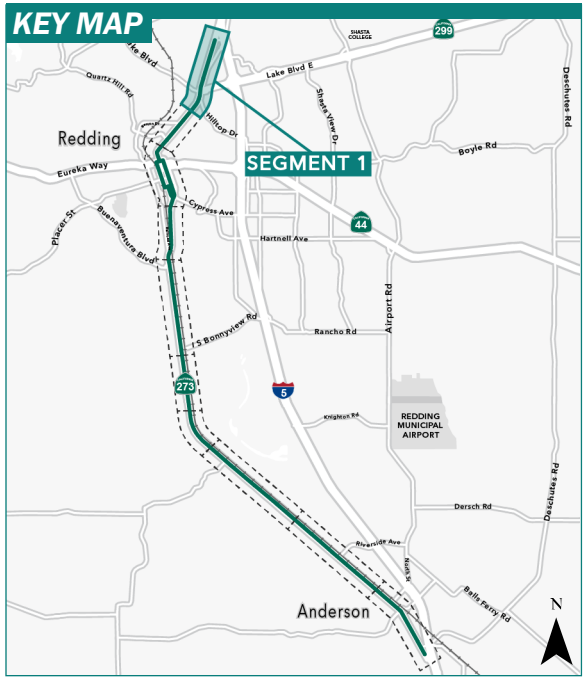
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STATE ROUTE (SR) 273 SEGMENT 1

I-5 Ramps to south of Lake Blvd

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



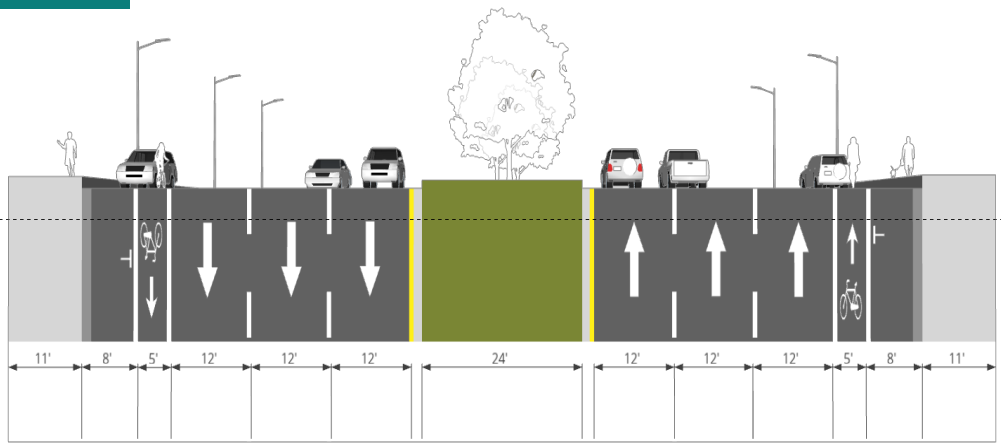
SEGMENT AERIAL



- **Adjacent Land Use:**
  Industrial, residential, commercial
- **Place Type:**
  Transitional Corridor/Suburban Community
- **Key Destinations:**
  North Point and Lake Boulevard Plaza Centers, Masonic Temple, Shasta Opportunity Center, Shasta Head Start, Shasta Early Childhood Services, Shasta Lanes, Water Works Park, Industrial areas off Caterpillar Rd
- **Key Features:**
  Access to I-5 at both north and south segment ends, access to Highway 299 Bikeway Class I Path at Lake Blvd, minimal place-based activities, barriers to pedestrian and bike mobility along corridor

- **Segment Length:**
  1.8 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  50 to 55 mph
- **Cross-Section:**
  4-lane divided with dirt median and left turn pockets at intersections
- **Daily Traffic Volume:**
  ~ 9,900 vehicles per day

TYPICAL SECTION



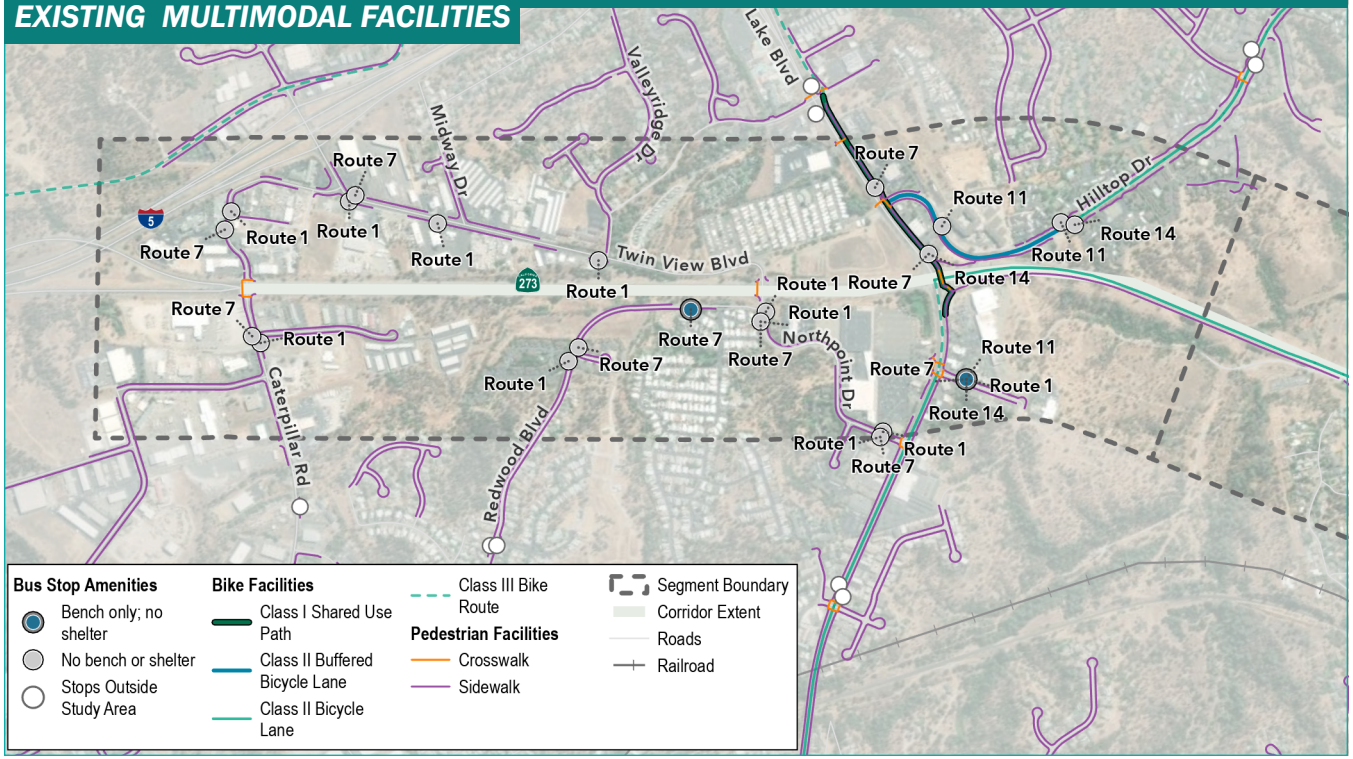
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 1

I-5 Ramps to south of Lake Blvd

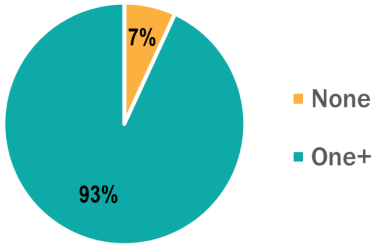
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

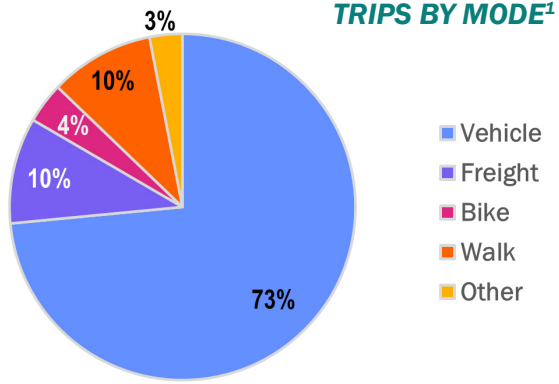


- The most common trip mode is motor vehicles, with 73 percent of all trip types made by a private automobile and 10 percent by a freight vehicle.
- Ten percent of trips within the segment are also made by pedestrians.
- Among all modes, freight vehicles have the highest average trip distance, followed by private vehicles.
- Most people traveling within the segment have access to a car, with 93% of trips made by individuals living in households with access to at least one vehicle.
- Seven percent of trips are made by people without access to a car, and people who do not have access to car are 30 times more likely to bike and 5 times more likely to walk than those who do have access to a car.

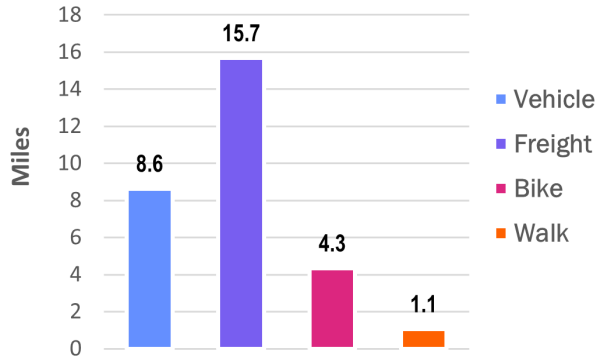
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



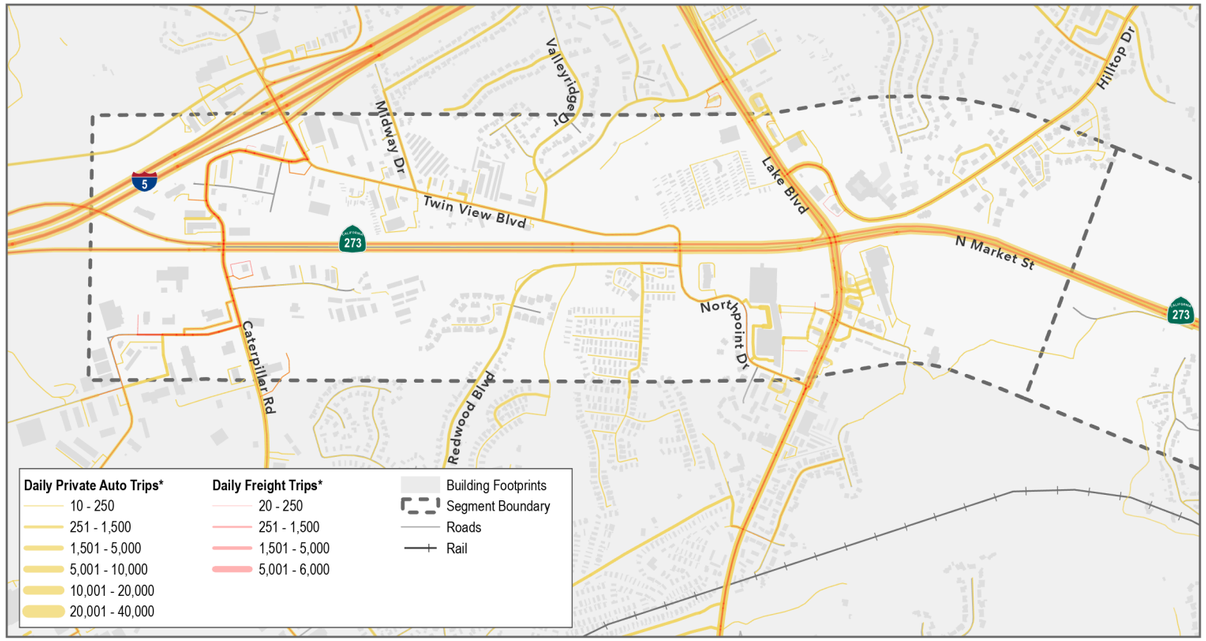
AVERAGE TRIP DISTANCE BY MODE[1]



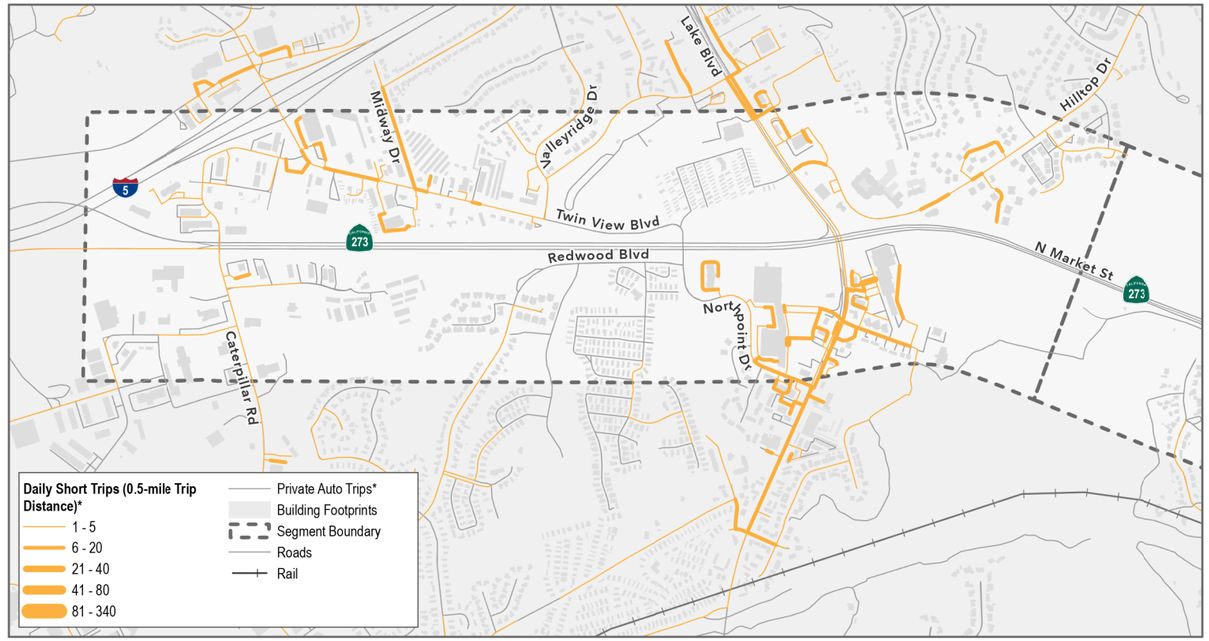
- Bicycle trips traveling along the segment are most concentrated along Lake Blvd and SR 273 east of Lake Blvd.
- Pedestrian trips, and especially walking trips made by those who do not own a car, are also concentrated along Lake Blvd, as well as Twin View Blvd, and Hilltop Dr.
- Transit activity is also highest concentrated near Lake Blvd, with transit boarding and disembarking highest in this location due to the presence of the Masonic Transfer Center.
- Short vehicle trips are concentrated along Lake Blvd near local commercial destinations.
- Freight and private automobile trips are concentrated along I-5 and major roadways intersecting the corridor segment. Of all vehicle trips, 87% are made by private automobiles and 13% by freight vehicles.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

FREIGHT AND AUTO TRIPS



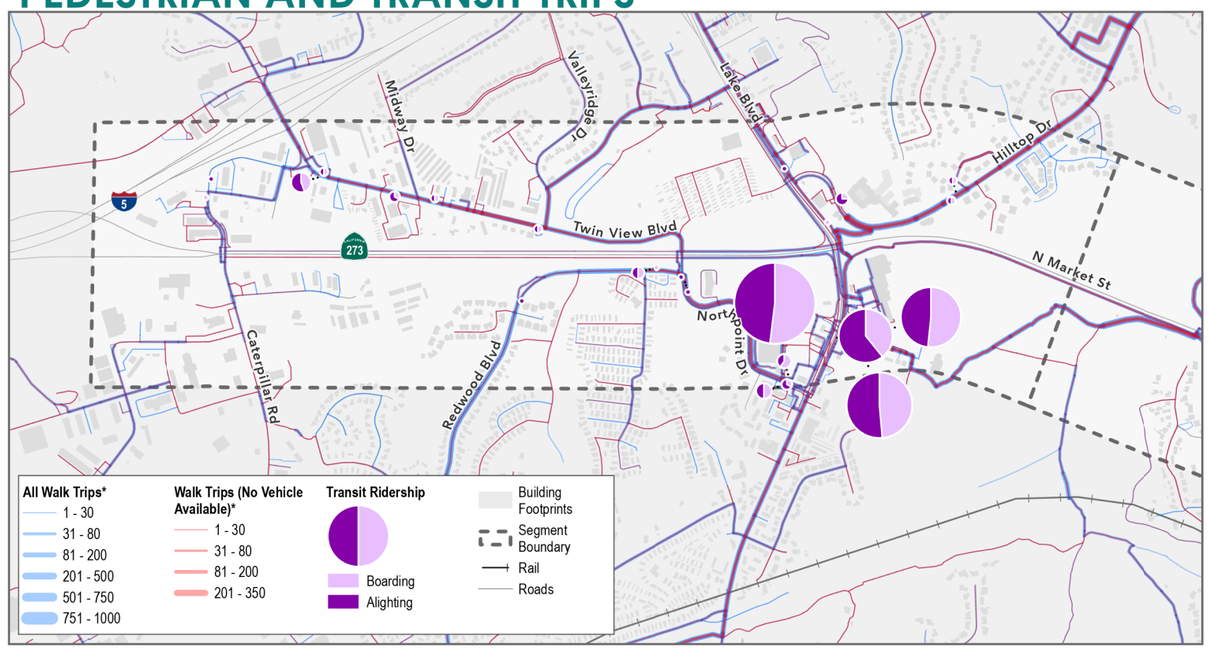
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: Esri Community Maps Contributors, City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA; City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
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Print date: 04 Oct 2023 - 20:32

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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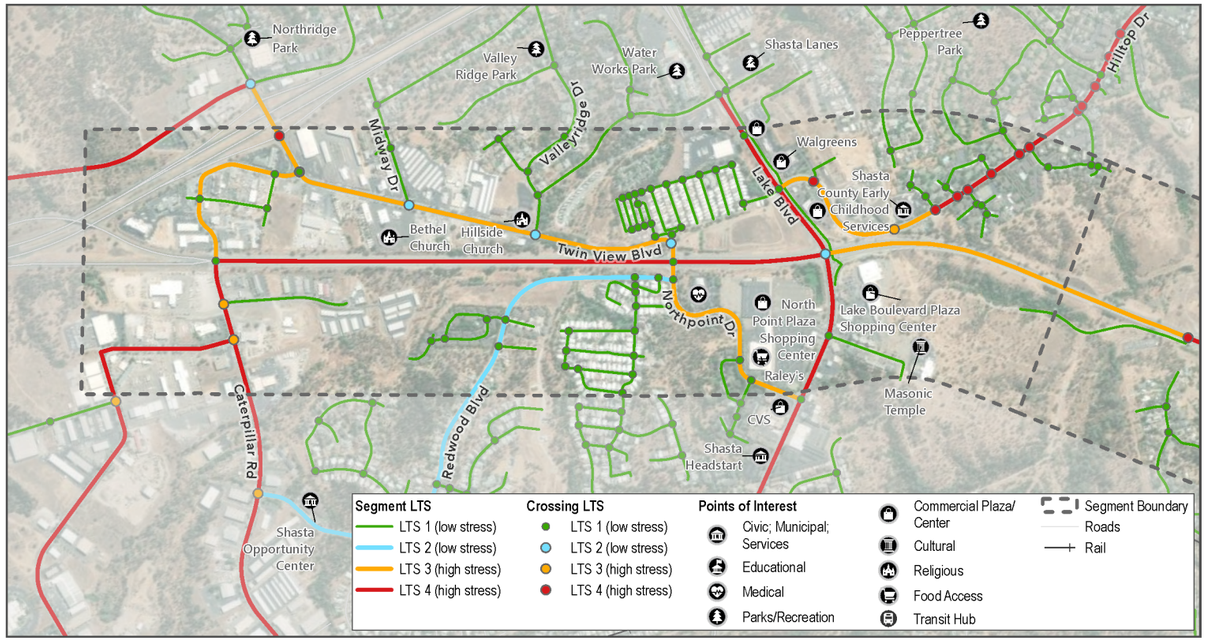
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STATE ROUTE (SR) 273 SEGMENT 1

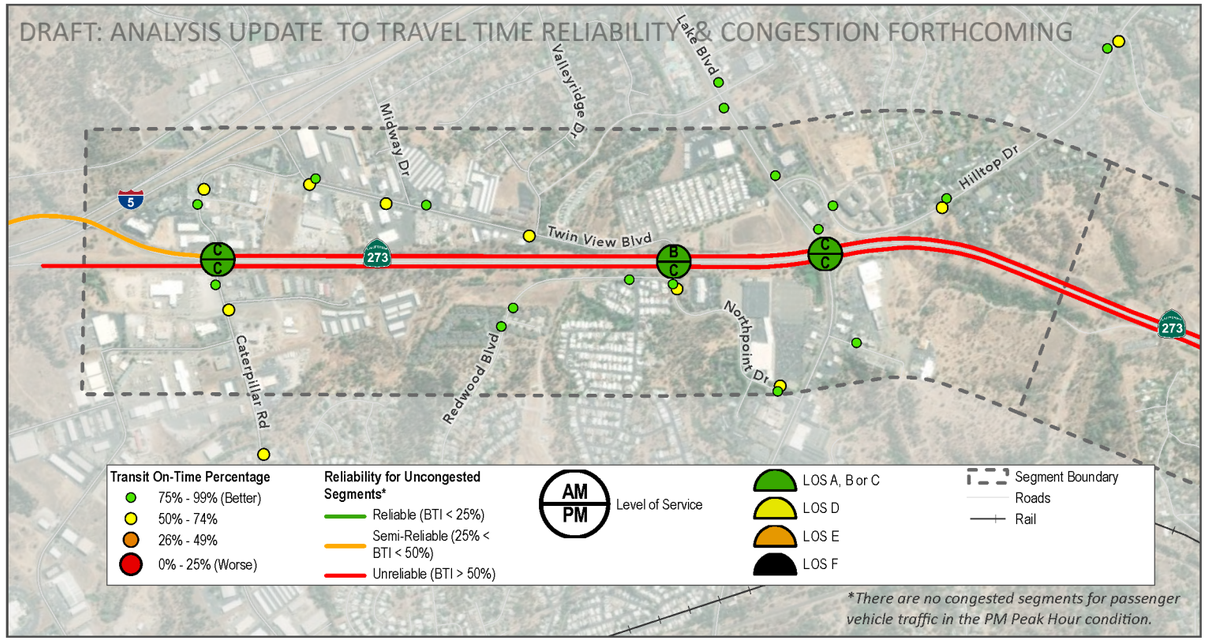
I-5 Ramps to south of Lake Blvd

EXISTING CONDITIONS PERFORMANCE RESULTS

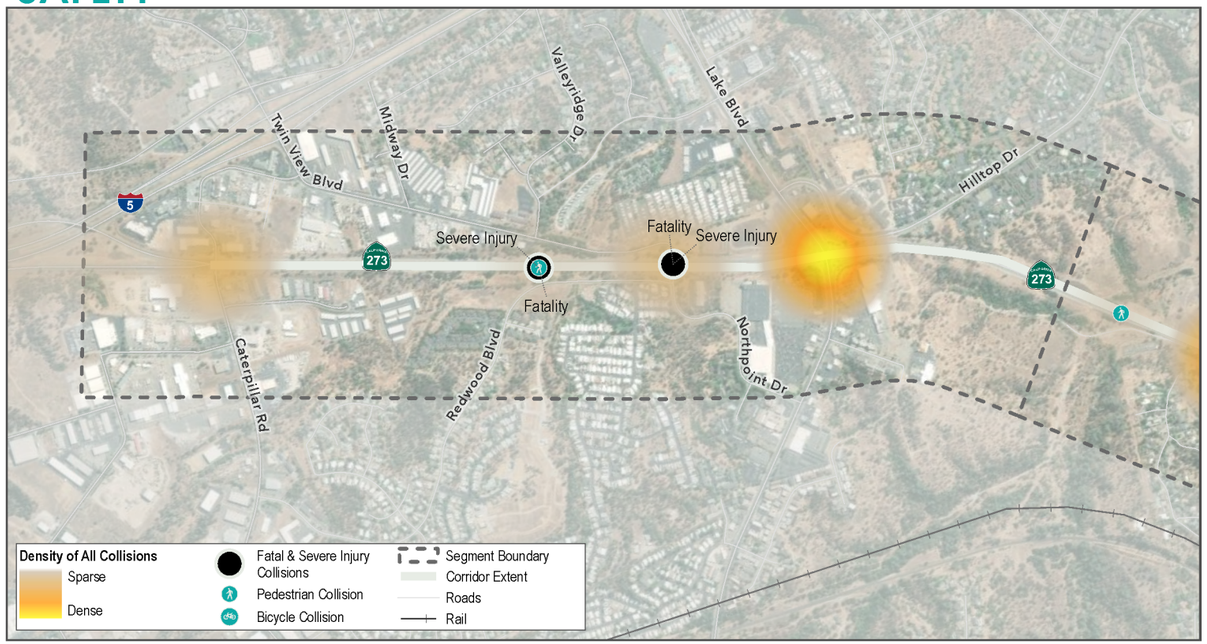
MOBILITY



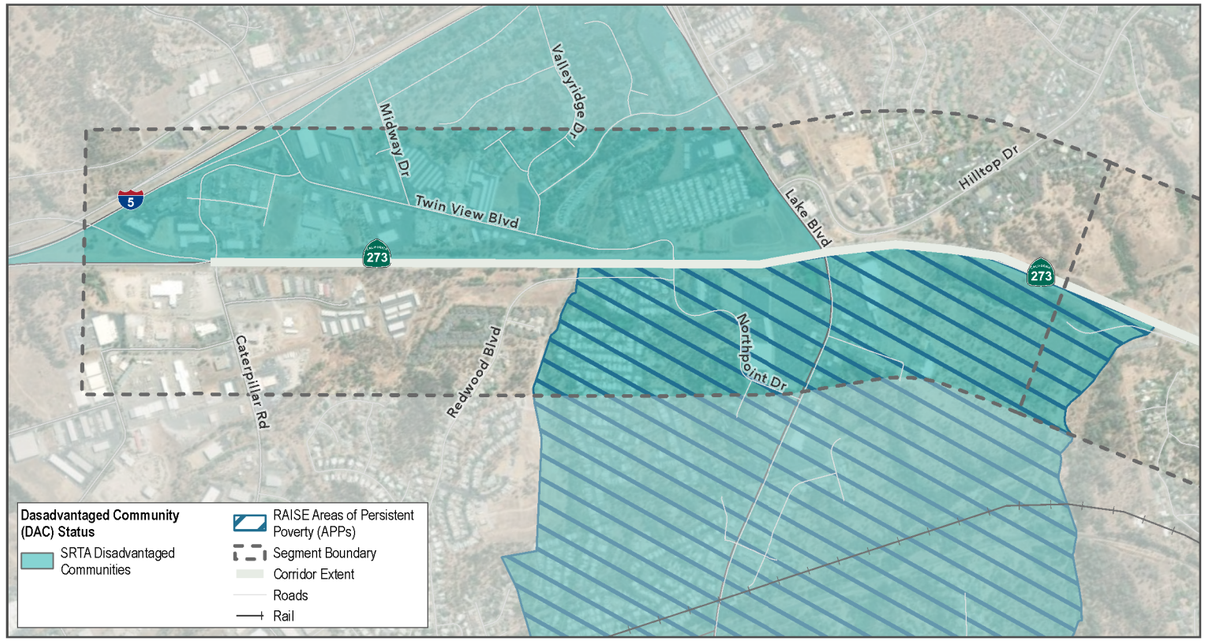
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA; City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

Created by: ppeel

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Print date: 22 Feb 2024 - 23:17

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US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 1

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Poor	4
Presence of Amenities (Shelter or Bench) at Transit Stop?	Typically no bench/shelter	4
Sidewalk Connection to Transit Stop? (On SR 273, only)	No stops on SR 273	4
Sidewalk Coverage	Minimal; Connectivity near developed area	3
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	3 (0%)	
Education Destinations	1 (1%)	
Community Services and Shopping Destinations	10 (5%)	
Health Care Destinations	1 (0%)	
Food Access	1 (0%)	
Transit Service Destinations (includes Bike Share locations)	41 (9%)	
Civic Service Destinations	1 (1%)	
Parks/Open Space & Recreation Destinations	5 (18%)	
Overall Mobility Score	**Poor**	**4**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	29	-
Total Fatal Crashes	2	4
Total Severe Crashes	-	
Total Crashes Involving a Pedestrian	1	4
Total Pedestrian Fatalities	1	4
Total Crashes Involving a Bicyclist	-	
Total Bicyclists Fatalities	-	
% Occurred at Night (Non-Daylight Crashes)	31%	-
Primary Crash Types	Broadside	-
Primary Crash Cause	Unsafe Speed & Vehicle Driver Error	-
Crash Rate (Bold = Exceeds Statewide average)	**0.89**	3
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour		
Vehicle - PM Peak Hour (shown on map)		
Truck - AM Peak Hour		
Truck - PM Peak Hour		
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Majority	4
RAISE Areas of Persistent Poverty Criteria	Partially	3
Climate & Economic Justice Criteria	Fully	4
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**4**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and minimal bicycle and pedestrian infrastructure along SR 273 results in a high stress barrier to connectivity between destinations to the east and west of the highway.
- The intersection of Lake Blvd and SR 273 is a collision hotspot. With seven percent of collisions resulting in fatality, one of which involved a pedestrian, and a crash rate above the statewide average, safety is a concern.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. Intersections are operating at acceptable levels in the AM and PM peak at LOS B or C. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with block groups to the east and west of the corridor meeting the DAC criteria for three of the four measures of disadvantage.

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STATE ROUTE (SR) 273 SEGMENT 2

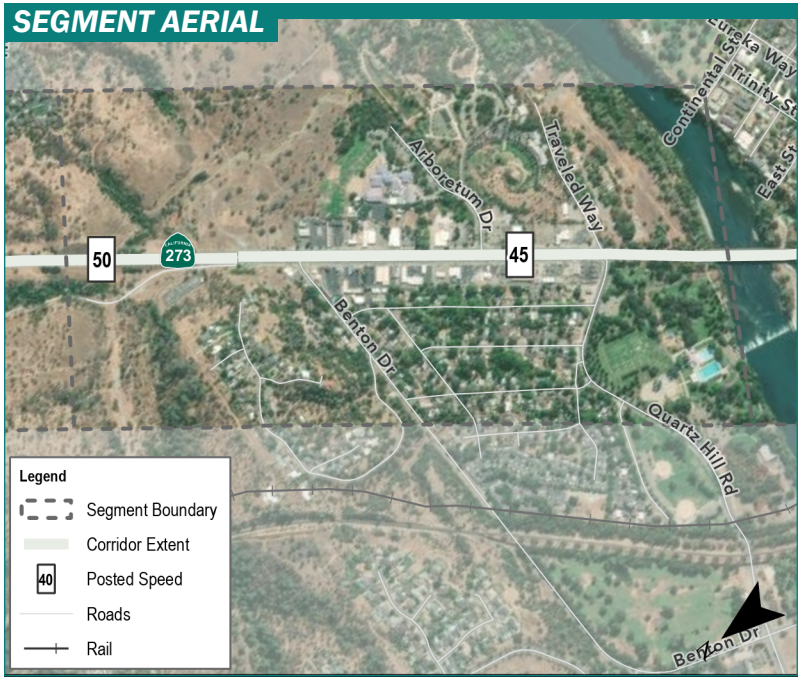
South of Lake Blvd to Sacramento River

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



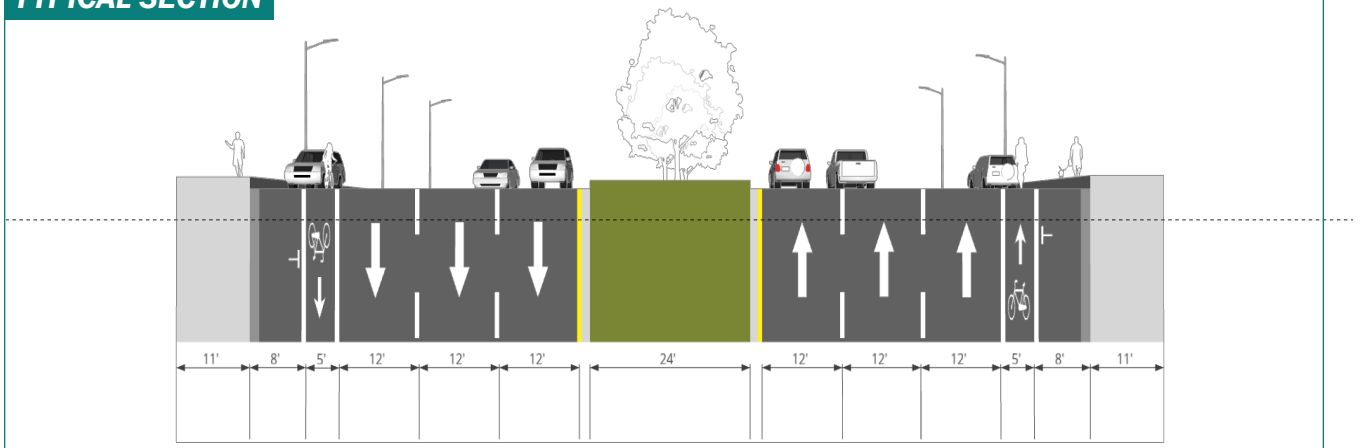
SEGMENT AERIAL



- **Adjacent Land Use:**
  Residential, commercial, public/semi-public, park
- **Place Type:**
  Suburban Corridor/Suburban Neighborhood/Transitional Corridor
- **Key Destinations:**
  Commercial on west side of SR 273, Turtle Bay School, Turtle Bay Exploration Park and Botanical Gardens and Nursery on the east side, Caldwell Park and Redding Aquatic Park at the southwest
- **Key Features:**
  The North River Trail provide east-west connectivity under SR 273 between residential, commercial, and the public and semi-public uses on either side of the corridor, as well as to the River Trail that connects to Downtown Redding southwest of the segment area

- **Segment Length:**
  1.0 miles
- **Roadway Classification:**
  Freeway/Expressway; Principal Arterial
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  45 to 50 mph
- **Cross-Section:**
  4 to 5-lane divided with landscaped median and left turn pockets at intersections
- **Daily Traffic Volume:**
  ~ 17,800 vehicles per day

TYPICAL SECTION



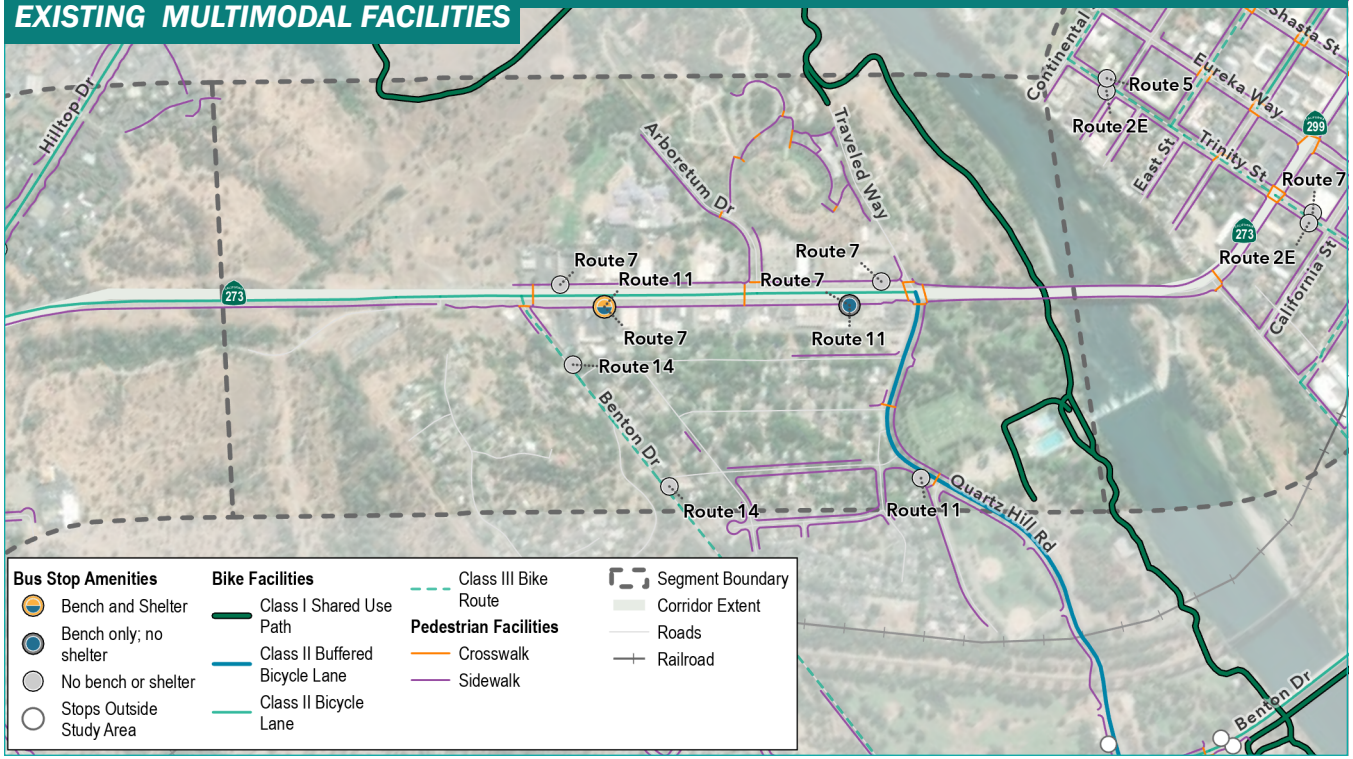
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 2

South of Lake Blvd to Sacramento River

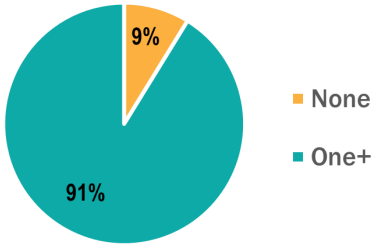
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

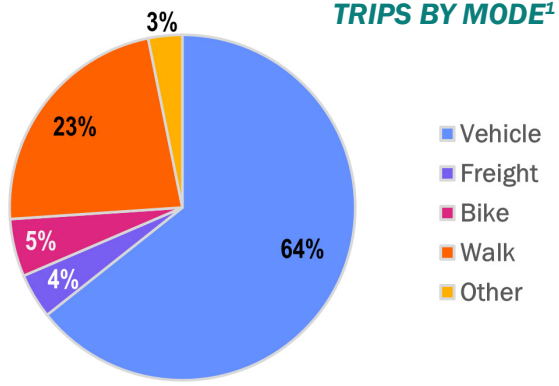


- The most common trip mode is motor vehicles, with 64 percent of trips made by a private automobile, followed by 23 percent of trips made by walking and 5 percent by bike.
- Most people traveling within the segment have access to a car, with 91% of trips made by individuals living in households with access to at least one vehicle.
- Most vehicle and freight trips are concentrated along SR 273, with a smaller share along Benton Dr.
- Short vehicle trips are concentrated near SR 273's commercial and residential uses, and the alley between Travelled Way and Arboretum Dr.
- Nine percent of trips are made by people without access to a car, and people who do not have access to car are 10 times more likely to bike and 4 times more likely to walk than those who do have access to a car.

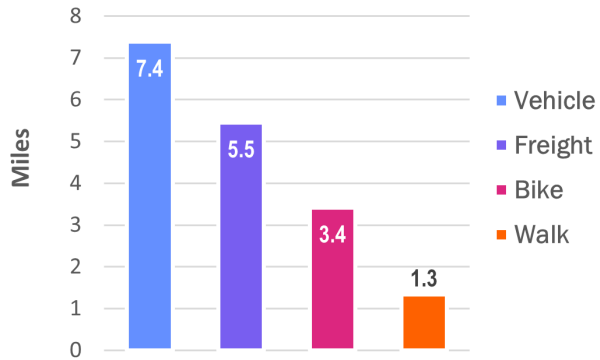
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



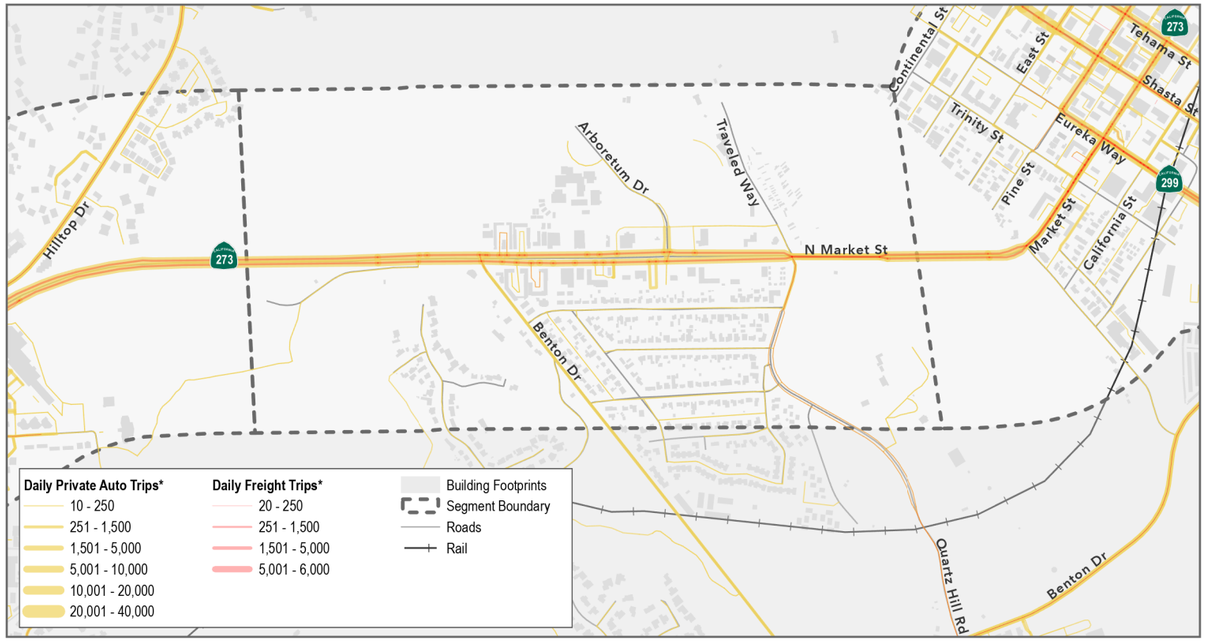
AVERAGE TRIP DISTANCE BY MODE[1]



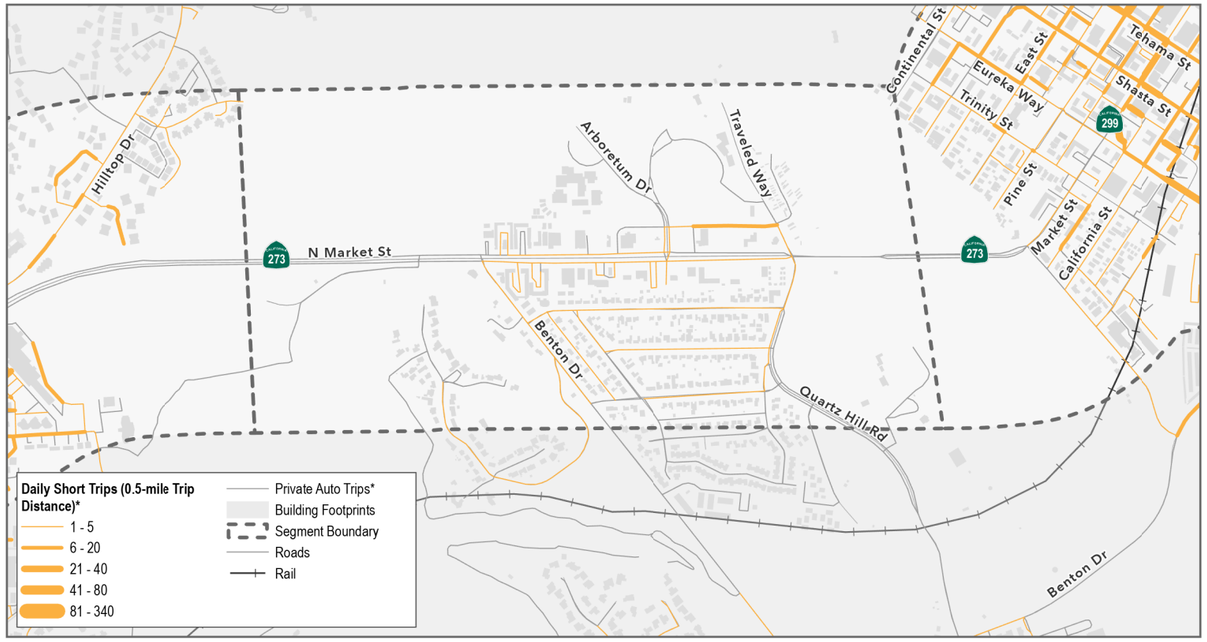
- Bicycle trips traveling along the segment are most concentrated at Benton Dr, Quartz Hill Rd and along Loma St, which is a lower stress roadway parallel to SR 273 on the west side.
- Bike trips made by people without access to a car are less concentrated along the River Trail and Benton Dr south of Loma St.
- Pedestrian trips, and especially walking trips made by those who do not own a car are also concentrated along Loma St, as well as along Sulpher Creek Rd and unmarked footpaths that connect to SR 273 at Sulpher Creek, as well as along SR 273, south of Quartz Hill Rd toward Downtown Redding.
- Transit activity is concentrated near the commercial strip along SR 273, and the stops north of Traveled Way and at Quartz Hill Rd near Caldwell Park.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

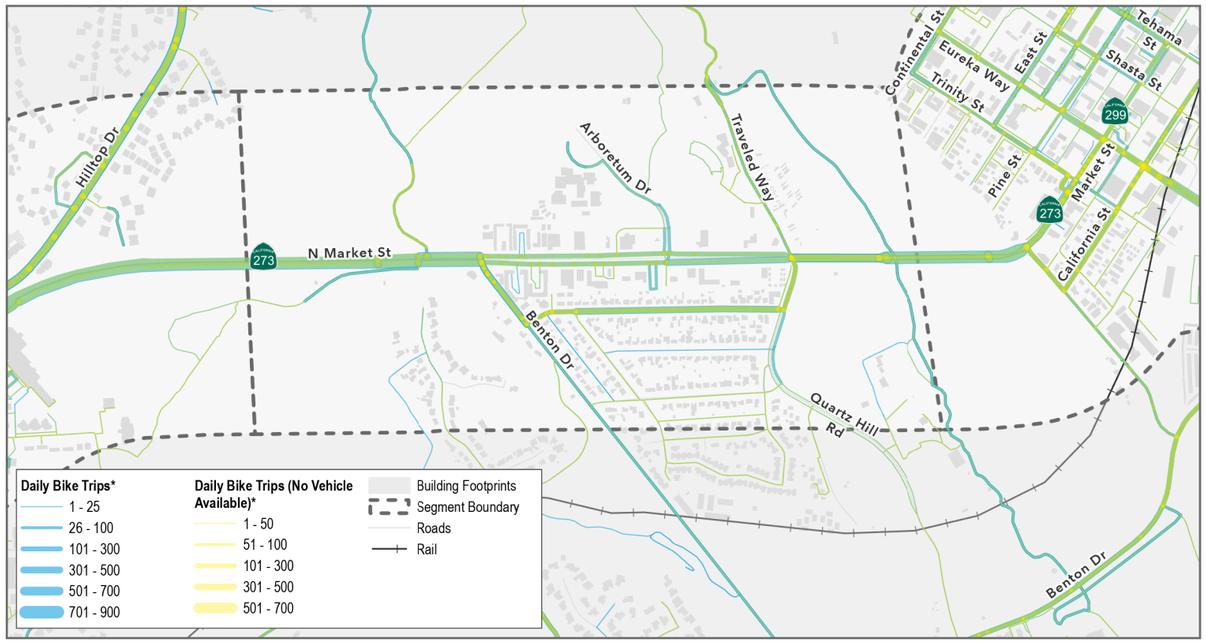
FREIGHT AND AUTO TRIPS



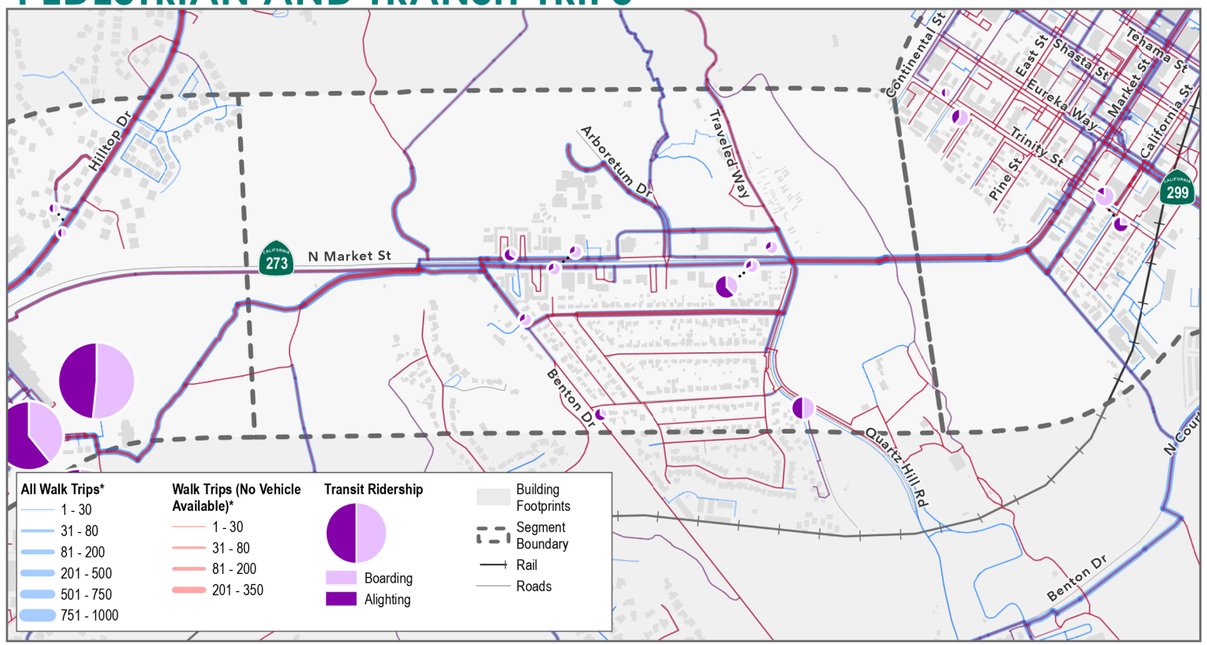
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: Esri Community Maps Contributors, City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
Created by: ppeel
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Print date: 04 Oct 2023 - 20:34

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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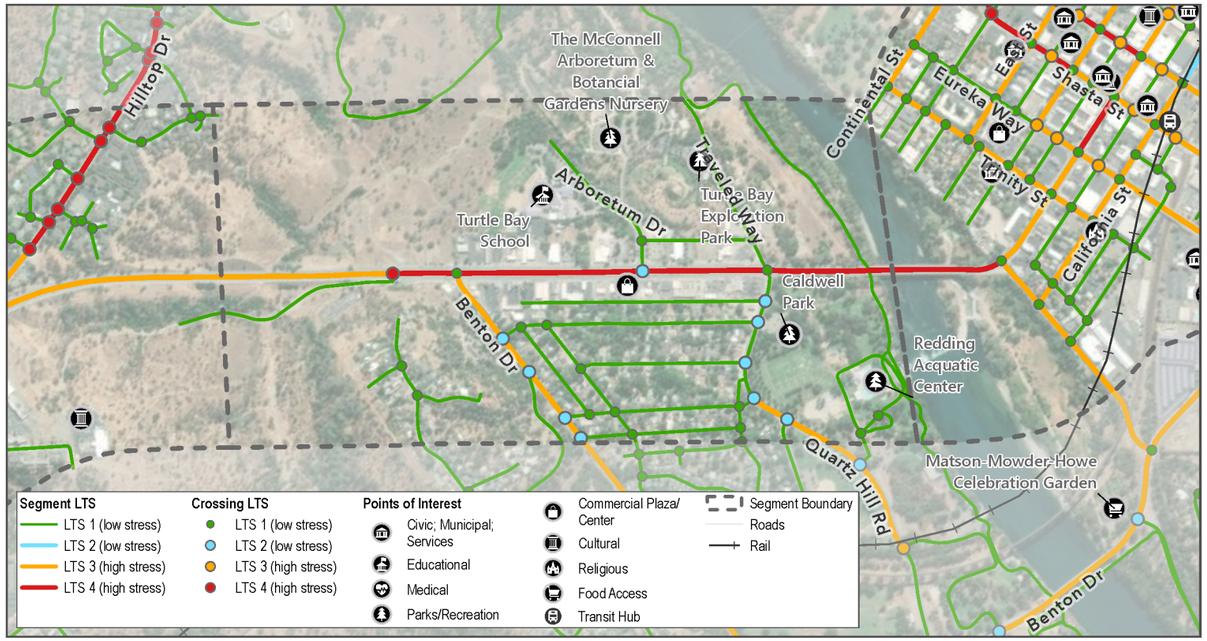
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STATE ROUTE (SR) 273 SEGMENT 2

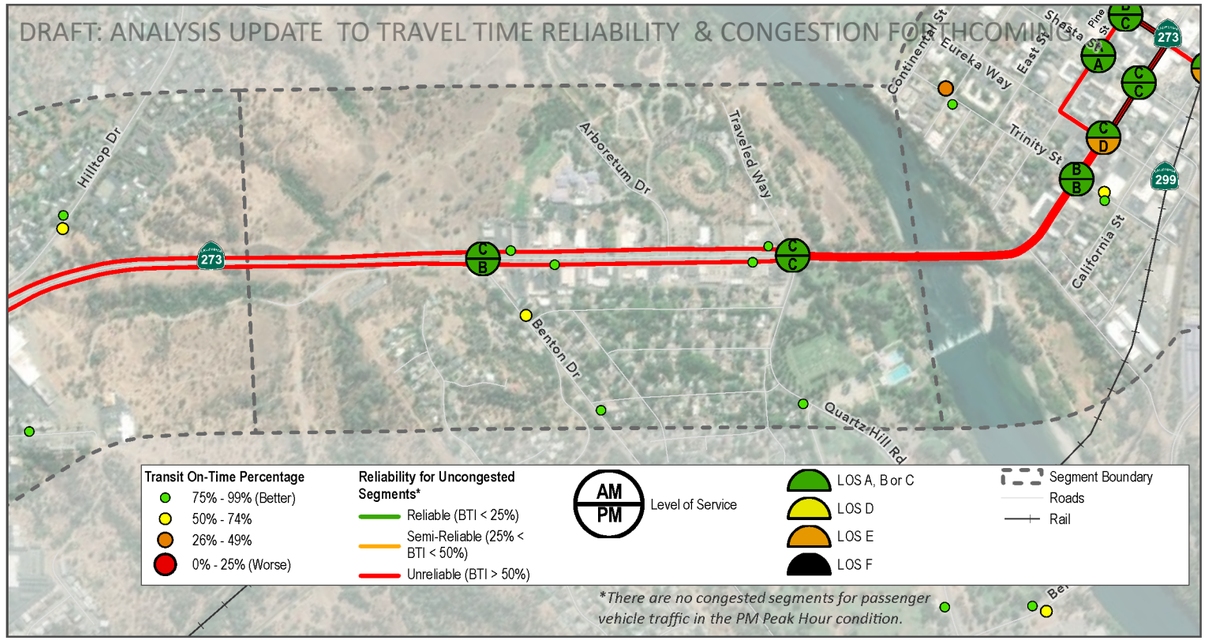
South of Lake Blvd to Sacramento River

EXISTING CONDITIONS PERFORMANCE RESULTS

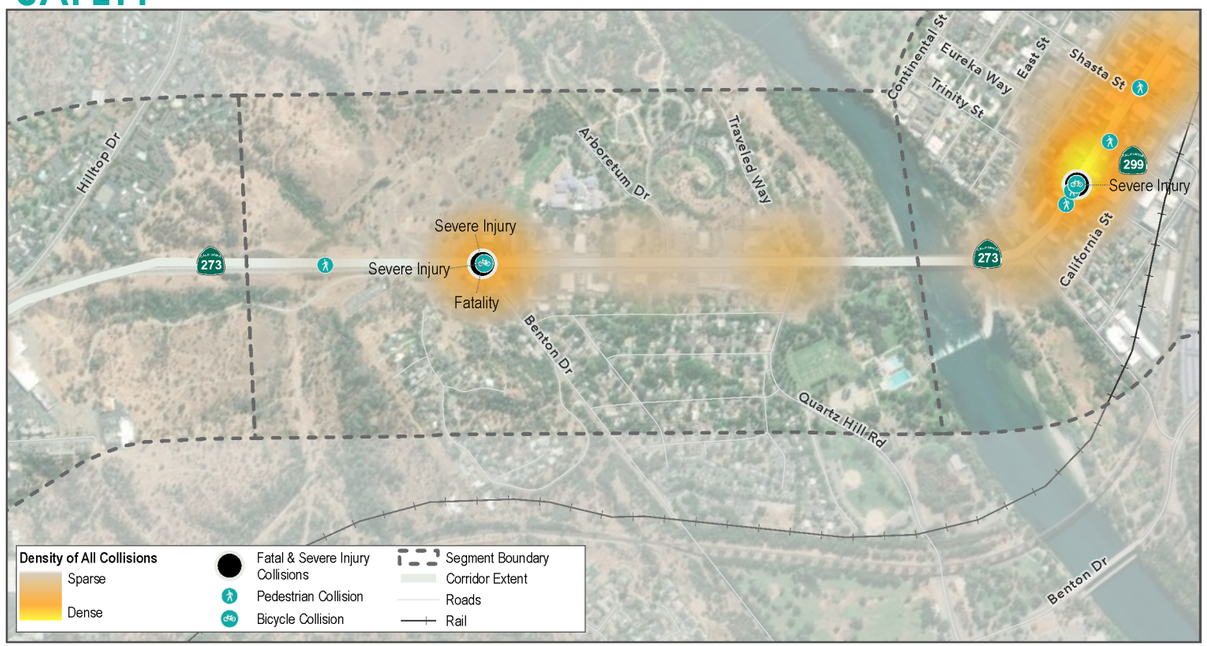
MOBILITY



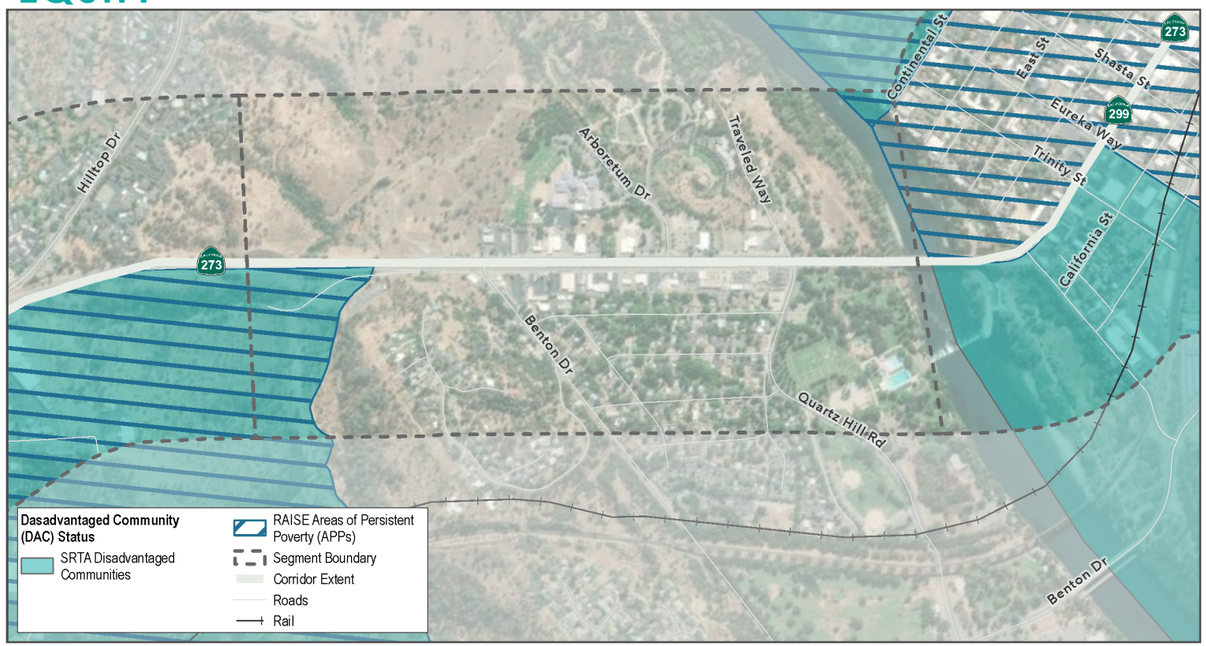
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Transit Stops & Frequency: RABA, City of Redding, GHD, 2023, Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023, Pedestrian Facilities: City of Redding, 2023, Collisions: SWITR, 2018-2022, DAC: SRTA RTP-SCS, 2018, POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

Created by: rpeel

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Print date: 22 Feb 2024 - 23:17

0 500 1,000 1,500

US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 2

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Fair	0
Presence of Amenities (Shelter or Bench) at Transit Stop?	Typically no bench/shelter	2
Sidewalk Connection to Transit Stop? (On SR 273, only)	Yes, sidewalk at SR 273 stops	2
Sidewalk Coverage	Minimal; Connectivity near developed area	3
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	0 (0%)	
Education Destinations	1 (18%)	
Community Services and Shopping Destinations	3 (3%)	
Health Care Destinations	0 (0%)	
Food Access	0 (0%)	
Transit Service Destinations (includes Bike Share locations)	10 (0%)	
Civic Service Destinations	0 (0%)	
Parks/Open Space & Recreation Destinations	4 (34%)	
Overall Mobility Score	**Poor**	**3**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	33	-
Total Fatal Crashes	1	4
Total Severe Crashes	1	
Total Crashes Involving a Pedestrian	2	4
Total Pedestrian Fatalities	-	0
Total Crashes Involving a Bicyclist	1	
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	21%	-
Primary Crash Types	Rear End	-
Primary Crash Cause	Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.02**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Partially	3
RAISE Areas of Persistent Poverty Criteria	Partially	3
Climate & Economic Justice Criteria	Partially	3
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**3**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds along SR 273 results in a high stress barrier to connectivity between destinations to the east and west of the corridor.
- The intersection of Benton Dr and SR 273 is a collision hotspot where fatal and sever injury collisions have occurred. Additionally, the crash rate along the segment exceeds the statewide average, making safety a concern.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. Intersections are operating at acceptable levels in the AM and PM peak at LOS B or C. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with block groups throughout the segment study area meeting the DAC criteria for three of the four measures of disadvantage.

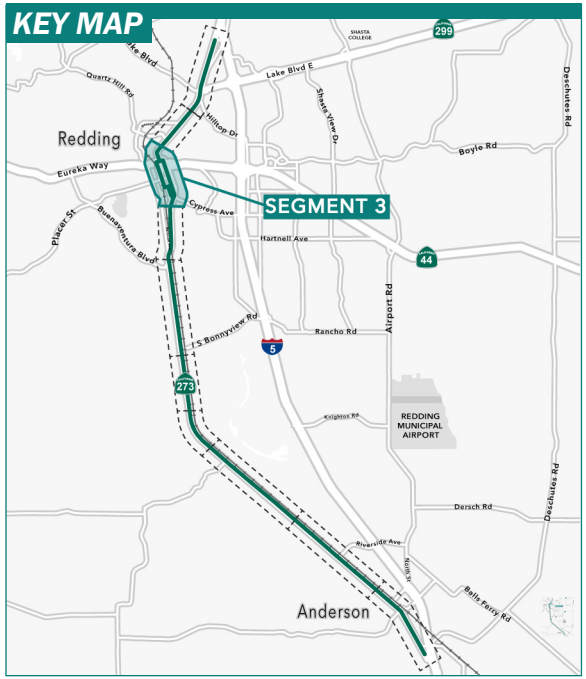
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STATE ROUTE (SR) 273 SEGMENT 3

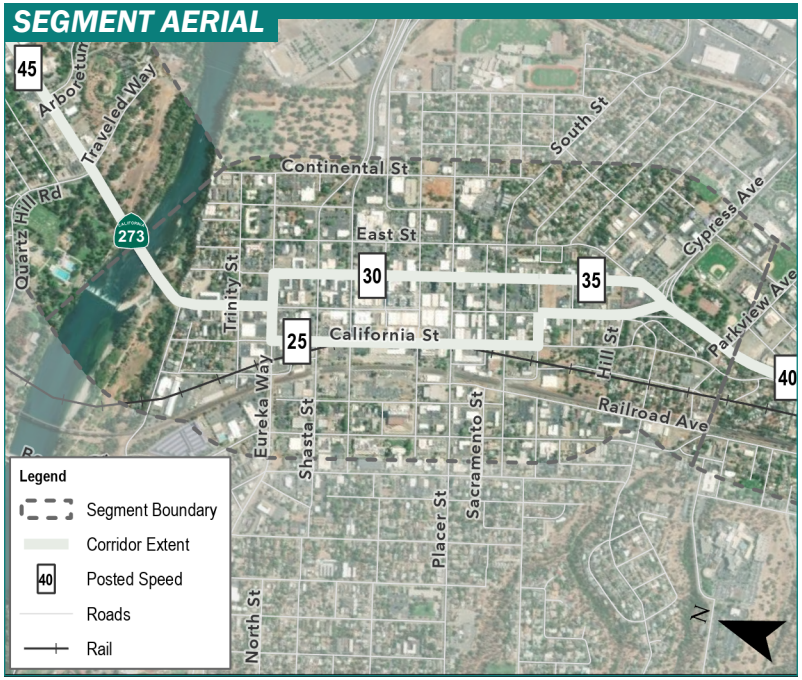
Sacramento River to south of Cypress Ave

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



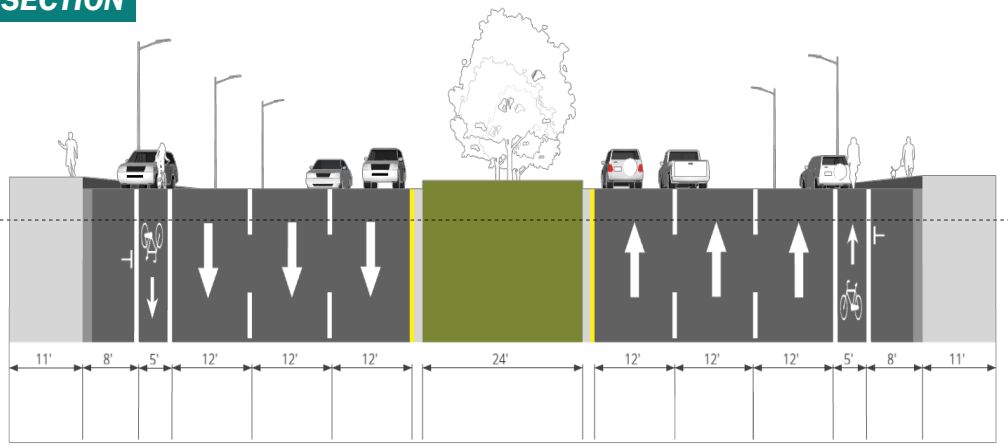
SEGMENT AERIAL



- **Adjacent Land Use:**
  Mixed use, commercial, public/semi-public, park, single family residential
- **Place Type:**
  Urban Center/Suburban Community/ Suburban Corridor
- **Key Destinations:**
  Downtown Transit Center, access to SR 299 and SR 44, variety of commercial destinations, aide/services offices, community organizations, and hospitals/ clinics, Safeway, Redding Library and South City Park at the south end of the segment
- **Key Features:**
  Main urban center for the area, River Trail South connects to across the River to North Redding, streets near Market Center provide bike- and pedestrian-friendly thoroughfares.

- **Segment Length:**
  1.4 miles (2.5 total centerline, including couplets on California and Pine Streets)
- **Roadway Classification:**
  Principal Arterial
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  25 to 35 mph
- **Cross-Section:**
  2-3 lane undivided with left turn lanes at some intersections
- **Daily Traffic Volume:**
  ~ 16,200 vehicles per day

TYPICAL SECTION



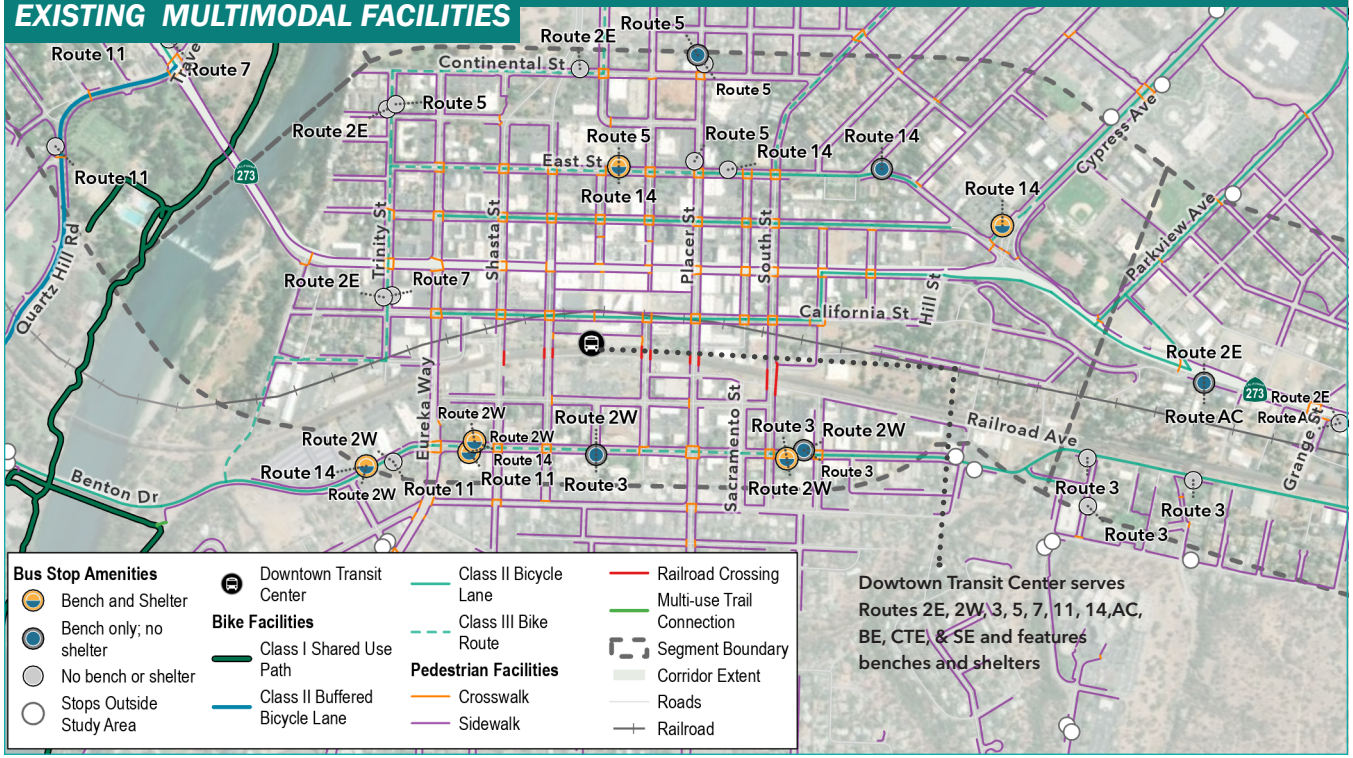
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 3

Sacramento River to south of Cypress Ave

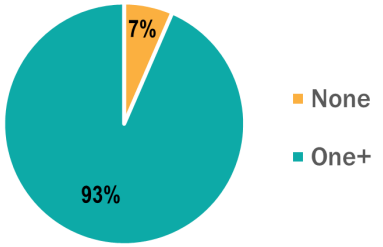
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

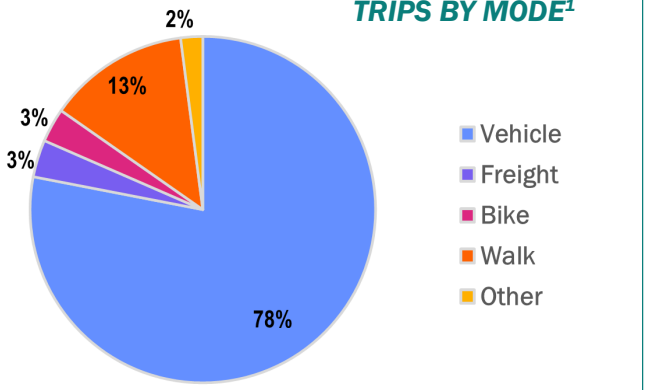


- The most common trip mode is private vehicles, with 78 percent of trips made by a private automobile, followed by 13 percent by walking.
- Among all modes, private vehicles have the highest average trip distance at 8.7 miles, followed by freight vehicles at 5.3 miles and bike trips at 4 miles.
- Most people traveling within the segment have access to a car, with 93 percent of trips made by individuals living in households with access to at least one vehicle. Seven percent of trips are made by people without access to a car, and people who do not have access to car are 48 times more likely to bike and 4 times more likely to walk than those who do have access to a car.
- Short vehicle trips are concentrated throughout the downtown core and on the northwest side of the segment area.

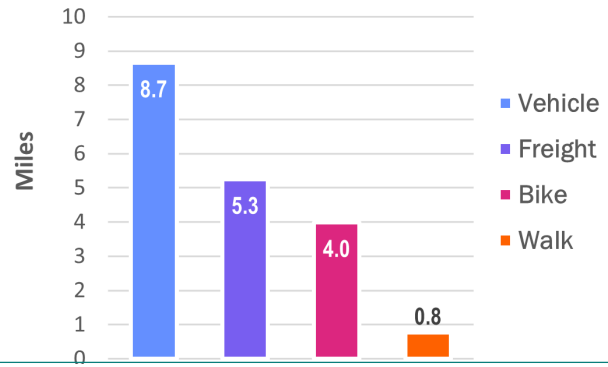
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



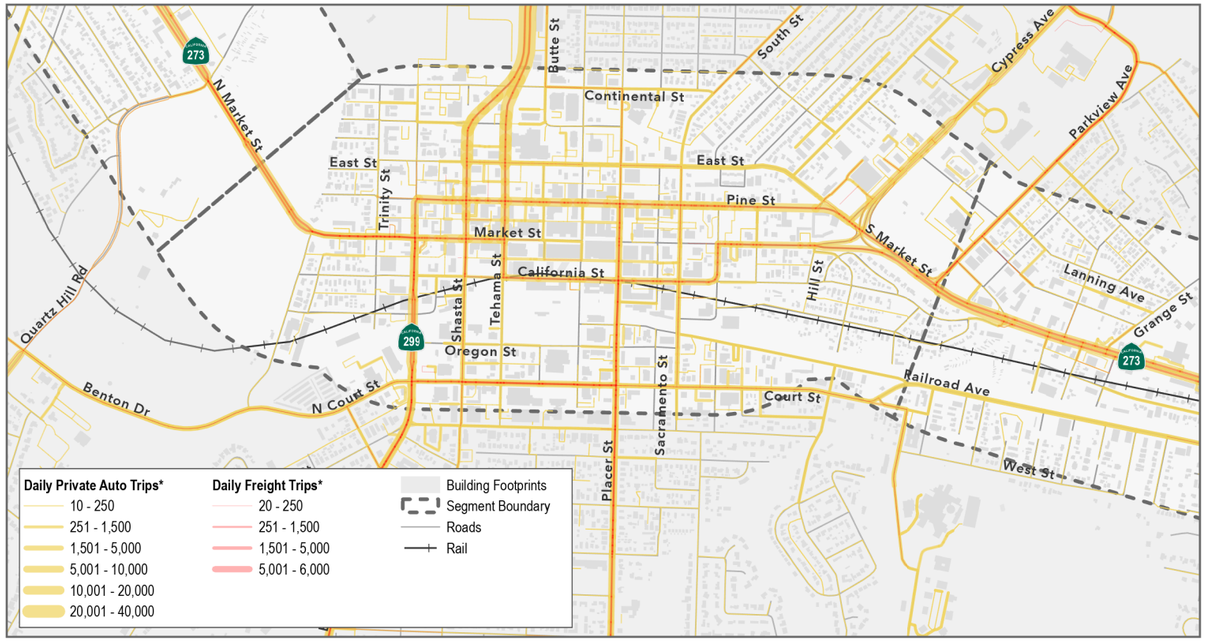
AVERAGE TRIP DISTANCE BY MODE[1]



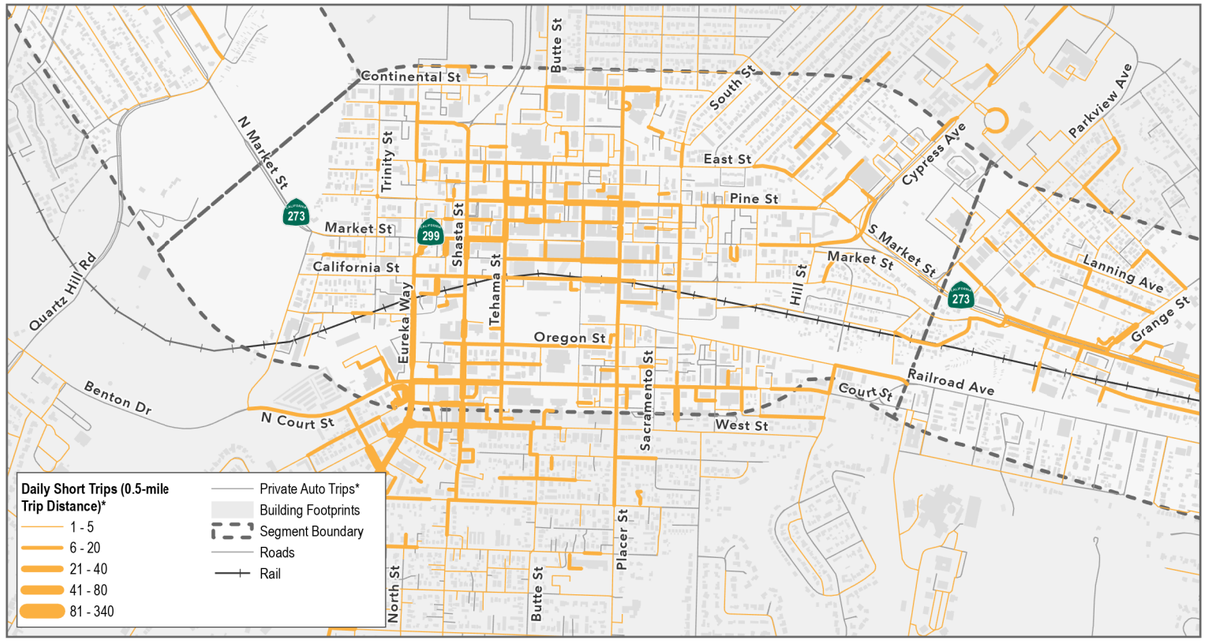
- Both vehicle and freight trips are concentrated along N and S Market Streets, Pine St, Placer St, and Eureka Way (SR 299), while East Street and Cypress Ave feature a concentration of vehicle trips with less concentration of freight trips.
- Bicycle trips traveling within the segment are concentrated similarly to vehicle trips with the exception of Shasta and Tehama Streets, where bike activity runs along Butte, Continental and Trinity Streets instead. Bike activity is also seen along the streets within the Garden Tract neighborhood, and West and Oregon Streets, where vehicle activity is less concentrated
- Pedestrian activity is seen throughout the segment area, but it is most pronounced along N Market Street, Eureka Way and Cypress Ave. Walking trips made by those without access to a vehicle are concentrated similarly, as well as along various alleys and side streets.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

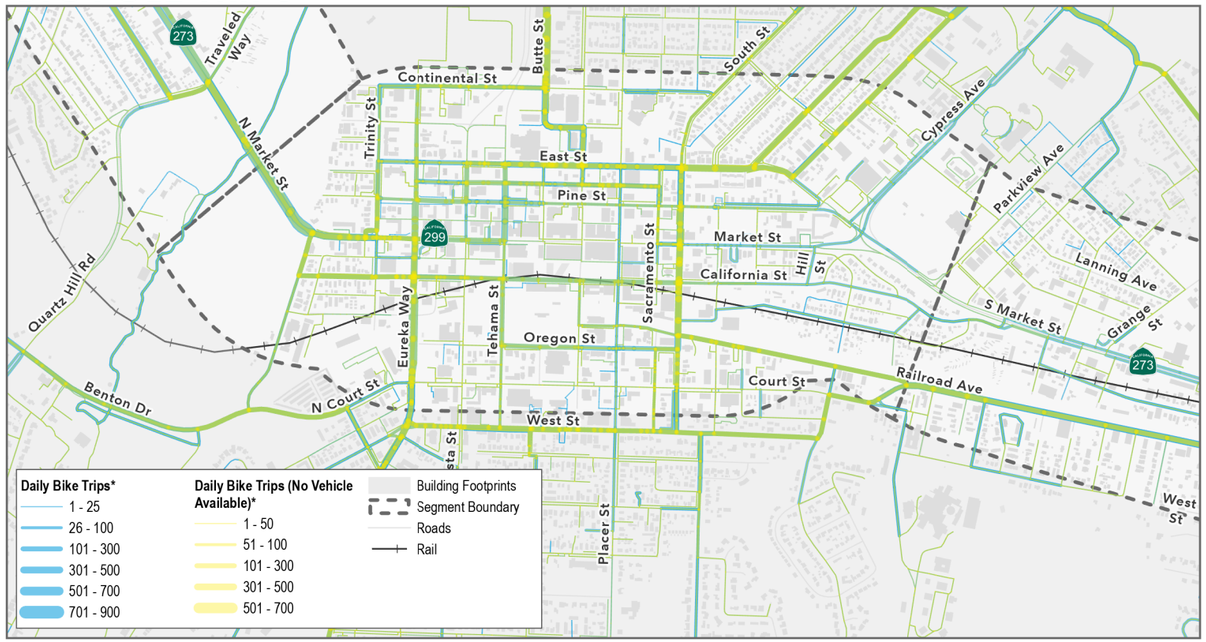
FREIGHT AND AUTO TRIPS



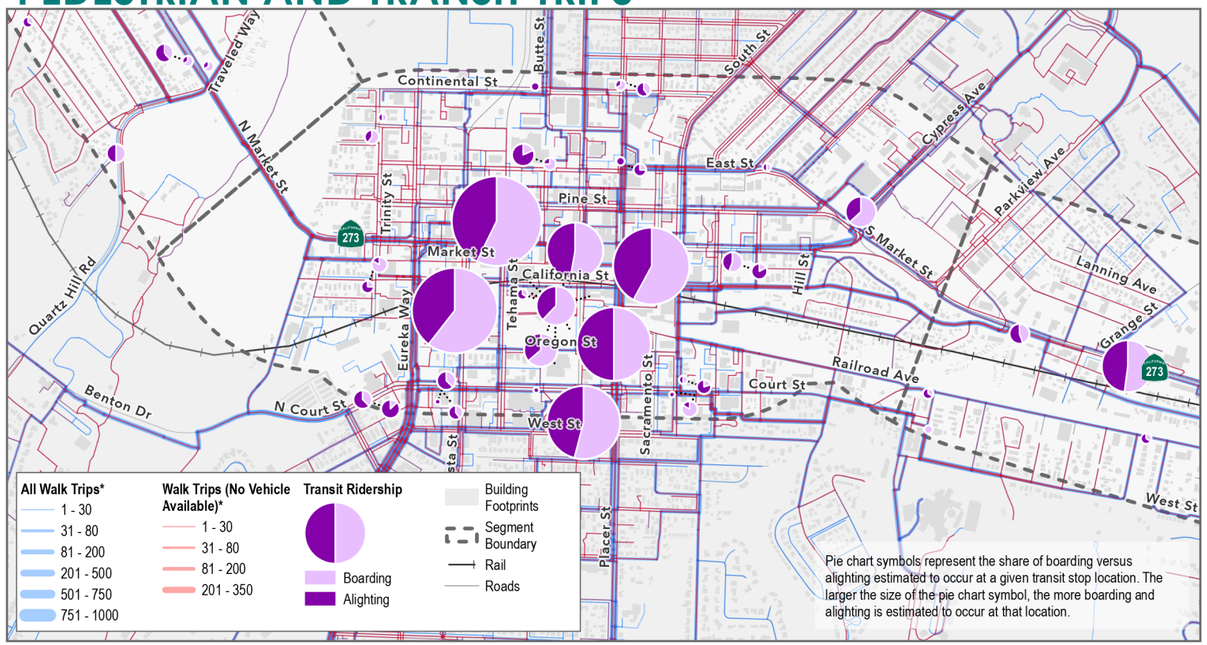
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Pie chart symbols represent the share of boarding versus alighting estimated to occur at a given transit stop location. The larger the size of the pie chart symbol, the more boarding and alighting is estimated to occur at that location.

Data source: Human Geography Base: Esri Community Maps Contributors, City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
Created by: ppeel
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Print date: 06 Oct 2023 - 07:52

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

N

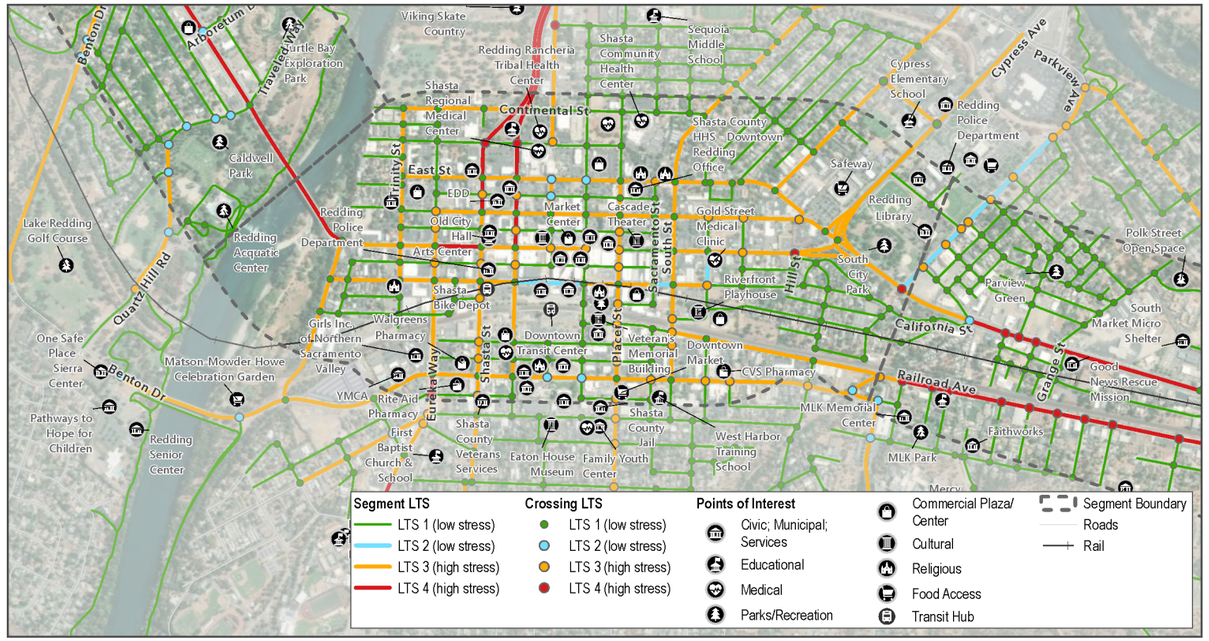
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US Feet

STATE ROUTE (SR) 273 SEGMENT 3

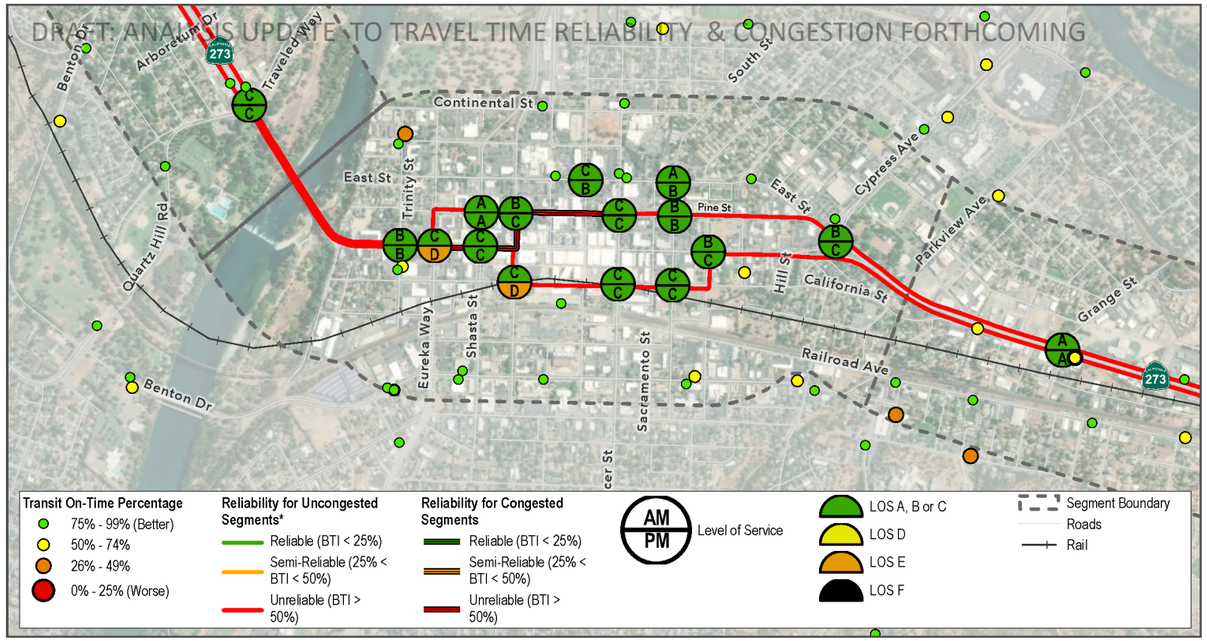
Sacramento River to south of Cypress Ave

EXISTING CONDITIONS PERFORMANCE RESULTS

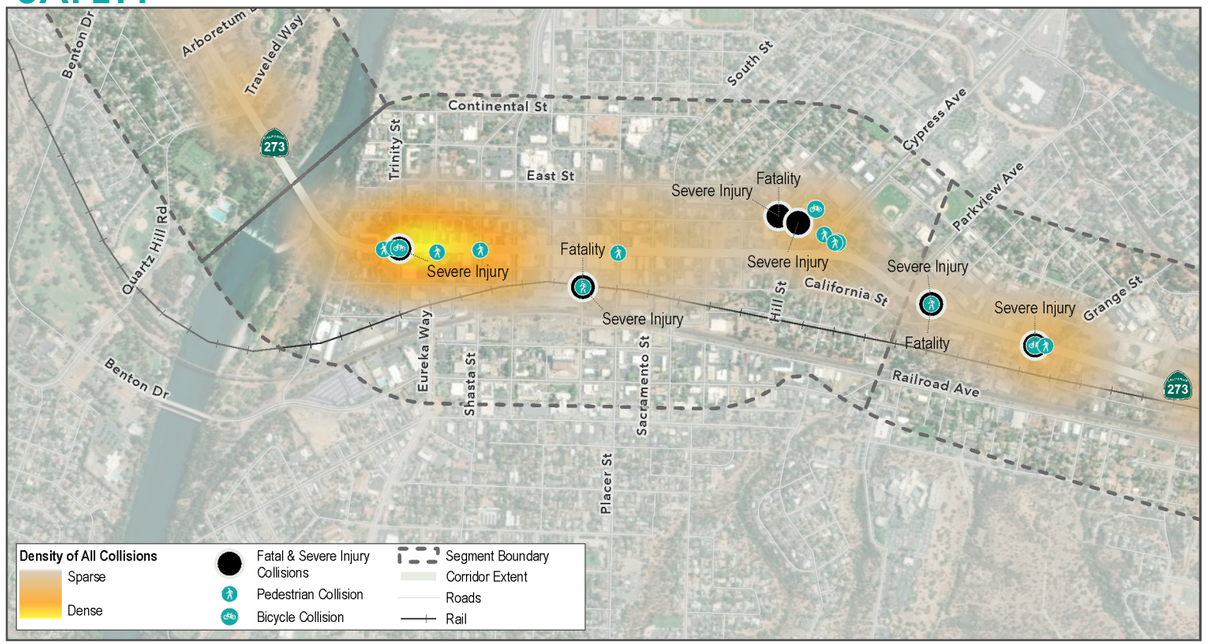
MOBILITY



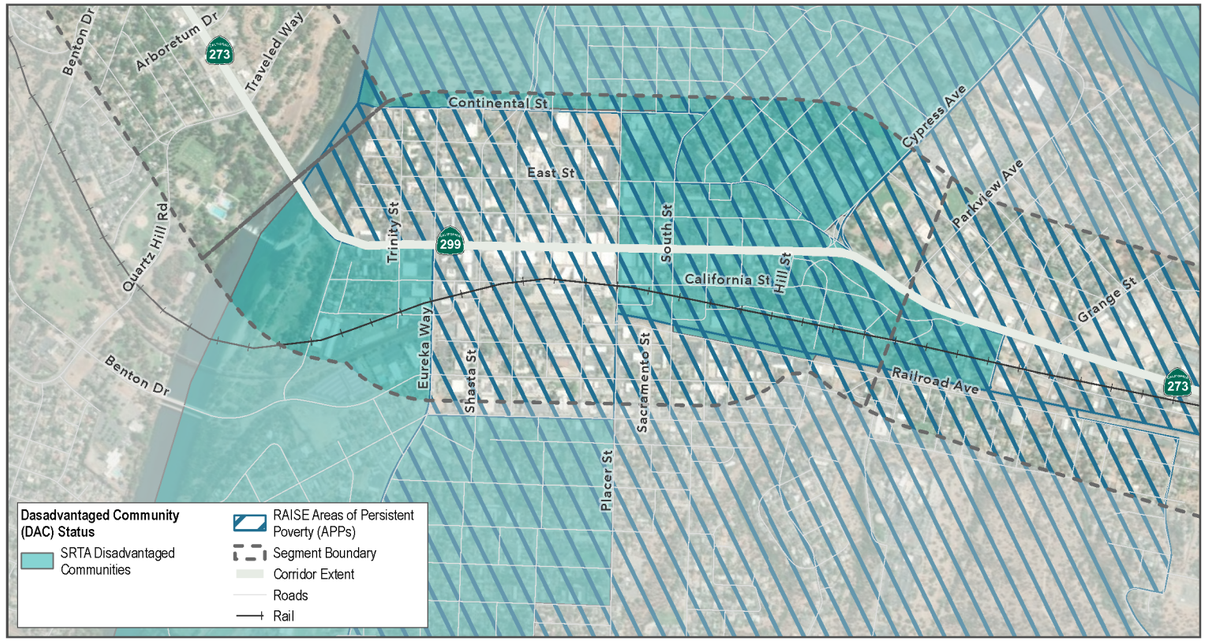
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA; City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

Created by: ppeel

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Print date: 22 Feb 2024 - 23:20

N

0 500 1,000 1,500

US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 3

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Fair	0
Presence of Amenities (Shelter or Bench) at Transit Stop?	Typically no bench/shelter	2
Sidewalk Connection to Transit Stop? (On SR 273, only)	Yes, sidewalk at SR 273 stops	2
Sidewalk Coverage	High	1
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	8 (8%)	
Education Destinations	9 (14%)	
Community Services and Shopping Destinations	71 (13%)	
Health Care Destinations	27 (12%)	
Food Access	4 (0%)	
Transit Service Destinations (includes Bike Share locations)	93 (13%)	
Civic Service Destinations	16 (15%)	
Parks/Open Space & Recreation Destinations	4 (3%)	
Overall Mobility Score	**Poor**	**3**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	100	-
Total Fatal Crashes	2	4
Total Severe Crashes	2	4
Total Crashes Involving a Pedestrian	8	4
Total Pedestrian Fatalities	1	4
Total Crashes Involving a Bicyclist	3	4
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	30%	-
Primary Crash Types	Broadside & Rear End	-
Primary Crash Cause	Unsafe Speed & Vehicle Driver Error	-
Crash Rate (Bold = Exceeds Statewide average)	**1.35**	3
Statewide Crash Rate	1.61	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Majority	4
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	Majority	4
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**3**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- Lower speed local streets and alleys provide some low stress connectivity within the segment, however, higher stress streets and crossings associated with arterial roadways result in a high-stress barrier to connectivity between many major destinations.
- Collision hotspots are seen along SR 273 between Trinity and Shasta Streets, as well as Placer Street and Cypress Ave. Ten percent of collisions involved a bicyclist or pedestrian and the crash rate within the segment significantly exceeds the statewide average, making safety a concern.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. Most intersections are operating at acceptable levels in both peaks at LOS A through C, and two locations at LOS D in the PM. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern throughout the segment area with block groups meeting the DAC criteria for three of the four measures of disadvantage.

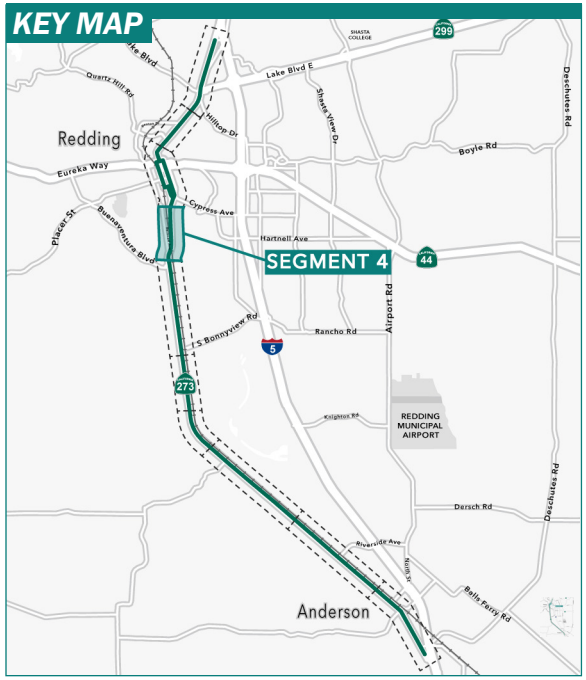
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STATE ROUTE (SR) 273 SEGMENT 4

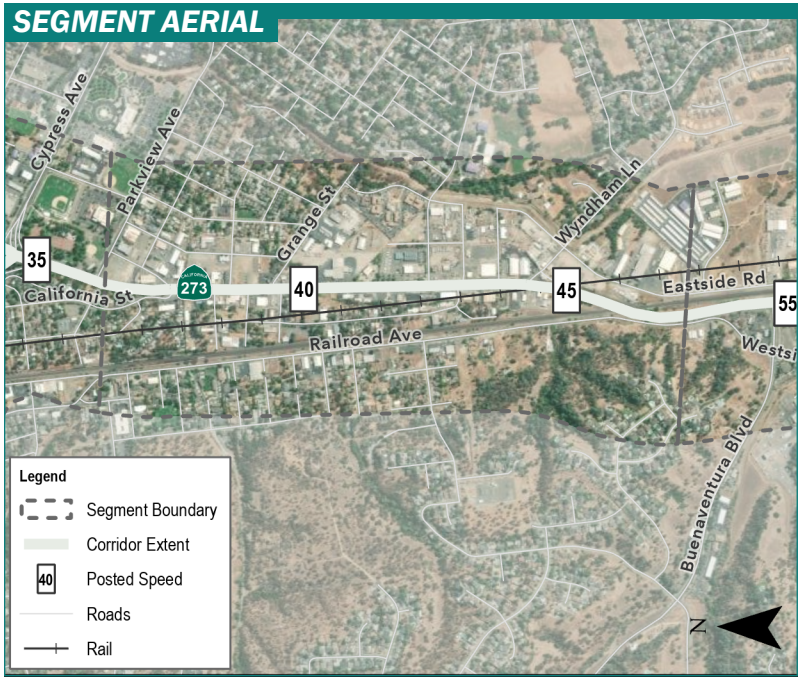
South of Cypress Ave to north of Buenaventura Blvd

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



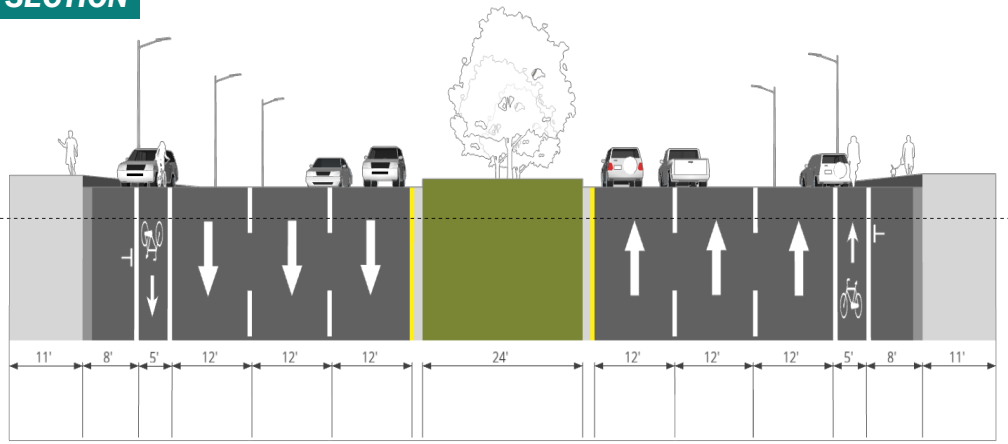
SEGMENT AERIAL



- **Adjacent Land Use:**
  Commercial with close access to residential and railroad
- **Place Type:**
  Suburban Neighborhood/Transitional Corridor
- **Key Destinations:**
  Several community and faith-based aid organizations, including Good News Rescue Mission, MLK Memorial Center and Park, Parkview Green, Polk Street Open Space, Juniper School,
- **Key Features:**
  Close proximity to Downtown Redding urban core and Redding Library just outside of segment area to the north, fairly comprehensive sidewalk network, Pilot Class IV separated bikeway project south of Wyndham Ln, several parks, Mercy Medical Center to the west of the segment area

- **Segment Length:**
  1.0 miles
- **Roadway Classification:**
  Principal Arterial; Freeway/Expressway (South of Wyndham Ln)
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  40 to 45 mph
- **Cross-Section:**
  4 to 5 lane undivided with center turn lane with landscaped median and left turn pockets at some intersections
- **Daily Traffic Volume:**
  ~ 14,100 vehicles per day

TYPICAL SECTION



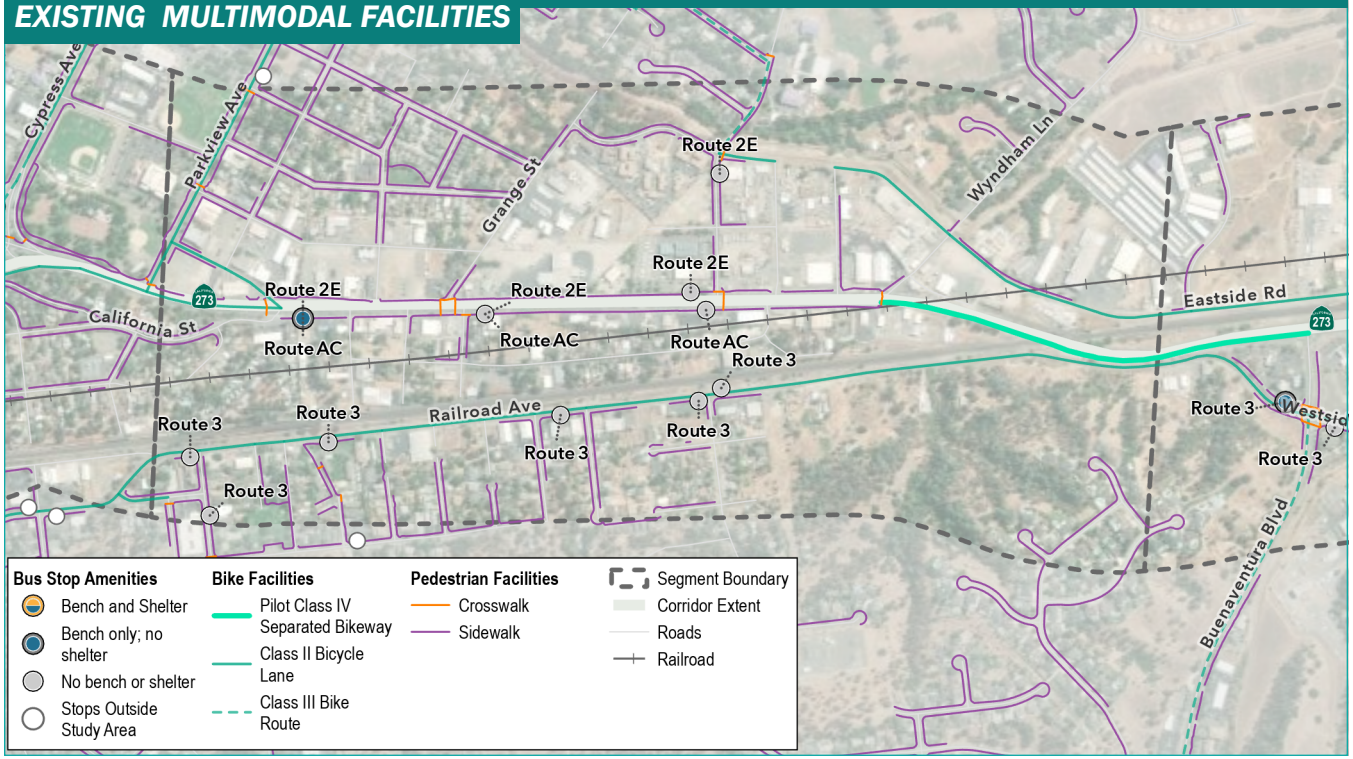
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 4

South of Cypress Ave to north of Buenaventura Blvd

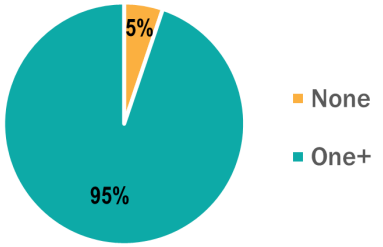
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

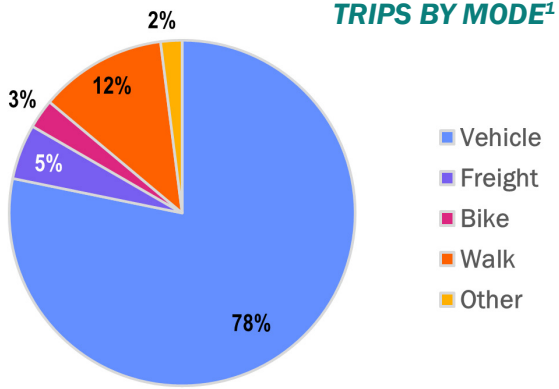


- The most common trip mode is private vehicles, with 78 percent of trips made by a private automobile, followed by 12 percent of trips made by walking.
- Among all modes, freight vehicles have the highest average trip distance, followed by private vehicles.
- Most people traveling within the segment have access to a car, with 95 percent of trips made by individuals living in households with access to at least one vehicle.
- Five percent of trips are made by people without access to a car, and people who do not have access to car are 36 times more likely to bike and 4 times more likely to walk than those who do have access to a car.
- Most private auto trips are concentrated along SR 273. While freight trips are also seen along SR 273, Parkview Ave shows a slightly higher concentration.

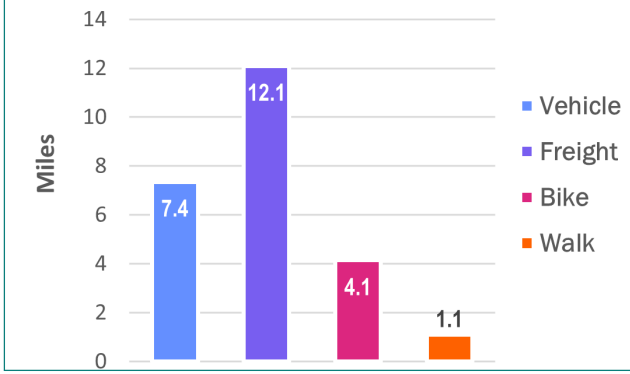
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



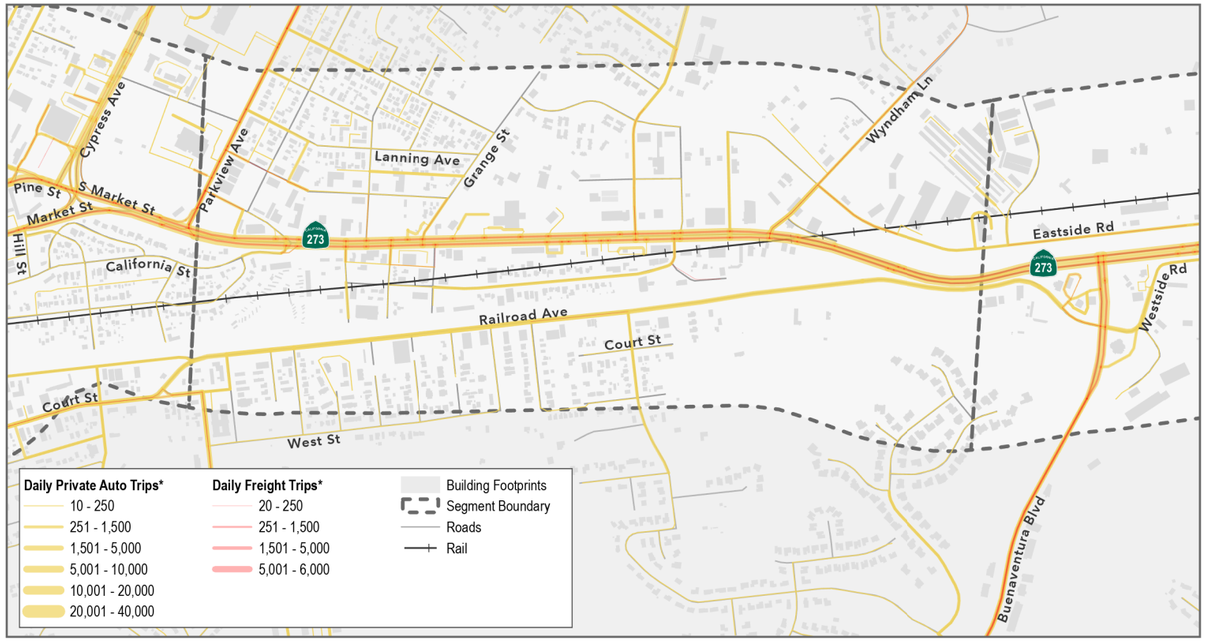
AVERAGE TRIP DISTANCE BY MODE[1]



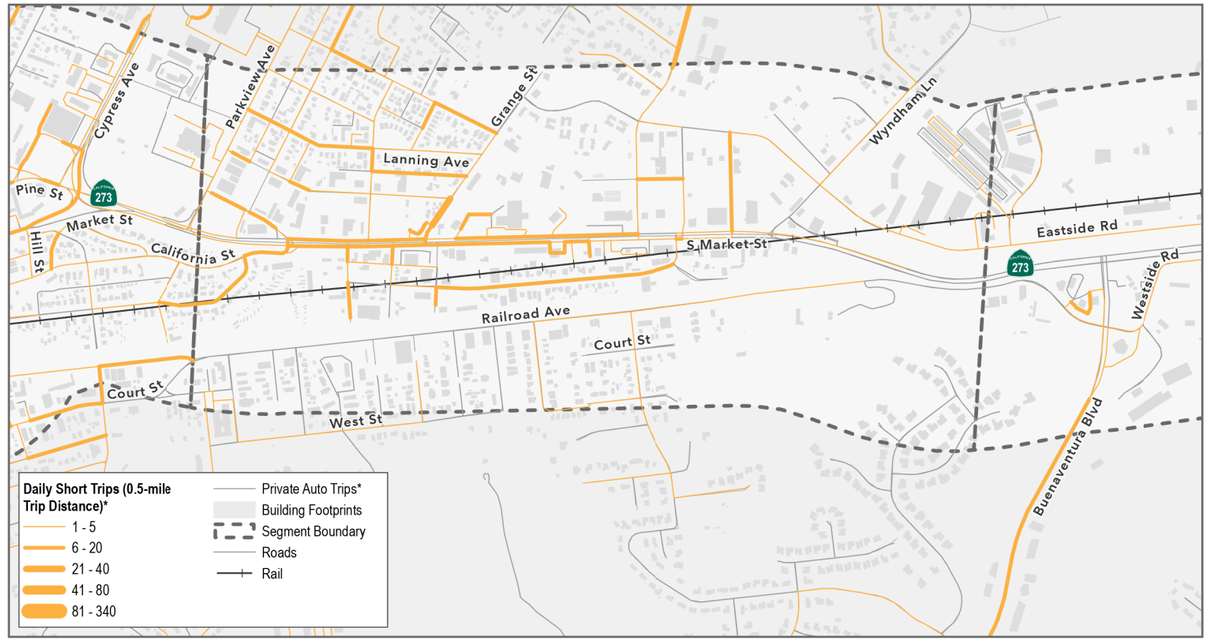
- Bicycle trips traveling within the segment are most concentrated along Railroad Ave and Eastside Rd
- Pedestrian trips, and particular those made by people without access to a car are concentrated along California St, SR 273, and Ellis Street near Juniper Elementary School.
- Transit activity highest concentrated at the S market and Grange St stop, as well as near the high school.
- Short vehicle trips are concentrated along Sr 273 between California and Ellis Street, near local commercial destinations, as well as along Veda Street, which is parallel to SR 273 to the west, and along Lanning and Leland Avenues near the Redding Library and City Hall.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

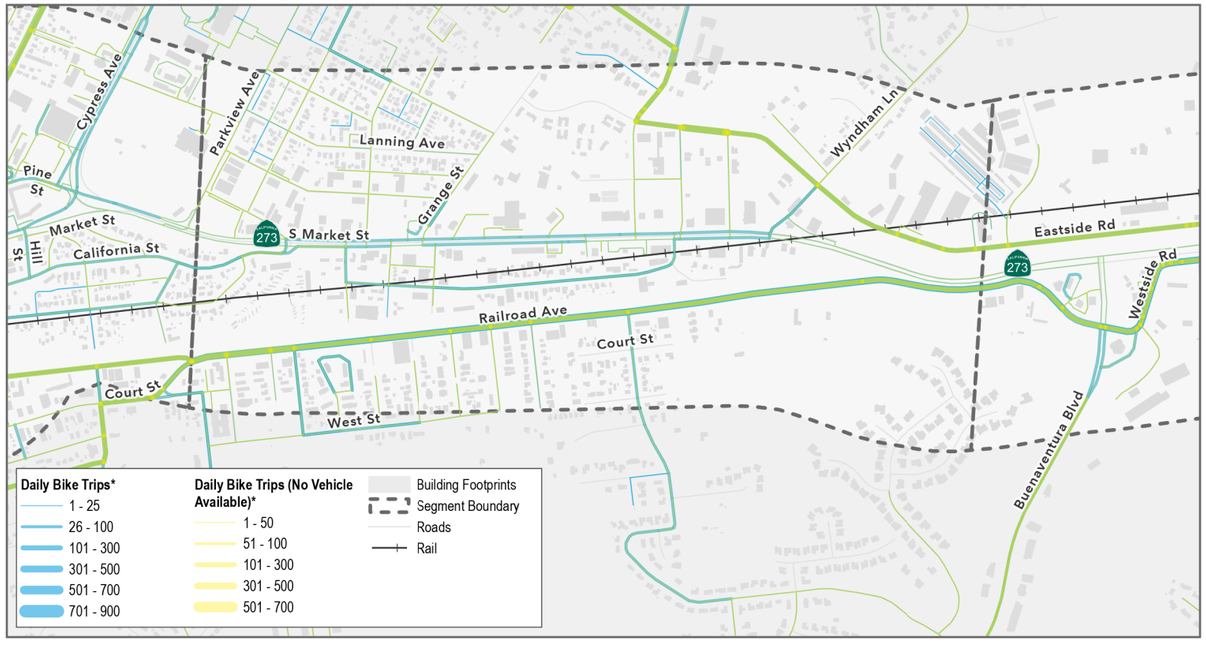
FREIGHT AND AUTO TRIPS



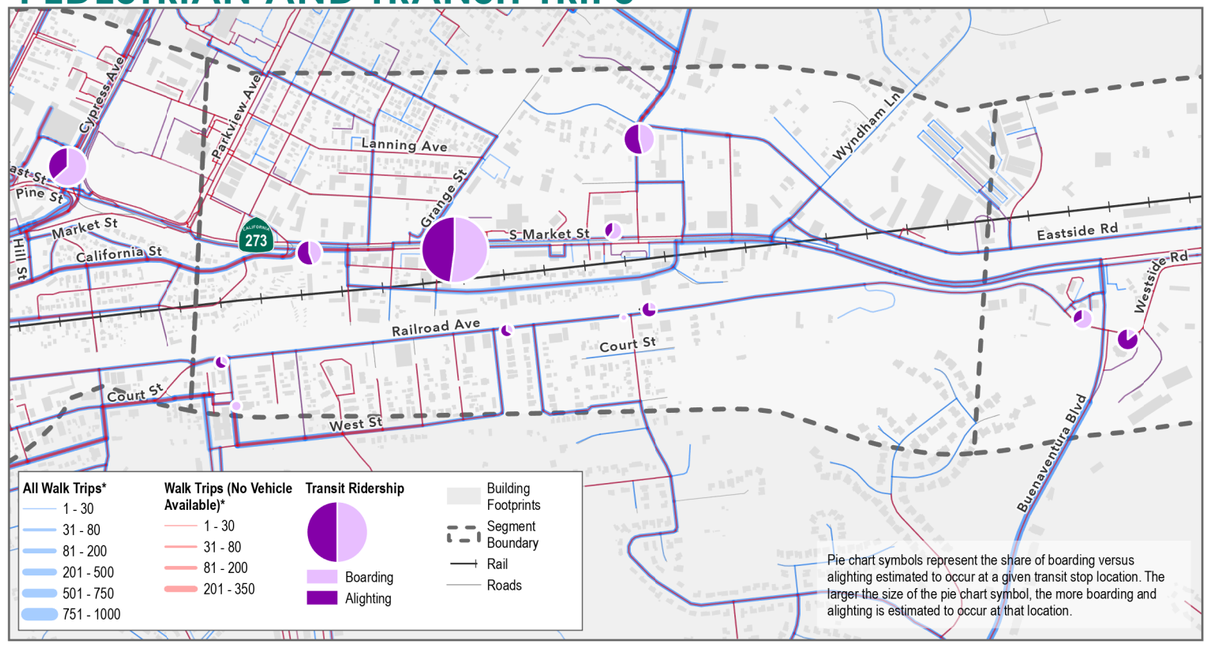
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Pie chart symbols represent the share of boarding versus alighting estimated to occur at a given transit stop location. The larger the size of the pie chart symbol, the more boarding and alighting is estimated to occur at that location.

Data source: Human Geography Base: Esri Community Maps Contributors, City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
Created by: ppeel
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Print date: 04 Oct 2023 - 20:39

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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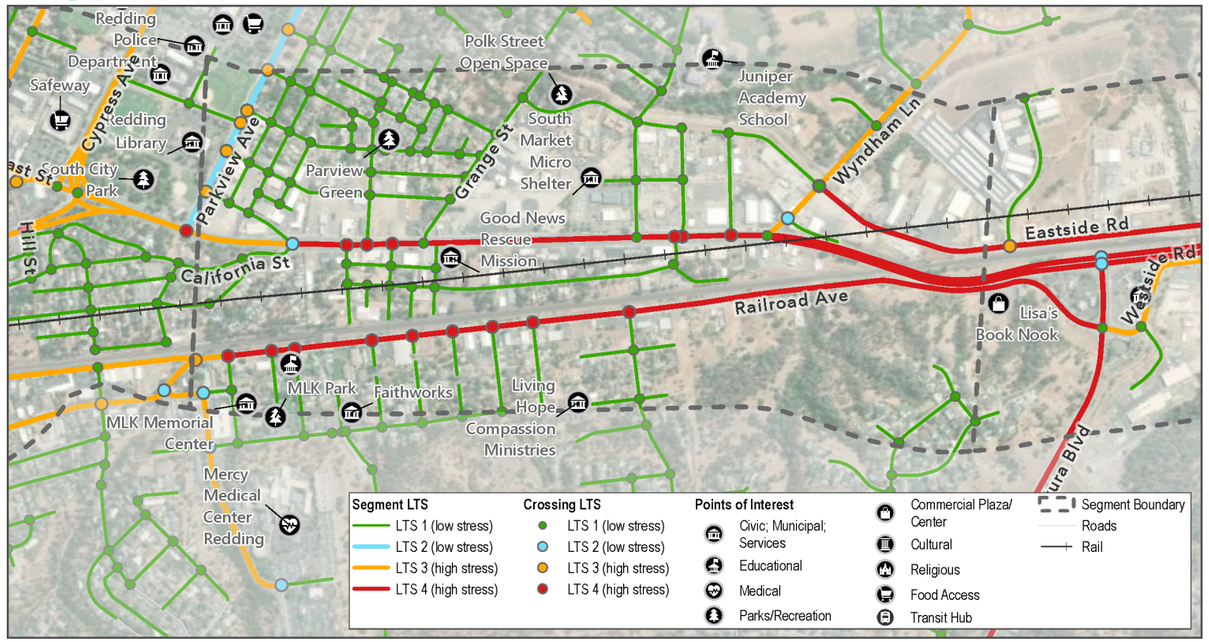
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US Feet

STATE ROUTE (SR) 273 SEGMENT 4

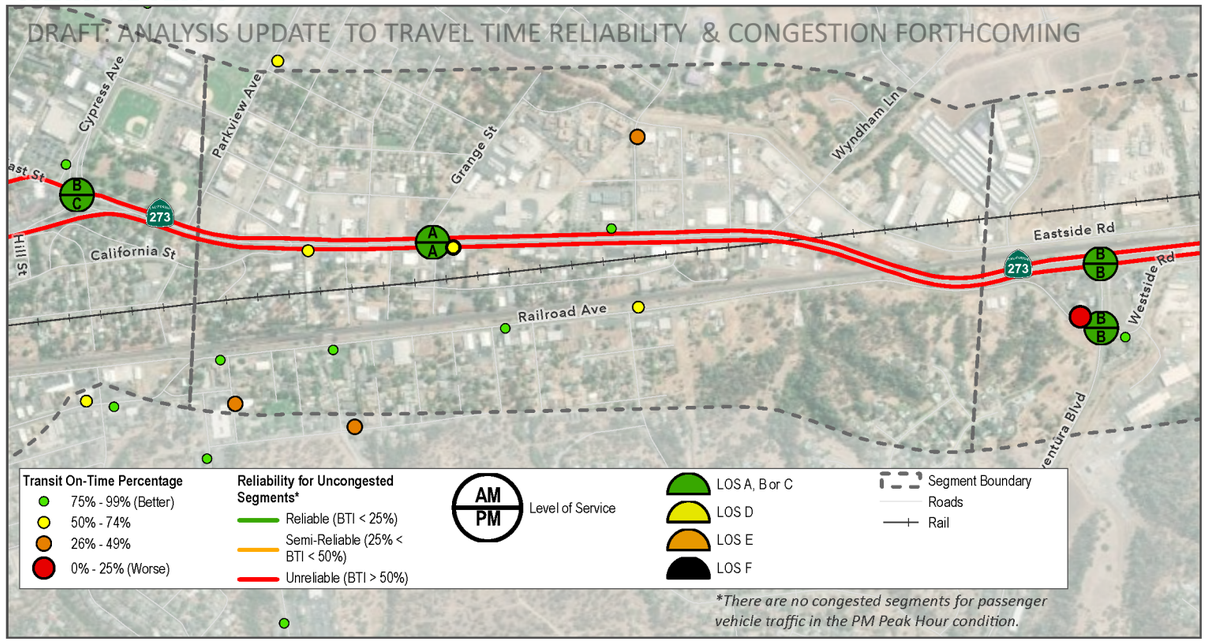
South of Cypress Ave to north of Buenaventura Blvd

EXISTING CONDITIONS PERFORMANCE RESULTS

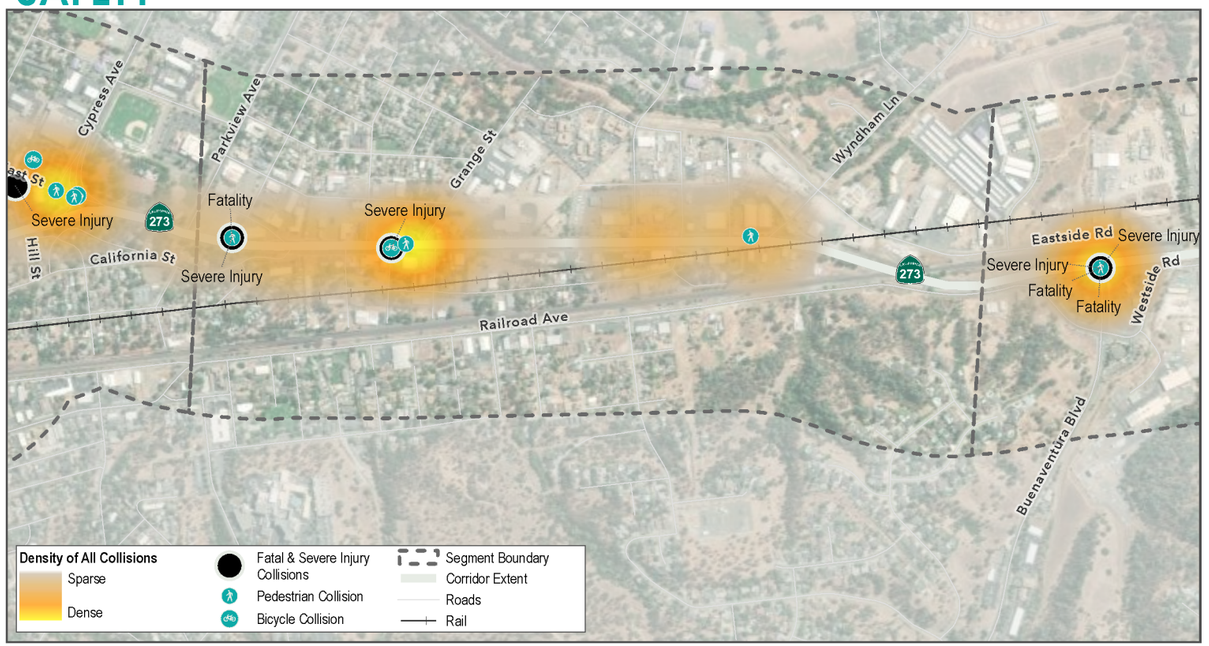
MOBILITY



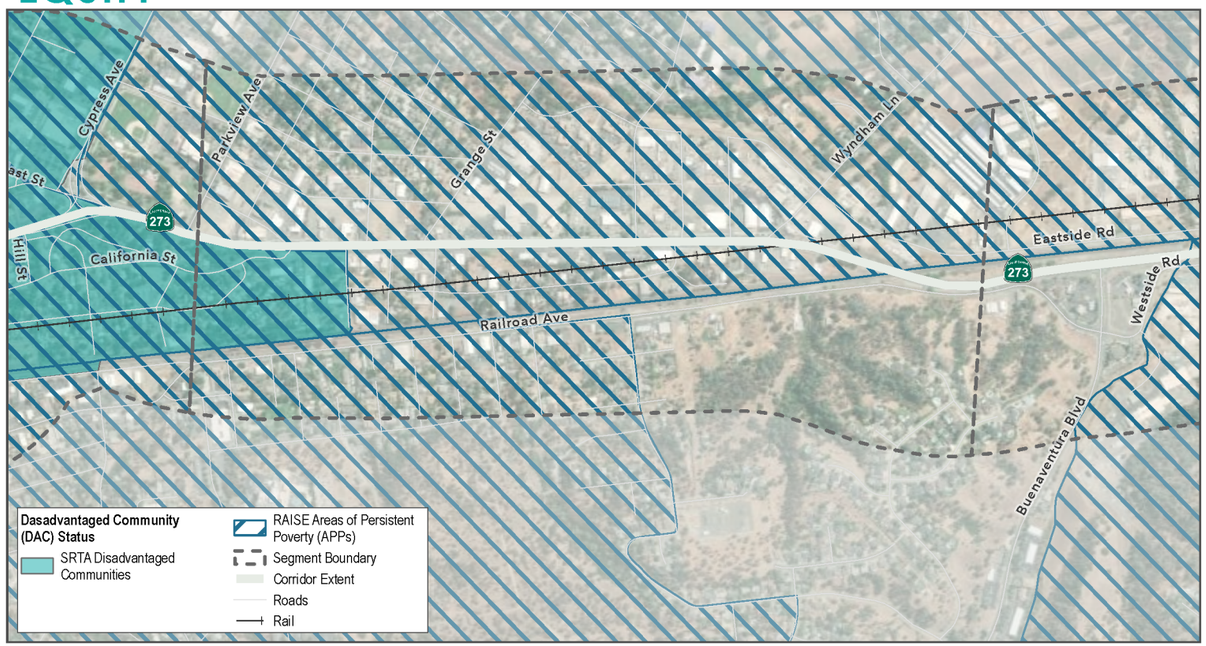
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA; City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

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Print date: 22 Feb 2024 - 23:21

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US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 4

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Fair	0
Presence of Amenities (Shelter or Bench) at Transit Stop?	Some with bench	2
Sidewalk Connection to Transit Stop? (On SR 273, only)	Some sidewalk at SR 273 stops	2
Sidewalk Coverage	Partially connected	3
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	1 (0%)	
Education Destinations	2 (14%)	
Community Services and Shopping Destinations	6 (5%)	
Health Care Destinations	4 (4%)	
Food Access	1 (0%)	
Transit Service Destinations (includes Bike Share locations)	20 (3%)	
Civic Service Destinations	2 (5%)	
Parks/Open Space & Recreation Destinations	3 (28%)	
Overall Mobility Score	**Poor**	**3**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	30	-
Total Fatal Crashes	1	4
Total Severe Crashes	1	4
Total Crashes Involving a Pedestrian	3	4
Total Pedestrian Fatalities	1	4
Total Crashes Involving a Bicyclist	1	4
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	33%	-
Primary Crash Types	Broadside	-
Primary Crash Cause	Vehicle Driver Error & Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**0.97**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Partially	3
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	Partially	3
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	3
SAFETY	Poor	4
RELIABILITY	Fair	2
EQUITY (DAC Status)	High DAC	3
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and traffic volumes along SR 273 results in a high stress barrier to connectivity between destinations to the east and west, where pockets of low-stress connectivity exist.
- SR 273 between Parkview Ave and Grange St, as well as between Ellis St and Wyndham Ln are collision hotspots. With seven percent of collisions occurring along the corridor study segment resulting in a fatal or severe injury, and the crash rate slightly above the statewide average, safety is a concern.
- Transit service is somewhat unreliable with most routes serving stops in the segment arriving on-time between 50 and 74 percent of the time. The one study intersection in this segment is operating at acceptable levels in both peak hours at LOS A. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with most block groups throughout the study segment area meeting the DAC criteria for three of the four measures of disadvantage.

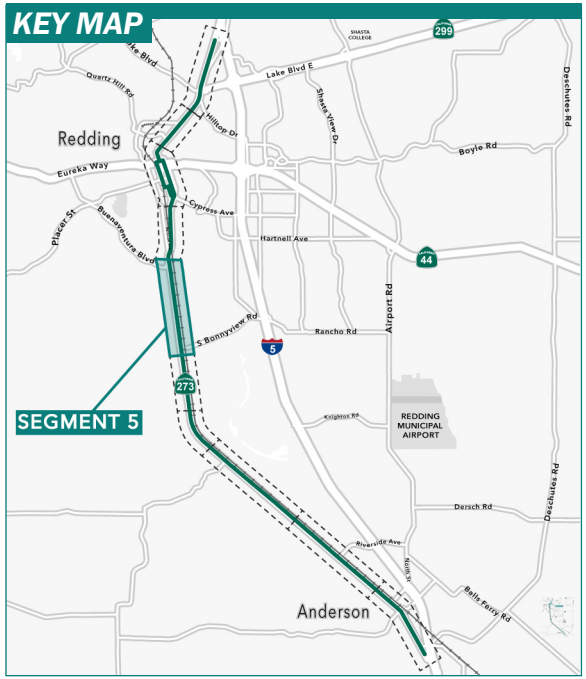
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STATE ROUTE (SR) 273 SEGMENT 5

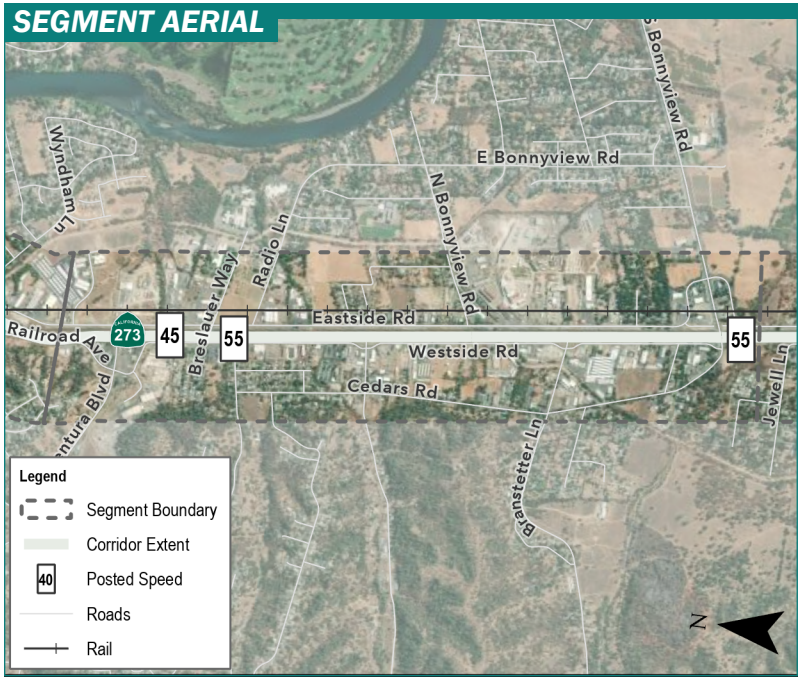
North of Buenaventura Blvd to south of S Bonnyview Rd

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



SEGMENT AERIAL

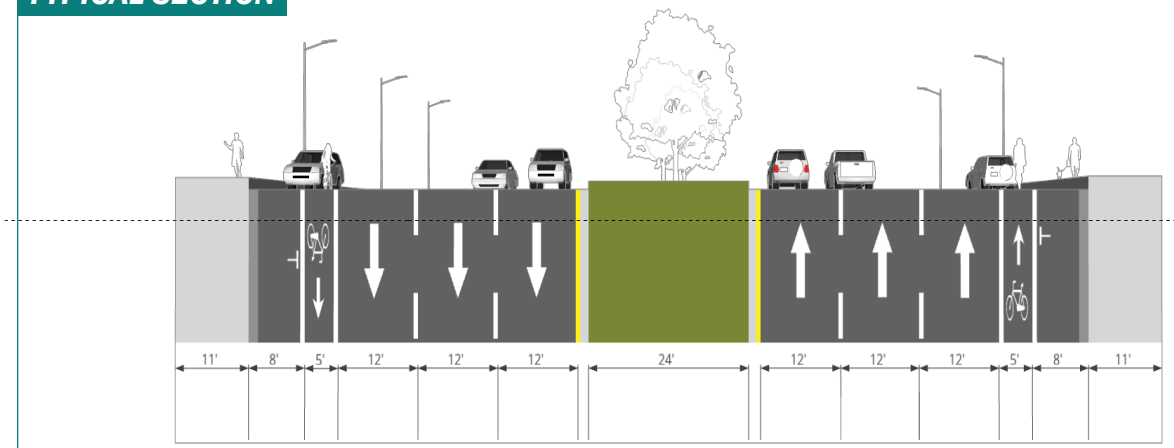


- **Adjacent Land Use:**
  Industrial, smaller-scale commercial with access to single-family and suburban residential areas
- **Place Type:**
  Transitional Corridor/Suburban Corridor
- **Key Destinations:**
  Shasta County Health and Human Services South Redding Office, Shasta-Trinity Regional Occupation Program School, Monarch Learning Center School (Elementary), Bonneyview Elementary

Key Features:
Critical connection to Downtown Redding and Bonneyview area neighborhoods, barriers to pedestrian mobility and minimal place-based activities make this area less of a destination for non-motorized travelers, however, shared use path connections at the south and pilot projects provide connectivity opportunities

- **Segment Length:**
  2.0 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  45 to 55 mph
- **Cross-Section:**
  4-lane divided with dirt median and left turn pockets at intersections
- **Daily Traffic Volume:**
  ~ 15,600 vehicles per day

TYPICAL SECTION



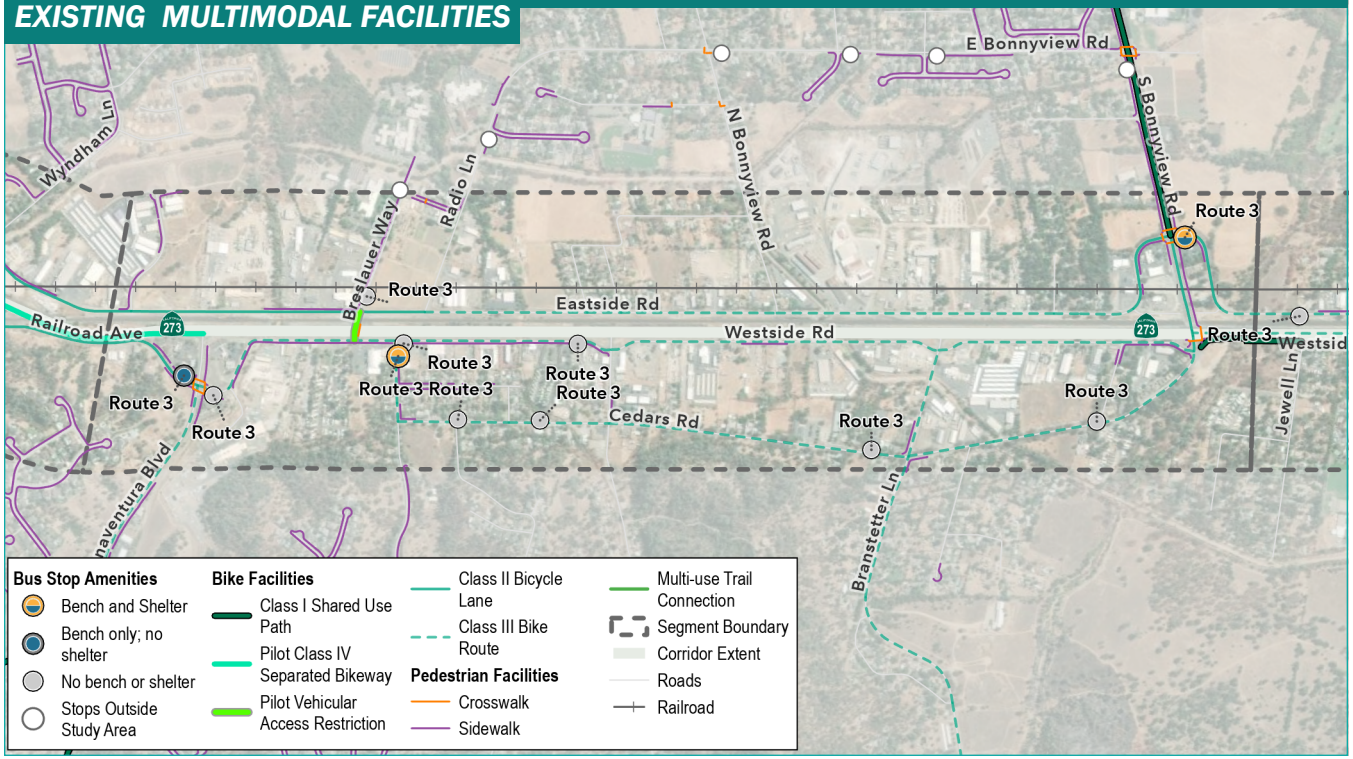
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 5

North of Buenaventura Blvd to south of S Bonnyview Rd

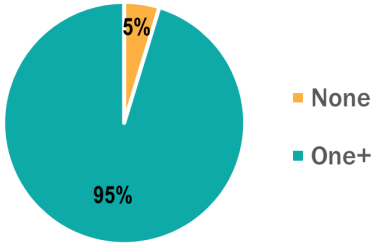
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

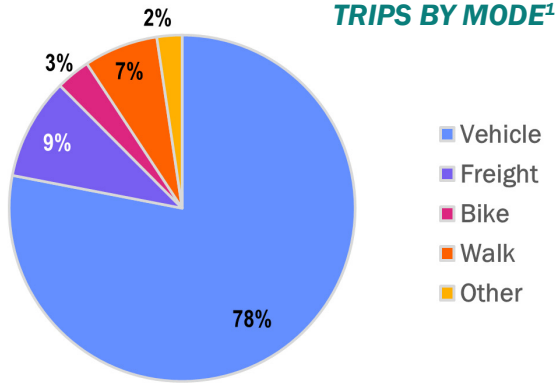


- The most common trip mode is motor vehicles, with 78 percent of trips made by a private automobile and 9 percent by a freight vehicle.
- Among all modes, freight vehicles have the highest average trip distance at 10.2 miles, followed by private vehicles at 8.2 miles, and bikes at 4.7 miles.
- Most people traveling within the segment have access to a car, with 95 percent of trips made by individuals living in households with access to at least one vehicle.
- Five percent of trips are made by people without access to a car, and people who do not have access to car are 44 times more likely to bike and 4 times more likely to walk than those who do have access to a car.

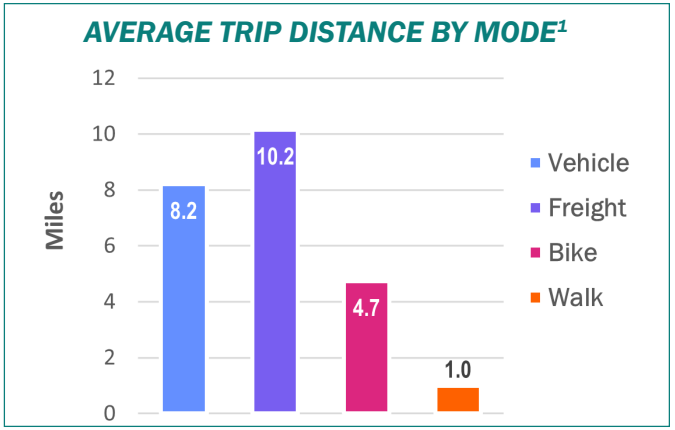
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



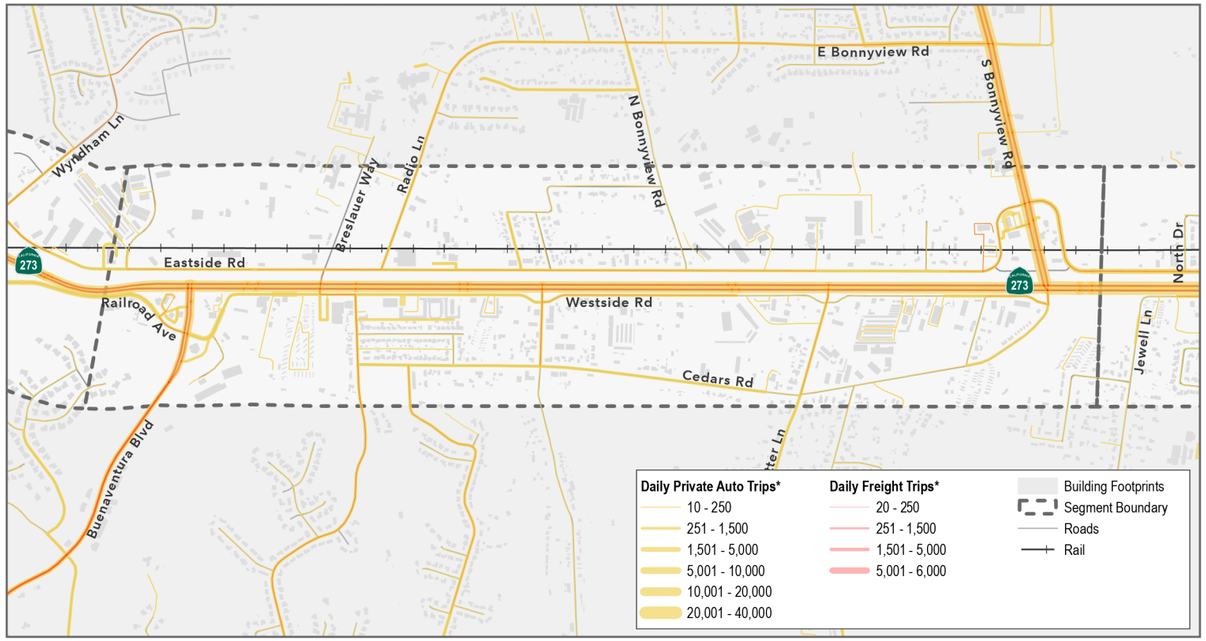
AVERAGE TRIP DISTANCE BY MODE[1]



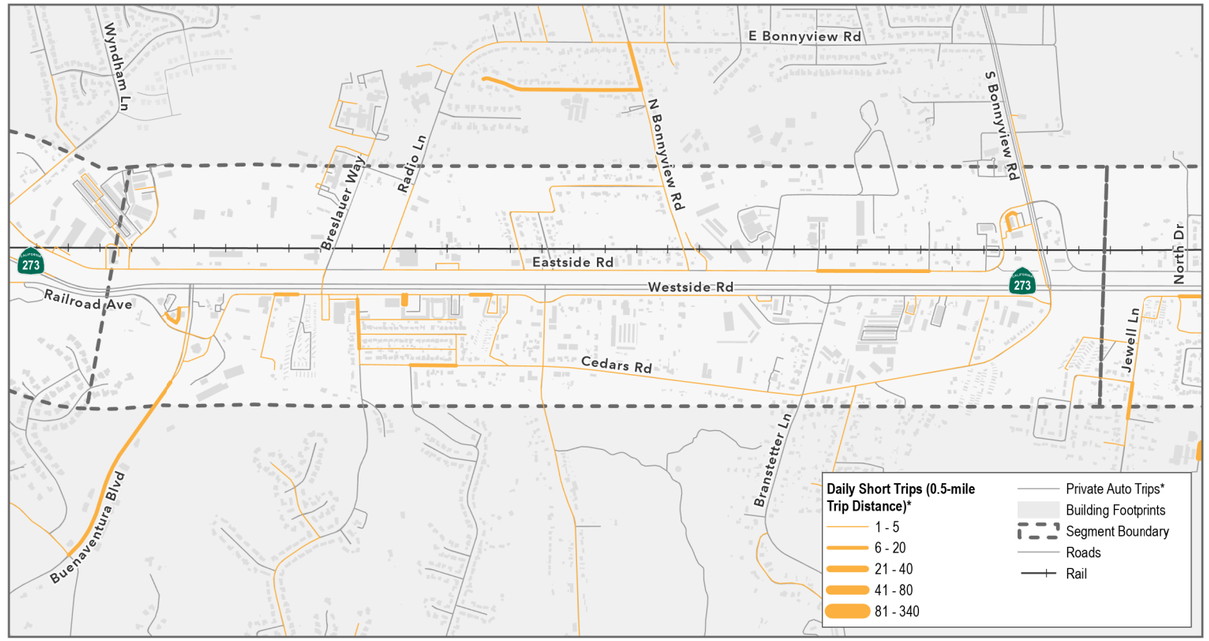
- Both private auto and freight travel is concentrated along SR 273, S Bonneyview Rd, and Buenaventura Blvd.
- Among all bicycle trips along the segment, most concentrated along Railroad Ave and Westside Rd, as well as Radio Ln and S Bonneyview Rd. Trips made by those without access to a vehicle are concentrated similarly, as well as along Eastside Rd.
- Few pedestrian trips are seen within this segment, although Cedars Rd, Railroad Ave, and S Bonneyview Rd west of Eastside Rd show the most trips.
- Transit activity is concentrated at the stops near SR 273 and Radio Ln
- Short vehicle trips are also less concentrated in this segment area, although some can be seen between the commercial and residential areas on the west side of SR 273.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

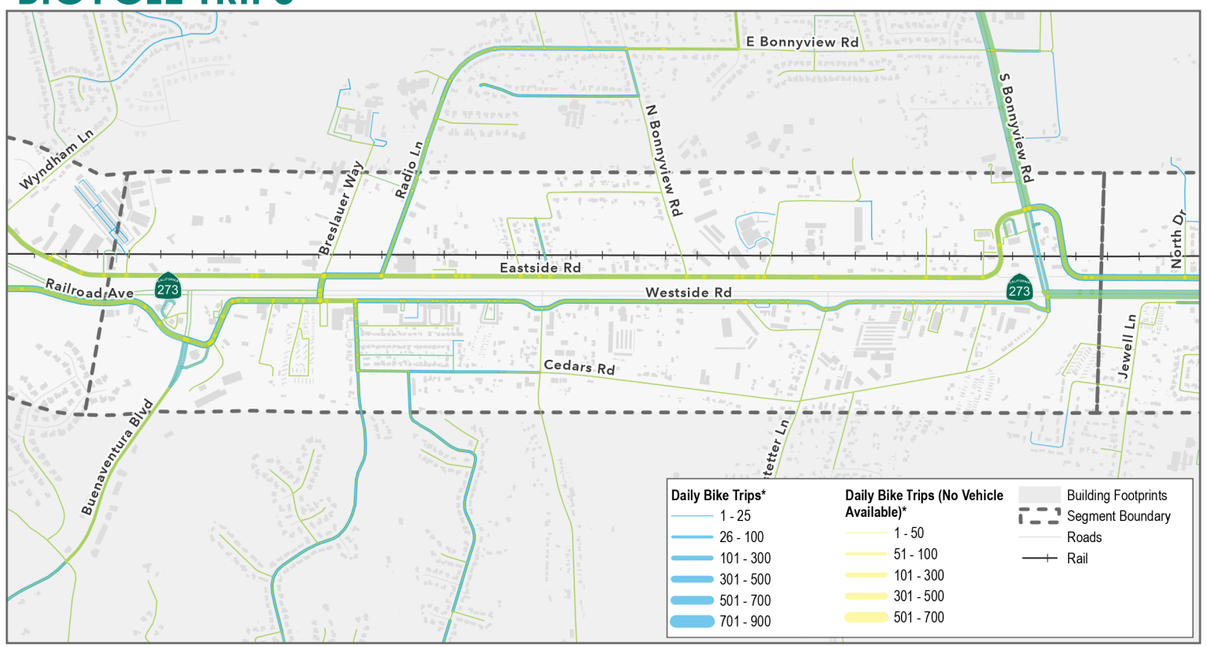
FREIGHT AND AUTO TRIPS



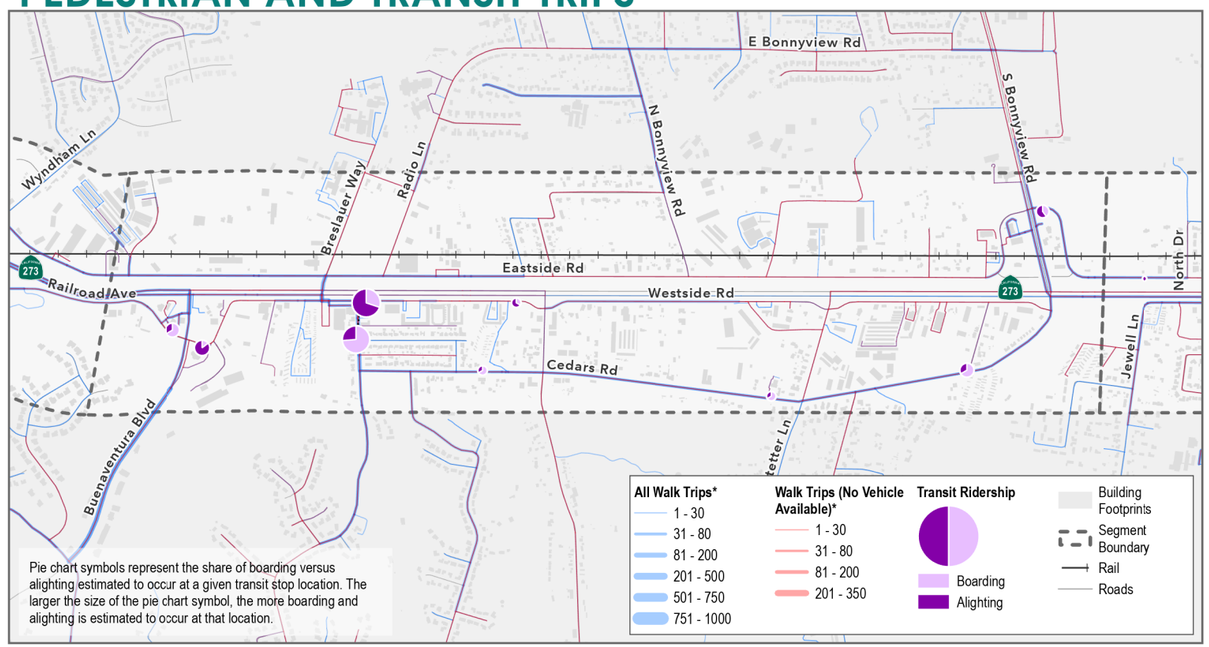
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Pie chart symbols represent the share of boarding versus alighting estimated to occur at a given transit stop location. The larger the size of the pie chart symbol, the more boarding and alighting is estimated to occur at that location.

Data source: Human Geography Base: City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
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Print date: 06 Oct 2023 - 07:52

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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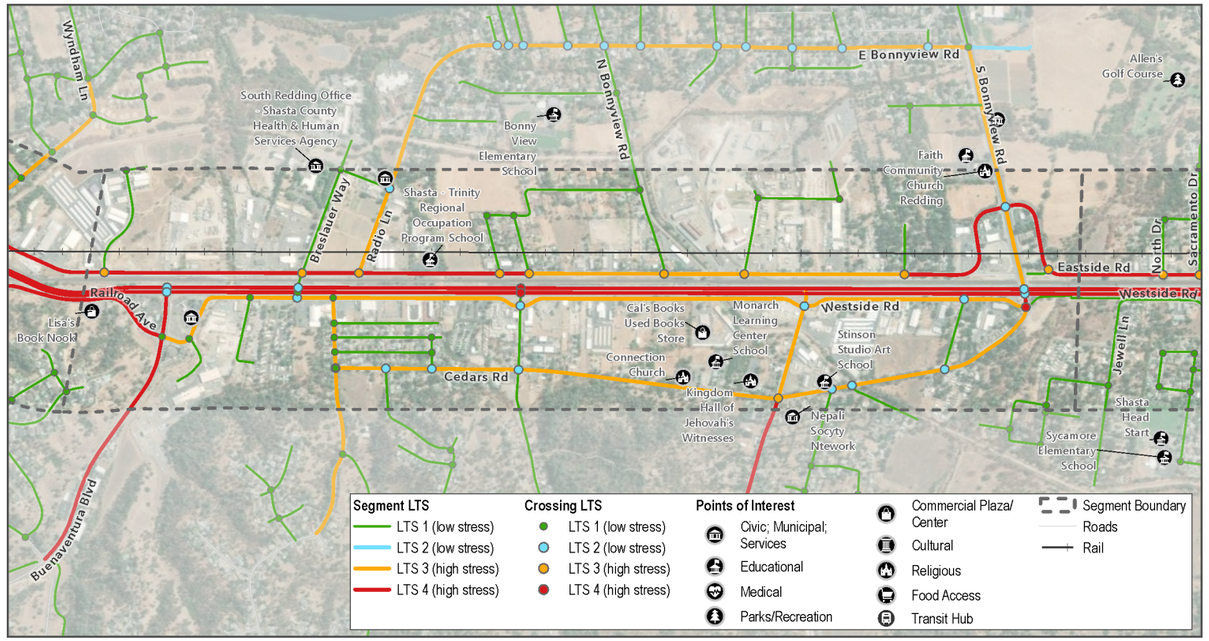
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STATE ROUTE (SR) 273 SEGMENT 5

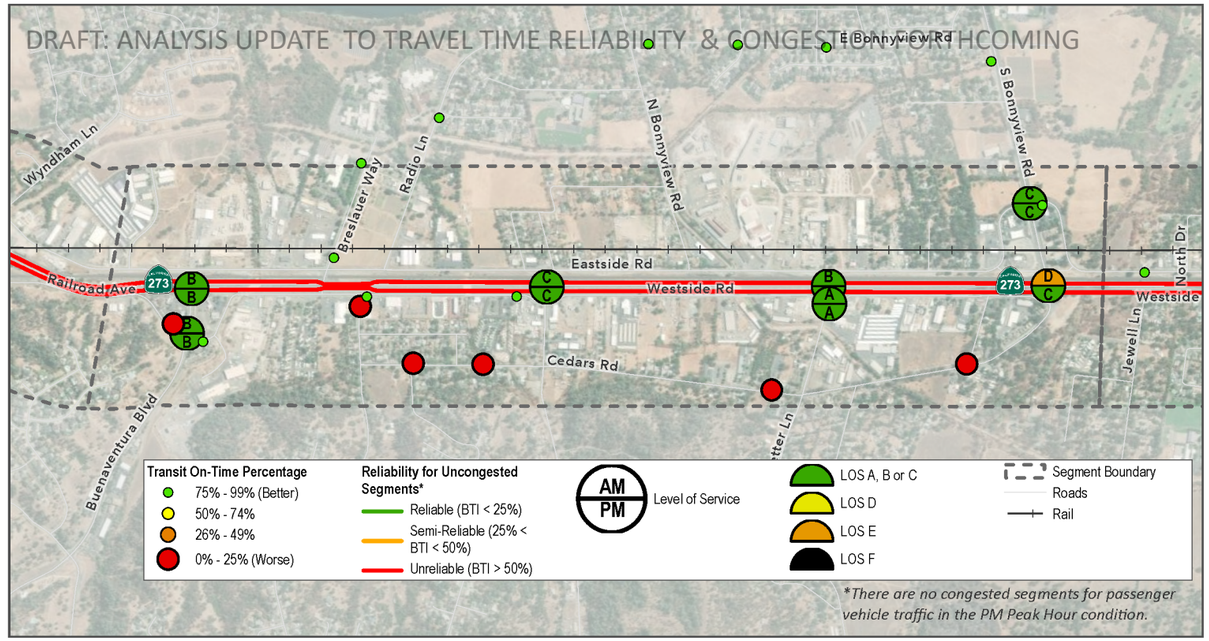
North of Buenaventura Blvd to south of S Bonnyview Rd

EXISTING CONDITIONS PERFORMANCE RESULTS

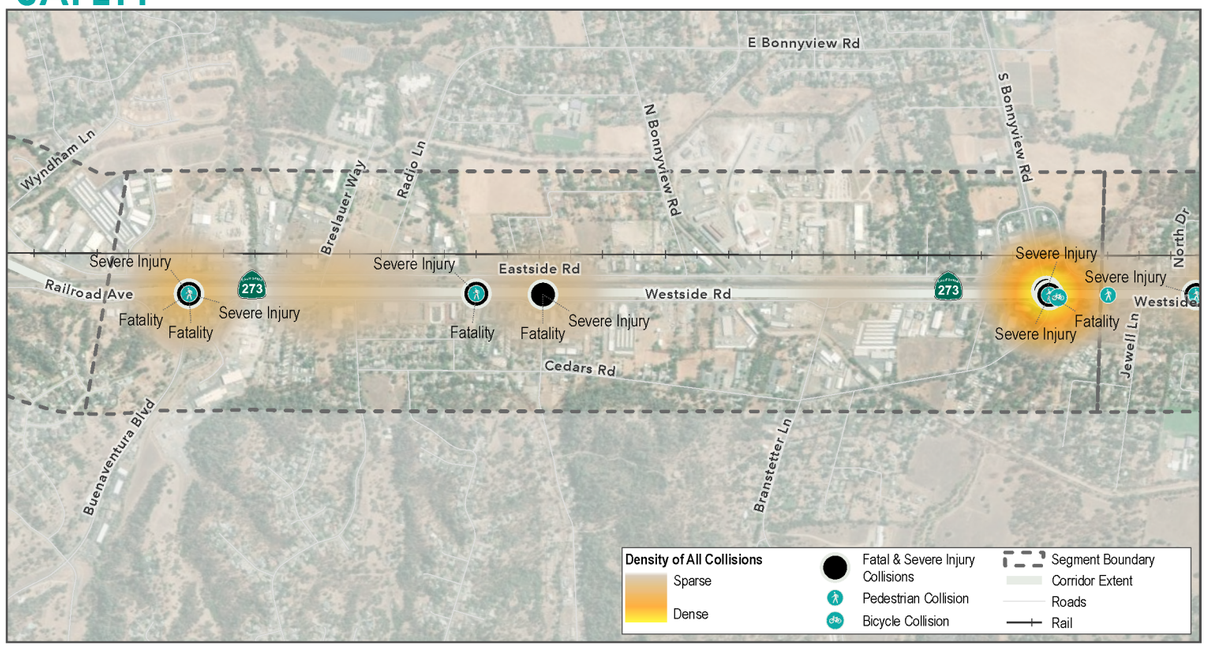
MOBILITY



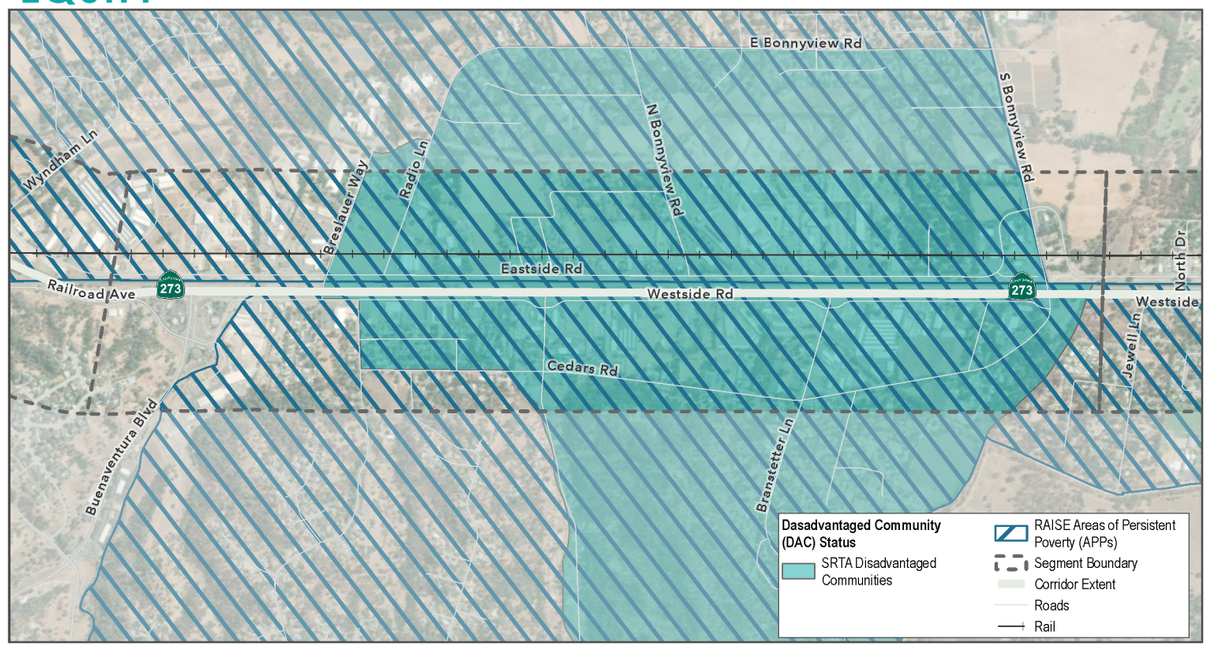
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly): Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023
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Print date: 22 Feb 2024 - 23:22

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US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 5

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Poor	4
Presence of Amenities (Shelter or Bench) at Transit Stop?	Typically no bench/shelter	4
Sidewalk Connection to Transit Stop? (On SR 273, only)	No stops on SR 273	4
Sidewalk Coverage	Minimal to None	4
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	1 (0%)	
Education Destinations	6 (4%)	
Community Services and Shopping Destinations	9 (1%)	
Health Care Destinations	1 (0%)	
Food Access	0 (7%)	
Transit Service Destinations (includes Bike Share locations)	17 (0%)	
Civic Service Destinations	0 (0%)	
Parks/Open Space & Recreation Destinations	0 (0%)	
Overall Mobility Score	**Poor**	**4**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	59	-
Total Fatal Crashes	5	4
Total Severe Crashes	1	4
Total Crashes Involving a Pedestrian	5	4
Total Pedestrian Fatalities	4	4
Total Crashes Involving a Bicyclist	1	4
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	34%	-
Primary Crash Types	Rear End	-
Primary Crash Cause	Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.04**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Majority	4
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	No	1
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**4**
SAFETY	Poor	**3**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and a lack of low-stress crossing opportunities along the SR 273 corridor result in a high stress barrier to connectivity between destinations to the east and west.
- SR 273 at Buenaventura Blvd, Breslauer Way and Kenyon Dr are collision hotspots. Ten percent of collisions resulted in a fatal or severe injury, and ten percent of all collisions involved a bicyclist or pedestrian. Additionally, with the crash rate along the segment exceeding the statewide average, safety is a concern.
- Transit service reliability is an issue, with many of the stops within the segment area arriving on-time between 0 and 25 percent of the time. Study intersections are operating at acceptable levels in both peak hours at LOS A, B or C, with one location operating at LOS D in the AM peak hour. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is also a concern with most areas within the segment meeting the DAC criteria for two of the four measures of disadvantage.

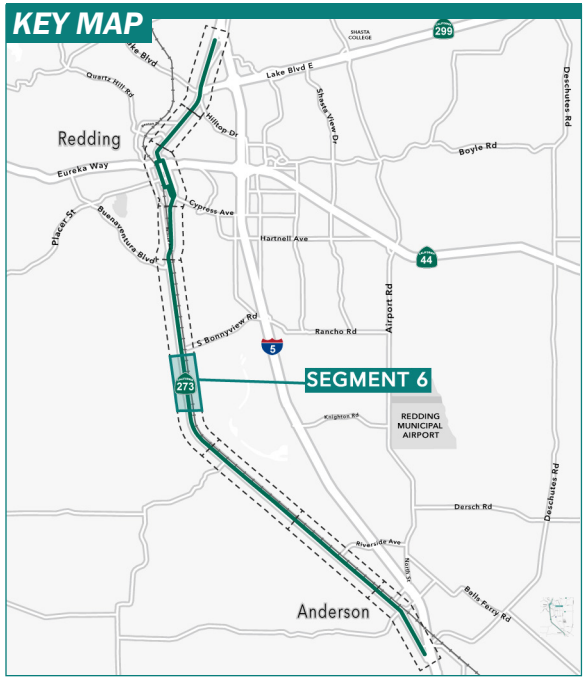
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STATE ROUTE (SR) 273 SEGMENT 6

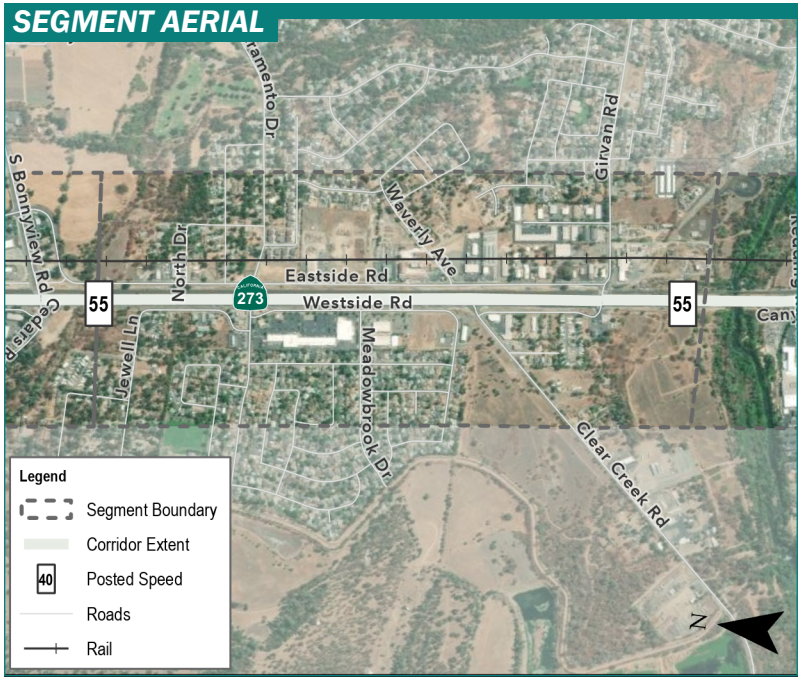
South of S Bonnyview Rd to south of Girvan Rd

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



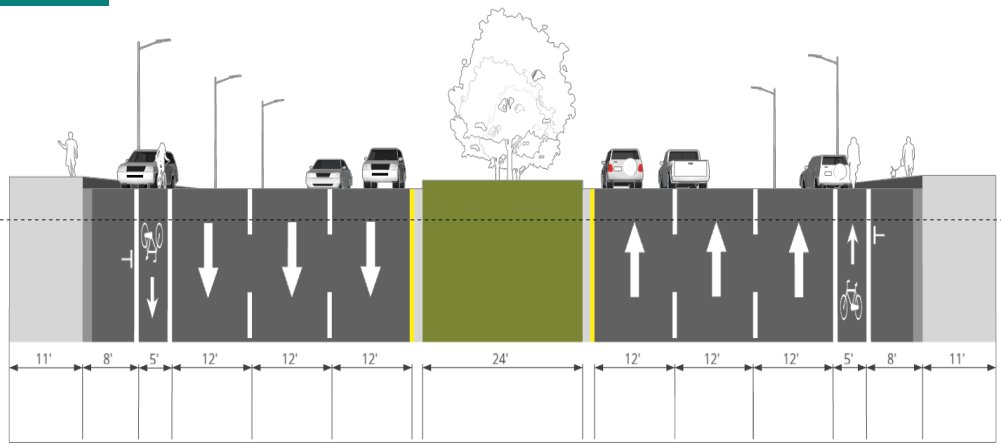
SEGMENT AERIAL



- **Adjacent Land Use:**
  Neighborhood commercial with access to single-family and undeveloped multi-family residential
- **Place Type:**
  Suburban Community/Transitional Corridor
- **Key Destinations:**
  Clear Creek Grocery and Market; Westwood Village shopping center featuring Rite-Aid and SAV-MOR Foods; Northstate Recycling; Shasta Head Start and Sycamore Elementary School to the west of segment area
- **Key Features:**
  Highway 273 Bikeway at the north of study area and proximity to S Bonneyview shared-use path; potential for place-based activities, frontage opportunities, and proximity to regional amenities

- **Segment Length:**
  1.2 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  City of Redding; unincorporated Shasta County
- **Posted Speed(s):**
  45 mph
- **Cross-Section:**
  mostly 4 to 5-lane divided with separate right and left turn pockets at intersections
- **Daily Traffic Volume:**
  ~ 18,600 vehicles per day

TYPICAL SECTION



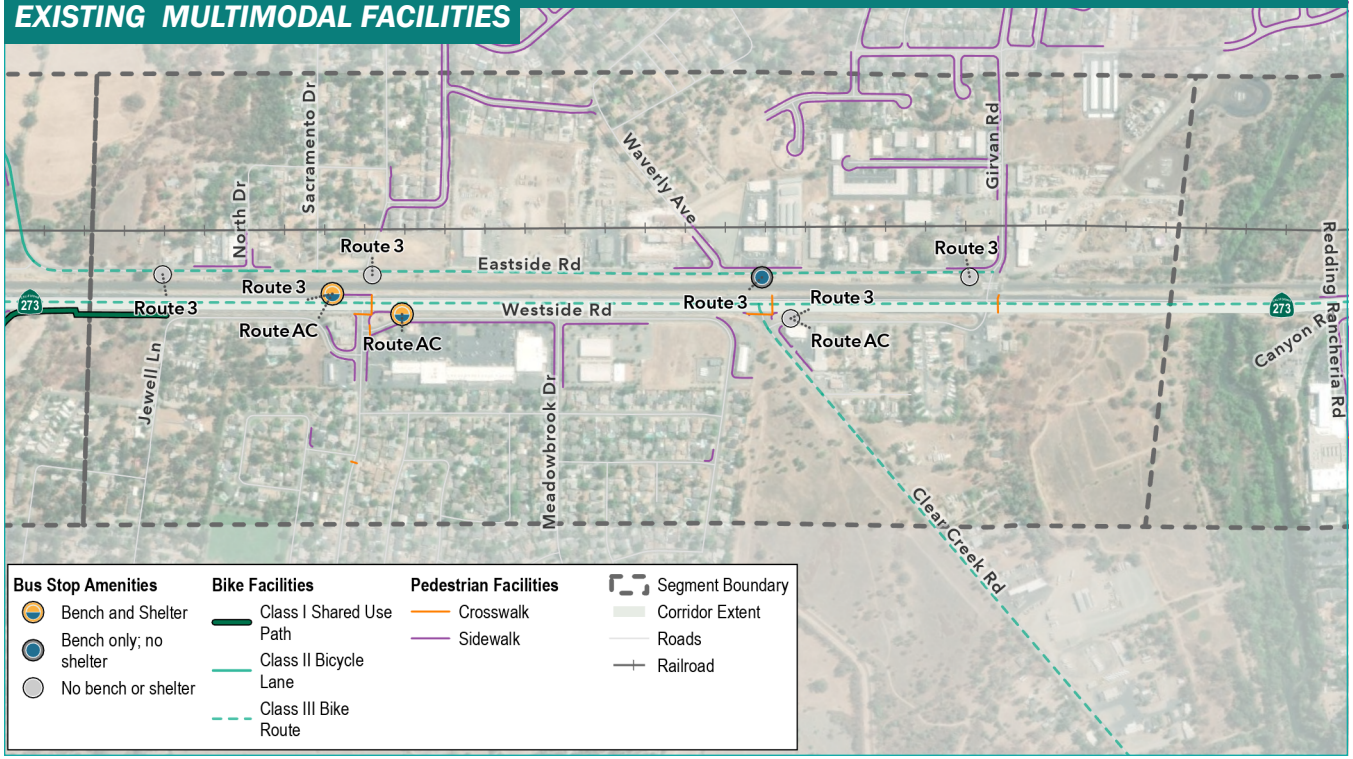
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 6

South of S Bonnyview Rd to south of Girvan Rd

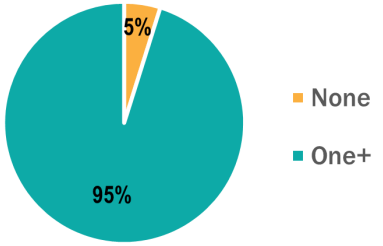
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

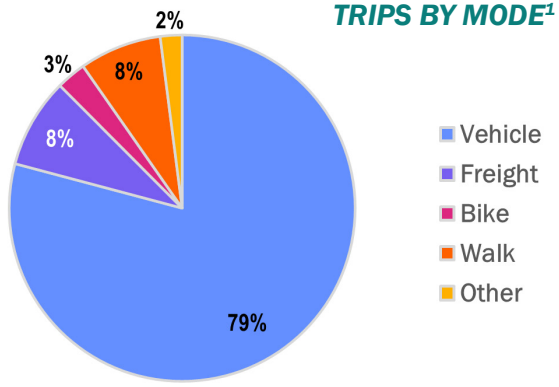


- The most common trip mode is motor vehicles, with 79 percent of trips made by a private automobile and 8 percent by a freight vehicle, followed by 8 percent by walking.
- Among all modes, private auto and freight vehicles show similar average trip lengths, at 9.7 and 9.6 miles, respectively. Average bike trip lengths are some of the longest across the corridor's study segments at 5.6 miles.
- Most people traveling within the segment have access to a car, with 95% of trips made by individuals living in households with access to at least one vehicle.

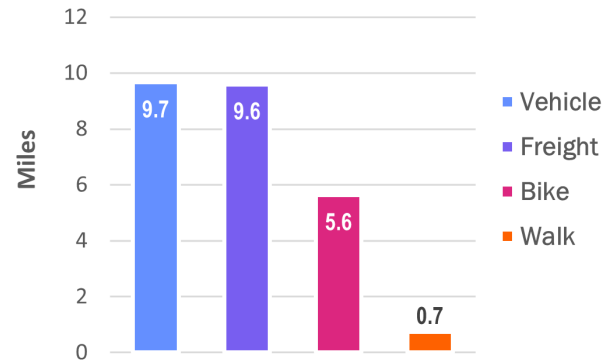
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



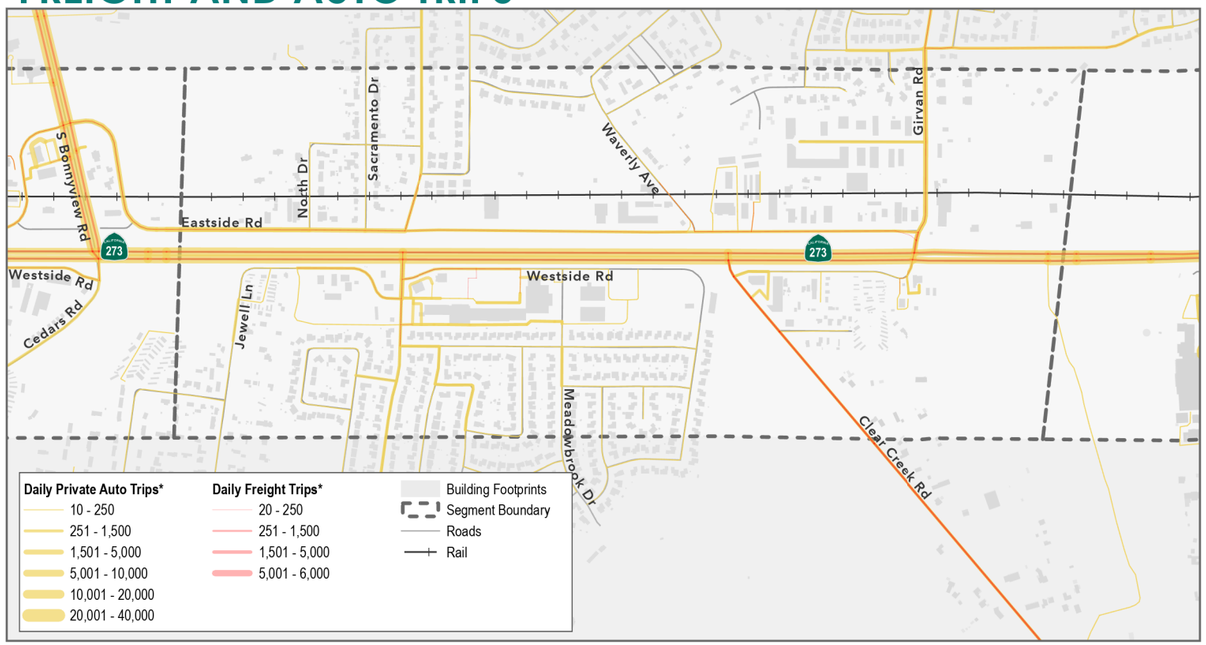
AVERAGE TRIP DISTANCE BY MODE[1]



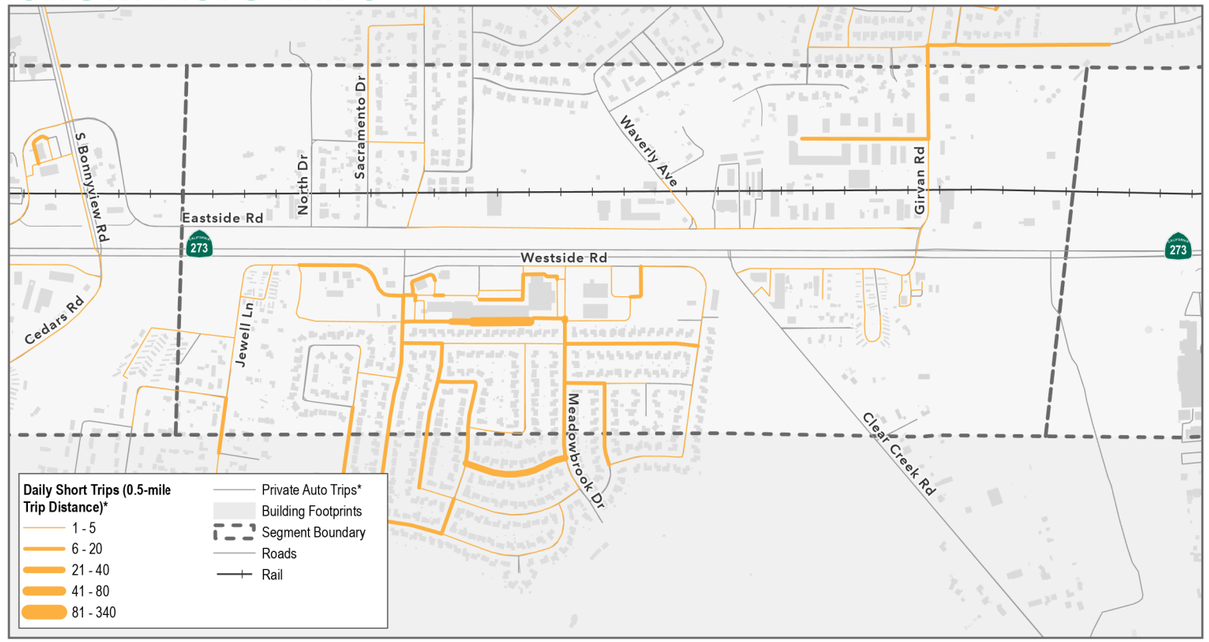
- Five percent of trips are made by people without access to a car, and people who do not have access to car are 67 times more likely to bike and 3 times more likely to walk than those who do have access to a car
- Bicycle trips traveling along the segment are most concentrated along Eastside and Westside Roads, as well as SR 273 south of Girvan Rd.
- Pedestrian trips, transit trips, as well as short vehicle trips are concentrated along Westside Rd and SR 273 near commercial and residential destinations.
- Freight and private automobile trips are concentrated along SR 273 and Girvan Rd.
- Clear Creek Rd shows more freight than vehicle trips.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

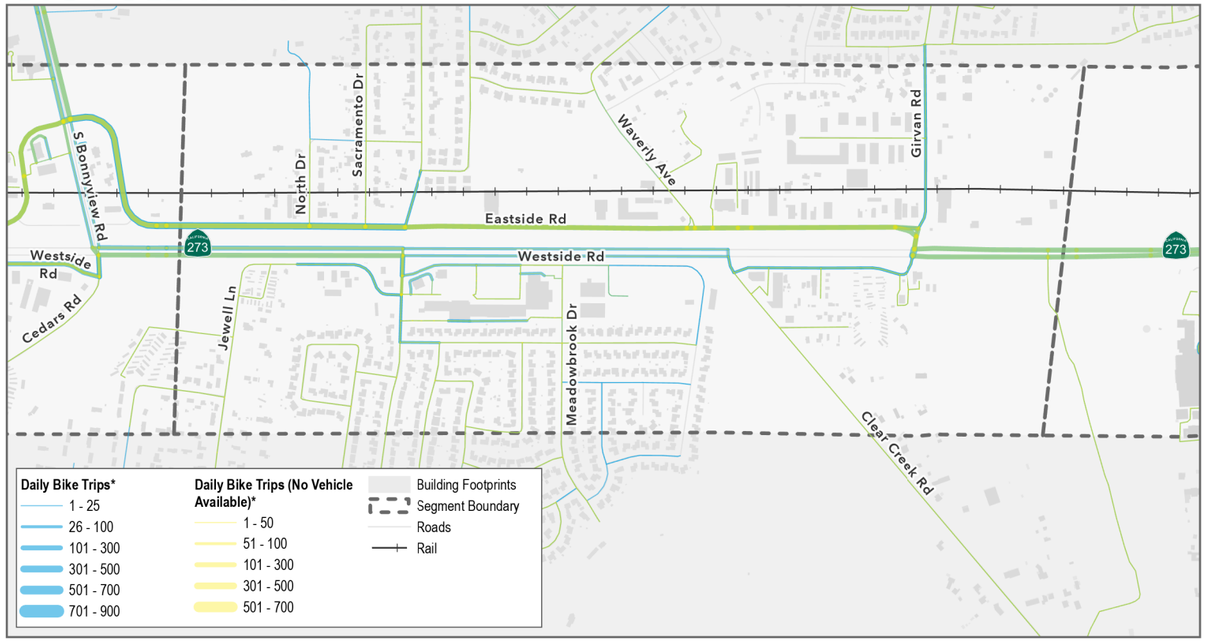
FREIGHT AND AUTO TRIPS



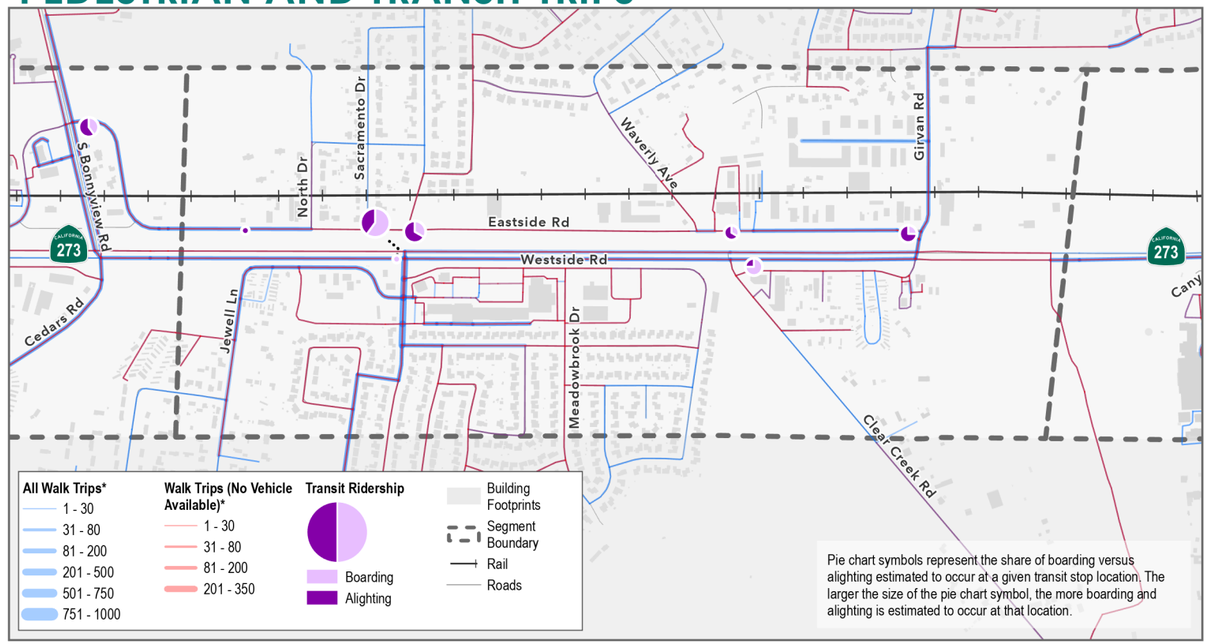
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: Esri Community Maps Contributors, City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
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Print date: 04 Oct 2023 - 20:40

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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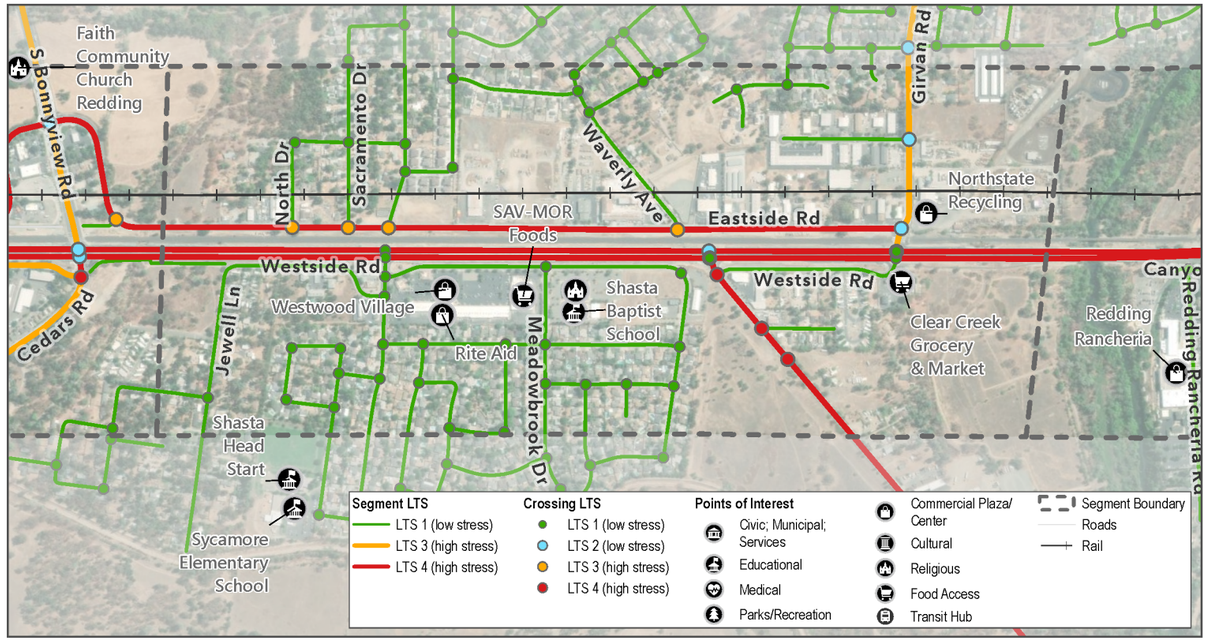
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STATE ROUTE (SR) 273 SEGMENT 6

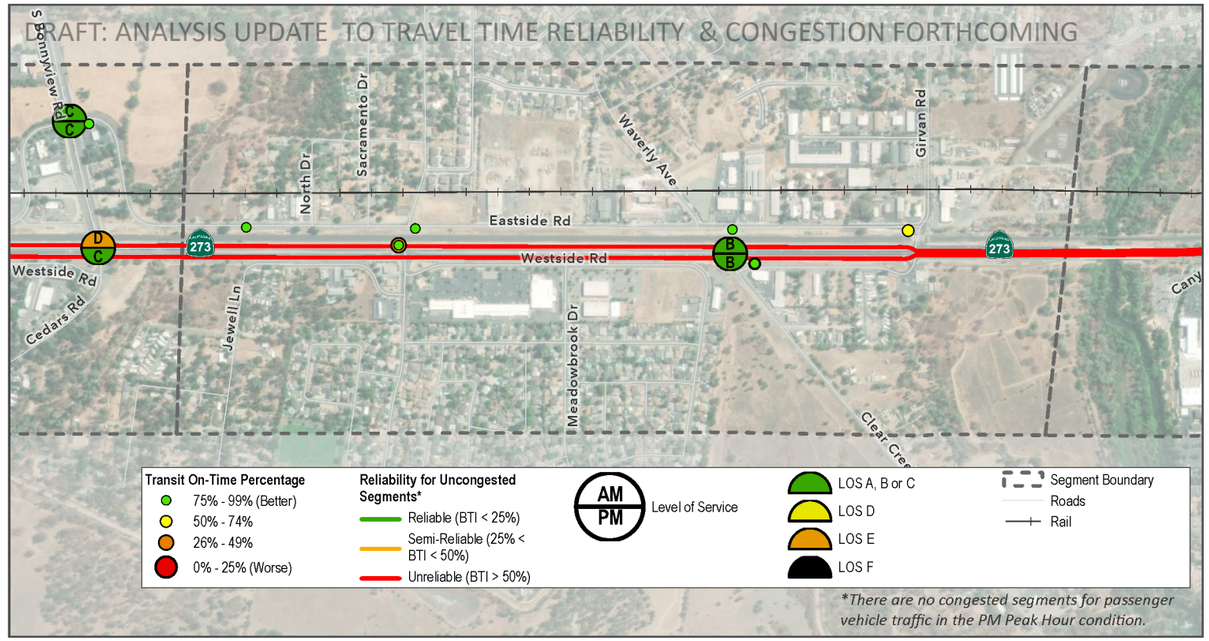
South of S Bonnyview Rd to south of Girvan Rd

EXISTING CONDITIONS PERFORMANCE RESULTS

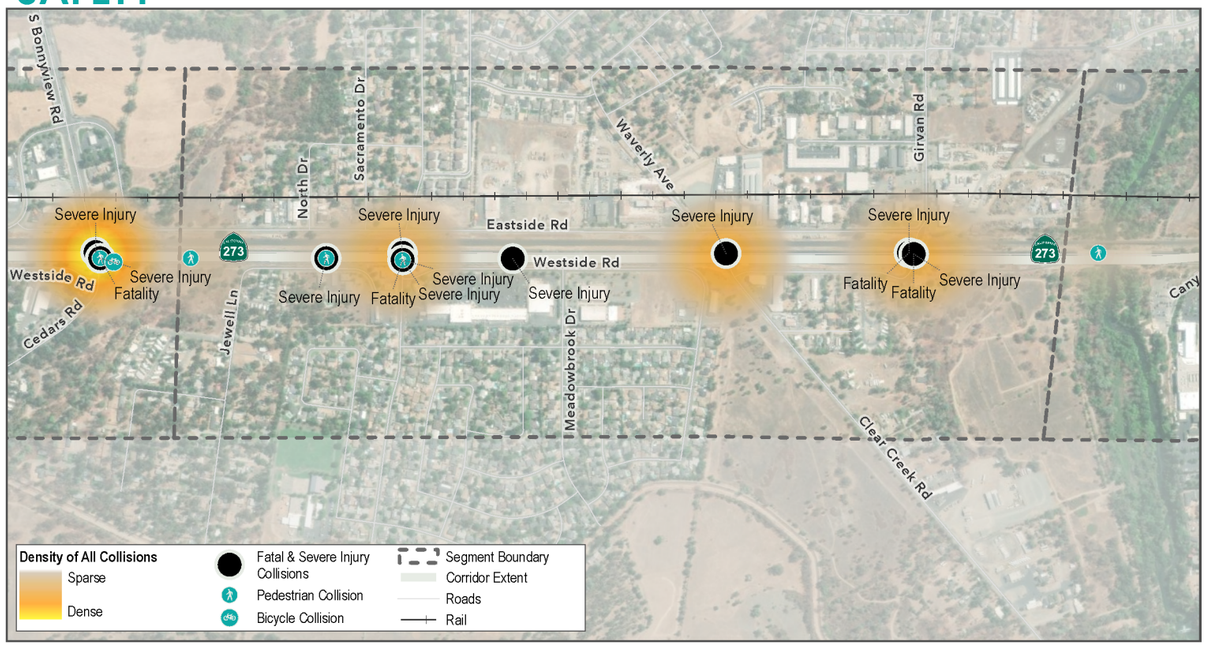
MOBILITY



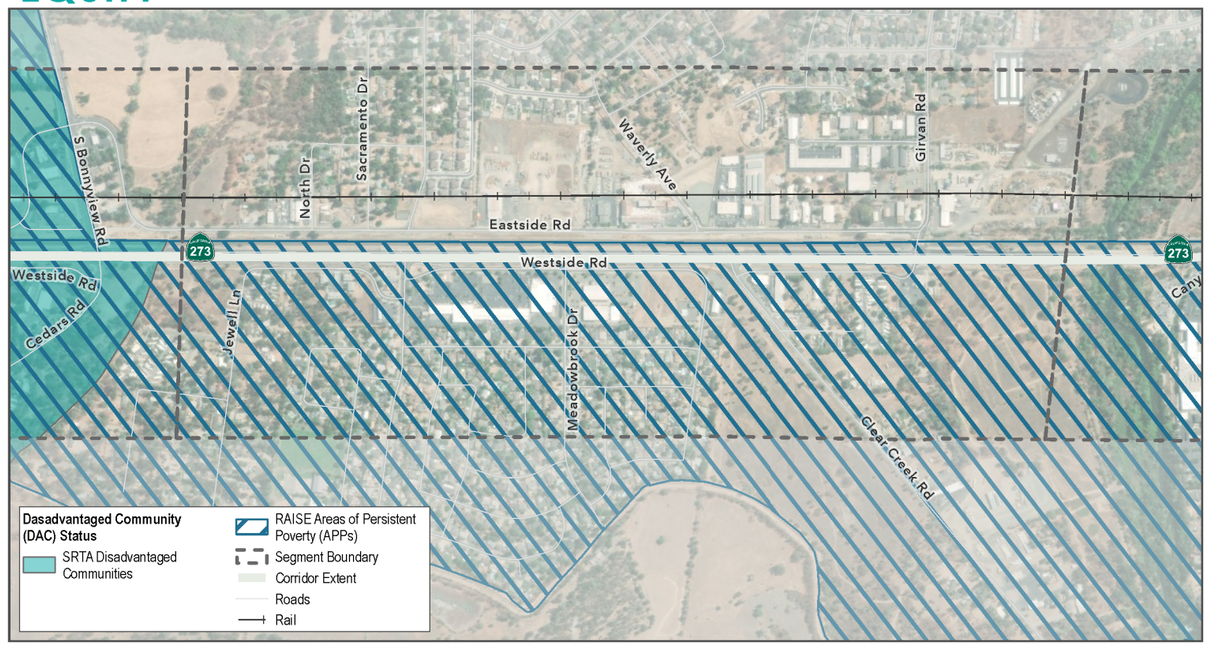
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly): Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

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Print date: 22 Feb 2024 - 23:26

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US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 6

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Fair	0
Presence of Amenities (Shelter or Bench) at Transit Stop?	Some with bench/shelter	3
Sidewalk Connection to Transit Stop? (On SR 273, only)	Yes, sidewalk at SR 273 stops	3
Sidewalk Coverage	Minimal to None	4
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	0 (0%)	
Education Destinations	3 (46%)	
Community Services and Shopping Destinations	4 (17%)	
Health Care Destinations	0 (NA)	
Food Access	2 (26%)	
Transit Service Destinations (includes Bike Share locations)	9 (0%)	
Civic Service Destinations	0 (0%)	
Parks/Open Space & Recreation Destinations	2 (74%)	
Overall Mobility Score	**Poor**	**4**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	55	-
Total Fatal Crashes	3	4
Total Severe Crashes	5	4
Total Crashes Involving a Pedestrian	2	4
Total Pedestrian Fatalities	1	4
Total Crashes Involving a Bicyclist	-	0
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	47%	-
Primary Crash Types	Rear End	-
Primary Crash Cause	Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.35**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	No	1
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	No	1
SB 535 CalEPA Criteria	Partially	3
Overall DAC Status	**Moderate DAC**	**2**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	4
SAFETY	Poor	4
RELIABILITY	Fair	2
EQUITY (DAC Status)	Moderate DAC	2
Overall Performance		**3**

SEGMENT ISSUES

- High speeds, minimal bicycle and pedestrian facilities and a lack of low-stress crossing opportunities along SR 273 results in a high stress barrier to connectivity between the low-stress residential streets to the east and west.
- Collision hotspots are seen at Westwood Ave, Clear Creek Rd and Girvan Rd. With 15 percent of collisions resulting in fatality and a crash rate significantly above the statewide average, safety is a concern.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. The one study intersection in this segment is operating at acceptable levels in both peak hours at LOS B. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern, mostly in the areas to the west of the state highway, with a majority of the area designated as a Area of Persistent Poverty, per RAISE grant criteria definitions.

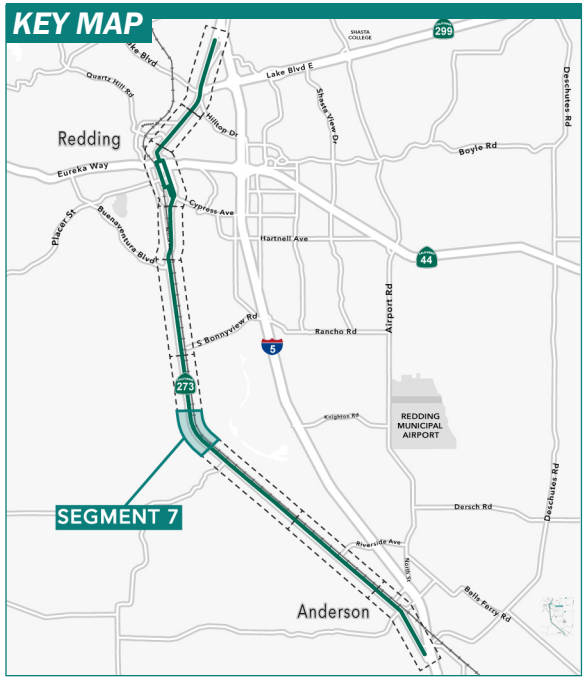
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STATE ROUTE (SR) 273 SEGMENT 7

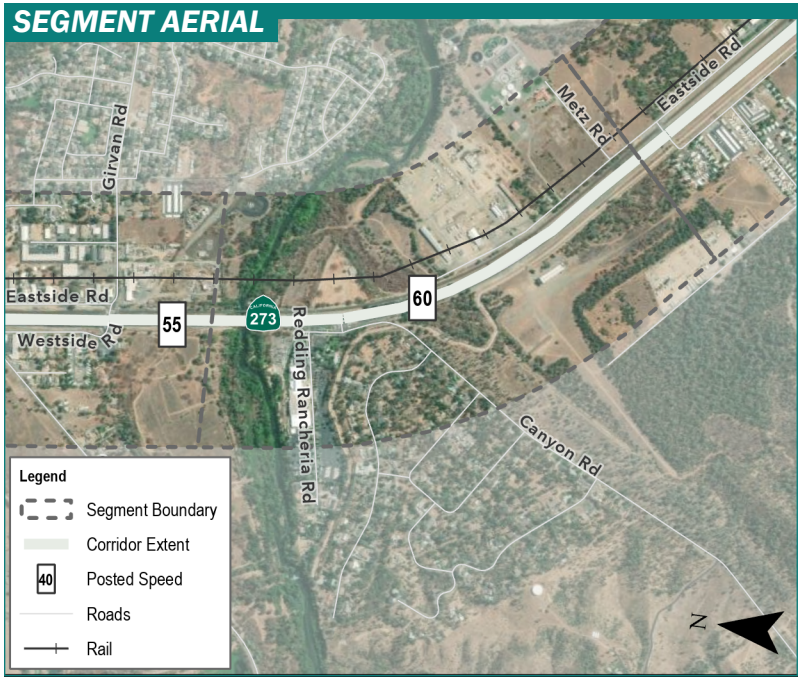
South of Girvan Rd to north of Happy Valley Rd

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



SEGMENT AERIAL

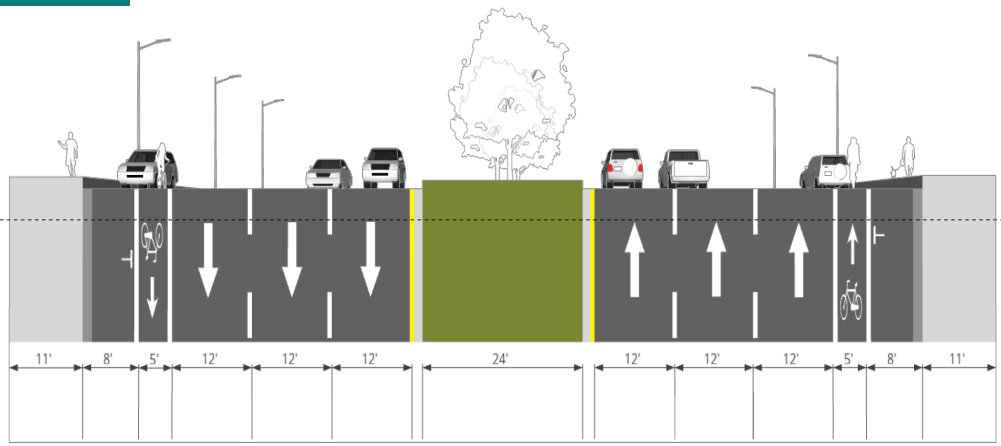


- **Adjacent Land Use:**
  Commercial and residential tribal lands, industrial, single-family residential
- **Place Type:**
  Transitional Corridor/Undeveloped Corridor (Rural)
- **Key Destinations:**
  Redding Rancheria Tribal Lands, Win-River Resort & Casino

Key Features:
Transitional and rural corridor connecting to the Rancheria and unincorporated Shasta County to the south

- **Segment Length:**
  0.9 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  60 mph
- **Cross-Section:**
  4-lane undivided with left turn pockets at intersections
- **Daily Traffic Volume:**
  ~ 10,700 vehicles per day

TYPICAL SECTION



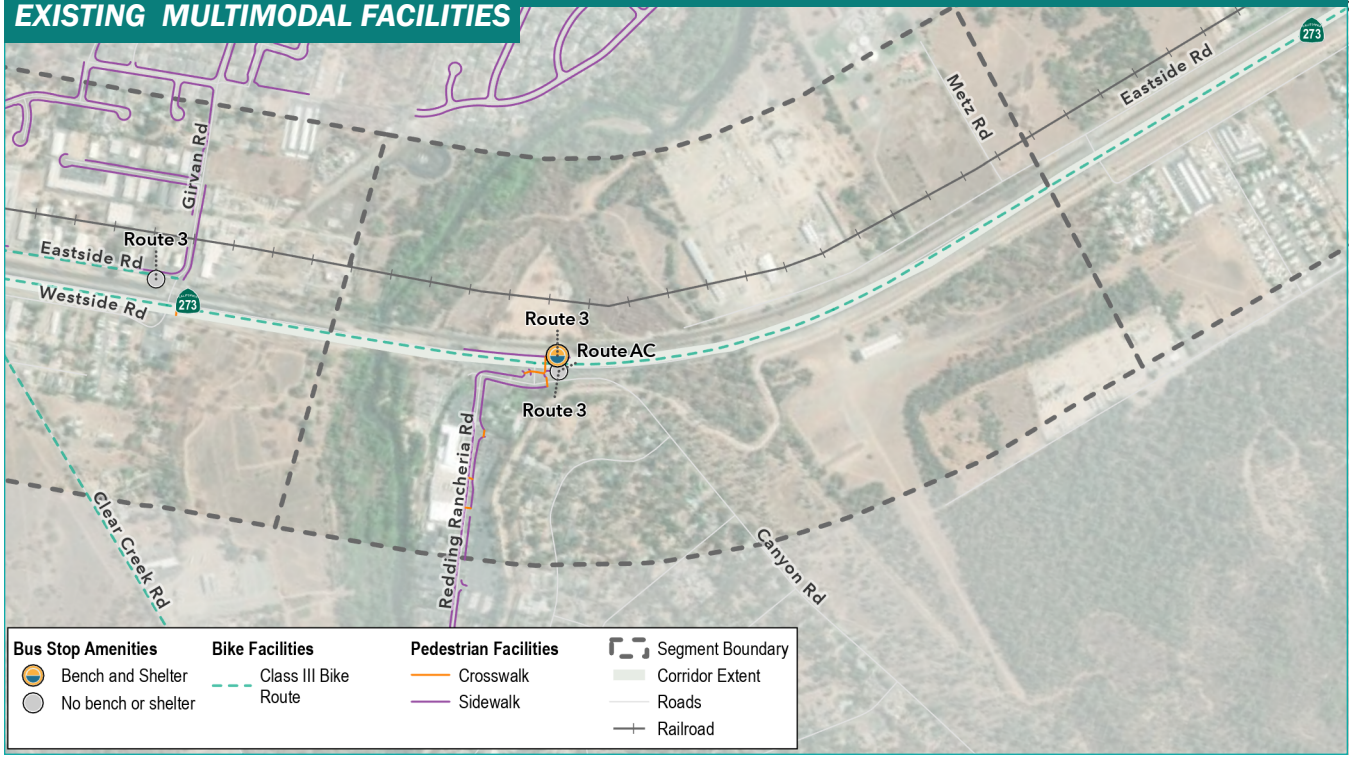
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 7

South of Girvan Rd to north of Happy Valley Rd

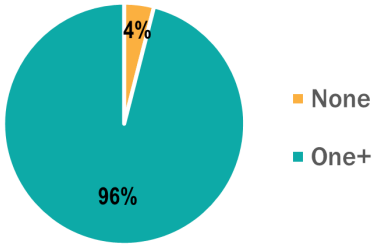
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

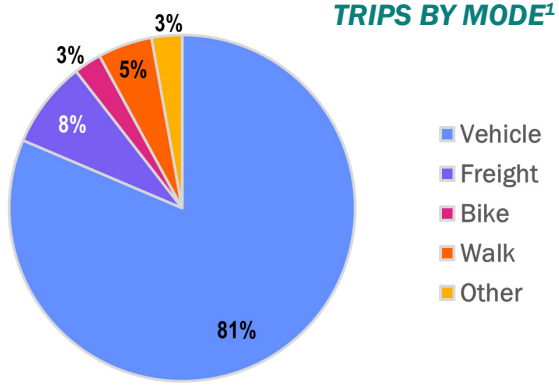


- The most common trip mode is motor vehicles, with 81 percent of trips made by a private automobile and 9 percent by a freight vehicles.
- Among all modes, freight vehicles have the highest average trip distance at 10.4 miles, followed by private vehicles.
- Bike trip lengths are relatively high at 7.2 miles.
- Most people traveling within the segment have access to a car, with 96 percent of trips made by individuals living in households with access to at least one vehicle.
- Four percent of trips are made by people without access to a car, and people who do not have access to car are 49 times more likely to bike than those who do have access to a car.

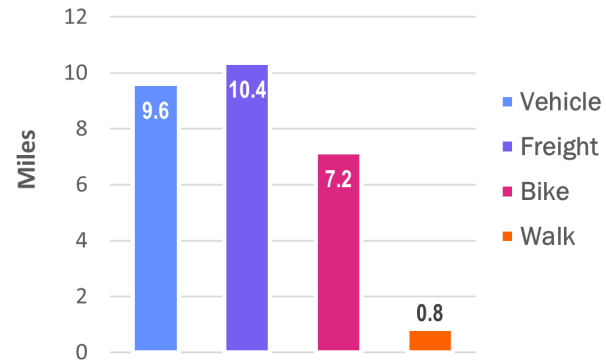
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



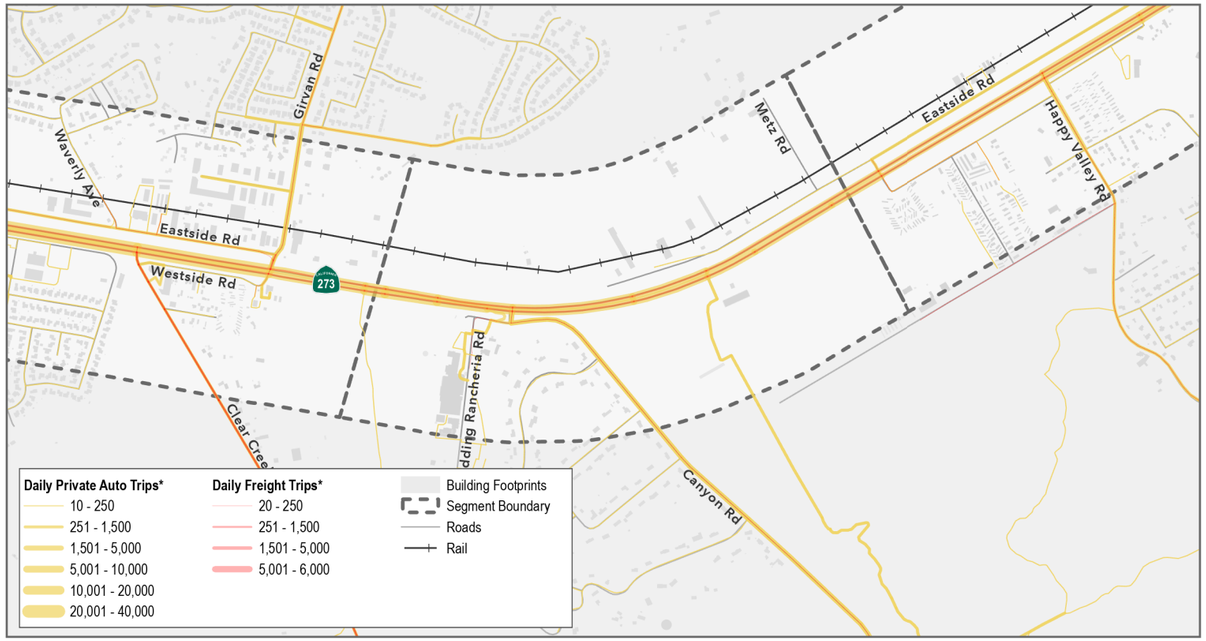
AVERAGE TRIP DISTANCE BY MODE[1]



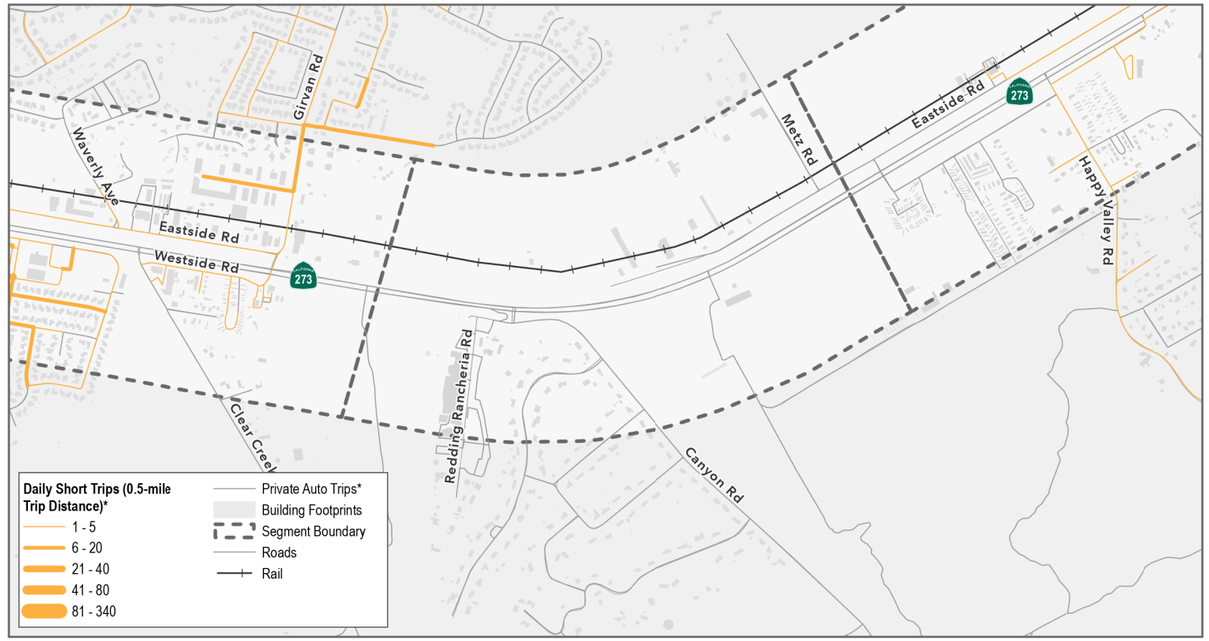
- Bicycle trips traveling along the segment are most concentrated along SR 273 and along Canyon Rd.
- Pedestrian activity is low within this segment, although some activity can be seen along SR 273, Canyon Rd, and unpaved roads south of Canyon Rd.
- Short vehicle trips are virtually non-existent due to proximity to minimal place-based activities
- The only location with transit stops is at Redding Rancheria Rd.
- Most freight and private auto trips are concentrated along SR 273, with some activity on the unpaved road south of Canyon Rd.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

FREIGHT AND AUTO TRIPS



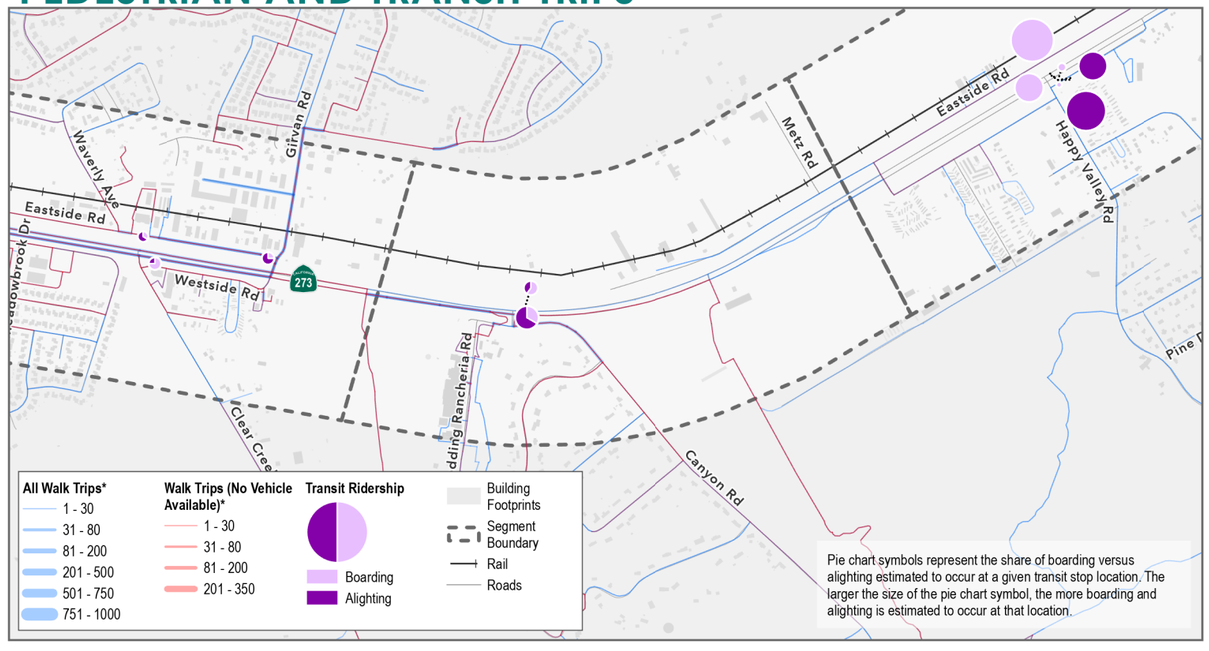
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: Esri Community Maps Contributors, City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica; Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
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Print date: 04 Oct 2023 - 20:40

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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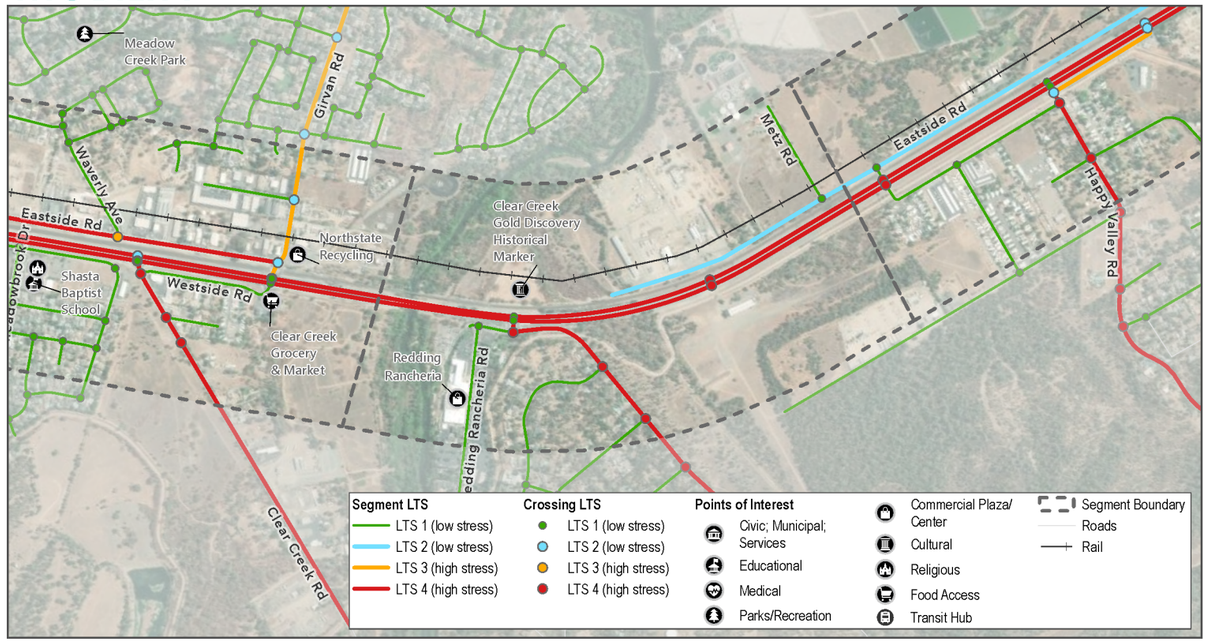
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STATE ROUTE (SR) 273 SEGMENT 7

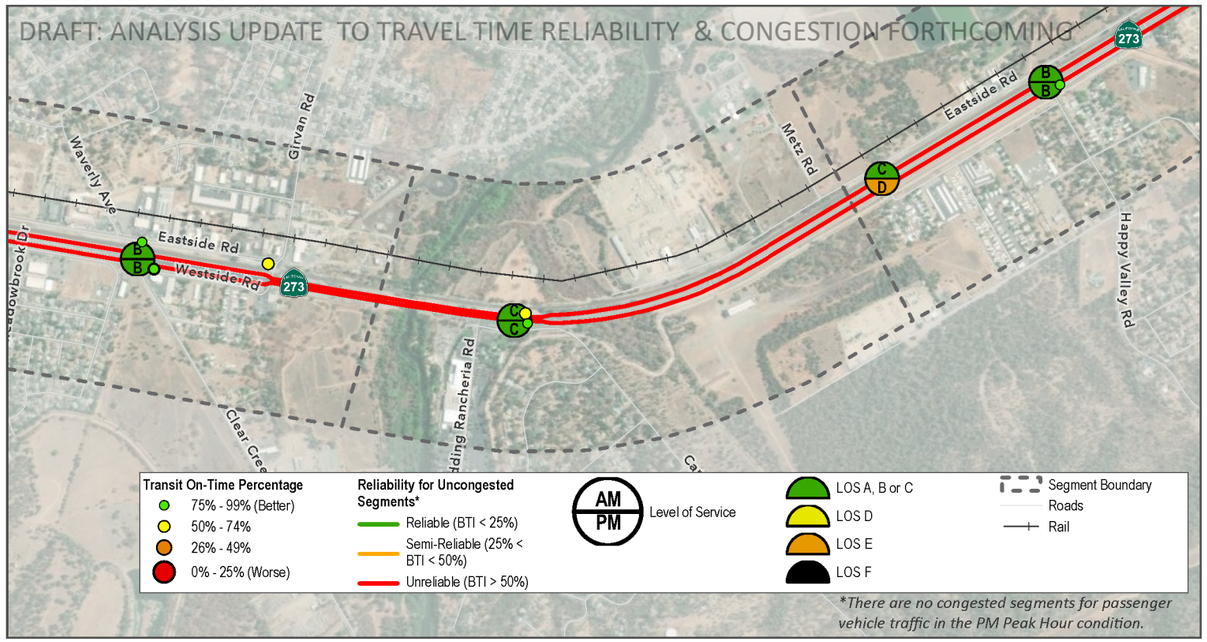
South of Girvan Rd to north of Happy Valley Rd

EXISTING CONDITIONS PERFORMANCE RESULTS

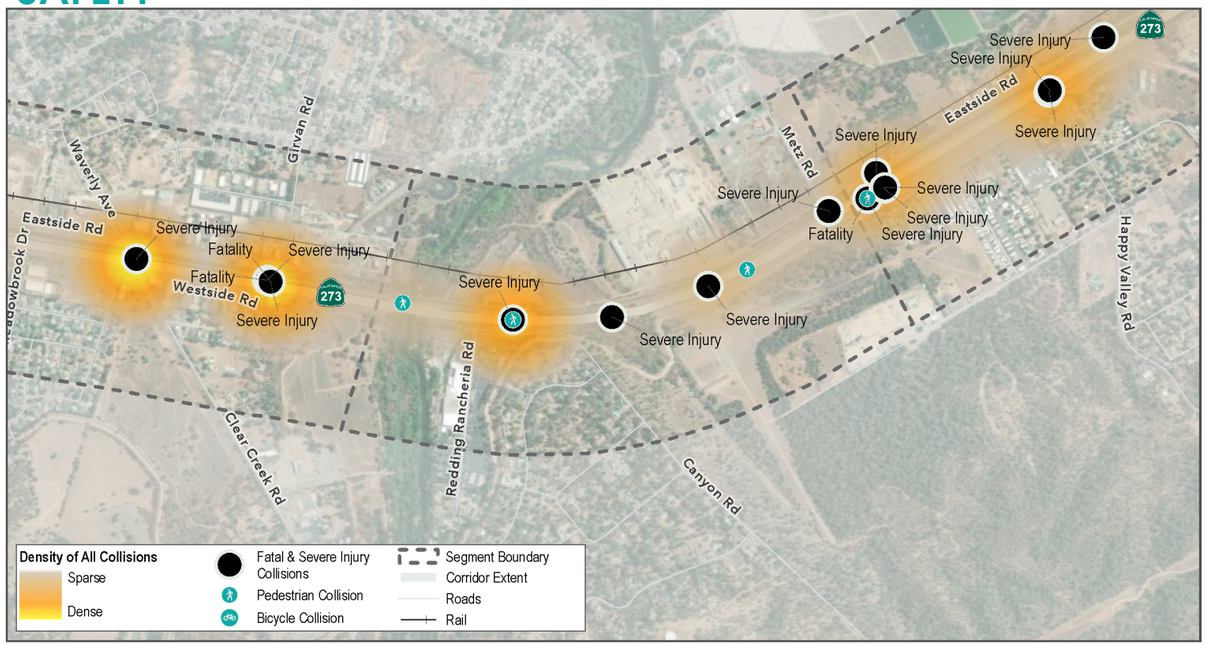
MOBILITY



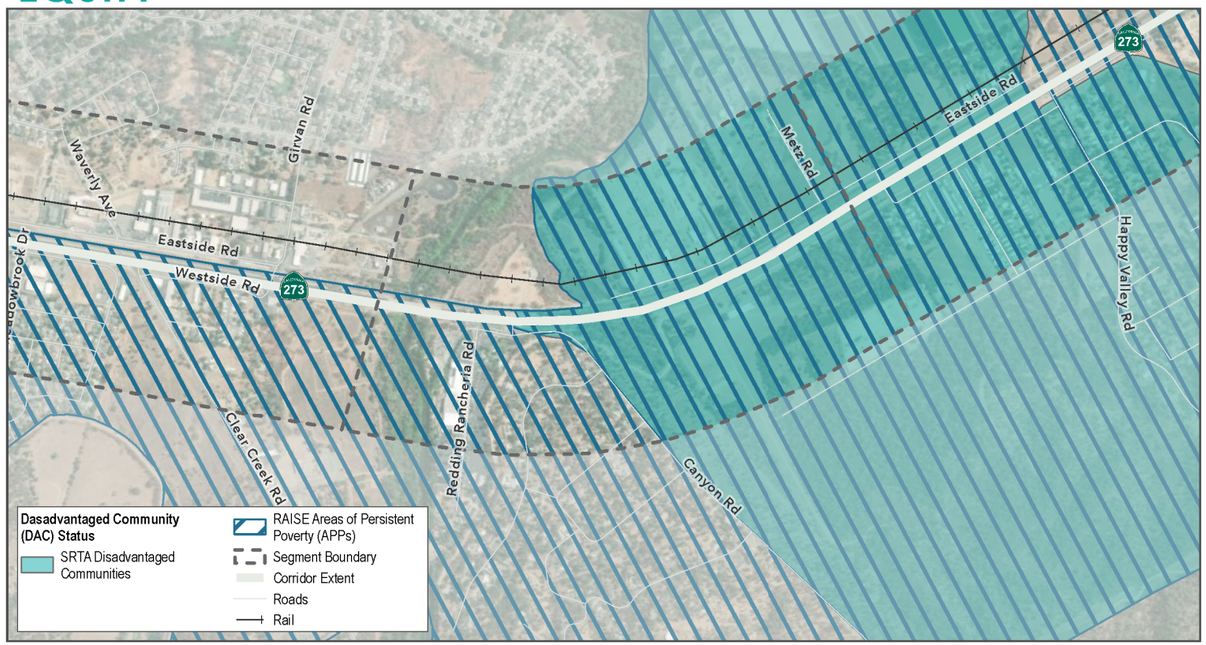
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly): Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

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Print date: 22 Feb 2024 - 23:26

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EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 7

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Fair	0
Presence of Amenities (Shelter or Bench) at Transit Stop?	Some with bench/shelter	3
Sidewalk Connection to Transit Stop? (On SR 273, only)	Some sidewalk at SR 273 stops	3
Sidewalk Coverage	Minimal to None	3
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	1 (6%)	
Education Destinations	0 (0%)	
Community Services and Shopping Destinations	1 (3%)	
Health Care Destinations	0 (NA)	
Food Access	0 (0%)	
Transit Service Destinations (includes Bike Share locations)	3 (0%)	
Civic Service Destinations	1 (0%)	
Parks/Open Space & Recreation Destinations	0 (0%)	
Overall Mobility Score	**Poor**	**4**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	24	-
Total Fatal Crashes	-	0
Total Severe Crashes	4	4
Total Crashes Involving a Pedestrian	3	4
Total Pedestrian Fatalities	-	0
Total Crashes Involving a Bicyclist	-	0
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	46%	-
Primary Crash Types	Rear End & Broadside	-
Primary Crash Cause	Vehicle Driver Error & Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.37**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Majority	4
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	Partially	3
SB 535 CalEPA Criteria	Partially	3
Overall DAC Status	**High DAC**	**4**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**4**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**4**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and minimal bicycle and pedestrian infrastructure along SR 273 results in a high stress barrier to connectivity between destinations to the east and west.
- The intersection of Redding Rancheria Rd and SR 273 is a collision hotspot. With 17 percent of collisions resulting in serious injury, and a crash rate well above the statewide average, safety is a concern.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. The one study intersection in this segment is operating at acceptable levels in both peak hours at LOS C. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with block groups to the east and west of the corridor meeting the DAC criteria measures of disadvantage.

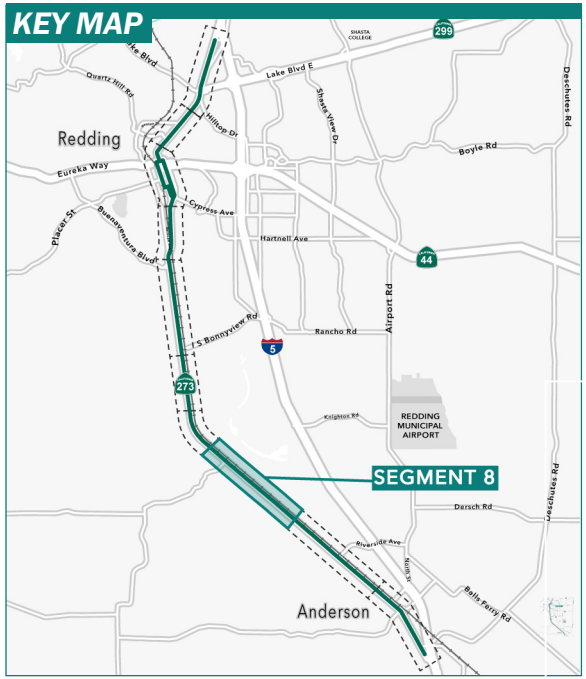
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STATE ROUTE (SR) 273 SEGMENT 8

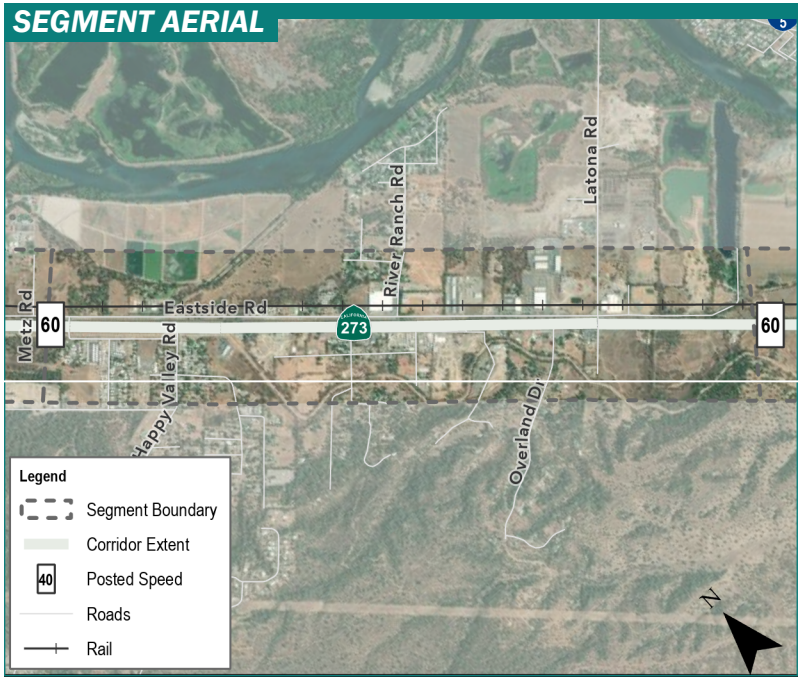
North of Happy Valley Rd to south of Latona Rd

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



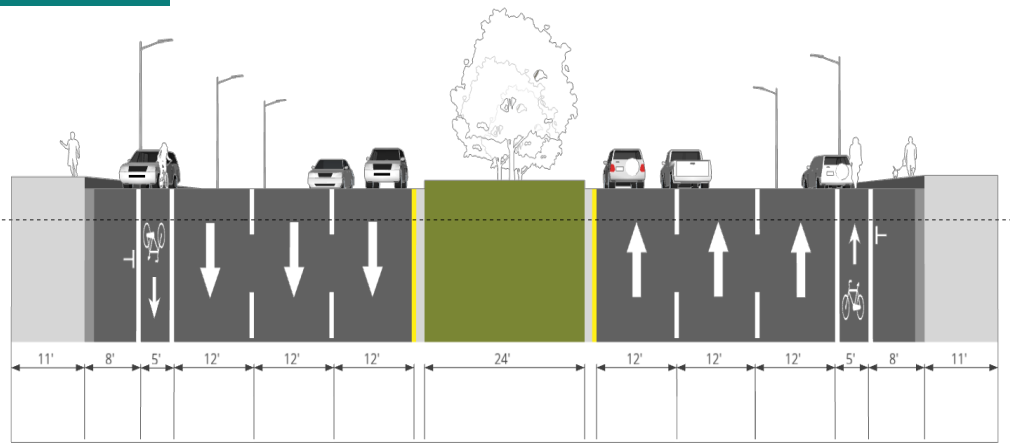
SEGMENT AERIAL



- **Adjacent Land Use:**
  Single-family residential, small-scale commercial, industrial, agriculture
- **Place Type:**
  Rural Community/Undeveloped Corridor (Rural)
- **Key Destinations:**
  Jolly Green Giant Flea Market and Recycling Center
- **Key Features:**
  Rural community with limited destinations and minimal bicycle and pedestrian facilities

- **Segment Length:**
  2.3 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  Unincorporated Shasta County
- **Posted Speed(s):**
  60 mph
- **Cross-Section:**
  4-lane divided with left turn pockets at some intersections
- **Daily Traffic Volume:**
  ~ 10,700 vehicles per day

TYPICAL SECTION



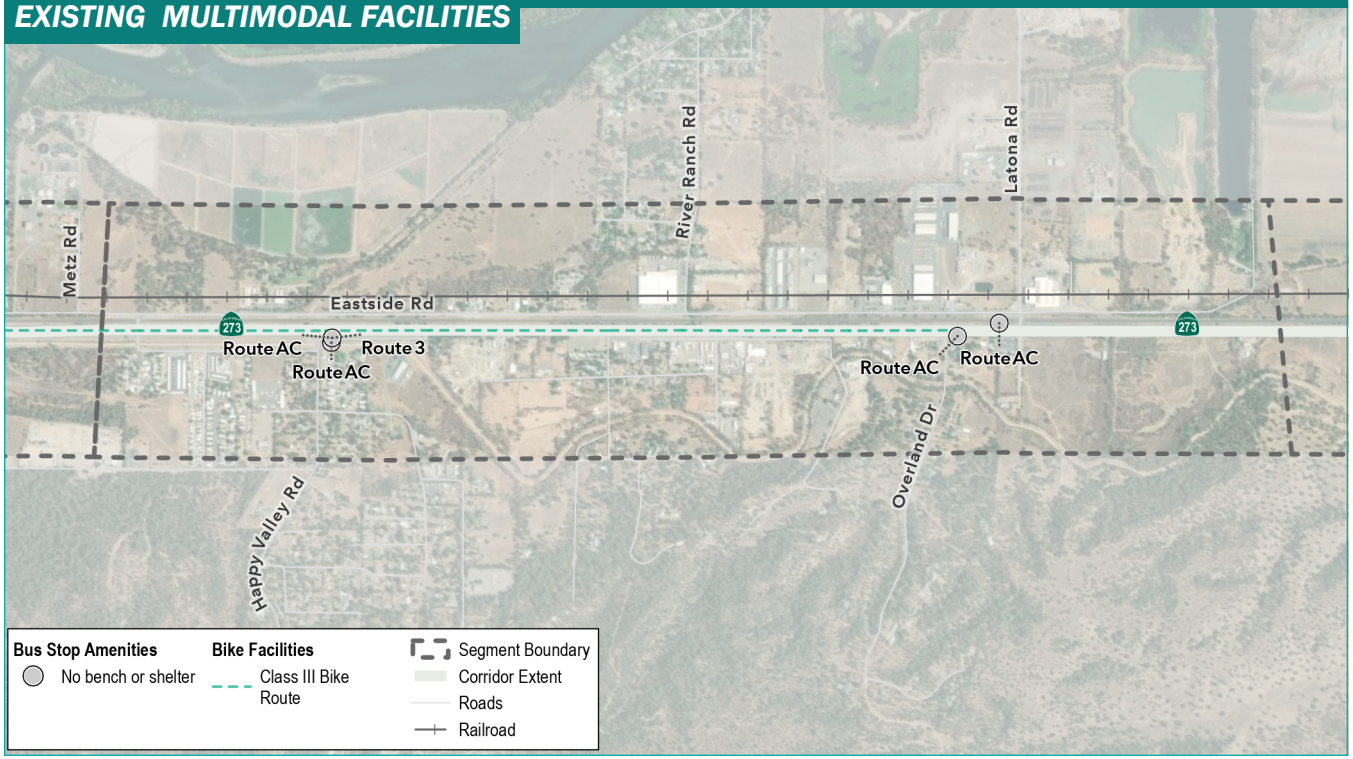
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 8

North of Happy Valley Rd to south of Latona Rd

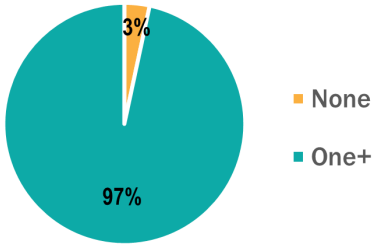
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

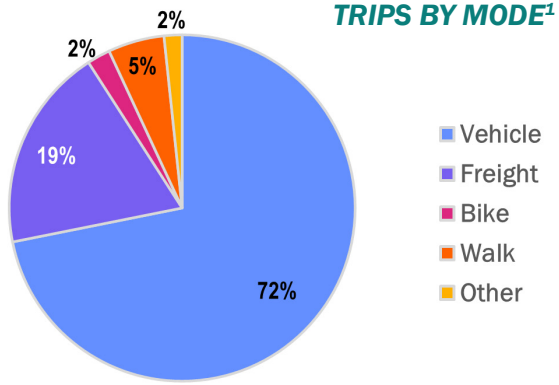


- The most common trip mode is motor vehicles, with 72 percent of trips made by a private automobile and 19 percent by a freight vehicle.
- Among all modes, freight vehicles have the highest average trip distance at 15 miles, followed by private vehicles at 11.1 miles and bike trips at 6.5 miles.
- Most people traveling within the segment have access to a car, with 97 percent of trips made by individuals living in households with access to at least one vehicle.

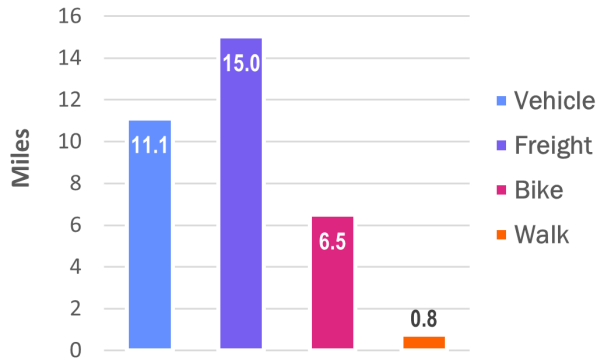
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



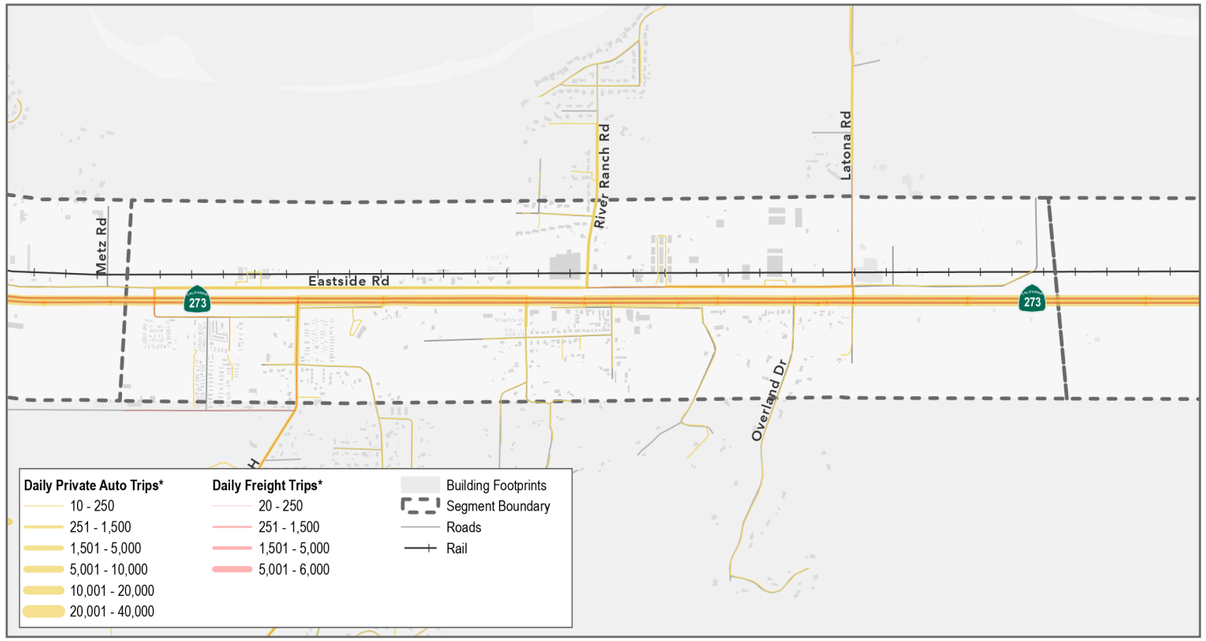
AVERAGE TRIP DISTANCE BY MODE[1]



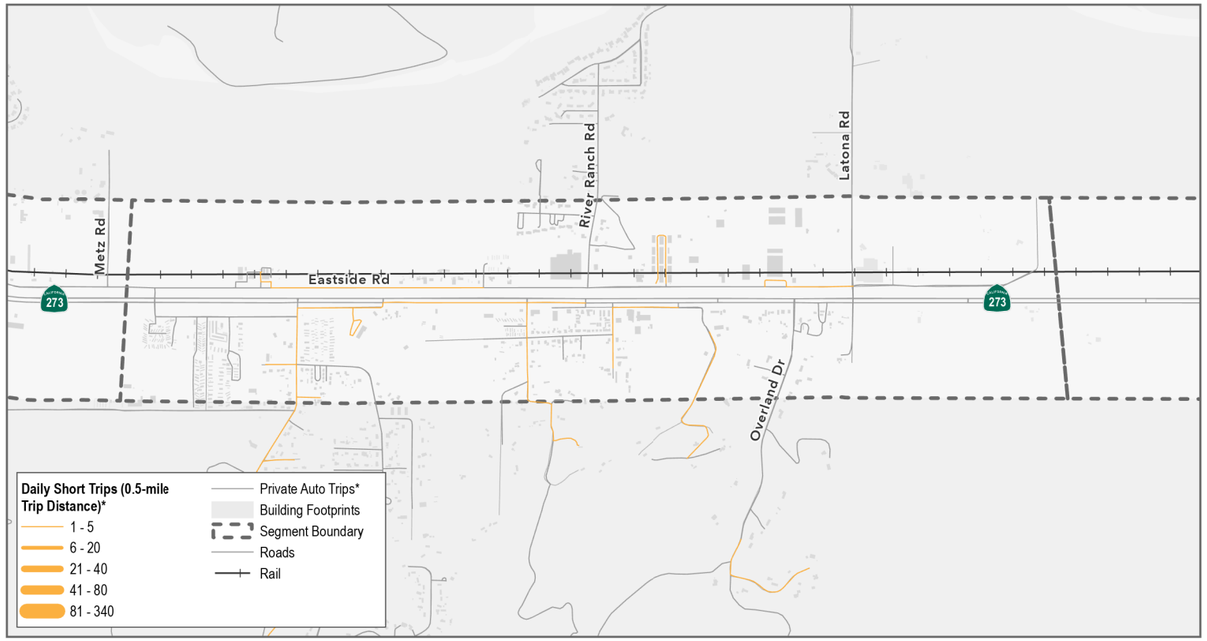
- Three percent of trips are made by people without access to a car, and people who do not have access to car are 92 times more likely to bike and twice as likely to walk than those who do have access to a car.
- Bicycle trips traveling along the segment are most concentrated on Eastside Rd and SR 273 south of Latona Rd.
- Pedestrian and short vehicle trips are minimal, with some trips along Eastside and Westside Roads and other side streets perpendicular to SR 273.
- Transit activity is focused at the stops near SR 273 and Happy Valley Rd
- Freight and private automobile trips are concentrated along SR 273 and Happy Valley Rd.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

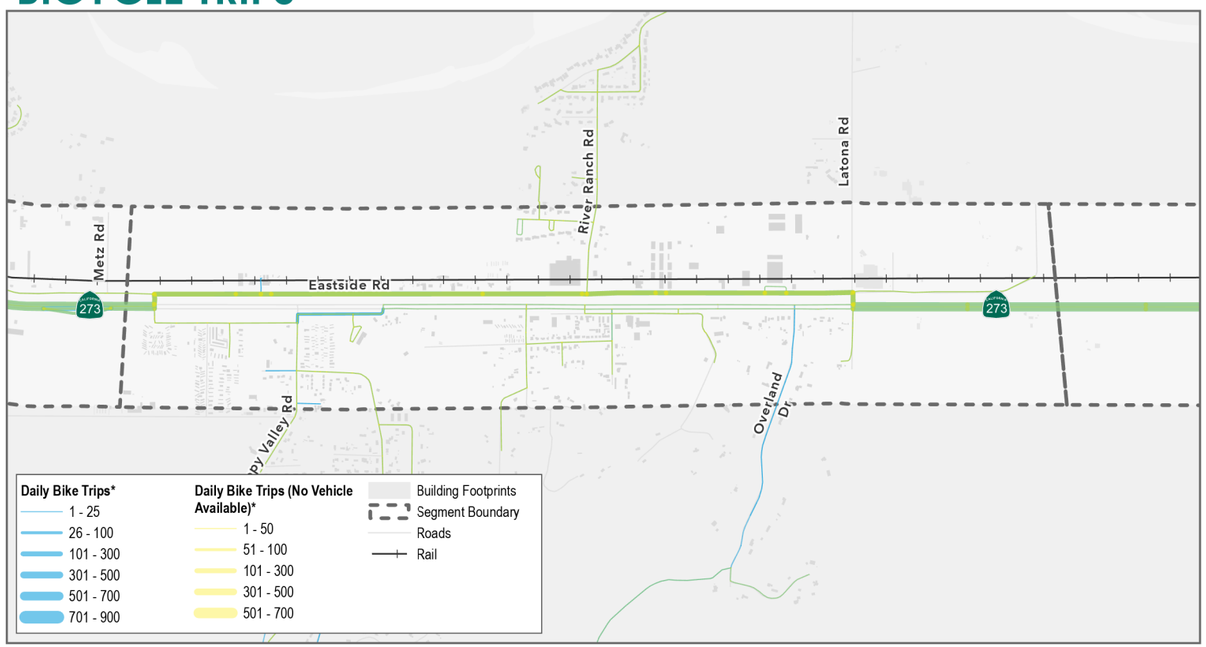
FREIGHT AND AUTO TRIPS



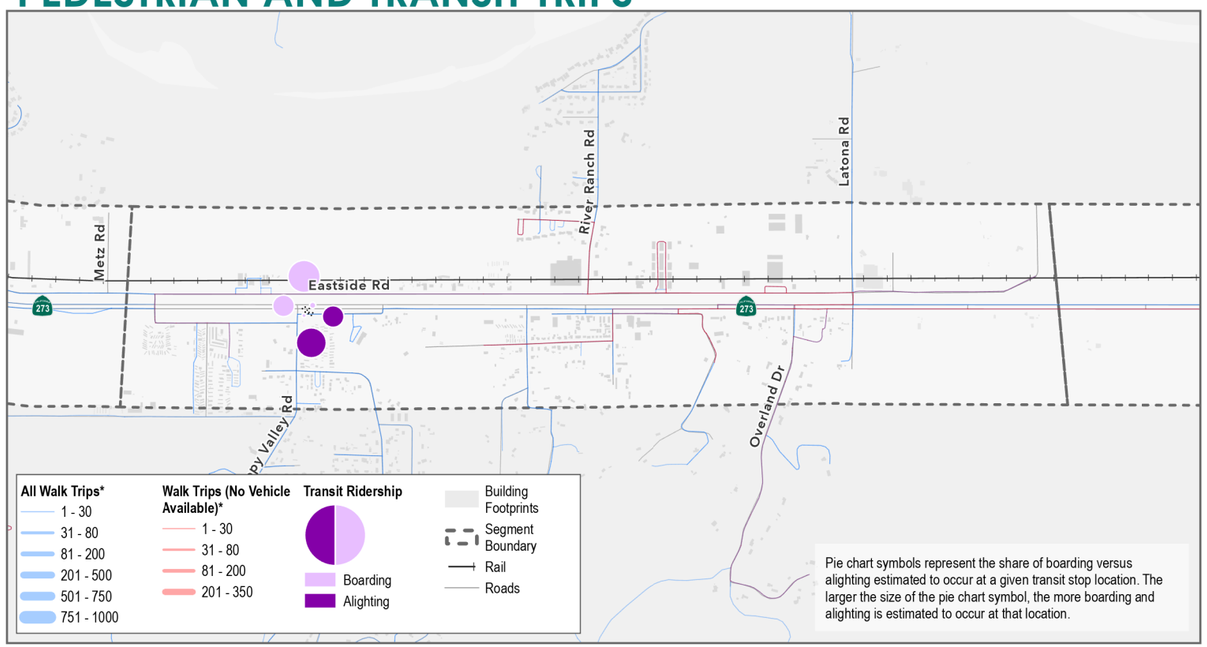
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: City of Redding GIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
Created by: ppeel
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Print date: 04 Oct 2023 - 20:41

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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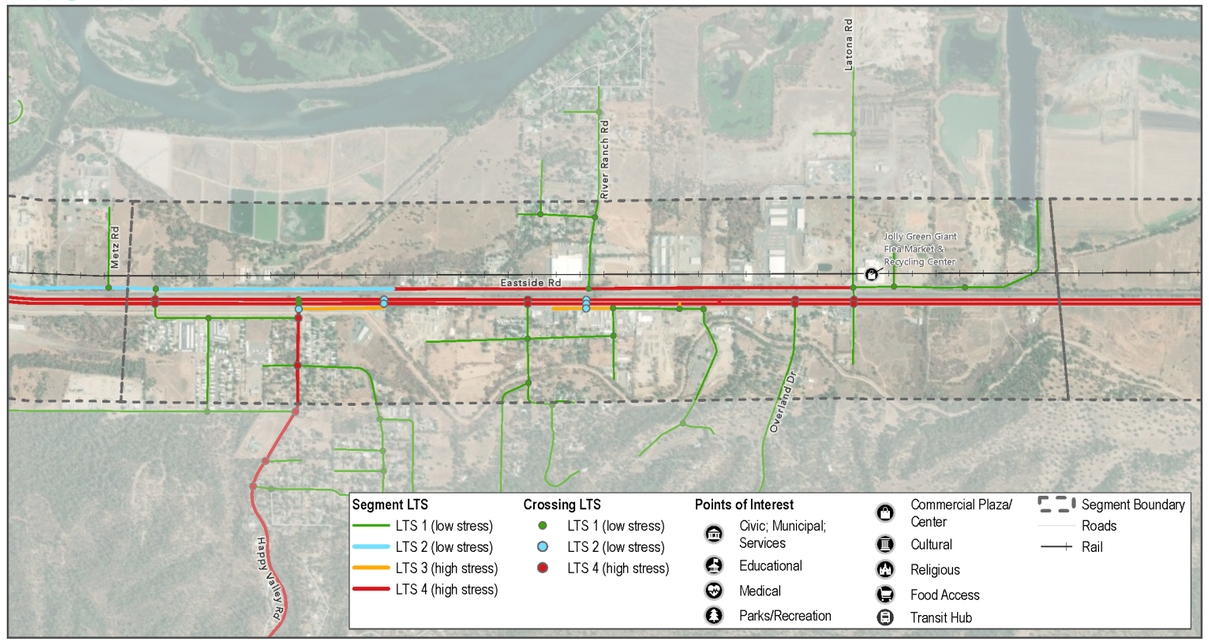
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STATE ROUTE (SR) 273 SEGMENT 8

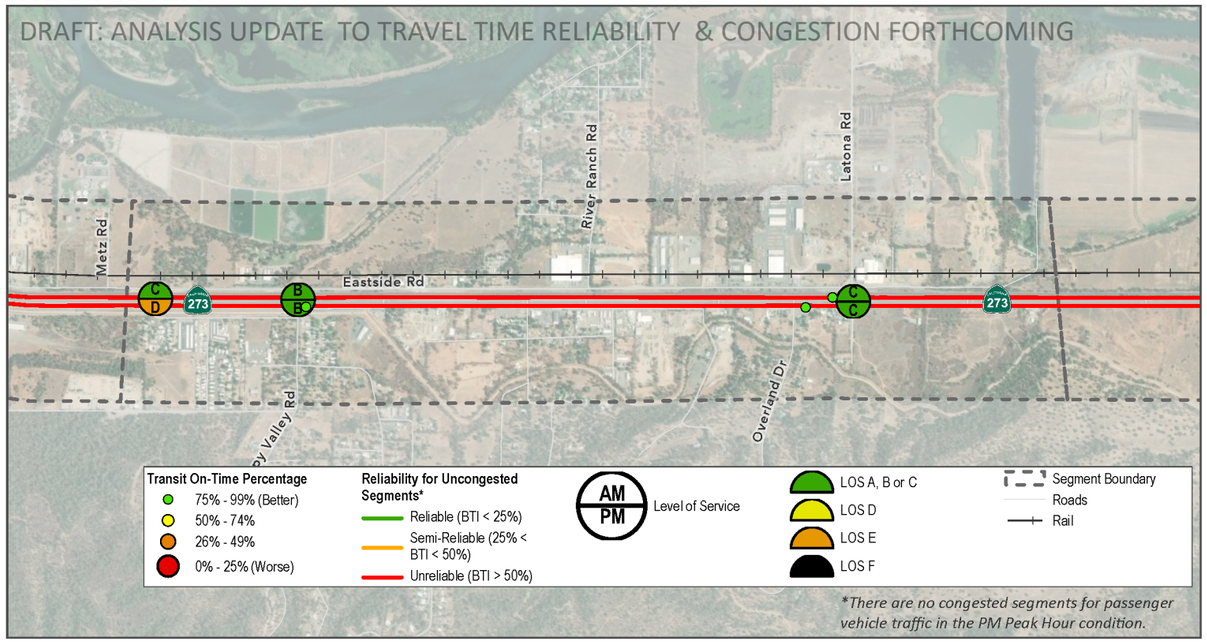
North of Happy Valley Rd to south of Latona Rd

EXISTING CONDITIONS PERFORMANCE RESULTS

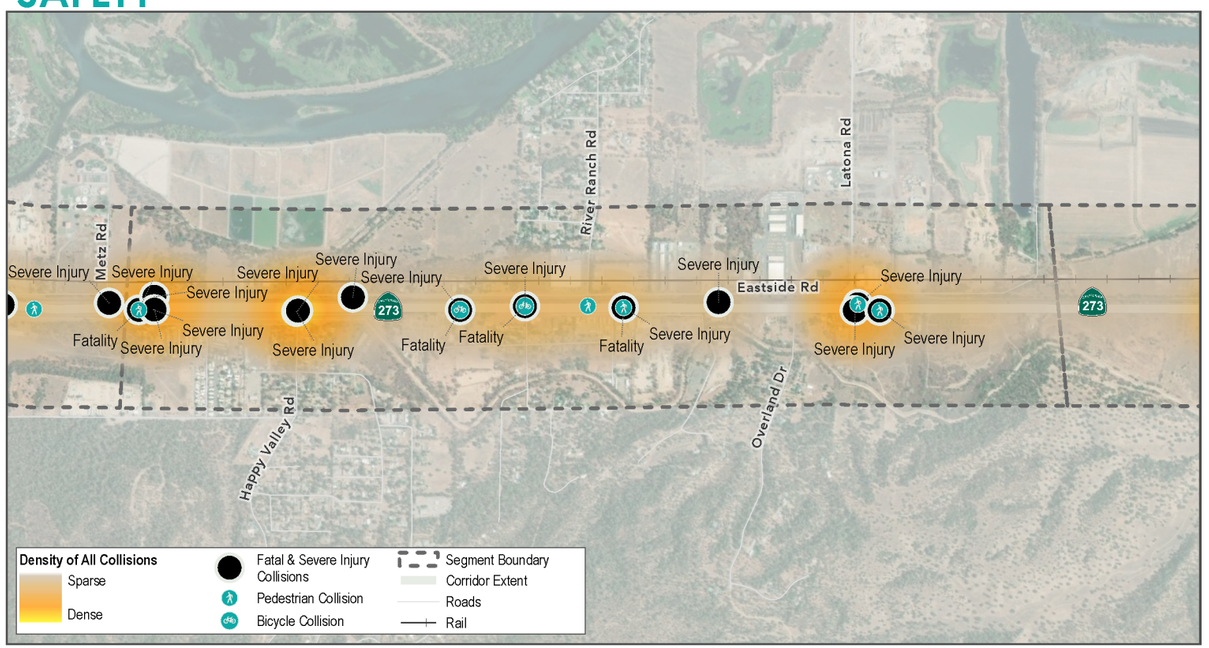
MOBILITY



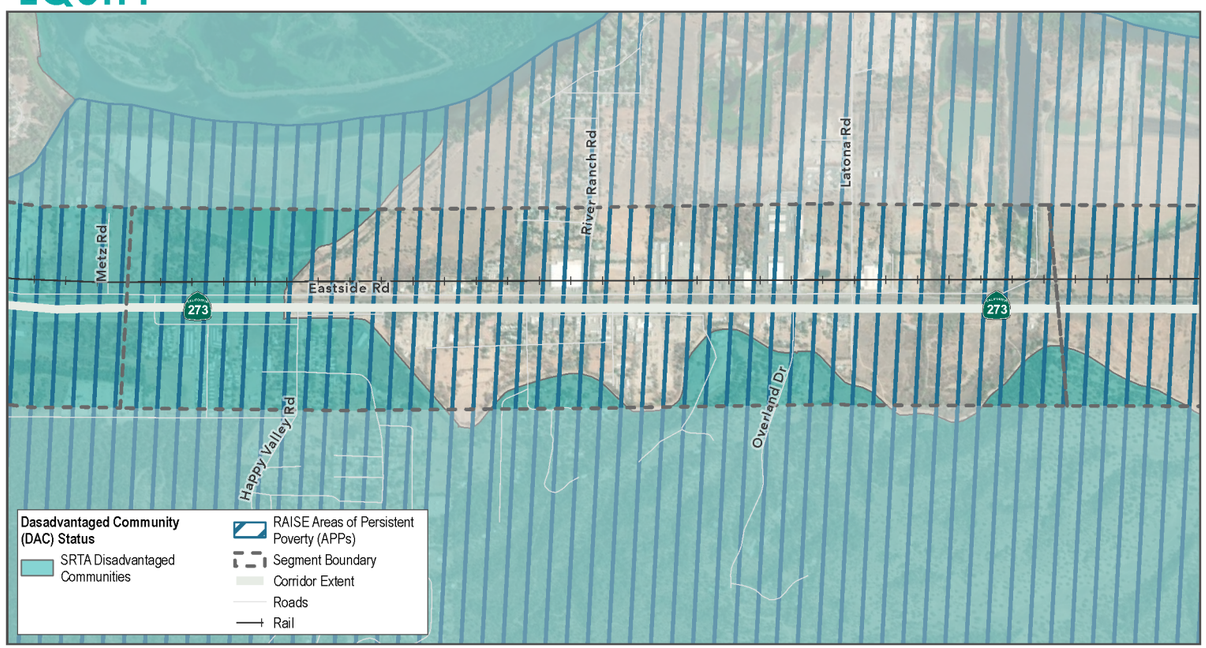
RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

Created by: ppeel

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Print date: 22 Feb 2024 - 23:29

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US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 8

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Poor	4
Presence of Amenities (Shelter or Bench) at Transit Stop?	No bench/shelter	4
Sidewalk Connection to Transit Stop? (On SR 273, only)	No stops on SR 273	4
Sidewalk Coverage	None	4
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) 1,2	4
Employment Destinations	0 (0%)	
Education Destinations	0 (0%)	
Community Services and Shopping Destinations	2 (0%)	
Health Care Destinations	0 (NA)	
Food Access	0 (0%)	
Transit Service Destinations (includes Bike Share locations)	9 (0%)	
Civic Service Destinations	0 (0%)	
Parks/Open Space & Recreation Destinations	0 (NA)	
Overall Mobility Score	**Poor**	**4**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	61	-
Total Fatal Crashes	4	4
Total Severe Crashes	10	4
Total Crashes Involving a Pedestrian	5	4
Total Pedestrian Fatalities	2	4
Total Crashes Involving a Bicyclist	2	4
Total Bicyclists Fatalities	2	4
% Occurred at Night (Non-Daylight Crashes)	43%	-
Primary Crash Types	Broadside	-
Primary Crash Cause	Vehicle Driver Error & Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.41**	4
Statewide Crash Rate	0.18	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Majority	4
RAISE Areas of Persistent Poverty Criteria	Fully	4
Climate & Economic Justice Criteria	Fully	4
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**4**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and minimal bicycle and pedestrian infrastructure along SR 273 results in a high stress barrier to connectivity across the highway.
- Collision hotspots are seen at almost every intersection along the corridor, with more pronounced hotspots at and north of Happy Valley Rd and at Latona Rd. Twenty-three percent of collisions resulted in a fatality or serious injury, including four fatal injuries involving a bicyclist or pedestrian. The crash rate is significantly above the statewide average making safety a major concern along this segment.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. Study intersections are operating at acceptable conditions with most intersections operating at LOS B or C during both peak periods. Up dated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with block groups to the north and south of the corridor meeting the DAC criteria for three of the four measures of disadvantage.

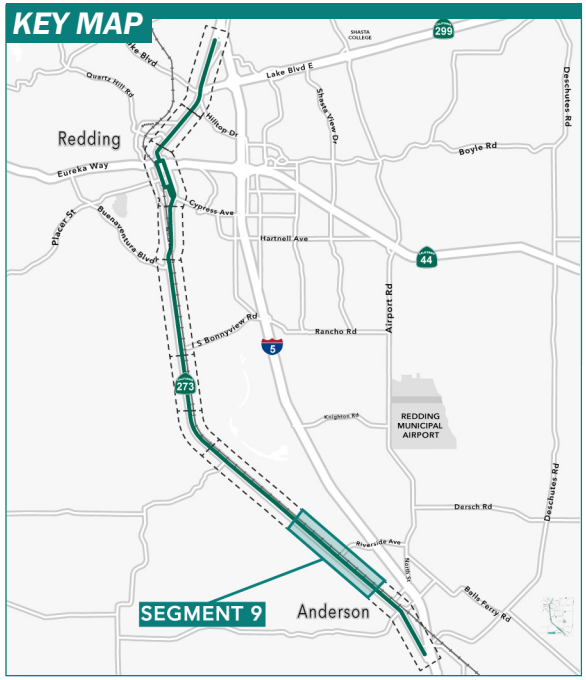
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STATE ROUTE (SR) 273 SEGMENT 9

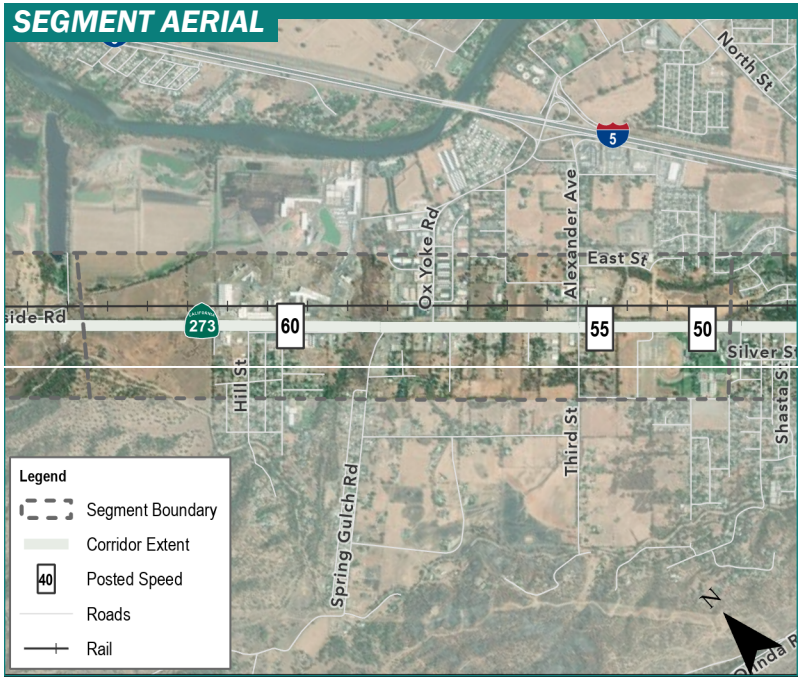
South of Latona Rd to north of Briggs St

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



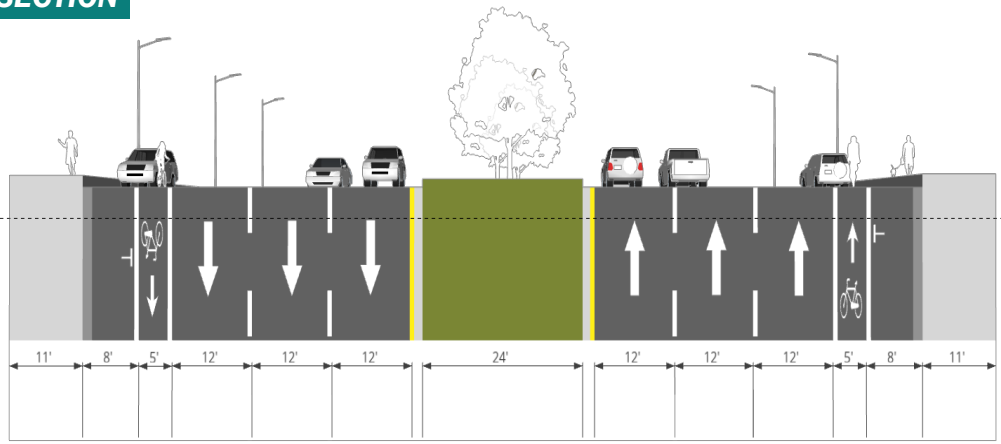
SEGMENT AERIAL



- **Adjacent Land Use:**
  Small-scale commercial, single-family residential, industrial
- **Place Type:**
  Rural Community
- **Key Destinations:**
  Shasta District Fair & Event Center, Tree of Life International Charter School, proximity to City of Anderson
- **Key Features:**
  Rural community with limited destinations and almost no bicycle and pedestrian infrastructure

- **Segment Length:**
  2.2 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  Unincorporated Shasta County; City of Anderson
- **Posted Speed(s):**
  50 to 60 mph
- **Cross-Section:**
  Mostly 2-lane divided with dirt median and left turn lanes at intersections
- **Daily Traffic Volume:**
  ~ 9,900 vehicles per day

TYPICAL SECTION



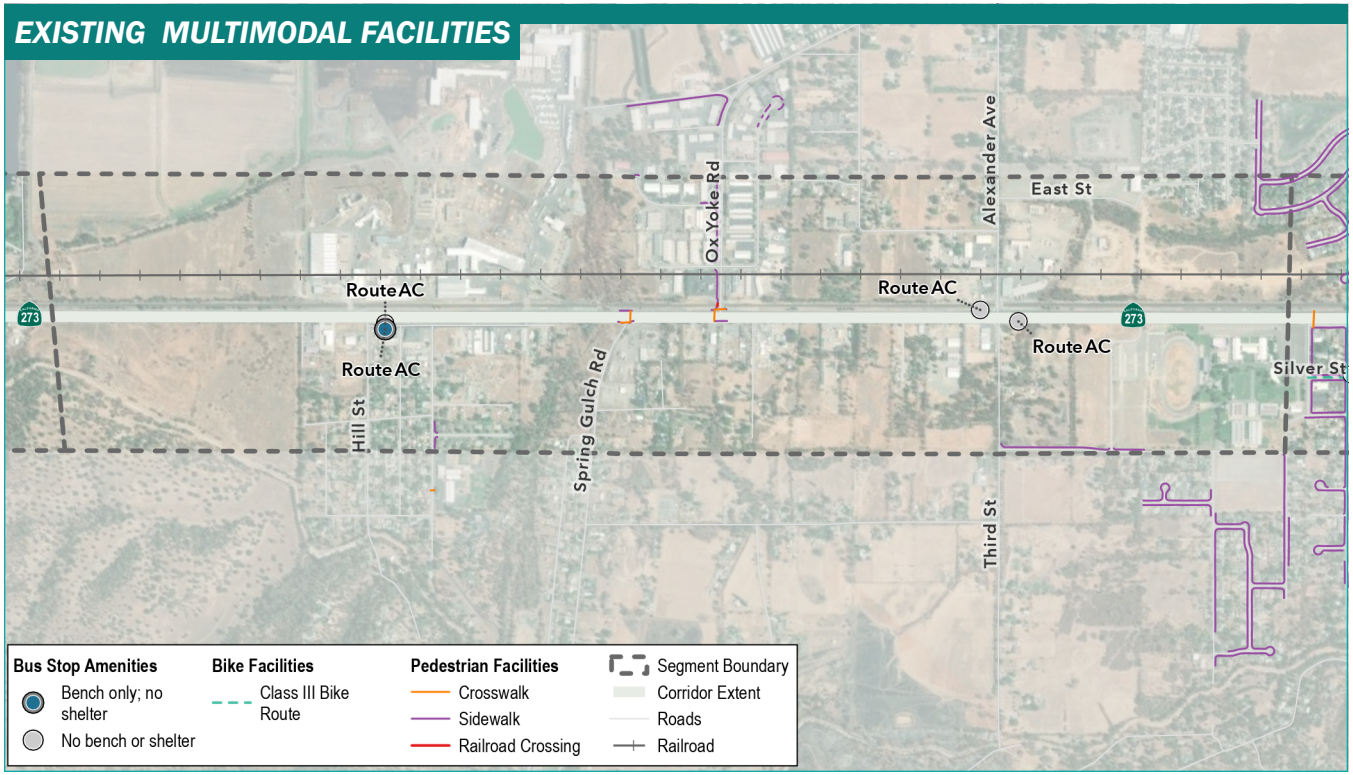
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 9

South of Latona Rd to north of Briggs St

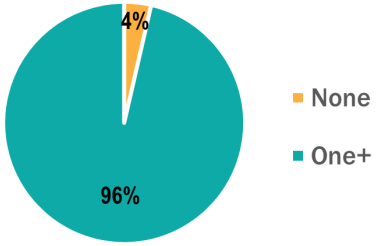
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

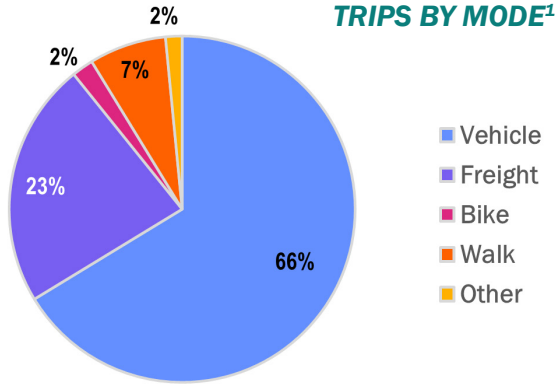


- The most common trip mode is motor vehicles, with 66 percent of trips made by a private automobile and 23 percent by a freight vehicle.
- Among all modes, freight vehicles have the highest average trip distance at 28 miles, the longest across the study area
- Most people traveling within the segment have access to a car, with 96 percent of trips made by individuals living in households with access to at least one vehicle.
- Four percent of trips are made by people without access to a car, and people who do not have access to car are 98 times more likely to bike and 4 times more likely to walk than those who do have access to a car.

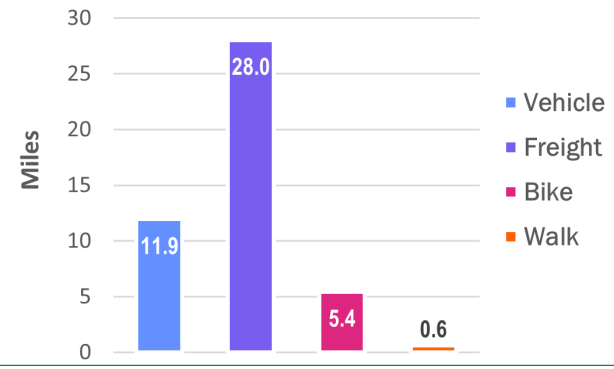
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



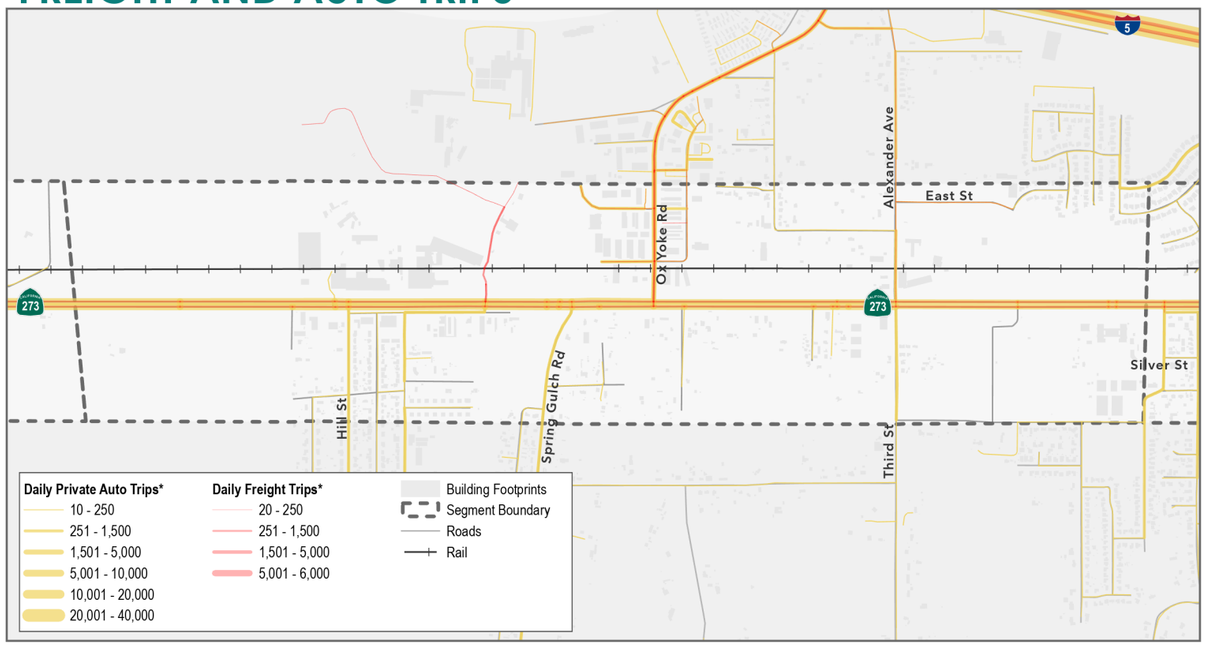
AVERAGE TRIP DISTANCE BY MODE[1]



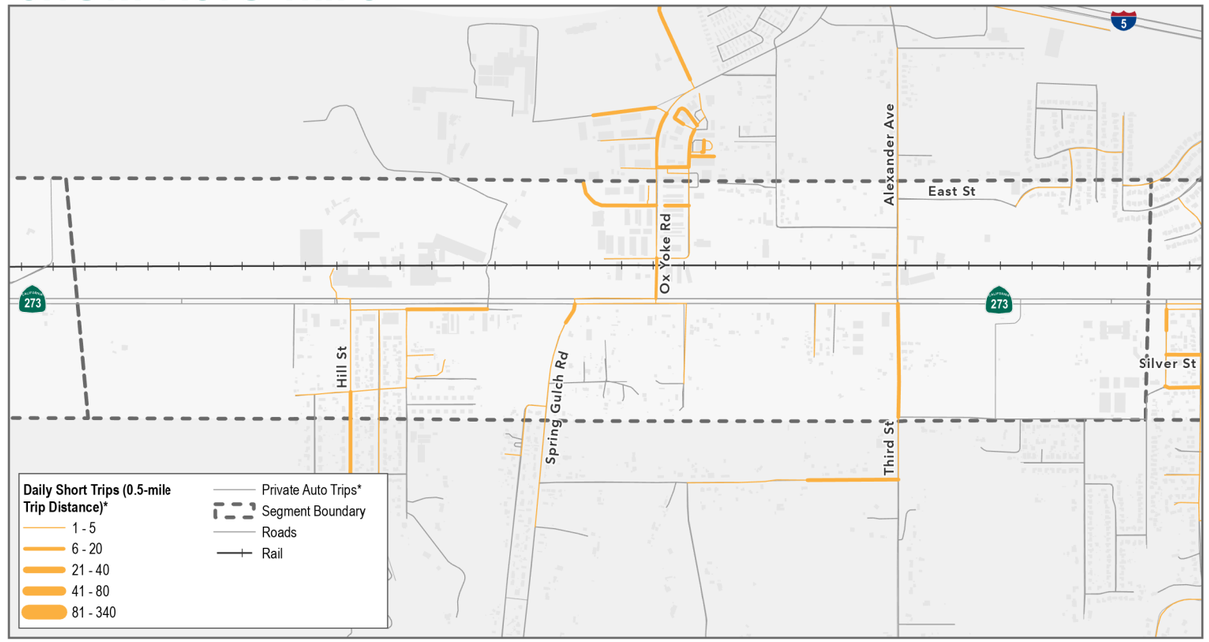
- Bicycle trips traveling along the segment are most concentrated along SR 273 and Ox Yoke Rd
- Pedestrian trips, and especially walking trips made by those who do not own a car, are also concentrated along Lake Blvd, as well as Twin View Blvd, and Hilltop Dr.
- Transit activity is also highest concentrated near Lake Blvd, with transit boarding and disembarking highest in this location due to the presence of the Masonic Transfer Center.
- Short vehicle trips are concentrated along Lake Blvd near local commercial destinations.
- Freight and private automobile trips are concentrated along I-5 and major roadways intersecting the corridor segment. Of all vehicle trips, 87% are made by private automobiles and 13% by freight vehicles.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

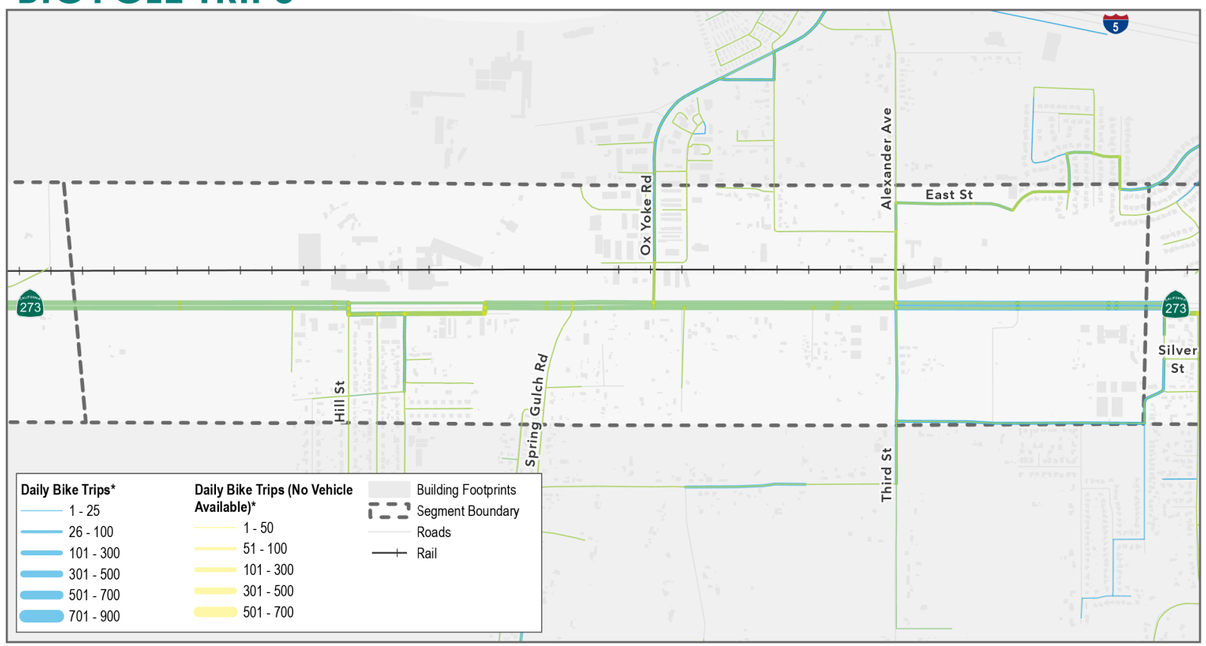
FREIGHT AND AUTO TRIPS



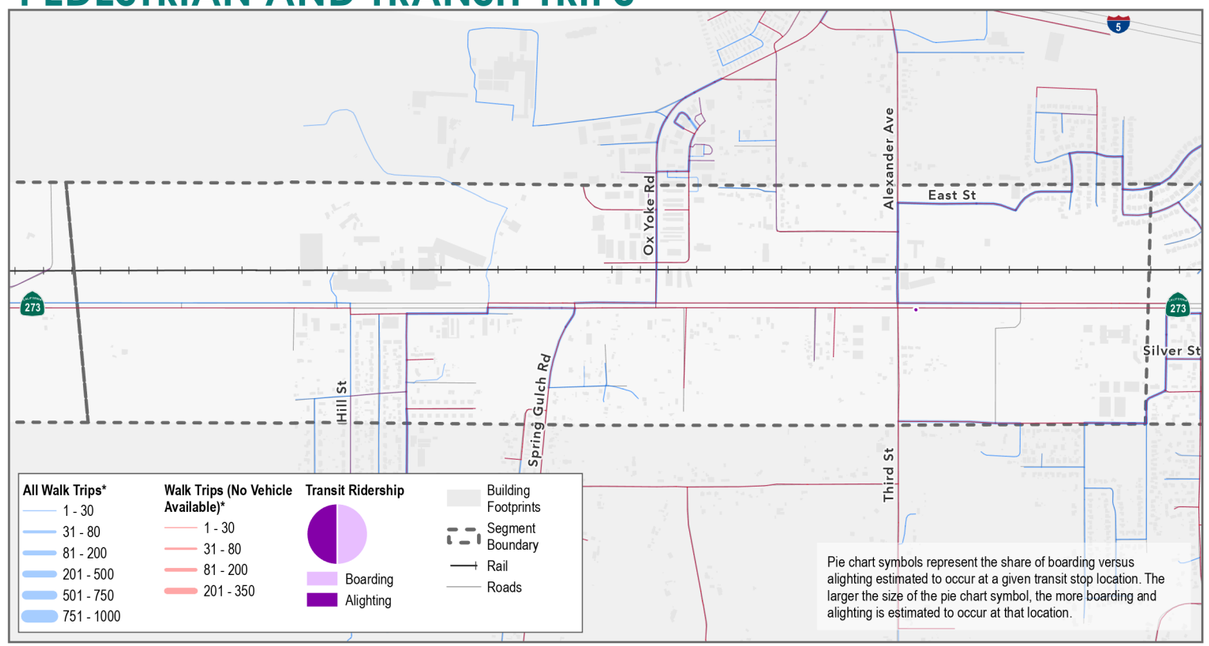
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
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Print date: 04 Oct 2023 - 20:42

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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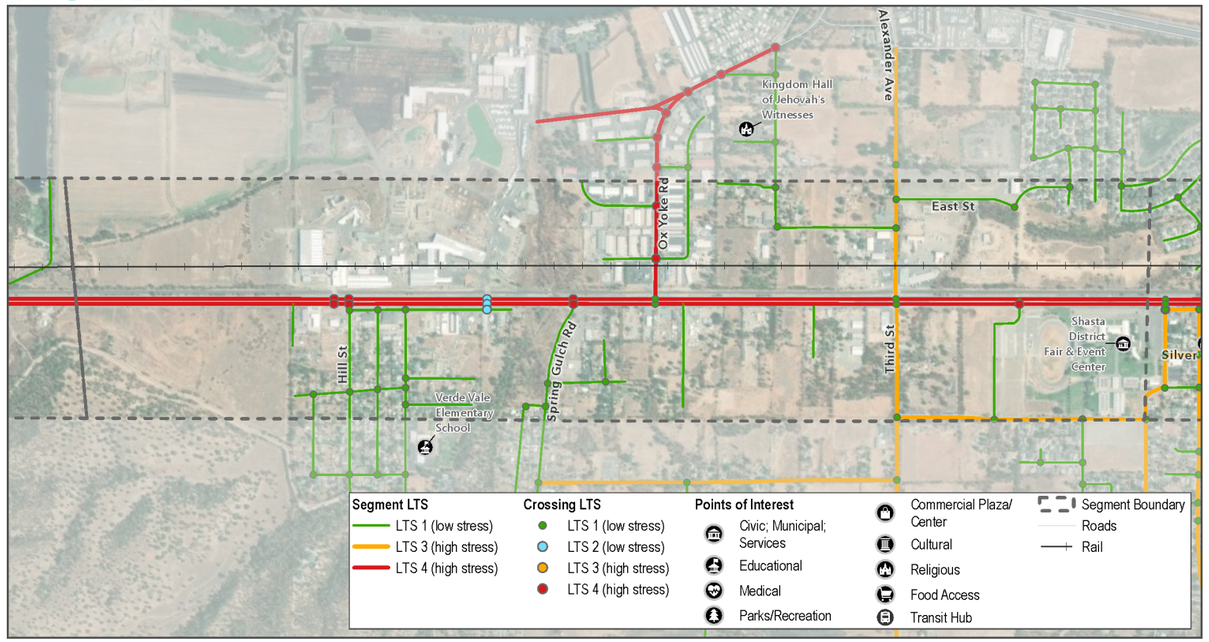
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STATE ROUTE (SR) 273 SEGMENT 9

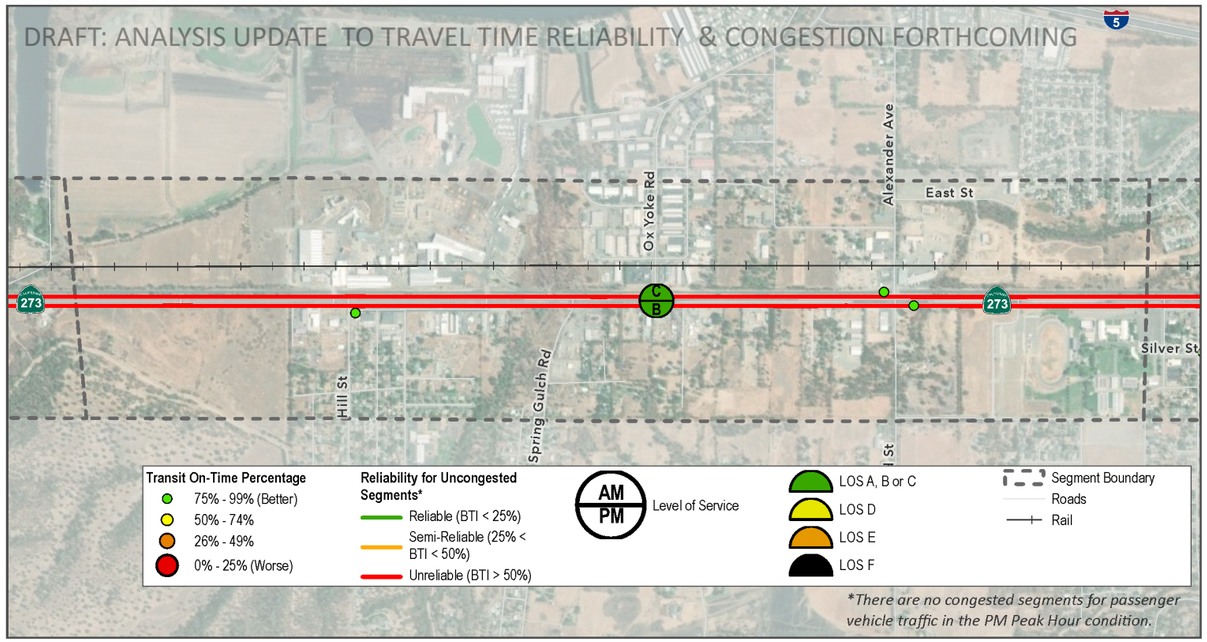
South of Latona Rd to north of Briggs St

EXISTING CONDITIONS PERFORMANCE RESULTS

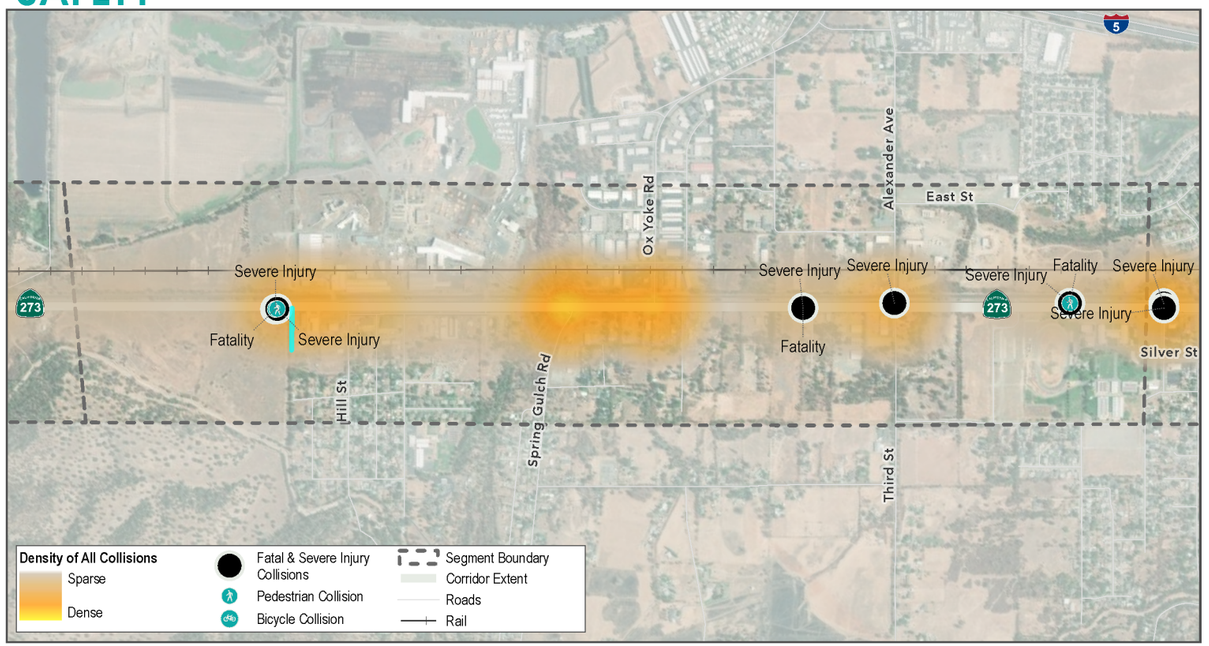
MOBILITY



RELIABILITY



SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community; Transit Stops & Frequency: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023; Pedestrian Facilities: City of Redding, 2023; Collisions: SWITR, 2018-2022; DAC: SRTA RTP-SCS, 2018; POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023

Created by: rpeel

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Print date: 22 Feb 2024 - 23:30

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US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 9

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Poor	4
Presence of Amenities (Shelter or Bench) at Transit Stop?	Some with bench	4
Sidewalk Connection to Transit Stop? (On SR 273, only)	Some sidewalk at SR 273 stops	4
Sidewalk Coverage	None	4
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	63 (0%)	
Education Destinations	18 (0%)	
Community Services and Shopping Destinations	232 (0%)	
Health Care Destinations	39 (0%)	
Food Access	34 (0%)	
Transit Service Destinations (includes Bike Share locations)	20 (0%)	
Civic Service Destinations	6 (0%)	
Parks/Open Space & Recreation Destinations	11 (0%)	
Overall Mobility Score	**Poor**	**4**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a 1.5-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a 1.5-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	47	-
Total Fatal Crashes	3	4
Total Severe Crashes	2	4
Total Crashes Involving a Pedestrian	3	4
Total Pedestrian Fatalities	2	4
Total Crashes Involving a Bicyclist	-	0
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	30%	-
Primary Crash Types	Rear End & Hit Object	-
Primary Crash Cause	Vehicle Driver Error & Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.18**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	No	1
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	Fully	4
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**4**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and minimal bicycle and pedestrian infrastructure along SR 273 results in a high stress barrier to connectivity between destinations on either side of the highway.
- Collision hotspots are seen along SR 273 near Rona Ln, Spring Gulch Rd and Alexander Ave/Third St. With 11 percent of collisions resulting in fatality, two of which involved a pedestrian, and a crash rate that is significantly above the statewide average, safety is a major concern in this area.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. The one study intersection in this segment is operating at acceptable levels at LOS C in the AM and LOS B in the PM peak. Up dated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with block groups to the east and west of the corridor meeting the DAC criteria for two of the four measures of disadvantage.

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STATE ROUTE (SR) 273 SEGMENT 10

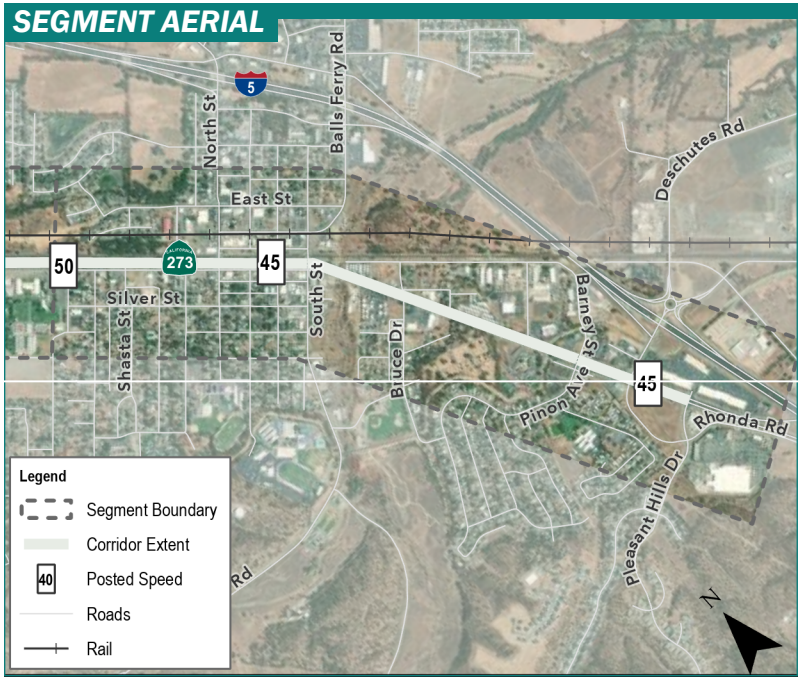
North of Briggs St to I-5 Ramps

EXISTING CONDITIONS SEGMENT OVERVIEW

KEY MAP



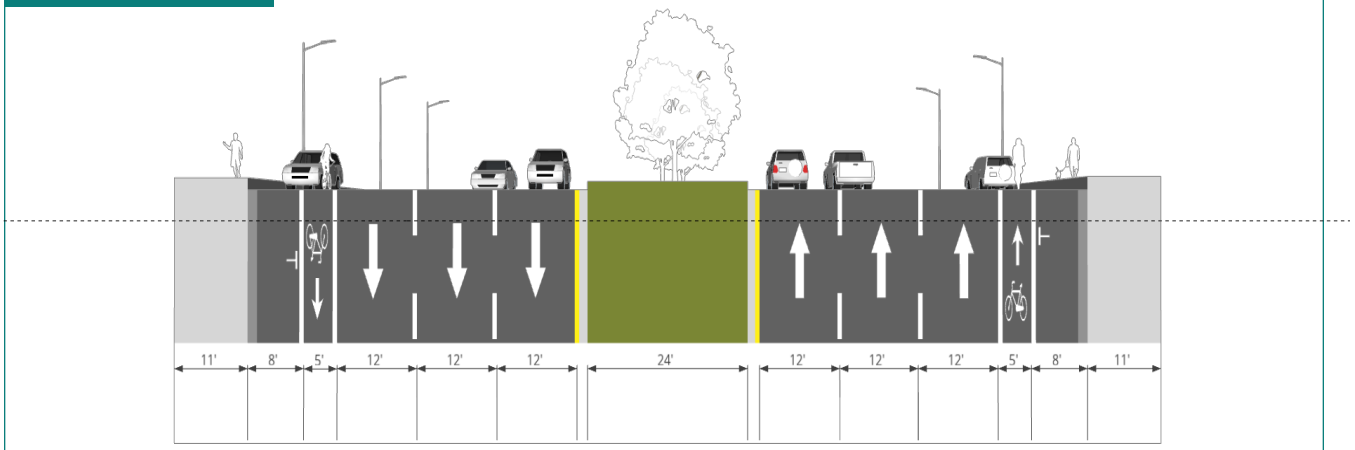
SEGMENT AERIAL



- **Adjacent Land Use:**
  Commercial core, small-scale commercial, single- and multi-family residential
- **Place Type:**
  Urban Community/Suburban Community/ Transitional Corridor
- **Key Destinations:**
  Library, VFW, City Hall, Community Center, Teen Center, Health and Human Services office, Frontier Senior Center, community and faith-based aide centers, Grocery Outlet, Shasta Gateway Outlet Mall, Walmart Supercenter
- **Key Features:**
  Critical residential connection to Anderson, minimal bicycle and pedestrian infrastructure along SR 273 through Anderson core, but Class I bikeways on the southbound side of SR 273 south of Bruce Rd.

- **Segment Length:**
  2.2 miles
- **Roadway Classification:**
  Freeway/Expressway
- **Jurisdiction of Adjacent Land Use:**
  City of Redding
- **Posted Speed(s):**
  45 to 50 mph
- **Cross-Section:**
  4-lane divided with left turn pockets at intersections and landscaped median in some areas
- **Daily Traffic Volume:**
  ~ 9,200 vehicles per day

TYPICAL SECTION



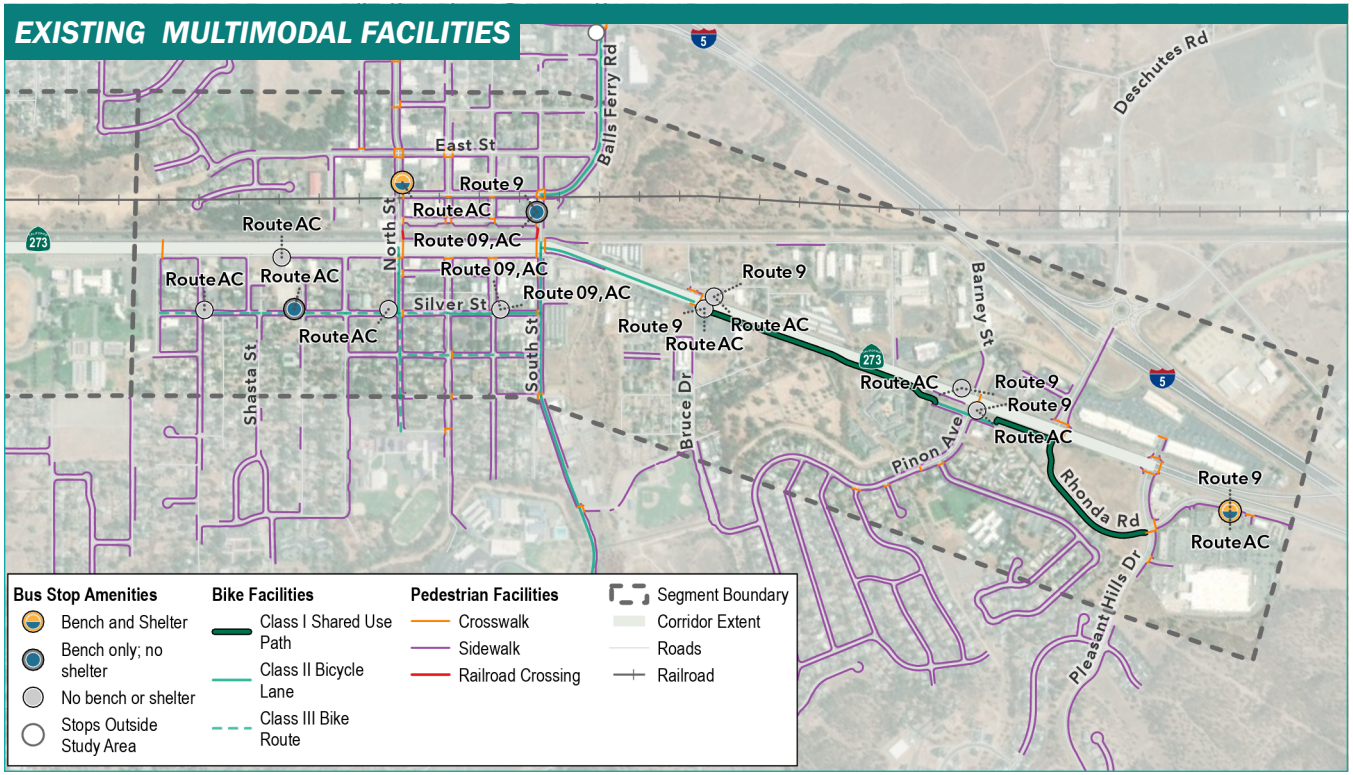
EXAMPLE IMAGE ONLY CROSS-SECTIONS FORTHCOMING

STATE ROUTE (SR) 273 SEGMENT 10

North of Briggs St to I-5 Ramps

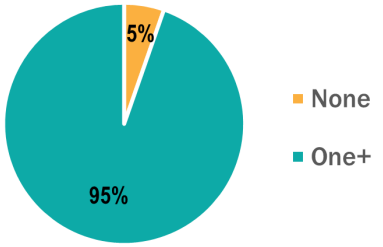
EXISTING CONDITIONS MOBILITY TRENDS

EXISTING MULTIMODAL FACILITIES

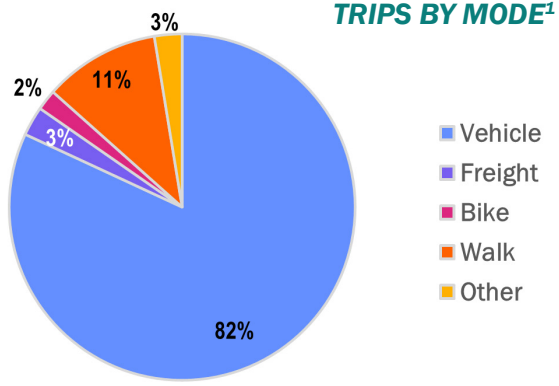


- The most common trip mode is private vehicles with 82 percent of trips made by a private automobiles, followed by 11 percent made by walking.
- Among all modes, freight vehicles have the highest average trip distance, at 19.8 miles, followed by private vehicles at 10.7 miles and bike trips at 5.7 miles.
- Most people traveling within the segment have access to a car, with 95 percent of trips made by individuals living in households with access to at least one vehicle.
- Five percent of trips are made by people without access to a car, and people who do not have access to car are 28 times more likely to bike and 4 times more likely to walk than those who do have access to a car.

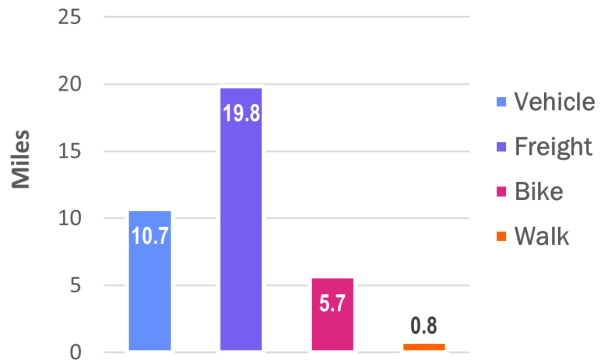
PRIVATE AUTO OWNERSHIP



TRIPS BY MODE[1]



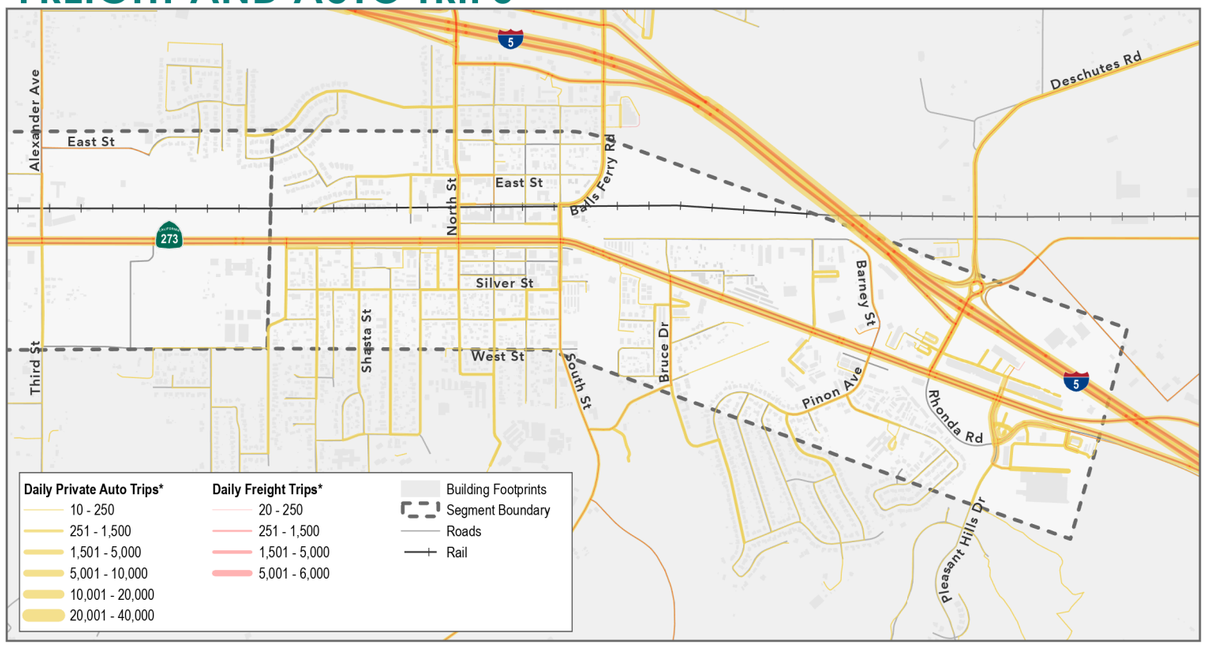
AVERAGE TRIP DISTANCE BY MODE[1]



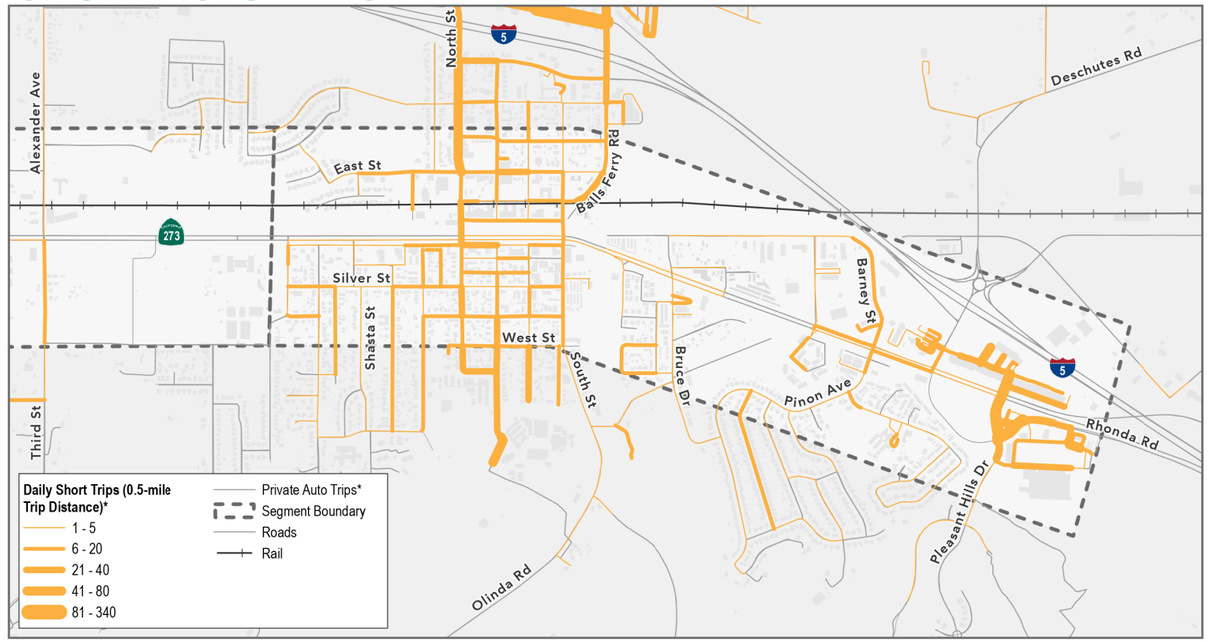
- Bicycle trips traveling along the segment are most concentrated along SR 273 south of South St, then they transition to the Class I bikeways south of Bruce Dr.
- Pedestrian trips are also concentrated similarly, however Barbey St to Marx is used as an alternative route to SR 273 by more pedestrians than bikes.
- Transit activity is concentrated near Rhonda Rd, near the Walmart shopping center,
- Short vehicle trips are also concentrated near the Walmart shopping center, as well as in the residential areas to the east and west of SR 273 through Anderson's core.
- Freight and private automobile trips are more concentrated along I-5, but a concentration of trips can be seen along SR 273 as well.

[1] Replica, Fall 2022 Typical Thursday. Data estimates shown in the charts/graphs on this page represent trips originating in the segment. Trip estimates do not include transit data. Other includes trips made by taxi, TNCs, and other non-identified trips. Trip data shown in the maps on the page to the right include all trips to show the overall distribution of trips. These trips include trips that begin, end, or pass through a link within the segment area.

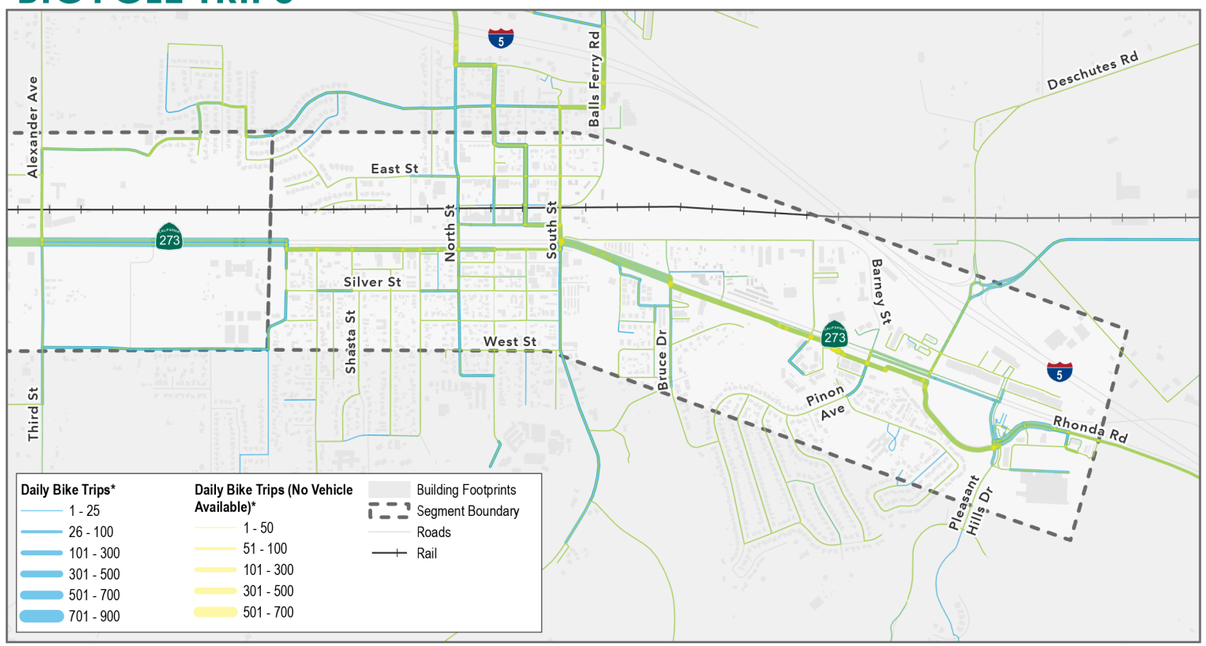
FREIGHT AND AUTO TRIPS



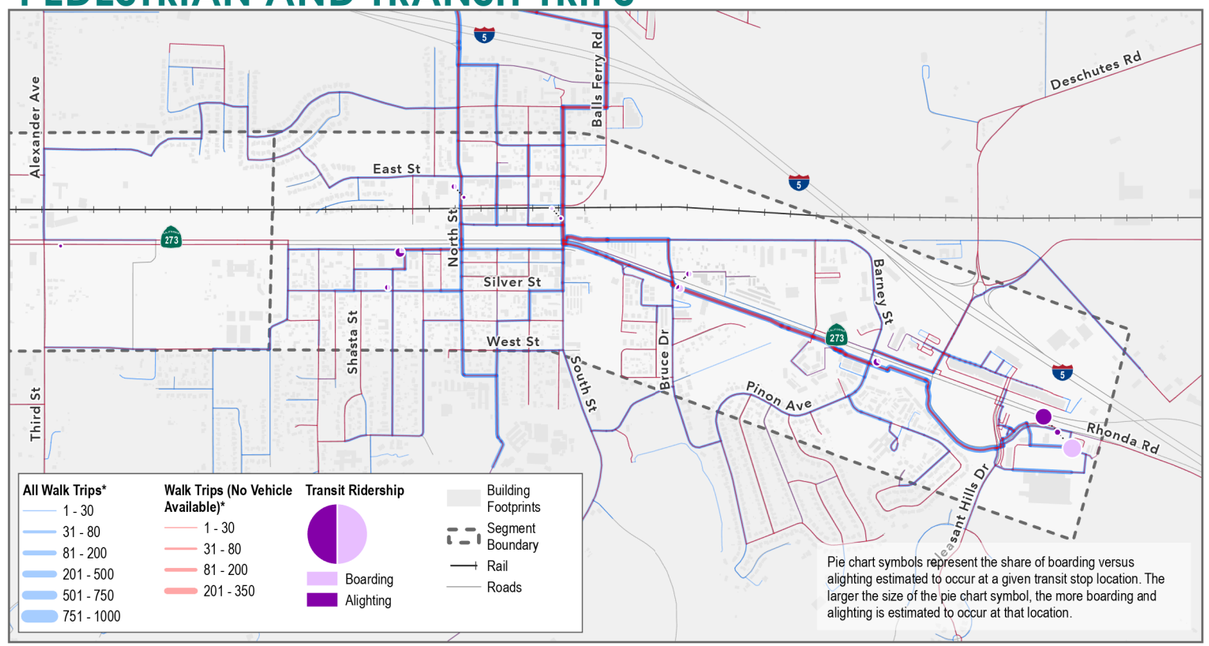
SHORT AUTO TRIPS



BICYCLE TRIPS



PEDESTRIAN AND TRANSIT TRIPS



Data source: Human Geography Base: California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA; Trip data: Replica, Typical Weekday in Fall 2022; Building Footprints: City of Redding, Shasta County, 2023; Transit Ridership: RABA, City of Redding, GHD, 2023; Roads: Shasta County, 2023; Rail: CA Data Hug, 2023
Created by: ppeel
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Print date: 04 Oct 2023 - 20:43

*Data Disclaimer: Daily trips represent an estimate of a typical weekday in 2022. Volumes are an estimate only with medium certainty of reliability, and actual trip counts may vary from the numbers reported here.

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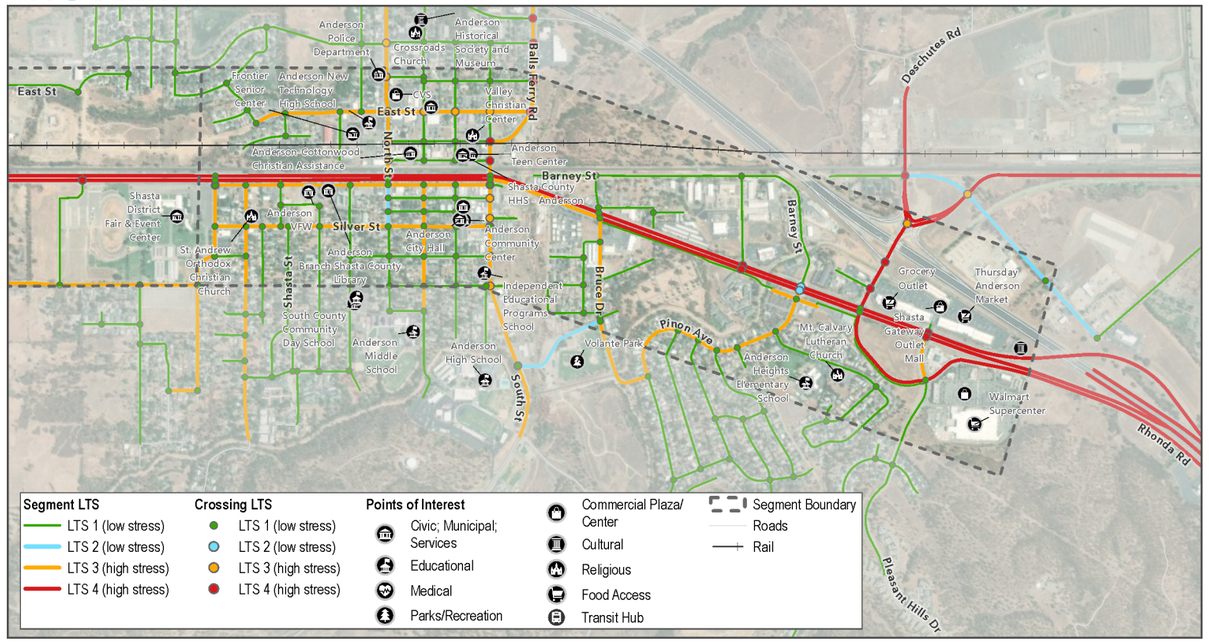
0 500 1,000 1,500
US Feet

STATE ROUTE (SR) 273 SEGMENT 10

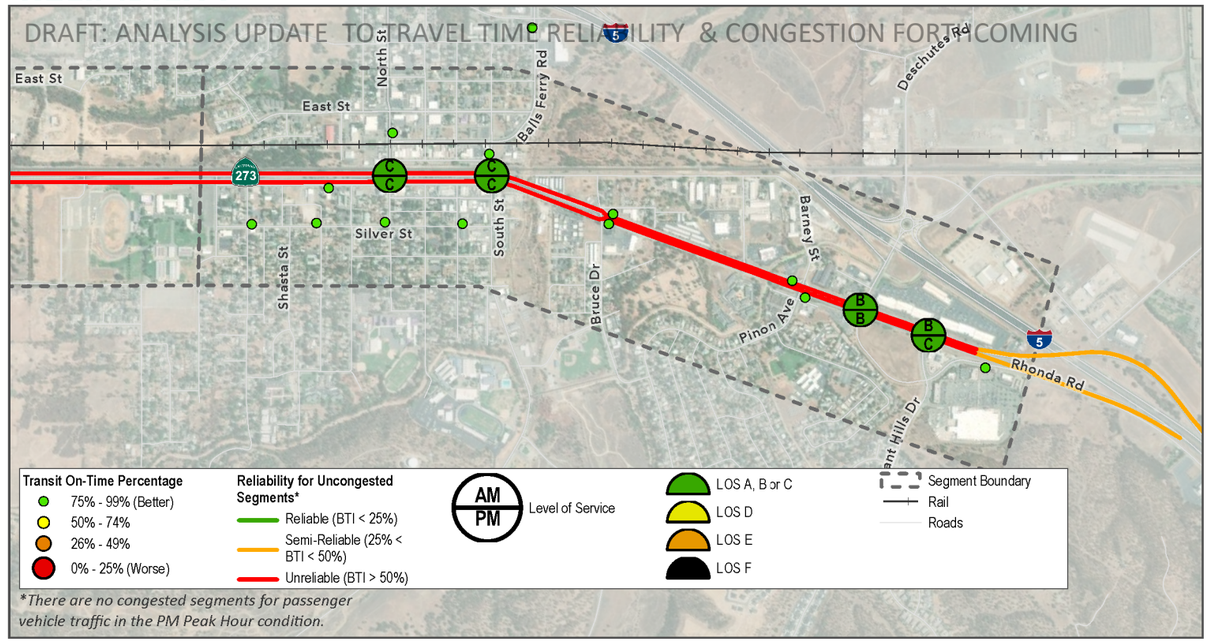
North of Briggs St to I-5 Ramps

EXISTING CONDITIONS PERFORMANCE RESULTS

MOBILITY

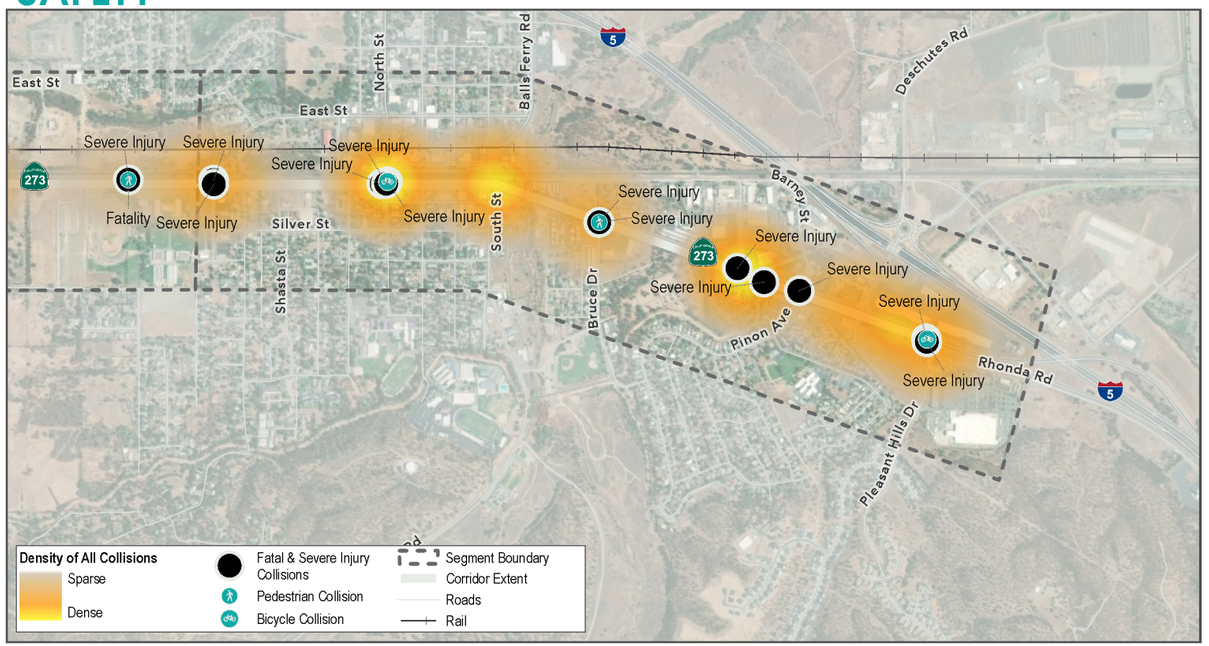


RELIABILITY

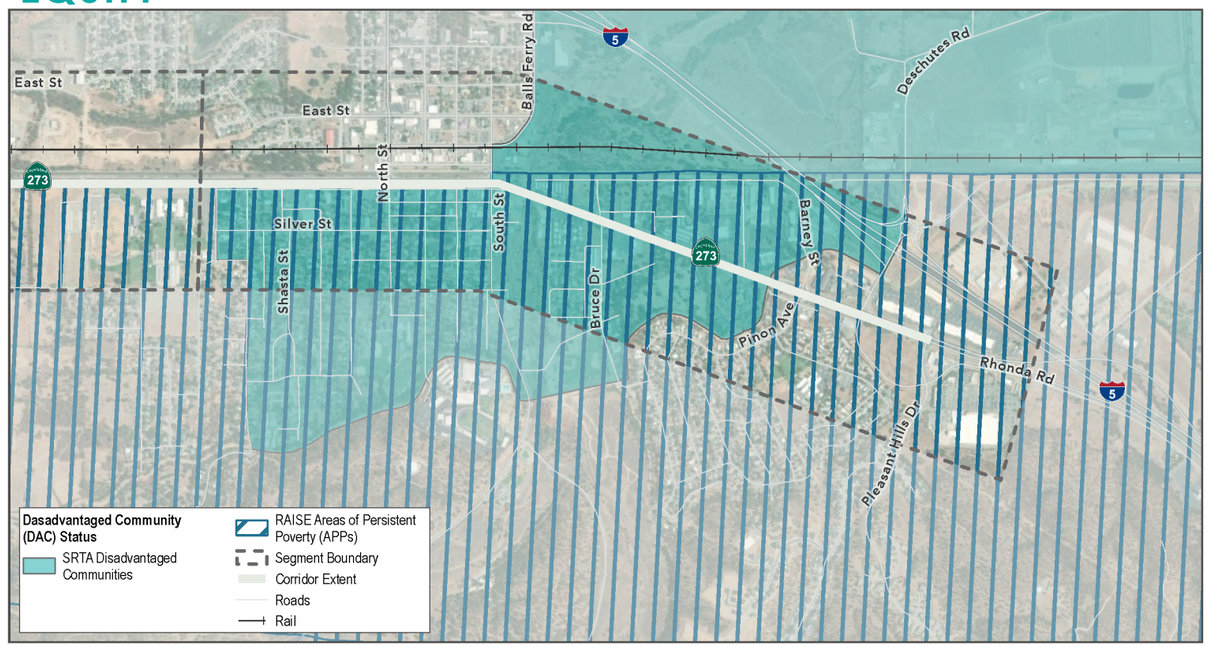


**There are no congested segments for passenger vehicle traffic in the PM Peak Hour condition.*

SAFETY



EQUITY



Data source: World Imagery (Firefly). Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Transit Stops & Frequency: RABA, City of Redding, GHD, 2023, Roads: Shasta County, 2023; Highways: TIGER, 2022; Bikeways: SRTA, 2023, Pedestrian Facilities: City of Redding, 2023, Collisions: SWITR, 2018-2022, DAC: SRTA RTP-SCS, 2018, POI: GHD, 2023; Congestion & TTR: NPMRDS, GHD, 2023
Created by: ppeel
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Print date: 22 Feb 2024 - 23:30

N

0 500 1,000 1,500
US Feet

EXISTING CONDITIONS PERFORMANCE RESULTS SEGMENT 10

MOBILITY & CONNECTIVITY	Result	Score
Transit Stop Conditions	Fair	0
Presence of Amenities (Shelter or Bench) at Transit Stop?	Some with bench/shelter	2
Sidewalk Connection to Transit Stop? (On SR 273, only)	Some sidewalk at SR 273 stops	2
Sidewalk Coverage	Medium to High	2
Bicycle Level of Traffic Stress (LTS)	High Stress	4
Bicycle Connectivity to Destination Types:	# Destinations (% Connected) [1,2]	4
Employment Destinations	3 (27%)	
Education Destinations	7 (13%)	
Community Services and Shopping Destinations	10 (7%)	
Health Care Destinations	2 (7%)	
Food Access	3 (4%)	
Transit Service Destinations (includes Bike Share locations)	27 (0%)	
Civic Service Destinations	11 (5%)	
Parks/Open Space & Recreation Destinations	1 (0%)	
Overall Mobility Score	**Poor**	**3**

[1] The # of destinations reported here are the # of destinations only within the segment. However, low stress connectivity is assessed for connections within and outside of the segment, so long as the location is reachable within a [1.5]-mile biking distance.
[2]. Value of "NA" for the percent connected indicates that there are no connections for that node type in the full stress network within a [1.5]-mile biking distance from the residential origins in that segment to compare low-stress connections against.

SAFETY	Result	Score
Total Crashes	71	-
Total Fatal Crashes	-	0
Total Severe Crashes	12	4
Total Crashes Involving a Pedestrian	2	4
Total Pedestrian Fatalities	-	0
Total Crashes Involving a Bicyclist	2	4
Total Bicyclists Fatalities	-	0
% Occurred at Night (Non-Daylight Crashes)	44%	-
Primary Crash Types	Broadside & Rear End	-
Primary Crash Cause	Vehicle Driver Error & Unsafe Speed	-
Crash Rate (Bold = Exceeds Statewide average)	**1.92**	4
Statewide Crash Rate	0.94	-
Overall Safety Score	**Poor**	**4**

OPERATIONS & RELIABILITY	Result	Score
Transit Stop Reliability	Results provided by route	3
Travel Time Reliability (TTR)	Needs internal review	-
Vehicle - AM Peak Hour	-	
Vehicle - PM Peak Hour (shown on map)	-	
Truck - AM Peak Hour	-	
Truck - PM Peak Hour	-	
Intersection Level of Service (LOS)	Acceptable	1
Overall Reliability Score	**Fair**	**2**

EQUITY (DAC Status)	Result	Score
SRTA Regional Transportation Plan (RTP) Criteria	Majority	4
RAISE Areas of Persistent Poverty Criteria	Majority	4
Climate & Economic Justice Criteria	Fully	4
SB 535 CalEPA Criteria	No	1
Overall DAC Status	**High DAC**	**3**

PERFORMANCE SUMMARY	Result	Score
MOBILITY	Poor	**3**
SAFETY	Poor	**4**
RELIABILITY	Fair	**2**
EQUITY (DAC Status)	High DAC	**3**
Overall Performance		**3**

SEGMENT ISSUES

- High speeds and minimal bicycle and pedestrian infrastructure along SR 273 results in a high stress barrier to connectivity between destinations to the north and south.
- Collision hotspots are seen at most of the major intersections along the corridor in this segment area. Seventeen percent of collisions resulted in severe injury and the crash rate is significantly above the statewide average, making safety a major concern.
- Transit service is mostly reliable with many of the routes serving stops in the segment arriving on-time between 75 and 99 percent of the time. Study intersections are operating at acceptable levels at LOS B or C in both peak periods. Updated travel time reliability analysis is forthcoming. Results shown are a placeholder.
- Equity is a concern with block groups to the north and south of the corridor meeting the DAC criteria for three of the four measures of disadvantage.