

STAFF REPORT



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

SUMMARY:

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

STAFF RECOMMENDATION:

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

DISCUSSION:

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

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

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

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

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

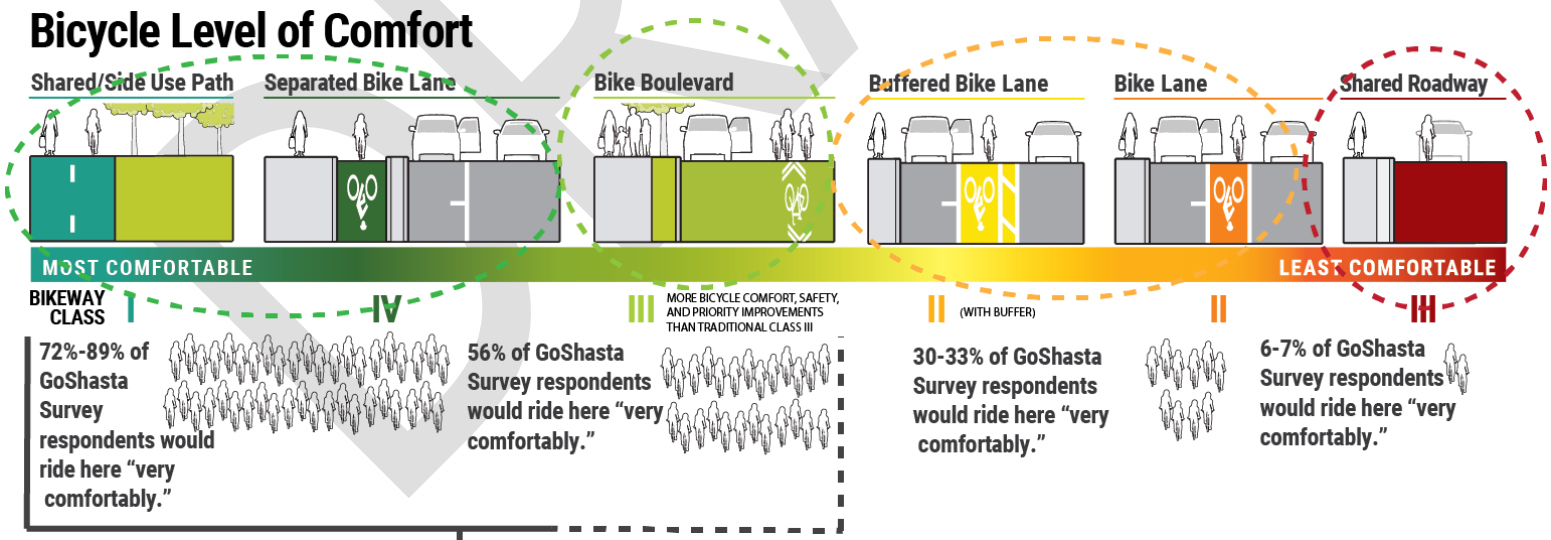
	Shasta County	City of Redding	Yolo County	City of Davis	Butte County	City of Chico	Jackson County	Medford, Oregon
Walk	2.2%	2.0%	3.4%	4.2%	3.3%	5.1%	3.4%	3.3%
Bike	0.8%	1.1%	9.1%	21%	2.6%	5.4%	1.5%	1.4%

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

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

Key objectives of the new GoShasta approach – and examples of how the proposed plan addresses these challenges – are as follows:

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



Trunk Lines

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

Bicycle Facility Level of Comfort - The scale of comfort shown assumes a less confident person riding a bicycle on a bike facility on a street with higher motor vehicle speeds and traffic volume. Percentages taken from GoShasta outreach survey with 280 respondents.

Next Steps – The new GoShasta approach will require a collaborative, focused investment in active transportation projects. SRTA will coordinate with local agencies on determining specific alignments for their Trunk Line projects, offer technical assistance, and use its regional resources to support funding trunk line segments and direct connections. New guidance from the GoShasta Plan’s policy framework will require amendments to some policies in SRTA’s non-motorized program and analyzing how best to fund the GoShasta approach using the region’s various funding sources. The board of directors will provide direction during each of the forthcoming steps. Three of SRTA’s board of directors comprise the GoShasta Steering Committee and, after meetings at key project milestones, recommends board approval of the GoShasta Plan.

ALTERNATIVES:

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

OTHER AGENCY INVOLVEMENT:

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

FINANCING:

There is no immediate cost associated with approval of the GoShasta Plan. Actions, programs, and projects listed in the plan will require local and regional funding but may be offset by grant awards.

Daniel S. Little, AICP, Executive Director

Attachments:

DRAFT GoShasta Regional Active Transportation Plan located here:

<http://srta.ca.gov/311/Final-Draft-GoShasta-Plan>