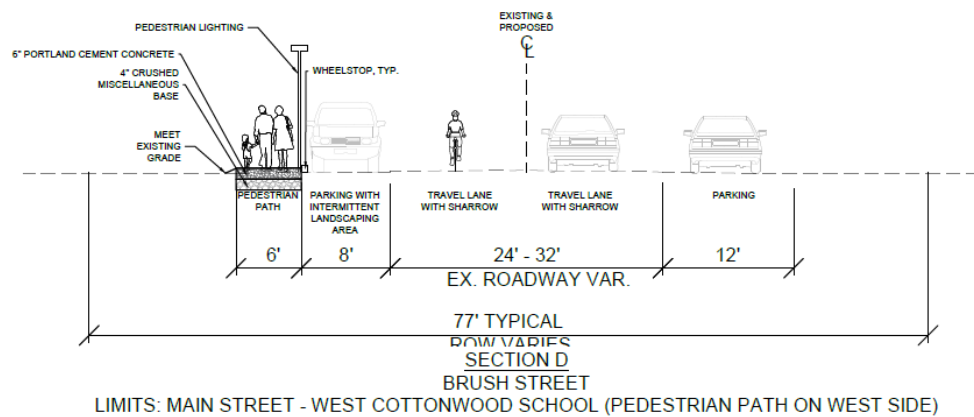
SECTION A
4TH STREET / GAS POINT ROAD
LIMITS RHONDA ROAD - LOCUST STREET



SECTION B
FRONT STREET
LIMITS: MAIN STREET - WILLIAMS LANE

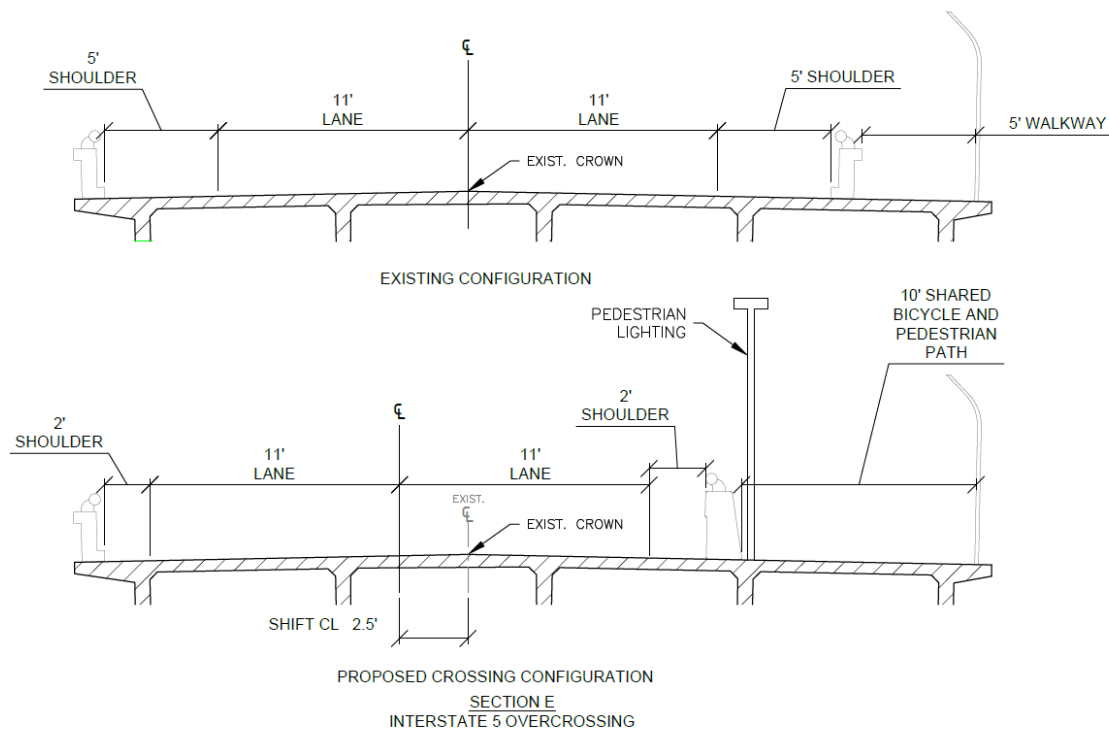
NOTE: FRONT STREET IS A STAND ALONE PROJECT TO BE FUNDED BY SRTA PENDING AWARD OF AN ATP GRANT. THE SECTION SHOWN REFLECTS LATEST DESIGN ITERATION. EXACT LOCATION AND TYPE OF BICYCLE AND WALKING IMPROVEMENTS TO BE DETERMINED UPON FUTURE CONSULTATION BETWEEN SHASTA COUNTY, SRTA AND RESIDENTS SERVING ON THE COTTONWOOD DESIGN REVIEW COMMITTEE.





2ND STREET
LIMITS: MAIN STREET - LOCUST STREET (PEDESTRIAN PATH ON NORTH SIDE)

LOCUST STREET
LIMITS: 2ND STREET - 4TH STREET (PEDESTRIAN PATH ON EAST SIDE)



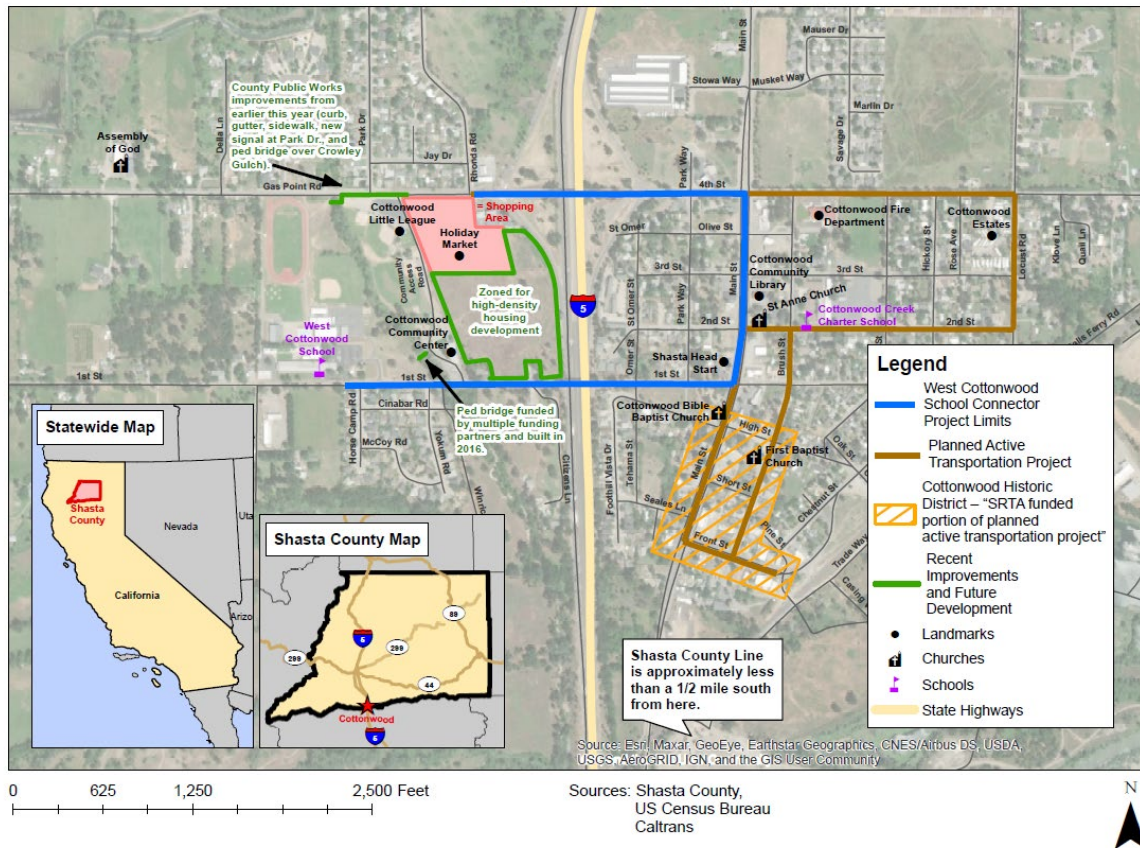
For full concept design plans and cost estimate see Appendix A.

West Cottonwood School Connector

PROJECT LOCATION

This project is located in the unincorporated town of Cottonwood on 1st St, Main Street, Gas Point Road, and 4th Street

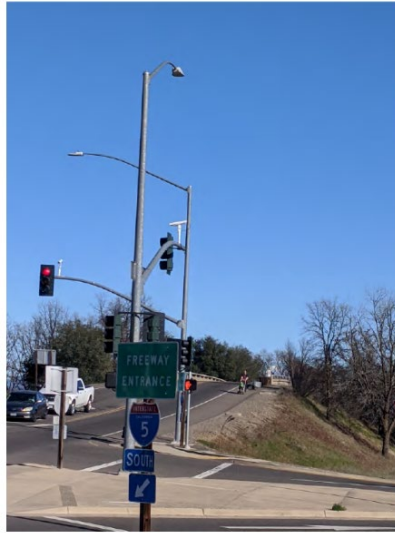
West Cottonwood School Connector Project Location Map



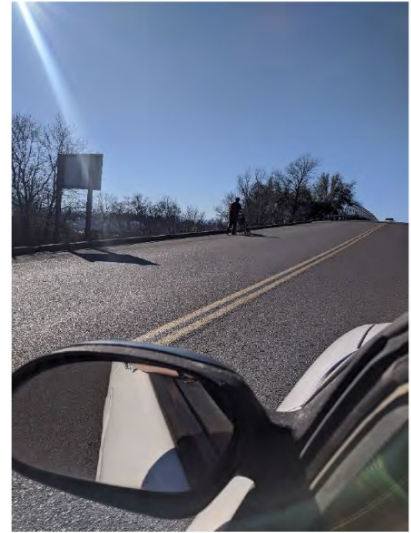
EXISTING CONDITIONS PHOTOS



1st Street heading west toward the I-5 bridge with speed limit sign



Offramp over I-5 bridge on Gas Point Road



Bridge over I-5 on Gas Point Road



Pedestrian crossing Gas Point Road on recently constructed infrastructure on Gas Point Road

SUMMARY OF PROJECT SCOPE

The West Cottonwood School Connector will implement a priority portion of the “trunk line network”—a network of high-quality active transportation facilities that connect key destinations through Shasta County—identified in the GoShasta Regional Active Transportation plan. It includes 1.1 miles of transformative improvements to the existing right of way and publicly-owned parcels that will provide high-quality, low-stress infrastructure for walking and cycling. The project includes improvements to two roadways with meager existing pedestrian infrastructure, as well as an improved connection across Interstate 5, which currently acts as a barrier to mobility in the community.

This project will provide significant benefits for people using active modes in Cottonwood. Cottonwood currently has a limited bicycle and pedestrian network, although a substantial portion of the population rely on biking and walking for everyday trips. The project makes critical connections the between residential areas and West Cottonwood School, Cottonwood Community Center & Park, as well as connections to commercial areas and employment centers.

PROJECT DESCRIPTION

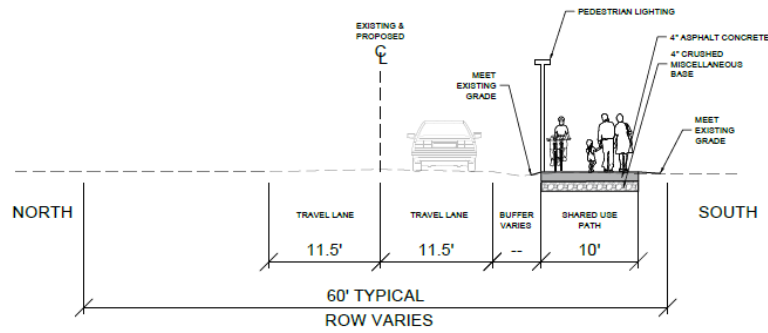
The West Cottonwood School Connector is a continuous active transportation network connecting Cottonwood’s disadvantaged community (DAC) to vital local resources and links a community divided by Interstate 5. The School Connector creates mobility options by connecting neighborhoods to West Cottonwood School, Cottonwood Community Center, Little League Fields, Holiday Market, Shasta Head Start (daycare services), and Cottonwood’s downtown, all with low-stress facilities. The network will follow 1st, Main, and 4th Streets, and Gas Point Rd, connecting to an existing, low-stress access road to the Cottonwood Community Center.

SUMMARY OF IMPROVEMENTS

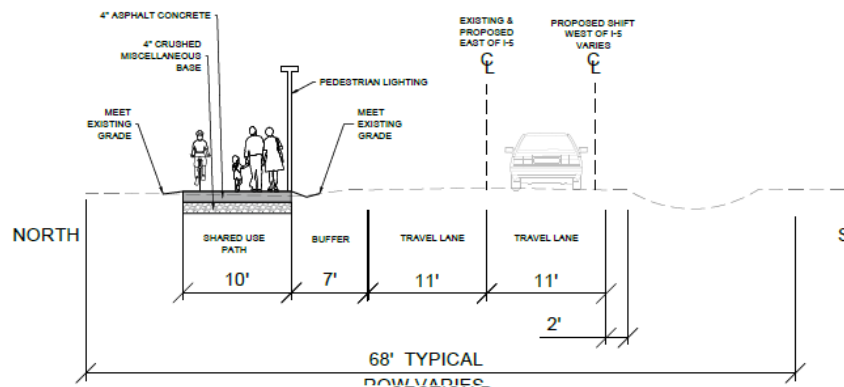
The School Connector includes a shared-use path up to 12' with buffer (up to 8'), 6'-10' sidewalks, 6' pedestrian paths, curbed bulb outs, bicycle boulevards, ADA ramps, high-visibility crosswalks, bicycle crossings, Rectangular Rapid Flashing Beacons, and pedestrian lighting. The improvements remove right-turn, slip lane, freeway ramps, reduce crossing distances, provide separation from vehicles, and illuminate active transportation routes and conflict zones.

All together, these improvements create an interconnected, safe, comfortable, and intuitive walking and bicycling network for Cottonwood. A long and thorough public engagement process generated community-preferred designs. This community buy-in is critical to the increased use of active transportation the West Cottonwood School Connector will generate. In order to maximize use of the new facilities, the project also proposes education and encouragement programs. The low-stress network, and the increased active transportation it generates, should ameliorate residents’ health conditions through every-day commutes.

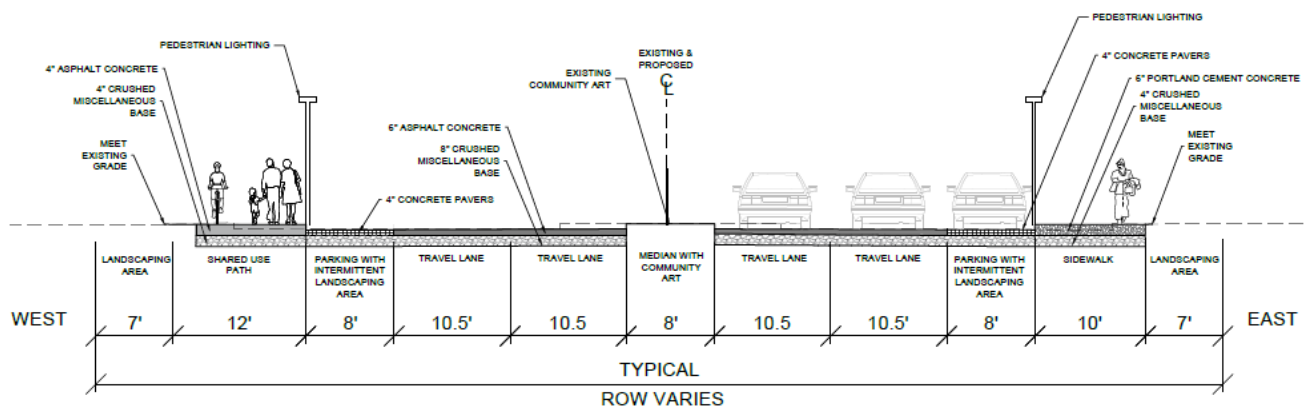
PROPOSED CROSS SECTIONS



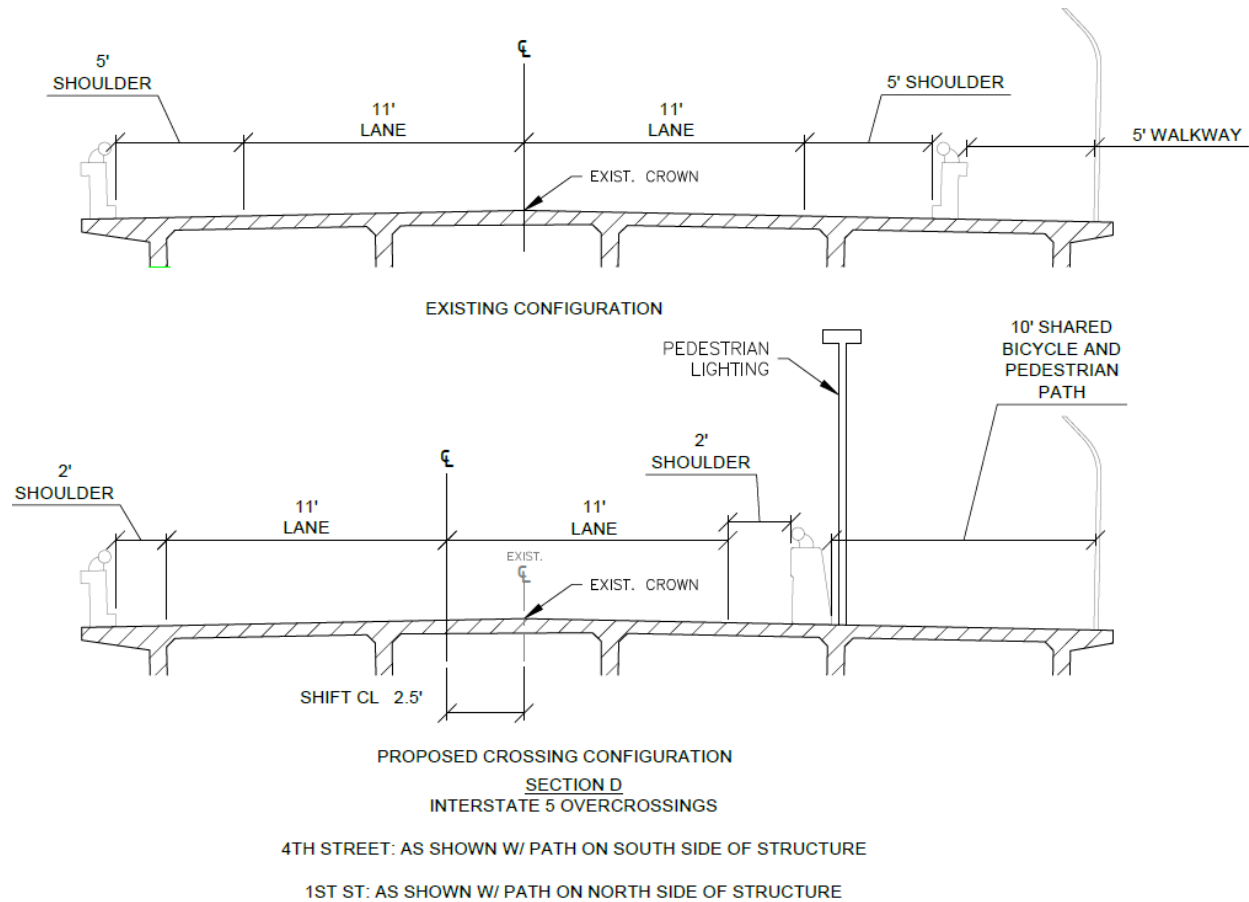
SECTION A
4TH STREET / GAS POINT ROAD
LIMITS RHONDA ROAD - LOCUST STREET



SECTION B
1ST STREET
LIMITS: MAIN STREET - WEST COTTONWOOD SCHOOL



SECTION C
MAIN STREET
LIMITS: FOURTH STREET - FIRST STREET



For full concept design plans and cost estimate see Appendix B

Cottonwood Active Transportation Trunkline Express (CATTLE) Network

PROJECT DESCRIPTION

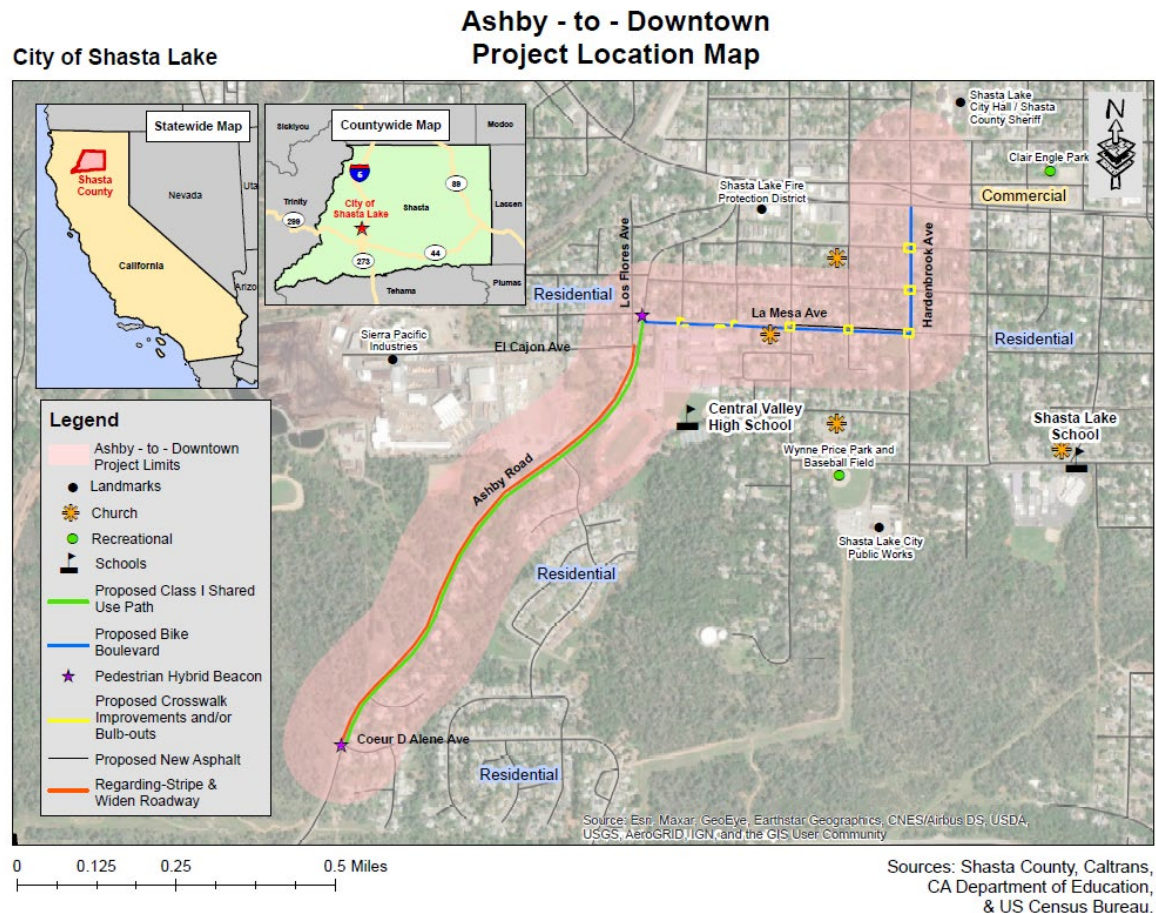
The CATTLE network is a combination of the West Cottonwood School Connector and the Cottonwood Lasso Loop.

For full concept design plans and cost estimate see Appendix C

Shasta Lake Ashby-to-Downtown

PROJECT LOCATION

This project includes improvements to Ashby Road, from Coeur D'Alene Avenue to La Mesa Avenue, La Mesa Avenue from Ashby Road to Hardenbrook Avenue, and Hardenbrook Avenue from La Mesa Avenue to SR-151.



EXISTING CONDITIONS PHOTOS



Ashby Rd., South of La Mesa Ave., looking North



Ashby Rd., on intersection of Ashby Ct., looking South



La Mesa Ave. looking East

SUMMARY OF PROJECT SCOPE

The City, SRTA, Alta and partners discussed the potential location for a safe routes to school infrastructure improvement project. Ashby Road emerged as a critical connection for students. The connection to Central Valley High on La Mesa Avenue was identified as critical and the connection to existing biking and walking facilities to access Shasta Lake School on Vallecito.

It includes 1.4 miles of transformative improvements to the existing right of way that will provide high-quality, low-stress infrastructure for walking and cycling. The project includes improvements to 10 intersections, notably providing a safe and comfortable crossing of the corridor, which currently acts as a major barrier for those walking and biking.

PROJECT DESCRIPTION

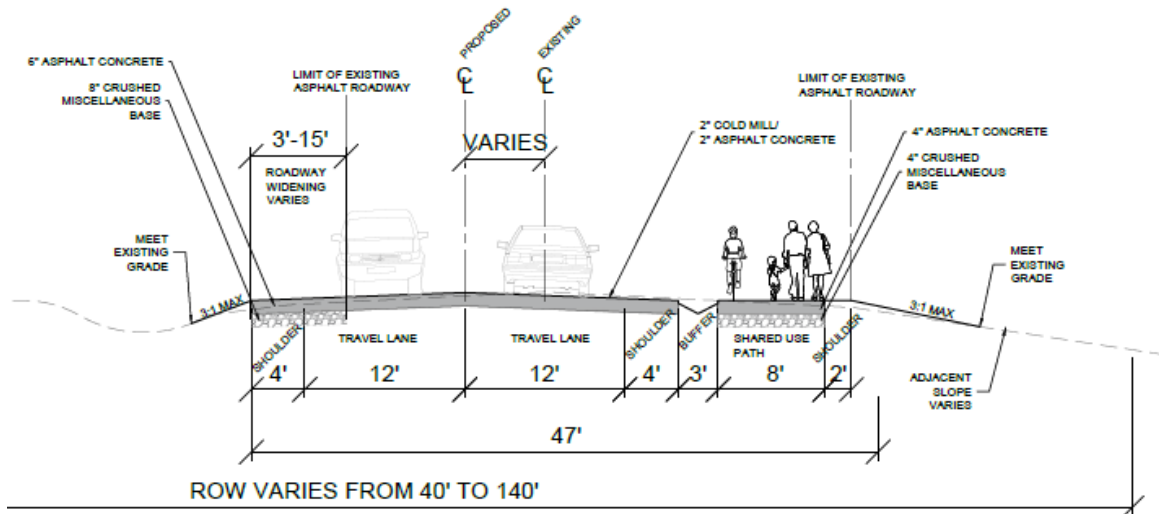
This project will close an active transportation gap and connect three communities with the area's largest high school and middle school, building 1.525 miles of shared use Class I bicycle boulevards and pedestrian improvements, such as two hybrid beacon crossings and bikeway buffers. The 0.9-mile Ashby Road segment will serve as the spine for the City's active transportation corridor and include the development of a shared use path from Coeur D'Alene Avenue to La Mesa Avenue. The 0.225-mile La Mesa Avenue Class III improvements and new asphalt will connect the Ashby corridor to Central Valley High School and connect to the Safe Routes to School sidewalks on Montana Avenue that will enable more children to safely walk and bicycle to Shasta Lake Middle School. A final 0.4-mile Class III segment extending the La Mesa Avenue improvements to Hardenbrook Avenue would connect to the Class II bicycle lanes on State Route 151.

These improvements will leverage current active transportation investments like three previously funded Safe Routes to School Projects along Montana Avenue, Vallecito Street, and Cabello Street that create a continuous active transportation network from both major area schools. The Connector will provide separated bicycling and walking improvements for 1,244 students at the two major public schools in the area and improve pedestrian safety in one of California's least safe walking environments. A bike and pedestrian safety program would be paired with this infrastructure program.

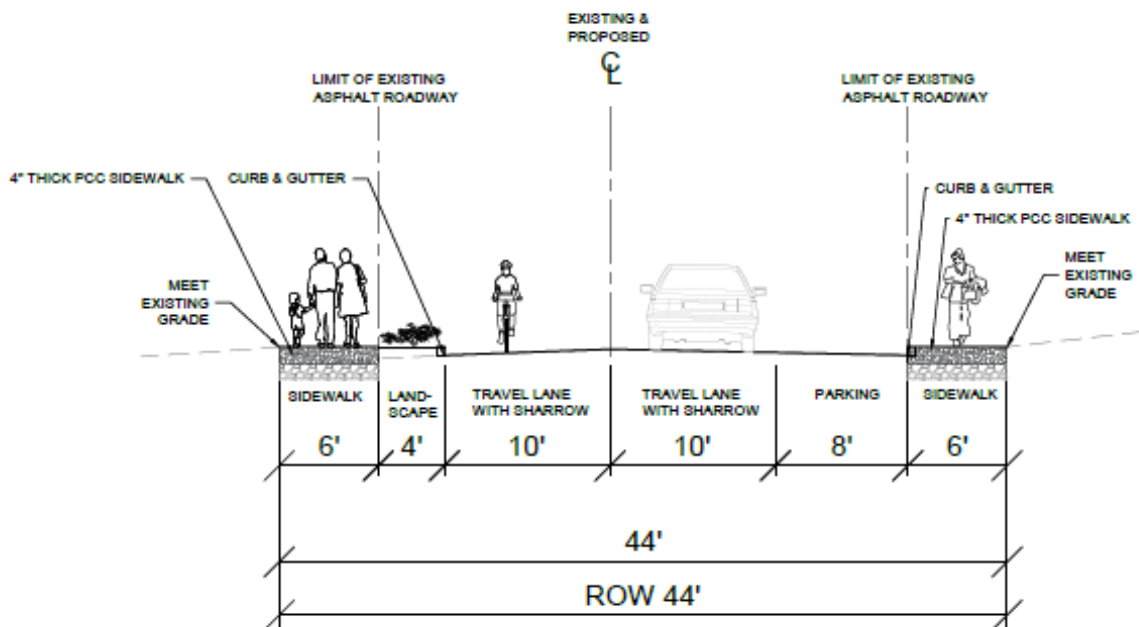
SUMMARY OF IMPROVEMENTS

This project proposes the construction of 4,225 linear feet of shared use Class I shared use path, 3,170 linear feet of Class III Bicycle Boulevard, new ADA ramps, and two new crosswalks with high-visibility beacons. PS&E and Construction funding is sought for the construction of curb, gutter, sidewalk, curb ramps, roadway separation, shared use path, and striping.

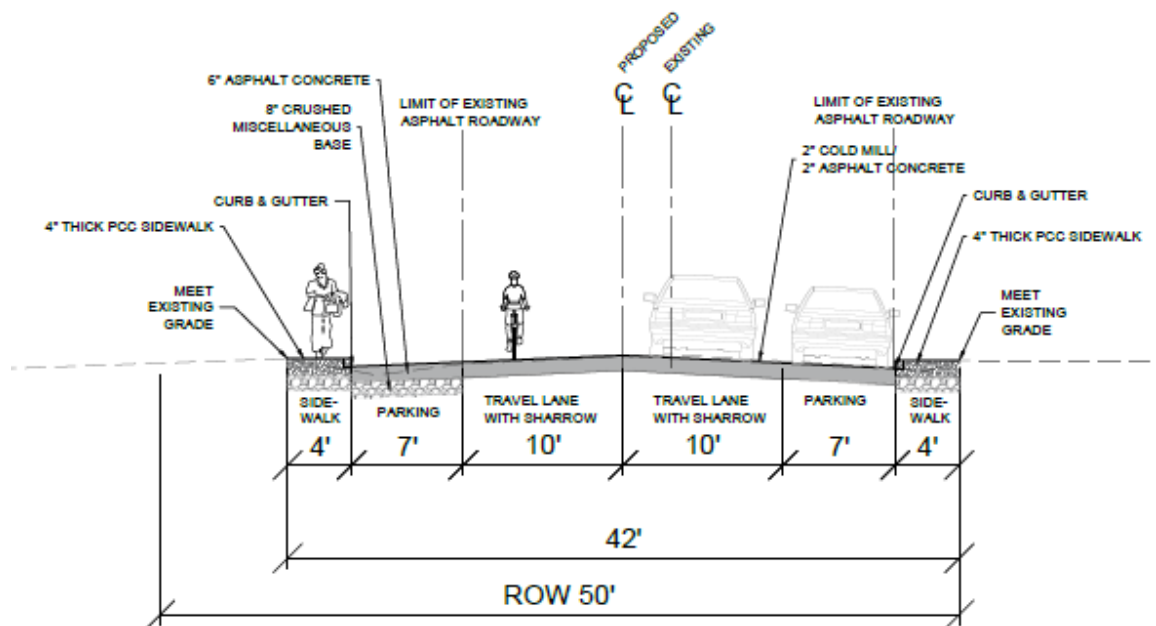
PROPOSED CROSS SECTIONS



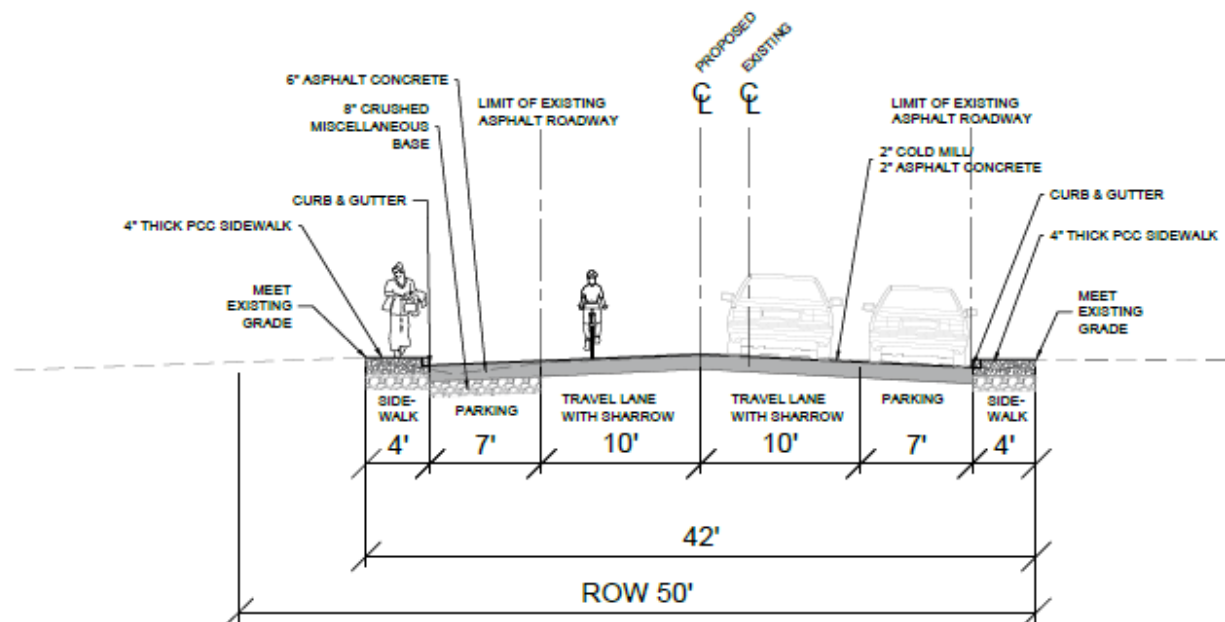
SECTION A:
ASHBY ROAD, TYP. ARLENE CT
TO EL CAJON AVE



SECTION B:
LA MESA AVE, TYP. FROM ASHBY RD TO
MONTANA AVE



SECTION C:
LA MESA AVE, TYP. FROM MONTANA AVE
TO HARDENBROOK AVE



**SECTION D:
HARDENBROOK AVE, TYP. FROM LA MESA AVE
TO SHASTA DAM BLVD**

For full concept design plans and cost estimate see Appendix D

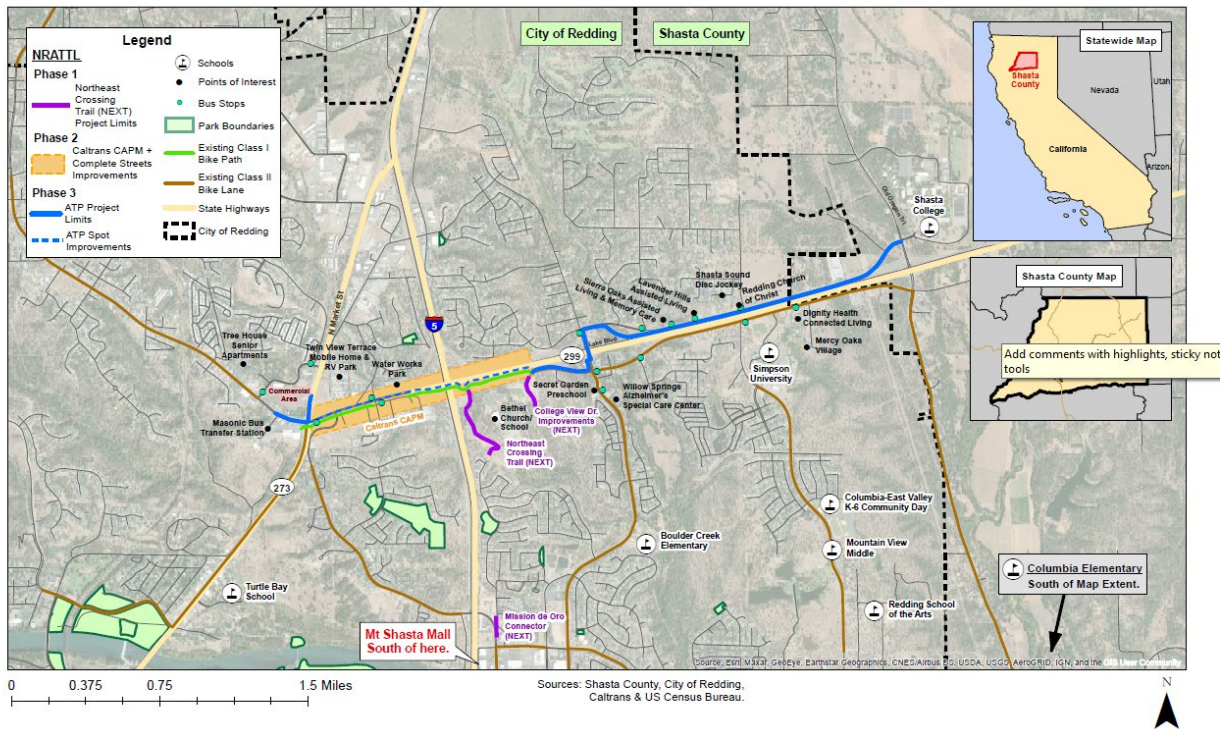
North Redding Active Transportation Trunk Line (NRATTTL)

PROJECT LOCATION

This project is located along Lake Blvd./SR-299, Market St./SR-273, Hawley Rd./Churn Creek Rd., College View Dr. and Collyer Dr. in City of Redding and portions of Shasta County, CA.

Project Map

North Redding Active Transportation Trunk Line (NRATTTL)



EXISTING CONDITIONS PHOTOS



NRATTL Phase 2-Caltrans CAPM+ Complete Street Improvements: Erickson Way to Boulder Drive



NRATTL Phase 3

SUMMARY OF PROJECT SCOPE

The Shasta Regional Transportation Agency (SRTA), in partnership with Caltrans District 2 (D2), have requested Cycle 5 ATP funds to complete the final phase (3) of the North Redding Active Transportation Trunk Line (NRATTTL) project. This ATP phase would build off city of Redding's Northeast Crossing Trail (Phase 1) and Caltrans Lake Capital Preventive Maintenance (CAPM) Complete Streets improvements (Phase 2) to create the first, major, low-stress, east-west active transportation corridor (or "Trunk Line") across North Redding (Phases 2 & 3), funneling people walking and biking south into the existing and evolving regional trunk line network (Phase 1). Trunk Lines will provide a high-comfort experience for walking and bicycling between communities and activity centers throughout Shasta County. Phase 3 of NRATTTL generally follows the Lake Blvd./SR-299 corridor, a major east-west highway from Masonic Avenue, in the west, to Shasta College, in the east.

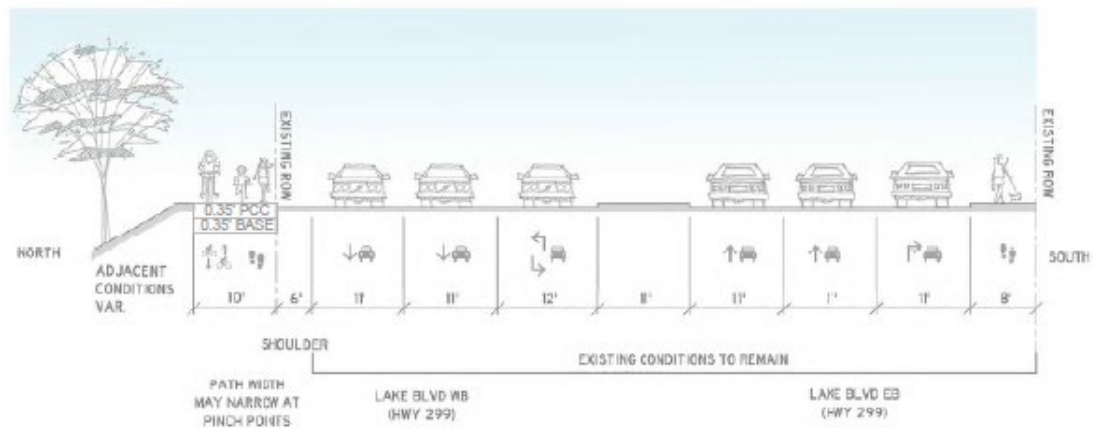
PROJECT DESCRIPTION

The purpose of the NRATTTL is to improve the safety, comfort and health of pedestrians and bicyclists traveling along Lake Blvd./SR-299 corridor. SRTA, in partnership with D2, seeks to build a continuous, separated, shared-use side path for bicyclists and pedestrians along this heavily traveled corridor, and implement related sidewalk/crosswalk, traffic safety, lighting, landscaping improvements, traffic calming, and other features to maximize safety and comfort. This trunk line will serve as a regional backbone facility that connects to feeder routes (existing and planned local walking and biking facilities) or other trunk lines, and close a high-demand gap by improving connectivity to major employment centers, schools/colleges, neighborhoods, fresh groceries, and places of worship. In addition, the project's non-infrastructure component seeks to maximize the number of residents, visitors, and students walking and biking in the area by implementing a bike and pedestrian safety campaign, promoting the annual Shasta Bike Month and Challenge, and providing bike safety classes, helmets and activities.

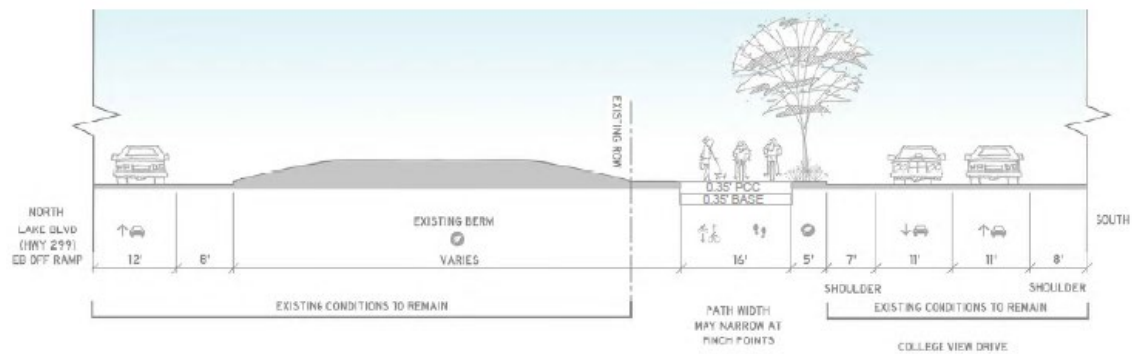
SUMMARY OF IMPROVEMENTS

Construction of the project will transform the Lake Blvd./SR-299 corridor by completing a major east-west, shared-use side path for pedestrian/bicyclists to connect with major activity centers, schools and adjoining bike/ped paths in the corridor.

PROPOSED CROSS SECTIONS

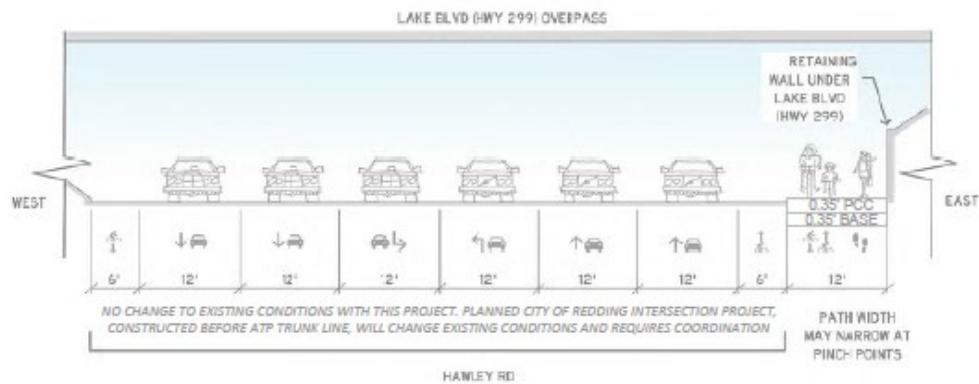


SECTION A:
LAKE BLVD (HWY 299),
TYP. MASONIC AVE - MARKET STREET



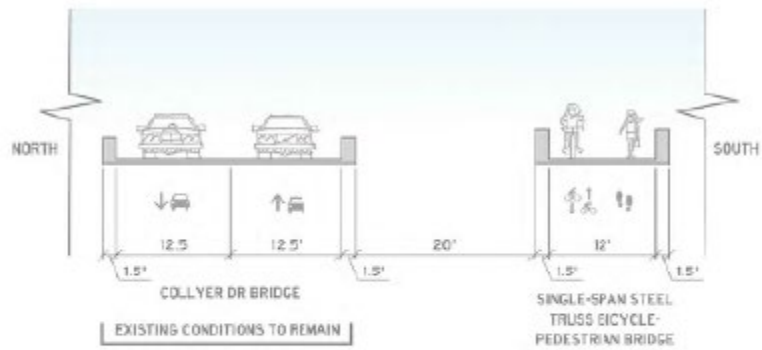
NOTE: ENTIRETY OF DESIGN IS WITHIN ROW

SECTION C:
COLLEGE VIEW DR

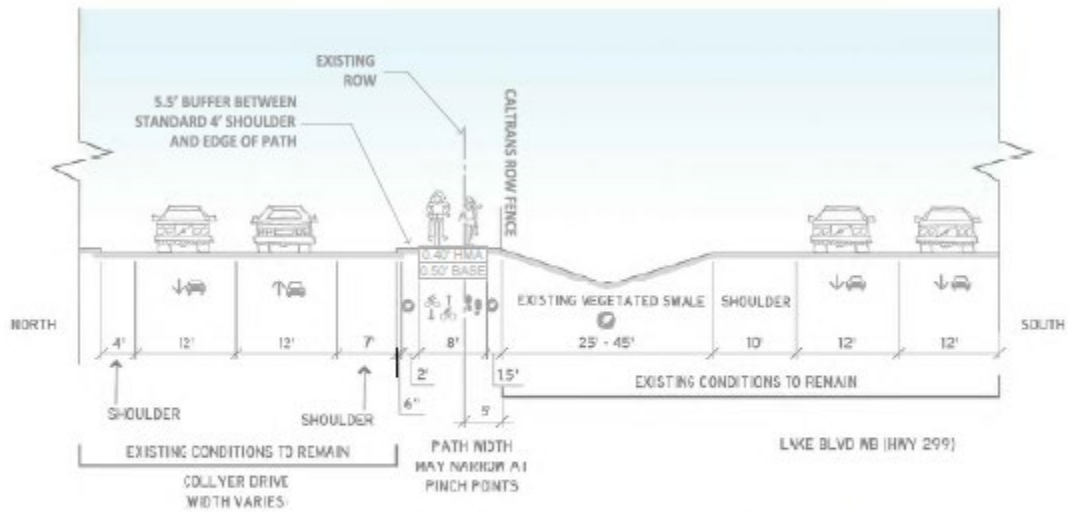


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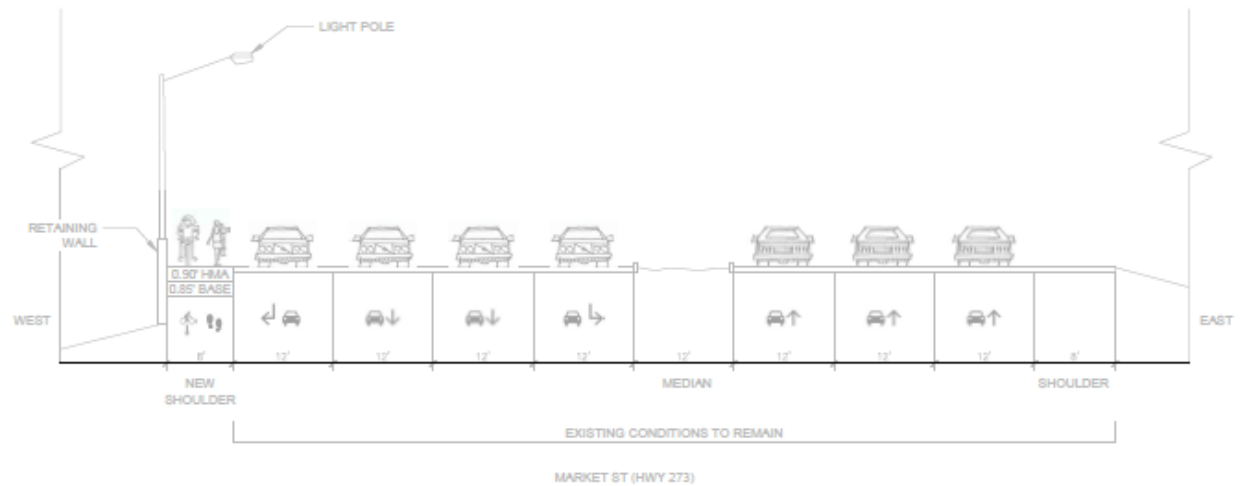
SECTION D:
HAWLEY RD
UNDER HWY 299 OVERPASS



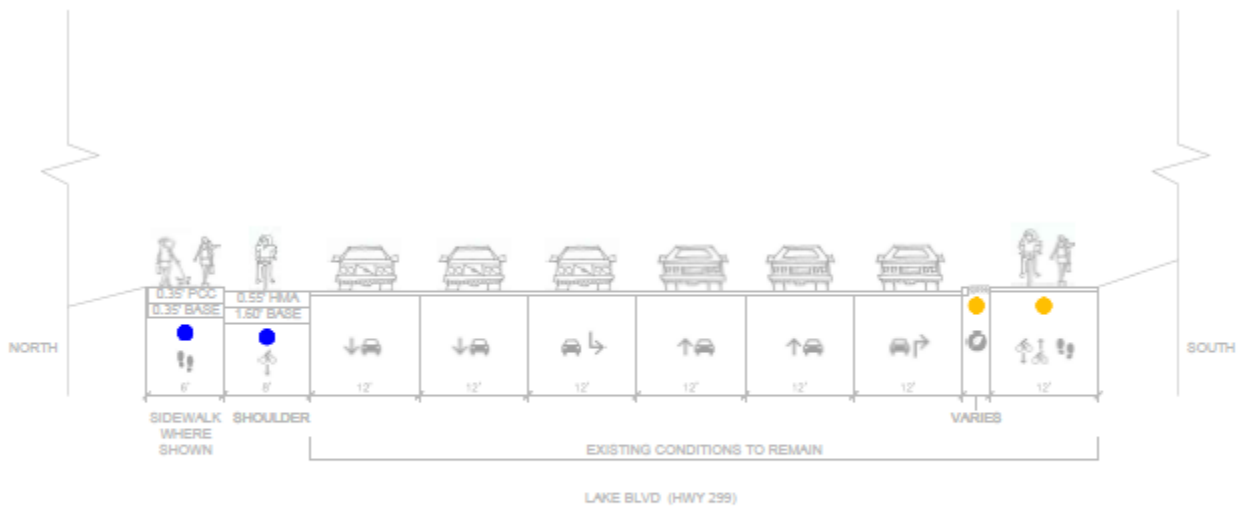
SECTION E:
TYP. COLLYER DR - BRIDGE CROSSING



SECTION G:
RIDGEWOOD RD TO OLD OREGON TRAIL



SECTION H:
MARKET ST (HWY 273)
(BETWEEN LAKE BLVD AND NORTHPOINT DR)



SECTION I:
LAKE BLVD (HWY 299)
BETWEEN HILLTOP DR AND THE BUS STOP BETWEEN
ERICKSON WAY AND N BOULDER DRIVE

For full concept design plans and cost estimate see Appendix E